

National Capital Framework Plan

Destinations and Connections Beyond the National Mall

IN PARTNERSHIP

NATIONAL CAPITAL
PLANNING COMMISSION

U.S. COMMISSION
OF FINE ARTS

Draft for
PUBLIC REVIEW
July 10, 2008

Comments due by October 10, 2008 *Details on Back*

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Outreach

The National Capital Framework Plan is a multi-agency initiative led by the National Capital Planning Commission and the U.S. Commission of Fine Arts. Representatives of federal and local government, private business, civic groups, and individual citizens participated in the preparation of the plan. Since planning for the national capital extends beyond the local city, additional outreach was made to citizens across the country, through the Framing a Capital City Symposium. (See text next column)

A Steering Committee and Working Group comprising of 15 federal and local agencies provided a forum for interagency coordination on complex land use, transportation, and public space issues.

Partner Agencies

- Advisory Council on Historic Preservation
- Architect of the Capitol
- District of Columbia, Office of Council Chair
- District of Columbia, Office of the Mayor
- The John F. Kennedy Center
- National Capital Planning Commission
- National Gallery of Art
- National Park Service
- Smithsonian Institution
- U.S. Commission of Fine Arts
- U.S. Department of Agriculture
- U.S. Department of Commerce
- U.S. Department of Defense
- U.S. General Services Administration
- Washington Metropolitan Area Transit Authority

Public Participation

- Casey Trees
- Committee of 100
- DC Cultural Tourism
- DC Guild of Professional Tour Guides
- Downtown Business Improvement District
- Downtown Developers Forum
- General Public
- Golf Associates
- National Coalition to Save Our Mall
- Washington Convention and Tourism Corporation
- Leading members of the professional design community, historians, and preservationists



Framing a Capital City Symposium

Framing a Capital City sparked a national dialogue to help inform the National Capital Framework Plan. The symposium, held in April 2007, was hosted by NCPC, CFA, and the National Building Museum.

Experts on urban ecology, history, planning, design, and commemoration examined how commemoration, environmental sustainability, symbolic architecture, and the use of public space should influence the character and shape of Washington, DC in the 21st century.

Participants spoke about how these topics transcend local planning concerns and touched on matters of national importance. They also discussed the importance of balancing Washington's dual role as an urban center and a national showcase.

The symposium attracted more than 200 participants, including stakeholders, interested citizens, governors' representatives, and members of the steering committee.



National Capital Framework Plan

Destinations and Connections Beyond the National Mall



The National Capital Framework Plan

National Capital, Vibrant City

The principal goals of the National Capital Framework Plan are to:

- Plan for the future needs of the federal government, including space for new memorials, museums, public gathering spaces, and federal offices in a way that contributes to sustainable city life;
- Preserve the historic open space of the National Mall and protect it from overbuilding;
- Extend the special civic qualities of the National Mall and the vitality and vibrancy of the city into the adjacent federal precincts.

Washington is admired as one of America's great cities. As the seat of the national government, its iconic civic landmarks, open spaces, ceremonial areas, and panoramic skyline have long defined the city's image. Today, Washington is also known for its vibrant urban neighborhoods, thriving cultural scene, and booming downtown development. The federal government, still responsible for a large share of Washington employment and visitor attractions, has long been a force of stability as well as a catalyst for change in the city. As the city continues to grow, the federal government must be a full partner in the District's development in a way that meets its future federal needs while contributing to the vibrancy of a 21st-century sustainable city.

The Framework Plan seeks to preserve the treasured open space of the National Mall and proposes strategies to improve the setting of the adjacent areas to make them desirable locations for the next generation of national museums, memorials, and federal offices. As part of this strategy, the Framework Plan seeks to reinvigorate Washington's existing federal office precincts by encouraging a mix of offices, shops, businesses, and cultural activities that support economic vitality and vibrant city life.

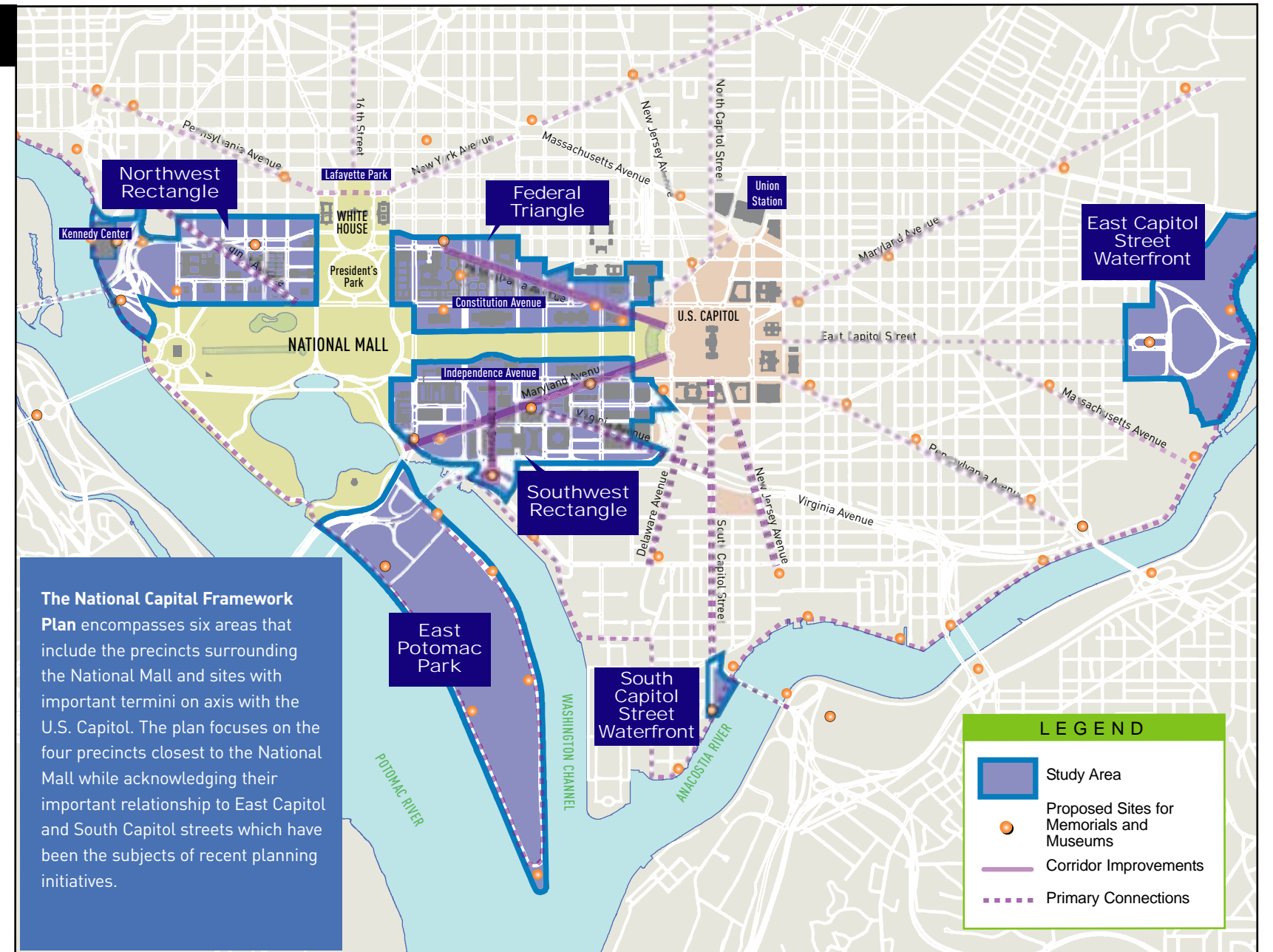
Washington offers a distinctive civic image, thriving employment, and abundant parks and open space. Its efficient transit; recreation, cultural, and entertainment opportunities; growing range of housing options; and civic beauty all appeal to residents, workers, and visitors. As a successful capital city should, Washington serves as a model for aspiring urban centers around the nation. The National Capital Framework Plan respects the capital city's historic plans yet recognizes Washington's emerging modern urbanity, its role as an economic engine for the region, and the need to plan for growth in a way that leverages public and private investment for mutual benefit.

The Framework Plan serves as a tool to guide strategic decisions to coordinate federal and local interests. It is neither a prescriptive master plan nor an implementation program; rather, it identifies opportunities to coordinate land use, urban design, and transportation improvements. The plan lays out an agenda to begin the detailed planning work necessary to evaluate the feasibility, costs, and benefits for site specific initiatives that collectively will help to realize the vision in the years to come.

DESTINATIONS AND CONNECTIONS

The Framework Plan focuses on federally owned property in four key precincts near the National Mall and re-imagines them as exciting new Washington destinations that will provide distinguished settings for future cultural attractions and government offices. The plan examines Washington's extraordinary but often undervalued assets such as its waterfront, historic public buildings, civic spaces, as well as its parkland, and proposes ways to make them more accessible and better integrated into the life of the city.

The connections between these precincts are as important as the places themselves. The Framework Plan proposes to eliminate barriers such as shattered street grids and intrusive road, rail, and bridge infrastructure. It proposes to connect these precincts to one another, to the waterfront, the National Mall, and to the rest of the city. Making these connections, enhancing the quality and beauty of public spaces and improving transit options is essential to creating a city that is livable, walkable, and enjoyable.



The National Capital Framework Plan encompasses six areas that include the precincts surrounding the National Mall and sites with important termini on axis with the U.S. Capitol. The plan focuses on the four precincts closest to the National Mall while acknowledging their important relationship to East Capitol and South Capitol streets which have been the subjects of recent planning initiatives.

The four precinct study areas are:

Northwest Rectangle can be freed from its tangle of highways to become a pre-eminent setting for national commemoration by extending the special civic qualities of the National Mall to President Kennedy's Memorial, the John F. Kennedy Center for the Performing Arts.

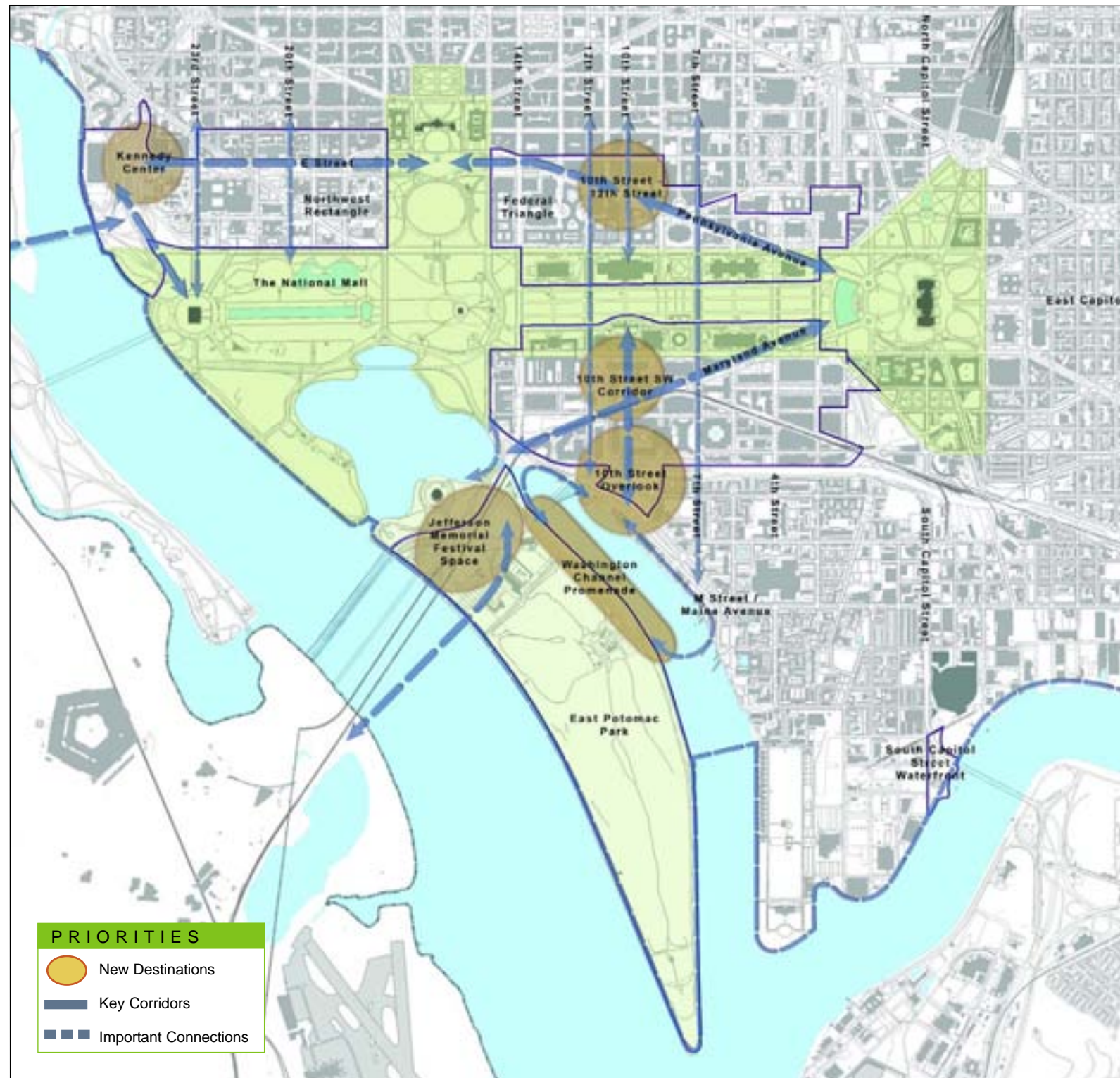
Federal Triangle can be enhanced as an attractive workplace and visitor destination with a lively mix of urban activities and animated, distinguished public spaces that showcase the nation's civic ideals.

Southwest Rectangle can be transformed from a sterile office precinct into a competitive 21st-century workplace and pedestrian-friendly cultural destination, connecting the National Mall to the Southwest Waterfront.

East Potomac Park can become a dramatic waterfront setting for recreation, leisure, national celebration and commemoration within an easy walk from the surrounding neighborhoods and the National Mall.



New Ways to Experience the City



Destinations

Within the four precincts surrounding the National Mall, the Framework Plan identifies several key focus areas that are critical to achieving the plan's overall goals:

- Tenth Street, SW between Independence Avenue and the 10th Street Overlook;
- The Washington Channel;
- East Potomac Park and the Jefferson Memorial;
- The John F. Kennedy Center for the Performing Arts;
- Pennsylvania Avenue between 10th and 12th Streets, NW.

Connections

With bold, urban design gestures to establish north-south and east-west connections, the Framework Plan proposes to link the new destinations to one another, to the National Mall, the waterfront, and the rest of the city. In some cases, establishing these connections requires overcoming barriers and repairing breaches in the urban grid caused by highways, rail lines, and intrusive bridge infrastructure. These important connections include:

- The 10th Street corridor connecting Washington's downtown with the National Mall and the Southwest waterfront;
- Southwest Waterfront to East Potomac Park;
- The U.S. Capitol and the Jefferson Memorial via a restored Maryland Avenue, SW;
- The White House and the U.S. Capitol via a transformed Pennsylvania Avenue;
- The Kennedy Center to the Lincoln Memorial and to the White House and President's Park via distinguished commemorative parks along E Street, NW and the waterfront;
- Downtown and the National Mall via animated, pedestrian-friendly north-south connections along 7th, 10th, 12th, 20th, and 23rd Streets, NW;
- Georgetown to the National Arboretum via an interconnected system of riverfront trails.



Extending the Legacy is the third long-term vision plan to guide physical development in the monumental core. It addresses the need for orderly federal development, particularly for museums and memorials in the heart of the nation's capital. Key elements of the Legacy Plan include:

- Building on the legacy of the historic L'Enfant and McMillan Plans, which are the foundation of modern Washington;
- Unifying the city and the monumental core with the U.S. Capitol as the center;
- Using new memorials, museums, and other public buildings to stimulate economic development;
- Integrating the Potomac and Anacostia Rivers into the city's public life and protecting the National Mall and its historic landscape from future building;
- Developing a comprehensive, flexible, and convenient transportation system that eliminates barriers and eases movement within the city.

Since its publication in 1997, a number of Legacy recommendations have been achieved and others have helped guide ongoing development decisions, including:

- Adoption of the Memorials and Museums Master Plan to locate future memorials and museums beyond the National Mall;
- Launch of the Downtown Circulator hop-on/hop-off bus service supplementing Metro transit;
- Location of major new federal facilities away from the traditional monumental core including the Department of Transportation Headquarters in the Southeast Federal Center and the Alcohol Tobacco and Firearms Headquarters in Northeast Washington;
- Redevelopment planning for South Capitol Street as a vibrant urban boulevard and waterfront gateway;
- Consideration of rerouting intrusive railroad lines that divide city neighborhoods and separate them from the waterfront.

The National Capital Framework Plan

Background and Context

A Plan with a Pedigree

The Federal City

The National Capital Framework Plan is rooted in a planning history that stretches back more than 200 years to the vision of Pierre L'Enfant. In L'Enfant's plan, grandeur alone is not enough. His monumental boulevards intersect with the city street grid; local neighborhoods abut imposing ceremonial spaces; he mixed big and little, grand and ordinary, public and private. L'Enfant understood he was designing a capital city that would promote the interaction and engagement of government and its citizenry, where people would live, work, and visit.

The 19th-century encroachment of railroad tracks, saloons, and markets into the National Mall and adjacent commercial precincts demonstrated the embrace of capitalism in an industrial era. By the early 20th century, the nation's longing for an idealized and ordered public realm manifested itself in the City Beautiful vision advanced by the McMillan Commission in Washington. Here, the stately sweep of Neo-Classical public buildings and formal open spaces was ordered, impressive, and uplifting. Urban design was used to set civic life apart from the hustle and bustle of the commercial world.

Today, the pendulum has swung back, and there is a return to an understanding of successful urban design that is closer to that of L'Enfant. Urban planners and citizens recognize that in the nation's capital of the 21st century, the ceremonial functions and symbolic spaces of the federal city and the economic, social, and cultural life of the local community must enhance and benefit one another. Integration of shops, housing, federal and private offices, public buildings, cafes, cultural attractions, and open space is widely understood today to be an essential building block of vibrant Washington life.

From Legacy to Framework

The National Capital Planning Commission's (NCPC) Extending the Legacy: Planning America's Capital for the 21st Century calls for a new way of thinking about the role of the federal government in the life of the city. It proposes unifying Washington's monumental core with the local city. The Legacy Plan recommends locating and designing new memorials, museums, and government office buildings to leverage local and private economic development. It seeks to drive these federal uses into all four quadrants of the city and encourages mixed-use development of federal and private offices, housing, and commercial activity. It proposes integrating the Potomac and Anacostia Rivers into the city's public life, while protecting the National Mall and its historic landscape from overbuilding.

As a first step in implementing the Legacy Plan, NCPC and its local and federal planning partners developed the Memorials and Museums Master Plan to guide the development of future commemorative and cultural facilities. The master plan encourages future memorials to locate throughout the city beyond the traditional monumental core.

The National Capital Framework Plan represents the next phase in this planning effort. It is a plan that suggests how the precincts near the National Mall can be transformed over time into appropriate settings to meet the needs of the federal government for the next generation of national memorials, museums, and government offices. With more specificity than the Memorials and Museums Master Plan, the Framework Plan examines the kind of development and infrastructure changes necessary to attract future commemorative and cultural attractions while accommodating the federal offices. While the Memorials and Museums Master Plan identified places for these destinations off the National Mall, the Framework Plan seeks to create extraordinary places of scenic beauty, civic prominence, symbolic importance, and distinctive character. Improving the settings of these places will make these areas more attractive to future memorial and museum sponsors, visitors, workers and residents.

Reserving Space in the Heart of the Nation's Capital

The Framework Plan recognizes that the federal government is a key player in the city's current surge of economic growth and it must participate in planning current and future development to ensure a healthy mix of public and private uses. As the city grows and land becomes less available, it is essential that the federal government identify suitable locations in downtown Washington for future national memorials, museums, and federal offices. The Framework Plan suggests ways to meet the needs of the federal establishment as well as those who live, visit, and work in the city.

Culture, Commemoration, and Assembly

The national appetite for museums and commemoration continues unabated and the most desirable location has in recent decades been the National Mall. On average since 1900, one new memorial has been dedicated in the nation's capital each year and one new museum is built every ten years. Now the Mall Complex contains ten national museums and 35 memorials or monuments. One memorial, one museum, and one visitor center are currently on the drawing board. If this pace continues, sites for dozens of new commemorative works and up to a half dozen new museums and other cultural facilities will have to be found in Washington by 2050.

As America's pre-eminent gathering place, the historic landscape of the National Mall is suffering from its own success. Each year the National Mall receives more than 25 million visitors and the National Park Service receives over 3,000 applications for public events. Outdoor programs such as the Cherry Blossom Festival, the Smithsonian Institution's Folklife Festival, and the Fourth of July celebration place demands on the National Mall's 650 acres of fragile landscape. This stream of people, concerts, sporting events, exhibits, and celebrations requires restrooms, food services, bicycle facilities, signage, etc., all placing stress on the limited resources of this treasured space.

The National Park Service is currently preparing a plan to guide the future of the National Mall. For this plan to be successful and to relieve pressure on the National Mall, the Framework Plan identifies new, easily accessible, symbolically significant places for museums, memorials and outdoor gatherings beyond the Mall and suggests how to improve their settings to make these areas integrated with the city.



L'Enfant Plan



McMillan Plan



Legacy Plan



The Memorials and Museums Master Plan called for a “Reserve” — a no-build zone in the central cross axis of the National Mall to protect it from future construction — and identified 100 sites for future museums and commemorative works, mostly beyond the National Mall. It summarizes the urban design attributes of these sites, which are located along the monumental corridors, along the city’s waterfront, and in its diverse neighborhoods, parks, and scenic areas. In 2003 Congress enacted legislation that gives the force of law to many of the Master Plan’s policies.

Since its release, the Master Plan has been instrumental in guiding commemorative works to sites off the National Mall.

These include:

- The U.S. Air Force Memorial overlooking the Pentagon;
- The Memorial to Victims of Communism at New Jersey and Massachusetts Avenue;
- The Thomas Masaryk Memorial at Massachusetts and Florida Avenues;
- The future Dwight Eisenhower Memorial near the Air & Space Museum; and
- The future American Veterans Disabled for Life Memorial along 2nd Street, SW.

The success of the Memorials and Museums Master Plan supports the Framework Plan’s premise that memorial sponsors will be attracted to sites off the National Mall as long as there are appealing and exciting destination spots elsewhere in the city. Creating new destinations throughout Washington will ease pressure on the Mall, stimulate activity in other parts of the city, and encourage visitors to see more of central Washington.

The National Capital Framework Plan

Background and Context

Places to Run the Business of Government

Ensuring functional workplaces that offer an efficient environment for federal employees is a central focus of The Comprehensive Plan for the National Capital: Federal Elements, which establishes goals and policies for future development and helps coordinate planning between federal and local jurisdictions in the region. A long-standing policy in the Comprehensive Plan directs that at least 60 percent of the federal jobs in the region be located within the District of Columbia. Suburban competition for these jobs is strong, and in recent years it has become increasingly difficult to maintain the city’s share of this important economic base. Currently, the District’s share of federal employment in the region stands at 53 percent.

While the number of federal employees in the District is not currently growing, there is an ongoing need for new and renovated workspaces. The federal government requires high-quality workplaces in order to remain competitive in recruiting and retaining a highly qualified workforce. The number of private contractors providing consulting services and equipment to the government is increasing, and many of these contractors occupy federal office space. The missions of federal agencies are constantly evolving, and as new laws and regulations are developed to meet new mission requirements,

office suites, meeting spaces, and research facilities must be renovated or newly built. Many of the buildings the federal government owns and occupies are aging and require extensive modernization to bring them to current health, safety, and operational standards.

From 1981 to 2001, federal leased and owned office space in the city grew an average of nearly three percent per year. During that time the General Services Administration has added 12 million square feet to its owned office inventory in Washington and six million square feet of leased office space. The demand for federal office space in the District of Columbia is likely to continue in the future.

Keeping Pace with Downtown Development

Washington has an increasingly diversified business and commercial base and boasts some of the country’s highest levels of downtown office and residential construction. New residences and destination retail are creating a downtown where people can live, work, and play. This transformation is spreading to areas historically not considered part of the downtown, enlarging what is seen as the core of Washington DC. This development activity is creating new neighborhoods, workplaces and entertainment destinations in once struggling areas.

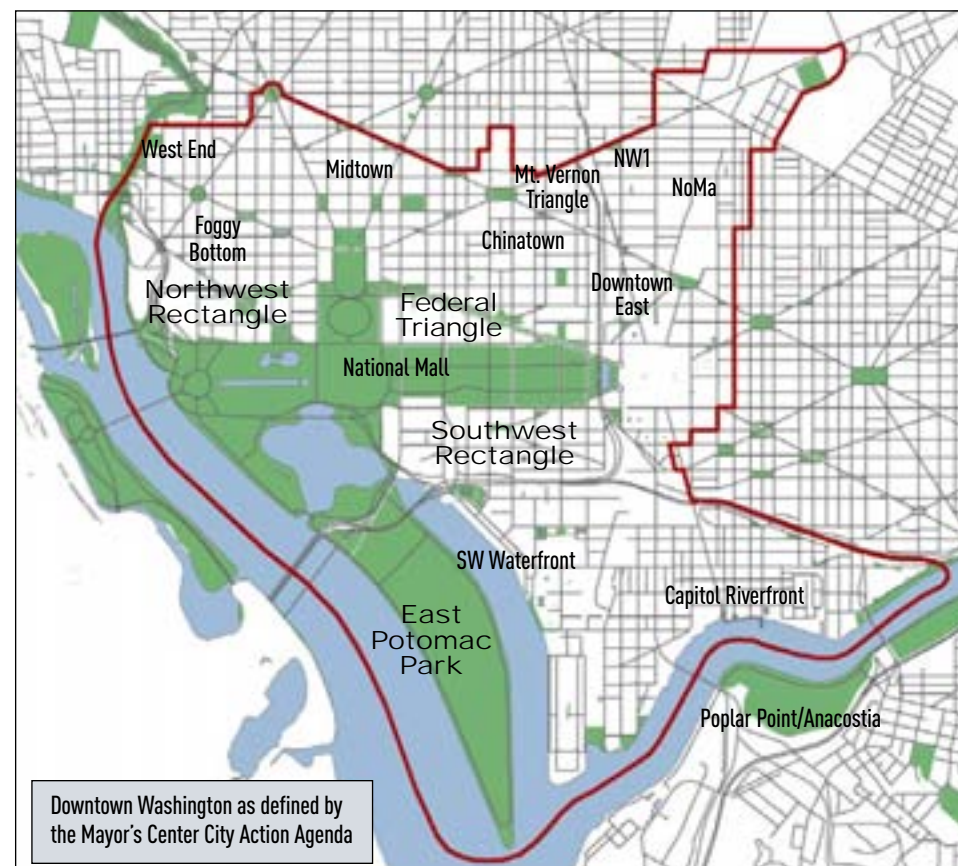
New Development Areas

Now, after ten years of strong growth and redevelopment, the city’s traditional downtown is nearly built out. With five to six million square feet of new development expected over the next five years, downtown’s development is likely to spill over into adjacent areas to the east, north, and south as the city’s central core expands to accommodate a mix of uses. This growth will continue in these other areas as Washington’s traditional core expands.

The areas along Massachusetts Avenue east of 16th Street have experienced significant new residential and commercial growth since 2001. New office buildings, new retail and restaurants, and thousands of residential units have been built in NoMa (North of Massachusetts Avenue), Mount Vernon Square, Chinatown, and Penn Quarter. To the south, spurred by significant public investment such as the new Nationals Ballpark and the new Department of Transportation headquarters, the area known as the Capitol Riverfront has the potential for almost 20 million square feet of new development. From this growth, new residential neighborhoods and revitalized commercial districts are emerging and it is clear that the shape and character of Washington’s core are changing.

Historically the National Mall and the surrounding federal establishment have been considered the southern edge of Washington’s employment center. Growth and revitalization over the past 10 years has cast the National Mall and the surrounding federal precincts in a new light. It is critical that these federal precincts contribute to the fabric of the new downtown and not act as barriers to its urban diversity and vitality. Like federal offices, national commemorative and cultural attractions should be included in the mix so that these destinations are developed with the synergy of downtown’s shifting growth.

Like the Center City Action Agenda, the Framework Plan seeks to enhance development opportunities in the monumental core and areas outside of the traditional downtown area. In dispersing public investment, these plans can bring momentum to developing neighborhoods with innovative public/private projects. The new Department of Transportation headquarters in the Capitol Riverfront neighborhood or the upcoming consolidation of the Department of Justice in NoMa are recent examples. The Department of Transportation brought 1.76 million square feet of new development and 5,500 employees to the Capitol Riverfront. The Department of Justice will lease over a half million square feet to house 1,200 employees in the NoMa area. These initiatives will spark complementary development and boost city tax rolls in these emerging neighborhoods.



Downtown Washington as defined by the Mayor’s Center City Action Agenda

More Residents, Jobs, and Offices

The District of Columbia’s Center City Action Agenda was first released in 2000. Updated in 2008 to identify new objectives and implementation strategies, the 2008 Action Agenda seeks to expand and redefine Washington’s downtown as a walkable, more vibrant, and mixed-use urban core. In assessing revitalization opportunities, the Action Agenda notes the strong growth in downtown development, investment, jobs, and population. Over the last ten years, downtown has added 57,000 jobs. During the same period, more than \$700 million in downtown public improvement has leveraged more than \$10 billion in private investment.

With more residents living downtown, stores have begun to arrive. Downtown Washington now includes over 2.5 million square feet of retail space. In addition, museum and theater attendance have increased significantly, indications that central Washington is becoming a regional draw as well as a local neighborhood.

The National Capital Framework Plan

A Civic Vision

Opportunities and Benefits

The Framework Plan identifies numerous opportunities that will benefit the federal establishment and the city. The plan's strategies will help create a more vibrant, livable center city in the precincts surrounding the National Mall. These include:

- The opportunity to develop an additional 5.6 million square feet of space that could result in an increase of:
 - 2.6 million square feet for museums and other cultural attractions that showcase American culture and democracy for Washington's 20 million annual visitors;
 - 1.0 million square feet of new space for federal offices to strengthen the monumental core as the seat of national government and center of federal employment;
 - 2.0 million square feet for private development that will provide opportunities for mixed-uses and contribute to the city's economic vibrancy.
- Enhanced space for commemoration and public gathering including:
 - 4 new sites for national memorials where future generations of Americans can honor our nation's heroes and history;
 - 4 new sites for museums to celebrate the nation's diverse heritage and culture;
 - 75 acres of large multi-purpose festival, celebration, recreation space to relieve pressure on the National Mall;
 - 32 acres of new recreation space and 13 acres of small pocket parks and parkways.
- Compact, mixed-use corridors that enliven federally dominated office precincts with street-level public uses and cultural attractions and adjacent development with housing, shops, restaurants, and entertainment;

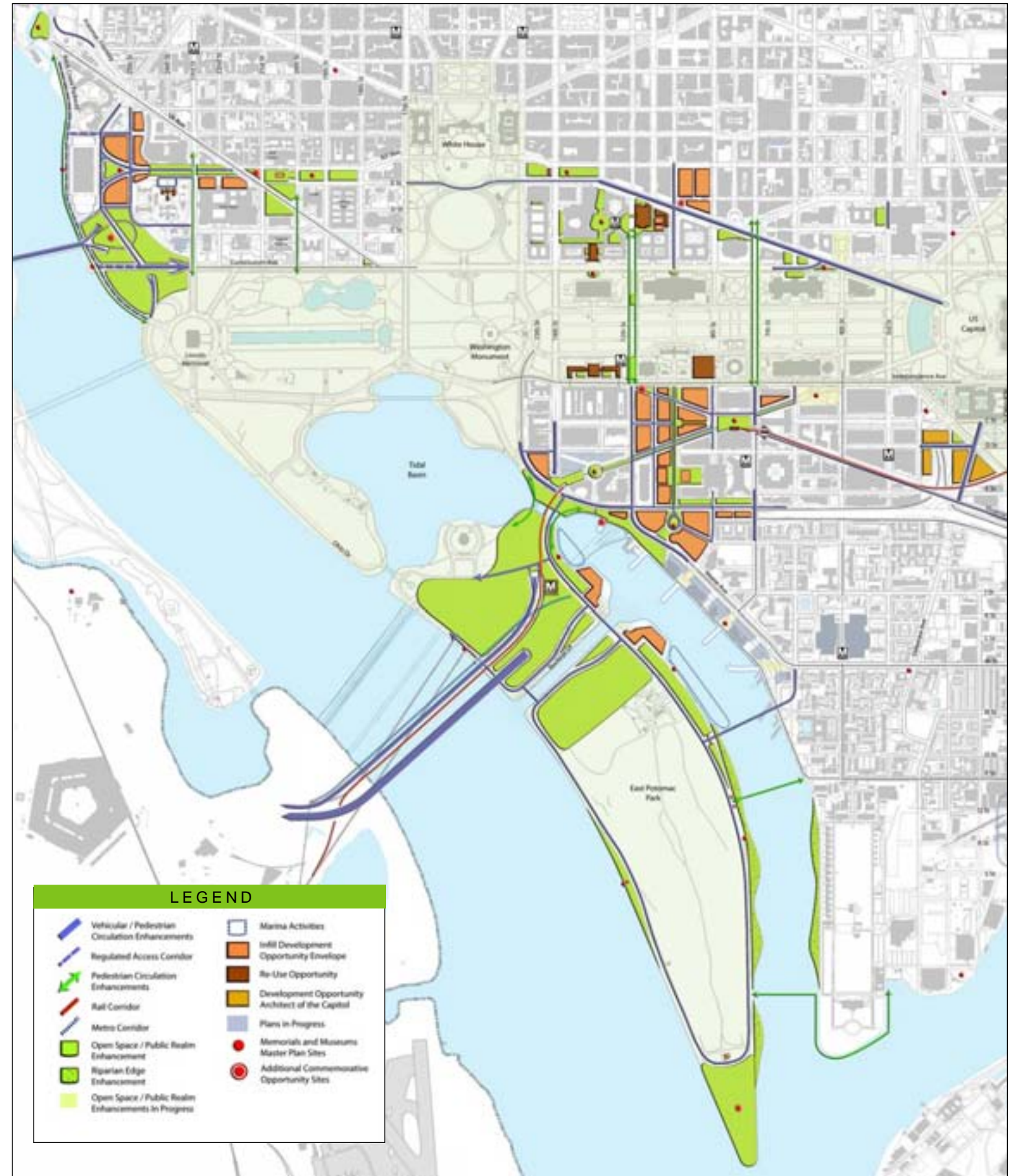
- Walkable corridors and transit-oriented development that is the hallmark of sustainable, vibrant cities;
- A beautiful public realm of distinguished streets, boulevards, parks, plazas, landscape, art, and architecture that is worthy of the capital city of a great nation;
- An increase in sustainable, low-impact site design, green building, and environmental restoration.

Development Strategies Summary

The Framework Plan can be achieved through a variety of development and planning strategies that include:

- Reusing key historic buildings, redeveloping key properties, and using infill development to increase government office space, introduce an appropriate mix of retail support services, and to restore the street grid;
- Bringing cafeterias, dry cleaners, banks, and other services often buried in office basements to the street level and opening them to the general public;
- Replacing, realigning, or decking of highways and rail lines to eliminate infrastructure barriers, restore the street grid, and capture valuable urban space for air-rights development such as residential, hospitality, or commercial uses;
- Expanding programs and extending hours of activities in federal buildings and public spaces to animate day and evening activity in the surrounding community;
- Rehabilitating public parks, plazas, and streets to create a beautiful, distinguished, and engaging public realm for use by more people;
- Expanding transit facilities including Metro, Circulator, and water taxi connections to improve mobility and reduce need for single-occupancy vehicles.

National Capital Framework Plan



The National Capital Framework Plan

A Civic Vision

New Destinations and Connections

To preserve the historic open space of the National Mall, plan for the future needs of the federal government, and contribute to vital city life, the Framework Plan seeks to extend the special civic qualities of the National Mall and the vibrancy of city life into the adjacent federal precincts. The Framework Plan promotes collaboration, planning, and future implementation to ensure that Washington continues to serve as a model for the nation and the world.

To achieve these goals, the Framework Plan re-imagines the precincts near the National Mall as new city destinations with distinctive identities of their own. It examines opportunities to enhance existing areas and to guide development in new ways to meet the future needs of the federal government and enrich the city's public realm. These rejuvenated precincts would accommodate federal offices, memorials, and cultural facilities and would be animated by a variety of day and evening activities: working, sightseeing, shopping, and playing. This mix of uses in lively urban neighborhoods would transform the way residents, workers, and visitors experience Washington.

In addition to creating new destinations, the Framework Plan seeks to connect these areas to one another, to the National Mall, to the waterfront, and the rest of the city in a cohesive network. This network is composed of streets, bridges, green spaces, pedestrian and transit routes, bicycle paths, and water connections. By eliminating barriers such as highway, bridge and rail infrastructure, broken street grids, and "dead zones" of monotonous office facades, the plan proposes a walkable city that offers a choice of travel options.



Northwest Rectangle

Objective: Establish the Northwest Rectangle as a high-quality workplace and cultural destination that is easily accessible and walkable with an interconnected system of beautiful and well-designed parks that extend the qualities of the National Mall and link the Kennedy Center with the Lincoln Memorial and the White House and President's Park.

Primary Strategies

- Establish a premier waterfront park and extend the symbolic qualities of the National Mall to link the Kennedy Center to the Lincoln Memorial.
- Establish expansion space for the Kennedy Center and extend E Street over the Potomac Freeway to connect the Kennedy Center to the Northwest Rectangle.
- Establish E Street as a beautiful commemorative park corridor with places for cultural enrichment and leisure activities to link the Kennedy Center to and the White House and President's Park.
- Create new places for parks, offices, residences, and shops to increase the mix of uses.

Federal Triangle

Objective: Strengthen Pennsylvania Avenue's image as Washington's "Main Street" and establish the Federal Triangle as a pre-eminent workplace and visitor destination with a mix of activities featuring lively public spaces.

Primary Strategies

- Establish new destinations along Pennsylvania Avenue for culture and hospitality to complement the concentration of federal offices; enliven daily street life and evening use; and provide public amenities for visitors, workers, and residences along America's "Main Street."
- Celebrate the national urban landscape by establishing an interconnected system of functional, lively, and beautiful streets, parks, and plazas to improve the pedestrian experience and showcase the symbolic importance of Pennsylvania Avenue and the Federal Triangle in American civic life.

Southwest Rectangle

Objective: Transform the Southwest Rectangle precinct into a distinguished workplace, cultural hub, and an exciting visitor destination. Improve connections between the Smithsonian Castle and the Southwest waterfront and between the U.S. Capitol and the Jefferson Memorial.

Primary Strategies:

- Establish 10th Street, SW and the Overlook as a lively mixed-use corridor and premier cultural destination to connect the National Mall and the Southwest waterfront.
- Establish Maryland Avenue, SW as a grand urban boulevard to link the U.S. Capitol to the Jefferson Memorial.
- Create new places for museums, offices, shops, and residences to increase the mix of uses within the precinct.
- Bridge the Potomac River and restore the street grid to improve mobility.

East Potomac Park

Objective: Establish East Potomac Park as an easily accessible destination in Washington's iconic landscape offering expanded opportunities for recreation, active play, leisure, commemoration, and celebration in a setting of scenic beauty that showcases environmental stewardship.

Primary Strategies:

- Establish multiple connections between the city and East Potomac Park to improve access for visitors arriving by foot, bicycle, boat, and car.
- Establish East Potomac Park as a premier destination offering areas for passive and active recreation, leisure, commemoration, and celebration.
- Eliminate infrastructure barriers that impede access and consume valuable parkland.

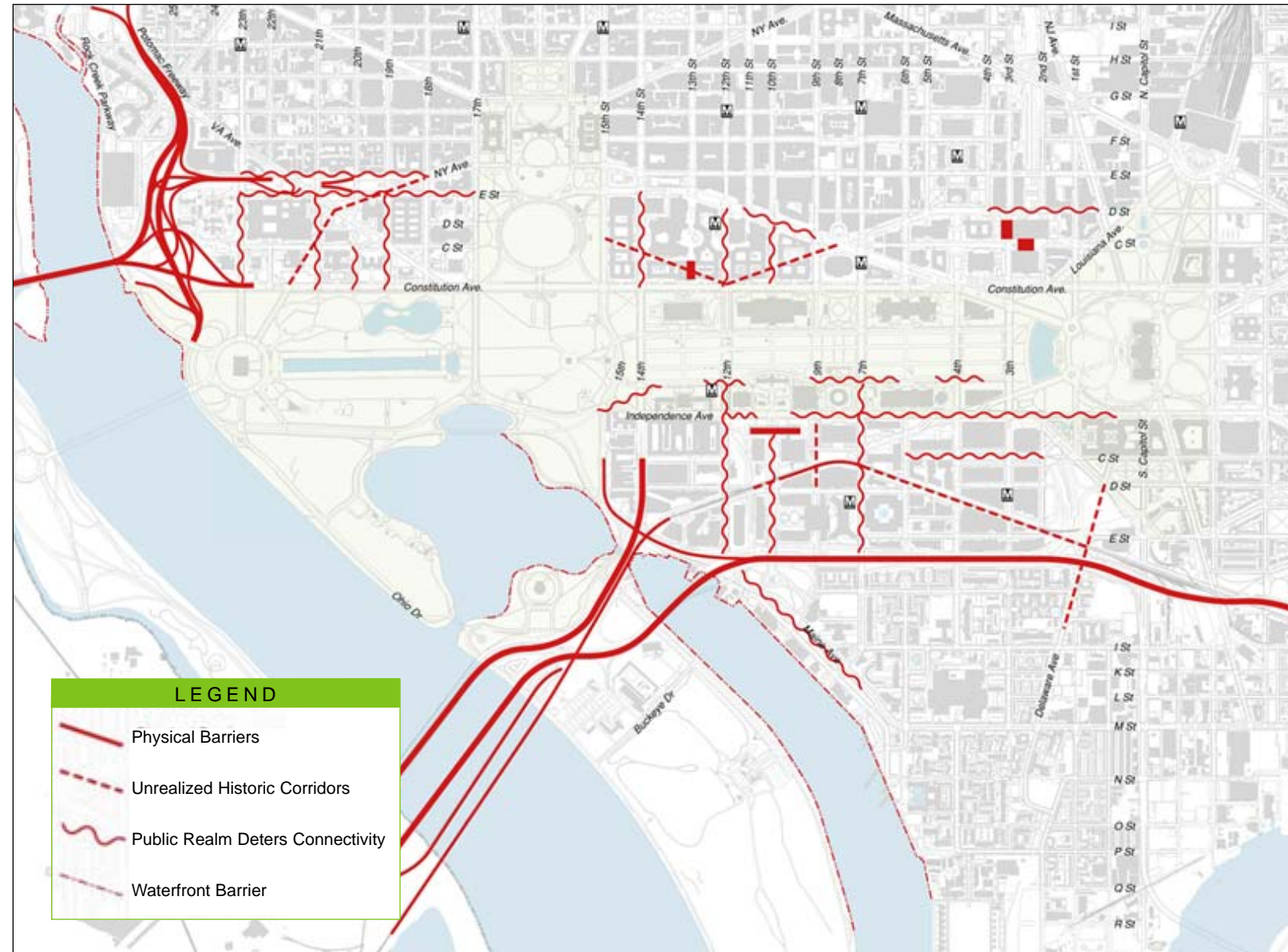
The National Capital Framework Plan

A Civic Vision

Overcoming Barriers

While the federal city is home to our country's most treasured symbols of democracy — the White House, the U.S. Capitol, and the Supreme Court as well as ceremonial avenues and federal government headquarters — the important precincts surrounding the National Mall have been diminished by barriers that cause these areas to appear isolated, inaccessible, and neglected.

The barriers are physical and psychological. The physical barriers, primarily highway and rail lines located along the western and southern edges of the monumental core, sever downtown from the National Mall and from its waterfront, making it unpleasant, if not impossible in some places to reach the shoreline. Clusters of single-use superblock office buildings that are abandoned outside of working hours, avenues without street life, and poorly maintained public spaces are unfriendly to pedestrians. These psychological and physical barriers are disorienting and deter people from walking between downtown, the National Mall, and the waterfront. Collectively, these conditions undermine the importance of these civic places and discourage serious consideration of these areas for future museums, memorials, or other development.



Barriers can take many forms in the public realm



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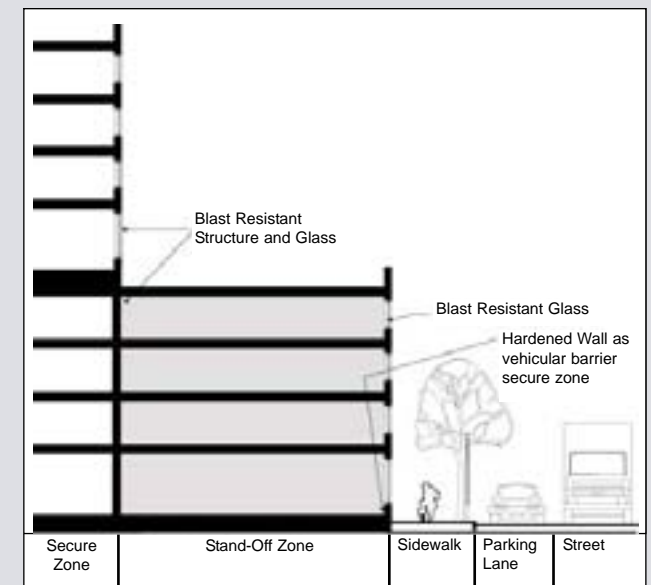
Security and Urban Design



The New U.S. Department of Transportation located at M Street and New Jersey Avenue SE, incorporates ground floor retail while providing adequate building security for its employees.

Today, security concerns affect nearly all aspects of life in downtown Washington. Publicly accessible ground-floor retail and other activities in buildings that house federal agencies pose challenges to government security planners. Streets, courtyards, and building entrances closed for security reasons discourage efforts to bring more vitality to federal office enclaves.

The National Capital Planning Commission's Interagency Security Task Force continues to work with its federal and local partners developing successful urban design responses to the changing security environment. The Framework Plan challenges government planners, the security community, and policymakers to develop innovative solutions that ensure the safety of the nation's capital without undermining its civic openness and urban vibrancy.



Non security sensitive development can separate secure zones from the public space.

The National Capital Framework Plan

A Civic Vision

Development Strategies

As new development sites become scarce, it is essential that the federal government identify suitable locations in downtown Washington for future memorials, museums, and offices and that these sites be developed to realize their full potential. The Framework Plan recommends a number of strategies to accomplish this and improve the settings of federal properties in the monumental core.

The plan identifies potential opportunities to use passed-over land or deck infrastructure for infill development and to adaptively reuse buildings or redevelop sites that may no longer fulfill their optimal functions. Reuse or redevelopment of buildings may be considered where a building no longer adequately supports the mission of its occupants, or where the cost of modifying the building to upgrade or meet new needs may be excessive.

Adaptive reuse of historically significant and strategically located federal buildings will increase public access to historic and cultural resources. Additionally, developing federally owned parking lots and some building yards and redeveloping select parcels will allow sites to be used to their full capacity and provide the opportunity to increase the inventory of federal office space. Infill and redevelopment will help to achieve compact walkable urban precincts by restoring the street grid, improving mobility, reclaiming symbolic connections and views, re-establishing the human scale, and hardening ground floors to allow safe public access to buildings. Additionally, developing over highways is a way to increase private development and the mix of uses without affecting federal ownership in the precincts.

Adaptive reuse and redevelopment of sites range in complexity. Adaptive reuse of historic properties must be carefully evaluated to determine if the building's historic integrity can be retained when accommodating the new use. Detailed feasibility studies will be required to evaluate the impacts, costs, and benefits of any adaptive reuse or redevelopment proposal, and to determine if the displaced agency or workers can be appropriately located in a new suitable location nearby or within the city.

Collectively these strategies will strengthen the symbolic importance of specific sites or corridors, provide space for future federal needs, and contribute to vibrant city neighborhoods that mix work, cultural attractions, tourism, entertainment, housing, and shopping.

The concentration of federal agencies downtown is a staple of DC's economy and contributes to the symbolic value of the capital city. The Framework Plan suggests that several federal properties be considered for future museum sites and that ground floors along several corridors be developed with a mix of uses. However, to offset any loss in federal office space, the plan identifies infill development and redevelopment opportunities. The plan promotes retaining the federal presence in the city in areas appropriate to its mission and retaining federal ownership of land and buildings.

Strategically locating museums to establish destination anchors, together with a mix of ground-floor uses will extend the civic qualities of the National Mall and the vibrancy of the center city along several spines originating from the Mall. Appropriately developing key sites and corridors will make these areas more desirable places to work and visit. The improvements will also improve the settings and seamlessly connect the National Mall, the federal precincts, and the rest of the city.

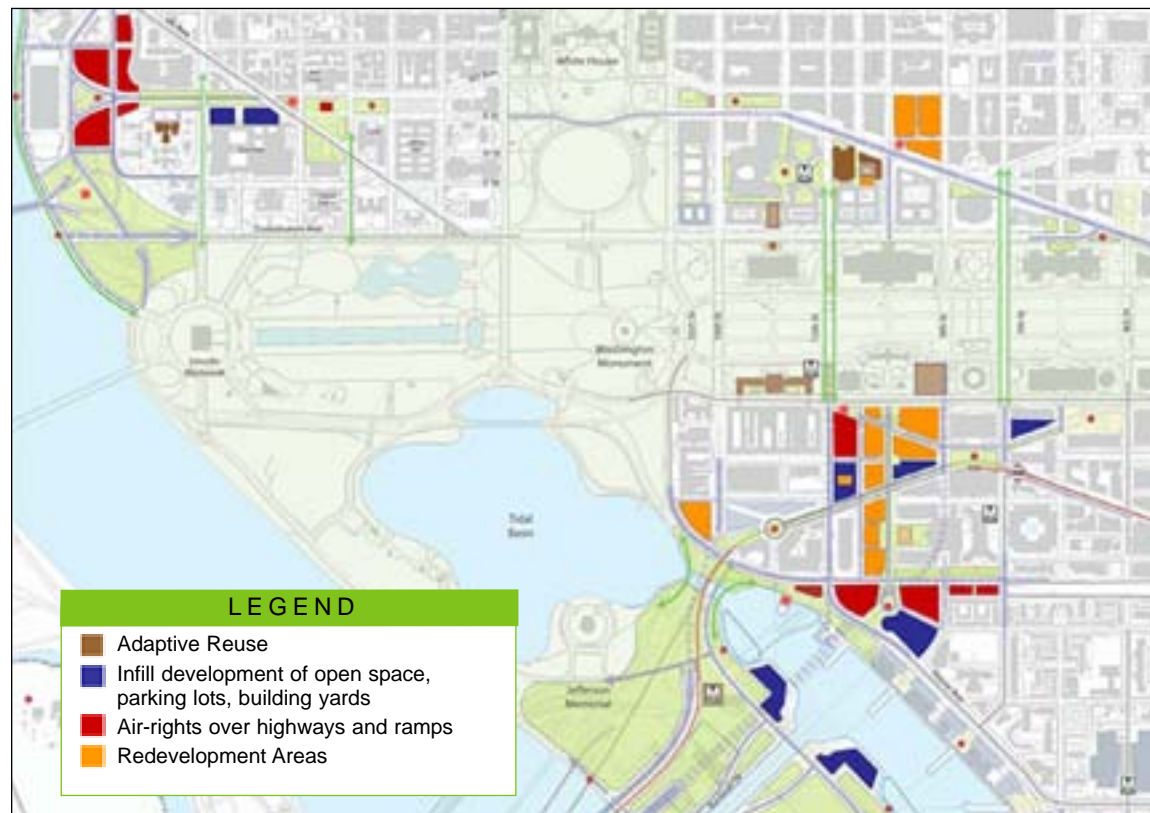
Because of its role as the national capital, Washington enjoys a unique opportunity to leverage federal investment to positively impact the city's development. Mixed-use compact growth reinvigorates downtown neighborhoods; creates interest and synergy; is economically and socially stimulating; and is why people want to live in, work in, and visit cities.

Plan to Action

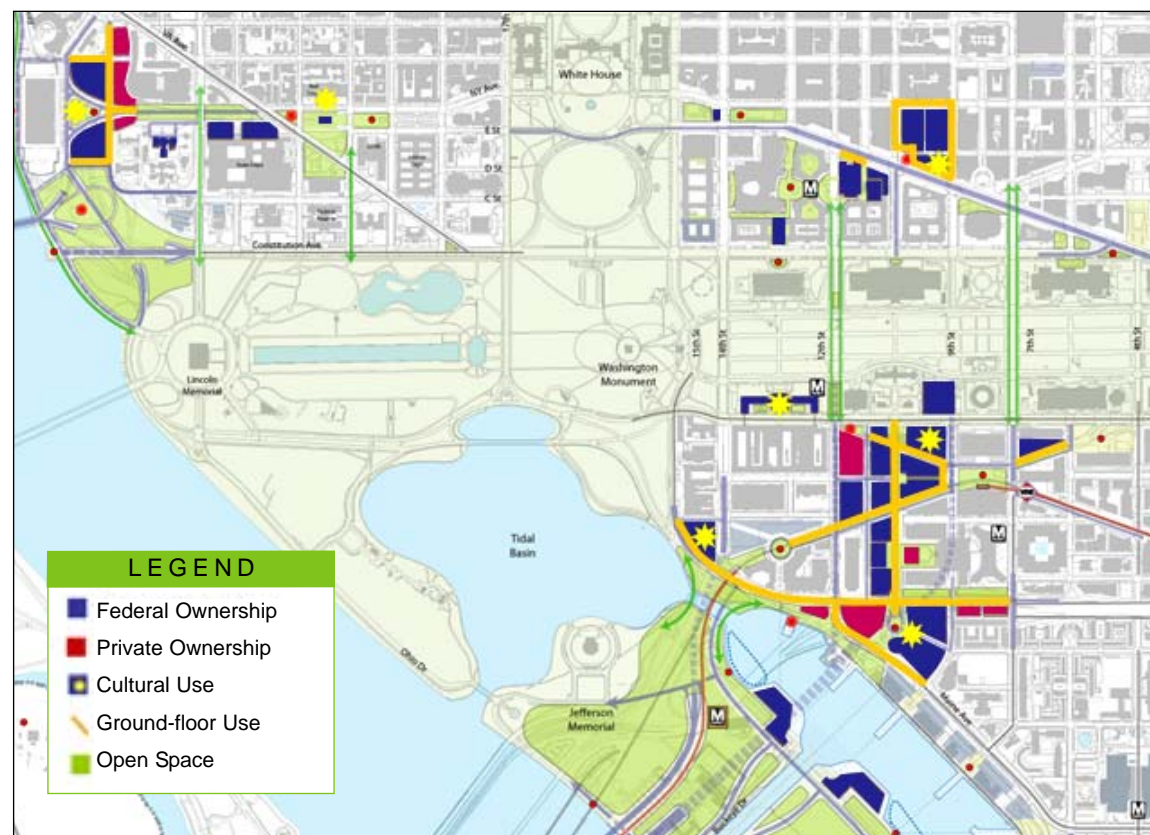
A detailed Framework Plan action agenda including legislative tools, organizational approaches, and next steps is included at the end of this report.

Underlying assumptions of the Action Agenda include:

- The plan protects the federal employment base in the monumental core, retains federal ownership of land and buildings in the precincts surrounding the National Mall, and retains federal agencies in the District of Columbia in locations appropriate to their mission.
- The plan will take time to realize. It contains a variety of small and big initiatives, some easily achieved in the next few years, and others that will require additional detailed planning, identification of funding, and time for construction. These individual initiatives could be led by or even shared among federal, District, and private entities.
- Executive and Congressional approval will be required for the plan's largest projects.
- The public and key federal, city, and private stakeholders will help identify alternatives, further define, plan, evaluate, and design specific initiatives and ensure compliance with the National Environmental Policy Act and the National Historical Preservation Act.
- Many recommendations included in this plan will result in numerous public benefits. These initiatives will typically be beyond the scope of individual agency missions and thus funding mechanisms such as Congressional appropriations, partnerships, private financing, and other appropriate means should be considered.



A variety of development strategies can help make the best use of valuable urban land.



Mixing public and private activities can create destinations and improve connections throughout the Monumental Core.

The National Capital Framework Plan

Linking Destinations

Making Connections

Reinvigorated destinations are only part of a successful urban environment. To achieve their potential, these new Washington destinations must be linked through symbolic and visual connections in which long vistas, historic landscapes, and scenic waterfronts are preserved. Iconic buildings, public art, cultural institutions, and commemorative works must be understood in a coherent context.

Successful cities also offer convenient mobility: a variety of travel routes, a choice of transportation modes, and transparent connections between modes. Transit networks should be convenient and comprehensive. Barriers to movement such as interruptions to the street grid and security installations must be eliminated or minimized. Roadways are appropriate to their use and their settings: high-speed highways do not divide communities or block access; local street grids are maintained; parkways with lower travel speeds and scenic interest are encouraged; and the needs of pedestrians and cyclists are provided for.

The Framework Plan proposes many improvements to connectivity in the city. It calls for decking over divisive highways and re-establishing the local street grid; redesigning road, bridge, and rail infrastructure; extending the reach of Metrorail service; adding Circulator routes; and introducing additional transit such as light rail and bus rapid transit. The plan examines each of its four study precincts for new pedestrian and bicycle opportunities as a further means to achieve a walkable, sustainable urban environment.

Strengthening Views and Vistas

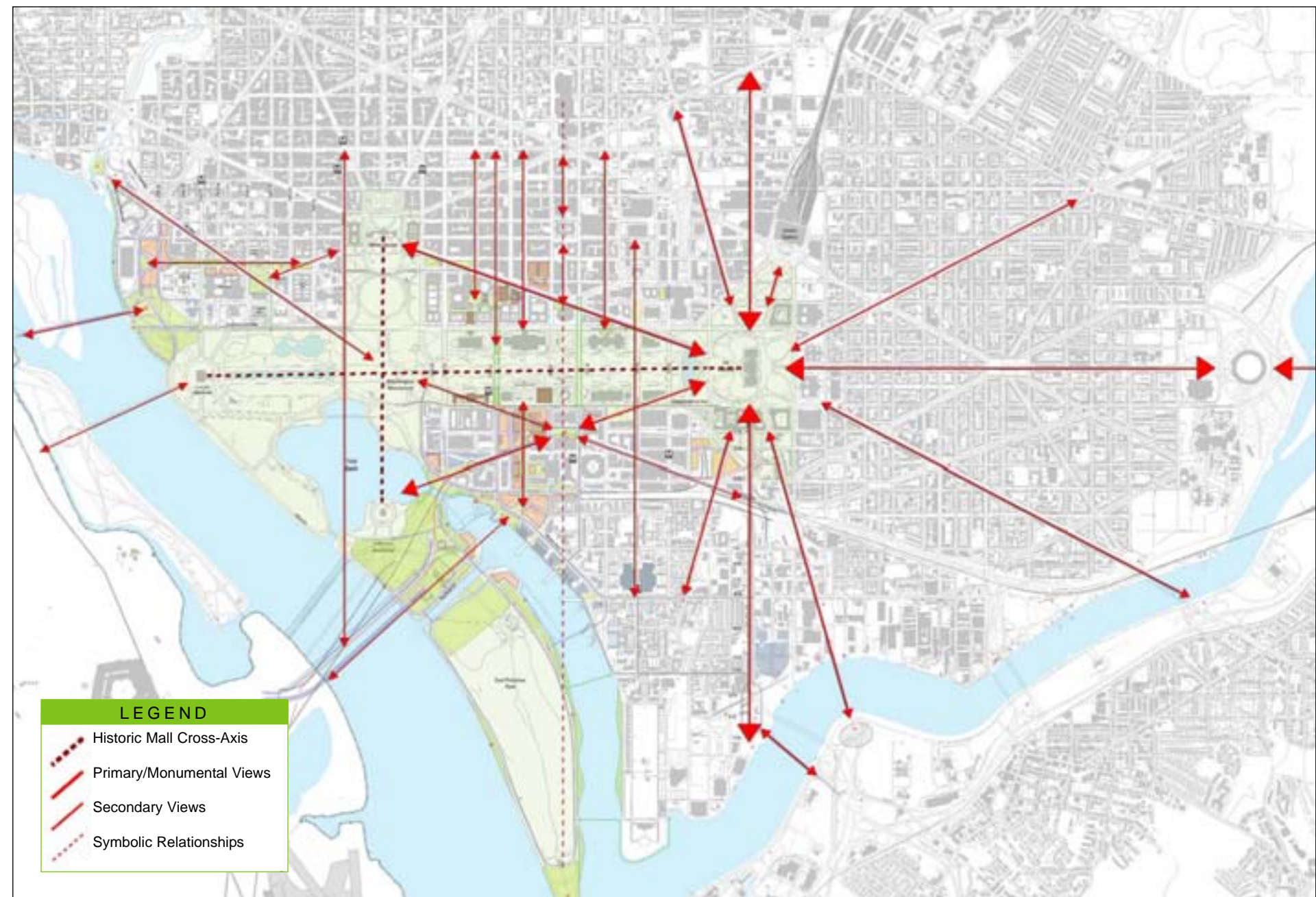
The Framework Plan enhances several visual relationships. Pierre L'Enfant used views, vistas, and symbolic relationships as a central element to organize the form of the nation's capital. These elements, combined with the area's natural topography, define the city with dramatic backdrops and inspiring views. L'Enfant set aside special sites for the "president's house," congress, a national church, and important commemorative sites. This symbolic iconography of the city's plan has become part of the national imagination, and to a remarkable extent, these visual and physical relationships have been preserved. However, some of these connections have been lost due primarily to highway and railroad construction.

The Framework Plan honors the L'Enfant legacy to retain open vistas and recommends steps to reclaim, strengthen, and preserve historically significant views, vistas, and symbolic relationships, particularly along important L'Enfant streets and from areas with a vista of a nationally significant landmark.

Since visual and axial relationships can strengthen the prominence and symbolism of a site, the plan also capitalizes on the urban design potential of key north-south streets that terminate at major public buildings, public spaces, or dramatic long vistas to natural or architectural features. The plan focuses on north-south streets and E Street due to their potential to improve connectivity between downtown, the National Mall, and the waterfront. The plan also looks to protect the symbolic confluence of the city's two rivers and their relationship with Hains Point and Saint Elizabeths Hospital.



Washington's symbolic views form important physical connections



The National Capital Framework Plan

Linking Destinations

A Walkable City

Walkable cities are a result of their mixed-use neighborhoods, active building fronts, lively streets, high residential density, and well connected transportation systems that can accommodate transit users, cyclists, and pedestrians. The ability to easily walk about the city creates social benefits and a sense of community; it promotes interaction and healthful activity for workers, residents, and visitors. The plan seeks to design urban destinations and connect them in a way that reinforces their welcoming, walkable character. The Framework Plan envisions community revitalization through compact, transit-oriented, mixed-use corridors; advocates for the wise use of land, energy, water, and materials in redevelopment areas; and promotes green building design in individual projects.

Washington's monumental core contains significant gaps in its otherwise pedestrian-friendly public realm. Federal enclaves such as the Federal Triangle with large single-use buildings, scarce streetscape amenities, and little evening activity, pose particular challenges. Similarly, the Southwest Rectangle, showing the effects of mid-century urban renewal, has a severely compromised street grid and a public realm interrupted by massive building fronts and highway and rail infrastructure.

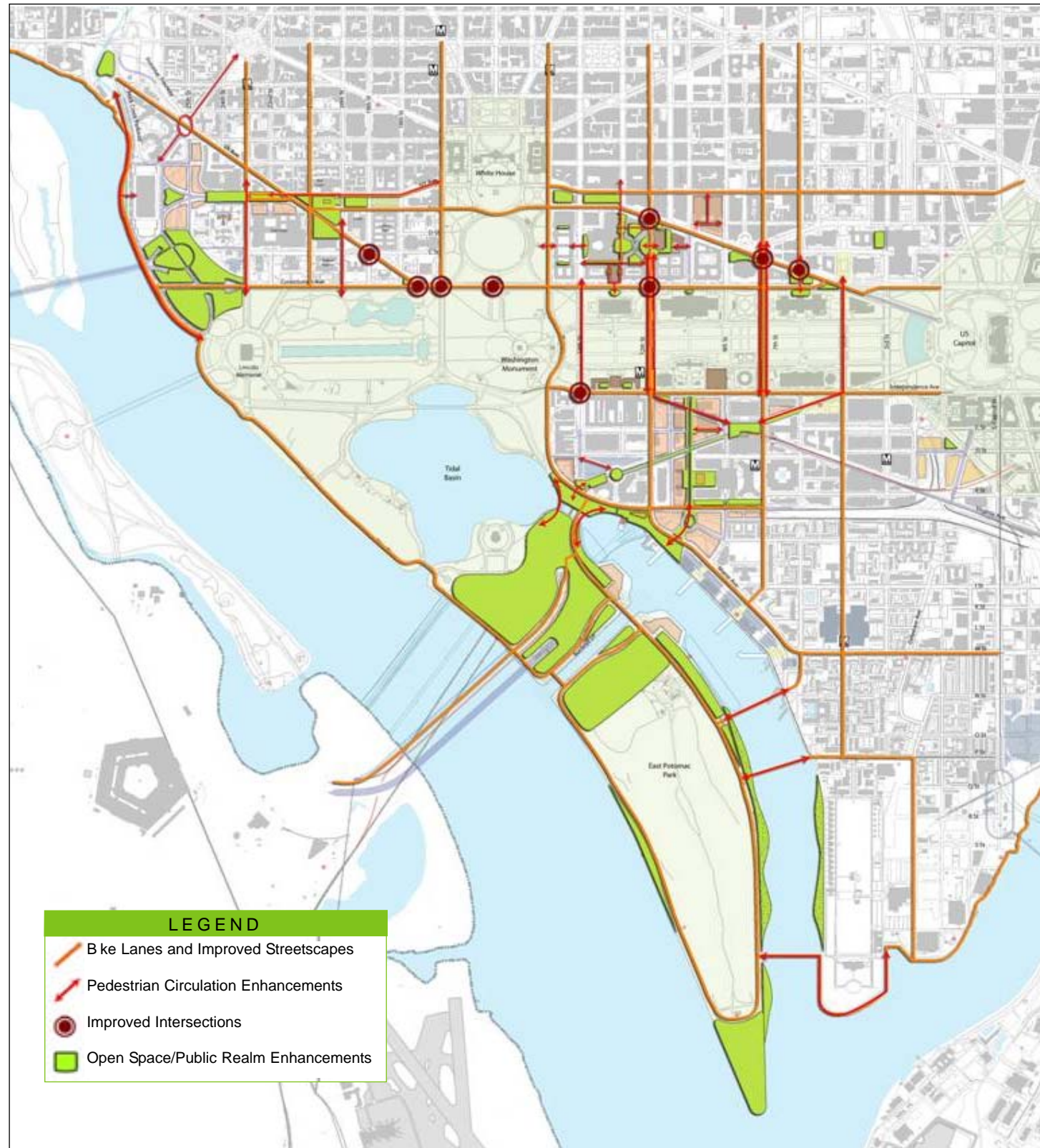
The Framework Plan recommends a variety of improvements to encourage a pedestrian-friendly environment such as protection of significant views and vistas, enhancement of open spaces, better pedestrian connections and streetscapes, a continuous waterfront walking trail, linked parks and green spaces, and creation of new multi-purpose recreation and festival spaces. Expanding transit services so that travelers can leave their cars at home, and developing lively mixed-use neighborhoods that offer interest and amenities along walking routes will help make Washington a more walkable city.

The public realm in the nation's capital should be distinguished by beautiful civic infrastructure, architecture, streets, parks, and waterfronts. Access to these destinations should be open and free, and connected by engaging views, well-landscaped corridors, and easily understood way-finding and interpretative systems.

Actions to improve the city's pedestrian environment include:

- Instituting land-use, development, and transportation initiatives that encourage sustainable building construction and reduce pollutants;
- Promoting civic ecology through an integrated approach to a sustainable urban environment that includes green infrastructure, clean air, water, land and state-of-the-art development and maintenance practices;
- Designing streets for pedestrians, bicyclists, transit vehicles and users, and motorists;
- Improving intersections and establishing mid-block cross-walks where appropriate to enhance pedestrian connections and improve pedestrian safety;
- Establishing a network of welcoming civic spaces, both active and passive, that offer opportunities for relaxation, social interaction, enjoyment, public gatherings, and citizen action;
- Enhancing streets, parks, and plazas with tree planting, seating, lighting, fountains, public art, and landscaping;
- Promoting vending that offers a range of services in well-designed vending suites that enhance the appearance of the streetscape and reduce clutter;
- Establishing appropriate locations and infrastructure for outdoor cafés and programmed outdoor entertainment, temporary public art, and interpretative exhibits;
- Creating new opportunities for active and passive recreation, and enhancing those that exist today.

The quality of public space design, construction, programming, and maintenance practices should meet the highest standards. The Framework Plan supports many of the District of Columbia's current public space initiatives such as District Department of Transportation's Bicycle and Pedestrian Master Plans and the Anacostia Waterfront Transportation Architecture Design Standards.



The National Capital Framework Plan

Linking Destinations

Transit

Efficient urban movement is most successful when people have a choice of routes and modes of travel: when they may choose to drive on local streets or an expressway, to walk through the National Mall or along the river, to take a bus or the Metro. Transit availability is an important aspect of a walkable city. While the Framework Plan proposes a variety of pedestrian-friendly connections within and among its four study areas, it also calls for transit enhancements that provide choices and encourage residents and visitors to abandon their private vehicles. The plan promotes the District of Columbia's goals to reduce congestion and create a network of walkable corridors and comprehensive, flexible, and convenient public transit options linking central Washington destinations. This approach will support economic investment and environmental health.

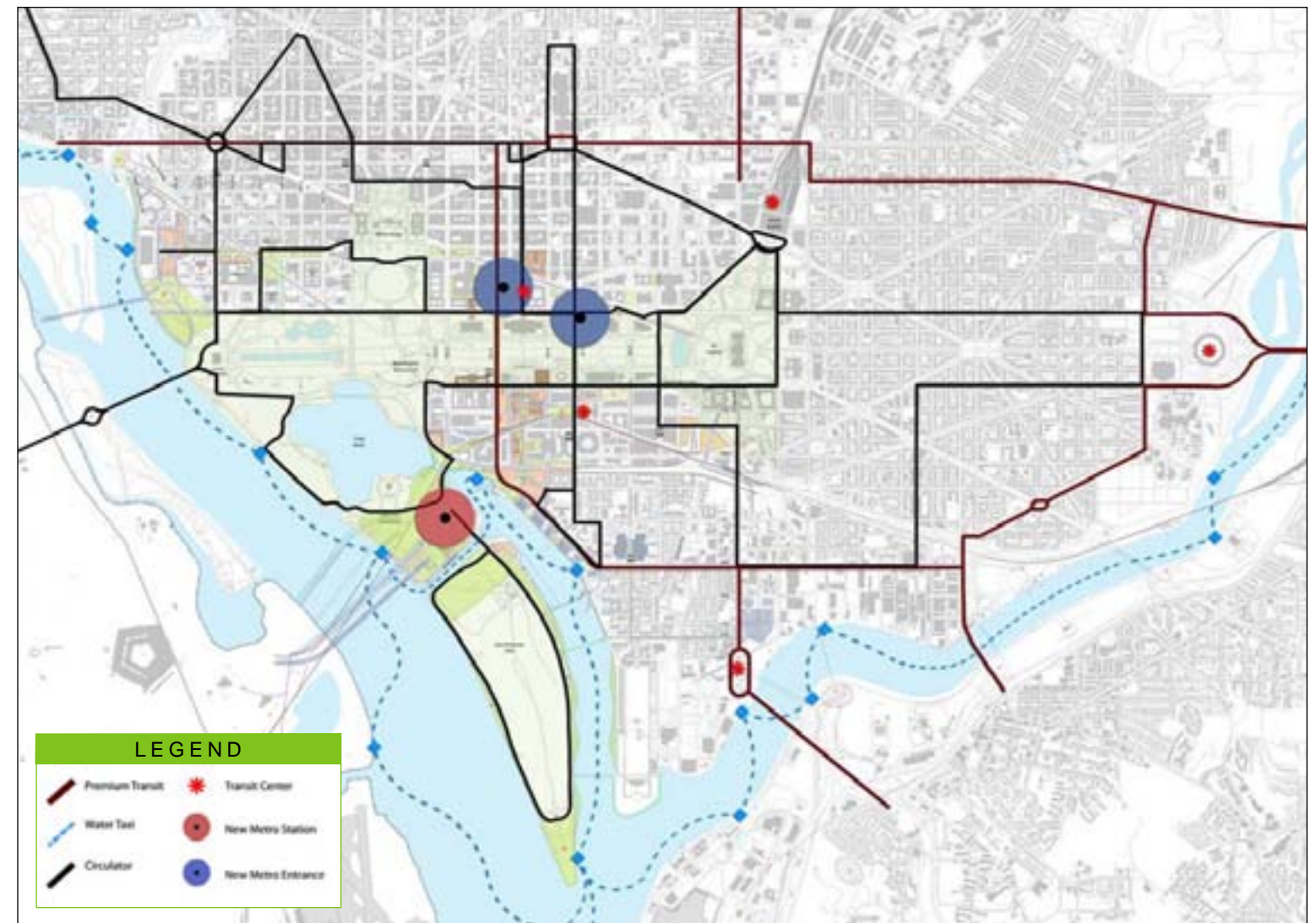
Washington enjoys one of the finest rapid transit systems in the world. Washington's Metrorail is the second busiest system in the U.S., behind only the New York City subway system. Metrorail provided nearly 208 million trips in 2007 — over 700,000 per average weekday. Metro's bus system provided over 130 million trips in 2007, including bus rapid transit lines as well as the DC Circulator, a concept first advanced in NCPC's Legacy Plan, is a convenient hop-on/hop-off bus service that provides easy crosstown access with frequent stops that connect to Metro and other bus lines. This premium surface transit system is a cost-effective way to travel more quickly between employment centers and crosstown neighborhoods.

Focusing on the monumental core and improved connectivity with other parts of the city and region, the Framework Plan builds upon the city's transit system with recommendations to improve access throughout the monumental core.

Significant features of the proposed network include:

- Increase Metrorail access in the study area with a new station in East Potomac Park and new entrances near the Old Post Office (at the Federal Triangle station) and the National Gallery of Art (at the Archives-Navy Memorial-Penn Quarter station).
- Expand the DC Circulator system to support underserved parts of the city including: Foggy Bottom, Dupont Circle, West End, Northwest Rectangle, Capitol Hill, Lincoln Park, RFK Stadium, Near Southeast, and East Potomac Park.
- Combine the Circulator and National Park Service visitor transportation systems into one fully integrated system to serve visitors, residents, and workers.
- Establish strategically located intermodal centers to facilitate transfers from regional travel modes to the city's intra-city network. Transit centers could be established at Union Station, L'Enfant Plaza and Reservation 113, South Capitol Street, and at the RFK Stadium site.
- Expand "premium" intra-city transit to include streetcar, bus rapid transit, and rapid bus service in a manner that respects the integrity of the national capital's symbolic views, vistas, and relationships.
- Establish a robust water taxi system to connect locations along both sides of the Potomac River and Anacostia River including: Southwest waterfront, East Potomac Park, Washington Navy Yard, Kennedy Center, and Georgetown.
- Enhance the intra-city bicycle and pedestrian environment through streetscape improvements, bicycle lanes and storage facilities, and improved signage.
- Develop a comprehensive travel demand management program to reduce congestion, improve air quality, and address parking and tour bus issues.

These transit proposals were coordinated with District of Columbia Department of Transportation and Washington Metropolitan Area Transit Authority studies, and the Anacostia Waterfront Framework Plan. As these studies are updated, this transit plan will be refined. Its recommendations, particularly those related to route planning, are conceptual and will require further study.



A choice of transit options reduces reliance on cars.

The National Capital Framework Plan

A Sustainable City



The National Association of REALTORS building incorporates many environmentally sustainable features.

The Framework Plan reflects the National Capital Planning Commission's commitment to sustainable development and protection of natural resources in the nation's capital. This commitment is detailed in the policies established in the Federal Elements of the Comprehensive Plan relating to open space, air and water quality, transportation, site and building design, and construction practices.

The Framework Plan's central approach to sustainability is to develop infill parcels, increase the density and efficient use of existing development, and infuse a mix of uses to revitalize the federal precincts through compact, transit-oriented development. Compact neighborhoods that are easily accessible with multiple transit modes and a range of uses also offer more potential to be economically and socially sustainable. Compact development will help improve use of land, energy, water, and materials in redevelopment areas, and encourage low-impact site design and green building design in individual projects.

Some key principles advanced in the National Capital Framework Plan are:

Compact Development: Using the full capacity of limited available urban land and increasing density fully utilizes city services and reduces land consumption. Such development supports a wider range of transit options and encourages pedestrian-friendly neighborhoods. Infill development and adaptive reuse of existing sites and structures reduces demand for non-renewable natural resources.

A Mix of Uses: Complex, multifaceted urban spaces bring people together in different ways creating interest and synergy. Mixing work, entertainment, culture, recreation, tourism, shopping, education, and home life is stimulating both economically and socially. This mixing encourages compact growth and density, encourages transit use, reinvigorates neighborhoods, and is what makes cities desirable places in which to live, work, and visit.

Transportation Choice: Expanded transportation options maximize mobility, reduce congestion, conserve fuel, and improve air quality. Strategic investments in an integrated transit system support compact development. Providing for pedestrians and cyclists results in walkable, desirable communities.

Green Building Design: High-performance buildings that employ active and passive solar systems and new technology for energy generation, heating, and cooling conserve non-renewable energy resources. The use of recycled materials in all phases of building construction and operation supports the environment. Green rooftops help manage storm water, reduce urban heat island effects, and provide a natural setting.

Protection of Land and Ecosystems: Preserving, restoring and creating open spaces, parkland, habitat, and preserving cultural and historic landscapes make cities livable and attractive. Increasing the tree canopy provides shade, reduces impervious surfaces, reduces heat islands, and improves storm water management and air quality.

Wise Use of Natural Resources: Sustainable development and infrastructure improvements that conserve natural resources reduce waste and pollution through efficient use of land, energy, water, and materials.

Low-Impact Development: Effective management of stormwater can maintain, restore, or replicate natural hydrologic functions. Cost-effective site design, retention of permeable surfaces, use of bio-retention and filtering technologies, green roofs, and landscapes that require minimal pesticides, water, and fertilizer can help make new development beautiful as well as functional.

Flooding in the National Capital

With its location at the confluence of the Potomac and Anacostia Rivers, combined with three buried waterways, broad floodplains, and relatively flat elevations, Washington's monumental core is highly prone to periodic flooding. The risk is not only when excess water overtops the riverbanks, but also from heavy rainfall when the sewer system is unable to handle the excess stormwater. Flooding poses risks to the area's cultural and historic resources; federal buildings, property, and operations; the transit system; and national security.

Since 1936, Washington DC has been protected from river flooding by a levee system built by the U.S. Army Corps of Engineers (USACE) that runs along the Reflecting Pool at the National Mall and requires three temporary closures during flood events. The need for levee improvements became more urgent in the wake of new standards developed after Hurricane Katrina. On the basis of these standards, USACE deemed the temporary 17th Street closure unreliable. To address this problem, the District of Columbia has pledged \$2.5 million to construct an interim levee solution by November 2009. In addition, District and federal agencies have been working together to develop and implement a permanent levee solution that will allow USACE to certify that the levee meets congressionally authorized protection levels.

Even with improvements to the levee system, the Federal Triangle area is still at risk from urban drainage flooding, which is a separate and persistent problem requiring an independent solution. The sewers in the monumental core are old, and the capacity of any particular section varies between a 2- to 15-year storm event, depending on the design standard at the time of construction. In June 2006, tropical downpours inundated downtown Washington and resulted in extensive, costly flooding at four key federal office buildings. As a result of this disruption, federal and city authorities are developing better information, identifying technical solutions, improving emergency response, and enhancing inter-agency coordination.

Federal agencies must comply with Executive Order 11988 on Floodplain Management to avoid construction in floodplains, consider alternatives when developing projects, and ensure that facilities are constructed to meet appropriate flood protection standards. Many of the newer commemorative works on the National Mall are located in the floodplain and have been designed to respond to floods. The Framework Plan concepts have been developed with current flood risk issues in mind, and flooding considerations will continue to be incorporated into future planning and development.

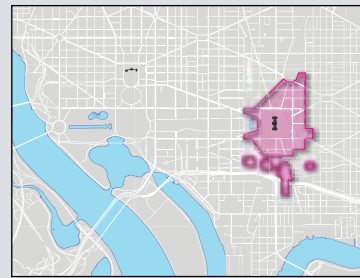


Federal Triangle, June 2006

Planning Together for Central Washington, DC

As America's capital, the strength of Washington, DC lies with its cultural venues; its architecture and open spaces; its vibrant walkable neighborhoods and public transit; and the national and international presence. Coordinated planning and investment are essential to ensure that central Washington continues to serve as a model for the nation and the world.

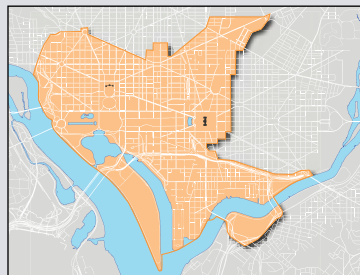
PLANNING INITIATIVES



CAPITOL COMPLEX MASTER PLAN

Architect of the Capitol

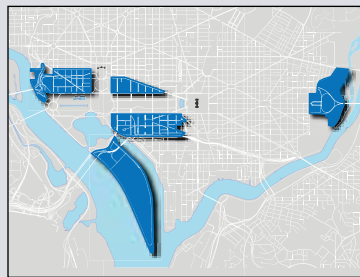
The Capitol Complex Master Plan is a long-range vision, master plan, and implementation strategy for the maintenance, renovation and improvement of the Capitol Complex over the next twenty years.



CENTER CITY ACTION AGENDA

District of Columbia

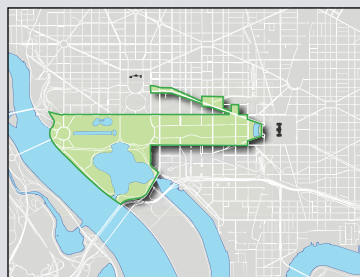
The Center City Action Agenda is Mayor Fenty's plan to redefine central Washington and ensure economic vitality, sustainability, and cultural diversity in the city's rapidly expanding downtown.



NATIONAL CAPITAL FRAMEWORK PLAN

National Capital Planning Commission and U.S. Commission of Fine Arts

The Framework Plan proposes strategies to preserve the symbolic character of the national capital, plan for new museums and memorials, and government offices, and leverage federal investment to contribute to mixed-use urban vitality.



NATIONAL MALL PLAN

National Park Service

The National Mall Plan offers a vision for sustainable use, refurbishment, improvement, and maintenance of two of the nation's most treasured spaces, the National Mall and the Pennsylvania Avenue National Historic Park.

The National Capital Framework Plan is one of four plans that have been developed in the complex political environment that defines Washington's planning community today. It has been coordinated with three other federal and city planning initiatives now underway. The jurisdictions, authorities, and constituencies of these federal, local, and private partners vary, but their vision for a diverse, vibrant, and beautiful city is shared.

The following common goals are articulated in the Planning Together for Central Washington document recently published by federal and local partners.

COMMON OBJECTIVES

Welcoming Atmosphere Create an atmosphere that embraces local citizens and visitors, statesmen, foreign dignitaries, and the media. Celebrate the warmth of a friendly town, the dignity of a seat of government, and the vibrancy of a progressive international city.

Well-Connected Public Space Create a distinguished public realm of enduring quality shaped by beautiful civic infrastructure, architecture, streets, parks, and waterfronts. Maintain free and open public access that is fundamental to a democratic society.

Distinctive Places Create or renew neighborhoods and public places throughout central Washington to provide a mix of uses and experiences that are authentic, diverse, and reflect America's history and culture.

Green and Sustainable Achieve a livable, healthy, and sustainable environment with clean air, water, and soil by using model development and maintenance practices.

21st-Century Transportation Establish a comprehensive, flexible, convenient, and coordinated network of public and visitor transit options — subway, light rail, streetcar, bus, water taxi — linking central Washington destinations to support economic investment and environmental health.

The National Capital Framework Plan

Treasuring Assets

The Framework Plan focuses on Washington's extraordinary but often under-valued assets and how they may be more fully integrated into the life and urban fabric of the city. First and foremost is the National Mall itself. This historic, symbolic landscape defines the national capital; it is recognized around the world as an emblem of American democratic ideals. The National Capital Framework Plan seeks to protect this priceless civic open space from overbuilding by planning for new, equally desirable locations for future memorials and museums and extending the special character of the National Mall into nearby neighborhoods.



Washington is home to some of the world's most impressive and resonant civic art and architecture. Its Neo-Classical and Beaux-Arts buildings by towering American designers line the city's grand boulevards. Iconic buildings such as the White House, the Lincoln Memorial, and the U.S. Capitol are beloved by the American public and symbolize democracy to the world. The Framework Plan recommends ways to showcase this remarkable concentration of art and architecture that establishes an unmistakably Washington urban identity.

Washington leads the nation in the percentage of land devoted to parks, about 24 percent. Of the city's more than 9,000 acres of parkland, more than 74 percent is federally owned and managed by the National Park Service. From small neighborhood play areas and expansive city parks to waterfront marshes and little-visited river islands, this open space offers natural beauty, recreation opportunities, and respite from the built environment.



Courtesy of O. Paunier, photographer

Reconnecting with Washington's Waterfront

Forgetting that it began as a river city, Washington has only recently begun to celebrate its more than 30 miles of remarkable waterfront. Originally proposed in NCPC's 1997 Legacy Plan, and further developed by the District's Anacostia Waterfront Plan, the creation of a continuous network of parks, public spaces, and walking/biking trails along the full length of Washington's waterfront has been widely embraced and is now being executed.

As the owner of approximately 70 percent of the city's shoreline, the federal government has substantial responsibilities for protecting this extraordinary natural feature. As envisioned in Legacy, the city's waterfront — most of which is publicly owned — would be accessible for the enjoyment of all. Some stretches could be quiet and pastoral, while others could be developed and support festivals, concerts, and other urban activities. Waterfront destinations would be accessible from adjoining streets and neighborhoods, would connect to bridges that cross the rivers, and would offer vistas and settings of extraordinary beauty.

The Framework Plan advances this effort to restore the city's historic connection to its rivers within the Northwest Rectangle and East Potomac Park. The plan recommends ways to connect the waterfront to the adjoining neighborhoods as places for public enjoyment, recreation, commemoration, and environmental stewardship.

The National Capital Framework Plan

Treasuring Assets

1 Capital Crescent Trail



2 Georgetown Waterfront Park



3 Georgetown Waterfront



4 Kennedy Center Waterfront



5 National Mall



6 West Potomac Park



7 Southwest Waterfront



The Framework Plan expands this continuous network of waterfront trails and open spaces through a variety of proposals that:

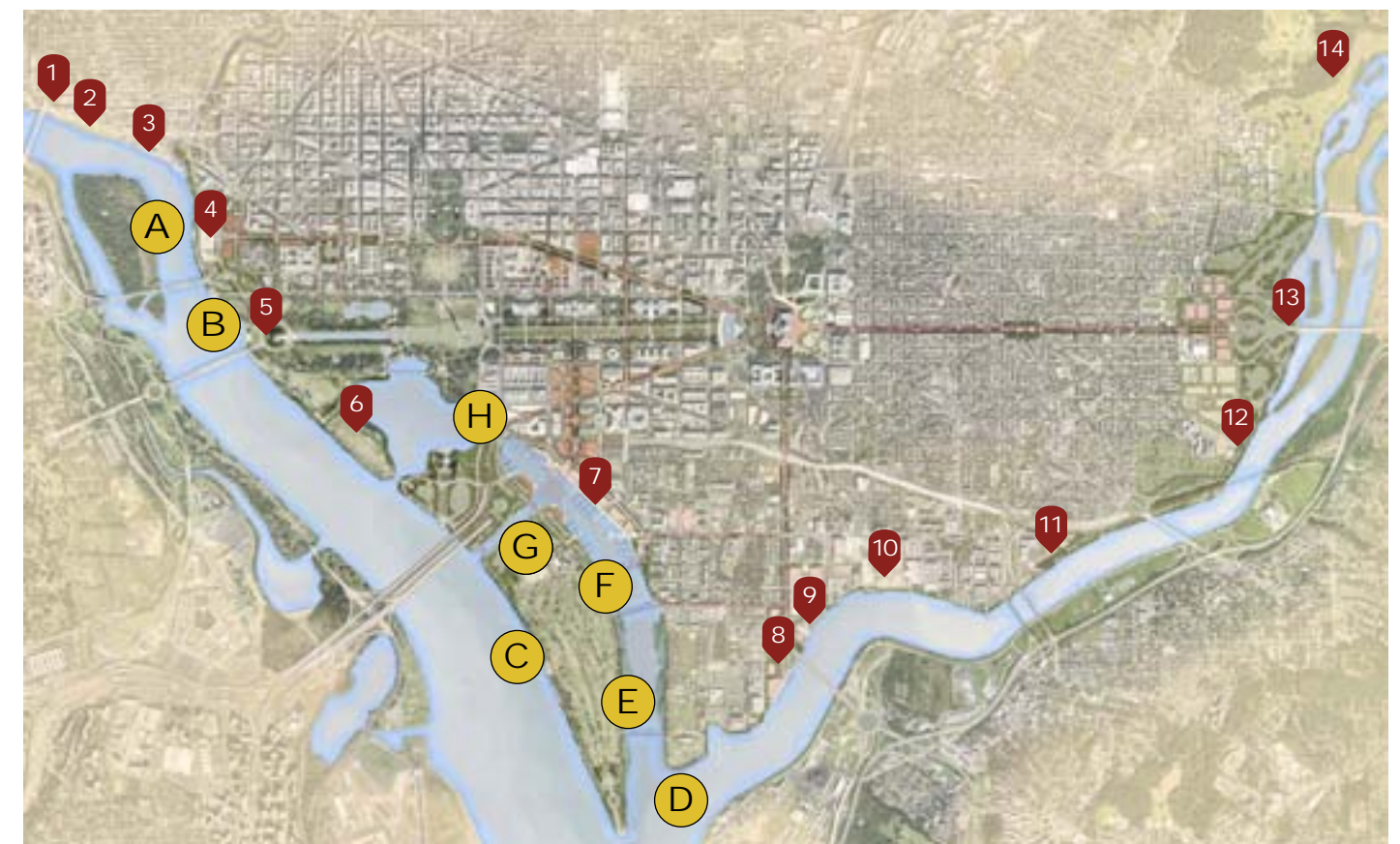
- A. Enhance the pedestrian and biking paths parallel to Rock Creek Parkway between the Lincoln Memorial and the Washington Harbour complex;
- B. Establish a waterfront park at the foot of Theodore Roosevelt Bridge to connect the Lincoln Memorial and the Kennedy Center;
- C. Create a beautiful waterfront esplanade along East Potomac Park's river edge;
- D. Provide a boardwalk at the south end of East Potomac Park across the Washington Channel to connect to the Anacostia Riverwalk trail;
- E. Establish a riparian edge, wetland ecosystem and a boardwalk along portions of East Potomac Park along the channel;
- F. Establish pedestrian, bike, and vehicular connections across the channel;

- G. Establish visitor services and amenities and create a grand canal for marine craft along the northern portion of the channel;

- H. Establish a land bridge between the Southwest waterfront and East Potomac Park.

A part of the Anacostia Riverwalk is now under construction as a public-private partnership. This project, led by the District of Columbia's Department of Transportation, will eventually stretch 16 miles along the east and west banks of the Anacostia River between Benning Road and the Washington Navy Yard.

Along the Potomac River, upstream of Washington Harbour, the waterfront network will connect with the 10-acre Georgetown Waterfront Park. Beyond the park, the uninterrupted network along the city waterfront continues and becomes a regional asset. North of Key Bridge, pedestrians can easily reach the Capital Crescent Trail, which provides a popular hiking and biking link to Silver Spring, Maryland, and the Chesapeake and Ohio Canal National Park, which extends 185 miles upriver to Cumberland, Maryland.



8 South Capitol Street



9 The Yards



10 Navy Yard



11 Anacostia Park



12 Hill East



13 RFK Stadium Site



14 U.S. National Arboretum

