

JUNE 7, 2007

PROPOSED  
FEDERAL CAPITAL  
IMPROVEMENTS  
PROGRAM

.....  
2008-2013  
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# Introduction

The National Capital Planning Commission (NCPC or the Commission) is responsible for planning the orderly development of the federal establishment in the National Capital Region (NCR), which consists of the District of Columbia, the official seat of the national government, the surrounding counties within the states of Maryland and Virginia—Montgomery, Prince George’s, Arlington, Fairfax, Loudoun, and Prince William counties—and the incorporated cities therein.

NCPC has authority to evaluate proposed federal capital projects for their conformity with its own adopted plans and policies. NCPC also uses its review through the Federal Capital Improvements Program (FCIP) to help guide its planning activities in the region. At an early stage, the FCIP identifies projects that are important to the federal establishment and that may have potential adverse impacts or planning problems.

Each year, NCPC reviews and makes recommendations on proposed federal capital improvements within the six-year FCIP. NCPC’s project recommendations assist the Office of Management and Budget (OMB) in reaching budgetary decisions about proposed regional federal capital projects and aid the Commission in initiating the early coordination of federal projects with state and local governments.

NCPC’s recommendations are based on the extent to which proposed projects conform to planning and development policies in the region as described in plans and programs adopted by the Commission, regional planning bodies, and local and state governments (including the *Comprehensive Plan for the National Capital: Federal Elements* and federal agency systems plans and master plans). The first year of this FCIP represents funding requests contained in the President’s fiscal year (FY) 2008 budget transmitted to Congress in early 2006. Projects scheduled in the second to sixth years involve extended funding, or are new projects that will be scheduled year-by-year until they are ready for funding consideration.

**The National Capital Planning Commission’s recommendations and comments within the FCIP do not represent approval or denial of proposed projects. Inclusion of projects within the FCIP shall not be construed or represented to constitute Commission review of development or project plans pursuant to Section 5 of the National Capital Planning Act or any other applicable statute.**

# Program Summary

## SUMMARY

The Federal Capital Improvements Program for FYs 2008-2013 contains 234 proposed projects. Of this total, 200 have been submitted by other agencies and are recommended for funding, and the remaining 34 have been submitted by NCPC and are recommended for future programming.

The estimated total cost of the 200 projects recommended for funding for FYs 2008-2013 is \$8,678,145,739. Of these submitted projects, NCPC strongly endorses funding for 31. These projects are considered critical to strategically advancing and implementing significant NCPC and local planning policies and initiatives, as well as other important federal interests. NCPC further recommends funding for 129 projects that are in conformance with NCPC and local plans and policies, and for an additional 40 projects requiring further planning coordination.

The number of projects recommended for funding, the total costs of these projects, and the allocation of the total program costs among major jurisdictions are represented in Table 1, Program Summary. This table includes projects funded through private donations.

**TABLE 1, PROGRAM SUMMARY**

	Number of Projects	Total Cost \$(000,000)	Percent of Total Program Costs
<b>District of Columbia</b>	<b>82</b>	<b>2,542</b>	<b>29.3</b>
<b>Maryland</b>			
Montgomery County	21	958	11.0
Prince George's County	34	291	3.3
Subtotal	55	1,249	14.4
<b>Virginia</b>			
Arlington County	30	1,115	12.8
Fairfax County	29	3,385	39.0
Prince William County	1	0	0.0
Subtotal	60	4,501	51.8
<b>National Capital Region</b>	<b>2</b>	<b>387</b>	<b>4.5</b>
<b>(Woodrow Wilson Bridge Replacement)</b>			
<b>Total Region</b>	<b>200</b>	<b>8,678</b>	<b>100.00</b>

Of the 34 projects that have been submitted by NCPC and recommended for future programming, NCPC strongly endorses 13 that are critical to strategically advancing and implementing significant Commission and local planning policies and initiatives, as well as other important federal interests. NCPC further recommends that the appropriate agencies program the remaining 21 projects into their budgets as soon as fiscal and budgetary conditions permit.

## **PROJECTS LISTED BY RECOMMENDATION**

The 200 projects submitted by agencies for the fiscal years 2008-2013 Federal Capital Improvements Program are listed below.

### *Recommended and Strongly Endorsed*

#### **DEPARTMENT OF AGRICULTURE**

1. Agriculture South Building Modernization
2. Hickey Run Pollution Abatement Project

#### **DEPARTMENT OF THE ARMY**

##### **ARMY CORPS OF ENGINEERS**

3. Flood Control Project

##### **ARLINGTON NATIONAL CEMETERY**

4. Total Cemetery Management

#### **DEPARTMENT OF DEFENSE**

5. Pentagon Renovation
6. Pentagon Memorial

#### **GENERAL SERVICES ADMINISTRATION**

7. Commerce, H.C. Hoover Building
8. Department of the Interior Building
9. Eisenhower Executive Office Building Modernization
10. E. Barrett Prettyman U.S. Courthouse
11. Federal Office Building 8
12. Federal Office Building 10A
13. Federal Trade Commission Building
14. Food and Drug Administration Consolidation
15. GSA, National Office Building
16. GSA, Regional Office Building
17. Hubert Humphrey Building
18. Internal Revenue Service Building
19. J.Edgar Hoover Building
20. Labor, Frances Perkins Building
21. Lafayette Building
22. Mary E. Switzer Building
23. New EOB Systems Replacement

24. Southeast Federal Center Remediation
25. State, Harry S Truman Building
26. Wilbur J. Cohen Building

**SMITHSONIAN INSTITUTE**

27. Donald W. Reynolds Center Courtyard Landscaping

**DEPARTMENT OF STATE**

28. Blast Resistant Windows
29. Security, Truman Building

**DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**

30. National Mall Road Improvements
31. Streetscape Improvement at Juarez Circle

***Recommended***

**DEPARTMENT OF AGRICULTURE**

32. Administration Building Modernization
33. Infrastructure 200 Area
34. NAL, Repair of Brick Veneer
35. New Beef Research Facility
36. New Four Dairy Heifer Facilities
37. New Swine Parasitology Facility
38. Repair to Sidewalks
39. Replace Tower Windows

**USDA HEADQUARTERS**

40. Perimeter Security

**US NATIONAL ARBORETUM**

41. Asian Valley Paths Renovation
42. Azalea Paths Renovation
43. Bladensburg Road Entrance
44. Chinese Garden
45. Education and Visitor Center
46. Ellipse Area Development
47. Events Pavilion

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- 48. Fern Valley Native Plant Garden
- 49. Greenhouse Complex Renovation
- 50. Lab/Office Facility
- 51. Storm Water Management Project

**DEPARTMENT OF THE AIR FORCE**

**BOLLING AFB**

- 52. Communication Frame Facility
- 53. Force Protection South Gate

**DEPARTMENT OF THE ARMY**

**ARLINGTON NATIONAL CEMETERY**

- 54. Columbarium Court V
- 55. Facilities Maintenance Complex Storage Buildings
- 56. Facilities Maintenance Complex Vehicle Storage Building
- 57. Land Expansion Fort Myer
- 58. Millennium Land Expansion

**ARMED FORCES RETIREMENT HOME**

- 59. Construct Long Term Care Building

**MDW, FORT MCNAIR**

- 60. Joint Forces Headquarters, NCR
- 61. Modernize Inter-American Defense College
- 62. Modernize MP Barracks, Building

**MDW, FORT MYER**

- 63. Barracks Complex Phase II
- 64. Construct Parking Garages
- 65. Expand Physical Fitness Center
- 66. Modernize Horse Stables
- 67. Public Safety Bldg. Expansion Building 415
- 68. Reconfigure Hatfield Gate
- 69. U.S. Army Band Facility

**DEPARTMENT OF DEFENSE**

- 70. Electrical Upgrades to Reservation
- 71. Federal Office Building 2--Columbia Pike Realignment
- 72. Federal Office Building 2 – Demolition of Existing Structures and Remediation
- 73. Federal Office Building 2 – Relocation of Service Station and Retail Store

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74. Hazardous Response Facility
75. Heliport, Control Tower & Fire
76. North Parking Garage
77. North Rotary Road Relocation
78. Pentagon Motor Pool
79. Route 27 HOV Access
80. Secure Perimeter/Pedestrian Plaza
81. South Parking Road Network

**GENERAL SERVICES ADMINISTRATION**

82. Consumer Products Safety Commission
83. HOTD II Steam Distribution
84. Lafayette Building LITE Renovations
85. Life and Safety, FOB 10A
86. Life and Safety, DOE-Germantown
87. Life and Safety, Francis Perkins
88. Life and Safety, HUD
89. Life and Safety, IRS
90. Life and Safety, J.E. Hoover
91. Life and Safety, Postal Square
92. National Courts Windows
93. Nebraska Avenue Complex (NAC)
94. Remote Delivery Service Center
95. Robert C. Weaver Federal Building
96. Theodore Roosevelt Reheat
97. West Wing Utility Plant Replacement

**DEPARTMENT OF HEALTH AND HUMAN SERVICES**

**NATIONAL INSTITUTES OF HEALTH**

98. 2nd Floor Addition to In-Vivo NMR Center
99. Animal Research Center
100. Building 10 Repair Program
101. Building 3 Renovation
102. Building 37 Basement Renovation
103. Complete Fit Out B3-East Labs in CRC
104. Emergency/Back-up Power CIT Data Center
105. Expansion of Cell Processing Space, Building 10



- 106. John Edward Porter Neuroscience Research Center, II
- 107. Laboratory M, South Quad
- 108. Laboratory N, South Quad
- 109. Laboratory P, South Quad
- 110. New Patient Imaging
- 111. Northwest Child Care Facility
- 112. PET c-Good Lab Practices Facility/Radio-Chem.Lab
- 113. South Quad Parking Facility
- 114. Zebrafish Research Facility

**DEPARTMENT OF HOMELAND SECURITY**

**FEDERAL LAW ENFORCEMENT TRAINING CENTER**

- 115. Building 1, Administration Building
- 116. Building 12, U.S. Capitol Police
- 117. Building 17, Remote Mail Delivery
- 118. Building 1A, Classroom and Simulator

**JAMES J. ROWLEY TRAINING CENTER**

- 119. Loop Road Addition and Realignment
- 120. Perimeter Security Upgrade
- 121. Utilities and Infrastructure Upgrade

**U.S. COAST GUARD**

- 122. Construct New Station Building @ Bolling
- 123. Construct Addition to Mid-South Laboratory, Alexandria, VA Station

**DEPARTMENT OF THE INTERIOR**

**NATIONAL PARK SERVICE**

- 124. Georgetown Waterfront Park
- 125. National Mall Management Plan
- 126. Provide Accessibility to Fords Theater
- 127. Rehab Executive Residence
- 128. Theodore Roosevelt Memorial Rehabilitation

**NATIONAL AERONAUTICS AND SPACE ADMINISTRATION**

**GODDARD SPACE FLIGHT CENTER**

- 129. Exploration Sciences Building
- 130. HVAC Controls – Rehabilitation
- 131. Modernize Various Buildings Accessibility

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- 132. Rehabilitate Building 88 Utilities
- 133. Repair Central Power Plant
- 134. Repair Cooling Tower Cells 7-9 & Replace Transformer
- 135. Repair Domestic Water/Sewer
- 136. Repair/Replace Roofs
- 137. Restore Building 23
- 138. Restore Chilled Water
- 139. Security, Safety Upgrades
- 140. Site Utilities Upgrade
- 141. Upgrade Fire Alarms

**DEPARTMENT OF THE NAVY**

**NSWD, CARDEROCK**

- 142. Research Development Test and Evaluation Support Facility

**NMIC - SUITLAND**

- 143. National Maritime Intelligence Center

**SMITHSONIAN INSTITUTION**

- 144. Construct/Install Anti-Terrorism Protection
- 145. National Museum of African American History and Culture
- 146. National Museum of Natural History Revitalization
- 147. Quadrangle Roof/ Mechanical Systems Replacement
- 148. Restore Hirshhorn Façade
- 149. Revitalize National Museum of American History
- 150. Museum Support Center Pod 3

**NATIONAL ZOOLOGICAL PARK**

- 151. African Savannah Exhibit
- 152. Asia Trail
- 153. Renew Seal/Sea Lion Facility

**DEPARTMENT OF TRANSPORTATION**

**FEDERAL HIGHWAY ADMINISTRATION**

- 154. 14th Street Bridge/GW Parkway
- 155. Columbia Island EIS
- 156. Manassas Battlefield Park Bypass Study
- 157. Mount Vernon Circle Parking
- 158. Pedestrian Bridge Dulles Access and Toll Road

- 159. Rehabilitate Virginia Route 123/CIA Interchange
- 160. Woodrow Wilson Bridge

## ***Projects Requiring Additional Planning Coordination***

### **DEPARTMENT OF THE AIR FORCE**

#### **ANDREWS AIR FORCE BASE**

- 161. Consolidated Command Post
- 162. Physical Fitness Center West Side
- 163. Replace Munitions Maintenance & Storage

### **DEPARTMENT OF THE ARMY**

#### **FORT BELVOIR**

- 164. Child Development Center (Main Post)
- 165. Construct Administrative Facility for PEO
- 166. Construct New Barracks
- 167. Construct New Hospital
- 168. Construct New Physical Fitness Center at EPG
- 169. Defense Access Road
- 170. Dental Clinic
- 171. Emergency Services Center
- 172. Family Travel Camp
- 173. Flight Control Tower
- 174. Fort Belvoir Infrastructure
- 175. Information Dominance Center
- 176. Joint Personnel Recovery Agency Addition
- 177. Medical Guest House
- 178. Missile Defense Agency
- 179. Museum Support
- 180. NARMC Medical Command Headquarters Building
- 181. National Geospatial Agency
- 182. Network Operations Center
- 183. North Post Access Road Control Point
- 184. PX Expansion
- 185. Renovate Building 238
- 186. Renovate Buildings 211, 214, 215, & 220
- 187. Structured Parking, 200 Area
- 188. Washington Headquarters Services

**GENERAL SERVICES ADMINISTRATION**

- 189. Forrestal Building Modernization
- 190. Saint Elizabeths – U.S. Coast Guard Headquarters
- 191. Saint Elizabeths – West Campus Modernization
- 192. Saint Elizabeths – West Campus Infrastructure
- 193. Saint Elizabeths – West Campus Extension/Site Acquisition
- 194. Saint Elizabeths – West Campus Off-campus Infrastructure/Site Acquisition

**DEPARTMENT OF THE NAVY**

**NATIONAL NAVAL MEDICAL CENTER, BETHESDA**

- 195. Fitness Center – Bethesda, MD

**ANACOSTIA ANNEX**

- 196. Construct New NSM Warehouse

**ARLINGTON SERVICE CENTER**

- 197. Crystal Park 5 Arlington Service Center

**NAVAL RESEARCH LABORATORY**

- 198. Autonomous Research Laboratory

**WASHINGTON NAVY YARD**

- 199. Renovate Building W-200 – Washington Navy Yard, DC
- 200. Navy Systems Management Activity Relocation

***Commission-Recommended Projects***

*Recommended and Strongly Endorsed*

- 201. 10<sup>th</sup> Street, SW Corridor Improvements
- 202. 10<sup>th</sup> Street NW Corridor Improvements within the Federal Triangle
- 203. Maryland Avenue SW Corridor Improvements
- 204. Freight Railroad Realignment NEPA Studies
- 205. DC Circulator System Improvements
- 206. Mobility Parking, and Security Impact Studies
- 207. Kennedy Center Plaza Project
- 208. New Frederick Douglass Memorial Bridge
- 209. South Capitol Street Reconstruction
- 210. South Capitol Street Waterfront Park

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211. Pennsylvania Avenue (3<sup>rd</sup> to 15<sup>th</sup> Streets, NW and Federal Triangle) Perimeter Security And Streetscape Improvements
212. Federal Bureau Of Investigation Perimeter Security And Streetscape Improvements
213. Constitution Avenue (3<sup>rd</sup> To 15<sup>th</sup> Streets, NW) Perimeter Security And Streetscape Improvements

*Recommended for Future Programming*

214. Address Urgent Capital Priorities Of The Metro System And Expand Capacity Of Metrorail
215. Roosevelt Bridge Rehabilitation
216. High Speed Rail To Baltimore-Washington International Airport
217. Dulles Corridor Rapid Transit Project
218. Light Rail Projects In The District Of Columbia, Virginia, And Maryland
219. Develop A New Foreign Missions Center
220. Future Site Acquisitions For Memorial And Museum Uses
221. Plan And Design To Deck-Over And Remove Portions Of The Southeast/Southwest Freeway
222. Fort Circle Parks System
223. Improve Pedestrian Linkages Between National Mall Attractions And The Anacostia And Potomac River Waterfronts
224. West Potomac Park Seawall Repair
225. Regional "Blue Trail" System
226. Regional Park System
227. Regional Visitor Center And Information Kiosks
228. Tour Bus Parking Facility
229. Water Taxi System
230. Develop Waterfront Parks
231. Conversion Of The Department Of Agriculture Building On The National Mall To A Public Use
232. Federal Triangle Lighting
233. Lafayette Building Exterior Refinishing
234. Boundary Markers For The Nation's Capital

# Program Process

## FCIP FUNCTION AND PROCESS

### *Capital Improvement Definition*

For purposes of the FCIP, a capital improvement is defined as a non-recurring expenditure or any expenditure for physical improvements. Costs may derive from acquiring existing buildings, land, or interests in land; constructing new buildings or other structures; making additions and major alterations; constructing streets, highways, or utility lines; acquiring fixed equipment; and landscaping.

Expenditures for federal capital improvements include:

- Funds appropriated by Congress.
- Non-appropriated federal funds generated from sources such as retail sales at United States postal facilities, military stores, and officers' clubs.
- Funds provided by the private sector for construction on federal property or for construction on private land, provided the new structure is for occupancy and eventual ownership by the federal government.

### *Role and Function of the FCIP*

The FCIP is a planning and budgeting tool. NCPC reviews proposed federal capital projects within the NCR for their conformity with adopted federal plans and policies and makes recommendations based on this review. The Commission transmits these recommendations to OMB, which, in turn, uses the information in developing the President's annual budget.

The Commission's recommendations signify an assessment of the project's contribution to implementing planning policies and initiatives or supporting key federal interests.

Another function of the FCIP is to coordinate proposed federal agency capital projects with agencies' long-range systems plans and NCPC-approved master plans and site and building plans for federal installations or single facilities. The FCIP functions as a vital first step in the implementation of these plans by serving as an early notification and coordinating tool for interested and affected local, regional, and state agencies.

State and local governments also submit their capital improvements programs to NCPC for review. This allows the Commission to determine, at an early stage, whether state and local projects negatively affect federal interests. This process ensures that related projects are coordinated, possibly avoiding delays at the time of formal review. This results in cost savings to local and state governments and overall improvements in the regional economy.

### *FCIP Preparation Process*

Preparing the FCIP requires federal departments and agencies to submit their annual capital budget requests and their planned capital programs for the next five years to the NCPC. Year one of the FCIP represents funding requests contained in the President's FY 2008 budget (the capital budget). The second to sixth years represent yearly funding requests for specific projects, or funding requests for new projects scheduled year-by-year (the capital program).

NCPC requests capital budget and program information from federal agencies during the summer. After receiving this information, the Commission reviews the capital budget requests (the first year of the FCIP), and transmits its recommendations to OMB in the fall. In late spring, the Commission

prepares its recommendations for capital projects for the following five years and circulates a proposed FCIP for review and comment by federal agencies, state and local governments, and interested organizations and citizens. Following the review period, the Commission adopts the FCIP in late summer.

## **OFFICE OF MANAGEMENT AND BUDGET REVIEW**

Following the passage of the Government Performance and Results Act of 1993, OMB emphasizes linking federal agency program resources with performance, and comparing proposed projects with federal agencies' strategic plans. OMB has identified the FCIP as an important management reform initiative and uses NCPC's recommendations in analyzing federal capital budget submissions.

## **LEGAL AUTHORITY**

Preparation of the FCIP is pursuant to Section 7 of the National Capital Planning Act (40 U.S.C. 8723(a)), which requires that NCPC annually review and recommend a six-year program of federal public works projects for the NCR. In addition, Section 33.1(d) of OMB Circular No. A-11 *Preparation, Submission, and Execution of the Budget* (June 2006) states that agencies "must consult with the National Capital Planning Commission in advance regarding proposed developments and projects or commitments for the acquisition of land in the National Capital area."

**The National Capital Planning Commission's recommendations and comments within the FCIP shall not be construed or represented to constitute Commission review and approval of development or project plans pursuant to Section 5 of the National Capital Planning Act, or any other applicable statute.**

# Project Evaluation

## Site and Building Plans

One of NCPC's principal responsibilities is to coordinate development activities of federal and District of Columbia agencies in the region. Federal agencies submit to NCPC their specific development proposals for site acquisitions, building construction or renovation, site development, street and road extensions and improvements, modifications to parking, and all forms of commemorative works as required under Section 5 of the National Capital Planning Act and other statutes. NCPC reviews these projects for conformity with applicable provisions of the *Comprehensive Plan for the National Capital: Federal Elements* and approved Installation Master Plans (see below).

This project review process is separate from the FCIP. Many of the projects within the FCIP have been submitted for NCPC approval by their sponsoring agencies. If the Commission has reviewed a project, it is noted within the "Comment" section following the project's description. When evaluating a project within the FCIP, NCPC considers the extent to which a project responds to comments that the Commission offered during project review. For projects that have not been submitted to NCPC for review, the Commission's recommendations and comments within the FCIP do not represent approval or denial. Inclusion of projects within the FCIP does not constitute Commission review as required under Section 5 of the National Capital Planning Act, or any other applicable statute.

## Installation Master Plans

NCPC requires all installations with two or more major structures or land-use activities to have updated master plans. The Commission uses these plans in its review of construction plans for individual federal projects and reviews these long-range installation plans for consistency with broad Commission and other development policies. This review includes an evaluation of whether the quality, character, and extent of facilities proposed within an installation's master plan could accommodate the installation's assigned mission, as well as other plans and programs of the agency. Many projects within the FCIP are located on installations that require a master plan. Their conformity with applicable master plans influences the Commission's recommendations within the FCIP.

## Commission-Released Plans and Programs

The federal establishment has a large impact on the appearance, operation, and economy of the NCR. As the NCR and the federal establishment evolve and change, new issues have emerged, such as security, declining federal employment, increasing federal procurement spending, and the location of monuments and memorials. The Commission developed a number of plans and programs to address these issues, including:

1. *Extending the Legacy: Planning America's Capital for the 21st Century (Legacy Plan)*
2. *Comprehensive Plan for the National Capital: Federal Elements*
3. *Memorials and Museums Master Plan*
4. *The National Capital Urban Design and Security Plan*

This chapter includes a description of these plans and programs, followed by definitions of the four recommendation categories used in evaluating the projects within the FCIP.



## **PLANS AND PROGRAMS**

### ***1. Extending the Legacy: Planning America's Capital for the 21st Century***

The Legacy Plan, released in 1997, is a vision plan for the long-term growth of the monumental core of Washington. The Legacy Plan redefines the monumental core to include adjacent portions of North, South, and East Capitol Streets, and reclaims and reconnects the city's waterfront, from Georgetown on the Potomac River to the National Arboretum on the Anacostia. It proposes ridding the city of visual and physical barriers, including removing portions of the Southeast/Southwest Freeway, relocating railroad tracks and bridges, and redesigning other high-capacity transportation facilities that have divided Washington's neighborhoods for decades and restricted access to the waterfront. The Legacy Plan also addresses the District's urgent need for jobs and increased mobility by creating opportunities in all quadrants of the city for new parks, offices and other development, and transit centers.

There are five themes in the Legacy Plan:

- Build on the historic L'Enfant and McMillan Plans, which are the foundation of modern Washington.
- Unify the city and the monumental core, with the Capitol at the center.
- Use new memorials, museums, and other public buildings to stimulate economic development.
- Integrate the Potomac and Anacostia Rivers into the city's public life and protect the National Mall and the adjacent historic landscape from undesirable intrusions.
- Develop a comprehensive, flexible, and convenient transportation system that eliminates barriers and improves movement within the city.

The Commission encourages all federal agencies to adhere to the concepts contained in the Legacy Plan as they prepare proposals for development within the monumental core and the region. In reviewing projects for the FCIP, the Commission recommends and strongly endorses significant proposed projects that help implement the Legacy Plan and other planning initiatives currently underway.

#### **KEY INITIATIVES OF THE LEGACY PLAN**

The Commission is currently involved in a number of planning initiatives in the District of Columbia that relate to the Legacy Plan themes. These initiatives include the development of a plaza at the Kennedy Center, the Circulator transit system, the Anacostia Waterfront Initiative, the redevelopment of South Capitol Street, a study of the feasibility of relocating of rail lines in Southwest and Southeast, the RFK Stadium Site Redevelopment Study, and the National Capital Framework Plan.

##### **The Kennedy Center Plaza**

The Legacy Plan promotes improved access and new development opportunities at the Kennedy Center. The plan calls for an exciting civic plaza to bridge the tangle of freeways currently separating the center from the rest of the city; a new connection on the Potomac River side, that would link the center to a rejuvenated waterfront; and new development along the plaza to the north and south. Since the release of the Legacy Plan, plans for the Kennedy Center have evolved to include improved pedestrian, vehicular, and bicycle access, with new connections to E Street, NW, 25th Street, NW, and other points north and south of the Center. In June 2004, the Commission approved the concept design submitted by the Federal Highway Administration for the new plaza and related

improvements, making extensive recommendations for the project as it moves forward. The project is currently waiting for additional funding.

### **Circulator**

The Legacy Plan acknowledges that an effective regional transportation system, which meets the needs of federal and non-federal workers, residents, and visitors, is in the federal government's vital interest. The daily downtown population is approximately 225,000, and it is estimated that approximately 21 million tourists visit the region's core annually. In cooperation with the Commission, the District Department of Transportation, the Downtown DC Business Improvement District, and the Washington Metropolitan Area Transit Authority developed the DC Circulator to help meet the city's transportation needs.

The Circulator is a convenient bus transit service that supplements the existing Metrorail and Metrobus system and serves the monumental core and adjacent urban area. Transportation access and mobility between the District's downtown, the National Mall, Smithsonian museums, the U.S. Capitol, Georgetown, the Southwest Waterfront, and Union Station are critical to the long-term growth and vitality of the District's economy. DC Circulator routes are located within a quarter of a mile of 90 percent of the federal employees who work in the downtown employment district; the system provides an efficient means for federal employees to move among federal buildings and downtown destinations.

The DC Circulator began service on July 10, 2005. The initial system consisted of a north-south route between the Washington Convention Center and the Southwest Waterfront and an east-west route between Union Station and Georgetown, running primarily along Massachusetts Avenue and K Street. A third loop was added to the system in March 2006 to provide service along the National Mall, between 4th Street and 17th Street. Additional phases are under study.

### **The Anacostia Waterfront Initiative**

The Legacy Plan aspires to recapture Washington's waterfronts by creating a continuous band of open space from Georgetown to the National Arboretum and providing new and highly desirable development opportunities in areas adjacent to this space. Following the vision in the Legacy Plan, the Anacostia Waterfront Initiative (AWI) is a multi-agency effort to develop and implement a comprehensive plan for an energized waterfront. The AWI unifies diverse areas along the waterfront into a cohesive and attractive mixture of commercial, residential, recreational, and open space uses. The AWI balances waterfront development and conservation; enhances park areas; and provides greater access to the waterfront from neighborhoods on both sides of the Anacostia River. A majority of the District's Anacostia riverfront is publicly owned by the Department of Defense (DoD), the National Park Service (NPS), and the District of Columbia. The federal government has a key interest and role in the planning, design, and decision-making processes of the AWI and its related development projects.

The Anacostia Waterfront Corporation was formed in 2005 by the District of Columbia as the development authority to coordinate AWI projects in the District. Principal among these projects is Poplar Point a 110-acre site located in the area adjacent to historic Anacostia, directly across from the Navy Yard. The focal point for this project is the reconnection of the neighborhood and its residents to the river. Plans include gateway improvements, environmental restoration, and cultural, and community facilities.

Additional District of Columbia projects supporting AWI concepts moved forward in 2007. The Commission reviewed and approved the conceptual design for the Anacostia Riverwalk trail. Construction will begin in 2006 for a section of trail between Benning Road and the Navy Yard. In addition, a streetcar project for the Anacostia community south of the river is under development as an on-street transit system.

Federal projects in the vicinity of AWI are progressing as well. The Department of the Navy continues to redevelop the Navy Yard, which has approximately 10,000 employees. The General Services Administration (GSA) awarded a contract for developing the nearby Southeast Federal Center for private mixed-use development that will accommodate an additional 9,700 employees and 2,500 new residences. The Department of Transportation's headquarters building, which is nearing completion, will serve as the anchor for the Southeast Federal Center project, which.

### **South Capitol Street**

The Legacy Plan also envisioned a revitalized South Capitol Street corridor, including a new Frederick Douglass Memorial Bridge, as a lively urban gateway to the city combining public and private development. Responding to this vision in 2001, Congress directed multiple agencies to study ways to reconfigure the South Capitol Street corridor into an urban boulevard that provides a symbolic gateway to the nation's capital and revitalizes the surrounding communities. Since then, federal and District agencies have worked in cooperation on increasingly refined analyses to achieve this vision, including the District Department of Transportation's (DDOT) studies to reconstruct and relocate the Frederick Douglass Memorial Bridge.

The Commission has focused in particular on studies that identify federal interests and provide guidance in the areas of design, open space, and land use. In 2003 NCPC prepared the *South Capitol Street Urban Design Study* in conjunction with DDOT, the District Office of Planning, and the Maryland Department of Transportation. *The South Capitol Street Corridor: An Advisory Services Panel Report* was prepared by the Urban Land Institute (ULI) in 2004 for NCPC. These studies examined urban design and redevelopment of the corridor and recommended immediate implementation of redesign and reconstruction of South Capitol Street and the Frederick Douglas Memorial Bridge.

The Commission formed a task force to move the ULI recommendations forward, resulting in a set of recommendations for the corridor that were released in 2005. NCPC's South Capitol Street Task Force proposed:

- Establishing corridor widths and design concepts to transform South Capitol Street into a grand urban boulevard.
- Creating a traffic rotary at the juncture between South Capitol Street and the Douglass Bridge, containing a five-acre "commons" suitable for public gathering and commemorative works.
- Creating a South Capitol waterfront park between the commons and the Anacostia River with major public open spaces and sites for memorials or new national museums.
- Establishing a mixed-use cultural development zone adjacent to the commons and waterfront park.

The District Office of Planning (DCOP), AWC, and the District Zoning Commission, along with NCPC are developing a new zoning overlay for the South Capitol Street corridor. This new overlay area covers the entire South Capitol Street corridor south of M Street. An Environmental Impact Statement (EIS) for the study area is being conducted by DDOT scheduled for completion by mid-year 2007. Periodic, extended closures to the Frederick Douglas Memorial Bridge are scheduled to occur by the summer of 2007 are planned to facilitate interim repair work. These closures are necessary to keep the bridge operational until the replacement structure is constructed.

### **Railroad Relocation**

The Legacy Plan envisioned reclaiming the historic Maryland and Virginia Avenues and realigning freight and passenger rail lines, which currently traverse the monumental core. These rail lines disrupt neighborhoods and prevent access to the waterfront, thwarting plans for urban revitalization and limit capacity along the east coast rail network. They also pose potential security and safety concerns to adjacent federal facilities and residential neighborhoods. NCPC believes plans should be

developed to remove or deck-over portions of the freeway in this area to reconnect the surface-level street system.

In July 2004, in an effort to inform federal and local officials about the rail line's security, urban design, and capacity issues, NCPC sponsored a tour of the CSX railroad tracks that bisect the city. NCPC then initiated a consultant study providing a detailed analysis of the existing conditions for the seven-mile stretch of CSX freight rail line in the District. Completed in April 2005, the study was the first step toward understanding this rail segment.

In 2005, NCPC partnered with DDOT in successfully requesting a Department of Homeland Security Urban Area Security Initiative (UASI) grant to study alternative alignments for rail service south of the monumental core. The project has been coordinated with the Interagency Security Task Force and the Railroad Working Group, which includes regional stakeholders from Virginia, Maryland, and the District; federal partners such as the Federal Railroad Administration. A \$1 million study of alternatives for the rail line was initiated March 2006 and completed March 2007. The study provides a detailed analysis of rail transportation and infrastructure issues and options for the rail lines realignment.

### **National Capital Framework Plan**

NCPC's 1997 Legacy Plan envisions a capital city with grand boulevards radiating from the U.S. Capitol hosting museums, commemorative works, and public places that tell the story of America's cultural heritage, enriching the lives of visitors, residents, and workers alike. It envisions that these places are accessible by a superior network of public transit and pedestrian systems and supported by convenient services, amenities, and an historic waterfront that provides vibrant places to congregate and quiet places to enjoy rest and solitude along healthy rivers.

In the spring of 2006, NCPC, in partnership with the U.S. Commission of Fine Arts (CFA) launched a multi-agency initiative to develop the National Capital Framework Plan (Framework Plan). The purpose of the Framework Plan is to bring NCPC's Legacy Plan closer to fruition, help preserve the open space of the National Mall, and address the 2003 amendments to the Commemorative Works Act designating the National Mall a completed work of civic art and establishing a no-build zone in the "Reserve."

The Framework Plan will address how to develop, enliven, enhance, and connect civic spaces beyond the National Mall to create destinations worthy of America's future commemorative and cultural facilities, as well as mixed-use activity areas that are accessible, vibrant, and attractive places to live, work, and visit. It will help guide decision makers to plan, design, and construct these important cultural destinations in a manner that respects the symbolic values inherent in the urban design of the nation's capital. Failure to coordinate these planning efforts will result in a piecemeal approach to future development, higher costs, and inefficient use of land, transportation, infrastructure, and amenities.

The Framework Plan will include preliminary concept designs for areas that have initially been deemed a priority. These areas include Maryland and Virginia Avenue and Banneker Overlook in the Southwest Federal Center and East Potomac Park. The Framework Plan will also include a detailed action plan that will identify strategies, next steps, and cost estimates for identified priorities in the study area. The feasibility, location and cost of specific projects must be assessed to prioritize projects and leverage capital improvements with other on-going public and private initiatives. These future projects will require further environmental study, innovative funding strategies, and public private partnerships to be implemented over time.

NCPC and CFA have formed a Steering Committee comprised of 15 federal and local agencies that will provide a forum for input, collaboration, and interagency coordination on complex land use, transportation, and public space issues. Additionally, extensive public outreach will also be conducted during development of the Framework Plan.

The National Capital Framework Plan complements the NPS's National Mall Plan, which will address the operational and maintenance challenges resulting from the thousands of events and millions of visitors who enjoy the iconic civic space at the heart of the nation's capital.

### **North Capitol Street Gateway Study**

Furthering the Legacy Plan's concept of grand boulevards radiating from the U.S. Capitol and promoting improved access and new development opportunities is the goal of the North Capitol Street Gateway Study. This urban design study looks to better define and implement the various goals contained in the *Memorials and Museums Master Plan* and the *Urban Design and Security Plan*. NCPC has partnered with the District Office of Planning (DCOP), DC Department of Transportation (DDOT), the National Capital Revitalization Corporation (NCRC), the Architect of the Capitol (AOC), and the U.S. Armed Forces Retirement Home, to conduct this study. The study plans to increase local neighborhood livability and economic development by improving the physical, economic and safety condition of the corridors and create a new environment that invites private investment and neighborhood pride.

## ***2. Comprehensive Plan for the National Capital: Federal Elements***

National capital cities share many traits with other major cities, but they also have unique qualities and distinct planning and development needs that set them apart. One of the Commission's primary tools in planning for federal activities is the *Comprehensive Plan for the National Capital: Federal Elements*. The Comprehensive Plan is a blueprint for the long-term federal development of the nation's capital that guides the Commission's decision making on plans and proposals submitted for its review, including those projects submitted for the FCIP.

Within the Comprehensive Plan, NCPC recognizes the national capital as more than a concentration of federal employees and facilities but also as the symbolic heart of America. The capital city represents national power, promotes the country's shared history and traditions, and, through its architecture and physical design, embodies national ideals. In the Comprehensive Plan, NCPC strikes a balance between preserving the city's rich heritage and shaping a vision for its future.

The Comprehensive Plan's guiding principles provide context, and the policies provide the plan's direction. Collectively, the policies represent a vision that the Commission and the federal government intend to promote in the region for years to come. The Comprehensive Plan identifies and addresses:

- The current and future needs of federal employees and visitors to the nation's capital.
- The need to efficiently locate new federal facilities and maintain existing ones where appropriate.
- The placement and accommodation of foreign missions and international agencies.
- The preservation and enhancement of the region's natural resources and environment.
- The protection of historic resources and urban design features that contribute to the image and functioning of the nation's capital.
- The need to maintain and improve access into, out of, and around the nation's capital.

### **Accommodate Federal and National Capital Activities**

A key theme in the Comprehensive Plan is the appearance and image of our nation's capital. The city's physical design conveys the values and qualities to which we aspire as a nation. The federal

elements ensure that federal activities within the region reflect the highest standards of architecture, urban design, and planning.

A second important theme is the operational efficiency of the federal government. The Comprehensive Plan envisions a National Capital Region (NCR) that is an economic, political, and cultural center. Regardless of their location, federal facilities should promote the highest quality design while providing an environment in which employees can perform their jobs safely and efficiently.

A third critical theme is transportation mobility and accessibility. To facilitate the movement of federal employees to and from the workplace, federal agencies in the region offer a variety of creative commuting programs. However, considering the NCR's status as one of the most congested areas in the country, federal agencies must continue to find innovative strategies for addressing the transportation challenges facing the region.

Finally, the plan addresses the stewardship of the region's natural and cultural resources. For more than two centuries, the federal government has actively acquired, developed, and maintained parks and open space while protecting and enhancing natural resources in the region. It is imperative that regional authorities develop a unified approach to ensure that these resources are preserved so that they may be enjoyed by all in the future.

As directed by law, NCPC prepares the *Comprehensive Plan for the National Capital: Federal Elements* and the District of Columbia prepares the local elements (currently under revision, the local elements are expected to be adopted in late 2006). On August 5, 2004, NCPC adopted a complete revision of the *Comprehensive Plan for the National Capital: Federal Elements*. Within this revision are seven federal elements:

- Federal Workplace
- Foreign Missions and International Organizations
- Transportation
- Parks and Open Space
- Federal Environment
- Preservation and Historic Features
- Visitors

These elements—along with the District's local elements, federal and District agencies' systems plans, individual installation master plans and subarea plans, development controls, and design guidelines—provide a road map for NCPC's land-use planning and for development decision making in the region.

### **Reinforce “Smart Growth” and Sustainable Development Planning Principles**

The Comprehensive Plan recognizes the value of smart growth and sustainable development principles. The plan supports strategies that orient development to public transit; protect environmental and natural resources; organize new development in compact land-use patterns; promote opportunities for infill development to take advantage of existing public infrastructure; and adapt and reuse existing historic and underutilized buildings to preserve the unique identities of local neighborhoods.

### **Support Local and Regional Planning Economies and Promote Public Participation**

The federal government has long been a major generator of growth and development in the NCR. Federally owned and leased facilities are located throughout the region, and federal activities significantly contribute to the economic health, welfare, and stability of the region. NCPC and federal agencies must work closely with authorities and community groups in jurisdictions where federal

activities are located or proposed. The Commission strongly promotes public participation in the preparation and review of federal policies, plans, and programs in the region.

## **KEY INITIATIVES OF THE COMPREHENSIVE PLAN**

### **CapitalSpace**

NCPC, together with the District of Columbia and the National Park Service (NPS), is currently working on a new parks initiative – *CapitalSpace: A Park System for the Nation's Capital*. CapitalSpace will develop a shared vision, comprehensive asset inventory, and needs assessment and planning framework for federal and local parks and open space in the District of Columbia. CapitalSpace also will create strategies that allow each agency's individual actions to work towards shared objectives. Making the best use of the precious resources available in Washington's parks and open space calls for:

- Enhancing the quality of existing parks and open space.
- Creating better connections and access.
- Strengthening recreational, ecological and historical open space systems.
- Meeting the needs of multiple users.
- Identifying and addressing recreational needs.

The CapitalSpace initiative will address these issues by encouraging existing and new partnerships; enhancing planning and resource management of recreational systems; strategic incorporation of green spaces into the urban environment; identifying new approaches to effectively meet the needs of multiple users at the national and local level; identifying management strategies for a variety of open spaces; and establishing shared priorities to help shape future federal and local resource allocation.

## ***3. Memorials and Museums Master Plan***

*The Memorials and Museums Master Plan*, adopted in 2001, extends the Legacy Plan's vision for the monumental core. The Master Plan recommends placing memorials and museums outside of the city's monumental core, in locations that provide appropriate settings for commemorative works, support the Legacy vision, and satisfy important local economic and neighborhood objectives. By identifying 100 sites for future memorials and museums, the Master Plan ensures that future generations of Americans will have premier locations for commemorative works.

Calling the National Mall a "substantially completed work of civic art," Congress endorsed the concepts in the Master Plan by enacting a Reserve on the Mall in 2003, significantly limiting new museums or memorials on the Mall and increasing the need to identify suitable locations in other areas.

Memorials and museums have an enormous impact on Washington's economic life. These attractions are the primary destinations for more than 21 million annual visitors and support a regional tourism economy of \$4.2 billion. Sixty-one percent of Washington's visitors come to pursue historic or cultural interests. These heritage travelers stay longer and spend more money than other travelers, helping to spur growth throughout a wide cross-section of the economy.

The Commission encourages federal agencies and others responsible for new memorials, museums, and related uses to follow the Master Plan. Although many such projects are privately funded, agencies are encouraged to include these projects in their capital programs and to coordinate the projects and their installation master plans with the *Memorials and Museums Master Plan*.

Most sites identified in the Master Plan are already under federal control, and their future use can be coordinated through Commission review of federal projects and master plans. A few sites are non-federal; and some sites are suggested in conjunction with future development and infrastructure improvements, such as reconstruction of bridges and roads, that would involve a combination of

federal, local, and private-sector property. Master Plan Site Eight, located in the South Capitol Street corridor, is one notable example. The future success of such sites will involve close coordination with the local government's planning process.

#### **KEY INITIATIVES OF THE MASTER PLAN**

The *Memorials and Museums Master Plan* includes policies for advancing acquisition of key commemorative lands that are not under federal control or facilitating the reservation of key parcels of land when non-federal properties are redeveloped. The Master Plan policy calls for NPS, GSA, the District, and/or the Commission to acquire parcels located within the urban fabric of the District for national commemorative action. Only seven of the recommended Master Plan sites are potential candidates for acquisition. The plan further suggests that the federal government identify government lands in its inventory that might be surplus or exchanged to account for potential loss of property tax and other revenue from possible federal purchases. As proposed in the Master Plan, development of commemorative features on private lands should be arranged with the consent of property owners.

#### ***4. The National Capital Urban Design and Security Plan***

Security measures at federal facilities have escalated over the past decade. Following the 1995 bombing of the Alfred P. Murrah Federal Building in Oklahoma City, and the subsequent terrorist attacks of September 11, 2001, many federal agencies in the NCR erected makeshift barriers at their facilities. As a result, unsightly and poorly functioning building entrances and public spaces proliferated at federal facilities, marring the beauty and openness of the nation's capital.

In March 2001, the Commission's Interagency Security Task Force began discussing the reopening of Pennsylvania Avenue in front of the White House. The report, *Designing for Security in the Nation's Capital*, adopted in November 2001, summarized the findings of the task force regarding both Pennsylvania Avenue and the design of security measures throughout the monumental core. The task force report led to the 2002 *National Capital Urban Design and Security Plan*.

The Commission released the *National Capital Urban Design and Security Plan* to guide federal agencies in the design of perimeter security that protects against bomb-laden vehicles approaching federal buildings. The Security Plan conceptually addresses security design for various areas in the monumental core, including the Federal Triangle, the National Mall, the Southwest Federal Center, the West End, downtown, and Pennsylvania, Constitution, and Independence Avenues. The plan suggests a framework to improve perimeter security while reestablishing a sense of openness and freedom; it promotes comprehensive streetscape projects that incorporate perimeter security for a number of federal facilities along a street, and discourages makeshift barriers and block-by-block planning. Design solutions include "hardened" street furniture and landscaped planting walls that can enhance local streetscapes while providing security. The plan calls upon federal agencies to follow the plan's guidelines for attractive, comprehensive security solutions as they develop capital projects for perimeter security. The plan helps the Commission evaluate physical perimeter security proposals on federally owned land within the District of Columbia and other public projects in the central area, and to make recommendations on federal projects in the NCR.

#### **KEY INITIATIVES OF THE NATIONAL CAPITAL URBAN DESIGN AND SECURITY PLAN**

Following an analysis of security considerations for Pennsylvania Avenue in front of the White House, the task force agreed that this portion of the street should remain closed to vehicular traffic at this time. To reverse the adverse visual effects of the closure, the task force called for replacing the haphazard barricades with a distinguished, pedestrian-oriented public space that respects the historic integrity of the street. As recommended in the Security Plan, the Commission coordinated with its federal agency partners in developing a design scheme. Completed in 2004 by the Federal Highway



Administration (Eastern Federal Lands Division), the design by Michael Van Valkenburgh Associates replaced bulky makeshift barriers with specially designed bollards and guard booths that are visually pleasing and incorporated into the streetscape. New tree planting and paving materials along Pennsylvania Avenue improve the pedestrian experience and create a welcoming public space, while providing a more dignified view of the White House grounds. This important place has been transformed into a gracious and beautiful public space, worthy of the White House.

On May 5, 2005, NCPC adopted a series of urban design and security objectives and policies as an addendum to *The National Capital Urban Design and Security Plan*. These objectives and policies clarify, refine, and further articulate the Commission's position on urban design and anti-terrorism security in urban environments and address the evolving nature of physical security requirements. The addendum provides improved guidance to federal agencies in planning and designing perimeter security projects. NCPC also updated *The National Capital Urban Design and Security Plan* to report on projects that have been planned and built in accordance with the plan.

The Commission strongly endorses projects that coordinate security-related capital improvements among one or more agencies located along a street, as recommended in *The National Capital Urban Design and Security Plan*. If properly planned and coordinated, these projects can provide adequate security for federal facilities while enhancing the unique character of the NCR through appropriate urban design.

## **RECOMMENDATION DEFINITIONS**

The FCIP categorizes each federal capital project based on its conformity with established planning policies. In previous FCIP documents, these categories were: *Recommended and Strongly Endorsed*; *Recommended*; *Recommended for Program Purposes Only*; *Recommended for Future Programming*; *Recommended for Deferral*; and *Not Recommended*. These categories have been revised at the request of OMB to improve the usefulness of this document. The current categories and definitions are: *Recommended and Strongly Endorsed*; *Recommended*; *Projects Requiring Additional Planning Coordination and Recommended for Future Programming*.

With respect to the categories, regional planning policies are defined as the overall goals contained within the *Comprehensive Plan for the National Capital: Federal Elements*; the principles embodied in the *Legacy Plan*; and specific planning policies and programs contained within federal agencies' long-range systems plans, master plans, and strategic plans. In reviewing projects, the Commission also considers locally adopted planning policies.

*Recommended initiatives and objectives* refer to specific projects identified for implementation through adopted policy and vision plans, and other long- and short-range systems plans, master plans, and strategic plans.

*Approved site and building plans* are preliminary and/or final project construction plans that have been approved by the Commission.

The definitions of the recommendation categories are explained below.

### **RECOMMENDED AND STRONGLY ENDORSED**

Projects "Recommended and Strongly Endorsed" are capital projects that are critical to strategically advancing and implementing key NCPC planning policies and initiatives or important federal interests within the region. Projects in this category include those submitted by other federal departments or agencies and those recommended by NCPC as future projects. Projects submitted by NCPC for this recommendation are typically drawn from Commission plans, including the *Legacy Plan*, the *Comprehensive Plan for the National Capital: Federal Elements*, *The National Capital Urban Design and Security Plan*, and the *Memorials and Museums Master Plan*.

Criteria for proposed projects that are "*Recommended and Strongly Endorsed*" change annually based on current critical planning objectives. For the 2008-2013 FCIP, "*Recommended and Strongly Endorsed*" is defined as follows:

**This category includes projects submitted by federal agencies or recommended by NCPC that are critical to strategically advancing and implementing specific NCPC and/or local planning policies and development initiatives; clearly defined federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans.**

**These projects are major or significant new construction projects, rehabilitation and modernization projects, or land acquisition projects that may do one or more of the following:**

- Contribute to the operational efficiency and productivity of the federal government by promoting opportunities to take advantage of existing public infrastructure and/or adapting and reusing existing historic and underutilized facilities.

- Improve the security of federal workers, federal activities, and visitors to the national capital in a manner that complements and enhances the character of an area without impeding commerce and economic vitality.
- Protect and unify the historic and symbolic infrastructure of the monumental core and the District. These projects include new, rehabilitated, and/or modernized memorials, museums, historic parks, federal agency and department headquarters, historic streets, and other infrastructure.
- Restore the quality of the Anacostia and Potomac Rivers and associated waterways and improve public access to waterfront areas.
- Advance regional public transportation and other infrastructure that promote the orientation of new development toward public transit and into compact land-use patterns and that encourage the use of non-automobile transportation alternatives, including walking and biking.
- Contribute significantly to the protection of environmental and natural resources.
- Anchor or promote community development and substantially contribute to the physical and economic improvement of surrounding areas.

### **RECOMMENDED**

“*Recommended*” projects within the FCIP are projects submitted by federal agencies—not by NCPC—that are in general conformance with NCPC and local plans and policies. These projects may not necessarily be critical to implementing strategic planning objectives but may contribute to the implementation of these objectives. Projects within this category must conform to adopted plans and policies. The definition used for projects that are “*Recommended*” throughout this FCIP is as follows:

**This category includes projects submitted with budget estimates by federal agencies that are considered to be in conformance with NCPC and local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; and NCPC-approved site or building plans.**

### **PROJECTS REQUIRING ADDITIONAL PLANNING COORDINATION**

The category “*Projects Requiring Additional Planning Coordination*” includes projects for a variety of reasons:

- Projects may not conform to the submitting agency’s own approved master plan, federal agency system plans or NCPC-approved site and building plans.
- A project may be included in this category if it lacks sufficient basic information for review, such as building programs or conceptual plans. Many out-year projects that are still in development may fall into this category.
- A project may also receive this rating if it significantly conflicts with existing adopted federal, regional or local plans, planning initiatives identified in the Comprehensive Plan, or is contrary to federal interests as defined by adopted planning guidelines or policies. Significant planning issues might also be identified through consultations with NCPC staff or through Commission review.

**This category includes projects that have been submitted with budget estimates by federal agencies. Agencies should typically retain these projects in their capital program, but seek to address identified issues.**

### **RECOMMENDED FOR FUTURE PROGRAMMING**

NCPC recommends projects that have not yet been submitted by other agencies within the “*Recommended for Future Programming*” category. These projects are different from “*Recommended and Strongly Endorsed*” projects in that they are typically conceptual and may not have the value to strategic planning that strongly endorsed projects may have. All projects in this category are submitted by NCPC—not by any other federal agency—and must conform to adopted plans and policies. Because these projects are typically conceptual, they do not have cost estimates and are not included in any financial calculations or analyses within the FCIP. These are identified as “planning projects” in the project description.

The definition used for projects that are “*Recommended for Future Programming*” throughout this FCIP is as follows:

NCPC submits proposed plans and studies for inclusion in the FCIP that often do not constitute actual projects, for consideration by other agencies for future programming. These plans and studies differ from projects since they do not identify a specific capital project. These studies do, however, emphasize a planning policy or initiative that NCPC believes may develop as future capital projects, and thus may require capital expenditure in a future FCIP.

**This category includes projects that have not been submitted by federal agencies but that the Commission believes should be submitted by a particular agency for future programming to advance and implement NCPC and/or local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. Projects in this category may or may not currently be recommended in NCPC plans and could be conceptual in nature. These projects may or may not have budget estimates, although the Commission recommends that estimates be prepared for these projects by the responsible federal agency.**

## PROJECT SUBMISSION RECOMMENDATIONS

NCPC requests that departments and agencies comply with the following recommendations, when appropriate, in submitting their capital budget requests and multi-year capital program for inclusion in the FCIP.

- Federal agencies should use the *Comprehensive Plan for the National Capital: Federal Elements* as a planning policy guide in preparing projects for submission in the capital improvements program.
- Federal agencies should assess the status of all approved master plans every five years. Master plans should be revised, as needed, to incorporate all project proposals prior to submitting them to NCPC as part of the capital improvements program.
- Federal agencies should evaluate proposed development projects for compliance with applicable federal, state, and local requirements regarding historic preservation or environmental protection, including impacts on traffic and nearby properties. Implementation may require review by federal, state, county, and city officials pursuant to historic preservation or environmental regulations, including issuance of permits, promulgated under the authority of federal law.
- NCPC urges federal agencies to identify ways to mitigate potential adverse impacts from projects that will generate additional storm water runoff or potentially affect a 100-year floodplain or wetland area. These mitigation measures should be identified during the preliminary plan review stage.
- NCPC requests that in planning for future projects, federal agencies adhere to a particular policy in the Federal Facilities Element of the Comprehensive Plan. The policy states that, in selecting new locations or relocating federal activities, agencies should consider the use of existing underdeveloped federal facilities before space is leased or additional lands are purchased. In addition, the Commission encourages the OMB and other federal agencies to conform to the Comprehensive Plan and Executive Order 12072 regarding the location of federal facilities in the District of Columbia.
- As stated in the Federal Workplace Element of the Comprehensive Plan, the federal government should achieve not less than 60 percent of the region's federal employment in the District of Columbia. This policy is used by NCPC to ensure the retention of the historic concentration of federal employment in the seat of the national government. NCPC encourages federal agencies and departments to help realize this goal by locating and maintaining Cabinet-level departments and independent agencies and commissions—including facilities housing departmental, commission, or agency heads, their assistants, and other staff—within the District of Columbia. Agencies and departments also are encouraged to consider locating and maintaining other types of federal facilities within the District of Columbia, as guided by other policies within the Comprehensive Plan.
- NCPC encourages all federal departments and agencies to adhere to the concepts contained in the *Legacy Plan* as they prepare proposals for development within the monumental core. The plan provides means to preserve and enhance Washington's monumental core, which is the general area encompassing the Capitol grounds; the National Mall, the Washington Monument grounds, the White House grounds; the Ellipse; West Potomac Park; East Potomac Park; the Southwest Federal Center, Federal Triangle, President's Park, the Northwest Rectangle, Arlington National Cemetery, the Pentagon, Fort Myer, and Henderson Hall.
- NCPC encourages all federal agencies to design security improvements that are aesthetically appropriate to their surroundings and enhance the public environment. In particular, security improvements should be designed in accordance with recommendations in NCPC's *National Capital Urban Design and Security Plan*.

# Project Background and Trends

The Background and Trends section contains data that was evaluated in the course of preparing the fiscal years 2008-2013 program. It includes an analysis of trends in the FCIP and an assessment of probable impacts in a limited number of topic areas.

## **BACKGROUND ON BASE CLOSURE AND REALIGNMENT (COMMONLY CALLED BRAC)**

On May 10, 2005, the Secretary of Defense released his proposed Base Closure and Realignment (BRAC) recommendations for defense facilities. In September 2005, the President approved the BRAC actions for restructuring a significant portion of the infrastructure of the Department of Defense (DoD). In accordance with the BRAC statute, DoD now has a two-year window to begin closing and realigning designated DoD installations and facilities. The process must be completed by September 15, 2011.

BRAC is a congressionally enabled process that allows DoD to efficiently divest of unnecessary infrastructure. Based on legally mandated selection criteria, bases are identified for closure or realignment. At installations that are selected for closure, all missions cease or are relocated to other installations. For installations subject to realignment, only some of the installation's missions cease or are relocated. As part of the BRAC actions, some installations gain missions and/or employees from closed or realigned facilities.

DoD will be receiving detailed reuse plans from the affected services and agencies for each BRAC recommendation. These plans will describe the following in detail:

- Actions required to implement the recommendations;
- When the actions will occur;
- Human resource and personnel impacts in connection with the recommendations; and
- Resources required to implement the recommendations.

The BRAC actions impact previously proposed and new capital improvement project proposals at many facilities within the National Capital Region (NCR). Although the final BRAC actions are known, the specific impacts to facilities and projects may not be known for several years. This uncertainty affects specific proposals and cost estimates in this FCIP.

Alterations in the missions and employment bases of facilities have various effects on capital programming processes. Operational modifications can affect the phasing of various projects. For example, one project may be delayed so that resources can be reallocated towards a new, higher priority project. Alternatively, projects may be cancelled altogether. In some cases, a major new mission may require capital improvements to build or improve facilities or infrastructure, such as roads and utilities. If the modifications are substantial enough, the installation may have to develop a revised master plan to address the effects of the changes before breaking ground on new projects.

Several DoD facilities in the NCR—and several facilities just outside the NCR boundaries—are included in the BRAC actions. Fort Belvoir and Walter Reed Army Medical Center will experience substantial changes.

## **Fort Belvoir**

Fort Belvoir will become the home for DoD and Army staff organizations currently in leased space around the NCR. The installation will provide better, more secure facilities. A new DeWitt Hospital will be built. In total, the Fort's population will grow by approximately 21,300 personnel for a post-BRAC total working population of roughly 46,000.

To plan for the realignment of Fort Belvoir, a master planning process has been initiated to begin work immediately on the siting of tenants across from Fort Belvoir. In preparing the siting options, planners will coordinate outreach activities with key stakeholders. The comprehensive master development strategy and master plan encompasses the needs of the realignment and also considers the ongoing mission of Fort Belvoir. The realignment is expected to be completed in 2011.

### **Losses from Fort Belvoir**

- AMC Headquarters and US Army Security Assistance Command to Redstone Arsenal, Alabama.
- Prime Power School to Fort Leonard Wood, Missouri.
- US Army CID Headquarters to Quantico Marine Corps Base, Virginia.
- Soldiers Magazine to Fort Meade, Maryland.
- Biomedical Science and Technology programs of the Defense Threat Reduction Agency to Aberdeen Proving Ground, Maryland.
- DTRA conventional armaments research to Eglin AFB, Florida.
- Information Systems, research, development and acquisition to Aberdeen Proving Ground, Maryland.

### **Gains to Fort Belvoir**

- Medical care functions from Walter Reed Medical Center
- Army and DoD organizations from National Capital Region leased space
- National Geospatial-Intelligence Agency units
- Program Manager Acquisition, Logistics, Technology Enterprise Systems Support
- Program Executive Office, Enterprise Information Systems from Fort Monmouth, New Jersey
- Inventory Control Point functions from Mechanicsburg, Pennsylvania. and Wright-Patterson AFB, Ohio

### **Walter Reed Army Medical Center**

The approval of the BRAC recommendations results in the closure of the entire Walter Reed Army Medical Center, Main Section. The hospital functions will be relocated, as follows: Legal Medicine and tertiary care functions will go the National Naval Medical Center in Bethesda, Maryland; all non-tertiary care will go to Fort Belvoir, Virginia; three other missions will leave the NCR. The Armed Forces Institute of Pathology will be disestablished and its components restationed, including the National Museum of Health and Medicine. At Walter Reed Army Medical Center, Forest Glen, BRAC realigns many of the research functions to defense locations outside of the NCR. Since the approval of the BRAC recommendations, the Department of the Army has selected the General Services Administration and the U.S. Department of State to redevelop Walter Reed, Main Section for use as a center for foreign missions to locate foreign chanceries and for federal agency office space.

The BRAC 2005 action effectively cancelled all proposed major projects at Walter Reed, Main Section. The cancelled projects include the following:

- A one-story, 9,500-gross-square-foot child development center for 122 children.

- A four-story (two above and two below grade) 174,000-gross-square-foot parking garage providing 300 net new spaces.
- A 29,000-gross-square-foot energy plant and exhaust stack annexed to the main hospital.
- A 7,200-gross-square-foot helipad replacement;
- Demolition of a temporary information management building and replacement with two acre historic garden;
- A 12,000-gross-square-foot fire and police station consolidation, demolishing the existing fire station;
- Realignment of 12th Street and demolition of a temporary administration building;
- Security canopies and access control point projects; and
- Security upgrade projects (partially completed and construction terminated).

### Other National Capital Region Realignment Actions

The President's approval of the BRAC recommendations also has significant impacts on DoD leasing activities in the NCR, resulting in shifts in federal employment locations. More than 22,000 jobs currently located in leased space in Arlington, Virginia will be moved to other locations, with a substantial number relocating to existing DoD facilities in suburban Virginia and Maryland. Fort Belvoir will absorb many of these relocated employees. The FCIP does not track federally leased space, but capital changes required to accommodate employment relocations to federally-owned sites will be tracked in future FCIP documents.

The following table identifies the BRAC actions in the NCR. Many of these installations have reported capital improvement projects in recent FCIP documents. NCPC will continue to work with these and other DoD facilities to identify any BRAC-related changes affecting their capital programming.

**TABLE 1: BRAC 2005 Closure and Realignment NCR Employment Impacts**

Economic Area / Region of Influence Installation	Net Job Changes			Direct Job Changes	Indirect Job Changes	Total Job Changes
	Military	Civilian	Contractor			
<b><i>District of Columbia</i></b>						
Bolling Air Force Base	(244)	(275)	(213)	(732)	(525)	(1,257)
Leased Space – DC	(103)	11	(10)	(102)	(64)	(158)
Naval District Washington	(80)	(323)	50	(353)	(389)	(742)
Potomac Annex	(219)	(185)	(153)	(557)	(1,026)	(1,583)
Walter Reed Army Medical Center	(2,668)	(2,373)	(622)	(5,663)	(3,869)	(9,532)
<b>Total for District of Columbia</b>	<b>(3,314)</b>	<b>(3,145)</b>	<b>(948)</b>	<b>(7,407)</b>	<b>(5,873)</b>	<b>(13,272)</b>
<b><i>NCR – Maryland</i></b>						
Army Research Laboratory Adelphi	0	(43)	0	(43)	(39)	(82)
Bethesda/Chevy Chase	(5)	(2)	0	(7)	(5)	(12)
Leased Space – MD	(16)	(35)	0	(51)	(37)	(88)
National Naval Medical Center Bethesda	(1,418)	674	737	2,829	2,049	4,878
Naval Surface Weapons Station Carderock	0	6	0	6	5	11
Andrews Air Force Base	178	275	91	362	238	600
Naval Air Facility Washington	(9)	(9)	0	(18)	(23)	(41)
Naval Surface Warfare Center Indian Head*	0	(95)	0	(95)	(71)	(166)
Navy Reserve Center Adelphi*	(17)	0	0	(17)	(10)	(27)
<b>Total for NCR – MD</b>	<b>(1,287)</b>	<b>765</b>	<b>828</b>	<b>2,960</b>	<b>2,107</b>	<b>5,073</b>
<b><i>NCR – Virginia</i></b>						
Arlington Service Center	211	(110)	(383)	(282)	(206)	(488)
ATEC Lease	(181)	(227)	(62)	(470)	(325)	(795)



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Bailey's Crossroads	(426)	(1,038)	(220)	(1,684)	(1,251)	(2,935)
Ballston Lease	(262)	(93)	(191)	(546)	(359)	(905)
Crystal City Lease	(1,075)	(1,453)	(793)	(3,321)	(2,292)	(5,413)
Defense Finance and Accounting Service, Arlington	(83)	(372)	0	(455)	(485)	(940)
Fort Belvoir	4,162	6,375	2,058	12,595	8,726	21,322
Headquarters Battalion, Headquarters Marine Corps, Henderson Hall	401	184	81	666	441	1,107
Hoffman Lease	(575)	(1,881)	(164)	(2,620)	(2,495)	(5,115)
Leased Space	(4,032)	(10,733)	(3,985)	(18,750)	(13,309)	(32,059)
Marine Corps Base Quantico	446	(1,357)	1,210	3,013	2,109	5,122
Rosslyn Lease	0	(211)	(83)	(294)	(213)	(507)
U.S. Marine Corps Direct Reporting Program Manager Advanced Amphibious Assault	0	(32)	0	(32)	(24)	(56)
<b>Total for NCR – VA</b>	<b>(1,414)</b>	<b>(8,234)</b>	<b>(2,532)</b>	<b>(12,180)</b>	<b>(9,683)</b>	<b>(21,662)</b>

**Parentheses indicate negative numbers**

*\*Outside NCPC-defined NCR*

*Source: Compiled from tables in Appendix B and C, BRAC 2005 Closure and Base Realignment Impacts.*

*Note: The listing of installations does not include BRAC recommendations with no net job changes.*

The remaining portions of the Background and Trends Section will be provided in the Final FCIP.

# Project Recommendations

A total of 200 projects at an estimated cost of \$8.6 billion were submitted by 14 federal departments and agencies in the National Capital Region (NCR) (the remaining 34 of the 234 projects within the FCIP were submitted by NCPC as projects it believes should be submitted for future capital programming by the appropriate agencies). Of the 200 proposed projects, all but two involve the use of federal funds.

**TABLE 2, TOTAL NUMBER OF PROJECTS AND BUDGET ESTIMATES BY FEDERAL AGENCIES**

Department /Agency	Number of Projects	Budget Estimates (000 Dollars)						Total FYs 2008-2013
		FY 20087	FY 20098	FY 2010	FY 2011	FY 2012	FY 2013	
Agriculture	22	102,384	91,614	55,450	46,350	46,350	46,350	388,498
Air Force	5	7,256	39,495	19,855	0	0	0	66,606
Army	43	1,114,938	1,220,281	585,401	409,103	133,750	116,624	3,580,097
Defense	13	152,045	252,210	209,500	152,287	135,615	40,970	942,627
GSA	37	644,446	270,716	707,176	53,430	0	0	1,675,768
HHS	17	22,300	23,900	20,800	12,500	281,200	261,000	621,700
Homeland Security	9	2,180	2,000	5,000	2,500	0	0	11,680
Interior	5	5,902	710	0	0	0	0	6,612
NASA	14	38,160	4,000	17,203	13,400	15,800	3,500	92,063
Navy	9	112,069	114,880	12,930	0	0	0	239,879
Smithsonian	11	56,990	70,930	93,180	106,880	95,755	72,850	496,585
State	2	10,255	6,323	12,440	43,573	4,561	34,754	111,906
Transportation	10	124,150	114,100	102,275	50,100	53,500	0	444,125
Grand Total	197	2,393,075	2,215,159	1,837,210	890,123	766,531	576,048	8,678,146

Agencies will be providing updated budget estimates for the final FCIP document.  
Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

## PROJECT DESCRIPTIONS

Each project submitted for the FCIP is described in the following pages. Projects are listed in two ways. First, projects are listed by submitting agency. Each project is listed with a brief description provided by the submitting agency which includes a budget estimate, general statement on the scope of the proposal, and other relevant data. Projects submitted by NCPC are listed at the end. The year the project first appeared in the FCIP (the first year the project was submitted by the agency or the Commission) is identified after the project description.

The Commission's recommendations (*Recommended and Strongly Endorsed, Recommended, Projects Requiring Additional Planning Coordination, and Recommended for Future Programming*) are also included with the project description.

Following this section, a summary table and maps are provided of projects listed by their location in the NCR, including the District of Columbia and the counties of Maryland and Virginia—Montgomery, Prince George's, Arlington, Fairfax, and Prince William (no projects have been submitted this year for Loudoun County or the independent cities within the NCR). The Wilson Bridge Replacement project and other projects without a specific location are listed under the National Capital Region.

# Department of Agriculture

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended and Strongly Endorsed

### USDA Headquarters

Ag. South Bldg. Modernization	119,233	14,148	46,350	46,350	46,350	46,350	46,350	245,898
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### U.S. National Arboretum

Hickey Run Pollution Abatement Proj.	2,237	1,003	0	0	0	0	0	1,003
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## Recommended

### Beltsville Agricultural Research Center (BARC)

Infrastructure 200 Area	0	38,504	0	0	0	0	0	38,504
New Beef Research Facility	0	0	1,404	0	0	0	0	1,404
New Four Dairy Heifer Facilities	0	2,916	0	0	0	0	0	2,916
New Swine Parasitology Facility	0	1,836	0	0	0	0	0	1,836
<b>BARC Total</b>	<b>0</b>	<b>43,256</b>	<b>1,404</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,660</b>

### National Agricultural Library

NAL, Repair of Brick Veneer	2,385	1,500	0	0	0	0	0	1,500
Repair to Sidewalks	0	27	273	0	0	0	0	300
Replace Tower Windows	200	2,800	0	0	0	0	0	2,800
<b>National Agricultural Library Total</b>	<b>2,585</b>	<b>4,327</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,600</b>

### USDA Headquarters

Perimeter Security	385	0	7,000	7,600	0	0	0	14,600
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### U.S. National Arboretum

Administration Building Modernization	906	13,694	0	0	0	0	0	13,694
Asian Valley Paths Renovation	0	137	1,587	0	0	0	0	1,724
Azalea Paths Renovation	75	1,545	0	0	0	0	0	1,545
Bladensburg Road Entrance	1,100	8,500	0	0	0	0	0	8,500
Chinese Garden	240	8,860	0	0	0	0	0	8,860
Education and Visitor Center	0	700	33,500	0	0	0	0	34,200
Ellipse Area Development	0	540	0	0	0	0	0	540
Events Pavilion	0	594	0	0	0	0	0	594
Fern Valley Native Plant Garden	75	303	0	0	0	0	0	303
Greenhouse Complex Renovation	4,673	2,327	0	0	0	0	0	2,327
Lab/Office Facility	0	2,100	0	0	0	0	0	2,100
Storm Water Management Project	0	350	1,500	1,500	0	0	0	3,350
<b>US National Arboretum Total</b>	<b>7,069</b>	<b>39,650</b>	<b>36,587</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77,737</b>

<b>Agriculture Total</b>	<b>131,509</b>	<b>102,384</b>	<b>91,614</b>	<b>55,450</b>	<b>46,350</b>	<b>46,350</b>	<b>46,350</b>	<b>388,498</b>
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## DEPARTMENT OF AGRICULTURE

*Recommended and Strongly Endorsed*

### **USDA HEADQUARTERS**

#### **AGRICULTURE SOUTH BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$245,898,000 (estimated project cost during FYs 2008-2013). The Agriculture South Building, located at 14th and Independence Avenue NW, was constructed between 1930 and 1936 and was designed to house offices and laboratories. It is a seven-story steel frame and masonry building with 1,189,140 square feet of usable space. Previous renovations converted laboratories to office space. The objectives of this project include: upgrading existing life safety, mechanical, electrical, and plumbing systems to comply with current codes; conforming to the barrier-free accessibility requirements; preserving and enhancing the historically significant aspects of the original architecture; and upgrading common-use office spaces to conform to current standards. Benefits of this project include reducing leased office space by increasing building capacity; achieving a more energy-efficient building by replacing mechanical systems; and creating a more safe and comfortable work environment that enhances productivity. The Agriculture South Building is eligible for listing on the National Register of Historic Places (NRHP). Requirements of Section 106 of the National Historic Preservation Act of 1966 were completed prior to beginning Phase I. An environmental analysis is not applicable to this project. LEED certification is a goal. There are currently 6500 employees; but, through the use of open-office landscaping with modular furniture, the post improvement population is expected to be 6,800. Parking will be unchanged, with 466 spaces. The estimated total project cost is \$365,131,000; the project has received \$119,233,000 in prior funding.

*This project first appeared in the FYs 1995-1999 program.*

**Comment:** NCPC approved preliminary site and building plans for this project at its meeting on July 31, 1997. Final site and building plans for Phases I and II were approved on October 2, 1997 and July 31, 1998, respectively. Final site and building plans for Phase III were approved on October 3, 2002.

### **U.S. NATIONAL ARBORETUM**

#### **HICKEY RUN POLLUTION ABATEMENT PROJECT**

*Recommended and Strongly Endorsed*

\$1,003,050 (estimated project cost during FYs 2008-2013). The project will collect and remove floatable debris, oil, and grease from water within Hickey Run. This project will be referred to NCPC for approval of the final site development plan. The project was referred to the CFA and has received concurrence. The DCHPO has provided concurrence provided notification shall be made if prehistoric lithics are uncovered during excavation. This project is strongly recommended to improve water quality to the Anacostia River watershed. The estimated total project cost is \$3,240,000; the project has received \$2,236,950 in prior funding.

*This is a new project in the FYs 2008 -2013 program. This portion of the project was presented in the FYs 2006 – 2012 program as part of the Hickey Run Stormwater Abatement Program.*

**Comment:** At its May 4, 2006 meeting the design concept for this project was approved by delegated action of the Executive Director.

*Recommended*

### **BELTSVILLE AGRICULTURAL RESEARCH CENTER**

#### **INFRASTRUCTURE 200 AREA**

*Recommended*

\$38,504,000 (estimated total project cost). This project will replace and upgrade utilities in the 200 Area of the BARC-East campus. Infrastructure improvements are part of the consolidation aspect of this modernization.

*This project first appeared in the FYs 2005-2010 program.*

#### **NEW BEEF RESEARCH FACILITY**

*Recommended*

\$1,404,000 (estimated total project cost). The project calls for building a 13,800-square-foot facility to replace the existing outdated facility. The replacement facility, which will have the capacity for 132 animals, will provide space for research on infectious diseases and production. The building design process has not yet begun. The Maryland Historical Trust (MHT) will be contacted and an environmental site assessment will be conducted.

*This project first appeared in the FYs 2000-2004 program under the title, "Beef Research Barn/Calf Facility and Beef Research Facility."*

#### **NEW FOUR-DAIRY HEIFER FACILITIES**

*Recommended*

\$2,916,000 (estimated total project cost). The proposed facility will be part of the ANRI. The facility is intended for calves over three months old and heifers up to 22-26 months. Although its location has not yet been determined, this facility will be part of a combined effort to consolidate laboratory animal and service facilities. Location will be based on the following criteria: compatibility of species; adjacency to pastures; adjacency to existing utilities; movement of livestock on and across Powder Mill and Beaver Dam Roads; and adequate separation of quarantine and parasitology functions. Coordination with the MHT will be part of this project's preliminary stages and an environment site assessment will be performed.

*This project first appeared in the FYs 2005-2010 program.*

#### **NEW SWINE PARASITOLOGY FACILITY**

*Recommended*

\$1,836,000 (estimated total project cost). The proposed facility will be part of the Animal and Natural Resources Institute (ANRI). Due to the age and diversified locations of the swine facilities at the BARC, consolidation will improve animal management inefficiencies and security. In the interests of disease prevention, a pathogen-free design concept will be considered. Coordination with the MHT will be part of this project's preliminary stages and an environment site assessment will be performed.

*This project first appeared in the FYs 2005-2010 program.*

### **NATIONAL AGRICULTURAL LIBRARY**

#### **NAL MODERNIZATION, REPAIR OF BRICK VENEER**

*Recommended*

\$1,500,000 (estimated project cost). This project will repair the building's brick façade, which has no weep holes or expansion capability. Five courses of brick will be removed at each shelf angle, and the flashing will be replaced. New brick will be installed with weep holes, extension extender, and a neoprene sponge for expansion. The new brick will match the color and texture of the existing bricks; the brick will be repointed; four expansion joints will be installed on the two all-brick faces; and the new mortar will match the existing. Consultation has occurred with the MHT and the NCPC; however, since this is a replacement-in-kind project, concurrence was received from the MHT, and no review was required by NCPC. The estimated total project cost is \$3,884,940; the project has received \$2,384,940 in prior funding.

*This project first appeared in FYs 2006-2011 program.*

#### **REPAIR TO SIDEWALKS**

*Recommended*

\$300,000 (estimated project cost during FYs 2008-2013). This replacement-in-kind project will address the sunken concrete aggregate sidewalks surrounding the tower portion of the building. The sidewalks over the years have sunken about four inches, creating a safety hazard. This sinking also has caused water to enter the building during wind-blown rains. The new sidewalks will match the existing concrete aggregate in appearance.

*This project first appeared in FYs 2006-2011 program.*

## **REPLACE TOWER WINDOWS**

*Recommended*

\$2,800,000 (estimated project cost during FYs 2008-2013). This project will replace the windows in the tower with energy efficient windows. The current windows leak badly, creating adverse environmental conditions in the building. The collections cannot tolerate the wide swings in temperature and humidity that currently occur in the building. The new windows will match the existing in appearance. Consultation has occurred with the MHT, and NCPC; however, since this is a replacement-in-kind project, concurrence was received from the MHT and no review was required by NCPC. The estimated total project cost is \$3,000,000; the project has received \$200,000 in prior funding.

*This project first appeared in FYs 2006-2011 program.*

## **USDA HEADQUARTERS**

### **PERIMETER SECURITY**

*Recommended*

\$14,600,000 (estimated project cost during FYs 2008-2013). The perimeter security project includes a series of bollards, plinth walls, planter and retaining walls, as well as other devices, which will surround the buildings at the USDA Headquarters Complex located at 14th and Independence Avenue SW. The USDA completed an environmental assessment in September 2004. The total cost of this project is estimated to be \$14,985,000; the project has received \$385,000 in prior funding.

*This project first appeared in the FYs 2002-2007 program.*

**Comment:** At its May, 6, 2004 meeting, NCPC approved the concept site plans for perimeter security for this project, and commended the U.S. Department of Agriculture for adopting a unified approach in developing the concept for enhanced perimeter security for its Headquarters Complex. In addition, as the U.S. Department of Agriculture develops preliminary and final site development plans, the Commission recommends that they:

- Increase bollard spacing throughout to the full extent practicable and in accordance with current recommendations of the Interagency Security Committee. This applies particularly to vehicular entrances to the South Building from C Street, where bollards intrude into the pedestrian path and bollard placement precludes high-speed vehicle approaches.
- Increase pedestrian circulation and queuing space at all street corners where the concept recommends bollards, and ensure that bollard spacing and placement does not obstruct wheelchair access on and around handicapped ramps.
- Provide additional street trees and hardened benches, particularly along Independence Avenue adjacent to the Whitten and South Buildings.
- Minimize use of wedge-type vehicle barriers at driveways. Where required, these barriers should be located so that their visibility from adjacent sidewalks is minimized.
- Coordinate with the Washington Metropolitan Area Transit Authority regarding the placement of other bollards and security elements around the existing Metro station entrance at the northeast corner of the South Building, at the intersection of 12<sup>th</sup> Street and Independence Avenue.
- Relocate bollards along 12<sup>th</sup> Street at the west side of the Cotton Annex to the building yard, or provide additional justification for the threat level assigned to this facility.

## **U.S. NATIONAL ARBORETUM**

### **ADMINISTRATION BUILDING MODERNIZATION**

*Recommended*

\$13,694,000 (estimated project cost during FYs 2008-2013). The USNA Administration Building was constructed in 1961 and consists of 36,178 gross-square-feet including offices, laboratories, an auditorium, and a

herbarium. The facility is a one-story building with a basement. In FY 1991, the ARS conducted a Facility Condition Study that identified numerous age-related facility deficiencies in the mechanical, electrical, and plumbing systems; the roofing; and the infrastructure. The modernization will include upgrading the HVAC, electrical, and fire protection systems. It will replace or repair the facility's deteriorated finishes and create use-group separation by changing the layout of the building. This renovation also will include electrical power upgrades, exterior facade work, parking improvements, a new entry vestibule, and window replacement for energy efficiency. The modernized facility will comply with the Architectural Barriers Act of 1968, as amended. The exterior concrete facade panels will be repaired or replaced, and the entrance will be upgraded. Consultation has occurred with District of Columbia Historic Preservation Office (DCHPO) and the U.S. Commission of Fine Arts (CFA); concurrences have been received. Current total employment is 33; projected employment following improvements is 42. The estimated total project cost is \$14,600,000; the project has received \$906,000 in prior funding.

*This project first appeared in the FYs 2000-2004 program.*

**Comment:** At its May 6, 2004 meeting, NCPC approved preliminary and final site and building plans to modernize the Administration Building.

### **ASIAN VALLEY PATHS RENOVATION AND RESTROOM REPLACEMENT**

*Recommended*

\$1,724,000 (estimated total project cost). This project entails designing and constructing a new path system and nodes in the Asian collection, making a portion of the collection accessible to all persons, and linking it to other gardens and collections. The project also will replace public restroom facilities that are in poor condition. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required.

*This is a new project in this FYs 2008 – 2013 program. This portion of the project was previously presented in the FYs 2006-2011 program as Replace Restroom (Asian Valley and National Grove of Trees).*

### **AZALEA PATHS RENOVATION**

*Recommended*

\$1,545,000 (estimated total project cost). This project renovates the path system within the Azalea Collection to improve accessibility and maintenance. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required. The estimated total project cost is \$1,620,000; the project has received \$75,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

### **BLADENSBURG ROAD ENTRANCE**

*Recommended*

\$8,500,000 (estimated project cost during FYs 2008-2013). The new entrance will provide access at the west perimeter of the U.S. National Arboretum (USNA), providing an easily recognized visitor entry. This entrance will ease the flow of vehicular traffic and provide for a relocated visitor parking area. The project is anticipated to include a dedicated tram lane and a new tram shelter/ticket booth and new entrance gate/sentry station. This project received final site and building plan approval from NCPC in January 2004 and received concurrence from the District of Columbia Historic Preservation Office (DCHPO). Concurrence has been received from the Commission of Fine Arts (CFA). The estimated total project cost is \$9,600,000; the project has received \$1,100,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its January 8, 2004 meeting the preliminary and final design and building plans for this project were approved by delegated action of the Executive Director.

### **CHINESE GARDEN**

*Recommended*

\$8,860,000 (estimated project cost during FYs 2008-2013). To enhance the traditional friendship between the Chinese and American people and deepen the American people's understanding of the Chinese garden culture, the United States and the People's Republic of China propose to construct a classical Chinese garden. This project will be jointly planned and constructed by the two governments. This project will include approximately 25 wooden structures, which will be fabricated in China using traditional Chinese construction techniques. The

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project also will include a 1.72-acre man-made lake. This project will be referred to NCPC, CFA, and DCHPO, and other agencies if required. The project will require master plan modification. Prior funding for the project was \$240,000. The estimated total project cost is \$9,100,000.

*This project first appeared in the FYs 2006-2011 program.*

**EDUCATION AND VISITOR CENTER**

*Recommended*

\$34,200,000 (estimated total project cost). The project will construct a 50,000-square-foot building to meet growing needs for formal and informal science education space. The facility will assist in the fulfillment of the USNA's mission as a research and education facility. DCHPO and CFA will have an opportunity to comment on the design submittals. An environmental review will be performed.

*This project first appeared in the FYs 2000-2004 program.*

**ELLIPSE AREA DEVELOPMENT**

*Recommended*

\$540,000 (estimated total project cost). This project will further link the path system and provide for a new display garden featuring the origin of cultivated ornamentals. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required.

*This project first appeared in the FYs 2006-2011 program.*

**EVENTS PAVILION**

*Recommended*

\$594,000 (estimated total project cost). In accordance with the 2000 Master Plan, this project will provide for a newly constructed pavilion that will eventually be enclosed. This project will be referred to NCPC, CFA, DCHPO, and other referral agencies if required.

*This project first appeared in the FYs 2006-2011 program.*

**FERN VALLEY NATIVE PLANT GARDEN**

*Recommended*

\$303,000 (estimated total project cost during FYs 2008-2013). This project includes constructing a new main entrance to Fern Valley from the ellipse, renovating paths, rebuilding bridges, standardizing seating, and making a portion of this area accessible. DCHPO concurrence was received on June 12, 2006. CFA approved the concept design on May 18, 2006 and the final design was approved on March 15, 2007. Prior funding for the project was \$75,000. The estimated total project cost is \$378,000.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its August 3, 2006 meeting the preliminary and final site development plans for this project were approved by delegated action of the Executive Director.

**GREENHOUSE COMPLEX RENOVATION**

*Recommended*

\$2,327,000 (estimated project cost during FYs 2008-2013). The USNA Greenhouse Complex Renovation will be done in phases. Phase 1 consists of demolishing the existing 14,600-square-foot glass greenhouse and constructing a new 6,300 to 7,700-square-foot glass greenhouse with a covered walkway between the existing headhouse, Building 018, and the new greenhouse. Phase I, will replace a 40-year-old greenhouse. Phase 2 consists of renovating Building 018 which will serve as a headhouse. The exterior of the two-story building would not change from the existing pre-cast concrete wall panels and large windows; this work will be a replacement-in-kind maintenance activity. This project, as revised in 2006, was resubmitted to DCHPO on May 24, 2006, although initial concurrence was received in February 2004, and no adverse effect is anticipated. A revised submission was also sent to CFA and concurrence received on June 14, 2006, with recommendations. The estimated total project cost is \$7,000,000; the project has received \$4,673,000 in prior funding.

*This project first appeared in the FYs 2004-2009 program.*



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**Comment:** At its March 4, 2004 meeting, NCPC approved preliminary and final site and building plans to construct a new headhouse and greenhouse for the USNA. At its July 7, 2006 meeting NCPC approved the revised final site and building plans for this project.

**LAB/OFFICE FACILITY**

*Recommended*

\$2,100,000 (estimated total project cost). The USNA laboratory is currently located in the Administration Building, constructed in 1961. The new facility will house 3,400-gross-square-feet of laboratory space, consisting of four laboratories and one general wet laboratory to support USNA's research requirements. The facility also will have five offices, storage space, and an equipment room. The new laboratory will have separate HVAC, electrical, and fire protection systems. The exterior facade will be reinforced concrete panels, similar to the adjacent Administration Building. DCHPO and CFA will have an opportunity to provide concurrences/comments on the design submittals. An environmental review also will be performed.

*This project first appeared in the FYs 2005-2010 program.*

**STORM WATER MANAGEMENT PROJECT**

*Recommended*

\$3,350,000 (estimated project cost during FYs 2008-2013). This project will replace the existing system. A comprehensive storm water management plan will be prepared for the 446-acre U.S. national arboretum. The plan will be environmentally sound, and incorporate new technology and techniques to retain much of the storm water on the property. The project will include a survey of the existing antiquated 1950's storm water management system and a detailed plan for the entire acreage. This project will be referred to NCPC, CFA, DCHPO and other referral agencies if required. The estimated total project cost is \$3,350,000.

*This is a new project in this FYs 2008-2013 program.*

# Department of the Air Force

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended

### BOLLING AIR FORCE BASE

Communication Frame Facility	0	2,350	0	0	0	0	0	2,350
Force Protection South Gate	75	0	632	7,855	0	0	0	8,487
<b>Bolling Air Force Base Total</b>	<b>75</b>	<b>2,350</b>	<b>632</b>	<b>7,855</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,837</b>

## Projects Requiring Additional Planning Coordination

### ANDREWS AIR FORCE BASE

Consolidated Command Post	0	1,886	18,863	0	0	0	0	20,749
Physical Fitness Center West Side	150	2,000	20,000	0	0	0	0	22,000
Replace Munitions Maint. & Storage	67	1,020	0	12,000	0	0	0	13,020
<b>Andrews Air Force Base Total</b>	<b>217</b>	<b>4,906</b>	<b>38,863</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,769</b>

<b>Department of the Air Force Total</b>	<b>292</b>	<b>7,256</b>	<b>39,495</b>	<b>19,855</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66,606</b>
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## DEPARTMENT OF THE AIR FORCE

### **ANDREWS AIR FORCE BASE, AIR MOBILITY COMMAND**

#### *Project Requiring Additional Planning Coordination*

**General Comment:** Andrews Air Force Base is currently updating their master program for future submission to NCPIC. The projects listed below are not identified in the facility's adopted master program.

#### **CONSOLIDATED COMMAND POST**

##### *Project Requiring Additional Planning Coordination*

\$20,749,000 (estimated total project cost). This project consolidates several command and control functions across Andrews into a single integrated facility to provide for efficient operations and prevent a loss of continuity.

This project will consist of a two-story structure with, reinforced concrete footings, floor slab, walls and roof system. The facility includes site improvements, roads and parking, communications support, and all other necessary work as required.

*This is a new project in this FYs 2008-2013 program.*

#### **PHYSICAL FITNESS CENTER, WEST SIDE**

##### *Project Requiring Additional Planning Coordination*

\$22,000,000 (estimated project cost during FYs 2008-2013). The project will construct a 80,700-square-foot physical fitness center, including a reinforced concrete foundation and floor slab, masonry construction with matching brick exterior, standing seam metal roof, pavements, utilities, soil remediation, storm water run-off improvements, and necessary support. It includes an indoor swimming pool, running track, cardiovascular room, multi-purpose court, racquetball courts, offices, storage, and the health and wellness center. All necessary and required work associated with this project will be included.

Adequate physical fitness centers are an essential feature of the living and working environment of personnel on an Air Force base. Physical well-being and good morale, resulting in part from facilities that allow for exercise and team and individual sports, are essential for the development and retention of Air Force personnel. Adequate space is required for outdoor basketball courts, an indoor swimming pool, racquetball courts, an indoor running track, cardiovascular room, a health and wellness center, and administrative management. Force protection measures will be incorporated per the IAW USAF Installation Force Protection Guide. Andrews has two physical fitness centers—one of which is adequate and one of which is substandard. The substandard facility is undersized and cannot provide space to meet the demonstrated need for intramural and base-wide sports activities. Inefficiencies include lack of positive ventilation and deteriorated lighting and electrical systems. Excessive repairs are costly and create curtailment of fitness center operations, which further exacerbates the shortage of fitness center facilities. This results in patrons discontinuing regular fitness programs and traveling to off-base providers for their physical fitness needs, which is very expensive for lower grade personnel. The substandard 3,907-square-meter facility will be demolished upon completion of this project. The estimated total project cost is \$22,150,000; the project has received \$150,000 in prior funding.

*This project first appeared in FYs 2003-2008 program.*

#### **REPLACE MUNITIONS MAINTENANCE AND STORAGE COMPLEX**

##### *Project Requiring Additional Planning Coordination*

\$13,020,000 (estimated project cost during FYs 2008-2013). This project will design and construct a 33,700-square-foot munitions complex that includes; a Conventional Munitions Shop, Munitions Administration, maintenance and inspection shops, munitions storage or (inert storage), above ground multi-cubicle magazine storage munitions (or multi-cubical storage), and igloos storage. The project also includes a 7,500square-foot munitions assembly conveyor pad, reinforced asphalt pavements with adequate loading and turn-around area for tractor trailer trucks and other necessary support vehicles. Approximately 81,600 feet of new access road and

12,500 feet of parking area would be constructed south of East Perimeter Road. The estimated total project cost is \$13,087,000; the project has received \$67,000 in prior funding.

*This is a new project in this FYs 2008-2013 program.*

## **BOLLING AIR FORCE BASE, AIR FORCE DISTRICT OF WASHINGTON**

### **COMMUNICATION FRAME FACILITY**

*Recommended*

**\$2,350,000 (estimated total project cost FYs 2008-2013).** This project provides for the construction of a two-story, metal-framed, brick-veneer facility to house telephone and data network components as well as control and maintenance activities. The proposed facility will provide space for cable trays, racks, conduit entry and exit, and a loading dock. Estimated total project cost is \$2,530,000; the project has received \$180,000 in prior funding.

*This project first appeared in FYs 2007-2012 program*

### **FORCE PROTECTION SOUTH GATE**

*Recommended*

**\$8,487,000 (estimated total project cost FYs 2008-2013).** This project provides for adequate force protection for the base personnel and facilities. This requires the construction of a new gate for the security forces to perform personnel identification, vehicle inspections, and prevent unauthorized vehicles from entering the installation. Estimated total project cost is \$8,562,000; the project has received \$75,000 in prior funding.

*This project first appeared in the FYs 2007-2012 program.*

# Department of the Army

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended and Strongly Endorsed

<b>Arlington National Cemetery</b>								
Total Cemetery Management	850	1,085	800	1,425	0	0	0	3,310
<b>Arlington National Cemetery Total</b>	<b>850</b>	<b>1,085</b>	<b>800</b>	<b>1,425</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,310</b>
<b>U.S. Army Corps of Engineers</b>								
Flood Control Project	3,097	0	4,103	0	0	0	0	4,103
<b>USACE Total</b>	<b>3,097</b>	<b>0</b>	<b>4,103</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,103</b>

## Recommended

<b>Arlington National Cemetery</b>								
Columbarium Court V	0	0	0	0	0	0	0	0
Facilities Maint Complex Storage Bldg	0	0	0	2,003	0	0	0	2,003
Facilities Maint Complex Vehicle Bldg	0	0	0	0	1,180	0	451	1,631
Land Expansion Ft. Myer	0	0	0	0	300	0	373	673
Millennium Land Expansion	3,600	2,107	4,298	0	1,700	2,650	0	10,755
<b>Arlington National Cemetery Total</b>	<b>3,600</b>	<b>2,107</b>	<b>4,298</b>	<b>2,003</b>	<b>3,180</b>	<b>2,650</b>	<b>824</b>	<b>14,062</b>
<b>Armed Forces Retirement Home</b>								
Construct Long Term Care Building	0	0	0	26,400	0	0	0	26,400
<b>Armed Forces Retirement Home Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,400</b>
<b>MDW, Fort McNair</b>								
Joint Forces Headquarters, NCR	0	0	0	0	2,000	18,500	0	20,500
Modernize IAD College	0	0	900	9,100	0	0	0	10,000
Modernize MP Barracks, Bldg. 48	0	0	0	0	700	6,600	0	7,300
<b>MDW, Fort McNair Total</b>	<b>0</b>	<b>0</b>	<b>900</b>	<b>9,100</b>	<b>2,700</b>	<b>25,100</b>	<b>0</b>	<b>37,800</b>
<b>MDW, Fort Myer</b>								
Barracks Complex Phase II	0	0	0	5,000	47,000	0	0	52,000
Construct New Parking Garage	0	0	0	0	500	22,500	0	23,000
Expand Physical Fitness Center	0	0	600	5,400	0	0	0	6,000
Modernize Horse Stables	0	170	15,300	0	0	0	0	15,470
Public Safety Bldg. Expand Bldg. 415	0	100	1,400	0	0	0	0	1,500
Reconfigure Hatfield Gate	0	0	0	600	5,400	0	0	6,000
U.S. Army Band Facility	0	0	0	0	0	4,000	41,000	45,000
<b>MDW, Fort Myer Total</b>	<b>0</b>	<b>270,000</b>	<b>17,300</b>	<b>11,000</b>	<b>52,900</b>	<b>26,500</b>	<b>41,000</b>	<b>148,970</b>

# Department of the Army

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
<b>Projects Requiring Additional Planning Coordination</b>								
<b>FORT BELVOIR</b>								
Child Developmnt. Center (Main Post)	0	0	0	0	0	0	5,900	5,900
Construct Facility for PEO-EIS Lease	0	0	0	110,000	0	0	0	110,000
Construct New Barracks	0	0	0	0	104,000	0	0	104,000
Construct New Hospital	0	219,000	198,000	81,000	106,323	0	0	604,323
Construct New Fitness Center at EPG	0	0	0	0	0	19,500	0	19,500
Defense Access Road	5,000	13,000	0	0	0	0	0	13,000
Dental Clinic	0	0	0	7,000	0	0	0	7,000
Emergency Services Center	0	0	6,200	0	0	0	0	6,200
Family Travel Camp	1,300	680,000	650,000	1,150	0	0	0	2,480
Flight Control Tower	0	2,900	0	0	0	0	0	2,900
Fort Belvoir Infrastructure	0	40,000	100,000	80,000	27,000	0	0	247,000
Information Dominance Center	0	0	0	0	59,000	60,000	60,000	179,000
Joint Personnel Recovery Agency Addtn.	0	0	0	19,000	0	0	0	19,000
Medical Guest House	0	0	24,000	0	0	0	0	24,000
Missile Defense Agency	0	4,000	25,600	0	0	0	0	29,600
Museum Support	27,000	27,000	0	0	0	0	0	27,000
National Geospatial Agency	0	428,900	545,000	122,900	28,000	0	0	1,124,800
Network Operations Center	0	0	0	8,100	0	0	0	8,100
(NARMC) Headquarters Bldg.	0	0	11,400	0	0	0	0	11,400
North Post Access Rd. Control Point	0	0	7,700	0	0	0	0	7,700
Post Exchange (PX) Expansion	0	50,000	0	0	0	0	0	50,000
Renovate Building 238 USANCA)	0	4,450	0	0	0	0	0	4,450,000
Renovate Buildings 211, 214, 215, & 220	0	0	0	0	26,000	0	0	26,000
Structured Parking, 200 Area	0	0	0	0	0	0	8,900	8,900
Washington Headquarters Services	118,801	321,546	274,330	106,323	0	0	0	702,199
<b>Fort Belvoir Base Total</b>	<b>152,101</b>	<b>1,111,476</b>	<b>1,192,880</b>	<b>535,473</b>	<b>350,323</b>	<b>79,500</b>	<b>74,8003,344,452,000</b>	

## DEPARTMENT OF THE ARMY

*Recommended and Strongly Endorsed*

### **ARLINGTON CEMETERY**

#### **TOTAL CEMETERY MANAGEMENT SYSTEM DEVELOPMENT (TCMS)**

*Recommended and Strongly Endorsed*

\$3,310,000 (estimated project cost during FYs 2008-2013). This project will provide Arlington National Cemetery with:

- Automated Internment Scheduling System (ISS) that will provide an automated mechanism to schedule approximately 30 burials per day and numerous honors ceremonies;
- Geographic Information System (GIS) that will pinpoint the location of internment sites, utilities, and even the natural objects within its 624 acres;
- Electronic Total Data Repository (TDR) that will provide fast information retrieval for locating persons interred/inurned at ANC for administrative personnel, families, and tourists via desktop workstations, kiosks, and the ANC web site; and
- ANC Automated Headstone Ordering System (AHOS). Currently the effort is being duplicated between ISS and Automated Monument Application System (AMAS).
- Electronic Document Management System (EDMS) that will manage and track the flow of documents received and sent by ANC, link the ANC's Complaint and Records Management systems to the TCMS and the ANC website.

The estimated total project cost is \$4,160,000; the project has received \$850,000 in prior funding.

*This project first appeared in this FYs 2006-2011 program.*

## **U.S. ARMY CORPS OF ENGINEERS**

### **FLOOD CONTROL PROJECT, WASHINGTON D.C. AND VICINITY**

*Recommended and Strongly Endorsed*

\$4,103,000 (estimated project cost during FYs 2008-2013). The existing flood protection project for downtown Washington, D.C. consists of a levee between the Lincoln Memorial and Washington Monument, a raised section of P Street, SW, adjacent to Fort McNair, and three temporary closures. This project will make the closures at 23rd Street and Constitution Avenue, NW and 2nd and P Streets, SW permanent. The temporary closure at 17th Street, NW has been redesigned to improve its reliability and minimize the time required for construction during flood events. The authorized modifications will bring the top of the existing levee along the Reflecting Pool (between 23rd and 17th Streets) to a uniform elevation and increase the level of freeboard protection provided. Three control structures have also been added to prevent backflow through the storm sewer system.

Flooding on the Potomac River in Washington, D.C. is affected by tidal flooding from the Chesapeake Bay and upstream flood flows on the Potomac River. The existing project, which began operation in 1940, was constructed to protect against a flood discharge of 700,000 cubic feet per second on the Potomac River. Subsequent to project completion, P Street settlement and construction in Potomac Park increased the gap in the protection. Due to the experience of the 1942 flood, the Flood Control Act of 1946 authorized improvements to restore the design level of protection and improve the project's operation. The project's total effectiveness depends on implementing the improvements authorized in 1946. At present, project operation continues to require implementation of emergency measures such that the project's ability to provide the design level of protection is questionable.

The project, which is awaiting construction funding, was authorized by the Flood Control Act of 1946, the Water Resources Development Act of 1996, and the Water Resources Development Act of 1999. The Water Resources Development Act of 1999 increased the project cost ceiling. Funding for construction was included

in the President's FY 07 budget; however, Congress did not include funding in the Joint Resolution providing funding for FY 07 because this project would be considered a new construction start. All the historical properties were evaluated as part of the General Design Memorandum, dated May 1992. No historical landmarks will be affected by the proposed project.

An environmental assessment, including a Finding of No Significant Impact, is included in the final General Design Memorandum, dated May 1992. The Supplement to the General Design Memorandum, dated June 1996, included an environmental assessment and Finding of No Significant Impact addressing changes since the General Design Memorandum was prepared. The estimated total project cost is \$7,200,000; the project has received \$3,097,000 in prior funding.

*This project first appeared in the FYs 2000-2004 program.*

## *Recommended*

### **ARLINGTON NATIONAL CEMETERY**

#### **COLUMBARIUM PHASE V (COURT 9)**

##### *Recommended*

The project constructs Court Nine and complements the eight columbaria courts already constructed. Phase V adds the final element of the original architectural plan to the Columbarium Complex. This columbaria court is a single structure with a significantly expanded footprint from the other columbaria courts in the complex. It will be designed to match the existing courts in form, height, materials, and detail. It is estimated that 15,000 niches will be added during this phase. The estimated total project cost is \$13,966,000; the project has received \$700,000 in prior funding.

*This project first appeared in this FYs 2005-2010 program.*

#### **FACILITIES MAINTENANCE COMPLEX MATERIALS STORAGE BUILDINGS**

##### *Recommended*

\$2,002,459 (estimated project cost during FY 2008-20013). The project will construct material storage buildings and is phase II of the Facilities Maintenance Complex. The new facility will replace buildings in the old warehouse area that have been demolished to prepare for the Millennium Land Development project (See page ). The project includes the construction of a 14,200-square-foot covered storage facility for sand, gravel, and other materials. The facility is designed to match the style, color, and finish of the existing maintenance complex buildings. A dumpster center is included for green waste from landscaping operations, general paper and office trash, and construction debris.

*This project first appeared in FYs 2005-2010 program.*

#### **FACILITIES MAINTENANCE COMPLEX VEHICLE STORAGE BUILDING**

##### *Recommended*

\$1,631,000 (estimated project cost during FYs 2008-2013). This project, Phase III of the Facilities Maintenance Complex, will construct a vehicle storage building. The building is composed of two bays-one open and one enclosed. The design for the facility is complete.

*This project first appeared in FYs 2005-2010 program.*

#### **LAND EXPANSION-FORT MYER PARKING AREA**

##### *Recommended*

\$673,000 (estimated total project cost during FYs 2008-2013). This mission essential program will develop a 15 acre parking area when transferred from Fort Myer to Arlington National Cemetery. Preliminary study indicates



that this program will provide ANC with approximately 8,800 internment spaces and 7,055 niches incorporated into the boundary wall.

*This project first appeared in the FYs 2007-2012 program.*

#### **MILLENIUM LAND EXPANSION PROJECT**

*Recommended*

\$10,754,989 (estimated project cost during FY 2008-2013). The project combines three separate land parcels—the Old Warehouse Area of the cemetery, Section 29 (transferred from the NPS), and the Fort Myer picnic area—into a single 31-acre burial area. The project is estimated to yield 19,000 internment sites and 19,200 niches in a columbarium/retaining wall system, and 5,500 niches integral to the boundary wall on the cemetery side. The project includes site preparation, storm water rerouting, the reconstruction of McNair Drive, the enclosure of a drainage ditch, utility relocation, earthwork, the development of roadways, gates, a columbaria niche wall and walk system, an internment shelter, a boundary wall, and landscaping. The total cost of the project is estimated to be \$27,325,864; the project has received \$9,504,000 in prior funding.

*This project first appeared in FYs 2005-2010 program.*

#### **ARMED FORCES RETIREMENT HOME**

*Funding for this project is provided by income and interest from a trust fund supported by an active-duty paid by soldiers and airmen, military fines levied against troops, and fees from residents living at the home.*

#### **CONSTRUCT LONG-TERM CARE BUILDING**

*Recommended*

\$26,400,000 (estimated total project cost). This project calls for the construction of a new 78,000-square-foot Long-Term Care Building to house 126 residential rooms with parking garage below the building, on the campus at 3700 North Capital Street NW, Washington, DC. The residential rooms will be clustered around activity and program spaces connected by common areas. The first floor program space will include multi-function rooms, physical/occupational therapy space, administrative offices, housekeeping, rehabilitation, education, etc. This facility will serve as a replacement for an existing health care building.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its meeting of February 2, 2006, NCPC reviewed a draft Master Plan for the Armed Forces Retirement Home.

#### **FORT MCNAIR, MILITARY DISTRICT OF WASHINGTON**

##### **JOINT FORCES HEADQUARTERS, NATIONAL CAPITAL REGION**

*Recommended*

\$20,500,000 (estimated total project cost). This new facility will provide a safe and secure operational environment for military and civilian staff and representatives from services and agencies functioning together as the Joint Forces Headquarters-National Capital Region (JFHQ-NCR). The JFHQ-NCR is charged with planning, coordination and maintaining situational awareness and employing forces for homeland defense in the NCR. Currently, JFHQ –NCR occupies portions of two facilities on Fort McNair. Current space is very cramped and is detrimental to successful and efficient operation. Adequate facilities are essential for successful executive of this mission and protection of the NCR.

This project will include a two-story operations facility with partial basement consisting of office and operational space, conference rooms, support areas and storage areas. The new facility will connect to existing utilities and will meet current anti-terrorism/force protection (AT/FP) requirements. The exact location on Fort

McNair for this project has not been finalized. Extensive historic preservation consultation will be required due to the planned location of this facility in the historic district.

*This project first appeared in the FYs 2007-2012 program.*

#### **MODERNIZE INTER-AMERICAN DEFENSE COLLEGE (IADC)**

*Recommended*

\$10,000,000 (estimated total project cost). This project is to upgrade the existing Inter-American Defense College (IADC) facility (Building 52) at Fort McNair. The IADC is a specialized academic center for Western Hemispheric defense and security. Building 52, located in the Fort McNair Historic District, is approximately 100 years old and was originally constructed as a barracks building. Through multiple changes of use and partial upgrades in the past century, the building has emerged as a marginal environment for the high profile, international, academic forum it is intended to be. As such, the effectiveness of the instruction, the efficiency of multi-use functions, and the public image portrayed to the international community are all diminished.

The two-story structure with full basement will be upgraded and reconfigured to provide space for 60 students enrolled in IADC's one-year course and improve the efficiency and effectiveness of its 55 staff members. Required upgrades include providing handicapped access, correcting fire safety violations, replacing antiquated and failing utility systems, and repairing interior finishes. Exterior elements of the historic building, including doors and windows, may be restored.

*This project first appeared in the FYs 2007-2012 program.*

#### **MODERNIZE MP BARRACKS, BUILDING 48**

*Recommended*

\$7,300,000 (estimated total project cost). This project will upgrade current unaccompanied enlisted personnel housing in Building 48 for 44 military personnel assigned to Fort McNair. Current barracks spaces, located on the third floor of Building 48, do not meet current Army standards for personnel housing. Rooms will be reconfigured to maximize privacy and storage space for soldiers. Toilet and shower facilities along with community recreation lounges will be refurbished to support soldiers who live in Building 48. Facility upgrades will include modernizing or replacing all utilities including electrical service, energy monitoring and control system connections, communications, water, sewer, and gas. At this time, there are no plans for exterior renovations to this building, located in the Fort McNair Historic District.

*This project first appeared in the FYs 2007-2012 program.*

### **FORT MYER MILITARY COMMUNITY**

#### **BARRACKS COMPLEX PHASE II**

*Recommended*

\$52,000,000 (estimated total project cost). This project provides for construction of two new barracks buildings and the demolition of two inadequate existing barracks buildings. The project proposes to construct two three-story buildings as replacements for four existing buildings that have not been modernized since their construction in the 1960s. Current living space is inadequate when compared with modern-day criteria for unaccompanied enlisted personnel and a new dining facility. Two new buildings to house 420 soldiers will be constructed after the existing buildings are demolished. The proposed site is outside of the Fort Myer Historic District, but historic preservation will affect architectural elements and features of the new building.

*This project first appeared in the FYs 2007-2012 program.*

**CONSTRUCT NEW PARKING GARAGE**

*Recommended*

\$23,000,000 (estimated total project cost). This project will construct a new parking garage to replace the Fort Myer Tri-Service Parking Lot. Fort Myer will lose 1,300 surface parking spots in the annexation of land along the eastern edge of the post to Arlington national Cemetery. Parking garages will be required due to the limited land for surface replacement parking lots. In addition, a new helipad will be sited on one of the garages. Coordination with the Virginia SHPO will be required once the exact locations of the parking garages are determined. The garages exterior facades must comply with Installation Design Guideline requirements.

*This is a new project in this FYs 2008-2013 program.*

**EXPAND PHYSICAL FITNESS CENTER**

*Recommended*

\$6,000,000 (estimated total project cost). This project is required to increase the size of the existing Physical Fitness Center on Fort Myer. The existing building contains 36,500 square feet. The exercise area and locker room are inadequate to support the visitors that use this facility. The addition of 7,000 square feet to the two-story facility will provide adequate room for the physical fitness and recreational needs of the community. The HVAC system will be upgraded to correct previous flaws and to support the additional space. This building is not in the Fort Myer Historic District but will require exterior architectural features that match the existing building and complements surrounding structures.

*This project first appeared in the FYs 2007-2012 program.*

**MODERNIZE HORSE STABLES**

*Recommended*

\$17,000,000 (estimated total project cost). This project will restore and modernize the historic stable facilities on Fort Myer to support the ceremonial, deployment, and contingency missions of the Third Infantry Regiment. Interior and exterior renovations are planned for five buildings located in the Fort Myer Historic District. Work also will include reconstructing the paddock areas near the stable and constructing new site features to improve the safety of existing horse training facilities. Landscaping elements will be improved and existing pavement will be replaced. Interior renovations include replacing unsafe wood structural members, reconfiguring interior layouts, revitalizing interior finishes, and improving existing utility connections. Historic preservation coordination will be required for exterior improvements to windows, door trim, and existing brickwork.

*This project first appeared in the FYs 2007-2012 program.*

**PUBLIC SAFETY BUILDING EXPANSION, BLDG 415**

*Recommended*

\$1,500,000 (estimated total project cost). The Directorate of Public Safety is located in four facilities on Fort Myer, Virginia. The main building is Building 415, which accommodates the fire station, provost marshal, and director's office. The intent of the recently completed Public Safety Center (Bldg 415) was to provide a consolidated facility to accommodate the fire department and provost marshal. A new organization, Directorate of Emergency Services, did not exist when the original program was developed. A space analysis indicated that an additional 3,700 square feet is necessary to consolidate all functions within one building. This project will ensure efficient and effective operations of the FMMC safety and security program. The renovation will include a new wing on the existing building, site improvements, utility relocation, and a comprehensive interior redesign to ensure all program functions are included. Special historic architectural treatments will be required to match the existing building, which is not located in the Fort Myer Historic District.

*This project first appeared in the FYs 2007-2012 program.*

### **RECONFIGURE HATFIELD GATE**

*Recommended*

\$6,000,000 (estimated total project cost). The Hatfield Gate, located to the west of Fort Myer on Route 27 (Washington Boulevard), is the primary entrance for employees, visitors and delivery trucks. The current gate layout does not meet DoD standards for access control points (ACP). Congestion and traffic problems hinder traffic flow entering and leaving Fort Myer. The proposed project may include traffic improvements to the ramps connecting Hatfield Gate to Route 27. The new ACP will include security features required by current AT/FP standards. This project should not have any significant historic preservation issues, as it is located outside of the Fort Myer Historic District.

*This project first appeared in the FYs 2007-2012 program.*

*Comment:* Arlington County notes their support for plans and actions to improve traffic flow in and out of Fort Myer via the Hatfield Gate. Fort Myer is encouraged to include Arlington County in their planning for this capital project.

### **U.S. ARMY BAND FACILITY**

*Recommended*

\$45,000,000 (estimated total project cost). The U.S. Army Band (TUSAB) currently trains and practices in Building 400 on Fort Myer, constructed when the band was about half its current size of 265 members. The band now meets increased mission demands. The existing facility has 45,520 square feet of usable space, which is significantly less than TUSAB requirements of 89,280 square feet. Substandard features of the current facility include a shortage of equipment and uniform storage space, poor acoustical qualities in rehearsal halls, inadequate recording space, and insufficient office space.

The existing facility, which is outside of the Fort Myer Historic District, will be demolished. A new two-story building will be constructed in an existing parking area. The new facility will include rehearsal studios, recording studios, performance studios, and locker rooms for both men and women band members, equipment storage space, and a library. A three-level 600-space structured parking facility with bus parking to support the band will be constructed to replace existing surface parking spaces within the proposed site.

*This project first appeared in the FYs 2007-2012 program.*

## *Projects Requiring Additional Planning Coordination*

### **FORT BELVOIR, MILITARY DISTRICT OF WASHINGTON**

**Comment:** Fort Belvoir is preparing for significant growth by 2011 due to implementation of the BRAC actions. Many of the projects listed below are not identified in the existing master plan, but are being included in the significantly expanded master planning and environmental review process being undertaken by the Army. The Army is currently working with Fairfax County and other local, regional and federal entities to identify and address the impacts of the anticipated growth. In recognition of these identified impacts and pending the completion of an updated master plan that includes these projects, these projects are categorized as “Requiring Additional Planning Coordination.”

### **CONSTRUCT ADMINISTRATION FACILITY FOR PEO-EIS/ARMY LEASE**

*Project Requiring Additional Planning Coordination*

\$110,000,000 (estimated total project cost). This project provides for Base Realignment and Closure construction of a 290,000 GSF consolidated Program Executive Office Enterprise Information Systems (PEO EIS) administrative and information processing and network operations center. This center will include offices, classrooms, conference rooms, and information processing /operations center. The center will feature an electronically integrated facility with classified and unclassified local area networks and connectivity to international locations. Space needs will provide storage, equipment staging, shipping, and receiving, loading dock, passenger/freight elevator, and a multi-story parking structure. Utilities provided by this project are an

uninterruptible power supply, standby generators, fire protection and alarm systems, and building information systems. Install intrusion detection systems (IDS) and closed circuit TV. Connect Energy Monitoring Control System and supporting facilities include electric service; street lighting, water distribution and waste water collection lines, paving, walks, curbs and gutters; storm drainage; site improvements, and redundant information systems. Antiterrorism/force protection (AT/FP) measures include building setback, blast resistant walls, annealed, laminated glazing in reinforced frames, reinforced exterior doors, barriers, and visual screening. Heating and air-conditioning (2,600 tons) will be provided by self-contained systems. Access for the handicapped will be provided. Parking spaces have not been determined.

*This is a new project in this FYs 2008-2013 program.*

#### **CHILD DEVELOPMENT CENTER (MAIN POST)**

*Project Requiring Additional Planning Coordination*

\$5,900,000 (estimated total project cost). This project will construct a 15,400 GSF, 198-child standard design, child development center. Building will include patron classroom modules, entry/reception and administration area, staff lounge/training room, isolation room, kitchen, laundry, child, staff and visitor toilets; interior lighting, indoor and outdoor storage, separate age appropriate playground areas, fire protection and alarm systems, and building information systems. Supporting facilities include electric service, water and wastewater lines, parking, access road, sidewalks, curb and gutter, storm drainage, exterior lighting, site improvements, and information systems. Anti-terrorism/force protection and access for the handicapped will be provided. Parking spaces have not been determined.

*This is a new project in this FYs 2008-2013 program.*

#### **CONSTRUCT NEW BARRACKS**

*Project Requiring Additional Planning Coordination*

\$104,000,000 (estimated total project cost). This project provides for construction of 500 a unit barracks complex that includes living modules, hallways, stairwells, utilities, fire alarm/suppression systems, and information systems. Supporting facilities include street lighting, paving, walks, curb and gutters, storm drainage improvements, and information systems. Anti-terrorism/force protection measures will be included. Parking spaces have not been determined.

*This is a new project in this FYs 2008-2013 program.*

#### **CONSTRUCT NEW HOSPITAL**

*Project Requiring Additional Planning Coordination*

\$604,323,000 (estimated total project cost). This project is for the construction of a 868,800 GSF community hospital. This facility will include primary and specialty patient care, medical and administrative offices and OSD supporting unit hospital functions. All supporting facilities will be included. A total of 2,600 parking spaces will be provided through structured parking.

*This is a new project in this FYs 2008-2013 program.*

#### **CONSTRUCT NEW PHYSICAL FITNESS CENTER @ EPG**

*Project Requiring Additional Planning Coordination*

\$19,500,000 (estimated total project cost). This project provides for construction of a 71,799 GSF medium, standard-design physical fitness facility with multi-purpose courts, racquetball courts, aerobic exercise and strength training rooms, jogging track, indoor 25-meter swimming pool, athletic fields, men's and women's locker rooms, toilets, showers, and saunas; administrative offices, vending and lounge area, storage, equipment issue, mechanical and electrical rooms, fire protection and alarm systems, HVAC, interior lighting, and building information systems. Supporting facilities include electric service, area lighting, water and sanitary sewer lines; access road, paving, walks, curb and gutter, storm drainage, site improvements and information systems. Anti-terrorism/force protection measures and access for the handicapped will be provided. A total of 120 parking spaces will be provided.

*This is a new project in this FYs 2008-2013 program.*

#### **DEFENSE ACCESS ROAD**

*Project Requiring Additional Planning Coordination*

\$13,000,000 (estimated project cost during FY 2008-2013). This project finances the design, right-of-way acquisition, and construction of new off-installation entrances to Army activities, urgently needed improvements of existing highways serving Army activities; urgently needed improvements of existing highways serving Army activities; the Federal Government share of the cost of relocating highways severed by expansion or construction of new Army facilities; and alterations to roads near Army activities to accommodate special military vehicles. The funds will be transferred to the Federal Highway Administration for execution of the work. This work is needed to mitigate the closure of Beulah Street and Woodlawn Road, and to upgrade the road network in and around Fort Belvoir. The estimated total project cost is \$31,000,000; the project has received \$18,000,000 in prior funding.

*This was first listed in the FYs 2007 – 2012 FCIP as “Fort Belvoir Connector Road”. See also the FHWA “Defense Access Road” project.*

#### **DENTAL CLINIC**

*Project Requiring Additional Planning Coordination*

\$7,000,000 (estimated total project cost). This project will construct a 16,000 GSF dental clinic with office space, waiting area, restrooms, HVAC, fire suppression/alarm systems, interior lighting and information systems. Supporting facilities include connections to existing utilities, paving, curb and gutter, exterior lighting, site improvements and information systems. Anti-terrorism/force protection measures and access for the handicapped will be provided. Parking spaces have not been determined.

*This is a new project in this FYs 2008-2013 program.*

#### **EMERGENCY SERVICES CENTER**

*Project Requiring Additional Planning Coordination*

\$6,200,000 (estimated total project cost). This project provides for construction of an emergency services center consisting of a remote military police station and a modified, standard two-company satellite fire station with drive through bays. Building will include watch/alarm room, emergency medical services/decontamination, administrative offices, kitchen, dining/dayroom, dormitory rooms, men’s and women’s restrooms with showers and lockers, classroom and physical training facilities, laundry area, storage, wet and dry chemical extinguisher rooms, interior lighting, mechanical and electrical rooms, HVAC, fire alarm and suppression systems, standby generator and building information systems. Supporting facilities include the installation of electrical, water, and sewer lines, emergency traffic signal, access road, paving, curb and gutter, storm drainage, site improvements and information systems. Anti-terrorism/force protection is included and handicapped access will be provided in the administrative areas.

*This is a new project in this FYs 2008-2013 program.*

#### **FAMILY TRAVEL CAMP**

*Project Requiring Additional Planning Coordination*

\$2,480,000 (estimated project cost). The project will construct a family RV travel and tent camp area. The area will include 60 RV back-in sites with concrete vehicle and picnic pads, water, sewer, electric, and telephone and communication hook-ups. The project includes renovation of an existing building to include a registration area, camp store, snack bar, lounge, restrooms, outdoor recreation equipment rentals, and an indoor archery range. A camp support building will be provided that will include showers, restrooms, a lounge area, and laundry facilities. The tent/car camp sites will have hardstands for vehicle parking and tent setup, picnic table and grill areas, and water/electric hook-ups. This project will provide paved vehicle circulation, roads, walking paths, landscaping, street lighting, sewage pump station, stormwater management, a perimeter security fence with automatic card reader, an entrance gate, utility upgrades, area directional signage, and access for the

handicapped. The estimated total project cost is \$3,780,000; the project has received \$1,300,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

#### **FLIGHT CONTROL TOWER**

*Project Requiring Additional Planning Coordination*

\$2,900,000 (estimated total project cost). This project will construct a permanent, 12-story, fire-resistant flight control tower at Davison Army Airfield. This project will include radar operations, air traffic control (ATC) equipment, training rooms, administrative areas, ATC operations area, storage, break room, electrical and mechanical rooms, latrines, elevator, standby generator, HVAC, fire alarm and protection systems, building information systems, and uninterruptible power supply. Supporting facilities include electric service, water distribution, and wastewater collection lines, paving, parking curb and gutters, storm water drainage, site improvements, and information systems. Anti-terrorism/force protection measures will be incorporated in the project.

#### **FORT BELVOIR INFRASTRUCTURE**

*Project Requiring Additional Planning Coordination*

\$247,000,000 (estimated total project cost). This project will provide for construction of infrastructure facilities at Fort Belvoir. Work includes communications center, communication lines, access control facilities, underground electrical lines with substation, transformers and switches; hot water and chilled water generation plants, hot water and chilled water distribution lines, elevated potable water storage tank, water distribution mains and laterals; sanitary sewer main and laterals, natural gas pipelines, storm water collection and management structures, roads, bridges and perimeter fencing. Supporting facilities for the communications center include the extension and connection of all necessary utilities, paving, walks, curb and gutters, local storm water management, site work and landscaping.

*This is a new project in this FYs 2008-2013 program.*

#### **INFORMATION DOMINANCE CENTER**

*Project Requiring Additional Planning Coordination*

\$179,000,000 (estimated total project cost). This project will construct 290,000 gross square feet and renovate an existing 200,000 gross square feet for the Information Dominance Center (IDC) Sensitive Compartmented Information Facility (SCIF), consisting of specialized operations space, special equipment storage, an intrusion detection system, classrooms, a conference center, a server room, a wellness room with shower, a warehouse area, mechanical/utility rooms, bathrooms, training areas, storage areas, a library, office space, and administrative support areas. The project also includes connections to existing utilities, redundant power and information systems, HVAC, walks, curbs and gutters, a parking structure, general lighting; information systems; and site improvements. AT/FP measures will be incorporated. Access for the handicapped will be provided. A total of 1,440 parking spaces will be provided.

*This project first appeared in the FYs 2004-2009 program.*

#### **ADDITION TO BUILDING 358, JOINT PERSONNEL RECOVERY AGENCY**

*Project Requiring Additional Planning Coordination*

\$19,000,000 (estimated total project cost). This project will construct a 62,892-gross-square-foot permanent addition and renovate 24,842 gross square feet of Building 358 on Fort Belvoir. Work includes private and open office areas, Sensitive Compartmented Information Facility areas, conference and storage rooms, an auditorium, a technical library, a storage vault, elevators, fire protection and alarm systems, and information systems. Intrusion detection system (IDS) and key card readers will be installed. Supporting facilities include connections to existing utility systems, HVAC, paving, walks, curb and gutter construction, parking, street and

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June 7, 2007*

general lighting, information systems and site improvements. AT/FP measures will be incorporated. Access for the handicapped will be provided. A total of 237 parking spaces will be provided.

*This project first appeared in the FYs 2006-2011 program.*

**MEDICAL GUEST HOUSE**

*Project Requiring Additional Planning Coordination*

\$24,000,000 (estimated total project cost). This project will construct a 200-room, 1000,000 GSF medical guesthouse with 20 efficiency apartments and 180 single rooms, lobby, offices, kitchen, dining room, storage and maid service space, HVAC, fire alarm and protection systems, and building information systems. Supporting facilities include electric service, area lighting, water and sanitary sewer lines, paving, sidewalks, curb and gutter, storm drainage site improvements and information systems. Anti-terrorism/force protection measures and access for the handicapped will be provided.

*This is a new project in this FYs 2008-2013 program.*

**MISSILE DEFENSE AGENCY**

*Project Requiring Additional Planning Coordination*

\$29,600,000 (estimated total project cost). This project is for the construction of a headquarters command center/administrative facility to include, administrative space, command suites, security operations center, sensitive compartmented information facilities, mailroom, technical library, computer operations, meeting, training, break, and storage rooms. Associated building support facilities will also be included such as, sidewalks, curb and gutter, street lighting, landscaping, and site improvements. Anti-terrorism/force protection measures and access for the handicapped will also be provided.

*This is a new project in this FYs 2008-2013 program.*

**MUSEUM SUPPORT CENTER**

*Project Requiring Additional Planning Coordination*

\$27,000,000 (estimated total project cost). The project will construct a Museum Support Center which includes reception and administrative areas; environmentally controlled museum art and collections holding, processing, and research areas with weapons and records vaults; exhibition fabrication and conservation laboratories; paint spray booth; photographic studio, shipping and receiving area, all-weather loading dock, truck bays, fire detection and suppression, intrusion detection system, closed circuit television, and information systems. Supporting facilities include exterior lighting, connections to existing utilities, HVAC, truck apron, sidewalks, curbs and gutters, parking, landscaping, fencing, an entrance gate, and information systems. AT/FP measures will be incorporated. Access for the handicapped will be provided. A total of 65 parking spaces will be provided. The estimated total project cost is \$54,000,000; the project has received \$27,000,000 in prior funding.

*This project first appeared in the FYs 2004-2009 program.*

**NARMC MEDICAL COMMAND HEADQUARTERS BUILDING**

*Project Requiring Additional Planning Coordination*

\$11,400,000 (estimated total project cost). This project will construct a 50,000 GSF medical command headquarters building. Primary facilities include and administrative areas and building information systems. Supporting facilities include utilities, paving, storm drainage, site improvements, and information systems. Facility will have self-contained natural boiler heating and cooling units. Anti-terrorism/force protection measures and access for the handicapped will be provided.

*This project first appeared in the FYs 2004-2009 program.*

**NATIONAL GEOSPATIAL AGENCY**

*Project Requiring Additional Planning Coordination*



\$1,124,800,000. This project will construct a 2,419,000 GSF facility to house the National Geospatial Agency. This complex will consist of a sensitive compartmented information facility (SCIF), Tier II data center, remote inspection facility, visitor's center, auditorium, technical library, cafeteria, physical fitness facility, training and laboratory facilities, emergency generator, HVAC, lighting and information systems. Supporting facilities include electrical service, water distribution and wastewater collections lines, steam and chilled water distribution lines, access road with bridge, paving, curb and gutter, site improvements and information systems. Anti-terrorism/force protection measures will be included and access for the handicapped will be provided. A total of 5,100 parking spaces will be provided through structured parking. The estimated total project cost is \$1,247,000; the project has received \$122,200,000 in prior funding.

*This is a new project in this FYs 2008-2013 program.*

#### **NETWORK OPERATIONS CENTER**

*Project Requiring Additional Planning Coordination*

\$8,100,000 (estimated total project cost). This project will construct a 21,525 GSF Network Operations Center with operations control, research/development/engineering/integration/testing, secure communications/video teleconferencing, secure storage, power and equipment rooms, telecommunications closets, satellite yard, fire alarm and protection systems, HVAC, and information systems. Supporting facilities include electric service, security lighting, water and wastewater lines, parking, access road, sidewalks, curb and gutter, storm drainage, site improvements and information systems. Anti-terrorism/force protection and access for the handicapped will be provided. Parking spaces have not been determined.

*This is a new project in this FYs 2008-2013 program.*

#### **NORTH POST ACCESS ROAD CONTROL POINT**

*Project Requiring Additional Planning Coordination*

\$7,700,000 (estimated total project cost). The project will construct a control point with vehicle inspection station, access control building, booth and canopy, vehicle turnarounds, security lighting, backup generator, building information systems, a two-lane access road with sidewalks/bike path, street lighting, drainage, traffic signal, and left and right turn controls for Richmond Highway (US Route 1). The project also will install active barriers funded through other procurement measures. Supporting facilities include electrical service, water and wastewater lines, storm drainage, site improvements, removal of asphalt pavement, relocation of communications lines, and information systems. Costs for supporting facilities for this project are high due to the need to relocate communications, water, and waste water lines, and an electrical substation. Heating and air conditioning (7 tons) will be provided by stand-alone systems. Anti-terrorism measures include laminated glazing in reinforced frames and reinforced exterior doors.

*This project first appeared in the FYs 2006-2011 program.*

#### **POST EXCHANGE (PX) EXPANSION**

*Project Requiring Additional Planning Coordination*

\$50,000,000 (estimated total project cost). This project is for the construction of a new main Post Exchange (PX) consisting of retail and administrative areas. Work will include HVAC, lighting, fire protection systems, units and surface mounted lighting. Interior finishes include vinyl floor tile, carpet, gypsum wallboard partitions, lighting and complete mechanical and electrical system support. Install AAFES provided shelving and fixtures. Exterior support includes tying into the existing utilities, services, and communications, and providing pavement for delivery trucks, parking for 1400 patron's vehicles, sidewalks, curbs, gutters, storm drainage, retention walls, site improvements and landscaping to complete a useable facility.

*This is a new project in this FYs 2008-2013 program.*

#### **RENOVATE BUILDINGS 211, 214, 215 & 220**

*Project Requiring Additional Planning Coordination*

\$26,000,000 (estimated total project cost). This project as a part of the Base Realignment and Closure (BRAC) modernization of Building's 211, 215, 219 and 220, totaling 133,160 GSF, provides administrative space, emergency operations center (EOC), sensitive compartmented information facilities (SCIF). Secure and non-secure conference rooms, video teleconference center, data processing center, technical library, General Officer/Senior Executive Service office suites, storage, administrative support areas, uninterruptible power supply, standby generator, multi-story parking, and fire protection and alarm and building information systems are also included. Install intrusion detection systems and closed circuit television (Other Procurement, Army funded). Supporting facilities include electric service and information systems. Antiterrorism/force protection measures include laminated glazing in reinforced frames, reinforced exterior doors, progressive collapse hardening, barriers, and visual screening. Heating will be provided via connection to the existing heating plant. Air conditioning (500 tons) will be provided via connection to a self-contained system. Access for the handicapped will be provided. Comprehensive interior design services are required.

*This is a new project in this FYs 2008-2013 program.*

#### **RENOVATE BUILDING 238 FOR USANCA**

*Project Requiring Additional Planning Coordination*

\$4,450,000 (estimated total project cost). This project will renovate Building 238 for continued use. Project work includes interior building demolition, construction of offices, access control, top secret vaults, conference rooms, video teleconference center, administrative support areas; communication closets, men's and women's restrooms, standby generators, HVAC, fire alarm and protection and building information systems. Install Intrusion Detection System (IDS). Connect to Energy Management Control System. Supporting facilities include connections to existing utilities, site improvements, and information systems. Antiterrorism/force protection measures and access for the handicapped will be provided.

*This is a new project in this FYs 2008-2013 program.*

#### **STRUCTURED PARKING, 200 AREA**

*Project Requiring Additional Planning Coordination*

\$8,900,000 (estimated total project cost). The project will construct a parking structure with a capacity of 400 parking spaces. This structure will be reinforced concrete with structural steel framing, parking decks, and a sloped interior ramp system. The project will include stairwells, elevator, security lighting, utility connections, fire protection and stormwater management. Access for the handicapped will also be provided. One 12,974 gross-square-foot building, will be demolished.

*This project first appeared in the FYs 2006-2011 program.*

#### **WASHINGTON HEADQUARTERS SERVICES**

*Project Requiring Additional Planning Coordination*

\$702,199,000 (estimated total project cost). This project will construct a 2,242,778 GSF facility for Washington Headquarters Services. Work will include open and private office space, sensitive compartmented information facility (SCIF), command center, conference rooms, video teleconferencing center, training and instruction facilities, auditorium, General Officer/Senior Executive Service office suites, administrative support areas, storage, cafeteria, physical fitness facility, access control, elevators, HVAC, lighting, fire protection and information systems. Supporting facilities include electric, water, sewer and gas, chilled water and steam distribution, access roads, paving, sidewalks, curb and gutter, storm drainage, site improvements and information systems.

*This is a new project in this FYs 2008-2013 program.*

# Department of Defense

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended and Strongly Endorsed

Pentagon Renovation	1,149,997	132,600	217,900	111,900	137,700	72,400	29,300	701,800
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The following project is funded from private funds, not funds appropriated by the federal government.

Pentagon Memorial	2,000	13,500	2,500	0	0	0	0	16,000
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## Recommended

Pentagon Master Plan Implementation								
Electrical Upgrades to Reservation	555	18,500	0	0	0	0	0	18,500
FB2--Columbia Pike Realign	0	0	960	32,000	0	0	0	32,960
FB2--Demolition of Existing Struc.	0	0	385	13,960	0	0	0	14,345
FB2--Relocations	0	0	783	28,000	0	0	0	28,783
Hazardous Response Facility	0	492	16,384	0	0	0	0	16,876
Heliport, Control Tower & Fire	0	0	0	0	1,887	62,900	0	64,787
North Parking Garage	0	0	0	0	0	0	1,170	1,170
North Rotary Road Relocation	2,899	0	0	0	0	0	0	0
Pentagon Motor Pool	0	0	698	23,259	0	0	0	23,957
Route 27 HOV Access	0	0	0	0	0	315	10,500	10,815
Secure Perimeter/Pedestrian Plaza	0	453	15,100	0	0	0	0	15,553
South Parking Road Network	0	0	0	381	12,700	0	0	13,081
<b>Pentagon Subtotal</b>	<b>3,454</b>	<b>19,445</b>	<b>34,310</b>	<b>97,600</b>	<b>14,587</b>	<b>63,215</b>	<b>11,670</b>	<b>240,827</b>
<b>Pentagon Total</b>	<b>4,604</b>	<b>152,045</b>	<b>252,210</b>	<b>209,500</b>	<b>152,287</b>	<b>135,615</b>	<b>40,970</b>	<b>942,627</b>

## DEPARTMENT OF DEFENSE

### *Recommended and Strongly Endorsed*

#### **PENTAGON RENOVATION**

##### *Recommended and Strongly Endorsed*

\$701,800,000 (estimated project cost during FY 2008-2013). On September 11, 2001, a Boeing 757 struck the Pentagon's Wedge 1 on an angle and penetrated into an interior office ring in Wedge 2. Wedge 1 was just five days from completion. Three measures taken during the renovation of Wedge 1 to reinforce the inner and outer walls dramatically slowed the plane as it entered the building, reducing the extent that it penetrated the rings and preventing the immediate collapse of the structure directly above the area of impact. In addition to the rebuilding efforts, the Renovation Program continued with its original scope of work, the continued design and renovation of the 6,500,000-gross-square-foot building to correct health, safety, and building deficiencies. The project includes: replacement of the heating, ventilating and air-conditioning system; upgrading of electrical and plumbing systems; installation of a cable management system; removal of asbestos throughout (plaster, ceilings, ductwork, piping); installation of new ceilings, lights, finish flooring, and sprinklers; replacement of failing floor slabs in the basement; renovation of toilets; renovation of special purpose spaces; repair/restoration of exterior finishes; repair/replacement of windows; repair of leaks throughout; realignment of traffic flow on the site; and repairs to bridges, walks, roads, fences, and paving. At the time of the attack, all renovation work was scheduled to be completed in December 2012. The Renovation Program continues to make up lost time and meet the original schedule. The Renovation Program met its personal challenge to relocate personnel back into the E-ring adjacent to the crash site by the one-year anniversary on September 11, 2002. Existing Employment: 25,000; Proposed Employment: 26,000 (1,000 employees will be transferred from elsewhere in the Northern Virginia area). The total project cost of the project is \$1,851,797,000; the project has received \$1,149,997,000 in prior funding.

*This project first appeared in FYs 1988-1992 program.*

**Note:** *the Pentagon has been appropriated \$925,000,000 for repairs from the Emergency Supplemental Appropriations Act for Recovery from and Response to Terrorist Attacks on the United States, FY 2002 P.L. 107-38.*

**Comment:** NCPC has taken the following actions related to this project:

- October 7, 1999: NCPC approved the preliminary and final site and building plans for the Pentagon's remote delivery facility.
- October 5, 2000: NCPC approved the master plan modification and design concept for the relocation of the Metro entrance facility;
- March 1, 2001: NCPC approved preliminary and final site and building plans for this facility.
- June 2, 2005: NCPC approved the master plan for the Pentagon reservation with the exception of the Transportation Management Plan. As a part of its master plan approval, NCPC recommended converting the North Parking surface lots to landscaped storm water filtration systems, once the South Parking Structure is operational, to avoid increasing the parking supply.

*This project is funded from private contributions and donations, not funds appropriated by the federal government.*

## **PENTAGON MEMORIAL**

*Recommended and Strongly Endorsed*

\$16,000,000 (estimated project cost during FY 2008-2013). The Pentagon Memorial Project is a joint effort among various organizations to construct a memorial commemorating the September 11, 2001, terrorist attack on the Pentagon and the 184 innocent lives lost in the Pentagon and on American Airlines Flight 77. The memorial site occupies approximately two acres on the west side of the Pentagon, in line with the path of Flight 77 and within view of the Pentagon's impacted area. The concept design is a Memorial Park inscribed with 184 memorial units (benches). Each unit is dedicated to a victim and engraved with a name.

Elegant in its self-supporting form, the cast aluminum memorial unit is at once a glowing light pool, a cantilevered bench and a place for the permanent inscription of each victim's name. A polyester composite matrix-gravel mix is poured into the memorial unit, thus acting as a glue to support and float the gravel above the light pool. Disbursed throughout the entire site, the porous stabilized gravel field is contained within two perimeter benches that serve as planters for ornamental grasses. These grasses act as a soft screen demarcating the boundary of the memorial park. Further, the combined length of the perimeter benches plus the bench portion of each memorial unit provides more than 2,100 linear feet of seating surface. The estimated total cost is \$18,000,000; the project has received \$2,000,000 in prior funding.

*This project first appeared in FYs 2004-2009 program.*

**Comment:** On September 1, 2002, NCPC approved the selected site for the Pentagon Memorial. At its June 5, 2003, meeting, NCPC approved the conceptual design of the Pentagon Memorial.

## **THE PENTAGON RESERVATION MASTER PLAN AND IMPLEMENTATION**

### **THE PENTAGON RESERVATION MASTER PLAN**

The Pentagon Reservation Master Plan was created in response to new security initiatives following the terrorist attack of September 11, 2001 on the Pentagon; new program and mission requirements; and numerous changes to existing circulation patterns that occurred on and around the Reservation in preceding years. The Master Plan was developed as a strategic framework that set forth implementation priorities and a logical development sequence within which projects and proposed construction can occur. It presented a set of solutions and proposals that translated the functional requirements for improved security, sustainability and other site oriented objectives into a comprehensive, physical Master Plan guiding the development of the Reservation for the coming decades.

The Master Plan envisioned a transformed Pentagon Reservation, one that not only preserves, but also enhances the Pentagon as the symbolic home of the Department of Defense. It was a plan that promotes the vision of the Pentagon; meets the functional objectives and requirements; allows for flexibility in implementation over the time frame of the plan; and demonstrates the Department's commitment, leadership and stewardship to the surrounding community and the environment. In this manner, the Master Plan identified an agenda for building on existing resources, correcting deficiencies, and meeting changing needs.

Following an evaluation of current and future needs of the Reservation, key issues were identified that included site security, long range sustainability, personnel concerns, and facility requirements. Within a 20-year timeframe, this plan proposes no further growth on the Reservation, maintaining a total employee population of 23,000. Two primary objectives of the Master Plan were: 1) complete the permanent secure perimeter; and, 2)

implement enhanced sustainability strategies to promote the long-term environmental health of the Reservation and its surroundings. Secondary objectives for this Master Plan were: 1) a permanent Heliport incorporating all standard flight and operational requirements; 2) consolidation of parking to provide additional open space and better land utilization; 3) improvements to vehicular and pedestrian circulation; 4) creation of an industrial zone for like uses; and, 5) establishment of design guidelines to enhance and protect the historic nature of the Pentagon Reservation. The Master Plan security proposals builds on the existing security infrastructure put in place as part of the Remote Delivery Facility (RDF) Truck Inspection Facility and the Route 110 secure by-pass. The secure perimeter defines the boundaries, within the Reservation, that separate screened and unscreened vehicles, and delineates the checkpoints where access by both vehicles and pedestrians can be controlled. The permanent perimeter will be flexible and allow the Pentagon to function normally, regardless of the active threat level. Physical barriers will control pedestrian access at the perimeter, channeling traffic to control points where screening can be carried out.

A major recommendation of the Master Plan under sustainable strategies is the restoration of large impervious land areas into natural and open, sustainable landscape regions. The transformation will be achieved through the consolidation of reservation surface parking lots into multi-level parking structures, with green roofs. This renewal of natural ground cover will provide direct environmental benefits; enhanced storm water management; erosion control; improved water quality through filtration; and relief from heat island effects. The resulting pervious site area on the Reservation will be increased by approximately 40 percent. This change will also enhance the ability of the site to retain and filter rainwater runoff and improve the water quality in the Potomac River and the larger Chesapeake Bay watershed. The Master Plan was prepared, reviewed, and approved by various internal and external stakeholders to include the Secretary of Defense, NCPC, CFA, the Virginia Society of Historic Preservation Office, Arlington County, Arlington National Cemetery, and the Virginia Department of Transportation.

The policies and proposals of the Pentagon Master Plan support the intent and policies of the Comprehensive Plan for the National Capital, developed by the NCPC. Consensus between the two plans is evident in broad terms and in specific areas to include 1) creates new landscape and open areas in the NCR, 2) enhances connectivity to existing parkland, 3) retains a horizontal skyline at the western portion of the Arlington ridge bowl as viewed from the Capitol and the Mall, 4) eliminates the large paved areas along the Potomac and restores landscape areas with active and passive recreation, 5) enhances the landscape, while minimizing the view of developments, as seen from the surrounding roadways, and specifically the George Washington Parkway, 6) stabilizes the impact to the surrounding environment by holding the growth of personnel and vehicles at current levels, 7) increases pervious surface and creates retention ponds to reduce storm water runoff and enhance off-site water quality, 8) protects the setting of a historic property, including the significant views to and from the site, and 9) supports future public transportation initiatives in the region and Arlington County. Projects denoted for planning and construction during fiscal years 2008 to 2013 are briefly described below.

The Department of Defense will be providing updated budget numbers for the final FCIP.

## *Recommended*

### **ELECTRICAL UPGRADES TO THE RESERVATION**

#### *Recommended*

\$19,055,000 (estimated total project cost). The existing utility infrastructure is arranged in numerous underground tunnels and direct bury structures, which circle the Pentagon building and connect to various trunk lines and other supporting structures. This system has been built up over the life of the Pentagon and lies below a significant portion of the reservation land. This project will provide overall enhancements to the electrical service throughout the Reservation to include all the necessary elements required to upgrade existing systems due to increased construction efforts on the Reservation and mission critical system and security improvements. Supporting work includes demolition of existing utility lines; repairs to surface roadways, other pavement, sidewalks, curbs, and gutters disturbed by the construction; and realignment of roads as necessary to install new utility conditions. Hazardous waste remediation, demolition of below grade structures, rerouting of other existing utilities, and other conditions required to accommodate the new utility lines and trenching systems will be provided. Applicable anti-terrorism/force protection measures will be incorporated in

accordance with criteria prescribed in the current UFC regulations. Energy conservation and efficiency measures should be incorporated where applicable. Modifications to the storm water conditions in the area as necessary shall be provided. Reduction in maintenance costs and energy consumption increases in security, and enhancements to the delivery system will be realized through this project.

*This project first appeared in the FYs 2007-2012 program*

## **FEDERAL OFFICE BUILDING 2—COLUMBIA PIKE REALIGNMENT**

*Recommended*

\$32,960,000 (estimated total project cost). The Master Plan for Federal Office Building 2 (FB2) was produced in response to the National Defense Authorization Acts of 2000 and 2003. These Acts direct the transfer of this site to the Secretary of the Army for use as part of Arlington National Cemetery (ANC). The transfer of property is to be completed by 2010. In addition, it requires the Secretary of Defense to establish a Master Plan for the property transferred. This Master Plan proposes a final configuration of the site at the point the site is provided to ANC for its use. It maximizes the amount of land available for the cemetery and creates the maximum contiguous property to facilitate its primary use. To provide greater land area and maximize contiguous land, the Master Plan reconfigures the road network. The reconfigured road network includes a realignment of Columbia Pike to the south and a reconfiguration of the two intersections at Joyce Street and at Washington Boulevard (Route 27). The new road network will not affect the carrying capacity or traffic flow through and around the site. Columbia Pike, also known as Route 244, has an eastern terminus at the west end of the Pentagon South Parking. It has two interchanges with Route 27 and I-395 to the FB2 site, as well as the Pentagon Reservation. This roadway runs in a southwesterly direction from the Pentagon Reservation through Arlington County into Fairfax County. It also serves as a direct connection between the FB2 site and the Pentagon Building. This road typically carries 13,000 vehicles a day near the FB2 site. Realignment of this roadway presents the greatest opportunities for additional contiguous expansion space and a larger contiguous parcel transfer to ANC. With the cloverleaf interchange between Washington Boulevard, Columbia Pike can be reconfigured to maximize land use. This will provide improved linkages and a more efficient and expanded area for gravesite expansion for ANC. The ANC Master Plan (1998) also proposed the realignment of Columbia Pike at its intersection with Joyce Street.

*This project first appeared in the FYs 2007-2012 program.*

## **FEDERAL OFFICE BUILDING 2—DEMOLITION OF EXISTING STRUCTURES AND SITE REMEDIATION**

*Recommended*

\$14,345,000 (estimated total project cost). The Master Plan for Federal Office Building 2 (FB2) was produced in response to the National Defense authorization Acts of 2000 and 2003. These Acts direct the transfer of this site to the Secretary of the Army for use as part of Arlington National Cemetery (ANC). The transfer of property is to be completed by 2010. In addition, it requires the Secretary of Defense to establish a Master Plan for the property transferred. This Master Plan proposes a final configuration of the site at the point the site is provided to the Cemetery for its use. It maximizes the amount of land available for the cemetery and creates the maximum contiguous property to facilitate its primary use. Demolition activities will include an updated survey of the current site, definition of its property boundaries, soil conditions, existence and remediation of hazardous materials, and the eventual demolition of all structures defined as Federal Office Building 2. This facility is considered of historic significance but is not of sufficient unique character to place it on the historic register. Thus, final recording of its historic features and elements will be documented prior to its actual demolition. This project will also include the exchange of property known as South Gate Road for an equal amount of land to be developed by Arlington County for a Heritage Center. South Gate Road will be demolished and related secondary roadways will be added and developed as necessary to support surrounding neighborhoods and a secondary access to Henderson Hall.

*This is a new project in the FYs 2008-2013 program.*

### **FEDERAL OFFICE BUILDING 2—RELOCATION OF THE GASOLINE SERVICE STATION AND RETAIL STORE**

*Recommended*

\$28,783,000 (estimated total project cost). Along with the demolition of FB2, the existing Quarters K Gas station must also be demolished and its functions relocated to another site. Because this facility serves the Pentagon Motor Pool, the Hazardous Response Facility, and military personnel, it must be located within the secure perimeter of the Reservation. Since this is an industrial function, the site of the Boundary Channel Parking Lot is determined as a potentially optimal site for this function. This project will provide a new service station and retail store in order to continue to support its current patrons. The program requirements include a convenience store, parking requirements to the maximum extent possible (additional employee parking is required as part of this project in order to meet the full parking space requirement projected under the Master Plan for the Reservation), and a gas station providing a variety of fuels needed to support the Reservation functions. A multiple story structure is envisioned for this facility.

*This is a new project in the FYs 2008-2013 program.*

### **HAZARDOUS RESPONSE FACILITY AND CBRNE HEADQUARTERS**

*Recommended*

\$16,876,000 (estimated total project cost). Pentagon Force Protection Agency (PFPA) is responsible for providing force protection, security, HAZMAT response, and law enforcement, as required for the people, facilities, infrastructures and other resources at the Pentagon Reservation and for DOD activities on DOD-occupied facilities not under the jurisdiction of a military department within the NCR. The mission of this facility has dramatically increased over the past several years and fully supports any chemical, biological, or other threat incident to the Reservation and its personnel.

In February 1995, when construction of the Pentagon basement began, the PFPA Hazardous Material Facility was temporarily relocated to the bridges under the River Terrace, to Federal Office Building 2, and finally to a leased location in Arlington, Virginia for a ten-year period. Its functions were dispersed among three separate locations. A move onto Federal property would provide a long-term, permanent, more secure solution for this facility and assure immediate response, recovery, and sustainment of support activities necessary to maintain safety of its occupants. The consolidation of functions will realize greater efficiencies in responsiveness to an incident. Thus, a site of approximately .50 acre has been designated for this project, its structures, and supporting facilities.

This project constructs a new facility at the HRP to include heating, ventilation, and air conditioning throughout; fire protection; site and building utilities; site improvements; UPS system; and security measures. Supporting facilities include surface parking adjacent to the building, outside lighting, pavement, sidewalks, and access roads. Hazardous waste remediation and other environmental conditions required to accommodate the new facility will be provided. The facilities program includes such spaces as administrative offices, testing labs, training rooms, building support spaces, shower/ lockers, bulk/refrigeration storage, and equipment for rapid response activities. The facility is to be constructed of a steel framework and panels that will be minimally visible from the roadway and from the main Pentagon campus. The footprint of the Pentagon Solar Farm will serve as the footprint of this new structure. The Solar Farm will be relocated on grillage atop this new facility and support some of its energy requirements. Anti-terrorism/force protection measures will be incorporated in accordance with criteria prescribed in the current UFC regulations. This site lends itself to full compliance with the UFC regulations.

*This project first appeared in the FYs 2007-2012 program.*

### **HELIPORT, CONTROL TOWER, FIRE STATION, AND ONE-LEVEL PARKING STRUCTURE (PERMANENT)**

*Recommended*

\$64,787,000 (estimated total project cost). The terrorist attack on the Pentagon of September 11, 2001 forced DOD to relocate the Heliport from its previous location, on the west side of the Pentagon building just east of Route 27. Immediately after the attack, the Heliport was temporarily moved to the lower parade ground east of



the River Terrace. This location proved unsatisfactory and the Heliport was moved to its second temporary location on the David O. Cooke Terrace above the Remote Delivery Facility (RDF) where it currently resides. Due to updated flight regulations, the RDF Truck Inspection Facility, and the 9/11 Memorial site, the Heliport is prevented from returning to its west side location. The Heliport control tower and fire station are located to the west of the RDF. The Heliport is used on a daily basis, typically, by high ranking military personnel, government VIPs, and foreign dignitaries who require heightened security measures, including immediate access to the Pentagon's main entrances. One of the heliport's primary functions is to accommodate contingency and emergency evacuations. The current Heliport location does not meet Army regulations for an optimum safe landing site, easy access by emergency vehicles, and visual screening. Thus, the Heliport must move to an appropriate location that meets flight and security criteria. The Pentagon Reservation Master Plan proposed to relocate the Heliport to the old Route 110 roadbed directly east of the Pentagon and north of the River Terrace. This proposed location meets five primary site selection criteria; 1) flight operation requirements of the military branches, 2) Ronald Reagan National Airport aircraft glide path separation, 3) control tower location providing flight path visual control with space for a fire truck facility, 4) easy access to the Pentagon and VIP parking lots, and 5) adequate visual screening from adjacent roadways. The old Route 110 roadbed is also a prime location for parking. The site is approximate to three major Pentagon entrances: the River Terrace entrance, Corridor 8 entrance, and the Mall Terrace entrance. It is also located within easy access to the Pentagon Conference Center situated below the River Terrace. The Master Plan proposed to develop the Heliport as a raised platform with one level of parking below. All vehicles entering the parking structure will be screened and will be excluded from parking directly beneath the central landing pad.

*This project first appeared in the FYs 2007-2012 program.*

#### **NORTH PARKING GARAGE**

*Recommended*

\$31,170,000 (estimated total project cost). The Master Plan proposes to relocate and consolidate a majority of the current surface parking into parking structures. Specifically, the plan proposes to consolidate 7,180 of the total 8100 parking spaces in structures. All structures will have at least one level above grade and one level below grade (except at the Permanent Heliport). The major benefits of the parking consolidation include: 1) the ability to complete and operate the secure stand-off zone at varying threat levels with little or no impact to parking, 2) eliminating the need to screen vehicles which will now be located outside of a security stand-off zone, 3) improving site circulation, 4) improving site land use efficiency, 5) reclaiming large surface areas for green space and sustainable site strategies, and finally, 6) enhancing pedestrian convenience and environmental comfort. Additional benefits include improved vistas to and from the Pentagon and an overall improvement to the Reservation setting. The North Parking Garage will be among the first structures to be built to accommodate parking shortfalls. This parking structure will accommodate 600 parking spaces within a two level parking structure; additional levels of parking may be required and can be provided should parking spaces fall short of the intended goal. A low maintenance green roof is proposed for this structure which will help control storm water runoff and filter the rain water before it enters the Pentagon Lagoon. Pedestrians, from the North Parking structure, will cross the North River Pedestrian Bridge to access the Corridor 8 entrance.

*This project first appeared in the FYs 2007-2012 program.*

#### **NORTH ROTARY ROAD RELOCATION (INTERIM SOLUTION)**

*Recommended*

\$2,899,000 (estimated total project cost). In conjunction with information garnered from recent security assessments, approvals of ATF standards, development of the Pentagon Reservation Master Plan in January 2005, and recent acquisition of funding, the North Rotary Road Relocation (Interim Solution) project begins to establish necessary initial steps in fulfilling more permanent security objectives for the South Parking Area of the Pentagon Reservation. Permanent security infrastructure put in place as part of the Remote Delivery

Facility (RDF) Truck Inspection Facility and the Route 110 secure by-pass, measures located on the west and east side of the Reservation, are complimented by the actions of this project. Existing road conditions contain immediate temporary perimeter measures set in place following the horrific attack in 2001. Although a majority of the permanent perimeter security is complete, these temporary measures are located predominately on the south and southeast side of the Reservation. It has become necessary and urgent to begin replacing and enhancing these temporary measures. Establishing the permanent location of the North Rotary Road assists in linking security measures defined by these former projects and those temporary measures. In addition to security, this project supports other goals and objectives defined in the Pentagon Reservation Master Plan. Enhancing vehicular and pedestrian circulation is particularly critical in the South Parking Area. The current North Rotary Road serpentine like a snake along the perimeter of the Reservation's South Parking Lot. Cautious travel by cars, buses, vans, trucks, and other vehicles through this section is necessary to watch for pedestrians traversing across the parking lot to the safer sidewalks, loading and off-loading along the road's edge, vehicles passing to move quickly to numerous exit points off the Reservation, and cars moving up and down, in and out of this road in order to secure a solid parking spot. This interim project not only establishes the permanent location of the new North Rotary Road, as emulated in the Master Plan, but also addresses safer movement for pedestrians and vehicles. Furthermore, mass transportation (i.e. DOD Buses, internal shuttle service, Commuter Buses, and Metro Buses) is consolidated and centralized at the Pentagon Transit Center. Enhancements to an existing internal shuttle service provide valuable improvements that encourage parking in North Parking, an area currently underutilized. The North Rotary Road Relocation (Interim Solution) is also the necessary first steps to implementing its larger, permanent project, the South Parking Pedestrian Plaza and Security Enhancements, efforts that will address the area between this new road relocation and the face of the Pentagon Building. In addition, it sets part of the boundaries for the future parking garages as defined in the Pentagon Reservation Master Plan.

*This is a new project in the FYs 2008-2013 program, but is commencing construction in FY 2007 program. It is noted because of its importance and tie-in to projects projected for the FYs 2008-2013 program. This project will begin construction in third quarter FY07 and be completed in early FY08. When completed, it will provide interim security measures that support the Secure Perimeter and Pedestrian Plaza Project*

## **PENTAGON MOTOR POOL**

*Recommended*

\$23,957,000 (estimated total project cost). The Master Plan proposes to relocate the Motor Pool functions to a new building north of the Heating and Refrigeration Plant (HRP) within the Industrial Use area and on a 1.05 acre file. This site is in close proximity to the Pentagon and functionally compatible with the existing industrial functions. The Industrial Use area has its own security stand-off zone, perimeter, and guarded entrance separate from the Pentagon Security Perimeter. At this location, the vehicles housed in the Motor Pool will have easy access to both the River and Mall Terrace to pick up or drop off Pentagon executives or dignitaries. As most of the pick-ups and drop-offs occur midday, as opposed to the morning and evening peak periods, the Motor Pool will have minimal impact on Reservation traffic. All elements of the Pentagon Motor Pool that are currently located in leased facilities will be housed under a single structure and location. This facility will provide the necessary administrative, training, and storage areas required to support the mission. Since the original relocation of the motor pool was necessitated by the on-going renovation of the Pentagon, a subsequent relocation to federal property would provide a long-term solution to the requirement to have this function proximate to the Pentagon. This new Pentagon Motor Pool will be located on a 1.05 acre site north of the Heating and Refrigeration Plant (HRP) complex. The Motor Pool building provides parking for the Motor Pool fleet vehicles and support space for personnel. This structure will be constructed as an approximately 80,000 square foot two-story building. The fleet currently fuels on the same site where the vehicles are housed. For security reasons, this will not be possible at the new facility and fuel storage tanks will be located remotely so as not to pose a hazard to the HRP.

*This project first appeared in the FYs 2007-2012 program.*

### **ROUTE 27 HIGH OCCUPANCY VEHICLE ACCESS**

*Recommended*

\$18,815,000 (estimated total project cost). In conjunction with re-construction of the Columbia Pike and Route 27 interchange, it is proposed that a new HOV access to and from the south be provided. A reversible ramp from the mid-point of the Route 27 overpass will connect to the existing HOV lanes. Based on projected traffic volumes, a signal is not warranted on Columbia Pike. In the morning, HOV lanes are flowing north bound and traffic destined to the Pentagon Reservation would exit on the ramp to a stop sign on Columbia Pike. In the evening, traffic exiting the Pentagon Reservation would make a left turn from Columbia Pike onto the ramp. Like all HOV ramps, the new ramp would be gate controlled and closed during some period of the day. Currently, the existing HOV lane from Eads Street is approaching capacity and while it is assumed that the Pentagon population will remain constant, growth in the Pentagon City/Crystal City area will increase demand. A new HOV access ramp will relieve traffic pressure onto the Eads Street HOV entrance lane by attracting carpools from within the Pentagon as well as Pentagon City. The provision of a second HOV access presents an opportunity to manage traffic flow by designating registered carpool parking in locations on the west side of South Parking proximate to the proposed HOV ramp. It also affords added benefits to evacuate the Reservation faster in the event of an emergency by providing more alternate routes.

*This project first appeared in the FYs 2007-2012 program.*

### **SECURE PERIMETER, PEDESTRIAN PLAZA**

*Recommended*

\$15,553,000 (estimated total project cost). The Master Plan proposes to complete the permanent perimeter of the security stand-off zone. The majority of the permanent perimeter is complete, but temporary perimeter barriers are located on the south and southeast sides of the Pentagon. All new and existing security barriers and infrastructure will accommodate varying threat levels. Improvements to the South Parking area will address improvements to the rotary road circulation by moving unscreened vehicular and pedestrian traffic outside the security stand-off zone, clearly defining rotary road boundaries, adding signalized intersections, and rerouting bus and vehicular traffic. Proposed improvements include distinct, separate lanes for pick-up and drop-off activities, added way finding and pedestrian crossing signage, surface material cues, and visibly defined edges with raised curbs, walkways, and landscaping. In addition, a separate lane for multiple drop-off and pick-up functions on North Rotary Road will be created. This lane is located on the north side of the road and is divided into two sections. The western section accommodates buses, including 9/11 Memorial tour buses and DOD shuttle buses. During peak times, the tour bus lands can be used for Kiss and Ride functions. The eastern portion will serve Kiss and Ride vehicles and couriers.

*This project first appeared in the FYs 2007-2012 program.*

### **SOUTH PARKING ROAD NETWORK**

*Recommended*

\$13,081,000 (estimated total project cost). The Master Plan also proposes a new pedestrian plaza between the Pentagon and North Rotary Road. This new plaza, located within the security stand-off zone, will accommodate high volume pedestrian traffic patterns between the Pentagon, the South Parking structures, and Pentagon Transportation Center, and a Ride-share facility. The proposed plaza will serve pedestrians crossing North Rotary Road either above or below grade, as well as pedestrian circulation to the 9/11 Memorial and other memorial destinations west of the Pentagon.

*This project first appeared in the FYs 2007-2012 program*

# General Services Administration

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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GSA will be providing more detailed budget information for the final FCIP.

## Recommended and Strongly Endorsed

Commerce Hoover Bldg.	0	0	107,000	0	75,000	79,000	0	261,000
Hubert Humphrey Building	0	0	0	0	0	0	0	0
Labor, Frances Perkins Bldg.	0	0	0	0	0	0	0	0
State, Harry S Truman Bldg.	0	0	6,000	0	33,000	0	0	39,000
Department of the Interior Building	0	0	48,000	0	51,000	0	0	99,000
E. Barrett Prettyman U.S. Courthouse	0	0	28,000	0	47,000	50,000	51,000	176,000
Eisenhower EOB Modernization	0	0	14,700	0	0	0	0	14,700
Federal Office Building 8	0	0	23,000	0	0	0	0	23,000
Federal Office Building 10A	0	0	0	0	0	0	0	0
Federal Trade Commission Bldg.	0	0	0	0	0	0	0	0
GSA, National Office Building	0	0	0	0	0	0	0	0
GSA, Regional Office Building	0	0	0	0	0	0	0	0
Internal Revenue Service Bldg.	0	0	17,160	0	53,430	0	0	70,590
J.Edgar Hoover Building	0	0	0	0	0	0	0	0
Lafayette Building	0	0	54,000	0	4,600	0	64,000	122,600
Mary E. Switzer Building	0	0	60,000	0	0	0	0	60,000
New EOB Systems Replacement	0	0	28,000	0	0	0	0	28,000
Southeast Federal Center Remediation	0	0	0	0	0	0	0	0
Wilbur J. Cohen Building	0	0	0	0	0	0	0	0
Food Drug Admin. Consolidation	0	58,000	285,000	0	0	0	0	343,000
<b>Total</b>	<b>0</b>	<b>58,000</b>	<b>670,860</b>	<b>0</b>	<b>264,030</b>	<b>129,000</b>	<b>115,000</b>	<b>1,236,890</b>

## Recommended

Consumer Products Safety Comm	0	2,000	0	0	0	0	0	2,000
Dept. HUD Robert C. Weaver Bldg.	0	0	0	0	0	0	0	0
Life and Safety, HUD	0	0	12,566	0	0	0	0	12,566
Life and Safety, FOB 10A	419	0	0	0	0	0	0	0
Life and Safety, Francis Perkins	0	0	21,150	0	0	0	0	21,150
Life and Safety, IRS	0	0	0	0	0	0	0	0
Life and Safety, J.Edgar. Hoover	0	0	21,219	0	0	0	0	21,219
Life and Safety, Postal Square	0	0	18,293	0	0	0	0	18,293
Life and Safety, DOE Germantown	0	0	3,000	0	0	0	0	3,000
HOTDII Steam Distribution	0	2,000	25,000	0	0	0	0	27,000
Lafayette Building Lite Renovations	0	0	7,800	0	0	0	0	7,800
National Courts Windows	0	0	0	0	0	0	0	0
Nebraska Avenue Complex (NAC)	0	0	0	0	0	0	0	0
Remote Delivery Service Center	0	0	0	0	0	0	0	0
Theodore Roosevelt Reheat	0	0	0	0	0	0	0	0
West Wing Utility Plant Replacement	0	0	6,000	72,000	0	0	0	78,000
<b>Total</b>	<b>419</b>	<b>4,000</b>	<b>115,028</b>	<b>72,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191,028</b>

# General Services Administration

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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GSA will be providing more detailed budget information for the final FCIP.

## Projects Requiring Additional Planning Coordination

Forrestal Building Modernization	0	0	0	0	0	0	0	0	0
St. Elizabeths - U.S. Coast Guard HQ		0	0	0	0	0	0	0	0
St. Elizabeths West Campus Mod.	0	318,000	250,000	971,000	595,000	0	0	2,134,000	0
St. Elizabeths West Campus Infra.	0	21,000	79,000	0	0	0	0	100,000	
St. Elizabeths West Campus Ext.	0	7,000	5,000	0	0	0	0	12,000	
St. Elizabeths West Campus Off Camp.	0	0	1,000	0	0	0	0	1,000	
<b>Total</b>	<b>0</b>	<b>346,000</b>	<b>335,000</b>	<b>971,000</b>	<b>595,000</b>	<b>0</b>	<b>0</b>	<b>2,247,000</b>	

## GENERAL SERVICES ADMINISTRATION

**General Comment:** NCPC strongly endorses a comprehensive program for the timely modernization and careful restoration of historically significant features of the General Services Administration (GSA) buildings in the monumental core. Modernization projects that include permanent physical security measures are required to conform to NCPC policies and submission guidelines on urban design and security. GSA should provide separate project descriptions and budgets for perimeter security projects that are now included within these modernization projects.

GSA will be providing more detailed budget information for the final FCIP.

### *Recommended and Strongly Endorsed*

#### **DEPARTMENT OF COMMERCE, HERBERT C. HOOVER BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$261,000,000 (estimated project cost during FYs 2008-2013). The project will upgrade and replace major building systems in a 69-year-old building located at 14th Street and Constitution Avenue, NW. The seven-story headquarters building has 1,913,245 occupiable square feet. Work includes upgrading fire and life safety, mechanical, plumbing, and electrical distribution systems; replacing HVAC equipment, ceilings, and lighting systems; and making limited tenant alterations. Restoring historically significant spaces, complying with all accessibility codes, and recapturing usable space are all included in the project plans. The six-phase modernization will allow the Department of Commerce to consolidate operations from leased space and utilize the building more efficiently. Changes proposed include an infill tower in one courtyard to provide swing space for each phase of the modernization, as well as long-term housing for elements currently located in swing space. The total cost of the project is estimated to be \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 1993-1997 program.*

**Comment:** At its April 6, 2006, meeting, NCPC commented favorably on the design concept for Phase 1 of the Herbert C. Hoover Building modernization, with the exception of the perimeter security and streetscape elements. The Commission found the proposal for perimeter security to be premature and recommended that further action be deferred until it could be coordinated with efforts to develop a comprehensive design solution for the entire Federal Triangle, including Pennsylvania and Constitution Avenues.

#### **DEPARTMENT OF HEALTH AND HUMAN SERVICES, HUBERT H. HUMPHREY BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$----- (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate PCBs, lead paint, asbestos, and hazardous materials. The total cost of the project is estimated to be \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 2001-2005 program.*

#### **DEPARTMENT OF LABOR, FRANCES PERKINS BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$----- (estimated total project cost). The project involves the design and Phase I modernization of a 1,690,119-gross-square-foot building (including parking area). Work includes upgrades to the HVAC system, the building interior and exterior, fire and safety systems, and elevators. The building will be made compliant with accessibility codes. Interior work will reduce the load factor and increase usable square feet.

*This project first appeared in the FYs 2001-2005 program.*

**DEPARTMENT OF STATE, HARRY S TRUMAN BUILDING MODERNIZATION**

*Recommended and Strongly Endorsed*

\$39,000,000 (estimated project cost during FYs 2008-2013). The project will modernize, upgrade, and replace the major building systems at the Main Building located at 2201 C Street, NW. Work includes upgrading fire, life safety, and electrical distribution systems; replacing HVAC equipment; repairing/replacing ceilings and lights; replacing interior architectural features as needed; relocating walls and partitions to suit tenant space needs; making alterations to ensure compliance with all accessibility codes; and restoring historically significant features and spaces. The total cost of the project is estimated to be \$-----; the project has received \$----- in previous funding.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its December 2, 2004 meeting NCPC approved a design concept for perimeter security at the Department of State Harry S Truman Building. At its meeting on April 6, 2006, through a delegated action of the executive director, NCPC approved preliminary site and building plans for interim security screening structures at the building entrances.

**DEPARTMENT OF THE INTERIOR BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$157,249,000 (estimated project cost during FYs 2007-2012). This project will upgrade and replace major building systems in the 1,309,266-gross-square-foot min Interior Building located at 19th and C Streets, NW. The building was designed for and has been exclusively occupied by the Department of the Interior since its construction in 1936. Work will include the upgrade of fire, life safety, and electrical distribution systems; replacement of HVAC equipment; repair/replacement of ceilings and lights; replacement of interior architectural features as needed; relocation of walls and partitions to suit tenant space needs; alterations to ensure compliance with all accessibility codes; and restoration of historically significant spaces. The estimated total cost of the project is \$262,175,000; the project has received \$104,926,000 in prior funding.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its July 25, 1996 meeting, NCPC approved the preliminary site and building plans for the renovation and modernization of the Department of the Interior Headquarters Building, 1849 C Street, NW. The Commission requested that GSA coordinate the design of all elements with DCSHPO and Advisory Council on Historic Preservation, in accordance with the Section 106 review process. In addition, the Commission recommended that, in order to reduce their visual prominence, GSA give special attention to the exterior access ramps at the north and south entrances and the height and location of the rooftop stair enclosures. By delegated action NCPC approved the final building plans for the relocation of a proposed stairwell on the north side of the building.

**E. BARRETT PRETTYMAN U.S. COURTHOUSE MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$176,000,000 (estimated total project cost during FYs 2008-2013). The project will upgrade and replace major building systems of the 634,297-occupiable-square-foot building at 333 Constitution Avenue, NW. Work will include the upgrade of fire, life safety, and electrical distribution systems; the replacement of HVAC equipment; the repair and replacement of ceilings and lights; the replacement of interior architectural features as needed; the relocation of walls and partitions to suit tenant space needs; and alterations to ensure compliance with accessibility codes. The estimated total project cost is \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 2003-2008 program.*

**EISENHOWER EXECUTIVE OFFICE BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$14,700,000 (estimated project cost during FYs 2008-2013). Phase II of the project will upgrade and improve the primary and secondary electrical distribution and telecommunication systems and piping and ductwork for

future HVAC systems in the building located at 17th Street and Pennsylvania Avenue, NW. Design and construction costs are also included for preparing a specific part of the building as a safe harbor in the event of a chemical, biological or radiological attack. The total cost of the project is estimated to be \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 1993-1997 program.*

#### **FEDERAL OFFICE BUILDING 8 MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$47,769,000 (estimated project cost during FYs 2008-2013). The project will completely renovate the 545,000 gross-square-feet of space in FOB 8, located at Second and C Streets, SW. The building, which currently houses laboratory space, will be renovated for office use. The estimated total cost of the project is \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 1994-1998 program.*

**Comment:** At its September 8, 2005 meeting, NCPC recommended that clear, untinted glass be used at the ground-floor level to allow maximum visual access to the building interior, and that mirrored or highly reflective glass not be used at any level of the structure. NCPC also recommended that the applicant consult with staff in developing a concept for perimeter security that is integrated with the landscape and defers comment on the landscape until more information on perimeter security is included. NCPC finds that the project as submitted is not yet consistent with relevant policies, including Policies 16 and 20 of the "National Capital Urban Design and Security Plan Objectives and Policies," which NCPC adopted on May 5, 2005.

#### **FEDERAL OFFICE BUILDING 10A MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$----- (estimated project cost during FYs 2007-2012). The project will upgrade and renovate a 942,083-gross-square-foot building with parking. The facility is located at 800 Independence Avenue, SW. Work will include repairing and replacing major building systems, renovating the overall interior, and making minor exterior repairs and alterations.

*This project first appeared in the FYs 1994-1998 program.*

#### **FEDERAL TRADE COMMISSION BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$----- (estimated total project cost). The project will repair a 301,870-gross-square-foot building. Work includes making repairs to the superstructure, foundation, exterior, and windows; and replacing electrical, mechanical, and plumbing systems. Also included are the restoration of historical features, additions of fire and life safety requirements, and the improvement of restrooms to make them compliant with accessibility codes.

*This project first appeared in the FYs 1993-1997 program.*

#### **GENERAL SERVICES ADMINISTRATION, NATIONAL OFFICE BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$----- (estimated project cost during FYs 2007-2012). The project will upgrade and replace the mechanical, electrical, plumbing, and life and fire safety systems in the 710,431-gross-square-foot office building located at 18th and F Streets, NW. Additional work includes demolishing the existing receiving and support building in the west courtyard; demolishing the existing office and generator support building in the center of the east courtyard; and adding a new structure of approximately 105,000 square feet connecting the south end of the three legs of the building. Complete renovation will also include adding new passenger and freight elevators; generally improving the building's space-use efficiency; and enhancing the building's estimated market value while preserving its historically significant elements. Since its construction in 1917, the building has never undergone a complete systems modernization. The total cost of the project is estimated at \$-----; the project has received \$----- in prior funding.



*This project first appeared in the FYs 2001-2005 program.*

**Comment:** At its February 3, 2005, meeting, NCPC approved the concept plans for this project and concurred with GSA's proposal to create an E Street entrance to improve both the function and appearance of the building. Understanding that GSA had not decided on an entrance design and that there were no budgeted funds for it, NCPC excepted the submitted E Street entrance design from approval and recommended further study of proposed designs prior to the submission of preliminary site and building plans. In addition, NCPC required GSA to submit a perimeter security design as part of its preliminary site and building plans. \*

#### **GENERAL SERVICES ADMINISTRATION, REGIONAL OFFICE BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$----- (estimated project cost during FYs 2007-2012). The project is a two-phased modernization that will bifurcate the existing structure at 7th and D Streets, SW—yielding two distinct addresses with separate security—while creating a shared central lobby and centralized mechanical and building support systems. This modernization includes improvements to the mechanical and central heating, ventilating, and air-conditioning systems; and overall reconstruction of the interior space, including the correction of fire and life safety deficiencies. GSA-National Capital Region will occupy one half of the structure while the other half will be used as swing space for tenants during other building modernization projects. The estimated total cost of the project is \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its April 1, 2004, meeting, NCPC approved preliminary and final site and building plans to construct temporary beam gates and to locate concrete planters and one prefabricated guard booth.

#### **INTERNAL REVENUE SERVICE BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$70,590,000 (estimated project cost during FYs 2007-2012). The project will upgrade and replace major building systems at the IRS Building located at 1111 Constitution Avenue, NW. The initial phase of the project will include upgrading building systems and replacing a collapsing basement floor slab. Replacement is also planned for building moats and basement-level mechanical and electrical systems. Work will include the upgrade of fire, life safety, and electrical distribution systems; replacement of HVAC equipment; repair/replacement of ceilings and lights; placement of interior architectural features as needed; relocation of walls and partitions to suit tenant space needs; restoration of historically significant spaces; and alterations to ensure compliance with all accessibility codes. Cleaning and repointing the stone/masonry exterior of the building is also planned. The IRS building houses 3,856 employees in a total of 667,665 occupiable square feet of space. The total cost of the project is estimated to be \$333,431,000; the project has received \$52,171,000 in prior funding.

*This project first appeared in the FYs 1993-1997 program.*

#### **J. EDGAR HOOVER BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$----- (estimated total project cost). The project will upgrade and replace major building systems in this building occupied by the Federal Bureau of Investigation, located at Pennsylvania Avenue and E Street between 9th and 10th Streets, NW. Work will include the upgrade of fire, life safety, and electrical distribution systems; the replacement of HVAC equipment; the repair and replacement of ceilings and lights; the replacement of interior architectural features as needed; the relocation of walls and partitions to suit tenant space needs; and alterations to ensure compliance with accessibility codes.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** At its January 5, 2006, meeting, through a delegated action of the executive director, NCPC approved preliminary site and building plans for the proposed FBI Visitor Center and security upgrades to the J. Edgar Hoover Building.

#### **LAFAYETTE BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

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\$164,000,000 (estimated project cost during FYs 2007-2012). The project in this 598,652-gross-square-foot building is for the two-phase repair and replacement of all major building systems, usable space recapture, basic tenant improvements, preservation of historic elements, and security upgrades. The building is occupied by the Department of Veterans Affairs and the Export-Import Bank of the United States. The estimated total cost of this project is \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its May 4, 2006, meeting, NCPC approved preliminary building plans for modernization of the Lafayette Building. NCPC advised GSA that the perimeter security portion of the project as proposed did not meet any of the Commission's criteria for categorical exclusion under the National Environmental Policy Act (NEPA), in which case an environmental assessment may be required. NCPC recommended that in further development of the design for perimeter security, GSA develop a variety of hardened streetscape elements along Vermont Avenue as proposed for this area in the *National Capital Urban Design and Security Plan*; preserve the historic retail uses along 15th Street and ensure that adjacent security elements do not impede the area's commerce and vitality; and coordinate with the adjacent property owner to develop design strategies for providing perimeter security at the public alley from 15th Street.

**MARY E. SWITZER BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

\$60,000,000 (estimated project cost during FYs 2008-2013). The project will improve the HVAC system in the Switzer Building, located at 330 C Street, SW. The overall condition of the interior space—including corrections of fire and life safety deficiencies—will also be improved. The 591,301-square-foot building houses 2,528 employees, primarily from the Department of Education. The estimated total project cost is \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 1999-2003 program.*

**Comment:** At its January 8, 2004 meeting, NCPC approved preliminary site and building plans for the building modernization. At its March 3, 2005 meeting, through a delegated action, the executive director approved the final site and building plans for the project.

**NEW EXECUTIVE OFFICE BUILDING SYSTEMS REPLACEMENT**

*Recommended and Strongly Endorsed*

\$28,000,000 (estimated total project cost). The project will replace HVAC, plumbing, and sewage systems. Work also includes replacing the electrical distribution system, implementing the wiring plan, and abating asbestos. This 426,516-gross-square-foot building is occupied by the Executive Office of the President.

*This project first appeared in the FYs 2002-2007 program.*

**SOUTHEAST FEDERAL CENTER REMEDIATION**

*Recommended and Strongly Endorsed*

\$----- (estimated total project cost). The Southeast Federal Center property (SEFC) is an underutilized federal property with significant potential for development. The SEFC site is a 55.3-acre parcel located within the District of Columbia's southeast boundary along the Anacostia River. The site consists of two projects configured for development. The first site of 11 acres will provide a headquarters for the Department of Transportation. The second site, approximately 44 acres, is the subject of a request for proposals (RFP) for mixed-use development. This land may be privately purchased and developed via a ground lease arrangement scenario.

*This project first appeared in the FYs 2007-2012 program.*

**WILBUR J. COHEN BUILDING MODERNIZATION\***

*Recommended and Strongly Endorsed*

*Proposed Draft Federal Capital Improvements Program FYs 2008-2013  
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\$----- (estimated total project cost). The project will upgrade and replace the mechanical, electrical, plumbing, life and fire safety systems; improve accessibility; and abate hazardous materials in the 1,072,705-gross-square-foot office building located at 300 Independence Avenue, SW.

*This project first appeared in the FYs 1992-1996 program.*

**Comment:** At its July 8, 2004 meeting, through a delegated action of the executive director, NCPC approved temporary security barriers for a period not to exceed six months.

**FOOD AND DRUG ADMINISTRATION CONSOLIDATION**

*Recommended and Strongly Endorsed*

\$300,000,000 (estimated project cost during FYs 2008-2013). This project involves the continued design and construction of a new facility on 130 acres totaling 2,215,848 gross-square-feet of occupiable space in White Oak, Maryland. This facility will consolidate the Food and Drug Administration's (FDA) Center for Drug Evaluation and Research; Center for Devices and Radiological Health; Center for Biologic Evaluation and Research; Office of the Commissioner; and Office of Regulatory Affairs. Modern laboratories, offices, and support space will be provided for these operations. This project will lead to greater performance efficiency at FDA's various centers. The estimated total project cost is \$-----; the project has received \$----- in prior funding.

*This project first appeared in the FYs 1995-1999 program.*

**Comment:** GSA and FDA developed an EIS Supplement that assessed impacts associated with this site. The environmental documentation process was completed in April 1997. At its June 26, 1997, meeting, the Commission approved—except for the parking—a master plan for this site.

NCPC has taken the following actions on this project:

- July 6, 2000: NCPC approved the design concept plans for FDA's consolidation site.
- December 14, 2000: NCPC approved preliminary site and building plans for the first building at FDA's consolidation site.
- April 5, 2001: NCPC approved final site and building plans for the Center for Drug Evaluation and Research (CDER) Laboratory.
- June 6, 2002: NCPC approved a revision to the FDA Consolidation Master Plan, which indicated an employment level of 6,235 and a parking ratio of one space for every two employees. FDA was required to submit a revised parking plan within nine months of fully occupying the CDER office and work with transit agencies to provide transit service to the site as soon as possible.
- August 1, 2002: NCPC approved preliminary and final site and building plans for the CDER building.
- February 6, 2003: NCPC approved final site and building plans for Building 100, the Central Utility Plant.
- March 3, 2005: NCPC approved final site and building plans for the North Parking Garage 1.
- April 7, 2005: NCPC approved preliminary and final site and building plans for CDER Office Building 2.
- April 6, 2006: NCPC approved preliminary and final site and building plans for the Center for Devices and Radiological Health Office Building.
- July 6, 2006: NCPC approved the 2006 master plan update and transportation management plan for the U.S. Food and Drug Administration Consolidation at the White Oak Federal Research Center in Montgomery County, Maryland.

The District of Columbia government continues to be concerned with GSA over the process by which certain FDA facilities are being proposed for relocation to White Oak and College Park, Maryland. In a letter to GSA, the D.C. Office of Corporation Counsel has taken the position that the relocation plans to date are contrary to the requirements of Executive Order 12072 on Federal Space Management, which states that the federal government encourage the location of federal workplaces in central cities, making downtown areas attractive places to work, conserving existing resources, and encouraging redevelopment. GSA has advised the D.C.

Corporation Counsel of its continuing commitment to the Administration's urban policy as contained in Executive Order 12072 and confirmed in Executive Order 10036. With respect to the FDA consolidation activities in Maryland, it is GSA's position that the consolidation is authorized by law and that the location of the consolidation in Prince George's and Montgomery County, Maryland is pursuant to congressional direction.

**\*Comment:** The noted modernization projects include permanent perimeter security as a project component. NCPC supports the modernization of these buildings in the monumental core, but notes that permanent physical security must conform to NCPC submission guidelines and urban design and security policies. Further, where area-wide perimeter security strategies are contemplated, GSA is encouraged to ensure that individual proposals are fully coordinated with area-wide security strategies, such as Pennsylvania Avenue from 3<sup>rd</sup> to 15<sup>th</sup> Streets.

## *Recommended*

### **CONSUMER PRODUCTS SAFETY COMMISSION**

*Recommended*

\$----- (estimated project cost during FYs 2007-2012). This project is to construct a one-story facility for the Consumer Product Safety Commission located at 10901 Darnestown Road, Gaithersburg, MD. The proposed project includes demolition of six existing structures currently located at the facility. The seven existing structures are one-story, free-standing cinder block laboratories totaling 19,548 square feet.

*This project first appeared in the FYs 2007-2012 program.*

### **DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, ROBERT C. WEAVER BUILDING**

*Recommended*

\$----- (estimated project cost during FY 2008-2013). This project proposes to replace the fire alarm system in the Robert C. Weaver HUD building, at 451 Seventh Street, SW, Washington, DC, with a new fire alarm system that includes a voice communication component to comply with the national fire alarm code and GSA standards.

*This project first appeared in the FYs 2006-2011 program.*

### **FIRE AND LIFE SAFETY SYSTEMS**

Since September 11, 2001, agencies realize that communication during an emergency is critical. The following six projects will replace existing fire alarm systems in a number of buildings throughout the District of Columbia and Maryland with new voice fire alarm systems to provide occupants with adequate protection during an emergency. The systems can be used for fire and other types of emergencies (e.g., shelter in place, partial evacuation). The program has received \$----- in previous funding for projects region wide.

### **DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$21,566,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

### **FEDERAL OFFICE BUILDING 10A, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$----- (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

### **FRANCES PERKINS BUILDING, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$21,150,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

**INTERNAL REVENUE SERVICE BUILDING, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$----- (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

**J. EDGAR HOOVER BUILDING, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$21,219,000

*This project first appeared in the FYs 2004-2009 program.*

**POSTAL SQUARE, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$18,293,000 (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

**DEPARTMENT OF ENERGY, GERMANTOWN, FIRE AND LIFE SAFETY SYSTEMS**

*Recommended*

\$2,900,000 (estimated total project cost).

*New project in the FYs 2008-2013 program.*

**HOTD II STEAM DISTRIBUTION TUNNELS**

*Recommended*

\$26,200,000 (estimated project cost during FYS 2007-2012). This project will replace the buried steam distribution and condensate lines that supply steam and return condensate from the Heating Operation and Transmission District (HOTD) Central Heating Plant to 100 federal and District government buildings in metropolitan Washington, D.C. Replacing the lines will improve the reliability of the steam distribution system, reducing the likelihood of future line ruptures that can disrupt service and create hazards. The project is also expected to improve overall HOTD system efficiency through better insulated lines that reduce lost steam, return more condensate to the heating plant, and result in more efficient water use and lower costs.

*This project first appeared in the FYs 2005-2010 program as HOTD Steam Distribution Complex.*

**LAFAYETTE BUILDING LITE RENOVATIONS**

*Recommended*

\$7,800,000 (estimated project cost during FYs 2008-2013). This project will remove old window panes and install blast mitigating, energy-efficient panes at the building occupied by the Court of Appeals for the Federal Circuit and the Court of Federal Claims.

*This is a new project in this year's program.*

**NATIONAL COURTS WINDOW REPLACEMENT**

*Recommended*

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\$----- (estimated total project cost). This project will remove old window panes and install blast mitigating, energy-efficient panes at the building occupied by the Court of Appeals for the Federal Circuit and the Court of Federal Claims.

*This project first appeared in the FYs 2004-2009 program.*

**NEBRASKA AVENUE COMPLEX**

*Recommended*

\$----- (estimated total project cost). This project will upgrade the primary electrical distribution system at the Nebraska Avenue Complex (NAC), 3801 Nebraska Avenue, NW, Washington, DC, occupied by the Department of Homeland Security (DHS). The existing primary electrical distribution system has been deemed inadequate to supply DHS with the level of electrical service required to perform its mission. The NAC is a 32-building complex constructed on 37.55 acres of land in northwest Washington, DC at the intersection of Nebraska and Massachusetts Avenues. The buildings consist of approximately 600,000 gross-square-feet of space built between 1916 and 1997. Originally a girls' seminary, the property was sold to the U.S. Navy in 1943 and has been occupied by the service since then, until passage of P.L. 108-268 in July 2004 which transferred the property to DHS. GSA proposes upgrading the primary electrical distribution system that serves 22 of the complex's buildings that are, or can be converted to, office space. The current system is served at 13.2KV from underground feeders and has the capacity to serve the entire complex under the present power loading of 4 watts per square foot. This capacity, however, does not meet DHS requirements of 18 watts per square foot. The proposed project will involve primary voltage distribution upgrades and individual building service upgrades plus replacement of the primary distribution system.

*This project first appeared in the FYs 2007-2012 program.*

**REMOTE DELIVERY SERVICE CENTER**

*Recommended*

\$----- (estimated total project cost). The project will construct a material handling facility with an on-site laboratory to screen mail for the Executive Office of the President. The proposed Remote Delivery Facility II will consist of approximately 82,847 gross-square-feet of space (51,814 square feet of useable space).

*This project first appeared in the FYs 2005-2010 program.*

**Comment:** At its March 2, 2006 meeting, NCPC approved preliminary and final site and building plans for a federal search facility to be located at the U.S. Naval Station Anacostia Annex.

**THEODORE ROOSEVELT BUILDING REHEAT COILS**

*Recommended*

\$----- (estimated total project cost).

*This project first appeared in the FYs 2004-2009 program.*

**WEST WING UTILITY PLANT REPLACEMENT**

*Recommended*

\$78,200,000 (estimated project cost during FY 2008-2013). This project is to construct an underground utility tunnel, new underground west wing mechanical room and replace all HVAC equipment with new HVAC equipment. Other improvements will include a new underground electrical room, electrical distribution unit and an electrical vault to house switchgear and feeders.

*New project in the FY 2008-2013 program.*

## *Projects Requiring Additional Planning Coordination*

### **FORRESTAL BUILDING MODERNIZATION**

#### *Project Requiring Additional Planning Coordination*

\$112,000,000 (estimated total project cost). This project calls for the installation of fire and life safety equipment in the Forrestal Building, located at 1000 Independence Avenue, SW. This building contains approximately 1,432,884 gross-square-feet of space with interior parking. Currently the Forrestal Building does not meet the fire and life safety code because it is not protected by a sprinkler system. In case of a fire, the fire alarm will sound, but there is no protection for the occupants or for the building. The original lights and wiring, which are installed in a tray ceiling, will need to be replaced as they pose a significant fire hazard. Asbestos, which is insulating the ceiling and wiring, will be abated.

*This project first appeared in the FYs 2002-2007 program.*

**Comment:** At its May 5, 2005, meeting, NCPC reviewed a series of alternatives for protecting the Forrestal Building against portable and vehicle-borne bombs and approved the concept design for Phase 1, Column Wraps; Phase 3, 10th Street Road Hardening; and Phase 6, Building Core Protection for Building A of the Forrestal Complex. NCPC disapproved the concept design for Phase 2, Blast Shield over 10th Street; Phase 4, Security Elements and 10th Street Road Work; and Phase 5, 10th Street Bollards and Guard Booths. The Commission required that any subsequent submission include a programmatic evaluation of removing the portion of the building mass (four column bays) that bridges over 10th Street.

**Comment:** The west campus of Saint Elizabeths Hospital is proposed for major redevelopment. GSA is currently working with NCPC as well as other federal, local and community groups to identify and address the issues related to the proposed development, including traffic, historic preservation and security, and is preparing various studies, environmental and historic preservation documentation, and a master plan. In recognition of outstanding development issues and pending completion of a master plan and supporting information, the following projects are categorized as “Requiring Additional Planning Coordination.”

### **SAINT ELIZABETHS HOSPITAL - U.S. COAST GUARD HEADQUARTERS**

#### *Project Requiring Additional Planning Coordination*

\$77,858,000 (estimated total project cost). This project will redevelop the West Campus of St. Elizabeths Hospital, a 182-acre site including 61 buildings with approximately 1.1 million gross-square-feet (GSF) of space. An additional 2 million+ gross-square-feet can be constructed on site. Initial redevelopment is for USCG consolidation. The site also will be evaluated for the housing needs of other high-security federal tenants. The USCG is currently housed in several leased locations that are no longer suitable for their needs. Due to recent hiring efforts, USCG has outgrown their current location. A lack of suitable housing close to their current location indicates the need to relocate. The USCG also plans to consolidate up to 1,000,000 gross-square-feet to gain operational efficiencies.

*This project first appeared in the FYs 2007-2012 program.*

### **SAINT ELIZABETHS HOSPITAL WEST CAMPUS MODERNIZATION**

#### *Project Requiring Additional Planning Coordination*

\$2,159,000,000 (estimated project cost during FYs 2007-2012). The project will upgrade and replace major building systems on the hospital’s west campus. It will rebuild the infrastructure in preparation for the site’s first federal tenant—the U.S. Coast Guard (USCG). The USCG’s new national headquarters will be a combination of newly constructed and restored space. Infrastructure rebuilding will restore landscaping; clean storm water systems; replace underground pipes; upgrade selected fire protection systems; repair the waste water system; address general deferred maintenance; and repair and stabilize selected structures. The new headquarters will consolidate several leased locations into a single, federally owned site, leading to economies of scale not

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currently enjoyed by the service. GSA plans for the new headquarters will follow the Design Excellence program and achieve a Silver LEED rating.

*This project first appeared in the FYs 2006-2011 program.*

**SAINT ELIZABETHS HOSPITAL WEST CAMPUS INFRASTRUCTURE**

*Project Requiring Additional Planning Coordination*

\$100,000,000 (estimated project cost during FYs 2008-2013).; The project will upgrade and replace major infrastructure in preparation for the site's first tenant – the U.S. Coast Guard.

*New project in the FY 2008-2013 program.*

**SAINT ELIZABETHS HOSPITAL WEST CAMPUS EXTENSION/SITE ACQUISITION**

*Project Requiring Additional Planning Coordination*

\$12,000,000 (estimated project cost during FYs 2008-2013).; The project will include the extension and site acquisition for Firth Sterling Avenue and Shepherd Parkway for additional access points and to mitigate potential traffic congestion.

*New project in the FY 2008-2013 program.*

**SAINT ELIZABETHS HOSPITAL WEST CAMPUS OFF-CAMPUS INFRASTRUCTURE/SITE ACQUISITION**

*Project Requiring Additional Planning Coordination*

\$500,000 (estimated project cost during FYs 2008-2013).; The project will include the extension and site acquisition for Martin Luther King, Jr. Avenue.

*New project in the FY 2008-2013 program.*



# Department of Health and Human Services

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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### Recommended

#### National Institutes of Health

2nd Floor Addn to In-Vivo NMR Center	0	0	0	0	0	0	6,000	6,000
Animal Research Center	17,300	0	0	0	0	0	220,000	220,000
Building 10 Repair Program	0	0	18,900	16,800	0	0	0	35,700
Building 3 Renovation	0	0	0	0	0	15,000	0	15,000
Building 37 Basement Renovation	0	0	0	0	0	0	14,000	14,000
Complete Fit Out B3-East Labs in CRC	0	2,000	0	0	0	0	0	2,000
Emergency Power CIT Data Center	0	13,300	0	0	0	9,000	6,000	28,300
Expand Cell Processing Space, Bldg 10	0	0	5,000	0	0	0	0	5,000
J. E. Porter Neuroscience Center II	66,400	0	0	0	0	250,000	0	250,000
Laboratory M, South Quad	0	0	0	0	0	0	3,000	3,000
Laboratory N, South Quad	0	0	0	0	0	2,100	0	2,100
Laboratory P, South Quad	0	0	0	0	0	4,000	0	4,000
New Patient Imaging	0	0	4,000	0	0	0	0	4,000
Northwest Child Care Facility	500	0	0	0	12,500	0	0	12,500
PET C-Good Lab Practices Lab	0	7,000	0	0	0	0	0	7,000
South Quad Parking Facility	0	0	0	0	0	1,100	0	1,100
Zebrafish Research Facility	0	0	0	0	0	0	12,000	12,000
<b>NIH Total</b>	<b>84,200</b>	<b>22,300</b>	<b>27,900</b>	<b>16,800</b>	<b>12,500</b>	<b>281,200</b>	<b>261,000</b>	<b>621,700</b>

## DEPARTMENT OF HEALTH AND HUMAN SERVICES

### *Recommended*

### **NATIONAL INSTITUTES OF HEALTH**

#### **BETHESDA, MARYLAND**

#### **2ND FLOOR ADDITION TO IN-VIVO NMR CENTER**

##### *Recommended*

\$6,000,000 (total project cost during FYs 2008-2013) for the design and construction of a 4,000 gross square foot, 2nd floor addition to the in vivo NMR center on the Bethesda campus. The National Institute of Neurological Disorders and Stroke (NINDS) and National Institute of Mental Health (NIMH) neuroimaging community continues to expand. The addition creates new office space which allows current first floor office occupants to relocate, freeing up space on the first level to house planned NINDS and NIMH MRI equipment.

*This is a new project in this FYs 2008-2013 program.*

#### **ANIMAL RESEARCH CENTER / CENTRAL VIVARIUM**

##### *Recommended*

\$220,000,000 (estimated project cost during FYs 2008-2013). This project provides a 27,870-gross-square-meter (300,000-gross-square-foot) multi-level Animal Research Center/Central Vivarium to replace present facilities in the Building 14/28/32 complex. The new facility will provide animal holding, receiving, quarantine, and procedure areas; basic and specialized research laboratories; administrative support spaces; and the necessary utilities to comply with the Association for Assessment and Accreditation of Laboratory Animal Care (AAALAC) guidelines. The Animal Research Center/Central Vivarium is a vital part of NIH's research infrastructure and is the initial project in establishing a program for the Center for the Biology of Disease. Animal models continue to be one of the most valuable tools in basic biology and more complex mechanisms of disease. The multi-level facility will replace a marginal and crowded group of facilities with a new facility designed to house non-mammalian species in AAALAC-compliant space. Preliminary planning efforts are ongoing. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$237,300,000; the project has received \$17,300,000 in prior funding.

*This project first appeared in the FYs 2000-2004 program under the title, "Central Vivarium."*

#### **BUILDING 10 REPAIR PROGRAM**

##### *Recommended*

\$35,700,000 (estimated total project cost during FYs 2008-2013). This is a multi-year effort to remediate the most critical deficiencies (utility, fire safety, and environmental) in old Building 10. The static and dynamic systems through which utilities flow are archaic, severely deteriorated, and subject to random failure.

This investment will upgrade deteriorated primary utility infrastructure systems to continue to support the world class translational research programs that Building 10 has hosted for more than 50 years. These systems have undergone extensive study during the past 15 years to determine the capacity and capability of these systems to maintain the facilities research programs. Based upon these numerous studies conducted by independent groups, it was determined that the infrastructure systems had outlasted their useful life expectancy and were nearing failure. The Building 10 Repair Program was developed in response to these findings in an effort to revitalize certain critical existing systems until a full renovation of the building can be completed.

#### **BUILDING 3 RENOVATION**

##### *Recommended*

\$15,000,000 (estimated total project cost during FYs 2008-2013). This project involves converting approximately 41,000 gross square feet of mixed-use laboratory and support space into administrative space. The internal space configuration and infrastructure, including mechanical systems, will be modified to provide safe, reliable, and efficient space. The facility has been decontaminated, and the demolition of the interior has been completed. The building is eligible for listing in the National Register of Historic Places. There will be no changes or modifications to the exterior of the building. A review will be conducted to determine the appropriate level of environmental documentation for this project.

*This project first appeared in the FYs 2005-2010 program.*

#### **BUILDING 37 BASEMENT RENOVATION**

*Recommended*

\$14,000,000 (estimated total project cost). This project calls for design and construction work to renovate the basement of Building 37 from a decommissioned mechanical space to an expanded area for the Center for Cancer Research (CCR). This space will be used to expand the vivarium (additional rodent holding and procedure rooms); construct a state-of-the-art imaging facility; and relocate and expand the CCR DNA sequencing facility core service from the second floor. This will result in the most effective use of this space because of its proximity to the other CCR programs housed in Building 37 and the advantages of the basement environment (i.e., slab on grade, minimal vibrations, no windows, easy to secure). Preliminary planning efforts are ongoing. The project is not historically sensitive and does not impact a sensitive area. A review will be conducted to determine the appropriate level of environmental documentation for this project.

*This project first appeared in the FYs 2005-2010 program.*

#### **COMPLETE FIT OUT B3-EAST LABS IN CRC**

*Recommended*

\$2,000,000 (estimated total project design cost during FYs 2008-2013). This project calls for the fit out of shelved space in the basement of the Clinical Research Center, B3, Sector G, as laboratory space. Completion of this laboratory space will allow for the relocation of existing research programs from the Ambulatory Core Research Facility (ACRF) enabling expansion of clinical and basic neuroimaging research space into the ACRF.

*This is a new project in this FYs 2008-2013 program.*

#### **EMERGENCY/BACK UP POWER CIT DATA CENTER**

*Recommended*

\$28,300,000 (estimated project cost during FYs 2008-2013). The NIH Center for Information Technology (CIT) provides NIH with a central computing and networking resource. This resource is used for both scientific and administrative information processing, as well as support for a number of HHS-wide applications. Service demands on the Data Center have grown very rapidly during the past five years. This project calls for the installation of additional network transformers to make more power available for IT equipment and additional UPS systems that will prevent service interruptions due to power failures. The project will be done in three phases. Once completed, the project will provide the Data Center with parallel redundant, continuous uninterrupted technical power in an N+1 arrangement. This will satisfy the projected power needs of the Center.

*This is a new project in this FYs 2008-2013 program.*

#### **EXPANSION OF CELL PROCESSING SPACE, BUILDING 10**

*Recommended*

\$5,000,000 (estimated project cost during FYs 2008-2013). This project provides for additional c-Good Laboratory Practices (cGLP) space for cell processing and cellular therapies provided by the Department of Transfusion Medicine, Clinical Center (CC). Products will be used for clinical trials and therapeutic purposes. The requested facility is a 3,000 to 4,000 nsf addition and is adjacent to the CC Department of Transfusion Medicine Cell Processing Facility. As a cGLP-compliant facility, this space will require special construction

features, including seamless walls, floors, and ceilings, nonporous work surfaces, and special dedicated air handling. Additional requirements include piped liquid nitrogen for cell product storage and CO<sub>2</sub> for incubation of cultures, and a system for electronic monitoring and alarms.

*This is a new project in this FYs 2008-2013 program.*

#### **JOHN EDWARD PORTER NEUROSCIENCE RESEARCH CENTER-PHASE II**

*Recommended*

\$250,000,000 (estimated project cost during FYs 2008-2013). This project involves designing and constructing a 317,000-gross-square-foot multi-story laboratory facility devoted to neuroscience research. The facility, which will support biomedical research, will include laboratory space, an animal facility for rodents, offices, and conference rooms. Building 36, a multi-story laboratory building constructed in the 1960s, was demolished in 2006. It will be replaced with the new laboratory, the Neuroscience Research Center, Phase II.

The basic areas of neuroscience research overlap so extensively that NIH's research mission would be best served by combining such research under one roof. The Neuroscience Research Center will speed the rate at which fundamental discoveries are translated into effective neurological and psychiatric treatments.

In addition to the programmatic reasons for this new laboratory, the core facilities in which NIH neuroscientists work are inadequate. The neuroscience laboratory facilities at NIH have not kept pace with recent technological breakthroughs. To be one of the world's leading centers for technological development, NIH needs state-of-the-art facilities. The new facilities will provide the shared equipment rooms, common areas for lab meetings, seminar rooms, and an auditorium necessary to support collaboration among neuroscientists. The sites for both Phases I and II are interconnected such that the completed structure will be seen as one building. The planning and design of this facility has been completed, although NIH is redesigning Phase II. NIH received funding to demolish Building 36 and begin construction of Phase II. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost \$316,400,000; the project has received \$66,400,000 in prior funding.

*This project first appeared in the FYs 2001-2005 program under the title, "National Neuroscience Center."*

#### **LABORATORY M, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD**

*Recommended*

\$3,000,000 (estimated project design cost during FYs 2008-2013). This project calls for designing and constructing an 184,000 gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space to facilitate research advancements that improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment, and cold rooms, a loading dock, and material handling spaces. Preliminary planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$135,100,000.

*This project first appeared in the FYs 2002-2007 program.*

#### **LABORATORY N, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD**

*Recommended*

\$2,100,000 (estimated project design cost during FYs 2008-2013). This project calls for designing and constructing an approximately 138,000-gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space that will help facilitate advancements in research to improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment and cold rooms, a loading dock, and material handling spaces. Planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH

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historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$115,000,000.

*This project first appeared in the FYs 2002-2007 program.*

**LABORATORY P, CENTER FOR THE BIOLOGY OF DISEASE, SOUTH QUAD**

*Recommended*

\$4,000,000 (estimated project design cost during FYs 2008-2013). This project calls for designing and constructing a 224,000-gross-square-foot multi-story laboratory facility to support continued biomedical research. This facility will provide state-of-the-art space to facilitate research advancements that improve the health of the world's population. The facility will include laboratories, offices, conference rooms, a cafeteria, equipment, and cold rooms, a loading dock, and material handling spaces. Preliminary planning for this laboratory, which will support the Center for the Biology of Disease, has begun. The NIH historic preservation officer will review this project for potential impact to historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$144,000,000.

*This project first appeared in the FYs 2002-2007 program.*

**NEW PATIENT IMAGING SPACE ADJACENT TO CRC ICU**

*Recommended*

\$4,000,000 (estimated project design cost during FYs 2008-2013). This project provides for additional space to image patients who are acutely ill and too sick to leave the immediate environment of the Intensive Care Unit (ICU). The proposed addition would be located on the 3<sup>rd</sup> floor Ambulatory Care Research Facility roof above the Clinical Center Department of Laboratory Medicine and adjacent to the Clinical Research Center ICU. The exact space requirement is not known but the "envelope" of available space in the proposed location is approximately 30'x200' or 6,000 square feet. Specialized equipment will include two PET/CT scanners, a digital fluoroscopy machine, a magnetic resonance imaging scanner, and two control rooms. A mechanical room will be required to support this project. This facility will require a substantial structural system to support the heavy imaging equipment and will require shielding for X-ray, radionuclide, and magnetic resonance studies.

*This is a new project in this FYs 2008-2013 program.*

**NORTHWEST CHILD CARE FACILITY**

*Recommended*

\$12,500,000 (estimated total project cost). This project involves the construction of a 22,000-gross-square-foot child care facility for 150 to 175 children. The structure will include classrooms, administrative space, parent/teacher conference areas, kitchen and laundry facilities, interior and exterior play areas, equipment and utility space, and general and handicapped parking spaces. To attract and retain a high-quality workforce and to enhance staff productivity and performance, NIH must provide excellent and affordable child care. The current child care centers cannot accommodate increased demands, resulting in growing waiting lists and the inability to satisfy childcare needs. Preliminary planning has been done under the 2003 Master Plan update. The NIH historic preservation officer will review this project for potential impacts on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$13,000,000; the project has received \$500,000 in prior funding.

*This project first appeared in the FYs 2001-2005 program.*

**PET C-GOOD LAB PRACTICES FACILITY/RADIO-CHEM LAB**

*Recommended*

\$7,000,000 (estimated project design cost during FYs 2008-2013). This project calls for a 6,700 sf NIH PET current-Good Laboratory Practices (cGLP) facility based on FDA regulations and extensive consultation with

numerous individuals familiar with the design and implementation of radiopharmaceutical manufacture under cGLP. The design was developed with careful consideration of a complete quality management system, in a single coordinated facility, which will meet the proposed FDA cGLP requirements. This facility is integrally linked to the design and construction of a proposed NIMH laboratory as a second floor (B2 level). The PET cGLP facility is to be located on the B3 level of the ACRF. The space needed for construction comprises a large vaulted space east of the current PET facility.

*This is a new project in this FYs 2008-2013 program.*

#### **SOUTH QUAD PARKING FACILITY**

*Recommended*

\$1,100,000 (estimated project design cost during FYs 2008-2013). This project calls for the design and construction of a 1,024-vehicle multi-level parking garage in the south quadrant of the NIH Bethesda campus. Consistent with the approved NIH Master Plan, the facility is required to support personnel housed in all areas of the campus and to replace parking that has been displaced by construction of new facilities and by roadway changes planned in the south quadrant. Preliminary planning has begun. The NIH historic preservation officer will review this project for potential impact on historic properties. A review will be conducted to determine the appropriate level of environmental documentation for this project. The estimated total project cost is \$41,100,000. Design costs during the six-year period are estimated at \$1.1 million.

*This project first appeared in the FYs 2002-2007 program.*

#### **ZEBRAFISH RESEARCH FACILITY**

*Recommended*

\$12,000,000 (total project cost during FYs 2008-2013). Zebrafish have become a critical research tool in genetics and molecular biology to assess the impact of “knock-outing” or modifying specific genes. Such experiments are more cost effectively accomplished in zebrafish than in rodents. As a consequence, NIH’s needs for zebrafish facilities are expanding. This project, which was approved by NCPC in, will be located southeast of Building 6/6A on the Bethesda campus.

*This is a new project in this FYs 2008-2013 program.*



# Department of Homeland Security

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended

### Federal Law Enforcement Training Center (FLETC)

Building 1, Administration Building	535	0	0	5,000	0	0	0	5,000
Building 12, U.S. Capitol Police	1,482	0	0	0	0	0	0	0
Building 17, Remote Mail Delivery	250	0	0	0	0	0	0	0
Building 1A, Classroom and Simulator	360	0	2,000	0	0	0	0	2,000
<b>FLETC Total</b>	<b>2,627</b>	<b>0</b>	<b>2,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,000</b>

### James J. Rowley Training Center

Loop Road Addition and Realignment	0	0	0	0	0	0	0	0
Perimeter Security Upgrade	0	0	0	0	0	0	0	0
Utilities and Infrastructure Upgrade	0	0	0	0	0	0	0	0
<b>James J. Rowley Training Center Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### U.S. Coast Guard

Construct Addtn to Mid-South Lab	0	0	0	0	2,500	0	0	2,500
Construct New Station Bldg @ Bolling	1,500	2,180	0	0	0	0	0	2,180
<b>U.S. Coast Guard Total</b>	<b>1,500</b>	<b>2,180</b>	<b>0</b>	<b>0</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>4,680</b>



## DEPARTMENT OF HOMELAND SECURITY

*Recommended*

### **FEDERAL LAW ENFORCEMENT TRAINING CENTER**

**CHELTENHAM, MARYLAND**

#### **BUILDING 1, ADMINISTRATION BUILDING**

*Recommended*

\$5,000,000 (estimated project cost during FYs 2008-2013). This project calls for the renovation of a pre-existing two-story brick masonry office building with a basement that totals 25,590 square feet. The building will serve as the main administrative offices to support the 373-acre metropolitan Washington Federal Law Enforcement Training Center (FLETC). The renovation design for this building was completed in 2002, and the interior of the building was abated for lead and asbestos during 2003. The building is currently vacant awaiting funding to renovate.

The administration building will provide office space for the site director, administrative division chief, and support staff of 18, who are currently housed in Buildings 32, 100, and 101. This project will enable the FLETC to relocate instructors and administrative staff into these buildings to support the proposed Tactical Training Branch and law enforcement intelligence training programs.

FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant impact" was signed March 1, 2002, and printed in the Federal Register on March 8, 2002. This renovation will not generate any storm water runoff impacts or any floodplain or create wetland areas. The project has received \$535,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

#### **BUILDING 12, U.S. CAPITOL POLICE PRACTICAL APPLICATIONS CENTER**

*Recommended*

\$14,710,933 (estimated total project cost during FYs 2008-2013). This project calls for the construction of a new two-story brick and masonry building with a basement totaling 39,800 square feet. This building is intended to serve the specific in-service law enforcement training needs of the U.S. Capitol Police. This "Practical Application Center (PAC)" will allow for training of U.S. Capitol Police Officers in areas such as visitor processing, prisoner processing, forced entry, and hostage recovery by incorporating key component spaces such as a mock Capitol visitor center façade, a mock gallery and hearing rooms, mock U.S. Capitol staircases, and simulation shooting zones. In addition to these simulated training spaces, the center also will contain much-needed office and classroom space to accommodate the growing U.S. Capitol Police training staff. The architectural and engineering design for this building was begun December 14, 2004. The land on which the building will be built is currently cleared and vacant, awaiting construction.

This building is not subject to any historic preservation issues (Section 106, etc.). The construction phase of this project will be coordinated through the Maryland Department of the Environment and the Storm Water Management Program. The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant impact" was signed on March 1, 2002, and printed in the Federal Register on March 8, 2002. The project has received \$1,482,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

**BUILDING 17, REMOTE MAIL DELIVERY AND WAREHOUSE**

*Recommended*

\$(To be determined) This project calls for the construction of a new two-story brick and masonry building with a basement totaling 35,000 square feet. This building is intended to serve as a remote mail delivery site in order to screen incoming mail for explosives and contaminants, as well as serve as a warehouse for facilities equipment and supplies. This building is not subject to any historic preservation issues. The construction phase of this project will be coordinated through the Maryland Department of the Environment and the Storm Water Management Program.

The Federal Law Enforcement Training Center conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant impact" was signed March 1, 2002 and printed in the Federal Register on March 1, 2002. The project has received \$250,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

**BUILDING 1A, CLASSROOM AND SIMULATOR BUILDING**

*Recommended*

\$2,000,000 (estimated project cost during FYs 2008-2013). This project calls for the renovation of a preexisting two-story brick masonry office building with a basement that totals 33,788 square feet. The building will serve as the FLETC's primary classroom and simulator building professional development training and education needs for more than 24,650 federal, state, and local law enforcement officers in metropolitan Washington, D.C. The renovation design for this building was completed in 2002, and the interior of the building was abated for lead and asbestos during 2003. The building is currently vacant, waiting funding to renovate.

The Classroom and Simulator Building will provide 10 large classrooms, 18 smaller break-out meeting rooms, two computer training rooms, six driver simulators, and a 10-station firearms training simulator room.

The FLETC conducted a comprehensive environmental assessment during 2002, which included coordination with nearby neighborhood and civic organizations, the Maryland-National Capital Park and Planning Commission, and Prince George's County officials. The environmental assessment was completed in 2002 and its "finding of no significant impact" was signed on March 1, 2002, and printed in the Federal Register on March 8, 2002. The project has received \$359,627 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

**U.S. SECRET SERVICE, JAMES J. ROWLEY TRAINING CENTER  
BELTSVILLE, MARYLAND**

**LOOP ROAD ADDITION AND REALIGNMENT**

*Recommended*

\$7,042,639 (estimated total project cost). This two-part project will provide for the addition and realignment of campus roadways. The first part of this proposed project is to complete the campus' loop road in the eastern portion of the site. Currently, vehicle circulation patterns run through a number of areas that are often closed during tactical training exercises held on or near the interior campus road system. The completion of the loop road will enable efficient perimeter circulation while reducing chances of conflicts and/or delays related to training exercises.

The second part of this project will realign the roadways and parking areas at the administrative core. The new realignment is intended to improve circulation patterns here as well as to reinforce future procedures to be established by other proposed campus projects.

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The proposed construction will cover more than 321,000 square feet of road surface. Design and construction will be required for this activity.

*This project first appeared in the FYs 2007-2012 program.*

**PERIMETER SECURITY UPGRADE**

*Recommended*

\$3,617,165 (estimated total project cost) This project will renovate and upgrade the existing campus perimeter trail and its associated security fencing system. Currently, the campus trail is inadequate and the fence fails to meet contemporary security requirements.

To counteract both shortfalls, construction of a double fence with razor wire and sensors and grading, graveling, and new bridges are proposed for the trail. Total design and construction for each element will be required for the three-mile trail.

*This project first appeared in the FYs 2007-2012 program.*

**UTILITIES AND INFRASTRUCTURE UPGRADES**

*Recommended*

\$6,001,082 (estimated total project cost). This project provides for the upgrades of all primary infrastructure systems, (natural gas, water distribution, sanitary, and electrical distribution), to meet current demands and to allow for campus facility growth. Existing campus infrastructure is in need of frequent repair, is inadequate, does not exist in locations identified for future construction, and cannot support any additional loads. Upgrades have been identified for all major systems to enhance them or extend them to newly proposed project sites.

The primary work proposed will extend gas lines, increase water line pressure through a series of pumps, add sewer lines and pumping stations, and develop loop capabilities for the electrical distribution system. Design and construction will be required for this activity.

*This project first appeared in the FYs 2007-2012 program.*

**U. S. COAST GUARD**

**CONSTRUCT ADDITION TO MID-SOUTH LABORATORY, ALEXANDRIA VIRGINIA STATION**

*Recommended*

\$2,500,000 (estimated project cost during FYs 2008-2013). This project is to construct a 5,300 gross square foot addition to building L-11 U.S. Coast Guard Station Telecommunications & Systems Command located in Alexandria, Virginia. This division provides technical and contractual support to the Coast Guard Information Resource Management (IRM) office. The new addition will eliminate the use of two doublewide trailers, which currently house a branch of this division, and eliminate overcrowded working conditions. The addition will be compatible in design and layout with the existing building, mirroring the wood frame and slab on grade construction, the brick veneer finish and the fiberglass shingled hip roof.

*A new project in this FYs 2008-2013 program.*

**CONSTRUCT NEW STATION BUILDING AT BOLLING AIR FORCE BASE**

*Recommended*

\$2,180,000 (estimated project cost during FYs 2008-2013). This project is to construct a DHS Coast Guard Station at Bolling Air Force Base (AFB) to provide the landside mission requirements of the newly established Station Washington on the Potomac River. Washington, D.C. is a high profile potential terror target. Immediately following September 11, 2001, Coast Guard units surged to establish a deterrent presence on the highly accessible waterways that are close to high-profile-military facilities, government buildings, and national monuments in the Washington, D.C. metro area. Monitoring these waterways has become a high operational

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priority for the Coast Guard. Additionally, the Coast Guard is regularly tasked to support other federal agencies with law enforcement-capable platforms for monitoring and detecting activities in the Washington, D.C. metro area of responsibility (AOR). To meet these new requirements, Station Washington was established by the Coast Guard on the Potomac River in Washington, D.C.

The Station's operational, administrative and personnel requirements are currently supported through an Inter-Service Support Agreement (ISSA) between Bolling AFB and the USCG. Phase I of this project, with a total cost of \$1,500,000, will construct a 4,100-gross-square-foot, two-story structure with watch stander berthing rooms. The building was constructed to Bolling design guidelines, which include partial brick façade, an "A" roof, and other Georgian design features. No Coast Guard improvements were required at the mooring berths in the marina because Bolling AFB was dredging and replacing the floating docks during the construction phase.

Phase II of this project, with an estimated project cost of \$2,180,000, will include construction of a boat bay, berthing, training, fitness, and other spaces prioritized according to funds available. A Categorical Exclusion Determination (CED) has been prepared by the USCG for the permanent facility proposed action. During the developments of the CED, it was noted that no historical or archaeological resources listed in, or eligible for listing, in the NRHP would be affected by this project. No direct impacts to any historic structures would occur under this proposed action. Phase I of the project plans and site layouts were reviewed by the CFA, DCSHPO and the Bolling AFB Headquarters, 11th wing, 11th Civil Engineering Squadron, in addition to USCG. NCPC will review the project in FY 2006.

*This project first appeared in the FYs 2007-2012 program.*

# Department of Interior

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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### Recommended

<b>National Parks Service</b>								
Georgetown Waterfront Park	9,196	0	0	0	0	0	0	0
National Mall Management Plan	743	0	0	0	0	0	0	0
Provide Accessibility to Ford's Theatre	0	0	0	0	0	0	0	0
Rehab Executive Residence	42,092	5,902	710	0	0	0	0	6,612
Theodore Roosevelt Mem. Rehab.	0	0	0	0	0	0	0	0
<b>National Parks Service Total</b>	<b>52,031</b>	<b>5,902</b>	<b>710</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,612</b>

## NATIONAL PARK SERVICE

**General Comment:** *Master and subarea plans for several national Park Service facilities in the NCR have been approved by NCPC. These plans contain many desirable projects and proposals that should be given further consideration by NPS for inclusion in the six year program.*

### *Recommended*

#### **GEORGETOWN WATERFRONT PARK, DESIGN AND CONSTRUCTION**

##### *Recommended*

\$6,222,934 (estimated project cost during FYs 2008-2013). Georgetown Waterfront Park is the last park along the Potomac River within the District of Columbia that the NPS will develop. The park is located adjacent to Georgetown, just downstream along the Potomac River from the Key Bridge, which connects Rosslyn, Virginia to Georgetown, DC. Phase I of this project provides for the development of an eight-acre site between K Street (Water Street) and the Potomac River, and Wisconsin Avenue and 34th Street along the Georgetown Waterfront. The development will transform the existing parking lot into an attractive landscaped recreational and scenic area. Phase I of the project includes extension of the Georgetown Shoreline Promenade (through Georgetown Waterfront Park), including landscaping and site furnishings. River overlook/viewing areas also will be included in this phase.

Phase II of this project will include the remainder of the Georgetown Waterfront Park from Wisconsin Avenue downstream to the end of the existing Waterfront Park, with similar improvements to those in Phase I, including the Georgetown Waterfront Promenade Extension through Georgetown Waterfront Park, landscaping and site furnishings. River overlook/viewing areas will be included as well as a regatta viewing area.

Phase III includes the construction of the Georgetown Shoreline Promenade Extension from the Thompson's Boat Center downstream to the John F. Kennedy Center for the Performing Arts. This was added to the project recently through the obtainment of Section 115 FHWA funds and was approved by the DAB in March 2006. NPS FLHP funds will be used for a small portion of Phase III. It is likely that Phase III will be built before Phase II. The estimated total cost of this project is \$16,538,173; the project has received \$9,196,239 in prior funding.

*This project first appeared in the FYs 2007-2012 program.*

**Comment:** At its July 8, 2004, meeting NCPC approved the revised design concept for Georgetown Waterfront Park at the Wisconsin Avenue terminus. Through a delegated action on September 2, 2004, the Executive Director approved the preliminary site development plans to construct new sidewalks, bulkwalks, paved promenade, asphalt bike path, site grading, and landscaping at the park. At its June 2, 2005, meeting, NCPC approved the final site and building plans for Georgetown Waterfront Park. At its October 6, 2005, meeting, NCPC approved the preliminary site development plans for the Georgetown Waterfront Park Revised Landscape Design for Three Overlook locations. At its May 4, 2006 meeting, NCPC approved the concept site plan for Phase Three of the Georgetown Waterfront Park, Development of Bikeway and Promenade from Thompson's Boathouse to the Kennedy Center.

#### **NATIONAL MALL MANAGEMENT PLAN UPDATE**

##### *Recommended*

This project will develop the National Mall Comprehensive Management Plan (CMP)/Environmental Impact Statement (EIS) that would focus on use, management and sustainable operation, maintenance, and conservation of large sections of the Washington D.C. monumental core to meet desired conditions. The planning area includes four separate and distinct parks: (1) The Mall from 1st to 14th Streets, (2) The Washington Monument Grounds, (3) West Potomac Park and Tidal Basin, and (4) Pennsylvania Avenue Parks from 15 to 3rd Streets. This three-year project will include broad public involvement and civic engagement that will meet the National Environmental Policy Act requirements. Before planning begins, a planning proposal will be developed, background materials reviewed, an Environmental Screening Form (ESF) prepared, and related

studies initiated. The first year will require preparation of several studies (inventories, condition assessments, best practices, civic engagement plan, foundation report, and a use and events summary), data collection, public scoping/planning symposium, and developing a range of feasible alternatives. During the second year, a draft CMP/EIS plan will be developed and released for public comment. During the final year a public comment period for the Draft Landscape Conservation Plan for the National Mall/EIS will be followed by release of a final plan/FEIS, and a Record of Decision. The project has received \$1,291,000 in prior funding; future funding is currently being determined.

*This project was first submitted by NCPC in the FYs 2002-2007 program for future programming.*

#### **PROVIDE UNIVERSAL ACCESSIBILITY AND IMPROVE FORD'S THEATRE NATIONAL HISTORIC SITE**

*Recommended*

\$6,635,000 (estimated total project cost). This project would improve and join together three separate structures at Ford's Theatre National Historic Site, 511 10th Street NW (Ford's Theatre, the 517 Building and the Star Saloon), thereby providing ADA accessibility, complying with building codes, and meeting current operational requirements. Phase I would create a connection between Ford's Theatre and the 517 building (an NPS-owned building on the north side of the theatre); install an elevator to access the lobby, balconies, and basement museum; adjust floors for ADA accessibility; install handicapped-accessible restrooms; rehabilitate space in the 517 building; and carry out life-safety code upgrades. Phase II would create a connection between Ford's Theatre and the Star Saloon (an NPS-owned building on the south side of the theatre); adjust floors for ADA accessibility; install handicapped-accessible restrooms; rehabilitate space in the Star Saloon; and carry out life-safety code upgrades. Phase II would also rehabilitate and upgrade the Ford's Theatre acoustical, lighting, HVAC, and security systems and rehabilitate Ford's Theatre support spaces.

*This project first appeared in the FYs 2007-2012 program.*

#### **STRUCTURAL AND UTILITY REHABILITATION FOR THE EXECUTIVE RESIDENCE**

*Recommended*

\$6,612,000 (estimated project cost during FYs 2008-2013). The project addresses a backlog of restoration and rehabilitation items and long-term utility and structural repair for the White House and President's Park. Projects for the White House grounds and support facilities are also included. The estimated total cost of this project is \$48,704,000; the project has received \$42,092,000 in prior funding.

*This project first appeared in the FYs 2004-2009 program under the title, "White House Improvements."*

#### **THEODORE ROOSEVELT MEMORIAL SITE REHABILITATION**

*Recommended*

This project involves the following: reconstructing the elliptical moats by removing the existing deteriorated concrete liners and replacing them with new epoxy-concrete liners; cleaning, repointing, and resetting the existing granite facing stone; completing the redesign and installation of a new water circulation and filtration system; installing a dual-pipe distribution system for zoned operation; providing a new filtered discharge outlet to the Potomac River; upgrading pumps and filter equipment; rehabilitating the stonework, bridges, and walkways surrounding the memorial to sustain/repair materials and provide for accessibility; and rehabilitating and restoring vegetative landscaping to remove exotic invasives and re-establish the original design intent.

*This project first appeared in the FYs 2005-2010 program.*





# National Aeronautics and Space Administration

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended

### Goddard Space Flight Center

Exploration Sciences Building	31,500	20,000	0	0	0	0	0	20,000
Modernize Various Bldgs. Access	0	0	0	0	900	900	800	2,600
Rehabilitate Building 88 Utilities	0	0	0	0	0	2,800	0	2,800
Rehab. HVAC Controls	0	0	0	800	800	800	800	3,200
Repair Central Power Plant	0	0	0	2,000	2,000	0	0	4,000
Repair Cooling Tower Cells 7-9 & Replace Transformer	0	13,800	0	0	0	0	0	13,800
Repair Domestic Water/Sewer	0	0	0	1,000	1,000	1,000	0	3,000
Repair/Replace Roofs	600	900	0	1,200	1,200	1,000	900	5,200
Restore Building 23	0	0	0	2,700	2,800	3,000	0	5,800
Restore Chilled Water	0	0	0	2,000	0	2,000	0	4,000
Security and Safety Upgrades	0	460	4,000	5,500	0	0	0	9,960
Site Utilities Upgrade	0	3,000	0	3,000	3,000	3,000	0	12,000
Upgrade Fire Alarms	0	0	0	1,700	1,700	1,300	1,000	5,700
<b>Goddard Space Flight Ctr. Total</b>	<b>32,100</b>	<b>38,160</b>	<b>4,000</b>	<b>17,203</b>	<b>13,400</b>	<b>15,800</b>	<b>3,500</b>	<b>92,063</b>

# NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

## *Recommended*

### **GODDARD SPACE FLIGHT CENTER**

GREENBELT, MARYLAND

#### **EXPLORATION SCIENCES BUILDING**

*Recommended*

\$20,000,000 (estimated project cost during FYs 2008-2013). The exploration sciences building is intended to support the needs of the newly created exploration sciences directorate at The Goddard Space Flight Center (GSFC) by bringing together staff currently housed in older facilities across the GSFC campus into new, state-of-the-art, laboratory and office space. This project will construct a 240,000-square-foot facility for 750 people. The project has received \$31,500,000 in prior funding.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** At its May 4, 2006 meeting, NCPC approved the preliminary and final site and building plans for the Exploration Sciences Building at the GSPC.

#### **MODIFY VARIOUS BUILDINGS FOR ACCESSIBILITY**

*Recommended*

\$2,600,000 (estimated project cost during FYs 2008-2013). This project modifies 12 restrooms in various buildings at the Greenbelt site to accommodate persons with disabilities. Modifications include providing accessible paths within the buildings. Architectural modifications include new fixtures and interior finishes as well as designed paths and clearances for access to, and within, restroom facilities.

*This project first appeared in the FYs 2003-2008 program.*

#### **REHABILITATE BUILDING 88 UTILITIES**

*Recommended*

\$2,800,000 (estimated total project cost). This project will install chilled water, steam, and gas lines to B88 and replace deteriorated air handlers and sewer lines. Metasys cable and upgrade fire alarm systems will also be installed.

*This project first appeared in the FYs 2007-2012 program.*

#### **REHABILITATE HVAC SYSTEMS AND CONTROLS, VARIOUS BUILDINGS**

*Recommended*

\$3,200,000 (estimated project cost during FYs 2008-2013). This project provides for a comprehensive reconfiguration of existing control systems and replacement of obsolete and inoperative HVAC controls at the Greenbelt site.

*This project first appeared in the FYs 2001-2005 program.*

#### **REPAIR CENTRAL POWER PLANT EQUIPMENT**

*Recommended*

\$4,000,000 (estimated project cost during FYs 2008-2013). This project repairs an aging condensate tank, piping, concrete cooling towers, controls, and mechanical equipment.

*This project first appeared in the FYs 2006-2011 program.*

#### **REPAIR COOLING TOWER CELLS 7-9, BUILDING 24**

*Recommended*

\$13,800,000 (estimated total project cost during FYs 2008-2013) This project replaces Cells 7, 8, and 9 in Building 24 with a new cooling tower and electrical/mechanical equipment and refurbishes the concrete basin and sump. Also included are the installation of local and PLC controls for equipment, and incorporate along with controls for Cells 5 and 6 into Plant Control System. This project also combines “Main Substation Transformer Replacement” project (FY07) for replacing three 3750 KVA, 34.5 KV/4.16 KV outdoor, oil-filled, pad-mounted transformers at the GSFC’s main substation.

*This project first appeared in the FYs 2007-2012 program.*

#### **REPAIR DOMESTIC WATER/SEWER**

*Recommended*

\$3,000,000 (estimated project cost during FYs 2008-2013). This project repairs sewer piping on the Greenbelt West Campus. Repair and upgrades to fire protection/domestic water piping on the West Campus also will occur.

*This project first appeared in the FYs 2005-2010 program.*

#### **REPAIR/REPLACE ROOFS, VARIOUS BUILDINGS**

*Recommended*

\$5,200,000 (estimated project cost during FYs 2008-2013). This project will repair and replace the roofing with a modified bitumen roofing system—used center-wide—that includes insulation consistent with current sustainability requirements. Associated work will include flashing and coping. This project will replace various roof sections on Buildings 1, 5, 8, and 28. The estimated total project cost is \$11,400,000; the project has received \$6,200,000 in prior funding.

*This project first appeared in the FYs 1986-1990 program.*

#### **RESTORE BUILDING 23**

*Recommended*

\$8,500,000 (estimated project cost during FYs 2008-2013). This project is the final phase in the restoration of the building mechanical systems serving the central core areas of the building. The project is phase six of a seven-phase initiative to restore the interior finishes and mechanical systems in Building 23. The initiative, which addresses the second floor, is intended to extend the usable life of the building. This phase restores 18,000 square feet and includes replacing HVAC equipment and distribution ductwork; upgrading restroom facilities to current ADA standards; converting to an addressable fire alarm system; and rehabilitating interior finishes (floors, ceilings, and walls). The estimated total project cost is \$9,000,000; the project has received \$3,000,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

#### **RESTORE CHILLED WATER DISTRIBUTION SYSTEM**

*Recommended*

\$4,000,000 (estimated project cost during FYs 2008-2013). This project is a continuation of the chilled water utility restoration program.

*This project first appeared in the FYs 2006-2011 program.*

**SECURITY AND SAFETY UPGRADES**

*Recommended*

\$9,960,000 (estimated project cost during FYs 2008-2013). This project will construct an approximately 20,000 gross-square-foot structure that will handle all of Goddards' Greenbelt Site shipping and receiving functions. These functions are presently handled at our warehouse located in the center of the campus, creating security and safety concerns. The new facility will consist of dock space for truck delivery, a mail distribution center, sorting and handling space, and a small amount of stacking space for deliveries scheduled for transfer to the main warehouse. Proposed site improvements will require a new guardhouse and vehicle inspection station, road improvements to accommodate truck traffic and additional parking.

*This is a new project in this FYs 2008-2013 program.*

**SITE UTILITIES UPGRADE – STEAM DISTRIBUTION**

*Recommended*

\$12,000,000 (estimated project cost during FYs 2008-2013). This project will replace the aging and deteriorated steam and condensate lines distributing steam from the boiler plant to the buildings. It will reinstitute redundancy in the system, which has been eliminated because of pipe failures. By replacing failed condensate lines, the system will return condensate to the plant instead of discharging it the drain. Steam manholes, valves, and piping will be repaired as well. The project has received \$6,000,000 in prior funding.

*This project first appeared in the FYs 2001-2005 program.*

**UPGRADE FIRE ALARM SYSTEMS, VARIOUS BUILDINGS**

*Recommended*

\$5,700,000 (estimated project cost during FYs 2008-2013). This project replaces Proteomics System III fire alarm systems with computer-based (MXL) fire alarm systems in Buildings 1, 2, and 6. The detection devices will provide complete coverage of all unoccupied spaces, corridors, lobbies, storage areas, equipment rooms, electric vaults, computer rooms, laboratories, and common areas

*This project first appeared in the FYs 2003-2008 program.*

# Department of the Navy

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended

### NMIC - Suitland

National Maritime Intelligence Center	0	52,069	4,090	0	0	0	0	56,159
<b>NMIC - Suitland Total</b>	<b>0</b>	<b>52,069</b>	<b>4,090</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,159</b>

### NSWD, Carderock

Research, Development, Test and Evaluation Support Facility	0	0	0	10,260	0	0	0	10,260
<b>Carderock Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,260</b>

## Projects Requiring Additional Planning Coordination

### Naval Research Laboratory Anacostia

Autonomous Research Laboratory	0	0	24,220	0	0	0	0	24,220
Construct New NSM Warehouse	0	0	7,620	0	0	0	0	7,620
<b>Naval Research Laboratory Total</b>	<b>0</b>	<b>0</b>	<b>31,840</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,840</b>

### Arlington Service Center

Renovate Building 12 - Crystal Park 5	0	0	0	2,670	0	0	0	2,670
<b>Arlington Service Center Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,670</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,670</b>

### National Naval Medical Center (NNMC - Bethesda)

Fitness Center Naval Medical Center	0	0	24,440	0	0	0	0	24,440
<b>NNMC - Bethesda Total</b>	<b>0</b>	<b>0</b>	<b>24,440</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,440</b>

### Washington Navy Yard

Navy Systems Activity Relocation	0	0	46,890	0	0	0	0	46,890
Navy Systems Activity Warehouse	0	0	7,620	0	0	0	0	7,620
Renovate Building W-200	0	60,000	0	0	0	0	0	60,000
<b>Washington Navy Yard Total</b>	<b>0</b>	<b>60,000</b>	<b>54,510</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114,510</b>

## DEPARTMENT OF THE NAVY

### *Recommended*

#### **NAVAL CENTER SUITLAND**

##### **SUITLAND, MARYLAND**

###### **NATIONAL MARITIME INTELLIGENCE CENTER**

###### *Recommended*

\$56,159,000 (estimated total project cost). This project will construct a secure wing adjoining the existing center to house additional personnel in support of increased mission of the Office of Naval Intelligence and its sub-tenants. The project also includes renovations to 14,190 sq m of the existing NMIC facility. The project provides adequate secured facility space to accommodate 700 additional personnel in an efficiently configured addition to providing command support for administrative functions, analytical areas, fitness center, laboratories, conference center, and security operation center, to support Naval Intelligence Office functions. NEPA documentation has been completed by way of an Environmental Assessment.

*This project is new in this FYs 2008-2013 program.*

#### **NAVAL SURFACE WARFARE DIVISION CARDEROCK**

##### **CARDEROCK, MARYLAND**

###### **ENGINEERING MANAGEMENT AND LOGISTICS FACILITY**

###### *Recommended*

\$10,260,000 (estimated total project cost). This project involves constructing a new 71,860-square-foot facility to include combined research laboratory space; public works shops; and specialized spaces for the curator of models, security, and a digital media editing laboratory. The two-story building will be constructed of a steel and concrete frame with a masonry and pre-cast concrete exterior. Built-in equipment includes a loading dock leveler and elevators. Sustainable design features will be integrated into the design and construction. Temporary trailers, relocation of personnel, and demolition of ten dilapidated buildings are included in the scope.

*This project first appeared in the FYs 2005-2010 program.*

### *Project Requiring Additional Planning Coordination*

#### **NATIONAL NAVAL MEDICAL CENTER BETHESDA**

##### **BETHESDA, MARYLAND**

###### **FITNESS CENTER**

###### *Project Requiring Additional Planning Coordination*

\$24,440,000 (estimated total project cost). This project is for constructing a new 6,983-square-foot fitness facility to replace an aging undersized existing fitness center. The center will include lobby/reception/display area, administrative support area, basketball, racquetball and volleyball courts, indoor track, a patron support area, cardiovascular and weight training exercise areas, storage spaces, and an eight lane indoor swimming pool with locker rooms and support spaces to include laundry, storage, restroom facilities, family changing rooms and pool mechanical equipment space. The existing gym (building 23) will be demolished as a part of this project.

*This project is new in this FYs 2008-2013 program.*

**Comment:** In response to the anticipated growth resulting from the 2005 BRAC actions, the National Naval Medical Center is currently updating their master program for future submission to NCPC. This project should

be evaluated in coordination with the additional BRAC-related projects, and included in the updated Master Plan.

**General Comment:** The projects listed below are not identified in their respective facility's adopted master program. The Department of the Navy should coordinate with NCPC to ensure consistency between these projects and the master plan.

## **ANACOSTIA ANNEX**

### **CONSTRUCT NEW NSM WAREHOUSE**

*Project Requiring Further Planning Coordination*

\$7,620,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will build a new climate-controlled warehouse of approximately 20,000 square feet, and open storage facility. Construction of associated administrative space to house the Director of Central Intelligence Directives and Joint Air Force/Army/Navy CONUS facilities is also included.

*This project first appeared in the FYs 2007-2012 program.*

## **ARLINGTON SERVICE CENTER**

### **RENOVATE BUILDING 12 CRYSTAL PARK**

*Project Requiring Further Planning Coordination*

\$26,700,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will renovate three buildings to provide 204,264-square-feet of administrative office space. The function of the building will remain the same after renovation. The project will retain the shell of the existing structures while completely renovating the interior.

## **NAVAL RESEARCH LABORATORY**

### **AUTONOMOUS RESEARCH LABORATORY**

*Recommended*

\$24,220,000 (estimated total project cost). This project, formerly identified as the advanced computing facility, provides for the construction of a 49,000-square-foot, two-story facility at the Naval Research Laboratory, at 4555 Overlook Avenue, SE. The new state-of-the-art information technology facility will provide space for research in autonomous systems, high-performance computing, networking, simulation, planning, and virtual reality—especially in support of anti-terrorism/force-protection work. The facility will be constructed of steel frame on pile foundation systems, concrete floors with access flooring, and associated utilities. Included in the building are computing facilities, laboratories, research offices, and support spaces. The project includes demolition of six buildings.

*This project first appeared in the FYs 2003-2008 program.*

## **WASHINGTON NAVY YARD**

### **RENOVATE BUILDING 200**

*Project Requiring Further Planning Coordination*

\$60,000,000 (estimated total project cost). This project will renovate a five-story, 266,342-square-foot administration building with a 55,000-square-foot footprint. The function of the building will remain the same. The project will retain the existing shell of the 1939 structure, while completely renovating the interior.

*This project first appeared in the FYs 2005-2010 program.*

**NAVY SYSTEMS MANAGEMENT ACTIVITY RELOCATION**

*Project Requiring Further Planning Coordination*

\$46,890,000 (estimated total project cost). This project was developed to fulfill the BRAC actions. It will renovate a 71,000-square-foot administrative building. The function of the building will remain the same after renovation. The project creates a suitable replacement facility for the Nebraska Avenue Complex, which will be transferred to the Department of Homeland Security. The project retains the existing shell of the structure, while completely renovating the interior. As required by BRAC 2005, the operations of the Navy Systems Management Activity will relocate from a number of leased facilities in Crystal City and Clarendon in Virginia to Navy owned facilities at the Washington Navy Yard and Anacostia Annex. This renovation will incorporate unique construction features that are required and currently provided in support of the Navy Systems Management Activity mission, including physical security features and specialized storage systems.

*This project first appeared in the FYs 2007-2012 program as "Renovate Building W-111."*



# Smithsonian Institution

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended and Strongly Endorsed

Donald W. Reynolds Center Landscaping	0	0	0	0	0	0	5,000	5,000
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## Recommended

### National Zoological Park

Africa Exhibit	0	0	0	1,500	2,500	10,000	10,000	24,000
Asia Trail	58,850	9,000	0	0	0	0	0	9,000
Renew Seal/Sea Lion Facility	0	700	8,500	7,000	13,000	0	0	29,200
<b>National Zoological Park Total</b>	<b>58,850</b>	<b>9,700,</b>	<b>8,500</b>	<b>8,500</b>	<b>15,500</b>	<b>10,000</b>	<b>10,000</b>	<b>53,200</b>

### Smithsonian

Construct/install Anti-Terrorism Protection*	21,825	8,490	9,800	12,380	18,380	17,455	25,000	91,505
National Museum of African American History and Culture	0	2,000	3,000	11,000	14,000	0	0	30,000
National Museum of Natural History Revitalization	122,170	25,500	28,700	34,300	33,000	33,000	33,000	187,500
Quadrangle Roof/ Mech. Systems	0	0	0	0	0	0	850,000	850,000
Restore Hirshhorn Façade	0	0	730	0	0	7,300	0	8,030
Revitalize National Museum of American History	36,800	1,300	5,200	22,000	26,000	28,000	4,000	86,500
<b>Smithsonian Total</b>	<b>180,795</b>	<b>37,290</b>	<b>47,430</b>	<b>79,680</b>	<b>91,380</b>	<b>85,755</b>	<b>57,850</b>	<b>399,385</b>

### Museum Support Center - Suitland

Museum Support Center Pod 3	0	10,000	15,000	5,000	0	0	0	30,000
<b>Smithsonian Total</b>	<b>239,645</b>	<b>56,990</b>	<b>70,930</b>	<b>93,180</b>	<b>106,880</b>	<b>95,755</b>	<b>72,850</b>	<b>496,585</b>

## SMITHSONIAN INSTITUTION

**General Comment:** NCPIC strongly endorses a comprehensive program for the timely modernization and careful restoration of historically significant features of Smithsonian Institution buildings in the monumental core.

### *Recommended and Strongly Endorsed*

#### **DONALD W. REYNOLDS CENTER COURTYARD LANDSCAPING, SOUTH STAIR RECONSTRUCTION, AND PERIMETER LANDSCAPING**

*The following project is predominantly funded from private funds, not funds appropriated by the federal government.*

##### *Recommended and Strongly Endorsed*

\$5,000,000 (estimated Federal project cost during FYs 2008 - 2013). This project calls for reconstructing the interior courtyard landscaping with features that complement the historic courtyard facades; recreating the historic south staircase and updating it with an at-grade, accessible museum entrance on F Street, NW so that the new staircase and existing portico become prominent features of the building and public space of F Street, NW; and restoring the historic landscape and streetscape around the perimeter of the building based upon the analysis of the Cultural Landscape Report.

*This project first appeared in the FYs 2006-2011 program.*

**Comment:** At its July 6, 2006, meeting, NCPIC approved the final site development plans for the reconstruction of the courtyard landscape. At its April 6, 2006, meeting, NCPIC approved the revised concept design for the rehabilitation of the reservation landscape, which includes the treatment and location of plants and trees, the extension of the south lawn and fence line to their historic position on F Street, the streetscape plan for sidewalk pavement and light standards, and the reconstruction of the F Street stairs. At the same meeting, NCPIC approved the preliminary site development plans for the reconstruction of the courtyard landscape, with the exception of the catering benches and the configuration of the water scrim. The Smithsonian will use donated funds for this project. The total estimated project cost is \$27,700,000, to be funded with \$5 million for the perimeter landscaping and the remainder from raised funds.

### *Recommended*

#### **Construct/Install Anti-Terrorism Protection**

##### *Recommended*

\$86,500,000 (estimated project cost during FYs 2008-2013). Since September 11, 2001, the Smithsonian Institution has developed a comprehensive plan for reducing the risk of a terrorist attack at a Smithsonian museum. The plan is designed to minimize the potential damage to people, collections, and buildings should a terrorist attack occur. With the help of outside experts, Smithsonian staff performed risk assessments, reviewed security and disaster preparedness plans, and commissioned blast assessments for Smithsonian public buildings. This resulted in the following recommendations to mitigate against vulnerabilities: installation of physical barriers separating the buildings from the street; installation of anti-shatter window film (or interior retro-fits) to mitigate the effects of glass window walls and doors shattering during a blast event; increased building perimeter camera surveillance; improved building emergency voice systems; secured non-public building areas with electronic access control; electronic screening of mail and visitors for the most heavily visited museums; protection against chemical, biological, and radiological attack; and mitigation against the effects of blast and progressive collapse. Historic preservation and environmental issues will be considered as part of the design phase of specific projects.

*Proposed Draft Federal Capital Improvements Program FYs 2008-2013  
June 7, 2007*

The anti-terrorism major renewal program consists of multiple projects to reduce the Smithsonian's vulnerability, including Mall-wide site adaptations, modifications to building perimeters and additions, and building system modifications. The program will be implemented over multiple fiscal years with the highest priority projects being those that reduce the Smithsonian's vulnerability to attack. The estimated total project cost is \$144,230,000; the project has received \$21,825,000 in prior funding.

- The full program includes the following elements:
- Construct permanent physical security barriers: Install hardened perimeter barriers, pop-up barriers, and guard booths (meeting established government criteria) to provide a reasonable standoff distance from Smithsonian facilities, thus ensuring vehicles carrying explosives cannot drive immediately adjacent to building exteriors. The current estimate for the total project is \$63,275,000.
- Mitigate Window Glass Hazards: Modify windows, including film application with frame restraints or interior retro-fits, to prevent glass from shattering into deadly shards. Work will occur at the Patent Office Building, National Museum of Natural History, Renwick, Quadrangle, Freer, Smithsonian Institution Building, Victor Building, Udvar-Hazy Dulles Center, Arts and Industries Building, Cooper-Hewitt, and National Museum of the American Indian/Heye Center. The current cost estimate is \$71,920,000.
- Install Perimeter Camera Systems: Provide exterior surveillance cameras and monitoring in the security control rooms. Full-time recording will provide invaluable investigative information in the event of a potential security or terrorist-related event. The current cost estimate is \$805,000.
- Provide Electronic Access Control: Install Electronic Access Control (card readers) at all public/staff separation points throughout the Institution's facilities to restrict the public's ability to gain access to sensitive and critical areas. The current cost estimate is \$730,000.
- Modify Air Intakes for Chemical, Biological, and Radiological Mitigation: Modify and protect facility air intakes and HVAC systems at all Smithsonian facilities to prevent or reduce the impact of a potential chemical/biological/radiological attack against major metropolitan areas or the Smithsonian. The current cost estimate is \$4,500,000.
- Install Emergency Voice System at the National Zoological Park: The current cost estimate is \$3,000,000.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** NCPC provided preliminary and final approval for security improvements at the National Air and Space Museum on September 9, 2004. NCPC provided concept approval and preliminary approval for the Smithsonian Institution's Mall-wide Perimeter Security Improvements on February 5, 2004 and October 7, 2004, respectively. The Smithsonian's Mall-wide security plans include nine Smithsonian Institution buildings between Constitution Avenue, NW and Independence Avenue, SW and between 7<sup>th</sup> Street and 14<sup>th</sup> Street in Washington, D.C.

NCPC exempted the following elements from its approval:

- The low free-standing walls at the north entrance fountain and along 14<sup>th</sup> Street, NW at the National Museum of American History.
- The line of bollards along Jefferson Drive, SW north of the entrances of the Freer Gallery and the Arts and Industries Building.

NCPC recommended that in the development of the final site plans, the Smithsonian Institution:

*For the National Museum of Natural History*

- Provide additional openings through the low free-standing walls to the lawn areas adjacent to the north entrance.
- Further develop the north entrance sign panel design to distinguish it in scale and profile from the height of the adjacent low free-standing walls. Replace solid wall sections flanking the sign panel with benches facing Constitution Avenue, NW.
- Relocate the perimeter security line along Madison Drive, NW and 12<sup>th</sup> Street, NW to incorporate and modify the existing parking retaining walls and plinths.
- Relocate the bollards in front of the south entrance to minimize conflicts with pedestrian movement along the sidewalk.

*For the National Museum of American History*

- Redesign the north entrance area to incorporate and/or modify the existing fountain as part of the perimeter security.

*Proposed Draft Federal Capital Improvements Program FYs 2008-2013  
June 7, 2007*

- Relocate the perimeter security line along 14th Street, NW and incorporate it into the landscape of the building yard.

*For the Quad: Smithsonian Castle, S. Dillon Ripley Center, the Freer Gallery of Art, the Arthur M. Sackler Gallery of Art, the Museum of African Art, the Arts and Industries Building, the Haupt Garden, and the Ripley Garden*

- Continue development of the Jefferson Drive curving wall and landscape design in collaboration with NCPD, the NPS, CFA, and DCSHPO to ensure compatibility with the Mall and the Smithsonian Castle.
- Minimize continuous lines of bollards along the north entrances of the Freer Gallery and the Arts and Industries Building. Incorporate alternative streetscape and site elements into the security perimeter line and confine placement of security elements to the building yard.
- Eliminate the lay-by at the south entrance of the Freer Gallery, along Independence Avenue, SW, and reduce the number of bollards by introducing alternative streetscape and site elements. Eliminate bollards that extend across the sidewalks and consider moving the security line to the edge of the building yard.
- Relocate the west portion of the perimeter security line between the curb line and the Haupt Garden wall at the Arts and Industries Building to a location east of the garden walkway; and reduce the number of bollards by introducing alternative streetscape and site elements.

### **NATIONAL MUSEUM OF NATURAL HISTORY REVITALIZATION**

*Recommended*

\$187,500,000 (estimated project cost during FYs 2008-2013). The project will provide the following:

- Replace HVAC, ductwork, lighting, and electrical wiring.
- Abate and encapsulate asbestos and lead.
- Restore and upgrade the windows in the original building.
- Upgrade fire protection and detection, storm water, water distribution, sanitary, and power systems.
- Remove and replace the mezzanines to meet acceptable fire protection and accessibility standards.
- Modify staff restrooms to meet ADA requirements.
- Update the existing security system.
- Create an accessible entrance from the National Mall.
- Create a safe storage facility for the variety of hazardous chemicals used in the museum's scientific research departments.
- Repair and replace deteriorated piping systems in the tunnels beneath the ground floor of the museum, including primary fire protection sprinkler mains, storm and sewage mains, and miscellaneous water and steam piping.
- Upgrade emergency power systems to bring the building's life safety systems into code compliance.

The current phase of the project continues the ongoing Major Capital Revitalization of the Natural History Building located at 10th Street and Constitution Avenue NW, with the renovation of the building's mechanical and electrical systems and associated work. Space modifications will be made to provide a more flexible and serviceable working environment. An environmental review will be conducted during each design phase. Construction is nearly complete for the renovation of Halls 7 through 10 and 23 through 25 for the future Ocean Exhibit, funded by the National Oceanic and Atmospheric Administration. Renovation of Halls 27 – 30 is also underway. Work in the west wing basement and the southwest portion of the third floor of the Main Building will begin in 2007. No adverse environmental impact to the surrounding area is anticipated.

The windows in the main building are original, covered with layers of lead-based paint, and are so badly deteriorated that they no longer provide a proper seal. The roof system above the rotunda and the major halls were installed in 1909, with portions replaced in the 1950s. The 40-year-old HVAC, fire protection and suppression, and laboratory exhaust systems are all 15 years past their projected normal useful life, and they break down frequently. The automatic temperature control system is obsolete and does not operate sufficiently to maintain stable temperature and humidity necessary for long-term preservation of the collections. Ninety percent of the electrical lighting and power panels in the building are more than 30 years old. The emergency power system is inadequate to operate the more than 30 elevators, three fire pumps, and emergency lighting in the building in the event of a major power outage. Restrooms for the public, and some for staff, have been

modified to make them handicapped accessible, but 22 staff restrooms in the building still do not meet ADA requirements. Asbestos has been abated in all major equipment rooms and in the attics, but it remains in duct wrap, mastic, pipe insulation, and most of the vinyl floor tile. Lead in old paint is present throughout the building, and must be abated or encapsulated. To meet pressing space needs, mezzanines have been added over the years in a haphazard fashion. The mezzanines do not have sufficient fire separation from adjacent spaces, are inaccessible to persons with disabilities, and are overcrowded to the point of structural stress. None of these mezzanines can be renovated to meet code requirements and must, therefore, be removed or replaced. The museum continues to outgrow its quarters, diminishing the space available for public use. When the building opened in 1910, 220,000 square feet of exhibit space was provided. Today, visitation has increased a thousand fold from the earliest days of the museum, yet exhibits currently occupy 25 percent less space. The museum's main public entrance from the National Mall—used by 80 percent of the museum's visitors—is not accessible to persons with disabilities. Presently, the only accessible entrance to the museum is on Constitution Avenue, a three-block journey for those arriving at the Mall entrance.

Eligible for listing in the NRHP, the National Museum of Natural History was designed by Hornblower and Marshall and completed in 1911 in the Beaux-Arts style. Mills Petticord and Mills added east and west wings in 1964 for offices, storage, and laboratories. In the 1990s, east and west courtyard complexes were added for public facilities, offices, storage, and classrooms. The 1.8-million-square-foot building is one of the leading international centers for research on life sciences, earth and planetary studies, and anthropology. The museum's researchers study natural and cultural diversity by collecting and identifying specimens; establishing relationships among them; and explaining the underlying processes that generate, shape, and sustain their diversity. The Hope Diamond, dinosaur skeletons, an African bush elephant, and an insect zoo are among the collections. Annual visitation has been as high as 9.3 million. The estimated total project cost is \$379,570,000; the project has received \$149,570,000 in prior funding.

*This project first appeared in the FYs 2003-2008 program.*

## **NATIONAL MUSEUM OF AMERICAN HISTORY– KENNETH E. BEHRING CENTER PUBLIC SPACE REVITALIZATION**

### *Recommended*

\$86,500,000 (estimated project cost during FYs 2008-2013). The Public Space Renewal Project will modernize key public safety systems and public services in the National Museum of American History (NMAH), Behring Center, which is eligible for the NRHP due to its location on the National Mall at the intersection of 14th Street and Constitution Avenue, NW. All three main exhibit public floors of the museum, comprising approximately 330,000 gross-square-feet, are part of this major renewal which will redefine the visitors' experience and modernize and clarify circulation and amenities. In addition, the project will bring the NMAH to higher building code standards. The scope of work includes upgrades to public restrooms, the fire detection and alarm system, life safety egress, fire protection, elevators, escalators, mechanical and power distribution systems, exterior hardscape, landscape, and the physical security of the museum. In addition to the Public Space Renewal Project, the modernization includes architectural improvements and four major exhibits endorsed by the Blue Ribbon Commission, to be funded by the Behring Foundation and other private donors. The Public Space Renewal Project must be accomplished in coordination with the museum exhibit renewal program. The project will also be coordinated with the Anti-Terrorism Protection program to reduce the building's vulnerability to attack.

Due to incremental funding from both federal and trust sources the project has been phased over a number of years as follows:

- a) Third Floor East Gallery of the Building - The project includes replacing escalators; upgrading fire detection/alarm systems and connecting them to the Network Command Center; restoring the second- and third-floor public restrooms; providing new rescue assistance areas; and correcting life safety/fire protection deficiencies in support of the Price of Freedom exhibit, which opened in November 2004.
- b) Central Core of the Building - The project includes improving the Flag Hall; renovating the first floor Presidential Reception Suite; upgrading the fire detection/alarm system; improving museum lighting and sound on the three main public floors; correcting life safety/fire protection deficiencies; restoring the public restrooms; providing a new power distribution system; correcting the mechanical system; replacing elevators and escalators;

and providing vertical transport between the first and second floor. Privately funded architectural improvements will include a new skylight and central atrium, grand stairs, and new artifact walls. The museum closed to the public in fall 2006 to permit the disruptive demolition and re-installation of major building systems in the central core area. The building will reopen in early summer 2008.

- c) West Wing Renewal – The project will continue system replacement and upgrade of life safety and accessibility codes to the west wing of the building. The work will not require closing the building to the public.
- d) East Wing Renewal – The project will continue system replacement and upgrade of life safety and accessibility codes to the east wing of the building. The work will not require closing the building to the public.
- e) Non-Public Space Infrastructure Renewal – a final stage will renovate the fourth and fifth floors of the building and replace the chillers.

The fire detection and alarm system is outdated and requires excessive maintenance. The public restrooms are outdated, do not meet code in fixture quantity, and are not fully accessible. Public circulation areas, amenities, lobbies, seating, telephones, and secure coat-check facilities are in disrepair. The elevators are not fully accessible and are not all on emergency power. The escalators are reaching the end of their useful life. Paths of emergency egress are not clearly defined, creating safety hazards for occupants. Fire separation doors are a life safety hazard and require excessive maintenance. The deficiencies in the mechanical system have caused extreme variations in the building humidity. Steam condensate piping and pressure-reducing valve stations are in poor condition, and transformer vaults are not air conditioned, threatening power failures due to heat. Leaks from the mechanical system require constant maintenance and threaten irreparable moisture damage to the museum collections. Site landscaping, hardscape, and special features—such as the west reflecting pool—are in disrepair, create safety hazards, and require renewal. In addition, the museum lacks a security perimeter barrier against terrorist threats, as well as a good screening system for visitors and vehicles as part of the Anti-Terrorism Protection security initiative. An environmental review will be conducted during each design phase. As an existing building, no adverse environmental impact to the surrounding area is anticipated.

The National Museum of American History's modern classical building was designed by Walker O. Cain of McKim Mead and White and built in 1964 as the Museum of History and Technology. The building has been designated the Behring Center in honor of the gift from the Kenneth Behring Foundation in 2001. The building houses exhibits that explore America's technological, scientific, cultural, and political history. The collections include the Star-Spangled Banner that inspired Francis Scott Key, exhibitions on the American Presidency, and the First Ladies' gowns. The estimated total project cost is \$136,800,000; the project has received \$50,300,000 in prior funding.

*This project first appeared in the FYs 2003-2008 program.*

## **RESTORE HIRSHHORN FACADE**

*Recommended*

\$8,030,000 (estimated total project cost). The project includes restoring the facade of the building and repairing interior damage caused by leaks. An environmental review will be conducted during design. As an existing building, no adverse environmental impact to the surrounding area is anticipated. The plaza is located at the corner of 7th Street and Independence Avenue SW, on the National Mall.

The façade of the building is not aging well. The joint sealant is worn, and water is getting behind the face as well as coming in from the top. Without correction, this will erode the stone attachments and infiltrate the building envelope. In addition, the façade is uninsulated, causing the building to use twice the energy most other Smithsonian museums use. The proposed project will add insulation to the façade section, replace the stone façade and reseal the joints.

Designed by Gordon Bunshaft of Skidmore Owings and Merrill, this cylindrical Neo-expressionist building and nearby garden were constructed in 1974 to house the Joseph H. Hirshhorn collection of modern and contemporary American and European paintings and sculptures. The museum and its garden house have one of the most comprehensive collections of modern sculpture in the world. The average annual visitation is 901,000.

*Proposed Draft Federal Capital Improvements Program FYs 2008-2013  
June 7, 2007*

*This project first appeared in the FYs 2003-2008 program as Restore and Waterproof Hirshhorn Plaza and Foundation Walls. The plaza portion of the project has been deferred until after FY 2013.*

**NEW NATIONAL MUSEUM OF AFRICAN AMERICAN HISTORY AND CULTURE**

*Recommended*

\$30,000,000 (estimated project cost during FYs 2008-2013 for programming and design. The project scope will be defined once further planning/programming for the new museum has been completed.

Public Law 108-184, signed by the President on December 16, 2003, established within the Smithsonian Institution the National Museum of African American History and Culture (NMAAHC). The mission of the NMAAHC is to give voice to the richness and the challenges of the African American experience; make it possible for all people to understand the depth, complexity, and promise of the American experience; and serve as a national forum for collaboration on African American history and culture for educational and cultural institutions.

Establishment of the NMAAHC provides the Smithsonian Institution with a significant new vehicle for the collection, preservation, study, and exhibition of African American historical and cultural material reflecting the depth and breadth of African American life, art, history, and culture. As indicated in P.L. 108-184, this effort will encompass the period of slavery, the era of reconstruction, the Harlem Renaissance, the civil rights movement, and other periods of the African American diaspora. Historic preservation issues will be addressed during the planning and design phases. An environmental review will be conducted during the design phase.

*This project first appeared in the FYs 2006-20011 program.*

**Comment:** On January 30, 2006, the Smithsonian's Board of Regents selected the southwest corner of 14th Street and Constitution Avenue, NW as the site for the museum.

**QUADRANGLE/ROOF MECHANICAL SYSTEMS**

*Recommended*

\$850,000 (estimated project cost during FYs 2008-2013). The building and all its systems have been in operation since 1975. The electrical and mechanical equipment had an original useful life of 30 years and is therefore at the end of its lifecycle. The electrical system in particular has caused various problems and is not adequate to support current activities in the building. Failures in recent years have resulted in the loss of all electrical service to 35 percent of the building for more than a week while emergency repairs could be completed, and more minor faults in the systems have necessitated extensive overtime to bring services back on line. Some upgrades have been made to equipment that totally failed. The rest of the aged equipment operates at great expense and is at risk of total failure. The electrical systems must be replaced now to ensure consistent power to the building; this is planned for FY 2007. The mechanical systems, while also experiencing more frequent breakdowns, are scheduled for replacement in FY 2009. The estimated total project cost is \$70,350,000.

*This project first appeared in the FYs 2007-2012 program.*

**NATIONAL ZOOLOGICAL PARK**

**AFRICAN SAVANNAH EXHIBIT CONSTRUCTION**

*Recommended*

\$24,000,000 (estimated total project cost). This project will create new indoor and outdoor space for large mammals in the renovated Cheetah Hill site. The National Zoological Park (Zoo) is in the process of updating its Master Plan, and the plan will identify a specific location and requirements for this facility.

The Zoo, a national historic district, was designed in the 1890s by the firm of renowned landscape architect Frederick Law Olmsted and architect Williams Ralph Emerson. Historic preservation issues will be addressed during the design of the project. An environmental review will be conducted during the design phase.

*This project first appeared in the FYs 2003-2008 program.*

## **ASIA TRAIL CONSTRUCTION**

### *Recommended*

\$9,000,000 (estimated project cost during FYs 2008-2013). The Zoo's Renewal Plan reorganizes and rebuilds the Zoo, grouping animals by their natural geographic locations. As its first major component, Asia Trail will be a compelling, Asian-themed path from the new Sloth Bear exhibit at the main entrance to the renovated and expanded Panda House, and to a world-class Elephant House. Phase I of the Asia Trail opened October 2006, featuring many of the Zoo's most charismatic "stars" in a cohesive immersion experience: sloth bears, clouded leopards, fishing cats, red pandas, Japanese giant salamanders, and giant pandas. State-of-the-art interpretive displays connect the visitor's on-site experience with current research and conservation efforts at Front Royal and in the field to reinforce the importance of ecology and habitat conservation.

Asia Trail I replaced deteriorated animal facilities as well as severely inadequate site utilities, including new water service for fire suppression systems and animals' needs; new high-voltage electric service; improved sewer and storm water management; new gas service; new security systems; new perimeter fencing and railings; a new fiber-optic communications backbone; and installation of new public walkways that meet ADA guidelines. New structures meet current USDA and American Zoological Association animal containment regulations. Holding buildings were designed for energy efficiency.

Asia Trail II will provide a modern facility for the long-range commitment to house, breed, and continue important research on a multi-generational herd of up to eight adult Asian elephants. The existing Elephant House will be renovated and expanded, and new outdoor areas will be developed to provide adequate year-round housing, new exhibit yards, safe primary containment, and heavily landscaped perimeters. An innovative elephant trek feature is designed to exercise the animals as well as offer sensory stimulus outside their daily routine. Large pools and multiple enrichment devices in the animals' enclosures will allow the elephants to exhibit behavior traits currently restricted by space limitations. Accessible areas surrounding the elephant enclosures will let the public observe the elephants and keeper demonstrations with new and exciting interpretive programs.

The Zoo's goal is to create a multi-generational herd that will allow studying a population that is closer to its natural structure. The Zoo predicts that this will produce more accurate data while promoting the health and welfare of animals held in captivity. The National Zoo will be one of only a few institutions committed to (or capable of) achieving this goal within the next 20 years. A multi-generational herd will encourage more normal behaviors and interactions among the elephants, and this will be documented with careful scientifically based research on behavior and hormonal analyses.

The project will be constructed in phases to accommodate the existing elephant herd at the Zoo. The estimated total project cost is \$111,760,000; the project has received \$71,850,000 in prior Federal funding, and includes an additional \$30,900,000 in raised funds.

*This project first appeared in the FYs 2003-2008 program.*

**Comment:** At its January 8, 2004, meeting, NCPC approved the design concept for the Asia Trail project at the National Zoological Park. At its March 4, 2004, meeting, NCPC approved preliminary and final site and building plans for Phase I of the Asia Trail project at the National Zoological Park. Through a delegated action on December 2, 2004, NCPC's executive director approved concept design plans to construct a new zoo exhibit—called the Asia Trail elephant facility—at the National Zoological Park.

## **RENEW SEAL/SEA LION FACILITY**

### *Recommended*

\$29,200,000 (estimated total project cost). The National Zoological Park in Washington, D.C., a National Historic District, was designed in the 1890s by the firm of renowned landscape architect Frederick Law Olmsted and architect Williams Ralph Emerson. Historic preservation issues will be addressed during the design of the project.



The project will repair structural deficiencies in the seal and sea lion pools and in the lower bear areas as well as replace mechanical and electrical systems and water treatment systems. Additional staff support space will be added, and the area will be reconfigured to provide accessible viewing for visitors with disabilities. The seal/sea lion area has structural problems, failing mechanical and electrical systems, and do not meet ADA standards. The existing water systems fail to meet new water chemistry and animal protocol requirements. Staff support space is inadequate to meet animal care needs. An environmental review will be conducted during the design phase.

*This project first appeared in the FYs 2002-2007 program under the title, "Renovate Seal/Sea Lion Lower Bears."*

## **MUSEUM SUPPORT CENTER, SUITLAND SUITLAND, MARYLAND**

### **MUSEUM SUPPORT CENTER POD 3**

*Recommended*

\$30,000,000 (estimated project cost during FYs 2008-2013). This project calls for the renovation of Pod 3 to accommodate Smithsonian collections. The renovation includes installing an additional level within the existing pod, and upgrading fire, HVAC, and other systems. There will be no change to the exterior massing.

Pod 3 was constructed as a large box and outfitted with a three-level steel collections storage structure. When attempting to fit the space for collections in alcohol, the design of the system proved to be unwieldy and did not meet current code requirements. The Institution will move the alcohol-stored collections into Pod 5, meeting all life-safety codes and providing appropriate accessibility to the collections by curatorial staff. Pod 3 will be reconfigured to meet the Institution's other collections storage needs. An environmental review was completed as part of the master plan of the Suitland campus—no adverse environmental impact to the surrounding area was identified.

Built in 1983, the facility was designed by architectural firms Keyes Condon Florance and Metcalf and Toby. The modern, pre-cast concrete center is a research, conservation, and collection storage facility that provides optimum environments for the storage, preservation, and study of Smithsonian collections. The 524,000-square-foot facility houses no public exhibits. It has four large storage bays and an office-laboratory complex. The building is not open to the public, except for scholars and researchers. The estimated total project cost is \$32,500,000; the project has received \$2,500,000 in prior funding.

*This project first appeared in the FYs 2005-2010 program.*



# Department of State

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended and Strongly Endorsed

Blast Resistant Windows	30,400	864	5,379	1,591	32,000	0	20,000	59,834
Security, Truman Building	2,3759	391	944	10,849	11,573	4,561	14,754	52,072
<b>Department of State Total</b>	<b>32,775</b>	<b>10,255</b>	<b>6,323</b>	<b>12,440</b>	<b>43,573</b>	<b>4,561</b>	<b>34,754</b>	<b>111,906</b>

## DEPARTMENT OF STATE

### *Recommended and Strongly Endorsed*

#### **SECURITY UPGRADES FOR HARRY S TRUMAN BUILDING**

*Recommended and Strongly Endorsed*

\$52,072,000 (estimated project cost during FYs 2008-2013). The goal of the perimeter security improvements project is to secure the Harry S Truman (HST) Building, located at 22nd and C Street, NW—the U.S. Department of State headquarters—and protect its employees and visitors from terrorist attack with explosives, while improving the streetscape by creating an attractive environment for pedestrians. The improvements are in accordance with a 1995 Department of Justice Vulnerability Assessment that determined the HST Building to be a Level 5 security building, equivalent to the Pentagon and CIA Headquarters. The project is planned to comply with Interagency Security Criteria, Bureau of Diplomatic Security requirements, Office of Inspector General recommendations, and NCPC's *National Capital Urban Design and Security Plan*. Improvements include street modifications; physical changes to the building entrances and street access controls; the construction of bollards, railings, low walls, and planters; and the installation of plantings around the site perimeter.

In 1992, the original section of the HST Building was determined potentially eligible for the National Register of Historic Places. Subsequently, the entire building was identified as a contributing element of the Northwest Rectangle Historic District. The Department of State, in conjunction with GSA, initiated National Historic Preservation Act Section 106 consultation with DCSHPO and the Advisory Council on Historic Preservation. The estimated total project cost is \$54,747,000; the project has received \$2,675,000 in prior funding.

*This project first appeared in the FYs 2004-2009 program.*

**Comment:** All proposed modifications to the streetscape and grounds are to be consistent with NCPC's recommendations in the *National Capital Urban Design and Security Plan*, adopted October 3, 2002. At its December 2, 2004, meeting, NCPC approved the design concept for perimeter security improvements. At its April 6, 2006, meeting, NCPC approved the preliminary and final site and building plans for the proposed interim security screening structures by delegated approval of the Executive Director.

#### **BLAST-RESISTANT WINDOWS FOR HARRY S TRUMAN BUILDING**

*Recommended and Strongly Endorsed*

\$59,834,000 (estimated project cost during FYs 2008-2013). The project will provide new blast-resistant windows to replace the existing bronze and aluminum windows consisting of 2,400 punched-type windows and 58,000 square feet of curtain wall and storefront windows. The existing windows and portions of adjacent walls of the (HST) Building—the U.S. Department of State headquarters—are being replaced and strengthened. The project complies with protection requirements defined in the Interagency Security Criteria and Bureau of Diplomatic Security design requirements for protection of employees and visitors from the effects of explosives on the building. The window replacement is part of a three-level plan to improve the security of the building's perimeter. The other two aspects of the plan are the creation of new security screening entrance pavilions and perimeter site improvements. The proposed improvements were developed in accordance with a 1995 Department of Justice Vulnerability Assessment, which determined the HST Building to be a Level 5 security building, equivalent to the Pentagon and CIA Headquarters.

In 1992, the original section of the HST Building was determined potentially eligible for the NRHP. Subsequently, the entire building was identified as a contributing element of the Northwest Rectangle Historic District. During the planning and design stages of the windows project, the Department of State and GSA will review the impact and requirements related to Section 106 of the National Historic Preservation Act. In 2006, blast resistant windows were completed in the Marshall Wing, which was the first phase area of the building renovation. The total project cost is \$197,400,000; the project has received \$32,536,000 in prior funding.

*This project first appeared in the FYs 2004-2009 program as part of the Security Upgrades project.*

# Department of Transportation

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## Recommended and Strongly Endorsed

### Federal Highway Administration (FHWA)

National Mall Road Improvmnts	76,600	2,000	7,000	1,575	0	0	0	10,575
Streetscape Improve/ Juarez Cir	6,000	4,400	0	0	0	0	0	4,400
<b>FHWA Total</b>	<b>82,600</b>	<b>6,400</b>	<b>7,000</b>	<b>1,575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14,975</b>

## Recommended

14th Street Bridge/G.W. Parkway	8,480	200	0	0	0	0	0	200
Manassas Bypass Study	4,000	0	0	0	0	0	0	0
Mount Vernon Circle Parking	0	4,400	0	0	0	0	0	4,400
Pedestrian Bridge Dulles Toll Rd	0	2,300	0	0	0	0	0	2,300
Rehab VA Rt. 123/CIA Interchnng	0	150	100	5,000	14,000	0	0	19,250
Woodrow Wilson Bridge	2,057,300	104,700	102,000	90,700	36,100	53,500	0	387,000
<b>FHWA Total</b>	<b>2,069,780</b>	<b>111,750</b>	<b>102,100</b>	<b>95,700</b>	<b>50,100</b>	<b>53,500</b>	<b>0</b>	<b>413,150</b>

## DEPARTMENT OF TRANSPORTATION

### FEDERAL HIGHWAY ADMINISTRATION

*Recommended and Strongly Endorsed*

#### **NATIONAL MALL ROAD IMPROVEMENTS**

*Recommended and Strongly Endorsed*

\$10,575,000 (estimated project cost during FYs 2008-2013). The project will improve roadway surfaces, drainage, sidewalks, wheelchair ramps, lighting, traffic control devices, landscaping, and other road features in the National Mall area. Some streets will be resurfaced while others will be torn out and completely rebuilt. Sidewalks of exposed stone will be constructed and new granite curbs will be designed so they can be crossed by disabled persons. Additional lights and new signs with consistent graphics will be installed. Some landscaping adjacent to the roadway will be provided. For the purposes of this project, the Mall is generally defined as the area along and between Independence and Constitution Avenues from the Potomac River to 2nd Street—east of the U.S. Capitol—and the area between 15th and 17th Streets, NW, from Constitution Avenue to Pennsylvania Avenue and from the Jefferson Memorial to Independence Avenue. The reconstruction of the L'Enfant Promenade (10th Street, SW between Independence Avenue and the Benjamin Banneker Park overlook), and the rehabilitation of the inlet and outlet bridges on Ohio Drive, from 15th Street to 23rd Street is also included in this project. Existing parking spaces will be retained with the exception of curbside parking on north-south roads crossing the Mall between Madison and Jefferson Drives. The estimated total cost for this project is \$97,175,000; the project has received \$76,600,000 in prior funding.

*This project first appeared in the FYs 1994-1998 program.*

**Comment:** At its July 22, 1992, meeting, NCPC approved a Streetscape Manual for the Interagency Initiative for the National Mall Road Improvement Program as a guide for improving roadways in the vicinity of the National Mall. The Commission had strongly endorsed this project, which appeared to help implement recommendations within the streetscape manual. In April 2006, a draft Streetscape Manual for the Interagency Initiative was distributed for updating.

NCPC notes that the District of Columbia's Anacostia Waterfront Initiative addresses the redesign of the L'Enfant Promenade, which had been included within the boundaries of this project.

#### **14TH STREET BRIDGE/GEORGE WASHINGTON MEMORIAL PARKWAY CORRIDOR IMPROVEMENTS**

*Recommended*

\$200,000 (estimated project cost during FY 2008-2013). This project will develop alternatives to address congestion and safety problems on I-395—in the 14th Street Bridge corridor—from Route 27 in Arlington County to the New York Avenue tunnel entrance (I-395 tunnel under the National Mall, SE) in Washington, D.C. An Environmental Assessment to address safety problems on the George Washington Memorial Parkway in this corridor is complete. This study recommended replacing Humpback Bridge and constructing a new bridge to Columbia Island Marina from Boundary Channel Drive. A detailed cost estimate is to be provided after an EIS has been completed. The project has received \$8,480,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

#### **COLUMBIA ISLAND ENVIRONMENTAL IMPACT STUDY**

*Recommended*

\$1,000,000 (estimated total project cost). This project is to enhance traffic safety, reduce driver confusion, and improve traffic operations for pedestrians, bicyclists and motor vehicles. The National Park Service and Federal Highway Administration (FHWA) propose to modify access ramps, roadway, pedestrian/bicycle trails and parking areas within the GWMP to correct design deficiencies and satisfy safety concerns associated with the design and location of the various Parkway features. The GWMP/I-395 interchange and access ramps,

Humpback Bridge, Columbia Island Marina entrance on the GWMP and other areas within the Study Area will be evaluated for potential modification and improvement.

*This is a new project in this FYs 2008-2013 program.*

#### **MANASSAS BATTLEFIELD PARK BYPASS STUDY**

*Recommended*

\$140,000,000 (estimated total project cost). This project calls for developing alternatives that will allow for the closure of the portions of Routes 29 (Lee Highway) and 234 (Sudley Road) that currently transect the Manassas National Battlefield Park (MNPB) in Prince William County. The alternatives will provide other means of traveling through the park. The MNPB Bypass Study was initiated to meet the requirements of Public Law 100-647, cited as the MNPB Amendments Act of 1988. Congress authorized \$30 million for this project at that time. Funds were appropriated in FY 2001 to conduct an EIS. The draft EIS is anticipated to be completed by the end of December 2004. The project has received \$4,000,000 in prior funding.

*This project first appeared in the FYs 2006-2011 program.*

#### **MOUNT VERNON CIRCLE PARKING**

*Recommended*

\$1,250,000 (estimated total project cost). This project calls for providing 290 additional parking spaces, improvements to the roadway and sidewalks and miscellaneous trail improvements. Improvements will accommodate current and future parking demands, improve traffic operation, and enhance the safety of pedestrians, motorists, and cyclists in the vicinity of Mount Vernon. The project is located on Virginia Route 235 and Mt. Vernon Highway in Fairfax County.

*This project first appeared in the FYs 2007-2012 program.*

#### **PEDESTRIAN BRIDGE OVER DULLES ACCESS AND TOLL ROAD**

*Recommended*

\$2,300,000 ((estimated total project cost) This project will construct a Pedestrian Access Bridge over Dulles Access and Toll Road. The access bridge will provide necessary pedestrian safety bridging this federal highway. The project will also enhance traffic safety, rand improve operations for pedestrians, bicyclists and motor vehicles.

*This is a new project in the FYs 2008-2013 program.*

#### **REHABILITATE VIRGINIA ROUTE 123/CIA INTERCHANGE**

*Recommended*

\$19,250,000 (estimated total project cost). This project will rehabilitate 2.5 miles of Virginia Route 123 at the CIA interchange, including ramp alignment modifications to improve sight distances, vehicular merges, and safety.

*This project first appeared in the FYs 2007-2012 program.*

#### **STREETScape IMPROVEMENTS AT JUAREZ CIRCLE**

*Recommended and Strongly Endorsed*

\$4,500,000 (estimated project cost during FYs 2008-2013). This project calls for designing and constructing improvements to Juarez Circle, located at Rock Creek Parkway and New Hampshire Avenue, NW adjacent to the Kennedy Center for the Performing Arts. The improvements will provide better pedestrian and vehicular

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traffic safety and promote intermodal transportation access to Metro. The estimated total cost for this project is \$10,500,000; the project has received \$6,000,000 in prior funding.

*This project first appeared in the FYs 2007-2012 program.*

**Comment:** NCPC staff is consulting with FHWA and DCOP on design concepts and additional support needed for this project.

## **WOODROW WILSON BRIDGE REPLACEMENT**

*Recommended*

\$513,300,000 (estimated project cost during FYs 2008-2013). This project replaces the existing six-lane Woodrow Wilson Bridge with a new 12-lane bascule bridge immediately south of the existing bridge. The project also includes reconstructing part of I-95/I-495 (Capital Beltway) from just west of Telegraph Road in Virginia to just east of Maryland Route 210 (including the Telegraph Road and US Route 1 interchanges in Virginia and the I-295 and MD 210 interchanges in Maryland). The new bridge will function with 10 lanes but is designed to accommodate two additional lanes for HOV/express bus or rail transit use. In addition, a 12-foot-wide access path for pedestrians and bicyclists will be included. Structural and operational deficiencies associated with the existing bridge necessitate its replacement. The width of the new bridge and operational problems with the existing interchanges require the reconstruction of the four interchanges and approach roadways. Terrorism countermeasures, to the extent deemed feasible and reasonable, will be incorporated into the construction of the new bridge. The estimated total cost of the project is \$2,444,100,000; the project received \$1,930,800,000 in prior federal and state funding.

Section 106 coordination on project-related impacts to historic and archeological resources was undertaken as a part of the project's environmental study and summarized in a Final EIS issued in September 1996. A Memorandum of Agreement (MOA) was developed and signed in 1997 under the provisions of the National Historic Preservation Act to address archaeological and historic preservation issues that could not be addressed until more detailed design work was accomplished. A Design Review Working Group was formed and has met during key design review periods to provide input on project design details relating to the project's impact on historic and archaeological features. Draft and Final Supplemental EISs were prepared and released for public review and comment in January and April of 2000, respectively. These documents provided information on ongoing Section 106 coordination under the provisions of the 1997 MOA. The Design Review Working Group will continue to monitor project design issues; provide comments up to the time that final contract plans are approved; and address any construction-related issues that might arise during the course of building the project.

The following documents have been prepared and circulated for public review as part of the study of impacts associated with this project:

- 1991 Draft EIS
- January 1996 Supplemental EIS
- July 1996 Supplemental EIS
- September 1997 Final EIS
- November 25, 1997 Record of Decision
- January 2000 Draft Supplemental EIS
- April 2000 Final Supplemental EIS
- June 16, 2000 Record of Decision
- July 27, 2000 U.S. Army Corps of Engineers Section 404 Permit
- September 10, 2001 NPS Environmental Assessment of proposed mitigation plan for Jones Point Park
- May 18, 2006 Opening of first of two new spans of the Woodrow Wilson Bridge.

*This project first appeared in the FYs 2000-2004 program.*

**Comment:** NCPC has reviewed several stages of the Woodrow Wilson Bridge project:



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- April 8, 1999: NCPC approved the design concept plans for the replacement of the Woodrow Wilson Bridge.
- August 3, 2000: NCPC approved preliminary site and building plans and final foundation and Phase 1 dredging plans for the replacement.
- March 1, 2001: NCPC approved preliminary site and building plans for the urban deck overpass at Washington Street; improvements to Jones Point Park in Alexandria, Virginia; and development of the new Potomac River Waterfront Community Park at Rosalie Island.
- August 2, 2001: NCPC approved final building plans for the bridge structure and operator's house.
- November 1, 2001: NCPC approved the revised preliminary and final site and building plans for the urban deck overpass at Washington Street in Alexandria, Virginia, and requested that—in the preparation of subsequent plan submissions involving the Potomac River Waterfront Community Park—the FHWA ensure a high standard of design for the lighting, buildings, and signage for that area.
- April 4, 2002: NCPC approved preliminary and final site development plans for the Woodrow Wilson Bridge Memorial Medallions.
- August 5, 2004: NCPC approved preliminary and final site development plans for the Woodrow Wilson Bridge Potomac River Waterfront Park.

*Project Requiring Additional Planning Coordination*

**DEFENSE ACCESS ROAD PHASE I AND II**

*Project Requiring Additional Planning Coordination*

\$39,000,000 (estimated total project cost). Fort Belvoir Phase 1- This project will construct a two lane road (Connector Road) from Old Mill Road to Telegraph Road and provide intersection Improvements at Richmond Highway/ Route 1. Phase 2 of this project will widen Telegraph Road to 4-lanes from Beulah Road to Old Telegraph Road and widen Connector Road and Old Mill Road to 4-lanes

*This project first appeared in the FYs 2007-2011 program as "Fort Belvoir Connector Road." See also the Department of the Army/Fort Belvoir project with the same title.*

*Comment:* This project is a currently being assessed in conjunction with the environmental review and master plan update activities occurring for Fort Belvoir. FHWA, Fort Belvoir, and other parties are coordinating on this project.

ALL DEPARTMENTS

## *Commission Submitted Projects: Recommended and Strongly Endorsed*

Projects submitted by NCPC for this recommendation are typically drawn from Commission plans and studies, including the *Legacy Plan*, the *Comprehensive Plan for the National Capital: Federal Elements*, *The National Capital Urban Design and Security Plan*, and the *Memorials and Museums Master Plan*.

### **10TH STREET SW CORRIDOR IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project involves conducting a redevelopment feasibility study of 10<sup>th</sup> Street, SW between Independence Avenue and Banneker Overlook. The project goals are to increase and enhance development opportunities; re-establish the visual connections between the Smithsonian Castle and Banneker Overlook; and substantially improve the quality of the public realm in this corridor.

*This is a new project in this FYs 2008-2013 program.*

**Affected Agencies:** General Services Administration, DC Department of Planning and Transportation, the U.S. Department of Agriculture, the U.S. Department of Energy, the U.S. Postal Service, and the National Park Service.

**Lead Agency:** General Services Administration and National Capital Planning Commission.

**Support Agencies:** Commission of Fine Arts and all affected agencies.

### **10TH STREET NW CORRIDOR IMPROVEMENTS WITHIN THE FEDERAL TRIANGLE**

*Recommended and Strongly Endorsed*

This project involves design of roadway and streetscape improvements along 10<sup>th</sup> Street, NW in the Federal Triangle. The project goals are to enhance the transportation operations and pedestrian quality of the existing bus terminal and improve connections between downtown and the National Mall.

*This is a new project in this FYs 2008-2013 program.*

**Affected Agencies:** General Services Administration, DC Office of Planning and Department of Transportation, U.S. Department of Justice and the U.S. Treasury, Internal Revenue Service, and Washington Metropolitan Area Transportation Authority.

**Lead Agency:** NCPC and Washington Metropolitan Area Transportation Authority.

**Support Agencies:** Commission of Fine Arts and all affected agencies.

### **MARYLAND AVENUE SW CORRIDOR IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project involves development of design guidance and an environmental impact analysis for redevelopment opportunities along Maryland Avenue, SW.

*This is a new project in this FYs 2008-2013 program.*

**Affected Agencies:** General Services Administration, Washington Metropolitan Area Transportation Authority, DC Departments of Planning and Transportation, the U.S. Department of Agriculture, the U.S. Postal Service, U.S. Department of Transportation, the National Park Service, the Smithsonian Institution and the U.S. Capitol.

**Lead Agency:** General Services Administration.

**Support Agencies:** NCPC, Commission of Fine Arts, and all affected agencies.

### **FREIGHT RAILROAD REALIGNMENT NEPA STUDIES**

*Recommended and Strongly Endorsed*

To advance the CSX Freight Railroad Realignment effort, a full National Environmentally Policy Act (NEPA) evaluation must be undertaken. This study will build on the conclusions of the 2007 Freight Railroad Realignment Feasibility Study and will provide further analysis and outreach on alternative alignment locations and impacts. The result will be more detailed conclusions on realigning this stretch of rail and a more detailed evaluation of its costs and benefits.

*This is a new project in this FYs 2008-2013 program.*

**Affected Agencies:** Metropolitan Washington Council of Governments, local governments and organizations in the District of Columbia, Maryland and Virginia.

**Lead Agency:** Federal Railroad Administration.

**Support Agencies:** NCPC, Department of Homeland Security, District of Columbia Department of Transportation, State of Maryland Department of Transportation, Commonwealth of Virginia Department of Rail and Public Transit.

### **DC CIRCULATOR SYSTEM IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project calls for completing the implementation of the Circulator, including the development of all necessary roadway and sidewalk improvements and support facilities. NCPC, the Downtown DC Business Improvement District, the District Department of Transportation, and WMATA started the implementation phase for the Circulator after completing an implementation study in July 2003. The service serves as a convenient supplement to the Metrorail and Metrobus system for visitors and workers throughout the monumental core and surrounding urban area. The service conveniently transports visitors among the attractions concentrated in the monumental core and the services located in the surrounding urban area. (See page 18 for additional information.)

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Lead Agencies:** NCPC, Downtown DC Business Improvement District, the District Department of Transportation, and WMATA.

**Comment:** The Circulator began operating on July 10, 2005. The initial two routes were a north-south service that runs from the Washington Convention Center to the Southwest Waterfront and an east-west service that runs from Union Station to Georgetown along Massachusetts Avenue and K Street. A third east-west route was added to the system in March 2006, providing service along the National Mall between 4th Street and 17th Street. Additional routes are under study.

### **MOBILITY, PARKING, AND SECURITY IMPACT STUDIES**

*Recommended and Strongly Endorsed*

This project calls for a comprehensive parking and traffic study to identify and fund mitigation strategies for decreased circulation due to security measures. Potential studies include, but are not limited to: an impact study on the removal of a parking and traffic lane from Independence Avenue; an impact study on the removal of a parking lane at the Southwest Federal Center and the West End; a centralized parking study for the Southwest Federal Center; a transit study for bus operations; and a tunnel feasibility study to improve access through President's Park.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Lead Agencies:** NCPC, Federal Highway Administration (Eastern Federal Lands Division), and the D.C. Department of Transportation.

### **KENNEDY CENTER PLAZA PROJECT**

*Recommended and Strongly Endorsed*

This project calls for planning and constructing highway, pedestrian, vehicular, and bicycle access to the John F. Kennedy Center for the Performing Arts. The preparation of environmental documentation is part of this project. Improvements include a formal public plaza that spans the Potomac Freeway and connects the Kennedy Center to E Street, NW; 25th Street, NW; and other points north and south of the Center, which integrates it more fully into the District of Columbia's street grid and West Potomac Park. A connection to the adjacent Potomac River waterfront is also part of planned improvements. This project will reflect extensive public involvement (i.e., public/agency meetings, public hearings) and will enhance access to the Kennedy Center by creating a continuation of the monumental core's street and visual patterns. The project cost for FY 2006-2011 was estimated at \$235,000,000.

*This project was first submitted by NCPC in the FYs 2003-2008 program.. The project was first submitted by FHWA in the FYs 2004-2009 program.*

**Comment:** This project was first conceived in NCPC's 1997 Legacy Plan. The proposed Kennedy Center Plaza has been identified as a Prime Site for new memorials and museums in the *Memorials and Museums Master Plan*, released by the Commission in 2001.

At its meeting on June 3, 2004, NCPC approved the concept site and building plans for the access improvements, plaza, and buildings.

On August 1, 2005, the Kennedy Center announced that it was postponing plans for the plaza indefinitely, after funding for the project was not included in the transportation bill passed by Congress in July 2005.

### **NEW FREDERICK DOUGLASS MEMORIAL BRIDGE**

*Recommended and Strongly Endorsed*

This project involves the design and construction of a new Anacostia River bridge, including both northern and southern bridge approaches and associated public open space. The estimated cost of replacing the Frederick Douglass Memorial Bridge (I-695 to Firth Sterling Avenue) is \$270 million. Rehabilitation work on the existing bridge to ensure the safety of the traveling public until the bridge is replaced is currently underway. Environmental studies for the replacement structure are currently being conducted, with review in FY 2007. Design of the new bridge will take place in FY 2008-2010, with construction scheduled from FY 2010-2013.

The bridge currently carries five lanes of traffic over the river between South Capitol Street and the Anacostia Freeway, Suitland Parkway, and points south and east. Built in 1941, it was last rehabilitated in 1976, and currently has a sufficiency rating of 50, which means that its structural adequacy, safety, serviceability, and function are seriously compromised. Trucks have been restricted from the outside travel lanes in both directions. The main superstructure—made of steel—is afflicted with areas of severe rusting, section loss, and paint failure. Finally, the drainage system is failing.

The Frederick Douglass Memorial Bridge is the southern portal to Capitol Hill, which connects the major regional freeways of I-395 and I-295 linking Maryland and neighborhoods east of the Anacostia River with downtown Washington. The bridge is one of the most important pieces of the Anacostia Waterfront Initiative—a multi-jurisdictional effort to revitalize the Anacostia waterfront. Improving the character, connectivity, safety, and multi-modal nature of the bridge and the South Capitol Street corridor is a vital piece of the planned improvements in this area. A new Frederick Douglass Memorial Bridge will complement similar improvements contemplated for the 11th Street Bridges and along the waterfront.

*This project was first submitted by NCPC in the FYs 2005-2010 program.*

**Comment:** In 2003, at the request and funding of Congress, the District of Columbia Department of Transportation transmitted to Congress the South Capitol Gateway Corridor Improvement Study. In June 2004, the Mayor of the District of Columbia and the Department of Transportation, along with other district and federal officials, signed an agreement to rebuild the Frederick Douglass Memorial Bridge. (See the South Capitol Street Reconstruction and South Capitol Street Waterfront.) On May 8, 2006, a cooperative agreement was signed to conduct an Environmental Impact Study to rebuild the bridge.

### **SOUTH CAPITOL STREET RECONSTRUCTION**

*Recommended and Strongly Endorsed*

This project calls for redesigning and reconstructing South Capitol Street between Washington Avenue and the new Frederick Douglass Memorial Bridge as a great avenue and grand entry to the monumental core of the nation's capital. Improvements will result in a surface roadway accommodating existing and future vehicular traffic demands and pedestrian movement while also providing open space and pedestrian amenities along its length. As envisioned, the plan calls for development of an oval traffic rotary with a green commons and space for a memorial and civic art, where the new bridge intersects with South Capitol Street and Potomac Avenue. The plan includes development of a new South Capitol Street waterfront gateway park on the Anacostia River with space for a new museum, performing arts, or other cultural facility, or major memorial on the axis of South Capitol Street. Building on the momentum of the new baseball stadium and bridge, the plan identifies opportunities for new housing, office, and retail development and would connect this area with the National Mall and rest of the city. (See page \_\_\_ for additional information.)

*This project was first submitted by NCPC in the FYs 2002-2007 program.*

### **SOUTH CAPITOL STREET WATERFRONT PARK**

*Recommended and Strongly Endorsed*

NCPC's South Capitol Street vision and framework plan envisions the development of a new waterfront gateway park located at the foot of the new Frederick Douglass Memorial Bridge between the proposed oval traffic rotary and commons and the Anacostia River. The plan identifies the opportunity to locate a possible new museum or other cultural facility or a major memorial on the axis of South Capitol Street within this park.

The plan includes three scenarios to bring this vision of creating a spectacular new address for South Capitol Street to life.

- The central memorial alternative: a major memorial and smaller civic art in the common and an amphitheater or other active public space on the waterfront.
- The waterfront memorial alternative: a major memorial on the Anacostia River and smaller civic art or memorials and major public gatherings and events on the commons,
- The major cultural facility alternative: significant performing arts, museum, or other cultural facility at the waterfront terminus and a major memorial and civic art in the commons.

*This project was first submitted by NCPC in the FYs 2006-2011 program.*

**Comment:** In its September 2001 *Memorials and Museums Master Plan*, NCPC identified this area as a 'prime site' for the future location of a memorial or museum of national significance. In addition, in 2005 NCPC developed a concept for locating the Washington Maritime Heritage Center in this waterfront park. The U.S. Navy Museum would relocate from the Washington Navy Yard to the center and the facilities and programs for the National Maritime Heritage Foundation would be developed as components of the private mixed-use development of the waterfront.

## Security Projects

In response to the installation of ad-hoc, unsightly, and uncoordinated security measures throughout the monumental core, NCPC—working in conjunction with numerous federal agency partners—prepared *Designing for Security in the Nation's Capital*, which contains recommendations for designing security measures throughout the monumental core. NCPC adopted this report on November 1, 2001. Following the report's recommendations, the Commission adopted *The National Capital Urban Design and Security Plan* on October 3, 2002. The plan promotes perimeter building security that protects employees, visitors, and federal functions and property from the threat of bomb-laden vehicles while creating livable, accessible streets that reflect the democratic principles inherent in the layout of the nation's capital. The plan recommends security in the context of a citywide program of streetscape enhancements and public realm beautification rather than separate, incoherent, and redundant systems of security components. The plan includes conceptual design approaches for projects and makes recommendations for their efficient and cost-effective implementation.

Successful implementation of the National Capital Urban Design and Security Plan prevents security solutions from having negative impacts on commerce and economic activity. In addition, it requires a coordinated effort between neighboring agencies and the District of Columbia (in particular, the District Department of Transportation, which programs public space within the District). Through a well-coordinated approach to planning, designing, and constructing streetscape projects, as identified in the plan, implementation of federal perimeter security will be more efficient and cost effective, capitalizing on economies of scale, mass production, and centralized administration.

NCPC recommends that the following projects identified in *The National Capital Urban Design and Security Plan* be included in the agency budgets as soon as fiscal and budgetary conditions permit.

### **PENNSYLVANIA AVENUE (3<sup>RD</sup> TO 15<sup>TH</sup> STREETS AND FEDERAL TRIANGLE, NW) PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of designing and constructing perimeter security streetscape components that include a hardened landscape solution (bollards and plantings), a variety of special bollards, benches, guardhouses, and plinth walls.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies:** Department of Commerce, Department of Justice, Federal Trade Commission, Internal Revenue Service, Interstate Commerce Commission/Customs Service, National Archives and Records Administration, National Gallery of Art (West Wing), National Museum of American History, National Museum of Natural History, GSA, NPS, and the Federal Reserve Board.

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** GSA, Smithsonian Institution, and affected agencies (listed above).

**Comment:** The south side portion of Constitution Avenue between 3rd Street and 15th Street, NW is included in the Smithsonian Institution's project to "Construct/Install Anti-Terrorism Protection." The north side of Constitution Avenue will be included in the Federal Triangle and Pennsylvania Avenue (3rd to 15th Streets, NW) project.

### **FEDERAL BUREAU OF INVESTIGATION PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project involves designing and constructing perimeter security streetscape improvements consisting of hardened street furniture.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Lead Agency:** Federal Highway Administration, Eastern Federal Lands Division.

**Support Agencies:** Federal Bureau of Investigation and GSA.

**CONSTITUTION AVENUE (3RD TO 15TH STREETS, NW) PERIMETER SECURITY AND STREETScape IMPROVEMENTS**

*Recommended and Strongly Endorsed*

This project consists of enhancing key civic spaces and designing and constructing perimeter security for streets within and surrounding the Federal Triangle, including Pennsylvania Avenue. Improvements will consist of paving and plaza amenities; a variety of special bollards and guardhouses; trees; and custom-designed civic spaces. Hardened street furniture—including benches, lighting, drinking fountains, trash receptacles, planters, and bus shelters—also will help to secure the area. The project will include mitigation for impacts to the transportation system.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Affected Agencies:** Department of Commerce, Department of Justice, Environmental Protection Agency, Federal Trade Commission, Internal Revenue Service, National Archives and Records Administration, National Gallery of Art, NPS, Interstate Commerce Commission, U.S. Agency for International Development, GSA, Interstate Commerce Commission/U.S. Customs Service, and U.S. Postal Service.

**Lead Agencies:** Federal Highway Administration, Eastern Federal Lands Division; GSA.

**Support Agencies:** NPS and affected agencies (listed above).

## *Commission Submitted Projects: Recommended for Future Programming*

This category includes projects that have not been submitted by federal agencies but that the Commission believes should be submitted by other agencies for future programming to advance and implement NCPC and/or local planning policies; planning initiatives identified in the Comprehensive Plan; identified federal interests and objectives; federal agency system plans; master plans for individual installations; or NCPC-approved site and building plans. Projects in this category may or may not currently be recommended in NCPC plans and could be conceptual in nature.

### **ADDRESS URGENT CAPITAL PRIORITIES OF THE METRO SYSTEM AND EXPAND CAPACITY OF METRORAIL**

#### *Recommended for Future Programming*

This project supports adequate funding for urgent capital priorities of the WMATA, which is experiencing a looming fiscal crisis that is adversely affecting the regional bus and rail transit system. Increased crowding and decreased reliability could drive commuters back into their cars and onto the region's already congested roadways—actions that would worsen an already severe regional air pollution level. In order to meet projected passenger demand, the project calls for the purchase of additional rail cars, and the design and construction of capacity improvements to rail stations, power supplies, and other equipment.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC's 1997 *Legacy Plan* supports the expansion of Metrorail. In addition, the Commission's *Comprehensive Plan for the National Capital: Federal Elements* promotes the federal government's cooperation with local authorities in completing and extending Metrorail; encourages the provision of public transportation to areas of the region with high numbers of transit-dependent federal employees; and promotes transit to federal visitor and tourist attractions.

At its meeting on April 1, 2004, NCPC adopted a resolution that summarizes the current issues facing Metro; the future projected WMATA budget deficit; the importance of the Metro system to the federal government and the region; and the need to increase WMATA's budget to maintain the Metro system in the future. Specifically, the resolution:

- Recognizes the major role the Metro system plays in the "health" of the Washington metropolitan area economy and in improving the operational efficiency of the federal government.
- Endorses the need for a renewed partnership between the federal, state, and local governments to meet WMATA's funding needs, preserve the WMATA mass transit system, and allow for it to adequately meet the growing ridership needs in the region.
- Encourages robust federal surface transportation reauthorization legislation, separate federal funding for WMATA, and committed state and local support to address WMATA's urgent capital priorities.

**Federal Interest:** It is in the best interest of the federal government to encourage employees to use transit in order to reduce demand on the region's limited roadway capacity. The current levels of traffic congestion and poor air quality degrade federal employees' quality of life and impact the federal government's ability to conduct business.

### **ROOSEVELT BRIDGE REHABILITATION**

#### *Recommended for Future Programming*

This project calls for designing and constructing improvements to the Roosevelt Bridge, which carries Interstate 66 between Virginia and the District of Columbia. Improvements should either replace the bridge with a new space or extend the life of the existing bridge. The bridge's capacity can be increased with additional vehicle travel lanes, exclusive transit lanes, and improved bicycle lanes connected to bicycle trails. This project should be coordinated with the Kennedy Center Plaza Project.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*



### **HIGH SPEED RAIL TO BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT**

*Recommended for Future Programming*

NCPC supported the concept of providing direct rail service to Baltimore-Washington International Airport in its 1997 Legacy Plan. Providing rapid rail service between Washington and cities along the Northeast corridor is a stated goal in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** The design and construction of a maglev (magnetic levitation train) demonstration project between Camden Yards in Baltimore, Maryland, and Union Station in Washington, D.C.—with service to Baltimore-Washington International Airport—has been under study since 1994. Preliminary studies indicate that the project would serve between 20,000 and 40,000 trips per day, even with continued Amtrak service in the corridor. It would provide residents and visitors to Washington with a second airport only 15 minutes from Union Station and reduce pressure on Ronald Reagan Washington National Airport, which is operating at capacity with rationing of gate slots. The project is visualized as the initial stage of a high-speed maglev system that would serve the entire Northeast Corridor between Boston, MA, and Charlotte, NC. Currently, the Federal Railroad Administration has funded an EIS for this project, and is considering whether to proceed to the design phase.

### **DULLES CORRIDOR RAPID TRANSIT PROJECT**

*Recommended for Future Programming*

This project calls for the extension of Metrorail in an exclusive right-of-way between the existing Metrorail Orange Line (between East and West Falls Church stations) and eastern Loudoun County, Virginia via Tysons Corner, Reston/Herndon, and Washington Dulles International Airport. The draft EIS, completed in FY 2002, recommends Metrorail as the Locally Preferred Alternative. The final EIS, released in December 2004, informs decision makers and the public about the selection of the Metrorail extension and the potential consequences of implementing the proposed extension in the corridor. On March 2, 2005, the Federal Transit Administration (FTA) issued a Record of Decision for the project. The Record of Decision describes the basis of the decision in selecting the Locally Preferred Alternative, identifies the alternatives that were considered, and summarizes the mitigation measures that will be implemented to address the project's adverse environmental impacts. The Federal Aviation Administration issued a separate Record of Decision on July 12, 2005, related to the use of airport property for the Metrorail extension. An Environmental Assessment, released in February 2006, informs decision makers of design refinements to the project incorporated during preliminary engineering.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

### **LIGHT RAIL PROJECTS IN THE DISTRICT OF COLUMBIA, VIRGINIA, AND MARYLAND**

*Recommended for Future Programming*

NCPC's *Comprehensive Plan for the National Capital: Federal Elements* recommends planning and implementing regional transportation systems—operated by state and local governments and other authorities—that accommodate the transportation requirements of federal facilities, including employee, visitor, and service needs. This project calls for various rail projects that complement the existing regional transit system, including the Inner Purple Line in Montgomery and Prince George's Counties in Maryland; a trolley system in the District of Columbia; and light rail in the Route 1 Corridor in Arlington County and the City of Alexandria in Virginia.

As part of its trolley system, the District of Columbia developed the Anacostia Corridor Demonstration Project. As originally conceived, the project was a six-stop, modern streetcar service designed to travel along a 2.7-mile of unused CSX right-of-way adjacent to the neighborhoods of Fairlawn, Anacostia, and Barry Farm. However, difficulties negotiating a satisfactory agreement for the purchase and/or use of the CSX Shepard Industrial Spur right-of-way have prompted consideration of an alignment that uses city streets. The proposed street-running alignment serves the same communities as the original plan, and it provides an opportunity to identify additional stop locations along the proposed route.

*This project first was submitted by NCPC in the FYs 2004-2009 program.*

#### **DEVELOP A NEW FOREIGN MISSIONS CENTER**

*Recommended for Future Programming*

This project consists of the development of a new foreign missions center to accommodate the future location of chanceries within the District of Columbia. Specifically, the project includes the planning, design, and implementation of a new center. Planning includes the preparation of feasibility studies, site identification and analysis, development strategies, cost estimates, and the identification of funding sources. Development could include partnerships with other public entities and/or public-private partnering. Design includes programming, site planning, the design of infrastructure, and the preparation of cost estimates and construction phasing. Implementation includes land acquisition and/or lease commitments and the construction of required infrastructure improvements.

*This project first appeared in the FYs 2005-2010 Program.*

**Comment:** In 1968 the International Center Act established a 47-acre International Chancery Center (ICC) where foreign missions and international organizations could lease federal land from the United States government. All of the properties in the ICC have been leased. The ICC has proven effective in accommodating large foreign missions that relocated due to increasing facilities requirements. As security requirements increase, the appeal of locating in a center also has increased. NCPC's 2003 report, *Foreign Missions in the District of Columbia Future Location Analysis* advanced a new center model—more dense and urban in character than the current ICC—appropriate for future requirements and private site development opportunities within redeveloping areas of the city. More specifically, the report recommends the preparation of a feasibility study for a new foreign missions center or centers. The State Department is currently working on plans to develop a new foreign missions center at the Walter Reed Army Medical Center site.

#### **FUTURE SITE ACQUISITIONS FOR MEMORIAL AND MUSEUM USES**

*Recommended for Future Programming*

This project seeks to advance NCPC's *Memorials and Museums Master Plan* by studying the feasibility of acquiring or preserving specific sites or parcels identified within the Master Plan. This could be accomplished by leveraging public and private funds and partnering with other governmental agencies and private organizations.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC first introduced this concept in its 1997 *Legacy Plan*.

#### **PLAN AND DESIGN TO DECK-OVER AND REMOVE PORTIONS OF THE SOUTHEAST/SOUTHWEST FREEWAY**

*Recommended for Future Programming*

This project consists of developing plans to remove portions of the Southeast/Southwest Freeway in the District of Columbia and replacing lost capacity via the surface street grid. This project also includes developing plans to deck-over other portions of the freeway and reconnect the surface-level street system. The freeway forms a physical and visual barrier between neighborhoods and the waterfront and limits the potential for urban revitalization.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** This project was first conceived in NCPC's 1997 *Legacy Plan*. Currently, multi-agency studies to improve South Capitol Street and the Anacostia waterfront that are underway include the possibility of removing portions of the Southeast/Southwest Freeway between the Anacostia River and South Capitol Street. Another study should be developed to examine the possibility of removing the freeway portion between South Capitol Street and the 14th Street Bridge.

### **FORT CIRCLE PARKS SYSTEM**

*Recommended for Future Programming*

Complete development of the Fort Circle Parks System as soon as possible to create a ring of Civil War fort parks and connecting greenways as described in the McMillan Plan. Acquire the necessary interest in lands to provide for a continuous trail to protect the park-like environment of the system, and to preserve the important scenic, historic, and natural elements and panoramic views of the Civil War forts. Community-oriented recreational opportunities, interpretation of the fort sites, and a well-delineated connecting trail in a park-like setting should be provided throughout the system.

*This project was first submitted by NCPC in the FYs 1987-1991 program.*

**Comment:** Enhancing the Fort Circle Parks System is a policy adopted in the *Comprehensive Plan for the National Capital: Federal Elements*. NCPC has partnered with NPS and the District of Columbia's Department of Parks and Recreation and Office of Planning to complete and implement strategy for all parks and open spaces within Washington, D.C. Strategies to complete the recommendations of this project will be developed within this planning effort.

### **IMPROVE PEDESTRIAN LINKAGES BETWEEN NATIONAL MALL ATTRACTIONS AND THE ANACOSTIA AND POTOMAC RIVER WATERFRONTS**

*Recommended for Future Programming*

This project includes studying, planning, and developing pedestrian linkages between visitor attractions on and near the National Mall with development along the Anacostia and Potomac Rivers. As initially proposed by NCPC's 1997 Legacy Plan, connections to the Southwest Waterfront and connections from East and South Capitol Streets to the Anacostia River should be considered for future monumental core-related activities.

*This project was first submitted by NCPC in the FYs 1995-1999 program.*

**Comment:** This concept was first proposed in NCPC's 1997 Legacy Plan. The Legacy Plan called for making greater use of the Anacostia River's waterfronts and shorelines and connecting these areas to the adjacent surrounding communities and neighborhoods. The portion of this concept along the Anacostia River is now a part of what is currently called the Anacostia Waterfront Initiative (AWI), the framework plan for revitalizing the District's waterfront areas. The District of Columbia, through the newly created Anacostia Waterfront Corporation, is implementing projects developed within AWI, including a riverwalk multi-use trail that provides a safe and convenient means to access the Anacostia waterfront and enjoy Anacostia Park.

The Trail and its connecting points would extend along the east side of the Anacostia River from the Washington Navy Yard to Benning Road, and on the west side of the Anacostia River from the Anacostia Naval Station to the Bladensburg trail in Prince George's County, Maryland. The overall Trail is divided into three design sections:

- Section 1 – Includes all portions of the trail east of the Anacostia River from the Anacostia Naval Station at the south end to Benning Road at the north.
- Section 2 – Includes all portions of the trail west of the Anacostia River from the Washington Navy Yard at the south to Benning Road at the north.
- Section 3 – Includes all portions of the trail east of the Anacostia River from Benning Road to the Bladensburg Trail in Prince George's County, Maryland.

At its January 6, 2005, meeting, NCPC approved the concept site development plans for the Anacostia Riverwalk Multi-use Trail. At its June 2, 2005, meeting NCPC approved the preliminary and final site development plans for the Anacostia riverwalk multi-use trail section 2, west of the Anacostia River.

#### **WEST POTOMAC PARK SEAWALL REPAIR**

*Recommended for Future Programming*

Repair the deteriorating seawalls, particularly in the vicinity of the Lincoln Memorial.

*This project first was submitted by NCPC in the FYs 1985-1989 program.*

#### **REGIONAL "BLUE TRAIL" SYSTEM**

*Recommended for Future Programming*

This project calls for the development of a "blue trail" for paddle and rowing crafts on or within the NCR's waterways. The trail would incorporate appropriate signage and landing facilities along the Potomac and Anacostia Rivers, especially in those areas where key destinations are located on or near the rivers' edges (e.g., National Arboretum, Kenilworth Aquatic Gardens, and the Navy Yard Historical Museum).

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC's *Comprehensive Plan for the National Capital: Federal Elements* encourages the development of rowing activities and related support facilities as the region's river water quality improves.

#### **REGIONAL PARK SYSTEM**

*Recommended for Future Programming*

This project seeks to protect or acquire, in coordination with local jurisdictions, a connected outer ring of major open spaces at the region's periphery that link new and existing local properties with federal properties. This will provide a varied zone that encompasses continuous wildlife habitats, local recreational amenities, and federal research and training areas.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** The development of a comprehensive open space system throughout the region is a stated goal in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

#### **REGIONAL VISITOR CENTER AND INFORMATION KIOSKS**

*Recommended for Future Programming*

This project explores opportunities for an easily accessible and comprehensive visitor orientation/information center at a prominent location in the monumental core. The center would provide visitors with information on regional attractions and the development and history of Washington, D.C. as the nation's capital. The proposal also calls for locating supplemental information kiosks and/or smaller centers at highly visited areas throughout the region (including major transportation centers and federal and local attractions).

*This project was first submitted by the Commission in the FYs 2004-2009 program.*

**Comment:** The development of a comprehensive visitor center in the monumental core—as well as supplemental information kiosks throughout the region—are stated goals in NCPC's *Comprehensive Plan for the National Capital: Federal Elements*.

#### **TOUR BUS PARKING FACILITY**

*Recommended for Future Programming*

In cooperation with the District of Columbia government, this project calls for developing a comprehensive understanding of tour bus operations and travel patterns in the District of Columbia and the problems inherent in those operations. The project involves developing an accompanying strategic tour bus management plan which outlines operational and facility solutions that benefit visitors, residents, business owners, the tour and conventions industries, and the city and federal governments alike. Finally, the project would call for designing and constructing a central tour bus parking facility to serve federal attractions near the National Mall.

*Proposed Draft Federal Capital Improvements Program FYs 2008-2013  
June 7, 2007*

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Lead Agency:** U.S. Department of Transportation.

**Support Agencies:** NCPC, D.C. Department of Transportation, Washington Convention and Tourism Corporation, Downtown D.C. Business Improvement District, Office of D.C. Councilmember Sharon Ambrose, and NPS.

**Comment:** In October 2003, the U.S. Department of Transportation released the District of Columbia Tour Bus Management Initiative Final Report. The report, a preliminary feasibility analysis, contains an analysis of potential sites for tour bus parking facilities within the District of Columbia. The report suggests that providing a conservative supply of structured parking spaces in one or more central locations within the District of Columbia may be a financially viable option. Another option is providing surface parking in areas at the periphery of the District to address a substantial share of the demand for tour bus parking spaces.

At its meeting on February 3, 2005, NCPC approved the concept design plans for an Interim Parking Lot at the former Washington Convention Center that will accommodate tour bus parking until new development occurs on the site. At its April 7, 2005 meeting, NCPC approved preliminary and final site and building plans for the Interim Parking Lot. A permanent site for the tour bus parking facility has not been identified.

### **WATER TAXI SYSTEM**

*Recommended for Future Programming*

This project supports the study and implementation of a water taxi system with landings along both sides of the Anacostia and Potomac River waterfronts. As envisioned, the system would serve existing active waterfront areas and planned development associated with the Anacostia Waterfront Initiative; the South Capitol Street development plan; the redevelopment of the Southwest Waterfront at Maine Avenue; access improvements at the Kennedy Center; and development of a new waterfront park in Georgetown. The system should supplement the existing transportation system by giving commuters and visitors an alternative transportation mode.

*This project was first submitted by NCPC in the FYs 2004-2009 program.*

**Comment:** NCPC first introduced this concept in its 1997 *Legacy Plan*.

### **DEVELOP WATERFRONT PARKS**

*Recommended for Future Programming*

This project calls for developing plans—consistent with security requirements and current planning efforts—that improve public parks along the waterfronts of the Washington Navy Yard, Anacostia Annex, Bolling Air Force Base, the Naval Research Laboratory, Fort McNair, and Anacostia Park. Also associated with this project is the Riverwalk Multi-use Trail that provides a safe and convenient means to access the Anacostia waterfront and enjoy Anacostia Park.

*This project was first submitted by NCPC in the FYs 1981-1985 program.*

### **CONVERSION OF THE DEPARTMENT OF AGRICULTURE BUILDING ON THE NATIONAL MALL TO A PUBLIC USE**

*Recommended for Future Programming*

Undertake a study to determine the possibility of creating a more public use of the current Department of Agriculture Headquarters Building that is appropriate to its National Mall location. Consider the adaptive reuse of the building to a Museum of American Agriculture that highlights the accomplishments of U.S. agricultural progress and contributions to the world.

*This project first appeared in the FYs 1987-1991 program.*

**FEDERAL TRIANGLE LIGHTING**

*Recommended for Future Programming*

Extend the architectural lighting treatment –currently proposed for installation on the exterior of the Main Justice Building – to the remaining buildings along Constitution Avenue, including the rest of the Federal Triangle frontages.

*This project was first submitted by NCPC in the FYs 1992-1996 program.*

**LAFAYETTE BUILDING EXTERIOR REFINISHING**

*Recommended for Future Programming*

Refinish the plain brick exterior walls of the Veterans Affairs Central Office Building on Vermont Avenue that face the interior of the block and are highly visible from Lafayette Square and the White House. Such refinishing should be substantially similar in style and materials to the finish of the existing exterior walls that face Vermont Avenue and I Streets, NW.

*This project was first submitted by NCPC in the FYs 1992-1996 program.*

**BOUNDARY MARKERS FOR THE NATION'S CAPITAL**

*Recommended for Future Programming*

This project calls for repairing and maintaining the 40 boundary markers that were placed in the nation's capital in 1791 and 1792.

*This project was first submitted by NCPC in the FYs 1981-1985 program.*

# District of Columbia

The FCIP for FYs 2008-2013 contains a total of 82 proposed projects within the District of Columbia. Of this total, 48 have been submitted to NCPC by other agencies. NCPC has submitted an additional 34 projects and recommends these for future programming.

The estimated total cost of the 82 recommended projects for FYs 2008-2013 is \$2,541,754,000. NCPC *strongly endorses* 25 of these projects and considers them critical to strategically advancing and implementing significant Commission and local planning policies and initiatives as well as other important federal interests. NCPC *further recommends* 57 projects that are in conformance with Commission and local plans and planning policies.

Of the 34 projects that NCPC submitted and recommended for future programming, the Commission *strongly endorses* 13 as critical to advancing significant Commission and local planning policies and initiatives as well as other important federal interests. NCPC recommends that the appropriate agencies program these projects in their budgets as soon as fiscal and budgetary conditions permit. The Commission further suggests that the remaining 21 projects, which are recommended for future programming, be added to the appropriate agencies' budgets as soon as fiscal and budgetary conditions permit.

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### Budget Estimates (000 of Dollars)

	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
District of Columbia Total	952,226	532,324	522,601	908,176	252,933	171,766	153,954	2,541,754

Fiscal years may not add to the FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

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# District of Columbia

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## DEPARTMENT OF AGRICULTURE

### U.S. National Arboretum

Administration Building Modernization	906	13,694	0	0	0	0	0	13,694
Asian Valley Paths Renovation	0	137	1,587	0	0	0	0	1,724
Azalea Paths Renovation	75	1,545	0	0	0	0	0	1,545
Bladensburg Road Entrance	1,100	8,500	0	0	0	0	0	8,500
Chinese Garden	240	8,860	0	0	0	0	0	8,860
Education and Visitor Center	0	700	33,500	0	0	0	0	34,200
Ellipse Area Development	0	540	0	0	0	0	0	540
Events Pavilion	0	594	0	0	0	0	0	594
Fern Valley Native Plant Garden	75	303	0	0	0	0	0	303
Greenhouse Complex Renovation	4,673	2,327	0	0	0	0	0	2,327
Hickey Run Pollution Abatement Project	2,237	1,003	0	0	0	0	0	1,003
Lab/Office Facility	0	2,100	0	0	0	0	0	2,100
Storm Water Management Project	0	350	1,500	1,500	0	0	0	3,350
<b>Subtotal</b>	<b>9,306</b>	<b>40,653</b>	<b>36,587</b>	<b>1,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78,740</b>

### USDA Headquarters

Ag. South Bldg. Modernization	119,233	14,148	46,350	46,350	46,350	46,350	46,350	245,898
Perimeter Security	385	0	7,000	7,600	0	0	0	14,600
<b>Subtotal</b>	<b>119,618</b>	<b>14,148</b>	<b>53,350</b>	<b>53,950</b>	<b>46,350</b>	<b>46,350</b>	<b>46,350</b>	<b>260,498</b>
<b>Total in District of Columbia</b>	<b>128,924</b>	<b>54,801</b>	<b>89,937</b>	<b>55,450</b>	<b>46,350</b>	<b>46,350</b>	<b>46,350</b>	<b>39,238</b>

## DEPARTMENT OF THE AIR FORCE

### Air Force District of Washington, Bolling Air Force Base

Communication Frame Facility	0	2,350	0	0	0	0	0	2,350
Force Protection South Gate	75	0	632	7,855	0	0	0	8,487
<b>Total in District of Columbia</b>	<b>75</b>	<b>2,350</b>	<b>632</b>	<b>7,855</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,837</b>

## DEPARTMENT OF THE ARMY

### Military District of Washington, Fort McNair

Joint Forces Headquarters, NCR	0	0	0	0	2,000	18,500	0	20,500
Modernize IAD College	0	0	900	9,100	0	0	0	10,000
Modernize MP Barracks, Bldg. 48	0	0	0	0	700	6,600	0	7,300
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>900</b>	<b>9,100</b>	<b>2,700</b>	<b>25,100</b>	<b>0</b>	<b>37,800</b>

### U.S. Army Corps of Engineers

Flood Control Project	3,097	0	4,103	0	0	0	0	4,103
<b>Subtotal</b>	<b>3,097</b>	<b>0</b>	<b>4,103</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,103</b>

The following project is funded primarily from private funds, not funds appropriated by the federal government.

### Armed Forces Retirement Home

Construct Long-Term Care Building	0	0	26,400	0	0	0	0	26,400
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Proposed Draft Federal Capital Improvements Program FYs 2008-2013  
June 7, 2007

Army Total 3,097 0 5,003 35,500 2,700 25,100 0 68,303

## GENERAL SERVICES ADMINISTRATION

Internal Revenue Service Bldg.	52,171	0	0	17,160	0	53,430	0	70,590
Commerce, Herbert C. Hoover Bldg.	16,900	121,600	0	160,300	0	0	0	281,900
Department of the Interior Bldg	104,926	0	35,950	37,370	0	0	0	73,320
E. Barrett Prettyman U.S. Courthouse	0	0	100,160	74,506	0	0	0	174,666
Eisenhower E.O. B. Modernization	232,705	0	65,846	0	0	0	0	65,846
Federal Office Building 10A	0	0	21,600	0	0	0	0	21,600
Federal Office Building 8	190,402	0	0	0	0	0	0	0
Federal Trade Commission Bldg.	0	7,200	0	50,000	0	0	0	57,200
Forrestal Building	0	12,000	0	100,000	0	0	0	112,000
GSA, National Office Building	13,000	0	0	0	0	0	0	0
GSA, Regional Office Building	11,160	0	0	0	0	0	0	0
HOTD Steam Distribution	2,000	0	0	0	0	0	0	0
Hubert Humphrey Building	0	67,866	0	0	0	0	0	67,866
Internal Revenue Service Bldg.	52,171	0	17,160	0	53,430	0	0	70,590
J.Edgar Hoover Building	0	36,000	0	100,000	0	0	0	136,000
Labor, Frances Perkins Bldg.	0	36,000	0	75,000	0	0	0	111,000
Lafayette Building	8,470	51,780	0	0	0	0	0	51,780
Life and Safety, FOB 10A	419	0	0	0	0	0	0	0
Life and Safety, Francis Perkins	0	0	0	0	0	0	0	0
Life and Safety, HUD	0	0	0	0	0	0	0	0
Life and Safety, IRS	0	0	0	0	0	0	0	0
Life and Safety, J.Edgar. Hoover	0	0	0	0	0	0	0	0
Life and Safety, Postal Square	0	0	0	0	0	0	0	0
Mary E. Switzer Building	89,060	0	0	0	0	0	0	0
National Courts Windows	0	0	0	0	0	0	0	0
Nebraska Avenue Complex (NAC)	0	0	0	0	0	0	0	0
New Executive Office Building	0	10,000	0	100,000	0	0	0	110,000
Remote Delivery Service Center	0	0	0	0	0	0	0	0
Robert C. Weaver Federal Building	0	0	0	10,000	0	0	0	10,000
Saint Elizabeths Modernization	0	0	0	0	0	0	0	0
Southeast Federal Center Remediation	0	0	0	0	0	0	0	0
State, Harry S Truman Bldg.	98,508	0	10,000	0	0	0	0	10,000
Theodore Roosevelt Reheat	0	0	0	0	0	0	0	0
U.S. Coast Guard Headquarters (St. E)	0	0	0	0	0	0	0	0
Wilbur J. Cohen Building	0	0	20,000	0	0	0	0	20,000
<b>Total in District of Columbia</b>	<b>819,721</b>	<b>342,446</b>	<b>270,716</b>	<b>707,176</b>	<b>53,430</b>	<b>0</b>	<b>0</b>	<b>1,373,768</b>

## DEPARTMENT OF HOMELAND SECURITY

### U.S. Coast Guard Station

Construct New Station Building @ Bolling	1,500	2,180	0	0	0	0	0	2,180
<b>Total in District of Columbia</b>	<b>1,500</b>	<b>2,180</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,180</b>

## DEPARTMENT OF THE INTERIOR

### National Park Service

Georgetown Waterfront Park	9,196	0	0	0	0	0	0	0
National Mall Management Plan	743	0	0	0	0	0	0	0
Provide Accessibility to Fords Theater	0	0	0	0	0	0	0	0
Rehab Executive Residence	42,092	5,902	710	0	0	0	0	6,612
Theodore Roosevelt Memorial Rehab.	0	0	0	0	0	0	0	0
<b>Total in District of Columbia</b>	<b>52,031</b>	<b>5,902</b>	<b>710</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,612</b>

## DEPARTMENT OF THE NAVY

### Naval Research Laboratory

Autonomous Research Lab	0	0	24,220	0	0	0	0	24,220
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>24,220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,220</b>

### Washington Navy Yard

Construct New NSM Warehouse	0	0	7,620	0	0	0	0	7,620
Navy Systems Management Activity Reloc.	0	0	46,890	0	0	0	0	46,890
Renovate Building W-200	0	60,000	0	0	0	0	0	60,000
<b>Subtotal</b>	<b>0</b>	<b>60,000</b>	<b>54,510</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>114,510</b>
<b>Total in District of Columbia</b>	<b>0</b>	<b>60,000</b>	<b>86,350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146,350</b>

## SMITHSONIAN INSTITUTION

Anti-Terrorism Protection*	21,825	0	15,200	18,500	25,800	18,300	25,000	102,800
NMNH Revitalization	127,200	27,400	33,000	32,000	33,000	33,000	33,000	191,400
Revitalize NMAH	36,800	13,500	0	0	0	0	0	13,500
Restore Renwick Gallery	0	0	1,000	2,000	25,000	0	0	28,000
Restore Hirshhorn Plaza	0	0	1,000	1,000	20,000	0	0	22,000
Freer Gallery Restoration	0	0	1,000	0	9,000	0	0	10,000
NMAAHC	0	0	2,000	0	0	0	0	2,000
Quadrangle Roof Mech./ Systems	0	0	0	4,000	1,850	64,500	0	70,350

National Museum of African American History and Culture	0	2,000	3,000	11,000	14,000	0	0	30,000
Construct/install Anti-Terrorism Protection*	21,825	8,490	9,800	12,380	18,380	17,455	20,000	86,505
Donald W. Reynolds Center Courtyard Landscaping	0	0	0	0	0	0	5,000	5,000
National Museum of Natural History Revitalization	122,170	25,500	28,700	34,300	33,000	33,000	33,000	187,500
Quadrangle Roof/ Mech. Systems	0	0	0	0	0	0	850	850
Restore Hirshhorn Façade	0	0	730	0	0	7,300	0	8,030
Revitalize National Museum of American History	36,800	1,300	5,200	22,000	26,000	28,000	4,000	86,500
<b>Subtotal</b>	<b>180,795</b>	<b>37,290</b>	<b>47,430</b>	<b>79,680</b>	<b>91,380</b>	<b>85,755</b>	<b>62,850</b>	<b>404,385</b>

### National Zoological Park

Africa Exhibit	0	0	0	1,500	2,500	10,000	10,000	24,000
Asia Trail	58,850	9,000	0	0	0	0	0	9,000
Renew Seal/Sea Lion Facility	0	700	8,500	7,000	13,000	0	0	29,200
<b>Subtotal</b>	<b>58,850</b>	<b>9,700</b>	<b>8,500</b>	<b>8,500</b>	<b>15,500</b>	<b>10,000</b>	<b>10,000</b>	<b>62,200</b>

## DEPARTMENT OF STATE

Blast Resistant Windows	30,400	864	5,379	1,591	32,000	0	20,000	59,834
Security Upgrades, Truman Bldg.	2,375	9,391	944	10,849	11,573	4,561	14,754	52,082
<b>Total in District of Columbia</b>	<b>32,775</b>	<b>10,255</b>	<b>6,323</b>	<b>12,440</b>	<b>43,573</b>	<b>4,561</b>	<b>34,754</b>	<b>111,906</b>

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

Columbia Island EIS	0	1,000	0	0	0	0	0	1,000
National Mall Road Improvements	76,600	2,000	7,000	1,575	0	0	0	10,575
Streetscape Improvment @ Juarez Circle	6,000	4,400	0	0	0	0	0	4,400
<b>Total in District of Columbia</b>	<b>82,600</b>	<b>7,400</b>	<b>7,000</b>	<b>1,575</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,975</b>

<b>Grand Total-District of Columbia</b>	<b>952,226</b>	<b>532,324</b>	<b>522,601</b>	<b>908,176</b>	<b>252,933</b>	<b>171,766</b>	<b>153,954</b>	<b>2,541,754</b>
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# Maryland

The FCIP for FYs 2008-2013 contains a total of 58 proposed projects in Montgomery and Prince George's Counties. All of these projects have been submitted by agencies. The estimated total cost of the 55 projects is \$1,248,650,700 for FYs 2008-2013.

## **MONTGOMERY COUNTY**

Twenty-one projects are located in Montgomery County with an estimated total cost of \$958,400,000 for FYs 2008-2013. NCPC *recommends* twenty projects and considers them in conformance with Commission and local plans and planning policies, and *recommends and strongly endorses* one.

## **PRINCE GEORGE'S COUNTY**

Thirty-four projects are located in Prince George's County with an estimated total cost of \$290,250,700 for FYs 2008-2013. NCPC *recommends* all thirty-four projects and considers them in conformance with Commission and local plans and planning policies.

Budget Estimates (000 of Dollars)

FYs	Prior							Total
	Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	2008-2013
Montgomery County Total	596,349	324,300	52,530	27,060	72,500	281,200	261,000	958,400
Prince George's County Total	2,837	152,718	65,630	39,203	13,400	15,800	3,500	290,251
Maryland Total	599,186	477,018	117,970	66,263	25,900	297,000	264,500	1,248,651

Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

# Montgomery County

Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## GENERAL SERVICES ADMINISTRATION

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
<b>White Oak</b>								
Consumer Products Safety Commission	0	2,000	0	0	0	0	0	2,000
FDA Consolidation	512,149	300,000	0	0	0	0	0	300,000
<b>Total in Montgomery County</b>	<b>512,149</b>	<b>302,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>302,000</b>

## DEPARTMENT OF HEALTH & HUMAN SERVICES

### National Institutes of Health, Bethesda Campus

2nd Floor Addition to In-Vivo NMR Center	0	0	0	0	0	0	6,000	6,000
Animal Research Center	17,300	0	0	0	0	0	220,000	220,000
Building 10 Repair Program	0	0	18,900	16,800	0	0	0	35,700
Building 3 Renovation	0	0	0	0	0	15,000	0	15,000
Building 37 Basement Renovation	0	0	0	0	0	0	14,000	14,000
Complete Fit Out B3-East Labs in CRC	0	2,000	0	0	0	0	0	2,000
Emergency/Back-up Power CIT Data Ctr	0	13,300	0	0	0	9,000	6,000	28,300
Expansion of Cell Process Space, Bldg 10	0	0	5,000	0	0	0	0	5,000
J. E. Porter Neuroscience Ctr II	66,400	0	0	0	0	250,000	0	250,000
Laboratory M, South Quad	0	0	0	0	0	0	3,000	3,000
Laboratory N, South Quad	0	0	0	0	0	2,100	0	2,100
Laboratory P, South Quad	0	0	0	0	0	4,000	0	4,000
New Patient Imaging	0	0	4,000	0	0	0	0	4,000
Northwest Child Care Facility	500	0	0	0	12,500	0	0	12,500
PET C-Good Lab Practices Lab	0	7,000	0	0	0	0	0	7,000
South Quad Parking Facility	0	0	0	0	0	1,100	0	1,100
Zebrafish Research Facility	0	0	0	0	0	0	12,000	12,000
<b>Total in Montgomery County</b>	<b>84,200</b>	<b>22,300</b>	<b>27,900</b>	<b>16,800</b>	<b>12,500</b>	<b>281,200</b>	<b>261,000</b>	<b>621,700</b>

## DEPARTMENT OF THE NAVY

### Naval Surface Warfare Division - Carderock

Research Development Test and Evaluation Support Facility	0	0	0	10,260	0	0	0	10,260
<b>Carderock Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,260</b>

### National Naval Medical Center - Bethesda

Fitness Center National Naval Medical Center	0	0	24,440	0	0	0	0	24,440
<b>National Naval Medical Center - Bethesda Total</b>	<b>0</b>	<b>0</b>	<b>24,440</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,440</b>
<b>Total in Montgomery County</b>	<b>0</b>	<b>0</b>	<b>24,440</b>	<b>10,260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34,700</b>

<b>Montgomery County Total</b>	<b>596,349</b>	<b>324,300</b>	<b>52,340</b>	<b>27,060</b>	<b>12,500</b>	<b>281,200</b>	<b>261,000</b>	<b>958,400</b>
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Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

# Prince George's County

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## DEPARTMENT OF AGRICULTURE

### Beltsville Agricultural Research Center

Infrastructure 200 Area	0	38,504	0	0	0	0	0	38,504
New Beef Research Facility	0	0	1,404	0	0	0	0	1,404
New Four-Dairy Heifer Facilities	0	2,916	0	0	0	0	0	2,916
New Swine Parasitology Facility	0	1,836	0	0	0	0	0	1,836
<b>Subtotal</b>	<b>0</b>	<b>43,256</b>	<b>1,404</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44,660</b>

### National Agricultural Library

Repair--Brick Veneer	2,385	1,500	0	0	0	0	0	1,500
Repair Sidewalks	0	27	273	0	0	0	0	300
Replace Tower Windows	200	2,800	0	0	0	0	0	2,800
<b>Subtotal</b>	<b>2,585</b>	<b>4,327</b>	<b>273</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,600</b>

<b>Total in Prince George's County</b>	<b>2,585</b>	<b>47,583</b>	<b>1,677</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49,260</b>
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## DEPARTMENT OF THE AIR FORCE

### Air Mobility Command, Andrews Air Force Base

Consolidated Command Post	0	1,886	18,863	0	0	0	0	20,749
Physical Fitness Center West Side	150	2,000	20,000	0	0	0	0	22,000
Replace Munitions Maintenance/	67,000	1,020	0	12,000	0	0	0	13,020
<b>Subtotal</b>	<b>217,000</b>	<b>4,906</b>	<b>38,863</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,769</b>

<b>Total in Prince George's County</b>	<b>217,000</b>	<b>4,906</b>	<b>38,863</b>	<b>12,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,769</b>
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## GENERAL SERVICES ADMINISTRATION

Southern Maryland Courthouse Annex	0	0	0	0	0	0	0	0
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<b>Total in Prince George's County</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

## DEPARTMENT OF HOMELAND SECURITY

### Federal Law Enforcement Training Center

Building 1, Administration	535	0	0	5,000	0	0	0	5,000
Building 12, U.S. Capitol Police*	1,482	-	-	-	-	-	-	0
Building 17, Remote Mail Delivery	250	0	0	0	0	0	0	0
Building 1A, Classroom and Simulator	360	0	2,000	0	0	0	0	2,000
<b>Subtotal</b>	<b>2,627</b>	<b>0</b>	<b>2,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,000</b>

### James J. Rowley Training Center

Loop Road Addition and Realignment*	-	-	-	-	-	-	-	-
Utilities and Infrastructure Upgrades*	-	-	-	-	-	-	-	-
Perimeter Security Upgrade*	-	-	-	-	-	-	-	-
<b>Subtotal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total in Prince George's County</b>	<b>2,627</b>	<b>0</b>	<b>2,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,000</b>

\*Agency has provided an overall budget amount, but not yearly budget estimates.

## NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

### Goddard Space Flight Center

Exploration Sciences Building	31,500	20,000	0	0	0	0	0	20,000
HVAC Controls – Rehab.	0	0	0	800	800	800	800	3,200
Modernize Various Buildings. Accessibility	0	0	0	0	900	900	800	2,600
Rehabilitate Building 88 Utilities	0	0	0	0	0	2,800	0	2,800
Repair Central Power Plant	0	0	0	2,000	2,000	0	0	4,000
Repair Cooling Tower Cells 7-9	0	13,800	0	0	0	0	0	13,800
Repair Domestic Water/Sewer	0	0	0	1,000	1,000	1,000	0	3,000
Repair/Replace Roofs	600	900	0	1,200	1,200	1,000	900	5,200
Restore Building 23	0	0	0	270	2,800	3,000	0	5,803
Restore Chilled Water	0	0	0	2,000	0	2,000	0	4,000
Security and Safety Upgrades	0	460	4,000	5,500	0	0	0	9,960
Site Utilities Upgrade	0	3,000	0	3,000	3,000	3,000	0	12,000
Upgrade Fire Alarms	0	0	0	1,700	1,700	1,300	1,000	5,700
<b>Total in Prince George's County</b>	<b>32,100</b>	<b>38,160</b>	<b>4,000</b>	<b>17,203</b>	<b>13,400</b>	<b>15,800</b>	<b>3,500</b>	<b>92,063</b>

Fiscal years may not sum to FYs 2007-2012 total due to non-reporting of individual FY budget requests on some projects.

## DEPARTMENT OF THE NAVY

### National Maritime Intelligence Center

National Maritime Intelligence Center	0	52,069	4,090	0	0	0	0	56,159
<b>Total In Prince George's County</b>	<b>0</b>	<b>52,069</b>	<b>4,090</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56,159</b>

## SMITHSONIAN INSTITUTION

### Museum Support Center, Suitland

Museum Support Center Pod 3	0	10,000	15,000	5,000	0	0	0	30,000
<b>Total in Prince George's County</b>	<b>0</b>	<b>10,000</b>	<b>15,000</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30,000</b>

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<b>Prince George's County Total</b>	<b>2,837</b>	<b>152,718</b>	<b>65,630</b>	<b>39,203</b>	<b>13,400</b>	<b>15,800</b>	<b>3,500</b>	<b>290,251</b>
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# Virginia

The FCIP for FYs 2008-2013 contains 60 proposed projects in Arlington, Fairfax, and Prince William Counties. All of these projects have been submitted by agencies. Four projects are *Recommended and Strongly Endorsed*. The estimated total cost of the projects is \$4,500,540,989 for FYs 2008-2013.

## ARLINGTON COUNTY

Thirty projects are located in Arlington County with an estimated total cost of \$1,115,138,989 for FYs 2008-2013. NCPC *Recommends and Strongly Endorses* two of these projects which conform to NCPC and local plans and policies. The remaining projects are recommended.

## FAIRFAX COUNTY

Twenty-nine projects are located in Fairfax County with an estimated total cost of \$3,385,403,000 for FYs 2008-2013. NCPC *Recommends* four of these projects, which conform to NCPC and local plans and policies. The remaining 25 projects are recommended as *Projects Requiring Additional Planning Coordination*.

## PRINCE WILLIAM COUNTY

One project is located in Prince William County with an estimated total cost of \$140,000,000 for programming in the FYs 2008-2013 period. NCPC *Recommends* this project.

### Budget Estimates (000 of Dollars)

	Prior Funding	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	Total FYs 2008-2013
Arlington County Total	8,205	155,507	274,608	226,598	210,867	164,765	82,794	1,115,139
Fairfax County Total	152,101	1,123,326	1,197,980	545,473	364,323	79,500	74,800	3,385,402
Prince William County Total	4,000	0	0	0	0	0	0	0*
Virginia Total	160,306	1,278,833	1,472,588	772,071	575,190	244,266	157,594	4,500,541

Fiscal years may not sum to FYs 2008-2013 total due to non-reporting of individual FY budget requests on some projects.

\* This value is not provided on a yearly basis.



# Arlington County

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2008-2013
	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	

## DEPARTMENT OF THE ARMY

### Arlington National Cemetery

Columbarium Court V	0	0	0	0	0	0	0	0
Facilities Maint Complex Storage Bldg	0	0	0	2,003	0	0	0	2,003
Facilities Maint Complex Vehicle Bldg	0	0	0	0	1,180	0	451	1,631
Land Expansion Ft. Myer	0	0	0	0	300	0	373	673
Millennium Land Expansion	3,600	2,107	4,298	0	1,700	2,650	0	10,755
Total Cemetery Management	850	1,085	800	1,425	0	0	0	3,310
<b>Arlington National Cemetery Total</b>	<b>3,601</b>	<b>3,192</b>	<b>5,098</b>	<b>3,428</b>	<b>3,180</b>	<b>2,650</b>	<b>824</b>	<b>18,372</b>

### MDW, Fort Myer

Barracks Complex Phase II	0	0	0	5,000	47,000	0	0	52,000
Construct New Parking Garage	0	0	0	0	500	22,500	0	23,000
Expand Physical Fitness Center	0	0	600	5,400	0	0	0	6,000
Modernize Horse Stables	0	170	15,300	0	0	0	0	15,470
Public Safety Bldg. Expand Bldg. 415	0	100	1,400	0	0	0	0	1,500
Reconfigure Hatfield Gate	0	0	0	600	5,400	0	0	6,000
U.S. Army Band Facility	0	0	0	0	0	4,000	41,000	45,000
<b>MDW, Fort Myer Total</b>	<b>0</b>	<b>270,000</b>	<b>17,300</b>	<b>11,000</b>	<b>52,900</b>	<b>26,500</b>	<b>41,000</b>	<b>148,970</b>

**Department of the Army Total**      **3,601**      **3,462**      **22,398**      **14,428**      **56,080**      **29,150**      **41,824**  
**167,342**

## Department of Defense

Project Title	Budget Estimates (000 of Dollars)							Total FYs 2008-2013
	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	

Pentagon Renovation      1,149,997      132,600      217,900      111,900      137,700      72,400      29,300      701,800

The following project is funded from private funds, not funds appropriated by the federal government.

Pentagon Memorial      2,000      13,500      2,500      0      0      0      0      16,000

### Pentagon Master Plan Implementation

Electrical Upgrades to Reservation	555	18,500	0	0	0	0	0	18,500
FB2--Columbia Pike Realign	0	0	960	32,000	0	0	0	32,960
FB2--Demolition of Existing Struc.	0	0	385	13,960	0	0	0	14,345
FB2--Relocations	0	0	783	28,000	0	0	0	28,783
Hazardous Response Facility	0	492	16,384	0	0	0	0	16,876
Heliport, Control Tower & Fire	0	0	0	0	1,887	62,900	0	64,787
North Parking Garage	0	0	0	0	0	0	1,170	1,170
North Rotary Road Relocation	2,899	0	0	0	0	0	0	0
Pentagon Motor Pool	0	0	698	23,259	0	0	0	23,957
Route 27 HOV Access	0	0	0	0	0	315	10,500	10,815
Secure Perimeter/Pedestrian Plaza	0	453	15,100	0	0	0	0	15,553

*Proposed Draft Federal Capital Improvements Program FYs 2008-2013  
June 7, 2007*

South Parking Road Network	0	0	0	381	12,700	0	0	13,081
<b>Pentagon Subtotal</b>	<b>3,454</b>	<b>19,445</b>	<b>34,310</b>	<b>97,600</b>	<b>14,587</b>	<b>63,215</b>	<b>11,670</b>	<b>240,827</b>
<b>Pentagon Total</b>	<b>4,604</b>	<b>152,045</b>	<b>252,210</b>	<b>209,500</b>	<b>152,287</b>	<b>135,615</b>	<b>40,970</b>	<b>942,627</b>

## Department of Homeland Security

### **U.S. Coast Guard**

Construct Addtn to Mid-South Lab	0	0	0	0	2,500	0	0	2,500
<b>U.S. Coast Guard Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>2,500</b>

## Department of the Navy

### **Arlington Service Center**

Renovate Building 12 - Crystal Park 5	0	0	0	2,670	0	0	0	2,670
<b>Arlington Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,670</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,670</b>

# Fairfax County

Project Title	Budget Estimates (000 of Dollars)						Total FYs 2008-2013
	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	

## DEPARTMENT OF THE ARMY

### Military District Of Washington, Fort Belvoir

Child Development Center (Main Post)	0	0	0	0	0	0	5,900	5,900
Construct Administrative Facility for PEO-EIS/Army Lease	0	0	0	110,000	0	0	0	110
Construct New Barracks	0	0	0	0	104,000	0	0	104,000
Construct New Hospital	0	219,000	198	81,000	106,323	0	0	604,323
Construct New Physical Fitness Center at EPG	0	0	0	0	0	19,500	0	19,500
Defense Access Road	5,000	13,000	0	0	0	0	0	13,000
Dental Clinic	0	0	0	7,000	0	0	0	7,000
Emergency Services Center	0	0	6,200	0	0	0	0	6,200
Family Travel Camp	1,300	680	650	1,150	0	0	0	2,480
Flight Control Tower	0	2,900	0	0	0	0	0	2,900
Fort Belvoir Infrastructure	0	40,000	100,000	80,000	27,000	0	0	247,000
Information Dominance Center	0	0	0	0	59,000	60,000	60,000	179,000
Joint Personnel Recovery Agency Addition	0	0	0	19,000	0	0	0	19,000
Medical Guest House	0	0	24,000	0	0	0	0	24,000
Missile Defense Agency	0	4,000	25,600	0	0	0	0	29,600
Museum Support	27,000	27,000	0	0	0	0	0	27,000
National Geospatial Agency	0	428,900	545,000	122,900	28,000	0	0	1,124,800
Network Operations Center	0	0	0	8,100	0	0	0	8,100
North Atlantic Region Medical Command (NARMC) Med. Command Hdqtrs Bldg.	0	0	11,400	0	0	0	0	11,400
North Post Access Road Control Point	0	0	7,700	0	0	0	0	7,700
Post Exchange (PX) Expansion	0	50,000	0	0	0	0	0	50,000
Renovate Building 238, U.S. Army Nulcar and Chemical Agency (USANCA)	0	4,450	0	0	0	0	0	4,450
Renovate Buildings 211, 214, 215, & 220	0	0	0	0	26,000	0	0	26,000
Structured Parking, 200 Area	0	0	0	0	0	0	8,900	8,900
Washington Headquarters Services	118,801	321,546	274,330	106,323	0	0	0	702,199
<b>Total in Fairfax County</b>	<b>152,101</b>	<b>1,111,476</b>	<b>1,192,880</b>	<b>535,473</b>	<b>350,323</b>	<b>79,500</b>	<b>74,800</b>	<b>3,345,452</b>

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

Defense Access Road Phase I	0	5,000	5,000	5,000	0	0	0	15,000
Mount Vernon Circle Parking	0	4,400	0	0	0	0	0	4,400
Pedestrian Bridge Dulles Access and Toll Road	0	2,300	0	0	0	0	0	2,300
Rehabilitate VA Route 123/ CIA Interchange	0	150	100	5,000	14,000	0	0	19,250
<b>Total in Fairfax County</b>	<b>0</b>	<b>11,850</b>	<b>5,100</b>	<b>10,000</b>	<b>14,000</b>	<b>0</b>	<b>0</b>	<b>40,950</b>
<b>Fairfax County Total</b>	<b>152,101</b>	<b>1,123,326</b>	<b>1,197,980</b>	<b>545,473</b>	<b>364,323</b>	<b>79,500</b>	<b>74,800</b>	<b>3,385,402</b>

# Prince William County

## DEPARTMENT OF TRANSPORTATION

Project Title	Prior Funding	Budget Estimates (000 of Dollars)						Total FYs 2008-2013
		FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	
<b>Federal Highway Administration</b>								
Manassas Battlefield Bypass Study*	4,000	0	0	0	0	0	0	0
<b>Total In Prince William County</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
* The Federal Highway Administration does not have budget estimates for each fiscal year for this project.								
<b>Prince William County Total</b>	<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## National Capital Region

The FCIP for FYs 2008-2013 contains a total of 12 proposed projects within the NCR—these projects either have cross-jurisdictional borders or no specified location. Of this total, two projects—the Woodrow Wilson Bridge Replacement; the 14<sup>th</sup> Street Bridge/George Washington Memorial Parkway Corridor Improvements project; have been submitted by other agencies and are *Recommended*. The remaining ten projects have been submitted by the NCPC and are *Recommended for Future Programming* in agency budgets.

NCPC recommends that the appropriate agencies program the remaining ten projects in their budgets as soon as fiscal and budgetary conditions permit.

# District of Columbia, Maryland, and Virginia

## Budget Estimates (000 of Dollars)

Project Title	Prior Funding	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	Total FYs 2008-2013
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## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

14 <sup>th</sup> Street Bridge/GW Parkway	8,480	200	0	0	0	0	0	200
Woodrow Wilson Bridge Project	2,057,300	104,700	102,000	90,700	36,100	53,500	0	387,000
<b>Federal Highway Total</b>	<b>2,066,780</b>	<b>104,900</b>	<b>102,000</b>	<b>90,700</b>	<b>36,100</b>	<b>53,500</b>	<b>0</b>	<b>387,200</b>
<hr/>								
<b>NCR Total</b>	<b>2,066,780</b>	<b>104,900</b>	<b>102,000</b>	<b>90,700</b>	<b>36,100</b>	<b>53,500</b>	<b>0</b>	<b>387,200</b>