



A Course for Change

2007

Legacy Vision Takes Shape in the Nation's Capital

**National
Capital
Planning
Commission**

Annual Report

October 1, 2006 – September 30, 2007





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Washington

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Legacy's success hinges on one essential component:
collaboration.



1 Letter From the Chairman



Time is the true test of any urban plan. Will today's bold ideas flourish in 10, 20, or 30 years?

In 1997, the National Capital Planning Commission put the finishing touches on a plan for the nation's capital that would take the city forward 50 to 100 years. *Extending the Legacy: Planning America's Capital for the 21st Century* began as a search for a "carefully thought out plan" that would ensure orderly development of Washington, D.C.'s monumental core. It grew into something broader, a vision designed to ensure that the ceremonial heart of the city could support a healthy, living city for years to come. *Legacy* planned for federal spaces, but it did so with the whole city in mind, weighing the effects of the federal presence and striving to ensure that the impacts were positive. *Legacy* promoted Washington as more than a federal city.

As we mark the 10th anniversary of *Extending the Legacy*, we pause to reflect. The plan has directed much of our work during the past decade. It has provided a comprehensive approach to a challenging task—planning Washington in the 21st Century. The plan's strength lies in its big-picture perspective on complex issues such as transportation, recreation, waterfront access, commemoration, and the relationship of the monumental core to the rest of the city.

Extending the Legacy serves as NCPC's roadmap to keep us on course as we shape the city's future in decades to come.

In this report, we provide updates on many initiatives inspired by *Legacy*, from the Circulator to revitalization efforts along South and North Capitol Streets. This report also provides a progress report on one of our most ambitious efforts in recent years, the National Capital Framework Plan. The Framework Plan takes the next step toward implementing the *Legacy* vision and is one of the most comprehensive federal plans for Washington in more than a decade.

Legacy's success hinges on one essential component: collaboration. Without partnerships, the plan would remain simply that, a plan. In developing *Legacy*, NCPC conducted countless public workshops and community meetings. Exhibits at Union Station, Dulles International Airport, and the National Museum of American History gave thousands of people the opportunity to take part in a national-level dialogue about the future of the nation's capital. As each project moves forward, NCPC works closely with city and transportation planners, architects, urban designers, and the public.

The capital city represents our national values and defines our national character; it shapes our national psyche. NCPC takes very seriously the responsibility of being entrusted with its care. We are committed to preserving the best of our treasured city while capitalizing on its potential, and we will continue on course toward *Legacy's* vision of a world-class capital city.

John V. Cogbill, III
Chairman

2 *Extending the Legacy: 10th Anniversary*

Then and Now

Ten years ago NCPC released *Extending the Legacy: Planning America's Capital City for the 21st Century*. A broad guide for the development of the nation's capital in the 21st century, *Legacy* addressed some of the most challenging issues facing the city as the 20th century drew to a close. The *Legacy* plan recenters Washington on the U.S. Capitol, reclaims the city's historic waterfront, expands the reach of public transit, and creates economic and cultural opportunities in all quadrants of the city.

By redefining and improving the monumental core, *Extending the Legacy* aims to preserve the essential open space of the National Mall and provide other equally desirable sites for commemoration and public gatherings.

Today, the agency continues to advance the ideas and priorities laid out in 1997. We are proud to report that in just 10 years many of *Legacy's* major ideas are taking shape, and we are on course to continue this record of success in the years ahead.

Memorials and Museums

A first key follow-up to *Legacy* was NCPC's 2001 *Memorials and Museums Master Plan*, which took the first step toward preserving the Mall's historic open space. The plan proposed a "Reserve," or no-build zone on the National Mall and identified 100 desirable alternative sites for new memorials and museums. In 2003, Congress officially established a Reserve on the National Mall, declaring it "a completed work of civic art." In the six years since its release, NCPC's plan has helped place five new memorials off the Mall, furthering two major *Legacy* goals: preservation of the Mall and placing cultural attractions throughout the city.

The National Capital Framework Plan

The Framework Plan, to be released in 2008, will take the next step toward implementing *Legacy's* bold vision for the monumental core of the nation's capital. A revitalization plan for the areas around the Mall, the Framework Plan provides a roadmap for reconnecting the city's downtown to the waterfront and East Potomac Park. It encourages visitor amenities, restaurants, retail, and other improvements to transform the areas around the National Mall into lively, beautiful, memorable places. The forthcoming plan lays the groundwork for vibrant destinations at the Southwest Waterfront, the Kennedy Center, and Federal Triangle.

RFK Stadium Site Redevelopment Study

The RFK Stadium sits on 190 acres of federal land at the end of East Capitol Street, a major entry into the city that *Legacy* recognized as a vital link between the monumental core and the Anacostia River. The land is leased to the District for use as a stadium but will revert to the federal government once the stadium is vacant. With the Washington Nationals set to leave the stadium, and D.C. United looking for a new home, NCPC has taken the lead in determining the best future uses for this key parcel.

Drawing on significant input from the public, solicited in a series of meetings and workshops, NCPC conducted a redevelopment study for this prime real estate. The 2006 study offers planning and design alternatives for the site, furthers the *Legacy* vision, and respects key principles of the District of Columbia's Anacostia Waterfront Initiative. It recommends active recreation areas, improved access to the river, valuable open space, new residential development, neighborhood retail, and a major memorial or cultural attraction.

By completing this study before potential changes occur, NCPC positioned federal and local officials to transform this waterfront property without delay if and when the stadium is vacated.

“Even though *Legacy* looks ahead 50 to 100 years, the first decade will be decisive.”

Extending the Legacy: Planning America's Capital City for the 21st Century

South Capitol Street

Ten years ago in *Extending the Legacy*, NCPC first shared its vision of South Capitol Street—a grand urban boulevard that would serve as a signature address in the nation's capital. With cultural attractions, shopping, parks, an accessible waterfront, and a revitalized neighborhood, the attractive gateway to the capital would be complete.

In the years since *Legacy* first illustrated a new South Capitol Street, NCPC has advanced its plans for this important thoroughfare. In 2003 it released the *South Capitol Street Urban Design Study*, which offered analysis and design guidance for land use, open space, and commemoration along the corridor.

In 2004, NCPC unveiled three design scenarios that illustrated sites for public space, civic art, and a major memorial or cultural attraction integrated with a new Frederick Douglass Memorial Bridge and the new Washington Nationals baseball stadium. With the Department of Transportation headquarters now open and thousands more federal employees at the Navy Yard, the boulevard is experiencing major change, much of it buoyed by the federal presence.

Construction of the new Nationals baseball stadium in 2007.

Today, *Legacy's* vision is coming to life as the corridor is transformed. The District of Columbia incorporated NCPC's design guidance into rules governing the area's redevelopment by amending its zoning regulations and establishing the Capitol Gateway Overlay Zone. The overlay zone specifies building set-back requirements, height limitations, and other design criteria recommended by NCPC. The Commission reviews all projects in the Capitol Gateway Overlay Zone to ensure that redevelopment in this corridor follows NCPC's criteria and produces the best possible results for the capital city.

3



Extending the Legacy: 10th Anniversary

The Transit Legacy

In *Extending the Legacy*, NCPC stated that Washington must solve its “transportation problems soon or pay the consequences in lost jobs, dwindling investment, and a declining quality of life.” Ten years later, traffic congestion remains one of the region’s biggest challenges, but two important components of *Legacy’s* transportation strategy are moving right along.

Circulator

The Circulator, an affordable, convenient, and reliable bus service that complements Metrorail, is now in its third year of operation. NCPC proposed the Circulator in *Legacy* to help ease traffic congestion, improve air quality, and assist visitors by providing more public transit options.

In July 2005, attractive Circulator buses began transporting tourists and commuters along three routes: the Convention Center–Southwest Waterfront; Georgetown–Union Station; and Smithsonian–National Gallery. Arriving in five-to ten-minute intervals, the buses cost only \$1 and stop near cultural and entertainment venues, businesses, museums, and federal office buildings.

The buses transport people among popular attractions that are beyond walking distance. A main goal of the Circulator is to reduce the reliance on private vehicles by providing a quick and easy way to get around downtown without a car. Early statistics indicate that the service is meeting its goal. Thirteen percent of its riders say the Circulator is the only form of public transit they use.

The service, the result of a public-private partnership, may add additional routes in the future.

Rail Alternatives Explored

As part of its transportation agenda for the nation’s capital, *Extending the Legacy* recommended the “cautious reworking of existing streets and avenues,” the removal of antiquated rail lines that run along Maryland and Virginia Avenues, and the relocation of passenger and freight rail service on these lines. The plan focuses on seven miles of freight rail lines that run through the heart of Washington, DC, cutting through parks and neighborhoods and interrupting the historic street grid.

During the past year, NCPC and the District Department of Transportation (DDOT) conducted the *Freight Railroad Realignment Feasibility Study*, which examined seven alternative corridors for the rail lines and conducted a benefit/cost analysis on three of the more feasible corridors.

The NCPC-DDOT study is the first step toward addressing this complex issue that affects rail service on the entire East Coast as well as in Virginia, Maryland, and the District of Columbia. Along with key state and local stakeholders, NCPC will continue to explore possibilities and help achieve a successful regional solution (see page 10 for more on the rail study).

In the current fiscal year and the decades to come, NCPC will continue to advance *Legacy’s* goals. This report provides details on our efforts to move the vision forward while meeting our day-to-day objectives.



3 The Commission

Presidential Appointees

John V. Cogbill, III, *NCPC Chairman*
Herbert F. Ames
José L. Galvez, III, *AIA*

Mayoral Appointees

Arrington Dixon
Stacie S. Turner

Ex Officio Members

The Honorable Robert M. Gates
Secretary of Defense
Represented by Ralph E. Newton

The Honorable Dirk Kempthorne
Secretary of the Interior
Represented by John G. Parsons

The Honorable Lurita Alexis Doan
Administrator of General Services
Represented by Michael S. McGill

The Honorable Joseph I. Lieberman
Chairman, Committee on Homeland Security and Governmental Affairs
U.S. Senate
Represented by Deborah Parkinson

The Honorable Henry A. Waxman
Chairman, Committee on Oversight and Government Reform
U.S. House of Representatives
Represented by Mark Stephenson

The Honorable Adrian M. Fenty
Mayor, District of Columbia
Represented by Harriet Tregoning

The Honorable Vincent C. Gray
Chairman, Council of the District of Columbia
Represented by Robert E. Miller
NCPC Vice Chairman



(left to right) Chairman John V. Cogbill, III, Herbert F. Ames, Jose L. Galvez, Arrington Dixon, Stacie S. Turner, (second row) Ralph E. Newton, John G. Parsons, Michael S. McGill, Deborah Parkinson, Harriet Tregoning, Robert E. Miller, Mark Stephenson (not pictured)

4 Signature Initiatives

National Capital Framework Plan

NCPC and the U.S. Commission of Fine Arts (CFA) are close to finalizing the National Capital Framework Plan. The plan, a revitalization effort for the monumental core of the capital city, lays the groundwork for attractive new destinations beyond the National Mall. It promotes lively and distinct neighborhoods that are well connected to one another and easily accessible for pedestrians and riders of public transit.

Building on *Legacy*, the Framework Plan seeks to invigorate federal enclaves and monumental Washington. The plan calls for changes that will serve a living city that is the hub of the federal government, a tourist destination, the symbolic heart of the nation, and home for the city's half-million residents.

Details of the Plan

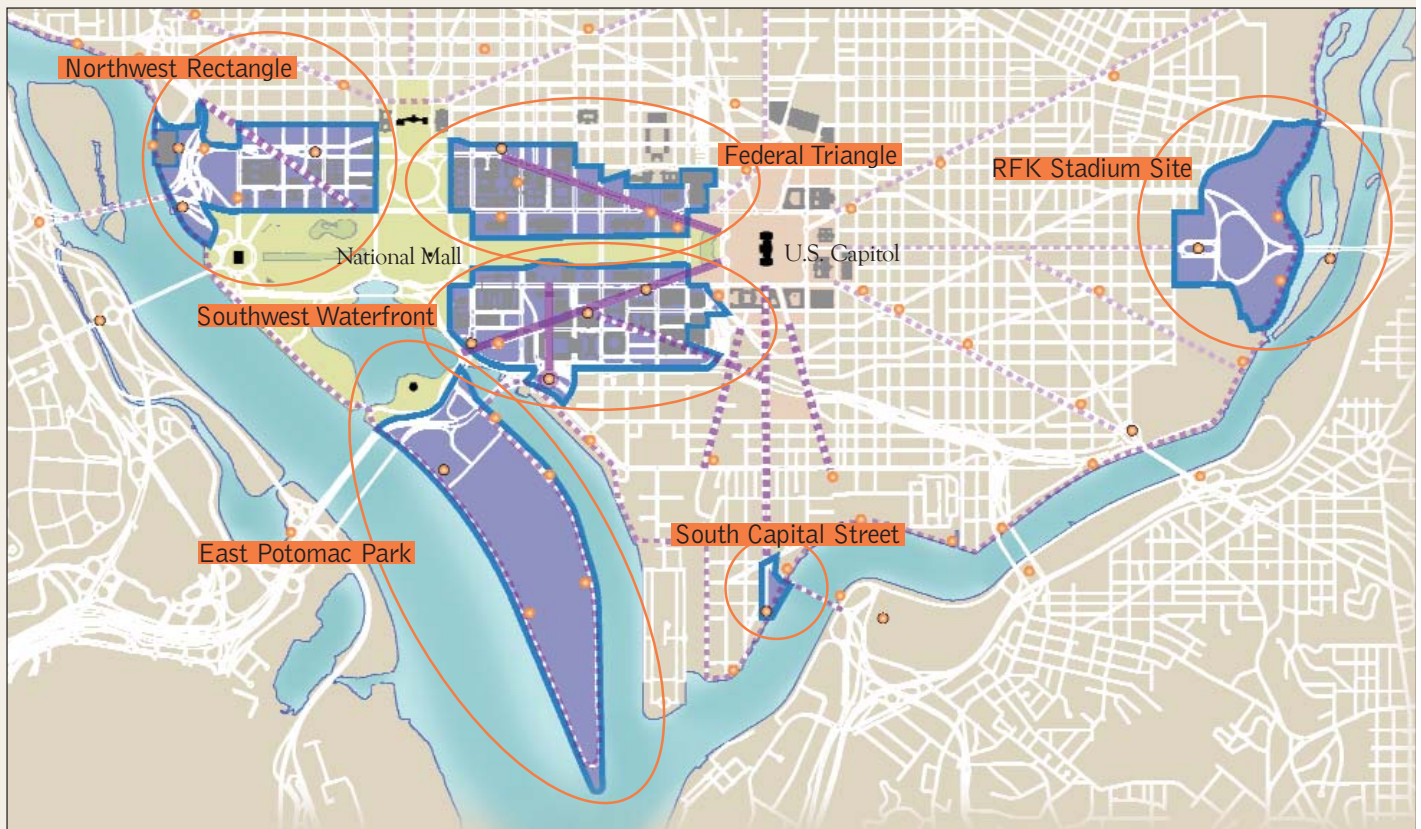
After seeking input from the public, federal agencies, and interested organizations during the past year, NCPC and the U.S. Commission of Fine Arts are moving the ambitious National Capital Framework Plan to its final phase of development. The Framework Plan, launched in

spring 2006, and scheduled for completion in 2008, will provide a roadmap for revitalizing seven distinct areas in the nation's monumental core.

The Framework Plan addresses challenging problems such as dead-end streets, inadequate streetscapes, infrastructure barriers, and a lack of visitor and pedestrian amenities. It identifies opportunities for infill development, reuse of existing buildings, open space enhancements, rehabilitation of waterfront habitat, and other improvements that will make it easier, safer, and more pleasant to get around the city center.

Framework lays the groundwork for improving the public realm through better intersections, beautified streetscapes, and more pedestrian-friendly routes set amid opportunities for dining and shopping. The plan maps out:

- opportunities for six new destination areas within walking distance of the Mall;
- potential reuse of existing buildings and opportunities for new infill development for museums, retail, office, and residential uses; and
- the creation of walkable corridors served by improved transit.



Through illustrations, maps, diagrams, and renderings, the plan conveys an exciting future monumental core.

The Framework Plan furthers many *Legacy* objectives such as reclaiming Maryland Avenue, an important L'Enfant street; reestablishing the intersection of Virginia and Maryland Avenues as an important civic space; and eliminating infrastructure barriers that divide neighborhoods and block access to the south side of the city and the waterfront. A main goal of the plan is to enable people to move easily from downtown to the National Mall and from the Mall to the Southwest waterfront and East Potomac Park.

Public Participation and Partnerships

As the Framework Plan develops, NCPC and CFA continue to reach out and seek input through public meetings and working sessions with stakeholders, civic groups, and interested parties.

In addition to forming a steering committee, NCPC and CFA are working closely with the National Park Service to ensure that the Framework Plan works in concert with the National Mall Plan, the 50-year operations, management, and programming plan under development by the Park Service. NCPC and CFA also are coordinating this plan with major initiatives of the District of Columbia Office of Planning and the Architect of the Capitol.

While each agency has distinct mandates for the capital city, the plans under development share core objectives for Washington to ensure the best future for the nation's treasured capital.

Before attending the Framing a Capital City symposium, participants visited several Framework Plan sites.

Framing a Capital City Symposium

To inform the National Capital Framework Plan, NCPC and CFA teamed up with the National Building Museum to host the symposium "Framing a Capital City." On April 11, more than 200 attendees filled the Great Hall of the Building Museum to consider the future of the nation's capital. Participants examined how commemoration, environmental sustainability, symbolic architecture, and the use of public space, among other issues, should influence the character and shape of the city in the 21st century.

Stakeholders, interested citizens, governors' representatives, and members of the Framework steering committee gathered to hear experts on urban ecology, history, planning, design, and commemoration. NCPC staff set the tone, explaining that the Framework Plan will celebrate the whole city because the whole city is a national treasure.

The day's deliberations helped shape the direction of the National Capital Framework Plan. Participants agreed that Washington's identity should expand beyond the seat of government, that environmental sustainability should feature more prominently in planning for the city's future, and that the city's future success lies in promoting lively urban settings that augment the city's monumental character.



Signature Initiatives

Worthy of the Nation Published

New Edition Sparks Discussion at Symposium

In December 2006, NCPC held a symposium at the National Press Club to mark the release of the second and expanded edition of *Worthy of the Nation: Washington, DC, from L'Enfant to the National Capital Planning Commission*.

“The Shape of Things to Come: The Nation’s Capital in 2030,” brought together a panel of renowned experts in urban planning, architecture, and design to share their views on the key forces shaping Washington’s future. Speakers included architect George E. Hartman, developer Robert Peck, and landscape architect Laurie Olin. They explored the influence of architecture in shaping our national identity, the role of the federal government in sustaining an economically and culturally vibrant city, and the impact of security measures on the capital. NCPC Chairman John V. Cogbill, III gave opening remarks and Commissioner Mike McGill of GSA moderated the panel.

The first edition of *Worthy of the Nation*, published in 1977, was hailed as a comprehensive record, engagingly told. For nearly 30 years, *Worthy* has stood the test of time and served as an essential research tool for anyone needing a comprehensive view of Washington’s planning history.

The second edition culminated a four-year effort by NCPC and historian Dr. Antoinette Lee to update the book. Dr. Lee, currently a senior planner for the National Park Service, was an assistant to noted historian and author, Frederick Gutheim, who wrote the original text. For the 2006 edition, Dr. Lee revised the text and wrote new chapters covering contemporary Washington.

Worthy Exhibit Opens at Union Station

As part of its continuing effort to share *Worthy’s* latest edition with members of the general public, NCPC held an exhibition at Union Station in April 2007. Through a series of panels containing historic photographs and images from the book, viewers had the opportunity to trace the unique history of the capital from the 1791 vision of L’Enfant through efforts of the 1901 McMillan Commission to expand and redefine the city, to the contemporary work of the NCPC.

For three weeks in April, tens of thousands of visitors walked through the exhibit. Many stopped long enough to record their thoughts in a special comment book. “The exhibit gave me a very good appreciation for the value of the Commission,” wrote one visitor.

Eighty-five historic images and maps recounted the steps taken by planners over the years to oversee the building of the capital city. A three-dimensional model of Washington, DC, based on NCPC’s 1997 *Extending the Legacy*, served as the centerpiece for the exhibit.





Due to buried waterways, broad flood plains, and relatively flat elevations, much of the monumental core is susceptible to periodic flooding

Michelle Desiderio, Senior Planner, NCPC

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Flooding Forum Focuses on Reducing Flood Risk in Monumental Core

For five consecutive days in June 2006, rain fell in torrents on the nation's capital. By the time it stopped, more than 11 inches of rain had fallen—a new record. Water overwhelmed the city's sewer system and flooded major portions of the Federal Triangle area.

The flood closed roadways and made tunnels impassable. Electric power to the entire Federal Triangle area was cut off. Damage at the National Archives forced it to close to the public for three weeks. The cost to our national historic and cultural resources was immense. Further, flooding revealed a potential security threat as it became clear that the infrastructure of certain federal buildings could be in jeopardy.

The National Capital Planning Commission soon began researching possible causes for the flooding in an effort to determine how to minimize damage in the future. NCPC issued a draft report in February, *Flooding in the Monumental Core*, which explored the multiple factors likely to have caused the June 2006 flooding. (Visit NCPC's website for a copy of the report.)

“Due to buried waterways, broad floodplains, and relatively flat elevations, much of the monumental core is susceptible to periodic flooding,” said Michelle Desiderio, a senior planner at NCPC who wrote the report.

In June 2007 NCPC joined forces with the General Services Administration, the Department of Homeland Security, and District agencies to host a flooding forum. More than 100 participants divided into three working groups to discuss potential strategies for emergency response, stormwater management, and system-wide infrastructure improvements.

“We know we can't guarantee that there won't be a recurrence,” said John V. Cogbill, III, NCPC chairman. “Flooding can and does happen, but the next time we want to be better prepared.”

Participants identified communication and information-sharing as the most urgently needed improvements. They also suggested that agencies work to improve coordination of the existing emergency plans.

The working groups also weighed the anticipated costs associated with proposed solutions, such as replacing or upgrading the District's antiquated sewer system. “We need to define the most effective and affordable way to address this problem and identify a funding source,” said Roger Gans, Manager of Planning and Design for the District of Columbia Water and Sewer Authority.

NCPC and the other forum organizers announced the formation of interagency teams to develop a plan and timetable for further action. Forum participants suggested that NCPC play a lead role in coordinating this effort.

Signature Initiatives

NCPC Explores Transportation Solutions

DDOT and NCPC Study Rail Routes in Washington

Seven miles of railroad tracks cut through the heart of Washington, DC. Those tracks, carrying thousands of travelers up and down the east coast, are shared with freight trains bringing needed cargo through the area.

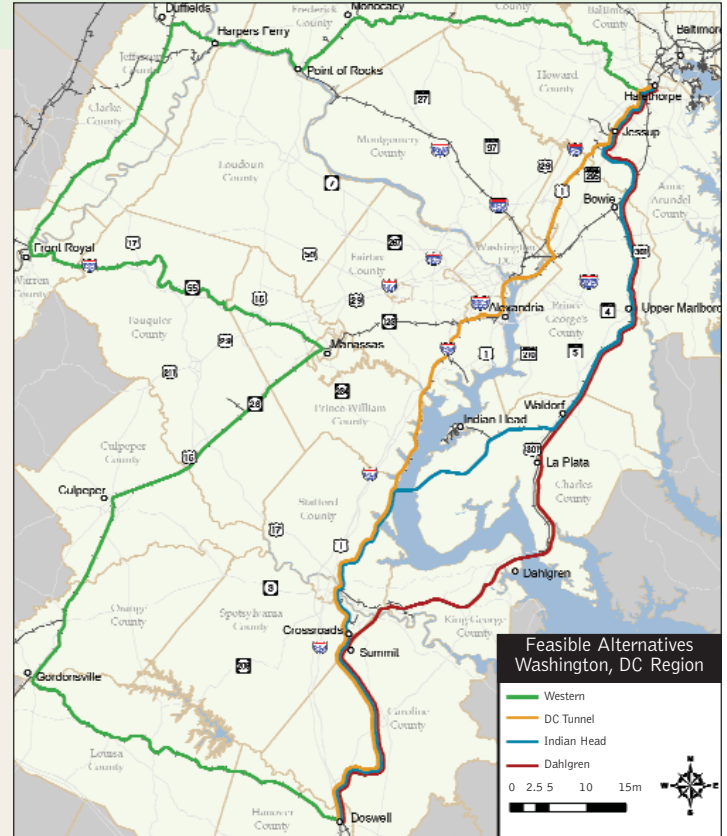
For years, the tracks have been considered an eyesore, but worse, they have divided the city, isolating residences and businesses south of the tracks from the growth and development that has come to the other side (see Transit Legacy, page 4).

And now there is another problem. In the aftermath of the 9/11 terrorist attacks, planners have been reminded that those seven miles of track also carry hazardous materials through the capital, posing a serious security threat as they pass within blocks of the U.S. Capitol and an estimated one hundred thousand federal employees.

A nine-month study conducted by the District Department of Transportation and NCPC concluded in April when NCPC staff presented results to the Commission. The study identified seven possible alternative corridors over which hazardous freight might be transported clear of the monumental core. The study took into consideration population and employment centers, topographical and environmental issues, potential Potomac River rail crossing locations, and redevelopment opportunities offered by new alignments and adjacent lands.

An initial benefit/cost analysis illustrated the tradeoffs associated with the most plausible alternatives: the DC Tunnel, Indian Head, and Dahlgren alignments (see map).

- The DC Tunnel would run under the Potomac River from Potomac Yard in Alexandria through the District to the Maryland border east of the Anacostia River.
- The Indian Head alternative would run from the Indian Head area in Charles County, Maryland to Jessup, Maryland.
- Dahlgren would run from the Dahlgren area of Virginia to Jessup, Maryland.



Preliminary construction cost estimates are \$5.3 billion for the DC Tunnel alternative, \$4.3 billion for the Indian Head alternative, and \$4.7 billion for the Dahlgren alternative. The Indian head route would have the lowest capital cost and the best benefit/cost ratio. All three routes would reduce the proximity of hazardous freight traffic to dense population and employment centers as well as some of the nation's most iconic buildings.

Further analysis will require a cooperative multi-jurisdictional approach that considers the complex issues each jurisdiction must face, including a determination of whether the public and private benefits offset projected costs. Next steps also must include finding adequate funding for preparing an Environmental Impact Statement in compliance with the National Environmental Policy Act. Public input will be sought at each step in the process, should the study move forward.

The study was conducted with a \$1 million grant from the Department of Homeland Security's Urban Areas Security Initiative to the District of Columbia Department of Transportation. NCPC partnered with DDOT to manage the study, and the consulting firm Parsons Brinckerhoff conducted the analysis.



White House Area Transportation Study

Congress directed the Federal Highway Administration (FHWA), in consultation with NCPC and other federal and local agencies, to study traffic congestion around the White House stemming from the closure of Pennsylvania Avenue and E Street. The study aims to develop solutions to improve traffic flow in the vicinity of the White House.

The study, ongoing since 2004, has identified six potential alternatives to current traffic patterns and used a cutting-edge transportation model to forecast the effectiveness and potential impacts of the alternatives. The alternatives will be evaluated based on cost as well as the ability to alleviate congestion, improve transportation safety, restore accessibility, avoid negative impacts on historic sites and resources, and maintain security.

The District of Columbia Department of Transportation, the District Office of Planning, the National Park Service, the U.S. Secret Service, the Washington Metropolitan Area Transportation Authority, and the Metropolitan Washington Council of Governments are helping to guide the effort. The Commission expects a final report in 2008. The report will be sent to Congress and implementation of recommendations will be a joint decision by federal and local officials.

NCPC Website

During fiscal year 2007, NCPC redesigned its website after considering extensive input from staff and constituents. The site, launched in July, features easier navigation and a search engine as well as easy access to hundreds of NCPC documents.

Users can now find easy-to-use submission guidelines, frequently requested images and publications, and contact information for all NCPC staff. Information about NCPC initiatives, publications, and archived activities is just a mouse click away.

"Our desire in redesigning the site was to make it more user-friendly," said NCPC's Director of Public Affairs Lisa MacSpadden. "Previously, users couldn't search the site to quickly find the information they were looking for. In addition, only a small percentage of agency documents were provided electronically. The new site offers many new features and improved functionality."

Users also have easy access to an archive of Commission Actions, agendas for Commission meetings, guidelines for public participation, and the status of planning initiatives, among other items. Feedback on the website has been quite positive and suggestions for further improvement are welcome at info@ncpc.gov.



Signature Initiatives

Washington is home to more than 9,000 acres of parks and open space. NCPC is proud to be a part of the first coordinated plan for these resources in 40 years.

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NCPC Active on Parks and Open Space

From its beginnings, Washington has been known for its openness, for large swaths of public space and broad avenues symbolizing our nation's freedom and democratic ideals. Parks play a large role in preserving the city's openness and defining its character. From Rock Creek Park to small neighborhood parks, Washington proudly holds more parkland than almost any other major U.S. city. NCPC is committed to ensuring that these lands are preserved and enhanced to meet growing demand for use. During fiscal year 2007, NCPC addressed a full parks and open space agenda, furthering the parks framework plan and reviewing numerous park projects (see pages 19-20).

CapitalSpace, a partnership of the National Park Service, the District of Columbia government, and NCPC, has set an ambitious goal—to improve all of the city's parks, those owned by the federal government as well as those owned by the District.

The CapitalSpace partners recently began work on a parks and open space framework plan that will map out a cohesive approach to preserving, enhancing, and managing the city's myriad parks.

The plan will outline a strategy for linking the Fort Circle Park system so that it can form a connected greenway around much of Washington and serve as a rich historical and cultural destination.

The plan also will address the city's need for active recreation by identifying opportunities for new facilities as well as ways to improve existing fields.

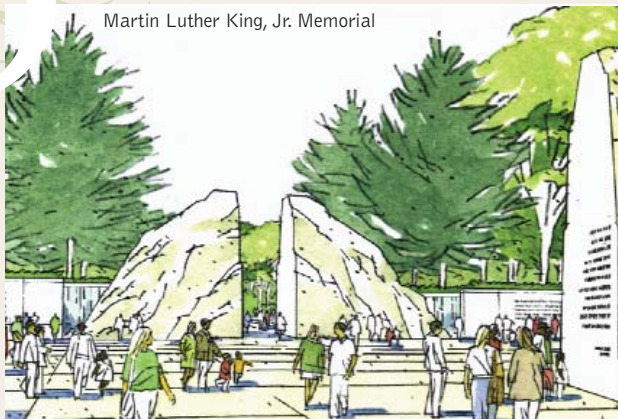


In addition, the plan will offer a strategy for preserving and enhancing the variety of historic parks located downtown. Because 30 percent of the city's future housing growth and 70 percent of its job growth is expected to occur downtown; the plan will offer creative solutions for meeting expected increases in demand without jeopardizing the parks' existing historical features or cultural resources.

As part of its ongoing outreach efforts, the partner agencies in the spring held a public preview for CapitalSpace at the Martin Luther King, Jr. Public Library, which cosponsored the event. Nearly 70 people attended and participated in a lively question-and-answer session that revealed support for the direction of CapitalSpace and underscored the public's concern for environmental sustainability.

This year's efforts build on the completion of last year's first inventory of the city's parks and open space conducted in 40 years. This included all federal and District parkland in the city such as major parks, public school grounds, recreational facilities, and small triangle parks. A comprehensive needs assessment followed the inventory. These research efforts are informing the framework plan and will be published in the coming months.





Memorials, Museums, and Major Buildings

Commission Reviews Design of Martin Luther King, Jr. Memorial

The site for a memorial to Martin Luther King, Jr. has been selected on the northwestern side of the Tidal Basin in West Potomac Park, and fundraising to pay for the memorial's construction is underway. Meanwhile the design of the memorial is developing and moving through the approval process.

The Commission first saw the memorial's concept design in December 2005 and commented favorably on it. Following the Commission's first review, the National Park Service submitted three changes to the design on behalf of the memorial's sponsor, the Martin Luther King, Jr. Memorial Foundation.

In the current design, the memorial's entrance is formed by the "Mountain of Despair," a large stone approximately 30 feet tall that is split in two. The Mountain of Despair will be flanked by cascading waterfalls on the interior side of the memorial, and landscaping will enhance the entry plaza. The memorial's Stone of Hope, hewn from the center of the stone that forms the Mountain of Despair, will bear a relief sculpture of Dr. King. The Stone of Hope will be set close to the entry to strengthen its relationship to the Mountain of Despair. The Commission looks forward to seeing the memorial's preliminary design plans in the near future.

Commission Responds Favorably to Design Changes for American Veterans Disabled for Life Memorial

In December the Commission commented favorably on a revised design concept for the American Veterans Disabled for Life Memorial, which will honor all veterans disabled while serving in the United States Armed Forces. The memorial will be located on a triangular plot along Second Street in Southwest Washington, near the U.S. Botanic Garden and the Rayburn House Office Building. The National Park Service (NPS) submitted the project on behalf of the memorial's sponsor, the Disabled Veterans' LIFE Memorial Foundation.

The memorial's main elements remain a star fountain with flame, a triangular reflecting pool, marble and etched glass walls, and sculptures. The new design concept adjusted the memorial's site boundaries and modified adjacent streets and intersections while further developing landscaping, lighting, and sculptural elements.

The Commission commended NPS and the design team for improving the overall design and functionality of the memorial while addressing unanticipated site modifications.

Before its next review, the Commission requires additional details on the water elements; streetscape designs; accommodations for the physically disabled; and the findings of an ongoing Site/Civil and Traffic Engineering Study.

Pentagon Memorial Receives Final Approval

A memorial to those who lost their lives at the Pentagon on September 11, 2001, will occupy nearly three acres of land just west of the Pentagon near Interstate 395 and Route 27.

The Commission approved the memorial's preliminary and final site development plans in December 2006. The Commission previously approved the site location and the design concept for the memorial, which will feature 184 memorial units. The units consist of cantilevered benches, each bearing the name of a victim and individual reflecting pools that will be illuminated at night. Age lines will run the width of the site and serve as a visual directory or map for the memorial. The age lines represent the ages of the victims, which ranged from three to 71.

The design submission provided details on the memorial's gateway and changes to the material and fabrication of the memorial units. Paths were added to improve accessibility for all visitors because most of the site will be covered with compacted gravel. In addition, a new landscape buffer will screen the memorial from nearby traffic.

Construction on the memorial is underway; the foundation has been laid, and workers placed the first memorial unit in August 2007. Efforts to make the memorial environmentally sustainable include low-impact mechanical, electrical, and fountain systems; erosion tracking and sediment control; stormwater management; and light pollution reduction. The memorial is slated for completion in September 2008.

Commission Reviews Revised National Law Enforcement Museum Plans

In April the Commission commented favorably upon a revised concept design for the National Law Enforcement Museum. The museum will be located underground at Judiciary Square near the District of Columbia Courts. The project includes two entrance pavilions and a plaza as well as landscaping, retaining walls, and security measures.

The Commission was satisfied with the design modifications, which lowered the cornice heights of the pavilions, improved their alignment, and reduced their overall bulk to better integrate them with the surrounding court buildings. The revised plans include plaza skylights that are flush with the pavement and wider access to the central plaza between E Street, NW and the Old D.C. Courthouse.

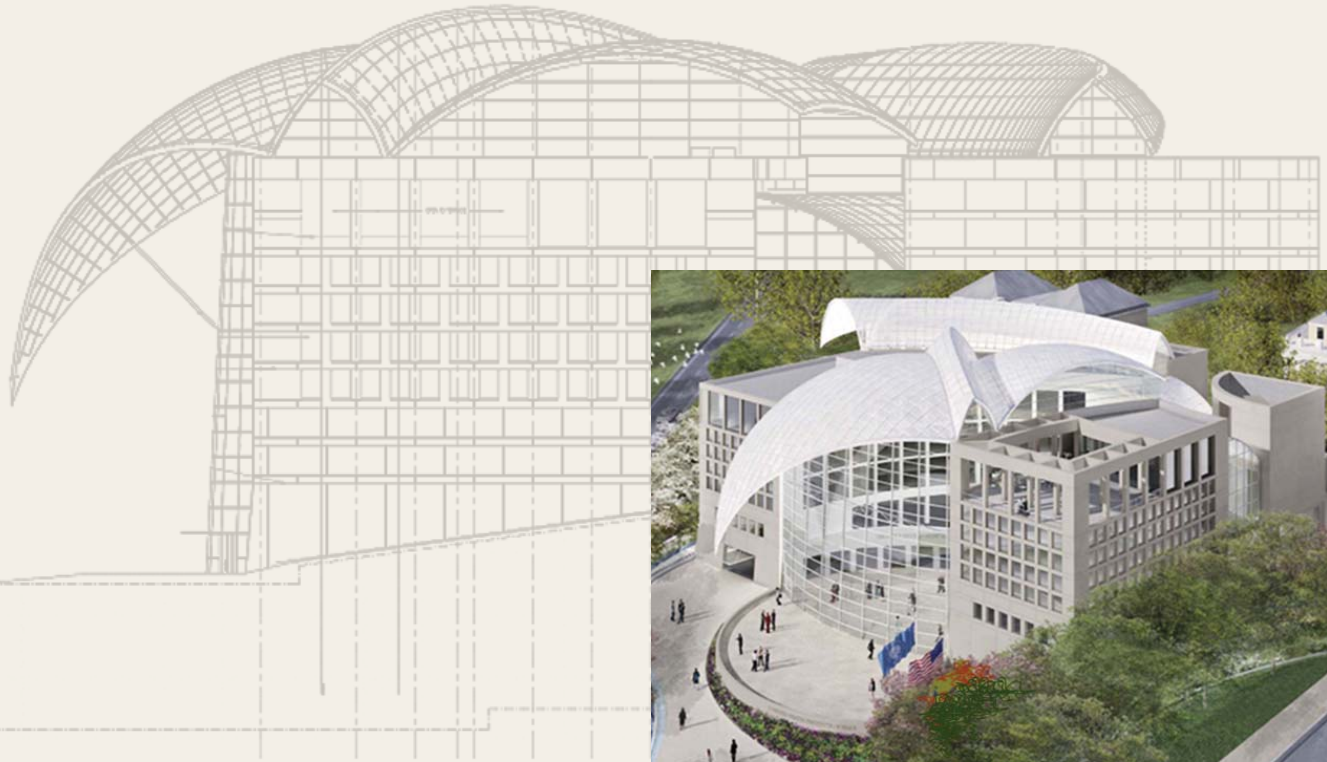
NCPC indicated that the latest plans resolve a variety of functional issues while responding to the objectives of the Judiciary Square Master Plan and the security needs of the D.C. Courts. To address remaining concerns of the D.C. Courts, the Commission recommended that the applicant, the National Law Enforcement Officers Memorial Fund, continue working with the Courts in accordance with Public Law 106-942.



Pentagon Memorial



National Law Enforcement Museum



United States Institute of Peace

United States Institute of Peace Headquarters and Public Education Center

A new U.S. Institute of Peace (USIP) Headquarters and Public Education Center will occupy the corner of 23rd Street and Constitution Avenue, NW, near the old Naval Observatory. The six-story building will house a research library and archives, a conference center, an interactive education center, and office space for the Institute's 250 employees. An undulating, translucent roof evoking a dove in flight will top the building and provide a dramatic gateway into the city along Constitution Avenue.

The structure will become a prominent feature in the city's Northwest Rectangle, an area targeted for improvement in the National Capital Framework Plan. The Commission approved final site and building plans for the 250,000-square-foot building in June 2007 after previously approving the building's preliminary site and building plans in November 2006.

At night, the building's roof will be illuminated. As a condition of approval, the Commission required the USIP to supply a copy of the building manual specifying luminance limits for the building, as established by a Memorandum of Agreement under the National Historic Preservation Act's Section 106 process. This requirement is intended to ensure that the building does not interfere with the Lincoln Memorial at night or detract from the visual composition of illuminated memorials on the National Mall.

The building includes a parking garage for 230 vehicles, 140 of which are reserved for the Navy as a condition for use of the site. In granting its approval, the Commission required the USIP to prepare an addendum to the Transportation Management Plan in the event that the Navy relinquishes its claim on the additional parking. This addendum will indicate how the excess parking will be managed in accordance with the Commission's parking policies in the *Comprehensive Plan for the National Capital: Federal Elements*.

Security in the Nation's Capital

American Art Museum and National Portrait Gallery

In April the Commission reviewed a revised concept design for perimeter security at the historic Patent Office Building. Located in Washington's Penn Quarter neighborhood, the building is home to the Donald W. Reynolds Center for American Art and Portraiture.

The Smithsonian Institution submitted the revised concept design for perimeter security in relation to previously approved plans for landscaping and reconstruction of the building's F Street staircase. The Commission reaffirmed its favorable comments on the landscape design and the F Street staircase, and required the applicant to submit all exterior signs for review and approval.

The April submission also included a new set of temporary metal stairs to serve as an emergency exit for the Portico Cafe on the building's south side. The stairs are removed when the cafe closes for the season. The Commission approved the stairs for the 2007 warm-weather season only and delegated final approval of site and building plans for the stairs to NCPC's executive director.

The Commission requested that the Smithsonian reassess the need for perimeter security around the Patent Office Building before submitting the project's next phase, the preliminary site and building plans. The Commission commented unfavorably upon the applicant's plan to use bollards on sidewalks, particularly in front of the building's G Street staircase and around the Metro station entrance on the property's northwest corner. If the applicant determines that perimeter security is absolutely necessary, the Commission requested that the security measures adhere to NCPC's *National Capital Urban Design and Security Plan*.

Perimeter Security at the National Museum of American History

The Smithsonian Institution's National Museum of American History on Constitution Avenue between 12th and 14th Streets, NW, submitted final site development plans for perimeter security. The museum's design employs a variety of security measures including walls, reinforced fences, benches, and fixed and retractable bollards. The walls and benches will be clad in stone to blend in with the existing building veneer. Guardhouses will have a simple contemporary design that features flat copper roofs, stone base panels, and windows on all sides.

With its approval, the Commission recommended that the Smithsonian consider adding foundation plantings in the yard facing the National Mall and required the Smithsonian to submit for Commission review all new signs and any existing signs that will be moved. The Smithsonian Institution has consulted with NCPC on its Mall-wide security plan since 2003. These latest plans for the Museum of American History reflect refinements based on the Commission's earlier review.

Donald W. Reynolds Center for American Art and Portraiture



Urban Design and Plan Review

Revitalization Projects

Shopping Center Planned for Fort Lincoln Urban Renewal Area

The Commission reviewed the design concept for the Washington Gateway Regional Retail Center in the Fort Lincoln Urban Renewal Area. The 42-acre site is bounded by New York Avenue, South Dakota Avenue, 33rd Place, and Fort Lincoln Drive, NE. Owned by the U.S. Department of Housing and Urban Development, the site is subject to the Fort Lincoln Urban Renewal Plan (adopted by the Commission in 1972 and re-adopted in 1990).

The proposed retail center would include four big-box retailers and a variety of smaller, independent stores. The total planned development includes nearly 425,000 gross square feet of retail space and 2,200 surface parking spaces.

The Commission recommended low-impact design strategies to minimize stormwater runoff to the Anacostia River and nearby Anacostia Park. NCPC also recommended that rooftop mechanical equipment be screened from view.

The Commission required more detailed plans for pedestrian connections to nearby houses and Anacostia Park, including the design of crosswalks, site lighting, and landscaping at major intersections. In addition, NCPC required more design elements to break up extended stretches of blank facades. Detailed landscape designs and lighting plans also must be submitted.

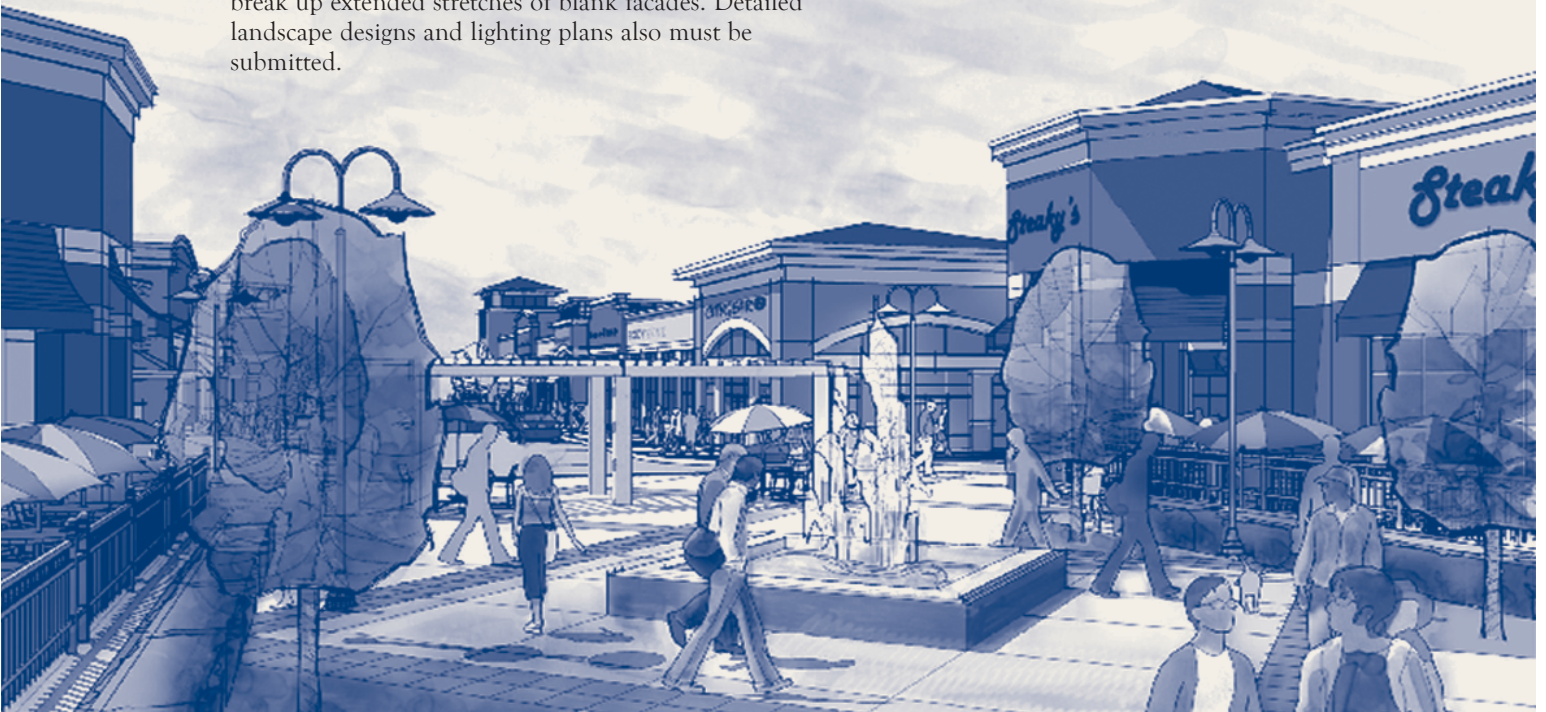
In accordance with the National Environmental Policy Act (NEPA) and NCPC's environmental policies, the Commission requires an Environmental Assessment or Environmental Impact Statement be done before the project's site and building plans can be considered for final approval by the Commission.

Commission Approves Reconstruction of Historic H Street

In February, the Commission approved preliminary and final site and building plans for street and sidewalk improvements along H Street, NE, from 3rd to 14th Streets. As part of its Great Streets program, the District Department of Transportation will rebuild the street and sidewalks, improve lighting, and add new trees and other amenities to further the revitalization of the neighborhood commercial corridor.

To save on construction costs and minimize traffic disruptions, the reconstruction project will include the installation of tracks for a future streetcar line that the city plans to launch in the next five years. The Commission recommended that DDOT explore technologies for the streetcars that do not require overhead wires (see page 19).

The Commission commended the District of Columbia government for implementing the Great Streets program, which will improve public spaces, enhance accessibility, and provide pedestrian amenities throughout the city.





Transit

Anacostia Streetcar Initial Line Segment

The Commission approved final site and building plans for the Anacostia Streetcar Initial Line Segment. This four-stop, 1.3 mile streetcar line will run south from the Anacostia Metro Station to South Capitol Street near Bolling Air Force Base. The project, submitted by the District Department of Transportation, will function as a demonstration line for a future streetcar network in the District.

The Commission encouraged DDOT to investigate alternative technologies for expansion of the streetcar line that do not require overhead wires, noting that overhead wires for streetcars are prohibited by law in the historic L'Enfant city and Georgetown. The Commission noted that approval of the demonstration project does not indicate approval of a city-wide streetcar system that requires overhead contacts.

The Commission also requested that DDOT return to the Commission for approval of each segment of the streetcar system and requested that the agency submit system-wide elements such as pylons, signs, and passenger shelters to the Commission for review.

Park Projects

Commission Reviews First Anacostia Waterfront Initiative Park

In November 2006, the Commission reviewed concept site plans for Washington Canal Park, the first new public park under the Anacostia Waterfront Initiative—a partnership between the federal and District governments to transform the Anacostia River. Canal Park will occupy three blocks in Southeast Washington along Second Street, between I and M Streets. Washington Canal once ran through the site, connecting the Anacostia River to the National Mall and the Potomac River.

In its review, the Commission commended the design team for designing with the environment in mind by including elements that minimize stormwater runoff from the site. The Commission recommended simplifying the park's design and suggested the use of durable, low-maintenance materials. The Commission also advised the applicant to develop lighting that has minimal impact on adjacent streets and buildings. The Commission expects to see the following additional information when it next reviews the project at the preliminary design stage:

- More fully developed streetscape designs at street edges and crosswalks;
- Details on how the water elements will look when the water is turned off;
- Plans for accommodating the physically disabled including people with visual or hearing impairments.

Washington Canal Park will eventually link to a system of riverfront parks and trails, including parks at the new Department of Transportation headquarters and the Southeast Federal Center.

Urban Design and Plan Review

20

Park Honoring Supreme Court Justice Slated for Rehabilitation

The Commission reviewed the design concept for renovation of John Marshall Memorial Park, which honors the longest-serving chief justice of the U.S. Supreme Court (1801-1835). Originally authorized by Congress in 1882, the park was created by the Pennsylvania Avenue Development Corporation in 1981. In February the National Park Service submitted plans on behalf of the John Marshall Park Foundation to rehabilitate the park, located between Pennsylvania Avenue and C Street, NW.

Plans for the park include planting new trees, refurbishing the park's plazas, reforming the central square into an ellipse, renovating fountains, and adding amenities such as tables and chairs. The current statue of Judge Marshall will be moved to the lower plaza, closer to the U.S. Capitol and Supreme Court.

To prepare for the next phase of review, the Commission directed the foundation to design the fountains for year-round use or adjust their appearance when not in use. The Commission also advised the foundation to take security into consideration when selecting trees and other plantings for the site.

Commission Reviews Last Segment of Georgetown Waterfront Park

In February, the Commission approved revised preliminary site and building plans for the Wisconsin Avenue Terminus of Georgetown Waterfront Park. The site covers slightly more than two acres and will serve as the park's centerpiece and main entrance. It includes an interactive water feature, open lawns, a pergola with seating underneath, plazas, a waterfront promenade, and steps providing direct access to the water.

The Georgetown Waterfront Park will encompass a total of 10 acres along the Potomac River, running from 31st to 34th Streets, NW. The project reclaims a former

industrial site on the river's edge and rebuilds an existing small park. The park will be constructed in two phases.



Georgetown Waterfront park under construction

Phase I is scheduled for completion in spring 2008; the terminus will be built under Phase II. When complete, the park will be the largest new park created in the District since 1976.

Park Approved for Portion of Old Convention Center Site

The site of the old convention center near Mount Vernon Square is slated to become a large-scale mixed-use development. In May the commission reviewed the concept design for a park in the northwest corner of the site, on land that is owned by the federal government but will transfer to the District of Columbia in late 2007 under recent legislation. The park will run along I Street between 10th and 11th Streets. New York Avenue forms its northern border.

The park will occupy the southwest portion of a bow-tie-shaped parcel on I Street, NW, between 10th and 11th Streets.



The park will feature large and small fountains, reserved vendor spaces, fixed and moveable seating, and flowering trees and other landscaping. The Commission approved the concept design for the park, commending the development team on a high-quality, durable, and environmentally sustainable design that respects historic L'Enfant streets.

In granting its approval, the Commission called for reestablishment of the 10th and I Street rights-of-way and directed the applicant to work cooperatively with the National Park Service and the District Department of Transportation on the final design. The Commission indicated that the design should relate to three other bow-tie-shaped parcels around Mount Vernon Square, and enhance views along New York Avenue toward Mount Vernon Square and the White House.

NCPC will review the park's preliminary and final plans under the Commission's authority for District projects in the Central Area of the city.

Fort Belvoir in Virginia

Fort Belvoir, an 8,500-acre Army base in Fairfax County, Virginia, will undergo numerous changes in the coming months to accommodate approximately 19,000 people who will relocate there due to the 2005 Base Realignment and Closure (BRAC) Act.

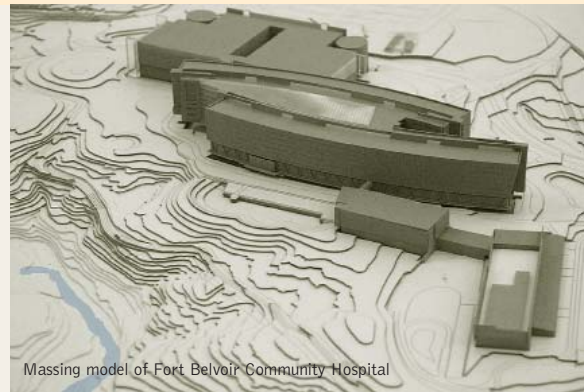
The timetable imposed by BRAC creates an unusual situation in which planning is occurring almost simultaneously with development. NCPC has been working with the Department of the Army and other agencies that will relocate to Fort Belvoir to ensure that NCPC's requirements are met while keeping projects on the fast track. NCPC also is working to ensure that local jurisdictions have the opportunity to provide input.

In September 2007, the Commission received a full briefing from the Department of Army on plans for Fort Belvoir. The Army is currently working on a revised master plan for the base to reflect BRAC-related changes and a Transportation Management Plan. Current plans include a state-of-the-art hospital and a new headquarters for the National Geospatial-Intelligence Agency (NGA). Following the Army's briefing, the Commission reviewed plans for both projects.

National Geospatial-Intelligence Agency

The Commission commented favorably on concept site and building plans for the National Geospatial-Intelligence Agency's new building complex at Fort Belvoir. The facility will reside on 130 acres on the former Engineering Proving Ground, immediately west of Interstate 95. The new headquarters will consolidate 8,500 employees from seven sites throughout the National Capital Region. In addition to the main building, the project includes plans for access roads, a visitor control center, a technology center, and parking, in addition to the main building.

During its review, the Commission required more information on numerous aspects of the project when it is next submitted for review. These include a Transportation Management Plan, details on a planned bus drop-off, and a proposed parking garage. On the environmental front, the applicant must submit plans for mitigating disturbance to designated Resource Protection Areas, a reforestation plan, and plans for meeting and monitoring air quality to meet standards under the Clean Air Act for construction activities.



New Fort Belvoir Community Hospital

The Commission also reviewed and commented favorably on the Army's concept site and building plans for a new community hospital at Fort Belvoir. The hospital will sit on 60 acres south of Route 1. The complex will encompass 1.1 million square feet and include 125 patient beds, 2,600 parking spaces, a dental clinic, outpatient services, and administrative offices. Plans also include ancillary facilities such as a helipad and ambulance shelter. The Commission required the applicant to submit a Transportation Management Plan, details on the parking garage, revised information on pedestrian connections, and details on planned open space.

The Department of the Army reported that it is coordinating the substantial changes at Fort Belvoir with more than a dozen regional, state, and federal organizations to reduce the impact on the region as much as possible. NCPC anticipates numerous additional submissions related to Fort Belvoir in the months ahead.



6 Long-Range Planning

Federal Capital Improvements Program

Each year NCPC prepares the Federal Capital Improvements Program (FCIP), which identifies capital projects proposed by 13 federal agencies in the National Capital Region for the coming six years. Each project is evaluated for consistency with federal and local planning policies. Once the Commission adopts the program, the FCIP is given to the Office of Management and Budget as a tool to help prepare the president's annual budget.

This year, NCPC streamlined the evaluation categories, consolidating three rarely used categories into one new category, "Projects Requiring Additional Planning Coordination." Projects that are too early in development to be reviewed, projects that do not adhere to facility master plans, or projects that do not conform to adopted federal, regional, or local plans and policies fall into this new category.

This year's program, adopted by the Commission in September 2007, includes 190 projects at an estimated cost of \$11.6 billion, a significant increase over last year's \$7.7 billion. Much of this increase is due to projects proposed at Fort Belvoir, Virginia, to meet the Base Realignment and Closure (BRAC) action, and GSA-submitted proposals for the St. Elizabeths West Campus in the District of Columbia, part of the consolidation of the Department of Homeland Security. The majority of the projects in the FCIP are located in the District of Columbia (79), most of which are modernization projects.

Study Considers Federal Office Space Needs

Does the federal government have enough land and office space in the District of Columbia to meet its near-term needs? What are the major trends affecting federal office space and facilities in the District? How will rising property rates affect the federal government? A study underway at the National Capital Planning Commission will attempt to answer these questions and examine the factors driving federal agencies' location decisions.

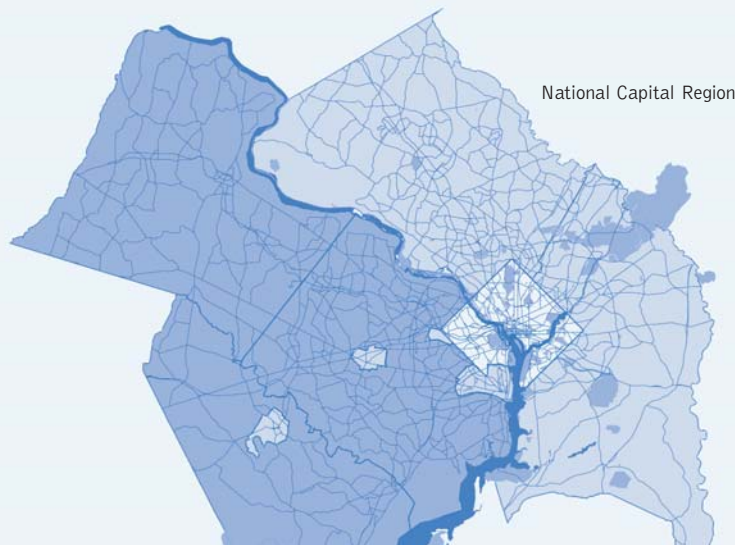
The study, to be completed in fiscal year 2008, will analyze major trends and location preferences affecting federal space in the District. It will take into account NCPC's policy laid out in the *Comprehensive Plan of the National Capital: Federal Elements* which states that 60 percent of federal offices in the National Capital Region should be located in the District of Columbia. This policy recognizes the importance of the District as the seat of national government, fosters operational efficiency, and encourages the location of federal agencies in vibrant urban settings. NCPC is coordinating this effort with other federal agencies charged with federal facilities planning and management to ensure that the study will be a valuable planning tool.

NCPC Studying Building Heights

In response to recent discussions regarding height restrictions in the District, NCPC is studying the complex issue of building height limits in the city.

The study will detail proper measuring procedures for calculating height and, in conjunction with the District Office of Planning, define architectural terms to ensure consistent interpretation of the Height of Buildings Act of 1910.

The project will be completed in 2008 to coincide with the District Office of Planning's update of zoning regulations.



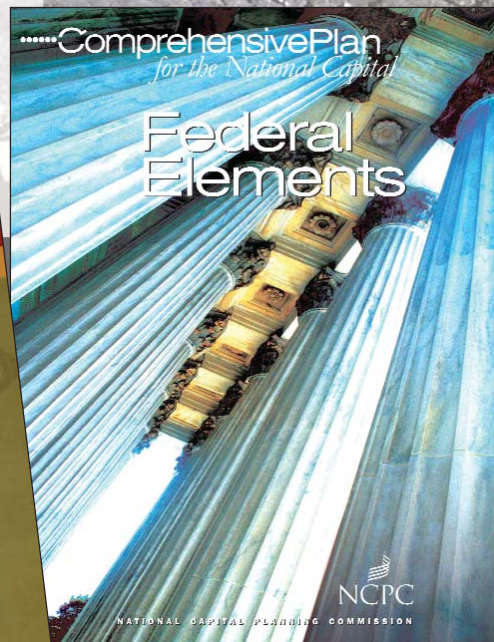
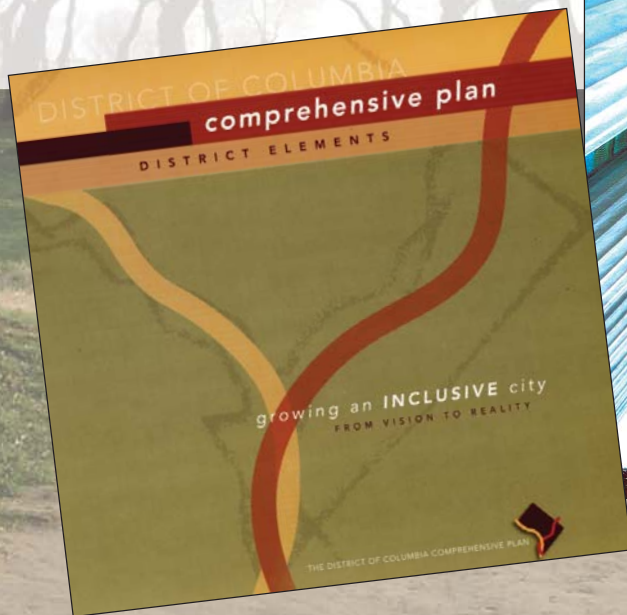
NCPC Reviews District Elements of Comprehensive Plan

Unlike any other city in the country, the nation's capital serves as both the center of the federal government and a living city for those who call it home. To support this unique role and set a high standard for issues such as transportation, preservation, and open space, the capital city requires a sound and forward-thinking comprehensive plan. To meet this goal, a Comprehensive Plan containing Federal and District Elements is prepared.

NCPC, which is responsible for the Federal Elements, completely updated its portion of the Comprehensive Plan in 2004. The revised document provides a strong 20-year blueprint for planning and development in the National Capital Region.

This year, the District of Columbia City Council adopted new District Elements following an extensive public outreach effort and review by the National Capital Planning Commission. NCPC staff served on interagency and public task forces and worked closely with District planning staff as they prepared the first major update to the District Elements since the early 1980s. The District Elements address a number of important issues such as land use, infrastructure, arts and culture, and parks, recreation, and open space.

NCPC supports the District's work and appreciates its effort to ensure that both the Federal and District Elements of the Comprehensive Plan are consistent and support mutual goals.



7

Collaboration Near and Far

The National Capital Planning Commission actively maintains ties with planning professionals in the United States and around the world. By hosting national and international guests, mentoring students, contributing to Capitals Alliance, and participating in professional conferences, NCPCC staff exchanges knowledge and ideas and benefits from the best practices in cities the world over.

Capitals Alliance 2007

Canberra, Australia

Delegates from eleven countries flew to Canberra, Australia at the start of the new year to participate in the fifth meeting of the Capitals Alliance. The event, hosted by the National Capital Authority, was held January 21 through January 26, 2007.

In addition to the host city, the conference attracted delegates from Beijing, Brasilia, Islamabad, Moscow, Ottawa, Paris, Seoul, Tshwane, Washington, DC and Wellington.



It was the first gathering of capital city delegates since Ottawa hosted Capitals Alliance in 2005. The Australians sponsored sessions on a number of key issues unique to capital cities: commemoration, promotion and celebration, and planning and development of a capital city. Alliance members also toured key destinations including the Australian War Memorial, Anzac Parade—an avenue lined with commemorative works of national significance—and the government’s new Parliament House.

Larry Beasley, Vancouver’s former planning director provided the keynote address, touching on why a great capital must first be a great city. “A capital city serves as a model for an entire country, embodying its hopes and inspiring its people,” said Beasley during his presentation. “It should be a diverse and engaging economic, social and physical place.”

Participants in the 2007 CityVision Program

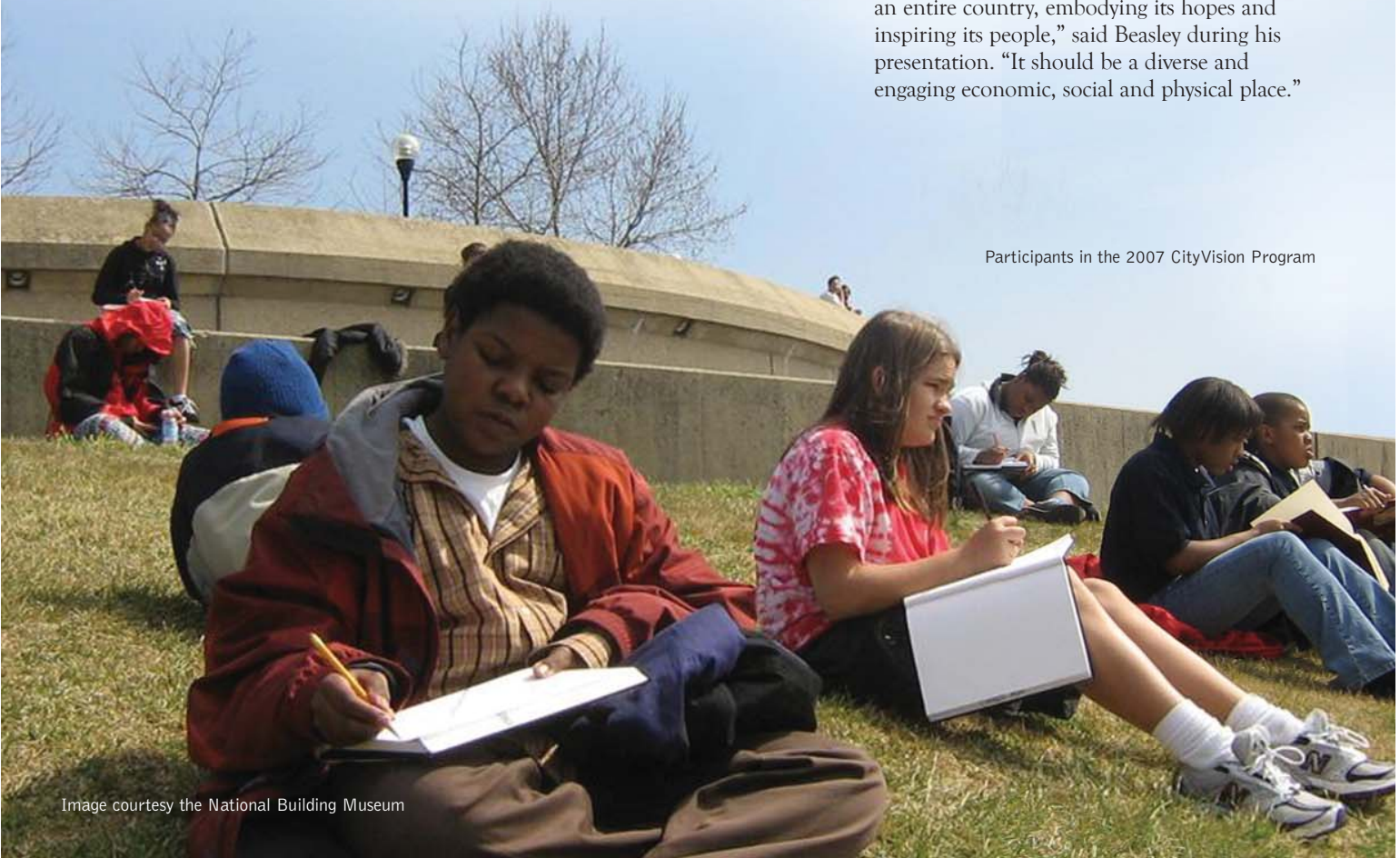


Image courtesy the National Building Museum

Before adjourning, the founding partners discussed potential time frames and themes for future meetings (see page 29 for more on Capitals Alliance 2008). For more information on the 2007 Capitals Alliance, or to access papers presented by Alliance participants, please visit www.ca2007.nationalcapital.gov.au.

CityVision

This year NCPC participated in two semesters of the National Building Museum's CityVision program for District middle-school students. The award-winning program brings together architects, educators, and urban design professionals to help youth develop a better understanding of the built environment.

"We're very impressed by the creativity of the students. In a short time, they mastered the basics of the design process and developed important problem-solving and teamwork skills," said Stefanie Brown, NCPC's coordinator for the project. Ms. Brown and NCPC planner Kenneth T. Walton met with the students throughout the fall and spring semesters to teach basic principles of urban design, encourage creative thinking, and develop competency in communication and leadership. Nearly a dozen other NCPC employees assisted with the program.

Sites for the new museums and memorials were drawn from NCPC's National Capital Framework Plan, which will show how previously undesirable sites can be transformed into optimal locations for new commemorative works and cultural attractions (see page 6).

"CityVision is not just an abstract exercise," said NCPC Deputy Executive Director Marcel Acosta. "It reflects a national dialogue about commemorative works and the future of our National Mall. It is an investment in the city's future."

Both semesters culminated with a formal presentation and critique of the designs, followed by a reception in the Great Hall of the National Building Museum.

Preserve America Summit

Historic Preservation Officer Nancy Witherell participated in the Preserve America summit held in New Orleans in October 2006. Preserve America is an historic preservation initiative chaired by First Lady Laura Bush and administered by the Advisory Council on Historic Preservation. This year's summit celebrated the 40th anniversary of the National Historic Preservation Act and focused on the future of the national historic preservation program. Ms. Witherell served on a panel of experts that proposed recommendations for protecting historic buildings and settings while meeting security needs.

Mayor's Institute of City Design

Urban Design and Plan Review Director Christine Saum played an important role in a two-day meeting of the Mayors' Institute on City Design in Charleston, South Carolina. The Mayors' Institute is an initiative of the National Endowment for the Arts to prepare mayors to become the chief urban designers of their cities. As a member of the Institute's resource team, Ms. Saum provided expertise on achieving excellence in the design of public spaces and buildings.

NCPC Teaches Course for Virginia Tech

The Planning Academy at Virginia Tech invited NCPC to participate in a two-day course entitled "Designing for Security in the Public Realm," at Virginia Tech's Falls Church campus in October 2006. The course offered designers and planners guidance on meeting modern security requirements without sacrificing high-quality urban design. NCPC staff highlighted the Commission's award-winning *National Capital Urban Design and Security Plan* and discussed the agency's perspectives on design and security policies. As part of the course, NCPC's David Levy, Christine Saum, and Jonathan McIntyre led a tour of completed perimeter security projects in the District.

25

NCPC Partners with University of Maryland

NCPC staff partnered with the University of Maryland's School of Architecture and its Landscape Architecture programs during fall 2006 on a design studio to develop a master plan for the West Campus of St. Elizabeths.

Teams of undergraduate and graduate students explored alternative development programs, urban design and planning strategies, and in some cases extended design concepts beyond the boundaries of the 176-acre campus. The university invited members of NCPC's staff and other design and planning professionals to serve as jurors for the final design review.

After students presented and defended their urban design proposals in an open forum, the jurors reviewed the designs and discussed the merits and challenges of each proposal with the students and their peers. NCPC would like to thank the General Services Administration for its support and cooperation in making this a successful project.

DC Economic Partnership

NCPC participated in the annual Washington, DC Economic Partnership Meeting at the Washington Convention Center in October 2006. The

event showcased many of the projects driven by NCPC that are helping to revitalize the nation's capital. NCPC staff discussed numerous initiatives with attendees, including the RFK Stadium Site Redevelopment Study, the National Capital Framework Plan, and the agency's vision for the South Capitol Street Corridor.



Delegations and Visitors

During the past year, NCPC Commissioner Mike McGill and members of NCPC's executive staff met with Warren Conrad from Pretoria, South Africa. Mr. Conrad is with a project consultancy working to revitalize the South African capital and improve the efficiency of their federal government.

In addition, senior staff traveled to Ottawa, Canada to meet with officials at the National Capital Commission (NCC), the Canadian capital's planning agency.

The NCPC representatives briefed a panel review board appointed by Canada's Minister of Transport, Infrastructure and Communities, which is reviewing the role of the NCC and considering whether its meetings should become public. The NCPC staff emphasized how important public outreach and open public meetings are to the mission of the National Capital Planning Commission.

In November 2006, NCPC Executive Director Patti Gallagher traveled to Zhenjiang in China's Jiangsu Province with an international team of planners assembled by the American Planning Association (APA). The group worked with city staff in developing a regional strategic plan and evaluated important development issues and opportunities with city cabinet representatives and department directors.

NCPC staff also hosted several foreign delegations at the agency's offices in downtown Washington. Visitors from China, the Republic of Korea, and a delegation of Israeli Arabs learned about NCPC's mission and current planning initiatives.

In April, NCPC hosted David Headon, cultural adviser to the National Capital Authority (NCA) in Canberra, Australia. The NCA serves as the central planning agency for the Australian Capital Territory (ACT) in Canberra. Mr. Headon delivered a public lecture, "Magic to Stir Men's Blood: Big Plans and Planners in Washington and Canberra," which provided a brief history of planning in Canberra and drew parallels between the development of Canberra and Washington.



David Headon

The editor of Planning Commissioners Journal, Wayne Senville, stopped at NCPC on a cross-country tour during the summer. Mr. Senville's journey took him to cities large and small along U.S. Route 50 to learn about local planning issues. The Journal is a national publication serving members of city and county planning boards. Mr. Senville and NCPC staff discussed commemoration, NCPC's National Capital Framework Plan, and the security issues that challenge Washington planners. Visit on the web: pcj.typepad.com

Achievements



NCPC Receives Preservation Award

The Advisory Council on Historic Preservation (ACHP) honored NCPC in 2007 with its Chairman's Award for Federal Achievement in Historic Preservation. The award recognized NCPC's "leadership role in preserving the history and culture of Washington, DC." The council noted NCPC's role in preserving the original L'Enfant city plan of 1791 through agency plans such as *Extending the Legacy: Planning America's Capital for the 21st Century* and the 2001 *Memorials and Museums Master Plan*.

Recognizing the challenge of preserving the capital's rich historic character while planning for growth and development, ACHP Chairman John Nau cited NCPC's *Extending the Legacy* plan as a key tool to accomplish both. "The NCPC effort to recenter the monumental core of the city on the U.S. Capitol, in keeping with the original L'Enfant city plan, to promote geographic distribution of future development is essential to meeting both imperatives."

NCPC is proud to have its efforts recognized by the Advisory Council and remains committed to preserving the city's cultural and historic resources while ensuring that Washington in the 21st century sets the highest standards for economic health and quality of life.

New York Museum Showcases NCPC's Security Plan

The New York Municipal Art Society prominently featured NCPC's *National Capital Urban Design and Security Plan* in an exhibit entitled "The New Street: Innovation at the Perimeter." The perimeter security exhibit included model projects from Chicago, New York City, and Washington, DC, in which innovative measures provide security without encroaching on, or sacrificing, the public realm. NCPC's security plan, which guided the perimeter security makeover at the Washington Monument and along Pennsylvania Avenue at the White House, demonstrates that high security and high design can coexist successfully. The exhibition, organized by Rogers Marvel Architects, ran from November 8, 2006 to January 3, 2007.



Agency Wins Two Communications Awards

The National Association of Government Communicators recognized NCPC's Office of Public Affairs (OPA) with two Blue Pencil Awards in 2007. NCPC's 2005 Annual Report, *Shaping a City for the 21st Century*, won first place among annual reports. NCPC's colorful and dynamic lobby panels, "Planning America's Capital: Past, Present, and Future," earned second place in the display category. The lobby display highlights the agency's initiatives during the past decade.

NCPC Director Named Loeb Fellow at Harvard University

Christine Saum, NCPC's Director of Urban Design and Plan Review, has been named a Loeb Fellow at the Harvard University Graduate School of Design in the class of 2008. The Loeb Fellowship is a mid-career leadership development program for design professionals and other fields related to the built and natural environment. Ms. Saum started the program in fall 2007.

NCPC Reaches New Heights in Combined Federal Campaign

The National Capital Planning Commission was the first U.S. government agency to meet, and exceed, its contribution goal in the 2007 Combined Federal Campaign (CFC). NCPC surpassed its 2006 contributions by \$4,600, raising \$16,000 in just over a month. Eighty-nine percent of NCPC employees participated, a five percent increase over last year.

NCPC received three awards for its efforts: "The Summit Award," for a participation rate of 75 percent or higher; "The 100 Percent Award," for reaching its goal; and "The President's Award," for support of volunteerism. The CFC is the largest, most successful annual workplace charitable giving campaign in the world.

9 Financial Report

Fiscal Year 2007

For the third consecutive year, the National Capital Planning Commission has operated at peak efficiency, meeting its core objectives and taking on new initiatives with a minimal increase over the previous year's budget.

NCPC's financial plan is structured to ensure that the agency aligns resources with strategic goals while meeting its core responsibilities of comprehensive planning; developing the Federal Capital Improvements Program; plan and project review; and long-term planning and partnerships.

Despite lean times, NCPC launched several initiatives in recent years, including the National Capital Framework Plan that will be released in 2008; CapitalSpace, a federal-local partnership on the city's park system; and a study of stormwater management in the monumental core in response to the June 2006 flooding that damaged several federal agencies.

The agency plans to improve on its track record by operating at current spending levels in fiscal year 2008, despite rising costs.

28

Total Labor /Non-Labor

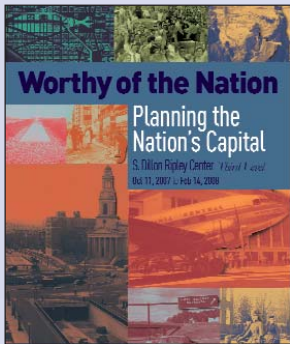
Comprehensive Planning	754,000
Federal Capital Improvements	332,000
Plan and Project Review	1,200,000
Project Planning and Partnerships	1,147,000
Management Systems	1,647,000
Commission	290,000
Executive	878,000
Public Affairs	479,000
Operational Systems	3,185,000
Facilities Operations	1,745,000
Financial Management	798,000
Human Resources	
Information Technology	642,000
Total Budget	8,265,000

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The Year Ahead

Worthy Exhibit Travels to Smithsonian

NCPC's *Worthy of the Nation* exhibit, developed to mark the release of the book's second edition and displayed at Union Station in spring 2007, will travel



to the Smithsonian Institution's S. Dillon Ripley Center for the fall and winter. Drawn from a collection of rare photographs and images, the exhibit chronicles the development of Washington into the federal city. A three-dimensional model of the city's monumental core, based on NCPC's 1997 *Legacy* plan, will accompany the exhibit that will run at the Ripley Center from October 11, 2007 through mid-February 14, 2008.

Capitals Alliance 2008

On September 14-18, 2008, the National Capital Planning Commission will host the sixth meeting of the Capitals Alliance in Washington, DC. "Greening the World's Capital Cities" will draw senior planning officials from capital cities worldwide. Discussions will focus on designing green cities and the role of national capitals in creating an eco-friendly world. Participants will hear from national and international experts in these fields. The planning authorities for the national capitals of Australia, Brazil, Canada, and the United States formed Capitals Alliance in 2001 to provide an international forum for capital city planners.

Recreation at RFK Stadium Site: Next Steps

Building on NCPC's 2006 study of potential uses for the Robert F. Kennedy (RFK) Memorial Stadium site, NCPC will work closely with the District of Columbia, the National Park Service, and the public to develop more detailed plans for recreational uses at this important federal site.

Under the Capital Space initiative (see page 12), partner agencies will develop more detailed proposals for recreational and environmental uses that will meet the needs of the surrounding community and the capital city.

NCPC Collaborates on Improvements for North Capitol Street

In 2008 NCPC will partner with the District of Columbia government to conduct the North Capitol Street Gateway Study. In keeping with goals set forth in *Extending the Legacy*, the study will explore opportunities for development along this important thoroughfare. NCPC's involvement on North Capitol Street will bolster the District's plans for this major entry into the capital, which include designation as a "Great Street" under the District's Great Streets program.

The study will help develop a strategy for bringing new memorials to sites along North Capitol Street as identified in NCPC's *Memorials and Museums Master Plan*. In addition, the North Capitol Street Gateway Study will explore transportation changes to improve traffic flow, pedestrian and bicycle circulation, and parking. NCPC and the District will work together on a cultural tourism strategy for the area.

The joint study also will establish urban design guidelines for the lower portion of North Capitol Street (from New York Avenue to the U.S. Capitol, and along New York Avenue between Florida Avenue and North Capitol Street). A primary consideration of the study will be the enhancement of views to the U.S. Capitol. These efforts will establish a fitting gateway into the nation's capital.

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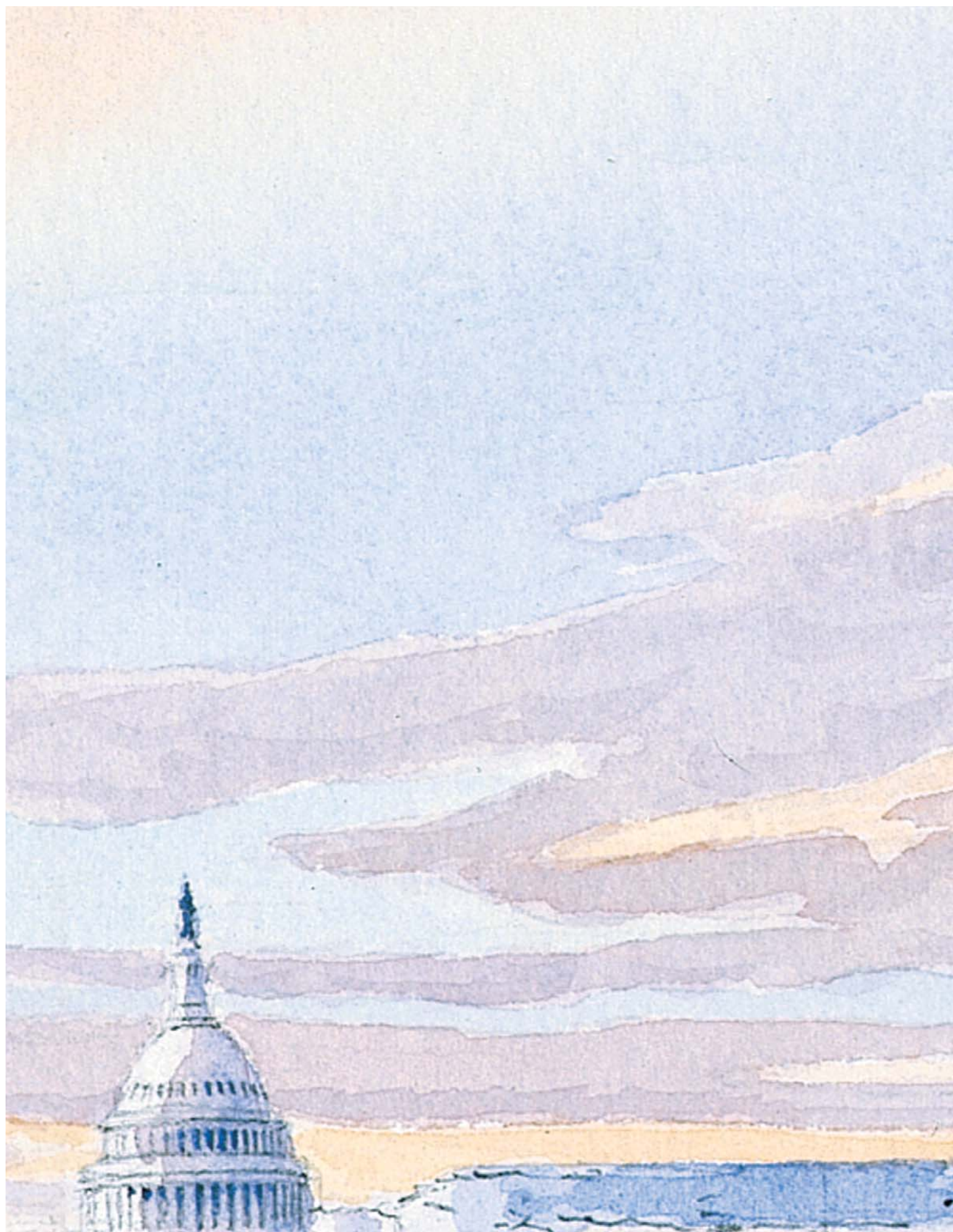
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