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NATIONAL CAPITAL PLANNING COMMISSION

801 PENNSYLVANIA AVENUE, NW

WASHINGTON DC 20576

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# THE FEDERAL FAMILY DOES ITS PART TO REDUCE GRIDLOCK

THOSE OF US who live and work in the National Capital Region know that we suffer from some of the worst traffic in the country. Congestion in our region ranks second only to that of Los Angeles; the area leads the nation in per capita time and fuel wasted in gridlock; and regional congestion is expected to increase 70 percent over the next 25 years. As the largest employer in the Washington area, the federal government is working to do its part to combat congestion and reduce the use of single-occupancy vehicles by its workforce.

The National Capital Planning Commission, the Department of Transportation, and the General Services Administration will host a Transportation Management Workshop for federal agencies in the National Capital Region on April 29, 1999. The full-day program will include discussions by senior Administration officials on federal transportation strategies designed to reduce congestion and pollution, expand federal employee commuting alternatives, and thereby increase the productivity of the federal workforce. The program will also include a “hands-on” workshop in which agency managers will learn how to prepare effective Transportation Management Plans for their worksites. These transportation plans identify goals and performance measures to expand the use of public transit, establish incentive parking programs, support telecommuting and alternative work schedules, and encourage the use of alternative modes of transportation such as biking and walking.

The National Capital Planning Commission initiated plans for the Transportation Workshop as part of its responsibilities for transportation planning in the region.



TRANSPORTATION PLANNERS FORECAST ALARMING GROWTH IN WASHINGTON-AREA TRAFFIC CONGESTION.

NCPC oversees transportation plans in the region that affect the federal establishment and helps to ensure that the region has a transportation system that meets the needs of federal workers and area visitors. The Commission's long-range framework plan,

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

*Century*, proposes a number of significant rail, road, and transit initiatives for Monumental Washington and its suburbs. In

its review of federal development projects in the region, the Commission requires federal agencies to submit Transportation Management Plans with their master plans. The Commission evaluates these agency transportation plans in the context of local-area congestion, transit availability, and parking policies. In its role in regional mass transit planning, the Commission evaluates proposed extensions to the Metro system and also reviews major state and local transportation initiatives such as the proposed Woodrow Wilson Bridge and the Inter-County Connector.

## CONGESTION IN OUR REGION RANKS SECOND ONLY TO THAT OF LOS ANGELES

In May 1998 NCPC participated in the National Capital Region Congestion and Mobility Summit convened by Transportation Secretary Rodney Slater. The purpose of the summit was to improve coordination of transportation planning and to find ways that federal, state and local governments could work together to craft solutions to the region's transportation needs. As an outcome of that meeting, Secretary Slater and NCPC Chairman Harvey Gantt cosigned a letter to all federal agency heads reminding them of the key role the federal government must play in reducing traffic congestion, and proposing a variety of transportation management strategies to accomplish that.

The workshop, sponsored in collaboration with the Metropolitan Washington Council of Governments and the Washington Metropolitan Area Transit Authority, will be held at the Council of Governments' Offices, 777 North Capitol Street, NE. For more information about the workshop, contact Bill Dowd at 202-482-7240; bill@ncpc.gov.

### KEY TRENDS IN THE NATIONAL CAPITAL REGION

1990-2020

Population	43% Increase
Employment	43% Increase
Households	47% Increase
Vehicle Trips	60% Increase
VMT*	79% Increase

\*Vehicle Miles Traveled

Data Courtesy Capitol Marketing Group

# PROCEEDINGS

## MARTIN LUTHER KING, JR. MEMORIAL

*Washington, D.C.*

*March 4, 1999*

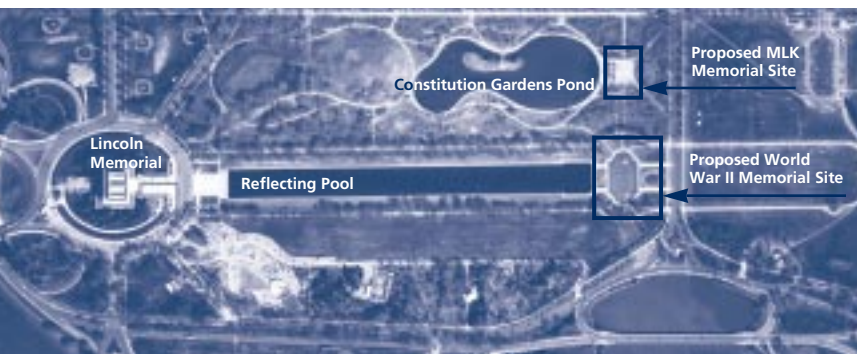
The Commission approved a location at the east end of Constitution Gardens for the proposed Martin Luther King, Jr. Memorial. Situated near the intersection of 17th Street and Constitution Avenue and north of the proposed World War II Memorial, the recommended site, to be delineated, is in the vicinity of several of the most preeminent commemorative works in the nation. The site has as its focal point a terrace at the eastern end of the Constitution Gardens pond. It is in close proximity to the Lincoln Memorial so famously associated with Dr. King and his historic "I Have a Dream" speech. The well-landscaped location enjoys an extraordinary scenic vista across the Constitution Gardens pond to other monuments and memorials in the Core, and is protected from the noise and traffic of surrounding streets. In its approval, the Commission expressed its conviction that this dignified space with its strong sense of place offered a worthy setting in which to honor a pivotal figure in American history.

The Commission recommended several design guidelines as the memorial sponsor, the Martin Luther King, Jr. Memorial Project Foundation, and the National Park Service develop further plans for the project. The guidelines stipulate that:

- The total memorial precinct not exceed approximately four and one-half acres and that the total developable area not exceed approximately two acres.
- The memorial height not exceed 38 feet above the existing terrace.
- The new memorial not visually encroach on the planned World War II Memorial.
- The design for the new memorial accommodate the pedestrian circulation plan for the World War II Memorial as recommended by the Commission.

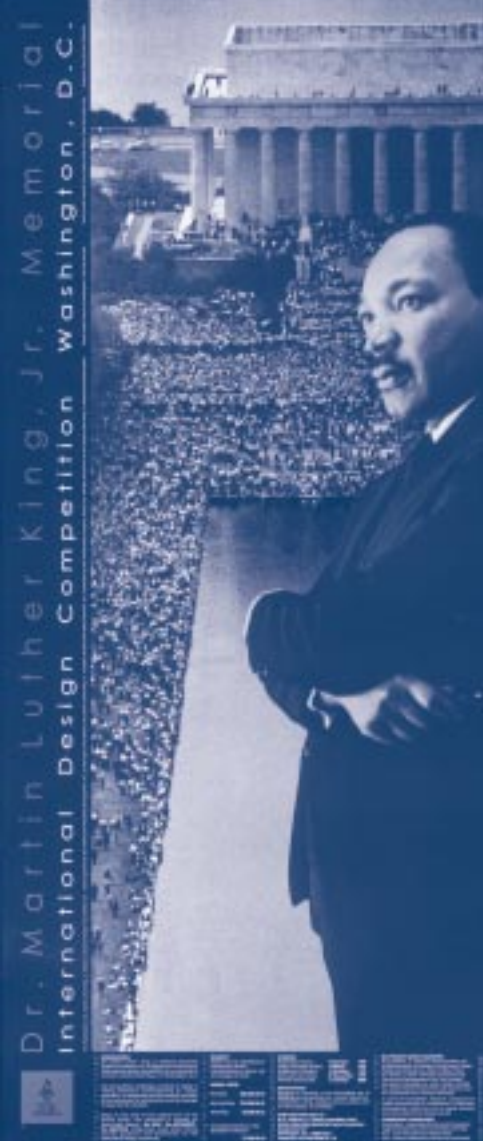
In addition, the Commission requested that the Park Service and project designers use landscaping and other design features to ensure appropriate buffering and traffic flow between the proposed World War II Memorial and the new King Memorial in Constitution Gardens.

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THE CONSTITUTION GARDENS LOCATION IS NEAR OTHER MONUMENTS AND TOURMOBILE AND METRORAIL STOPS, ENSURING THAT THE KING MEMORIAL WILL ATTRACT MANY VISITORS.

This issue of the Quarterly summarizes actions taken at the Commission meetings on January 7, February 4, and March 4, 1999. Additional information on individual projects may be obtained by contacting the National Capital Planning Commission, 801 Pennsylvania Avenue, NW, Washington, D.C. 20576 or by calling (202) 482-7200.



The Commemorative Works Act, the legislation guiding the location and design of memorials in the National Capital, requires that, in addition to NCPC, the Commission of Fine Arts and the Secretary of the Interior approve the proposed site. Final site approval of the Martin Luther King, Jr. Memorial is contingent on the outcome of those additional reviews.

The memorial sponsoring group intends to conduct an international design competition and has instructed entrants to design a "living memorial encompassing Dr. King's spirituality, his personal sacrifice in the movement for social justice and his message of hope for all humanity."

THE KING MEMORIAL  
SPONSORING GROUP WILL  
CONDUCT AN INTERNATIONAL  
DESIGN COMPETITION.

*Courtesy Martin Luther King, Jr. National Memorial  
Project Foundation, Inc.*

## COMPREHENSIVE PLAN FOR THE NATIONAL CAPITAL DISTRICT OF COLUMBIA AMENDMENTS

*Washington, D.C.*

*March 4, 1999*

Under the National Capital Planning Act, the Council of the District of Columbia is required to submit all amendments to the District Elements of the *Comprehensive Plan for the National Capital* for NCPC review. The Comprehensive Plan, the principal document that guides development in Washington, D.C., is published jointly by the District of Columbia government and NCPC and is an important tool in coordinating planning between the local and federal jurisdictions. In its review, the Commission must determine which, if any, of the amendments adversely affect the interests of the federal government and cannot be implemented by the city government. Among the several hundred revisions contained in the 1998 Comprehensive Plan Amendments Act addressing a variety of planning issues throughout the city, the Commission identified only the following three as being adverse to the federal establishment.

### **1. Additional floor on the Hay-Adams Hotel**

Two amendments specifically encouraged an additional 16-foot story on the Hay-Adams Hotel at the corner of 16th and H Streets, NW. Noting that any additional height could affect the security and privacy of the White House and its grounds, the Commission directed that the amendments be modified to require that any such construction be coordinated with federal security needs. In addition, the Commission recommended that the amendments more accurately describe the proposal as the enclosure of an existing rooftop area, rather than as an additional building story.





AN UNDERGROUND MOVING SIDEWALK WILL LINK THE VISITOR CENTER TO THE WHITE HOUSE.

*Courtesy National Park Service*

- The White House Visitor Center will be expanded underground at its present location in the Commerce Building with an underground passageway to the Lily Triangle at the south end of East Executive Park. This below-ground connection would provide visitors waiting to enter the White House some protection from inclement weather.
- Underground parking for staff, staging area for motorcades, and delivery area will be provided beneath Pennsylvania Avenue with an entry/exit ramp at West Executive Avenue.

In its comments on the environmental document, the Commission commended the Park Service for its thorough public consultation during the development of the plan, endorsed the removal of on-street parking and vehicular traffic from the White House precinct and supported the proposal for an events plaza at the northeast portion of the Ellipse. The Commission did note, however, that construction of a parking facility under the Ellipse will result in the loss of mature trees and that the removal of vendors and parking meters, as well as parking spaces, around the precinct might have a negative economic impact on the District of Columbia. On balance, however, the Commission concluded that the ultimate benefits to the historic, park-like setting of the White House would outweigh these potentially negative effects.

In addition, the Commission had concerns about the preferred plan's proposals for E Street. The plan's interim solution of four lanes of traffic (two in each direction) is the one now being studied by the Federal Highway Administration. The proposed long-term solution (two lanes of traffic eastbound) would reduce traffic on E Street to its current configuration. The Commission noted that its comments on the Draft Environmental Impact Statement in no way prejudiced its position as to whether Pennsylvania Avenue should be opened or closed. The Commission expects to review the Comprehensive Design Plan at a future meeting.

## FOURTH DIVISION MEMORIAL

*Arlington, Virginia*

*March 4, 1999*

More than 60 years after its approval by Congress, a memorial to the Fourth Infantry Division will soon be constructed in one of the niches in the holly hedge along Arlington Memorial Drive approaching Arlington National Cemetery. Formed in 1917, the Fourth Infantry Division served with distinction in the First World War and spearheaded the amphibious D-Day landing in the Second World War. Known as the "Ivy" Division, the Fourth Division has as its insignia four green ivy leaves joined at the stem and opening at the four corners. As approved by the Commission, the monument will represent this insignia and contain four ivy leaves on a diamond-shaped shield. The bronze memorial sculpture will be mounted on a granite base and have an overall height of approximately 12 feet. The base will contain regimental plaques, the Fourth Division motto, and significant dates.

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THE NEW MEMORIAL WILL BE A THREE-DIMENSIONAL REPRESENTATION OF THE FOURTH DIVISION'S SHOULDER SLEEVE INSIGNIA.

*Courtesy National Fourth Infantry Association Monument Committee*

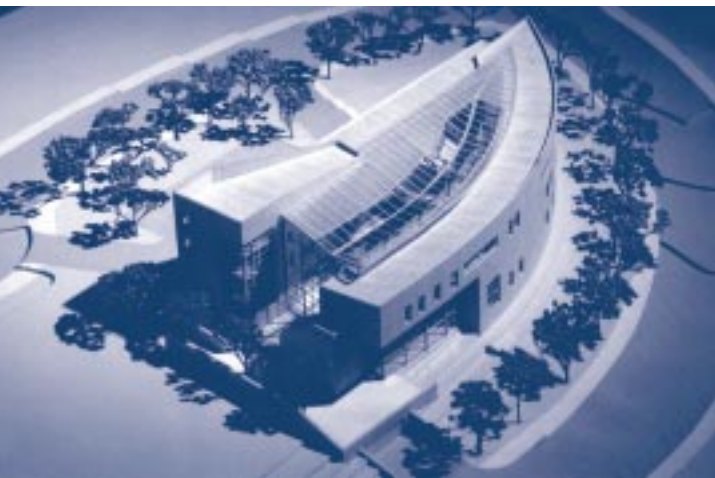
The niche in the hedge along Arlington Memorial Drive is one of an eventual nine designed for memorials. The Fourth Division monument will be the sixth to be constructed in these designated locations.

## CHANCERY OF NIGERIA

*Washington, D.C.*

*March 4, 1999*

The Commission approved the preliminary site and building plans for the Chancery of Nigeria at the International Center at Connecticut Avenue and Van Ness Street, NW. To be constructed on Lot 23 in the Northwest Quadrant of the Center, the four-story chancery will contain consular and diplomatic offices, a conference room, auditorium, and entertaining, library and exhibit areas, as well as a small apartment for the ambassador. The below-ground level contains parking for 100 employees.



IN A TRADITIONAL WEST AFRICAN ARCHITECTURAL STYLE, THE PROPOSED NIGERIAN CHANCERY IS ORGANIZED AROUND A CENTRAL COURTYARD COVERED BY AN INWARD-SLOPING ROOF.

*Courtesy Shalom Baranes Associates*

The design for the new chancery is drawn from indigenous building types in West African architecture. The building is organized around a central atrium, recalling residential central courtyard spaces. The deeply recessed and randomly placed windows dramatically punctuate the building's massive facades.

The Commission requested that in the preparation of final site and building plans, project designers submit a complete landscaping plan as well as details about how wood elements will be incorporated into the design of the west facade.

The International Center's 47-acre, park-like campus contains approximately 21 chancery building sites, all of which have now been assigned for development.

## VOYAGE—A SCALE MODEL SOLAR SYSTEM FOR THE NATIONAL MALL

*Washington, D.C.*

*March 4, 1999*

The Commission approved the concept for an exhibit entitled *Voyage—A Scale Model Solar System for the National Mall*, which is sponsored by the Smithsonian Institution in collaboration with the Challenger Center for Space Science Education and the National Aeronautics and Space Administration. The exhibit seeks to pay tribute to space exploration while educating Mall visitors about the solar system and the earth's place in it.

The Voyage exhibit will span 1,950 feet as an outdoor display on the Mall along the south sidewalk of Jefferson Drive from the National Air and Space Museum to the Smithsonian Castle. The Smithsonian Institution chose this location because of its high-volume traffic and close proximity to the National Air and Space Museum. Other points of interest along the path of the scale model include the Hirshhorn Museum and the Arts and Industries Building.

The proposed exhibit consists of 13 units representing the nine planets, the sun, the asteroid belt, comets, and Voyager I (an unmanned NASA spacecraft that is exploring outer space). The exhibit will provide an accurate (relative distance, but artificially aligned) model of the solar system at one ten-billionth of its actual size, allowing visitors to experience the relative sizes of these celestial bodies in relation to the vast distances between them. Voyage's design makes the models appear suspended in space so that visitors can view





IN THE OUTDOOR VOYAGE EXHIBIT, EACH UNIT WILL DISPLAY AN APPROPRIATELY SCALED PLANET AND ITS MOONS EMBEDDED IN A THICK GLASS PLATE WITH INFORMATIONAL TEXT.

*Courtesy Smithsonian Institution*

each planet from all sides, seeing through its space to the next unit. This feature is intended to create a three-dimensional illusion, bringing the distances between the planets into focus. The exhibit units will stand alone, providing self-contained information.

The Voyage exhibit is expected to be installed in June 2000 .

Commissioners determined that the amendments would increase the allowable construction envelope without infringing on the character of either the historic buildings or their settings. (1/7/99)

**CHELTENHAM MAIN POST OFFICE, U.S. ROUTE 301 AND CHERRY TREE CROSSING ROAD, PRINCE GEORGE'S COUNTY, MARYLAND.**

The Commission approved the preliminary and final site and building plans for the Cheltenham Main Post Office and requested that the Postal Service incorporate the Prince George's County Planning Board's minor revisions to the project site plan. The new structure is located one mile south of the current facility on a 1.5-acre site. (3/4/99)

**DEPARTMENT OF VETERANS AFFAIRS BUILDING, VERMONT AVENUE, NW, WASHINGTON, D.C.**

The Commission approved the preliminary site and building plans for the installation of a guard booth, a gate arm, and a hydraulic vehicle barrier at the I Street entrance to the Department of Veterans Affairs Building. The Commission requested that the General Services Administration relocate the guard booth's air conditioning unit to a less conspicuous location and resubmit the project for final action. (2/4/99)

**FORT BELVOIR, FAIRFAX COUNTY, VIRGINIA.**

The Commission approved the preliminary and final site and building plans for the construction of the Army Reserve Center and related Marina Facilities at Fort Belvoir. The Department of the Army proposes to build six structures located on two sites, a boat and bridge launching ramp, and an extension to an existing T-pier at the marina site. Once completed, the center will employ 15 full-time staff and will provide weekend training for a maximum of 250 part-time soldiers. (2/4/99)

**RONALD REAGAN BUILDING AND INTERNATIONAL TRADE CENTER 13TH STREET AND PENNSYLVANIA AVENUE, NW, WASHINGTON, D.C.**

The Commission approved the preliminary and final site and building plans for exterior restaurant signage and site furniture at the Ronald Reagan Building and International Trade Center, located within the Federal Triangle. (1/7/99)

# OTHER COMMISSION ACTIONS

**AMENDMENTS TO THE PENNSYLVANIA AVENUE PLAN OF 1974 AND SQUARE GUIDELINES FOR SQUARE 406, BOUNDED BY 8TH, 9TH, E AND F STREETS, NW, WASHINGTON, D.C.**

The Commission approved the proposed amendments to the Pennsylvania Avenue Plan and Guidelines for Square 406. The amendments provide alternative setbacks to those currently allowed for the building block bounded by E, F, 8th and 9th Streets, NW. By reviewing three-dimensional computer massing models,

**RONALD REAGAN BUILDING AND INTERNATIONAL TRADE CENTER, 13TH STREET AND PENNSYLVANIA AVENUE, NW, WASHINGTON, D.C.**

The Commission approved the preliminary and final site and building plans for the installation of 29 fixed benches and 12 fixed trash receptacles with the understanding that the Executive Director will coordinate their color with the General Services Administration. GSA proposed these improvements to enhance the Woodrow Wilson Memorial Plaza at the Ronald Reagan Building, attracting more public use. (3/4/99)

**WASHINGTON DULLES INTERNATIONAL AIRPORT, LOUDOUN COUNTY, VIRGINIA.**

The Commission approved the preliminary and final site and building plans for the proposed north flank parking garage at Washington Dulles International Airport. (3/4/99)

**WILLIAM F. BOLGER MANAGEMENT ACADEMY, POTOMAC, MONTGOMERY COUNTY, MARYLAND.**

The Commission approved the preliminary and final site plans for the campus improvements, Phase 3. The Phase 3 plan addresses redundant and dead-end roadways at the Bolger Center by creating a circuit driveway system that provides access to each building and removes dead-end conditions. (2/4/99)

**900 BLOCK OF G STREET, NW, WASHINGTON, D.C.**

The Commission approved the preliminary and final site plans for the reopening of the 900 block of G Street, NW. The roadway will be restored to its location prior to the closing of the street in the 1970s and will have two traffic lanes and two parallel parking lanes with metered spaces. This project by the Federal Highway

Administration and the D.C. Department of Public Works is being done under the terms of a historic properties agreement as partial mitigation for construction of the MCI Center over the 600 Block of G Street, NW. The project retains the "offset" at 9th and G Streets established for the L'Enfant Plan by Andrew Ellicott in 1792. (2/4/99)

**ZONING CASE 97-6**

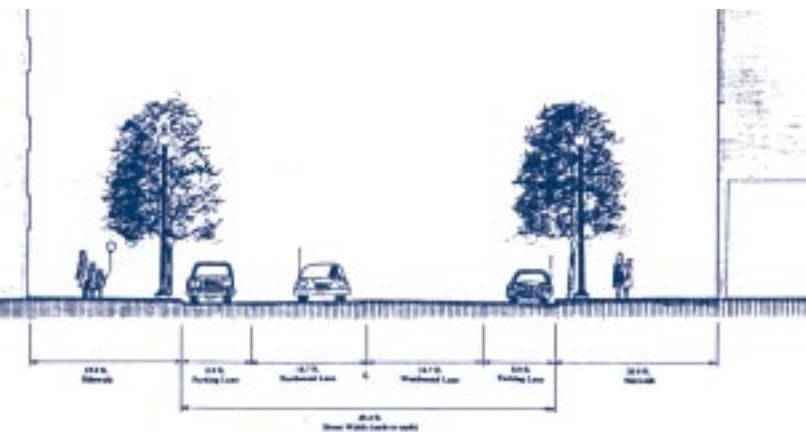
The proposed amendments—to create and map the Chain Bridge Road/University Terrace Overlay District—would be consistent with the policies in the Federal Elements of the *Comprehensive Plan for the National Capital* that encourage the preservation and enhancement of federal parkland. (1/7/99)

**ZONING CASE 98-9**

The proposed amendments rezone 1901-1917 9th Street, NW from a residential zone district to an arts/commercial zone district. This proposal is consistent with the Federal Elements of the *Comprehensive Plan* that encourage uses along Special Streets that attract pedestrians and enliven the street scene. (3/4/99)

**ZONING CASE 98-19**

The proposed text amendments would reduce unnecessary delays in the public hearing process, expedite the public hearing and decision process, and clarify regulations and procedures. The Commission concluded that the flexibility rule, which would have authorized the Zoning Administrator to permit minor deviations from the specified zoning regulations, would adversely affect the federal interest with regard to setback requirements for penthouse structures and would be inconsistent with the Federal Elements of the *Comprehensive Plan*. The Commission requested that the text be modified. (1/7/99)



THE RESTORATION OF THE 900 BLOCK OF G STREET WILL INCLUDE STREET TREES, DOUBLE WASHINGTON GLOBE LIGHT STANDARDS, AND BICYCLE RACKS.

*Courtesy U.S. Department of Transportation*

## DELEGATED ACTIONS OF THE EXECUTIVE DIRECTOR

On behalf of the Commission, the Executive Director approved:

- Final site and building plans for the proposed Picnic Pavilion at the National Zoological Park, Washington, D.C. (12/22/98)
- Preliminary and final site and building plans for the proposed Medical Logistics Building at Andrews Air Force Base, Camp Springs, Prince George's County, Maryland. (12/22/98)
- Preliminary and final site and building plans for a new accessibility ramp at the Ariel Rios Federal Building, 12th and Pennsylvania Avenue, NW, Washington, D.C. (2/24/99)
- Revised final building plans for Building 50 at the Bethesda campus of the National Institutes of Health in Montgomery County, Maryland. (2/24/99)

## THE EXECUTIVE DIRECTOR DETERMINED THAT THERE ARE NO FEDERAL INTERESTS IN THE FOLLOWING ZONING CASES:

Zoning Case 98-12M, modification allowing two buildings—instead of the previously approved single building—on the site of a Planned Unit Development at 1616 Rhode Island Avenue, NW. The architectural drawings for one of the structures currently exceeds the 106-foot height limit, but the applicant has agreed to correct the inconsistency and submit the revised plans to the Zoning Commission. (2/4/99)

Zoning Case 98-10C, consolidated Planned Unit Development and Zoning Map Amendment for a 93-unit townhouse development at 7th and G Streets, SW. The western one-third of the site will be downzoned from a mixed-use commercial and residential district to a strictly residential zone. (2/4/99)

# COMMISSION NOTES

The Commission welcomes **Johanna Hardy** who will serve as a Commission Alternate for Senator Fred Thompson, Chairman of the Senate Committee on Governmental Affairs. Ms. Hardy, a graduate of the Massachusetts Institute of Technology and the Georgetown University Law Center, has served as Committee Counsel since 1997 and works on a variety of committee responsibilities including the District of Columbia, the National Archives, and the General Services Administration.



JOHANNA HARDY REPRESENTS SENATOR FRED THOMPSON ON THE COMMISSION.

### **Marlene Burke**, Management

Assistant in the Commission's Office of Long-Range Planning, was recognized as NCPC's 1998 Outstanding Employee of the Year. In making the award, NCPC Chairman Harvey Gantt commended Ms. Burke for her nine years of exemplary service with the Commission and her extraordinary responsiveness to the needs of staff, Commissioners, and the public. **William Dowd** has been named Director of the Commission's Office of Plans Review where he manages the evaluation of all development plans and projects of federal, District of Columbia and many state and local government agencies. With expertise in transportation planning, Mr. Dowd has served with the U.S. Department of Transportation and has worked on the transportation components of the Commission's Monumental Core Plan.

NCPC QUARTERLY

Winter Quarter 1999

January 7, February 4, March 4, 1999

The National Capital Planning Commission is the federal government's planning agency in the District of Columbia and surrounding counties in Maryland and Virginia. The Commission provides over-all planning guidance for federal land and buildings in the region. It also reviews the design of federal construction projects, oversees long-range planning for future development, and monitors capital investment by federal agencies.

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