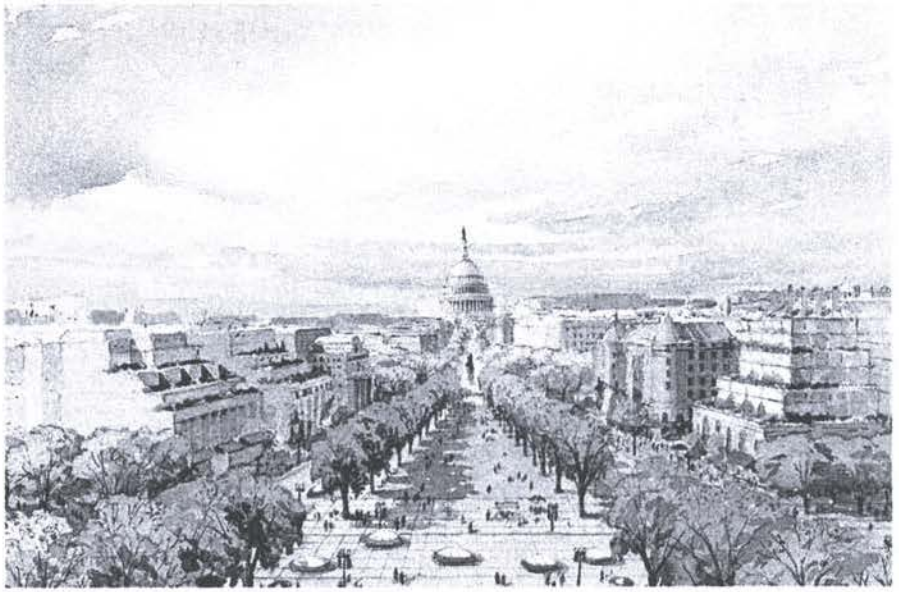
the approval process. It is important to keep in mind, however, that even though the master plan may identify a particular site for a future commemorative resource this does not guarantee a sponsor that his preferred site will be approved. Review agencies must still evaluate the proposal in light of a number of factors, including such things as proximity to nearby memorials and other cultural features, the symbolic association between the subject and the site, and the preliminary program. Unlike today, where an inventory of potential memorial and/or museum locations is not available to the public or prospective sponsors until after a proposal is being considered by review bodies, such information and other siting considerations will be publicly available in advance of the site selection process. By providing data on the constraints and/or opportunities that the review agencies have identified for 102 recommended locations around the city, the master plan will represent public agency consensus on sites that are considered to be appropriate for commemorative resources. The monumental and supporting "community" framework elements described earlier in this plan provide a host of site opportunities for future national memorials and museums. The master plan provides improved guidance through a comprehensive planning framework and evaluation of site characteristics that can be matched to a multitude of prospective sponsor requirements.

- ***NCMC, NCPC, CFA, and the District government should provide guidance and support for commemorative proposals by directing prospective sponsors to sites that reinforce the master plan urban design framework.***

Recent amendments to the Commemorative Works Act, suggested by NCPC, CFA, and NCMC, also provide improved guidance and direction for the process of establishing commemorative works in the Nation's Capital. The following actions are additional opportunities for advancing the master plan through process changes and other proposals:

- ***NCMC should improve its notice procedures to local residents, ANCs, and elected officials of upcoming meetings to consider sites for commemorative works. This could include circulation of the proposal for comment to affected and interested agencies, the general public, and professional and civic groups and organizations.***

- ***NCMC and the District of Columbia should identify and coordinate existing federal and District of Columbia commemorative works policies and planning actions to develop a more uniform and coordinated approach to locating new memorials and museums in the city and to better distinguish between national and local commemoration needs and interests.***



This illustrative image of South Capitol Street shows how revitalizing key corridors to the U.S. Capitol can provide future commemorative settings within redevelopment efforts.

It is important to note that encouraging or requiring the protection of public and private lands that are determined to be needed for the public good is not a new concept. Federal, state, and local governments across the nation currently operate a number of preservation or land management programs for this purpose.

Some of these involve protection of valuable historic resources (the National Historic Preservation Act), natural features (forest land managed by the U.S. Forest Service), potentially hazardous environmental conditions (the Department of Housing and Urban Development's National Flood Insurance Program), or important rare or endangered habitat (the Rare and Endangered Species Conservation Act which is the responsibility of the Department of the Interior).

The following actions are aimed at either advancing acquisition of key commemorative lands that are not presently under federal control or facilitating the *reservation* of key parcels of land as non-federal properties are redeveloped. Only the degree of restriction required to achieve the objective of safeguarding critical lands for future commemoration is envisioned.

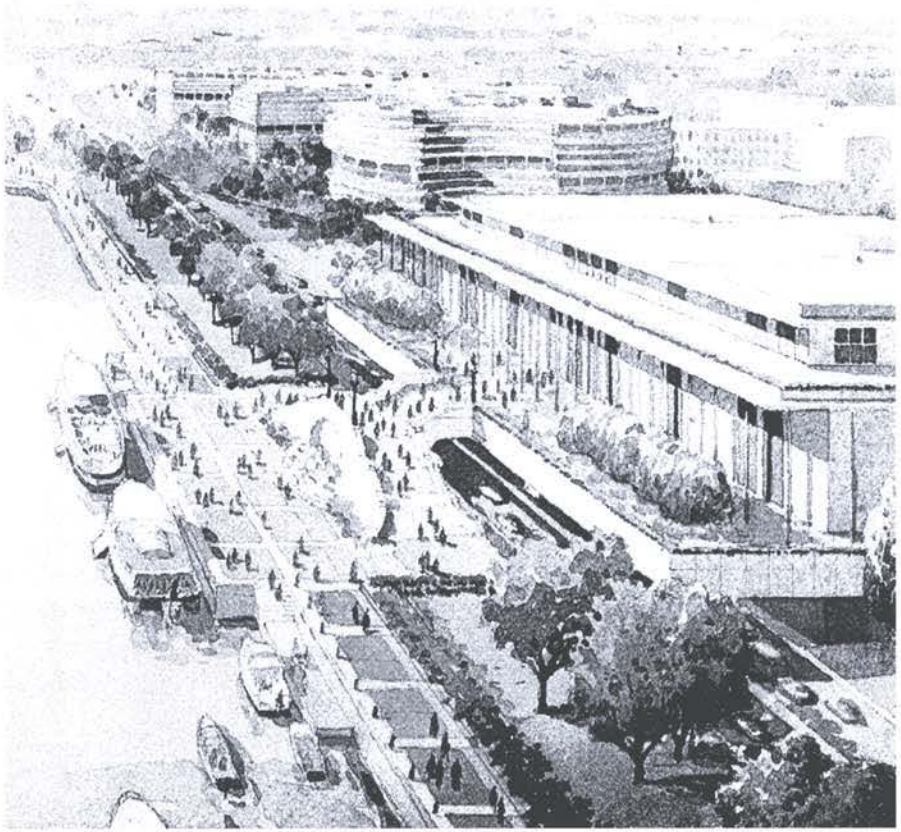
- ***The federal and District governments should identify key parcels at recommended master plan locations that should be reserved for significant new commemorative features.***

- ***The federal and District governments should utilize existing land management programs and regulatory controls (e.g. project planning/ review authorities, zoning, planned unit development process, etc.) to preserve lands for commemorative resources at recommended master plan sites while also furthering desired redevelopment objectives.***

- ***The National Park Service, General Services Administration, District of Columbia, and/or NCPC should purchase parcels located within the urban fabric of the District of Columbia for national commemorative action, if necessary. Only 8 of the recommended master plan sites are potential candidates for acquisition. The federal government should also identify government lands in its inventory to surplus or exchange to account for potential loss of property tax and other revenue from possible federal purchases.***

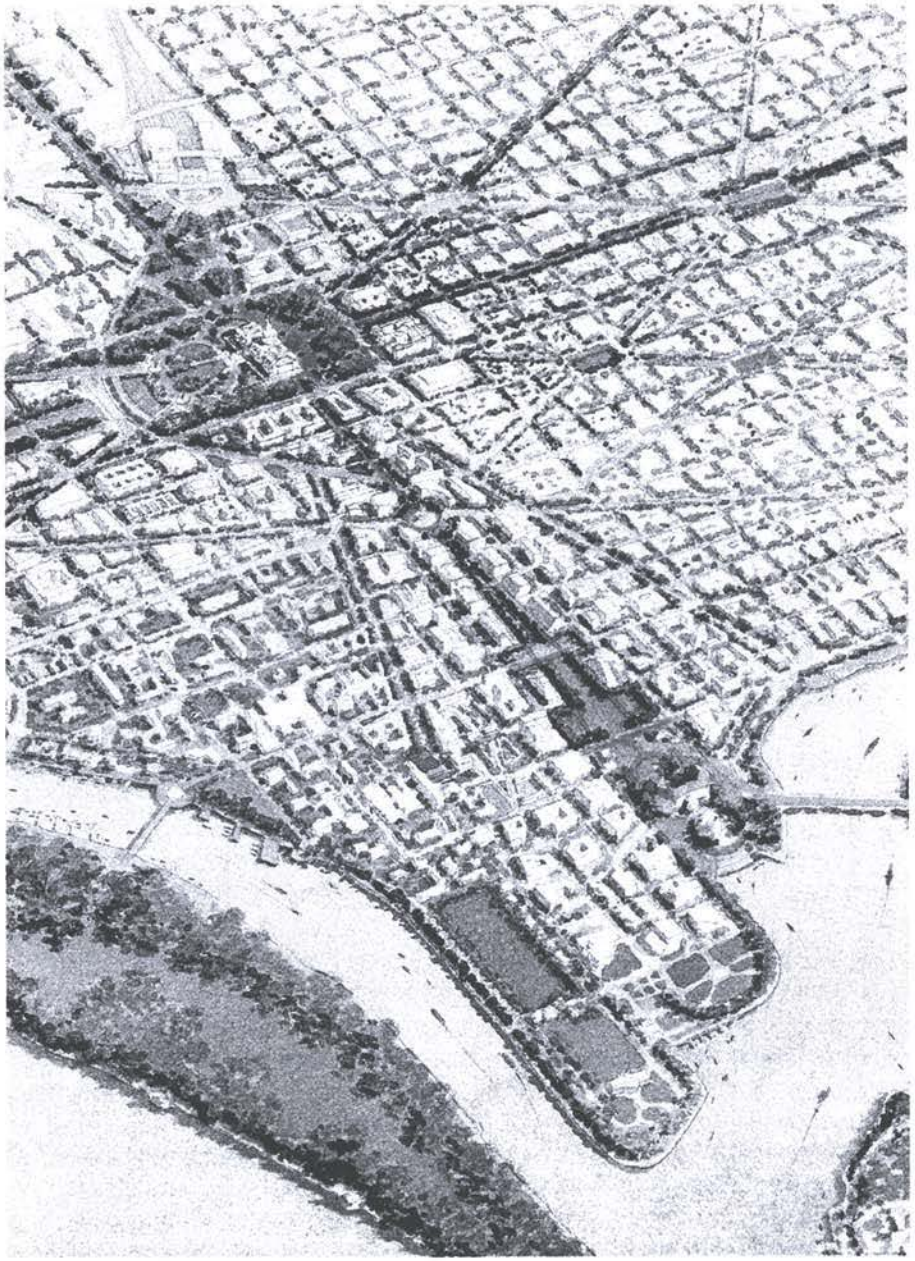
5.1.3. Site Infrastructure Improvements

Current planning and development decisions will determine the spirit and livability of the American capital into the next century. It is not immodest to suggest that the task of guiding commemorative resources to prominent sites for national heroes and significant events, many of which are still not known, is comparable to the historic efforts of the 1901 *McMillan Commission* that redefined L'Enfant's original vision for Washington. In order to redefine the city's major public spaces of the early twentieth century, the McMillan Commission prescribed a bold new urban design organization for the Monumental Core and an extensive system of open space. Today's 21st century effort to chart the direction of future commemoration should launch similar bold planning actions that will reinforce and reshape Washington's waterfront areas, monumental corridors, and community settings for future generations. The city's experience with development and revitalization has historically involved a close working relationship between government and the private sector, and continued coordinated federal, local, and private responses are a must. From the extensive citywide improvements implemented by the McMillan Commission in the early twentieth century to the redevelopment of Southwest Washington in the 1960's, government and private sector partnerships have undertaken bold revitalization efforts that have shaped the city's appearance.



Concept for an improved Potomac River waterfront includes a proposed pedestrian riverwalk with a new stairway linking the waterfront with the Kennedy Center terrace

This section recommends strategies that build on that tradition. A fairly recent example of effective government and private partnerships is the redevelopment record of the *Pennsylvania Avenue Development Corporation*. This agency successfully advanced redevelopment of America's Main Street, Pennsylvania Avenue, from the U.S. Capitol to the White House. Several new and reconfigured national commemorative features were developed in the Pennsylvania Avenue corridor through this partnership.



Legacy's *proposal for revitalizing the South Capitol Street Monumental Corridor*

In conjunction with ongoing revitalization efforts by federal, District, and community agencies, the recently established *National Capital Revitalization Corporation* (NCRC) could play a similarly important role in advancing citywide redevelopment initiatives that could support commemorative-related activities. NCRC's wide range of financial incentives and economic development tools, including tax exempt financing, real estate development, capital improvements and other infrastructure assistance could be critical to the emergence of key locations such as South Capitol Street.

A major commitment of government resources is needed. Just as former rail lines were eventually removed from the west front of the Capitol on the Mall upon the completion of Union Station, similar revisions to existing rail lines and elevated highway structures within the city should be advanced. District and federal officials should study the possible removal of the elevated highways and associated raised rail lines along the Southwest and Southeast alignments of Interstate 395 and the Southeast alignment of Interstate 295 along the Anacostia River.

Transforming these former interstate alignments into tree-lined streets and boulevards that relate to the L'Enfant Plan or relocating them within tunnels would provide for the restoration of many lost L'Enfant urban design features and the neighborhoods in which they were located. These actions could re-establish important physical and cultural linkages to the city's waterfront areas from the U.S. Capitol, National Mall, Southwest, Southeast, and Anacostia communities.

A prime candidate for major public assistance and infrastructure improvements is the stretch of South Capitol Street from the U.S. Capitol to the Anacostia River. This area is an important component of Legacy and has been identified as a Commemorative Focus Area in the *Memorials and Museums Master Plan.* It is at the crossroads of several major transportation resources (i.e., the South Capitol Street Bridge, I-295, I-395, the confluence of the Anacostia and Potomac Rivers). In addition, it is the focus of a number of major planning or development initiatives.

Good views are possible from the waterfront and potential reciprocal views could be provided along a redeveloped South Capitol Street. A rejuvenated South Capitol Street corridor could accommodate major museums, several small memorials, new office, retail, and residential activities, and public parks and open spaces. The spin-off from this activity could extend across the river to Anacostia as well.

The following are several ways the public sector could support large-scale redevelopment and site improvements related to recommended commemorative locations:

- ***In order to advance infrastructure improvements at potential memorial sites, the Secretary of the Interior should be authorized to seek appropriated funds for grants or loans to approved commemorative sponsors in order to defray the cost of correcting or improving site conditions associated with potential sites within the urban fabric of the District.***

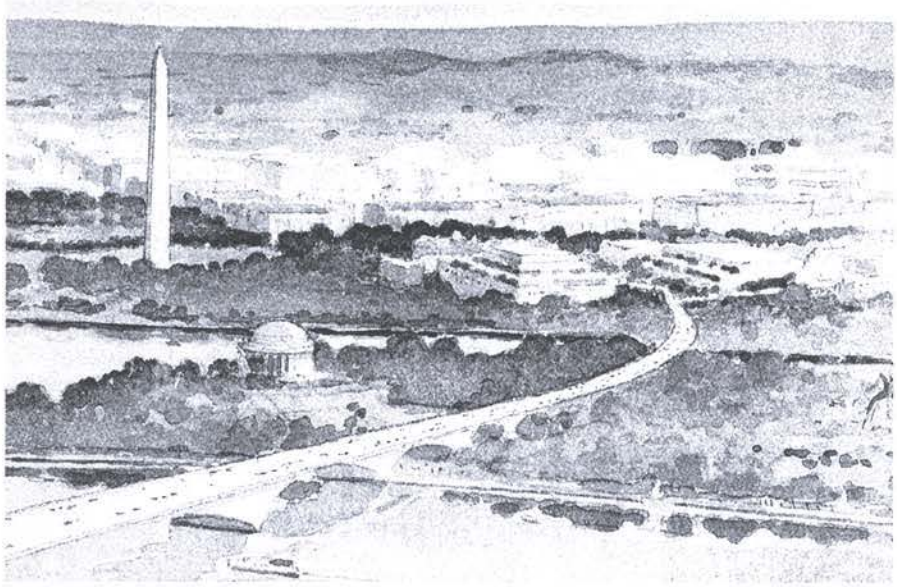
- ***The District and federal governments should use existing local, regional, and federal environmental programs to improve the condition of the Anacostia and Potomac River waterfronts and advance the master plan vision.***

- ***District and federal officials should work together to establish the necessary legislation and administrative authorities to revitalize and improve Monumental Corridors, Commemorative Focus Areas and Special Streets and create within these settings areas of high visual quality, improved safety, and enhanced amenity.***

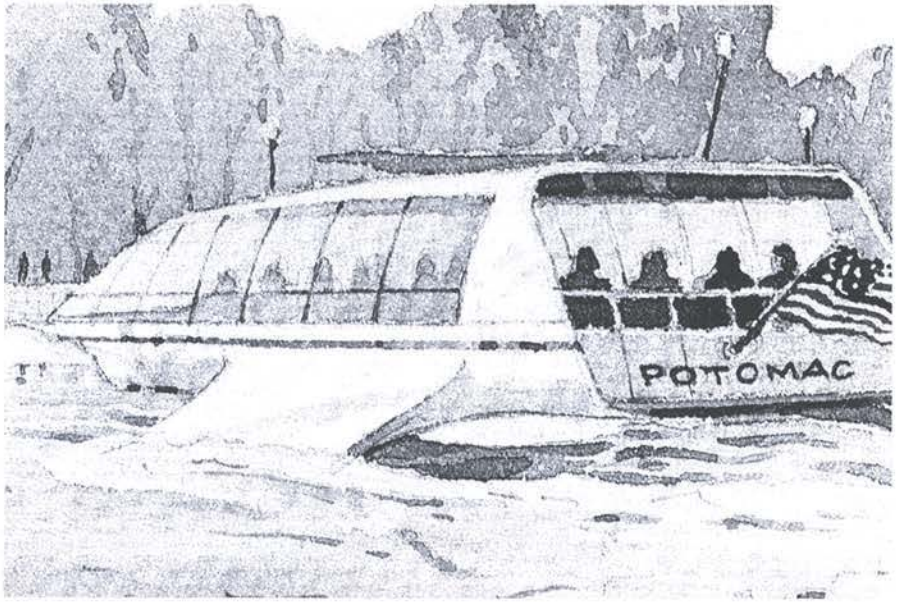
Transportation infrastructure improvements are also vital to realizing the master plan's vision. By providing better access to the city's waterfronts, monumental corridors, and communities, Washington can reduce its dependence on personal vehicles, while improving linkages to the city's commemorative features.

Although transportation planning in the future will necessarily continue to focus upon improving the region's existing transportation facilities including the Metrorail system, the U.S. Department of Transportation, state, regional, and local transportation authorities, and WMATA should begin now to consider supplemental and alternative access systems that will advance public transit opportunities in the core that can respond to Washington's increasing commuting and tourism demands.

These improvements would provide greater accessibility to the city's neighborhoods, employment and commercial centers, tourist destinations, and future commemorative sites. Recommended improvements include new highway bridges, pedestrian systems, and rail infrastructure projects as well as new forms of transit, such as river-based and downtown circulator transit systems.



Possible transportation improvements include future bridge redesigns and a new water shuttle service that could improve access to memorials and museums



The following suggested actions would provide improved transit access and circulation for Washington and its future commemorative sites:

- ***The District and federal governments should initiate a river bridge revitalization and replacement program for the Theodore Roosevelt and 14th Street Bridges and all bridges on the Anacostia River, as these structures reach the end of their useful lives, to improve access to the waterfront, increase the visual prominence of selected areas of the city, and encourage opportunities for new commemorative features.***

- ***The federal and District governments should support the efforts of the Downtown Business Improvement District to establish an alternative transit system (i.e., downtown circulator) that could provide greater access to central city and waterfront memorial and museum locations.***

- ***The federal and District governments should ensure that sites for new memorials and museums, when selected, take maximum advantage of regional river transit and downtown circulator systems as they are established.***

- ***The federal and District governments should improve bikeway and pedestrian routes along riverfronts and throughout the city to provide improved access to existing and proposed memorial and museum sites.***

More than 30 percent of the recommended commemorative sites are located along the city's waterfronts. Consequently, implementation of the plan would be benefited greatly by a river-based transit system. Similar access gains would be realized for downtown sites with the development of a downtown circulator transit system, complementing the existing Metrorail and bus systems, private vehicles, tour bus service, and taxis. River-based transit systems could offer interpretive opportunities for visitors while responding to the expected needs of tomorrow's commuters.

- ***The federal and District governments should initiate a waterfront transit landing areas study to identify and encourage coordinated connections to new riverside commemorative sites while promoting new community amenities.***

- ***Federal and District officials should work with the private sector to establish a water-based tour vehicle system operated by a private franchise. Such a system could support improved waterfront access and tourism related to commemorative resources.***

- ***Not surprisingly, the success and expansion of public rail systems has led to a reassessment of the need for some existing and future highway projects. With an expanding transit system in place, access to many future national memorials and museums could be made accessible by way of Metrorail and other supporting transit systems. The planned New York Avenue Metrorail Station near Florida Avenue, NE, for example, could serve as a catalyst for community revitalization while providing access to potential nearby commemorative features.***

- ***NCPC and the District government should work with WMATA to site memorials and museums at existing and planned Metrorail stations within the District of Columbia. Transit can provide improved access to the city's neighborhoods, employment centers, and waterfront areas.***

5.1.4 Community Linkages

The *Memorials and Museums Master Plan* identifies a number of potential commemorative sites within existing or potential neighborhood settings, including such established neighborhoods as Anacostia, Shaw, Kingman Park, Brookland, and Marshall Heights. These neighborhoods are vibrant centers of residential, cultural, and commercial activity and their revitalization and linkage is crucial to the implementation of the master plan. It is within these communities and others that new commemorative features can provide needed amenities and support to local revitalization efforts. In particular, the Southeast and Southwest quadrants offer several good opportunities to link new commemorative resources to revitalization efforts. Similar neighborhood and community linkages can be found within the established Georgia, New York, Maine, Massachusetts, Maryland and Pennsylvania Avenues corridors and along East and North Capitol Streets; 7th Street, NW and SW; 8th Street, NE and SE; 16th Street, NW; E and F Streets, NW; H Street, NE; M Street, SW and SE. The following strategies address opportunities for linking the master plan to local revitalization:

- ***The federal government should work with the District to encourage ongoing community revitalization efforts in areas near Prime Sites.***

- ***The District of Columbia and NCPC's waterfront initiative should be advanced as a comprehensive strategy for revitalizing the city's six principal waterfront areas and as a vehicle for furthering the master plan's urban design principles.***

Implementation of new commemorative resources within the city's neighborhoods must be closely coordinated with neighborhood plans prepared by local residents and District officials. This coordination ensures that new features are appropriate in scale and use at each location. Local planning efforts could also help in identifying local and regional commemorative opportunities that could work well with the potential national commemorative opportunities that are described in this master plan.

L'Enfant's layout for the city, in particular its streets and public spaces, provides a continuing opportunity for organizing commemorative resources in the Nation's Capital. It is within Washington's grand public thoroughfares and its established local communities where the majority of potential sites for future national memorials and museums are found.

More than 60 percent of the sites proposed for commemorative resources in the master plan are located within the corridors delineated by Washington's Special Streets, avenues, and boulevards. These thoroughfares extend out into the city's neighborhoods and adjoining jurisdictions, thereby providing opportunities for memorial and museum sites that go well beyond the Monumental Core.

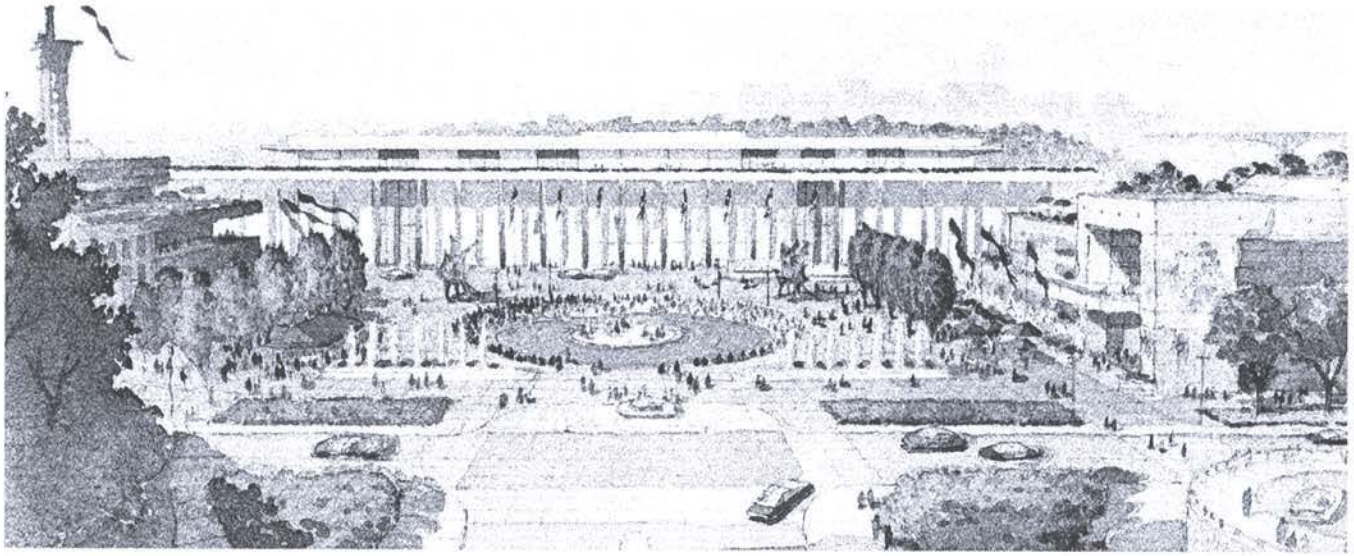
The plan promotes the idea that the cultural and historic diversity of our Nation's Capital can become a focus for a broader commemorative experience, particularly within such historic locales as Anacostia, Brookland, Georgetown, Marshall Heights, and Shaw. The following implementation measures are designed to encourage the dispersal of future commemorative features (at an appropriate scale and expression) on sites beyond the core as a way of supporting and nurturing a greater appreciation of city-wide cultural and historic resources:

- ***Federal and District of Columbia historic preservation agencies should inventory the historic urban design and cultural elements of the city and its waterfront areas as an initial step in restoring or complementing the historic features of related neighborhoods and local areas.***

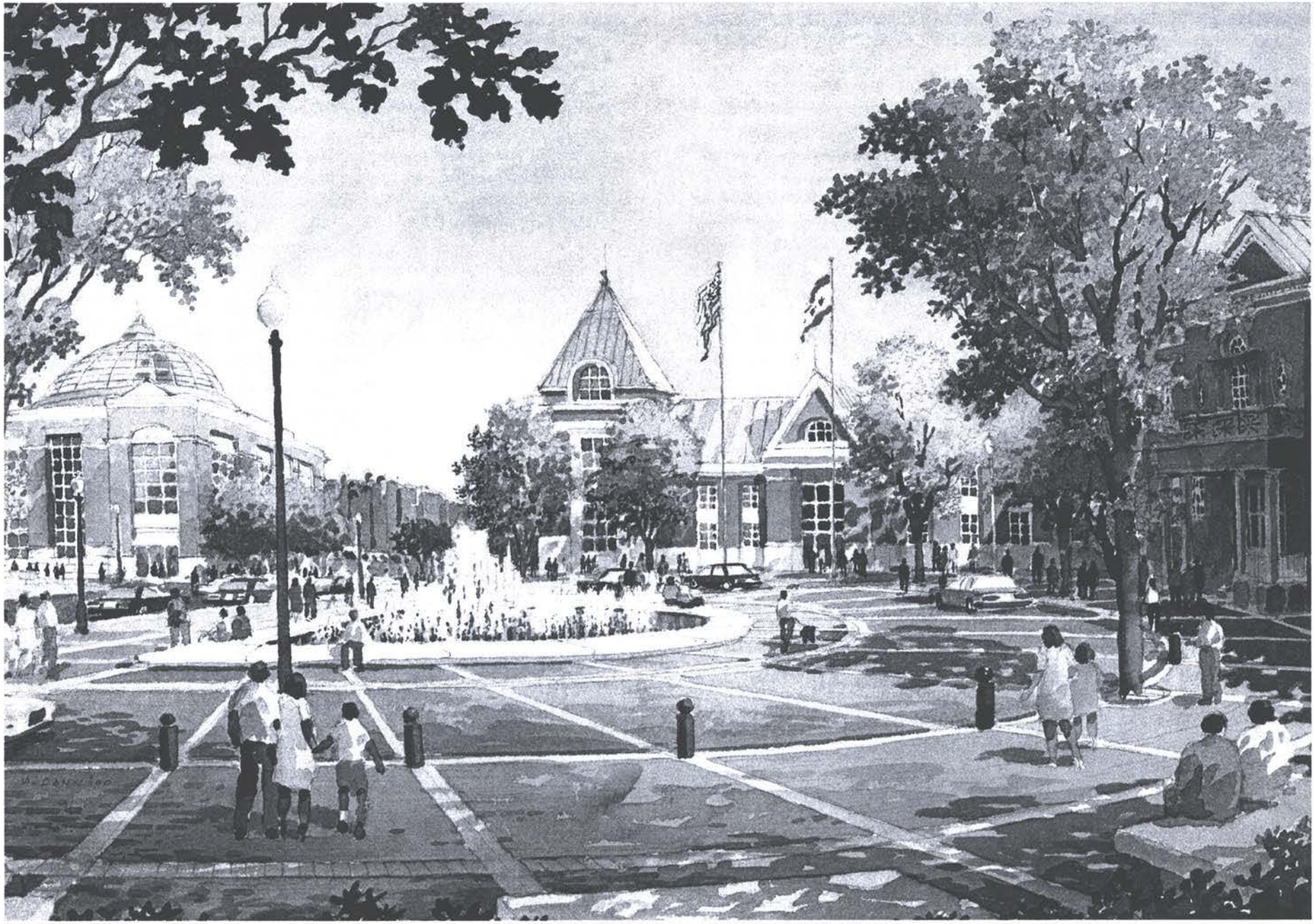
- ***Federal and District historic preservation agencies and the NCMC should coordinate to direct future commemorative features to sites offering supporting cultural and historic interpretive opportunities.***

- ***The federal and city governments should encourage memorial sponsorship of existing historic neighborhoods, buildings, landscapes, and features in conjunction with future commemorative actions.***

- ***The federal government should encourage the adaptive reuse of historic structures and settings, and underutilized federal properties, by integrating new memorial and museum activities within them, where appropriate.***



A proposed landscaped public plaza on the east ramp side of the John F. Kennedy Center, near the E Street freeway



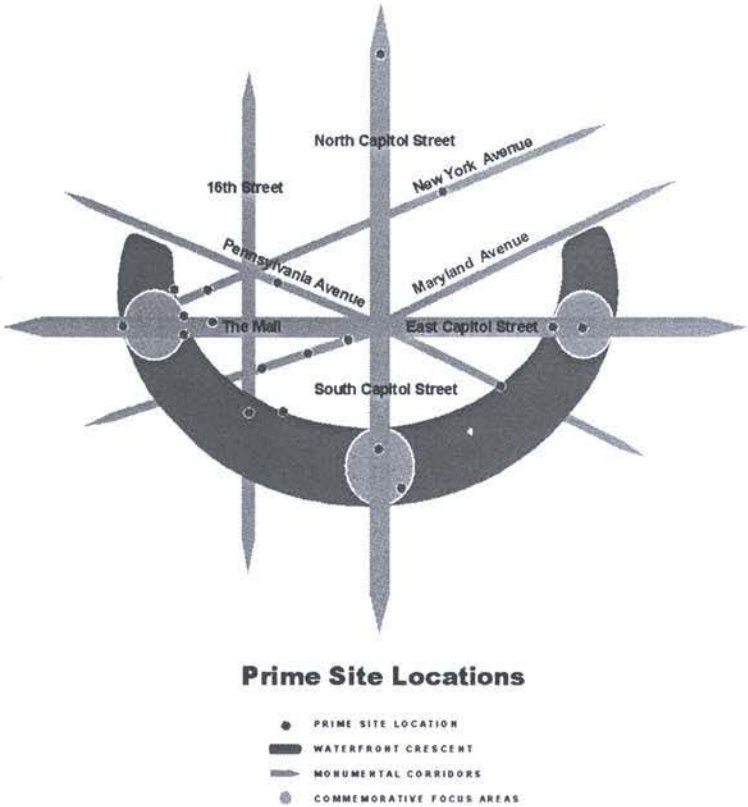
A redesign of civic spaces at the Anacostia Metrorail station area could provide potential locations for future memorials and museums

6. CANDIDATE SITE EVALUATIONS

Candidate sites were evaluated by applying the specific urban design, economic, transportation, and environmental criteria defined in Section 3 (also see Appendix for Site Evaluation Criteria). The following Prime Site evaluations were conducted based both on site reconnaissance and using data obtained from NCPC and other sources.

In addition to these 19 prime sites, 83 additional sites are considered within this master plan. Those additional sites are included at the end of the Prime Site evaluations and provide overview assessments of each site's potential to accommodate future memorials and museums.

The diagram at below illustrates the approximate location of the 19 Prime Sites within the master plan framework's Waterfront Crescent, Monumental Corridors, and Commemorative Focus Areas.



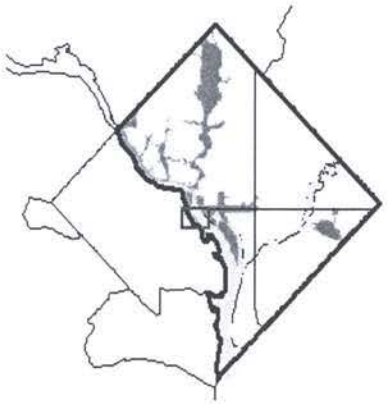
With Prime Sites and site locations listed first, the 102 candidate sites are:

6.1 Candidate Memorial and Museum Sites

No.	*General Location/Description*
	Note: Sites #1 through 19 represent the Prime Sites
1	Memorial Drive at George Washington Memorial Parkway (west of Memorial Bridge)
2	E Street expressway interchange on the east side of the Kennedy Center
3	Intersection of Maryland and Independence Avenues, SW (between 4th and 6th Streets)
4	Kingman Island (Anacostia River)
5	Freedom Plaza on Pennsylvania Avenue, NW between 13th -14th Streets
6	Potomac River waterfront on Rock Creek Parkway (south of the Theodore Roosevelt Bridge)
7	East Capitol Street east of 19th Street (north of the Armory - current west entrance to RFK)
8	South Capitol Street terminus at the Anacostia River, SE/SW (Florida Rock 'amenity' site)
9	10th Street Overlook at south end of L'Enfant Promenade, SW
10	Constitution Gardens south of Constitution Avenue
11	Walt Whitman Park along E Street between 19th and 20th Streets, NW
12	On the Tidal Basin on Maine Avenue west of 14th Street, SW (north of Outlet Bridge)
13	In East Potomac Park on the Potomac River (at the current railroad and/or Metrorail bridges)
14	The intersection of New York and Florida Avenues (and new Metrorail Station)
15	Pennsylvania Avenue and the Anacostia River (at west end of the Sousa Bridge)
16	Anacostia River waterfront south shore in Anacostia Park, SE (old Architect of the Capitol nursery)
17	West of North Capitol Street on McMillan Reservoir Grounds, NW (former sand filtration plant)
18	South of Ash Road at the NPS horse stables site, West Potomac Park
19	The intersection of Maryland and Virginia Avenues, SW (between 7th and 9th Streets)

Memorial Drive at George Washington Memorial Parkway — Site 1

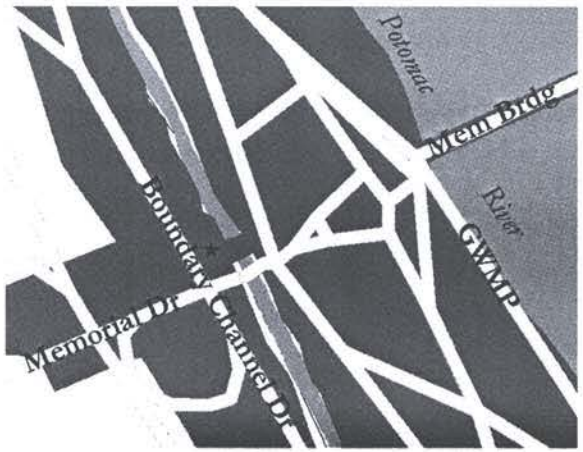
Location:



Framework Context:



Vicinity:



Site Description Summary

This site location is on Memorial Drive, across the Potomac River, east of Arlington National Cemetery. The location is on axis with the Lincoln Memorial to the east and the Women in Military Service for America Memorial and Arlington House to the southwest. While the exact site boundaries have not been determined, the site configuration is generally circular. The site location encompasses the existing circle and the parkland to the west and southwest of the circle.

Urban Design Conditions

This is a pivotal location in both the framework and the Federal City's historical development. This site location is on the approach to Arlington National Cemetery and within the Waterfront Crescent portion of the Urban Design Framework. The McMillan Plan envisioned this site on the Potomac River as a crucial marker connecting the District and Virginia. It is on axis with the Lincoln Memorial at the eastern end of Memorial Drive and offers good views to the Washington Monument and the Kennedy Center. In addition, the abundance of other historical resources within walking distance, including Arlington National Cemetery, the Women in Military Service to America Memorial, and Arlington House make this site a prime gateway location for the development of a major federal memorial.

Economic Conditions

The Memorial Drive Circle location presents very limited opportunity for economic development or for spin-off economic benefits from the establishment of a museum or memorial. The physical constraints of the site and the highly limited development potential for the surrounding parkland make it difficult to envision mixed-use or other economic activities occurring on or near the site. Additionally, the distance from the site to the nearest neighborhoods and business districts limits the potential to establish economically viable visitor service amenities.

Transportation Conditions

The majority of current visitors to the Arlington National Cemetery area access the site via passenger vehicles, tour buses, tourmobiles, or the Arlington Cemetery Metrorail station (Blue line). There are several regional roadways in the vicinity of the site, including the Arlington Memorial Bridge, I-66, and the historic George Washington Memorial Parkway. Arlington National Cemetery's parking garage is located west of Memorial Circle. The Arlington Cemetery Metrorail station is within 1,000 feet of the circle. The Potomac River waterfront is located approximately 1,500 feet from the site, but in order to traverse the route between the circle and the waterfront, pedestrians must cross the flow of traffic traveling at high speeds from Washington Boulevard onto Memorial Bridge.

Environmental Conditions

The site location is a mix of natural area and roadway adjacent to the Potomac River. The site location features generally flat topography, a lawn area, and tree groves. The site's riverfront setting offers possible habitat for animal species. The site is close to major noise sources, including airplanes in the flight path over the Potomac River and a heavy volume of traffic on Memorial Circle. This heavy volume of traffic also produces adverse air quality conditions, which starkly contrast with the peaceful, natural setting of the adjacent Arlington National Cemetery.

Commemorative Opportunity:

Jurisdiction: Federal – National Park Service

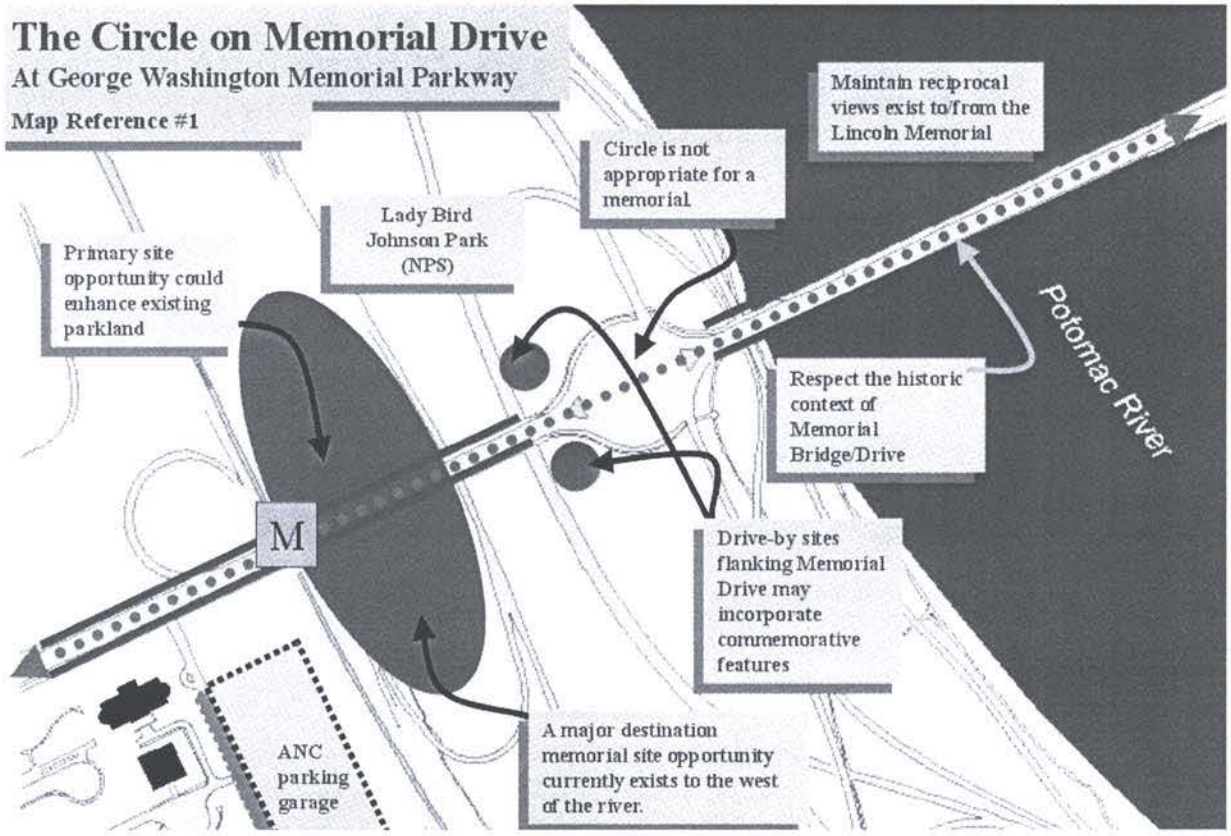
A primary memorial site opportunity exists in association with Memorial Drive. Although the existing circle at the west end of Memorial Bridge is not viewed as appropriate for the location of a future memorial "drive-by" site, opportunities exist immediately to the southwest of the circle on both sides of Memorial Drive and a major destination site opportunity exists to the west of the circle on the Virginia side of the channel.

Although the drive-by sites are limited in size, the destination memorial site is estimated at from two to four acres. While memorial development would not likely require many physical improvements in the site vicinity, development could require upgrades to existing utilities.

Site development can both enhance existing parkland and complement the existing memorials along Memorial Drive toward the entrance of Arlington National Cemetery.

A memorial at this location could enhance design principles of the McMillan Plan including the historic built environment of Memorial Bridge and Memorial Drive without competing with existing memorials.

Design Considerations:





View looking east from the entrance to Arlington National Cemetery towards the Memorial Bridge and Lincoln Memorial. Potential "drive-by" memorial sites are located on both sides of the entrance pylons in Lady Bird Johnson Park.

1. The site has evolved through this century. Memorial designs must respect this historic context, e.g., the radius of the circle, the relationship to Memorial Bridge, Memorial Drive, Arlington National Cemetery, etc., as well as views to the Lincoln Memorial.

2. The opportunity exists to enhance the views and vistas inherent in the historic and topographic development of the Federal City. The location has omnidirectional views with axial views/vistas both across Memorial Bridge to the Lincoln Memorial and west along Memorial Avenue to the hemicycle and to Arlington House.

3. A memorial in this area could help establish this location as a destination and would afford the opportunity to improve existing infrastructure through the addition of special features and other amenities.

4. A memorial at this location can complement the existing memorials on Memorial Drive, as well as the dignity of Arlington National Cemetery. Memorial site development should incorporate and enhance existing parkland.

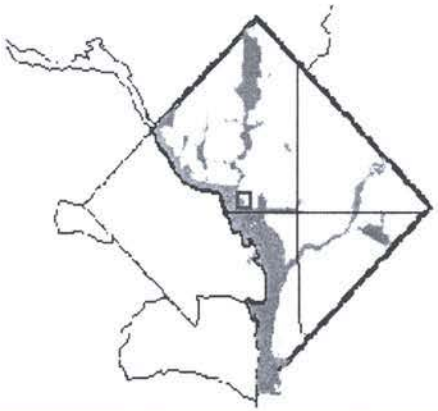
5. Sites to the west of the circle and flanking Memorial Drive are also limited in terms of size and access and may be best suited for a "drive-by" memorial, incorporating sculpture or other commemorative features. The location west of the channel is suitable for a destination-type memorial with buildings and interpretive facilities.

6. Access to the destination site opportunity would be from both the Arlington Cemetery Metrorail Station and from the nearby Arlington National Cemetery parking garage. No additional private vehicle parking would be provided in association this memorial site.

E Street Expressway Interchange, NW at the Kennedy Center

Site 2

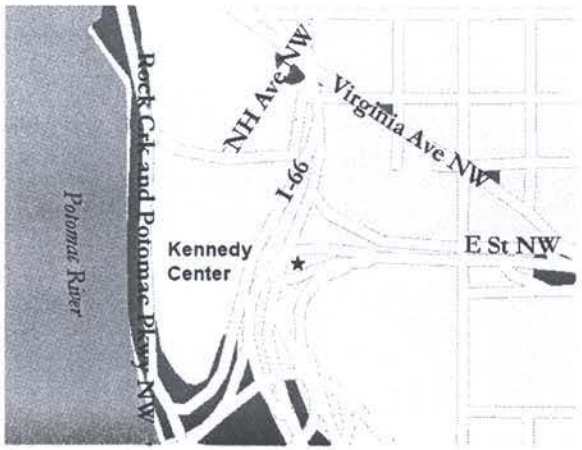
Location:



Framework Context:



Vicinity:



Site Description Summary

This site location is on the east side of the Kennedy Center near the E Street Mall. The site opportunity area is an irregular configuration of roadway, landscaped lawn areas, and tree groves. The site is surrounded by high-density residential and government office uses, the John F. Kennedy Center for the Performing Arts, and highway connections.

Urban Design Conditions

This site, centered on the Kennedy Center entrance at the western terminus of the E Street axis, is within the Urban Design Framework's western Commemorative Focus Area. The site location is in the Foggy Bottom area, which has a strong identity due to the presence of George Washington University and the concentration of federal and international agency office buildings. This highly visible site includes the Kennedy Center, a major cultural resource, and a Special Place. The location also has indirect axial relationships with the White House and the Lincoln Memorial and offers views, although slightly obstructed, to the Potomac River and the Theodore Roosevelt Bridge. The opportunity to construct an urban plaza on a deck over the redesigned E Street Expressway interchange would create an enhanced entrance sequence to the Kennedy Center.

Economic Conditions

The E Street Expressway site offers the potential for minimal to significant economic development, depending on the use and the reconfiguration of the existing roadways and open spaces. The neighboring commercial districts at the Watergate and adjacent to George Washington University are ripe for greater commercial development, given accordant visitor amenities such as parking and food service. A museum at the site would likely spin off new visitor traffic and create demand for amenities, while a monument or memorial constructed atop a new urban deck would likely serve more as an urban design feature than as an economic agent.

Transportation Conditions

This site has excellent passenger vehicular access with numerous parking opportunities. However, the pedestrian facilities are practically non-existent. The eastern side of the Kennedy Center, facing the City, fronts a ramp system from the E Street Expressway, I-66, and Route 50. This ramp system acts as a barrier to pedestrian traffic. It is likely that the Circulator will serve this site as well as a water transportation dock on the west side of the Kennedy Center on the Potomac River. With these public transportation modes in place and pedestrian access improvements to the east, the supporting transportation modes would be able to accommodate a moderate to large volume of visitors.

Environmental Conditions

The site, in its current use as roadway network with small landscaped areas, offers little natural habitat for plants or animal species. There are no water resources on the site. Although the site receives some noise impact from the automobile traffic on the E Street Expressway and from air traffic over the Potomac River, the site does not have adverse air characteristics. Although there are formerly contained industrial activities (fuel tanks), there is no evidence of previous industrial uses or environmental contamination on the site.

Commemorative Opportunity:

Jurisdiction: District of Columbia and Federal Highway Administration

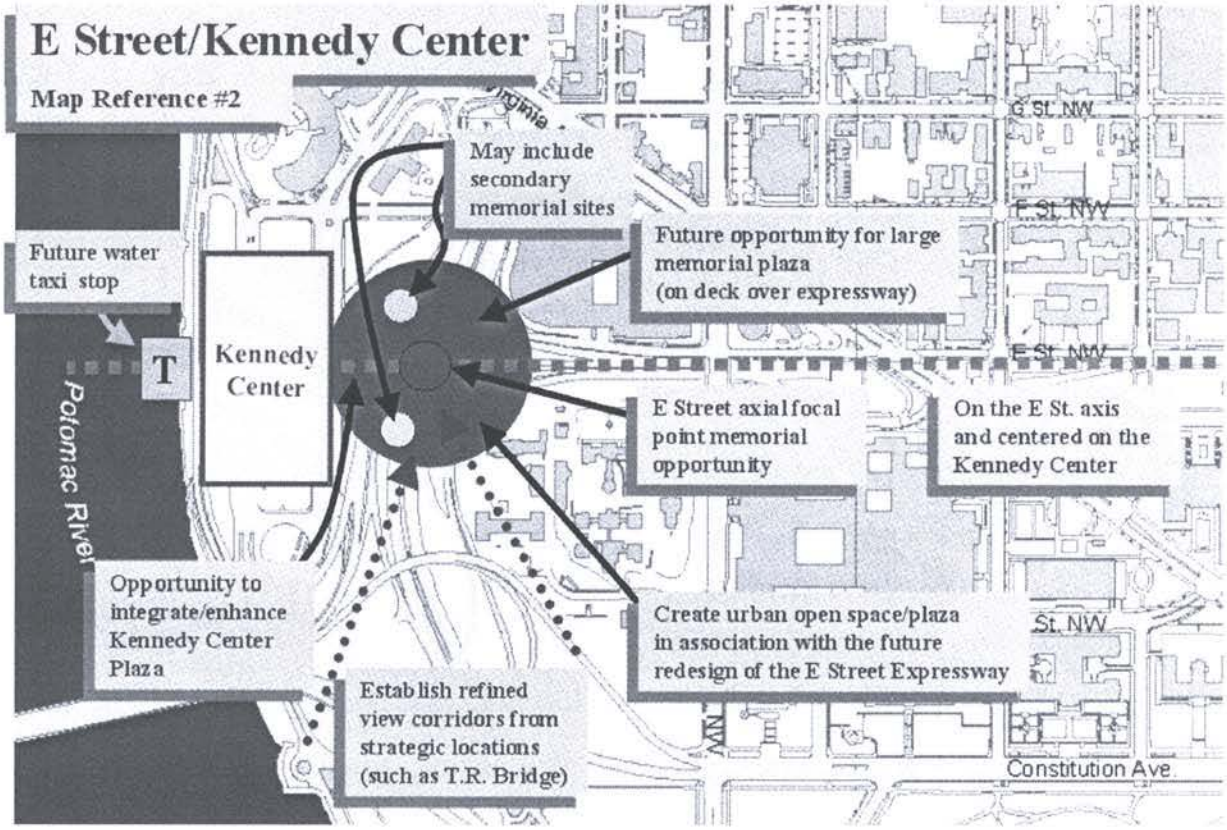
This future site has the potential to locate a major memorial on axis with E Street and at the east entrance to the John F. Kennedy Center for the Performing Arts. Depending on the redesign of the expressway ramps and associated deck and incorporation of the Kennedy Center plaza, the primary site might be several acres in size. Museums flanking a central feature are also appropriate.

Memorial and/or museum development, while consistent with the Legacy proposal to reconfigure the E Street Expressway, would require certain alterations to the site. Due to steep slopes, development could require moderate to extensive grading and slope stabilization measures.

Reconfiguration of the roadway network could require the relocation or addition of utilities and could increase the size of the site, resulting in a substantial opportunity for development.

NCPC's *Extending the Legacy* illustrates an urban plaza at this location and the potential for the future development of flanking buildings that could also house a museum and other related memorial elements.

Design Considerations:





The image above looks west from E Street to the Kennedy Center. Proposals to reconfigure the E Street Expressway interchange could include an area for the development of an urban plaza that could incorporate a memorial and/or flanking museums.

1. This site on the E Street axis could serve as a focal point at the western end of E Street extended.

2. Development of a memorial in this location offers the opportunity to contribute to the development of a thematic memorial corridor along E Street (from 18th Street to the Kennedy Center).

3. A memorial could be a catalyst for the development of other public and private open space improvements and associated amenities that would encourage pedestrian activity.

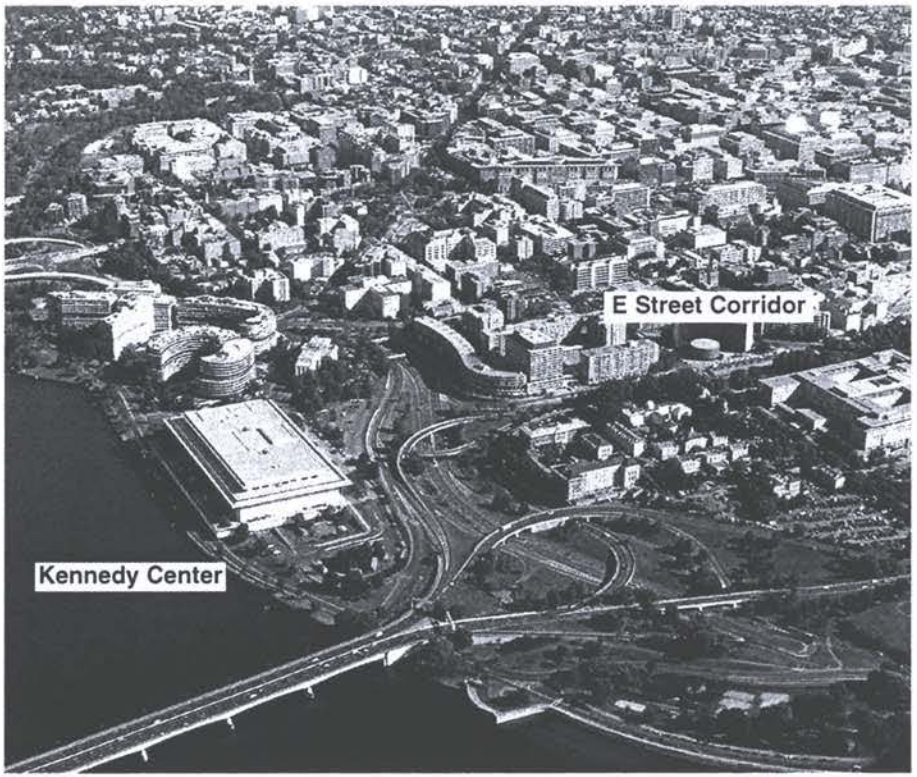
4. A large plaza should be heavily landscaped. The memorial should be scaled in relation to the plaza and surrounding development. The memorial feature should be large enough so that it can be seen from a distance while at the same time not obstructing the view of the Kennedy Center.

5. Site development and memorial/museum design should both complement and enhance the entrance plaza in front of the Kennedy Center as well as the building itself.

6. Opportunities exist to develop alternate means of access and additional parking in association with future development. In addition, a future water taxi stop is envisioned along the Potomac River at Center.

7. Future development opportunities adjacent to the memorial plaza may also provide support space to house museums, interpretive centers and other related memorial elements.

Design Considerations:



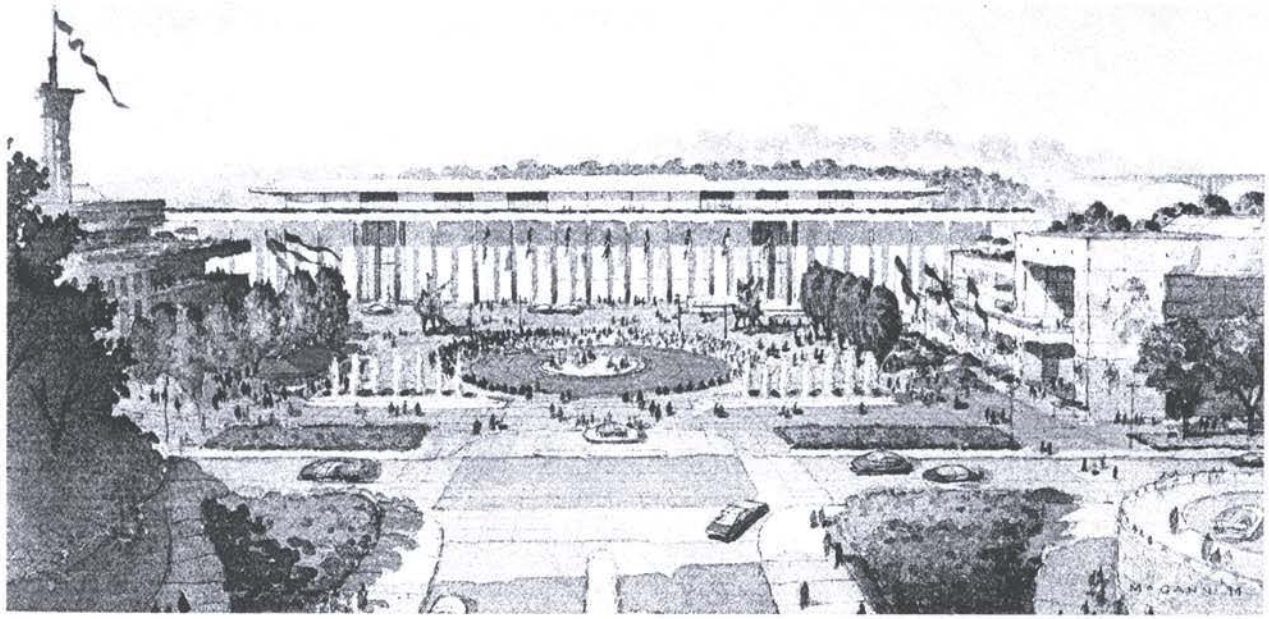
A significant land area adjoining the Kennedy Center contains road alignments that could be transformed into new civic spaces that would connect the Center with the E Street cooridor. The photo above depicts the extent of land area presently dedicated to roadways. Concepts have been proposed for reconfiguring this network of roads and introducing a new plaza above them.

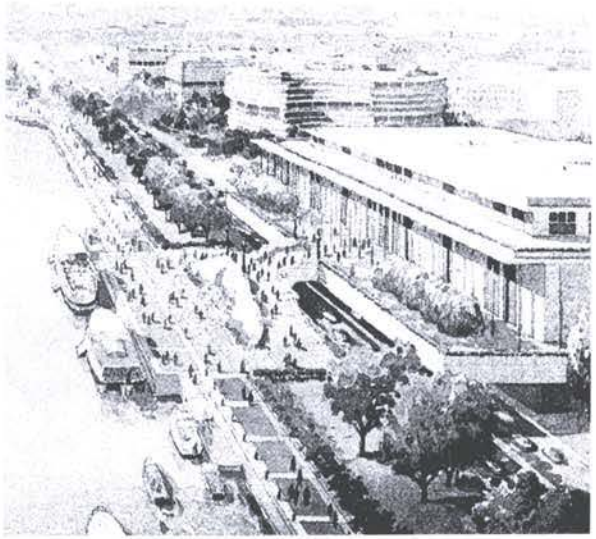
At right, the Kennedy Center is shown in the context of future conditions that would extend the E Street corridor and create a new public space on the east side of the Kennedy Center. Potential future improvements to the Center could also include a new pedestrian stairway that would connect the Center's west terrace with the Potomac River waterfront and Rock Creek Parkway.



E Street Expressway Interchange, NW at the Kennedy Center — Site 2

Design Proposals:

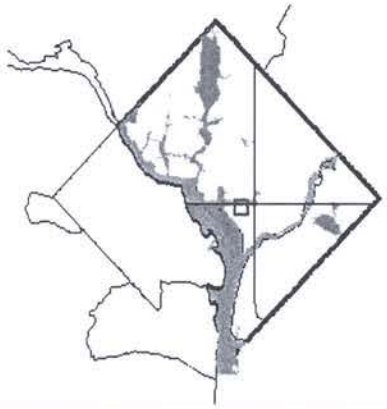




Concepts for redefining the E Street corridor include a new civic plaza at the J. F. Kennedy Center, shown at left, by redesigning adjoining roads and ramps that presently restrict direct pedestrian access from E Street (left image). Another proposal for improving access to the Center includes a conceptual waterfront stairway, shown at right, that would link the Center's terrace with existing waterfront walkways and a proposed watercraft landing area.

Maryland and Independence Avenues, SW, between 4th and 6th Streets — Site 3

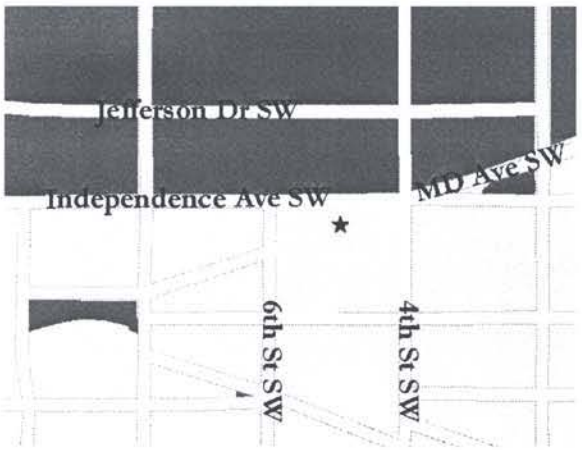
Location:



Framework Context:



Vicinity:



Site Description Summary

This site location is between Maryland and Independence Avenues and 4th and 6th Streets, SW. It is located south across Independence Avenue from the Smithsonian's Air and Space Museum on the National Mall and southwest of the Capitol Grounds. The generally rectangular site is currently a mix of paved plaza with a sunken terrace, and triangular community garden, bisected by Maryland Avenue. The Department of Education (FOB-6) borders the paved plaza to the south.

Urban Design Conditions

This site is prominently located at the intersection of two Special Streets and offers axial views on Maryland Avenue to the U.S. Capitol. The site location falls on the Monumental Corridor element of the Urban Design Framework. The site is within walking distance of the National Mall and the Capitol. The site location's prominent framework and design qualities offer a high potential for accommodating a major federal memorial.

Economic Conditions

The site is adjacent to primary tourist destinations such as the National Air and Space Museum, as well as governmental installations such as NASA and the Departments of Education and Health and Human Services. The site offers little in terms of potential for neighborhood revitalization or economic development, but would increase the demand for visitor amenities in the immediate area. Conceivably, the site could provide these amenities and capitalize on existing visitor traffic. However, the potential to generate new economic activity for the region is not high.

Transportation Conditions

This site has an excellent supporting transportation system that has the potential of capitalizing on every mode of transportation evaluated with the exception of water transportation (i.e., highways, commuter trains, Metro-bus, touring vehicles). The closest Metrorail station is L'Enfant Plaza (2 blocks), through which the Yellow, Blue, Orange and Green lines can be accessed. (The Federal Center Metrorail station (4 blocks) and the Smithsonian Metrorail station (5 blocks) provide access to the Blue and Orange lines.) It is expected that a significant percentage of visitors to a memorial/museum at this location would utilize the Metrorail because of the number of lines connecting at L'Enfant Plaza, the secondary Metrorail stations in the vicinity and the number of surrounding attractions. Public transportation use would increase with the implementation of the Circulator system, which could connect at L'Enfant Plaza to create an Intermodal Station. The transportation characteristics surrounding this site demonstrate that it would be possible to accommodate a large volume of visitors.

Environmental Conditions

The site location's current mix of an urban plaza, roadway, and triangular garden area contains a variety of environmental features. The urban plaza has a section of tree groves and the garden area has a section of grasses, which offer potential for animal habitat. There are no water resources on the site. The site receives some noise impact from the tour buses and automobile traffic on Independence Avenue. However, there are no adverse air characteristics and no evidence of previous industrial uses or environmental contamination.

Commemorative Opportunity:

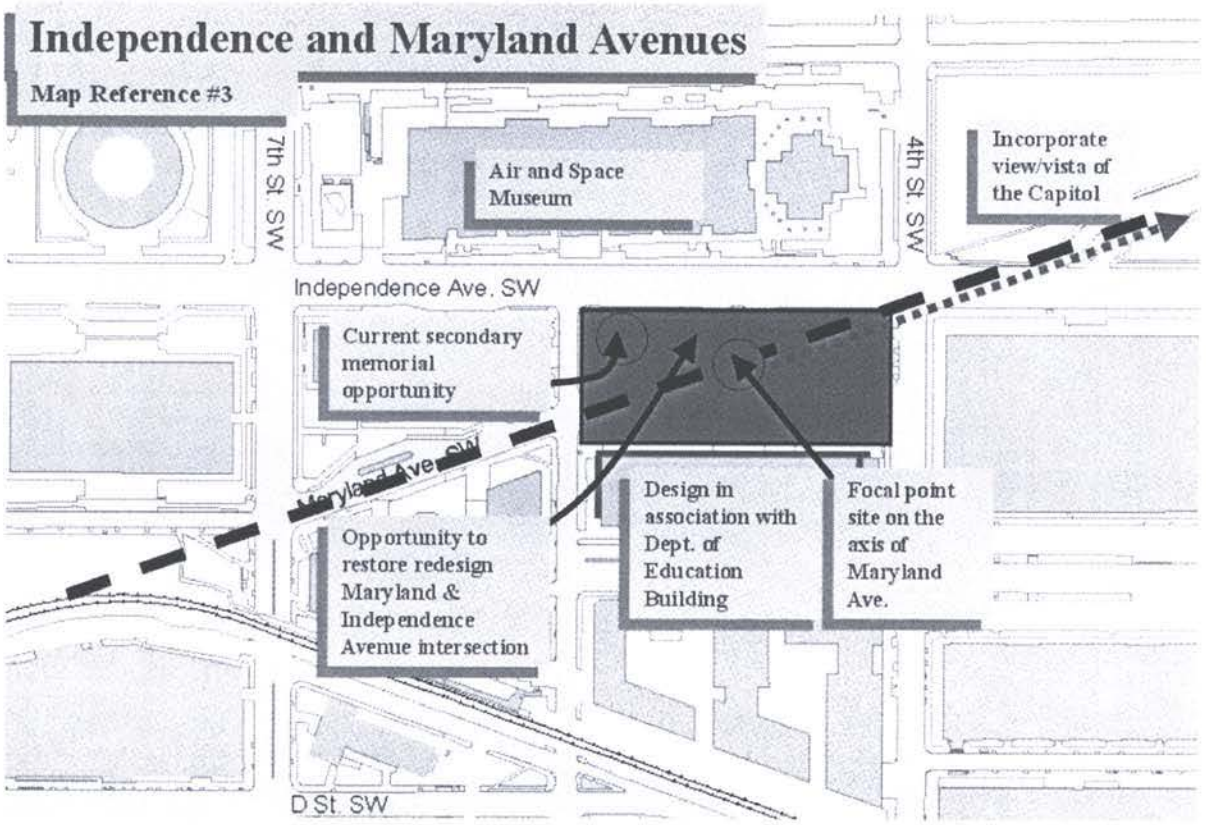
Jurisdiction: Federal–
General Services Administration

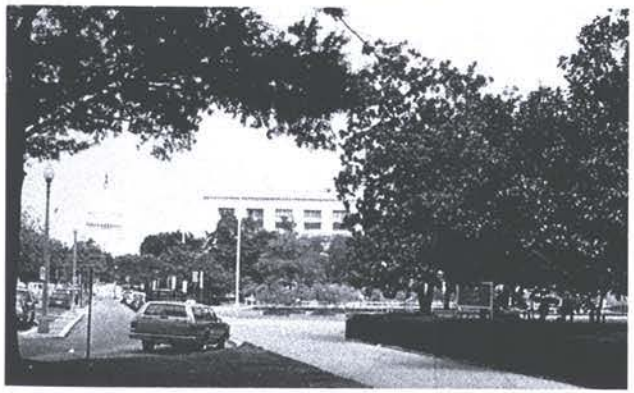
The Maryland Avenue Monumental Corridor is one of several avenues identified in *Extending the Legacy* for major revitalization. Proposals have been made to redefine the previous alignment of Maryland Avenue between the Capitol and the Tidal Basin area. These actions would increase the prominence of the existing public plaza that is located at the Department of Education building.

The visibility of the site is also shaped by its location facing the National Air and Space Museum. In the near future, this prominence will be heighted by the completion of the new Native American Museum that will adjoin the site on Independence Avenue and 4th Street, SW.

Memorial development should take advantage of the site's location on two Special Streets, as well as the direct axial vista to the Capitol. The significant scale of the existing plaza is similar to that of Freedom Plaza on Pennsylvania Avenue. Depending on specific location and configuration, memorial development could displace some current uses. Renovation and redesign of the existing plaza would complement adjoining federal government and visitor uses.

Design Considerations:





The Maryland Avenue Monumental Cooridor as it appears today, above, with an existing park at the U.S. Department of Education. A revitalized alignment of this prominent Avenue would provide new opportunities for public space improvements and commemorative elements.

1. Any future memorial should respect and reinforce this location's prominence as civic plaza at intersection of Special Streets, Maryland and Independence Avenues.

2. The opportunity exists to redevelop either portions of or the entire plaza in conjunction with a new memorial. The site could consist of a primary memorial, with associated and smaller memorials.

3. Any future memorial should incorporate existing reciprocal vistas along Maryland Avenue. The mass and scale should not obstruct or obscure the primary axial relationships along the Avenue, and should not overshadow the Department of Education building.

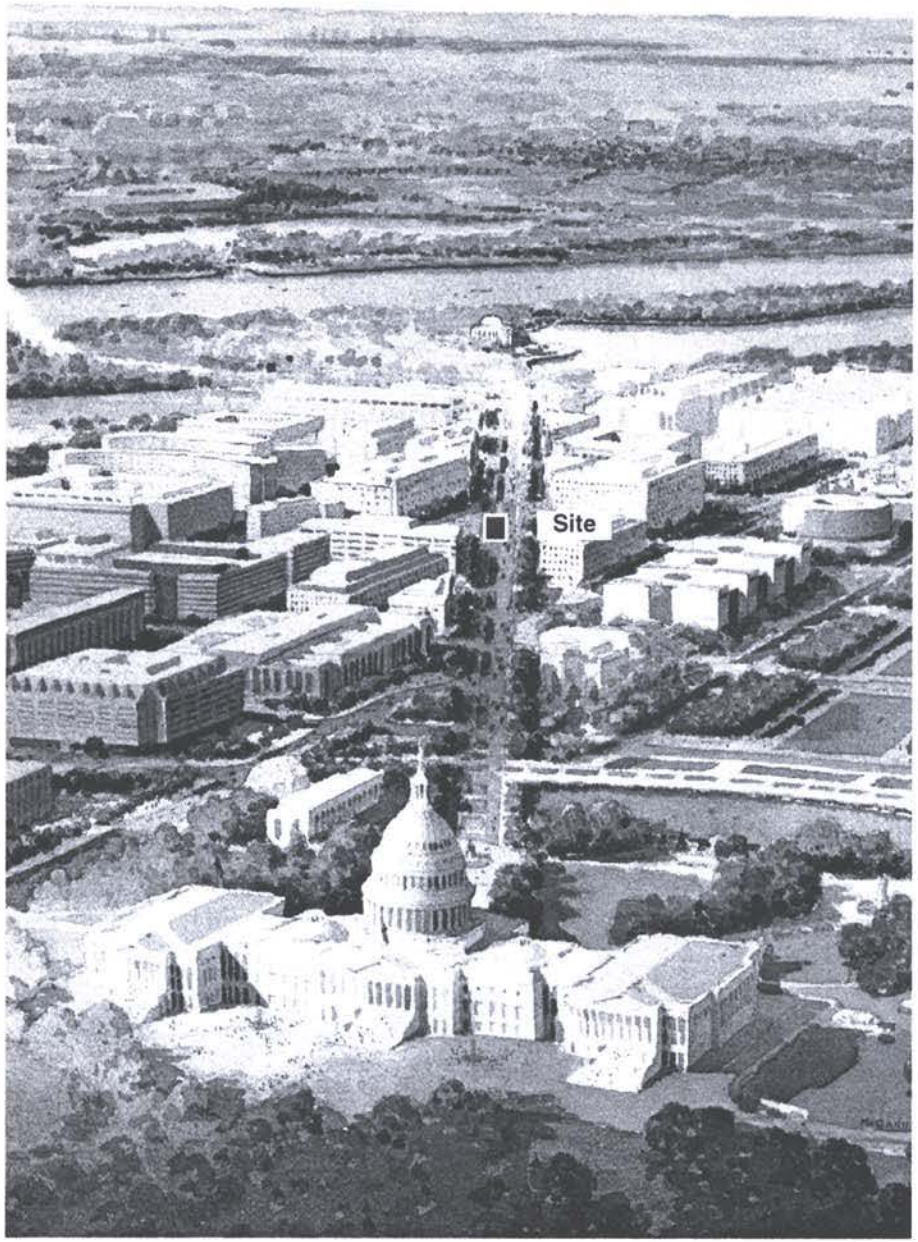
4. The location is facing the National Air and Space Museum and will adjoins other important sites that draw tourists and visitors. A memorial could draw visitors to the plaza while advancing plans to revitalize and realign Maryland Avenue.

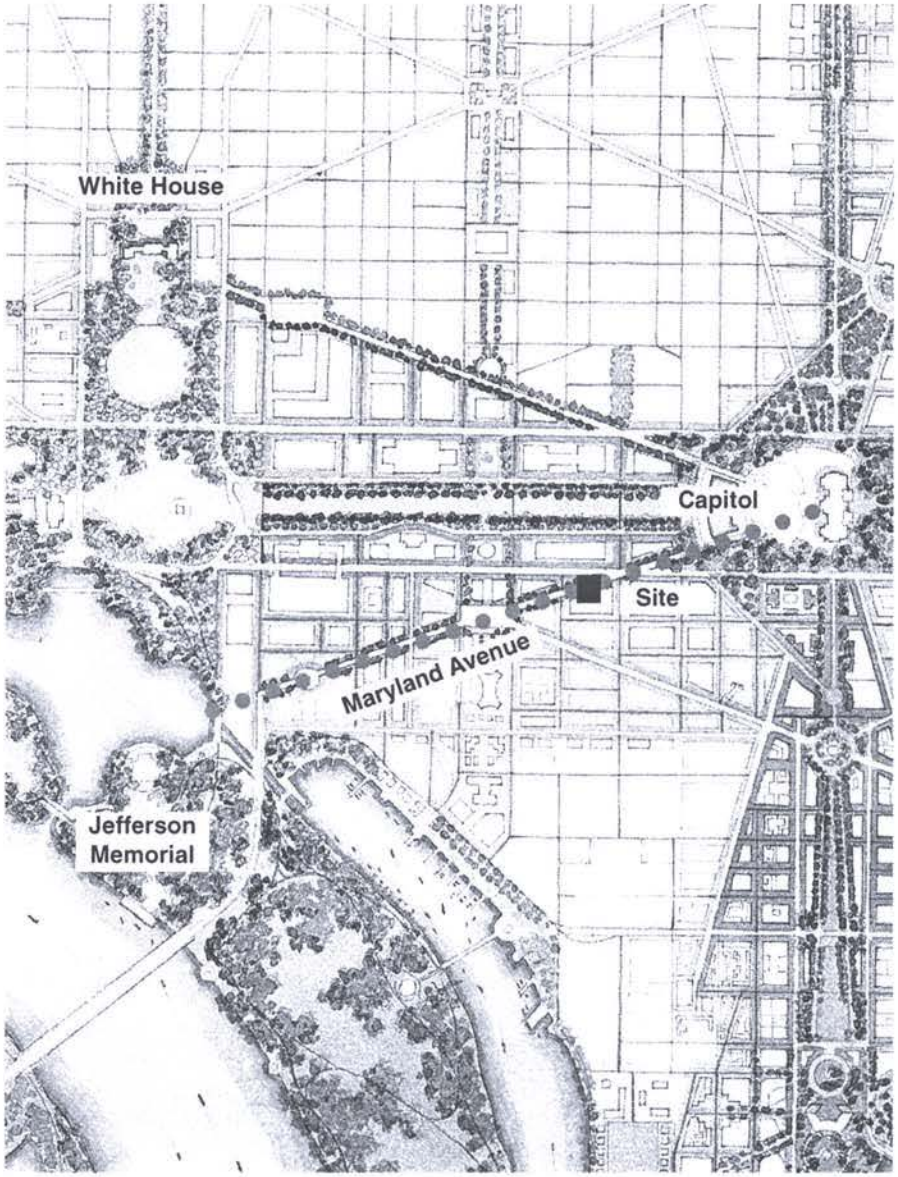
5. The design of any future memorial should provide adequate space for commemorative reflection while maintaining the plaza's present public and federal uses.

6. Any future memorial should utilize and take advantage of existing infrastructure, including existing street parking and Metrorail access.

7. Amenities such as parking and visitor services, i.e., restrooms, gift shops, and parking, should not be located at this site; nearby buildings should serve these uses. This site is not appropriate for a building.

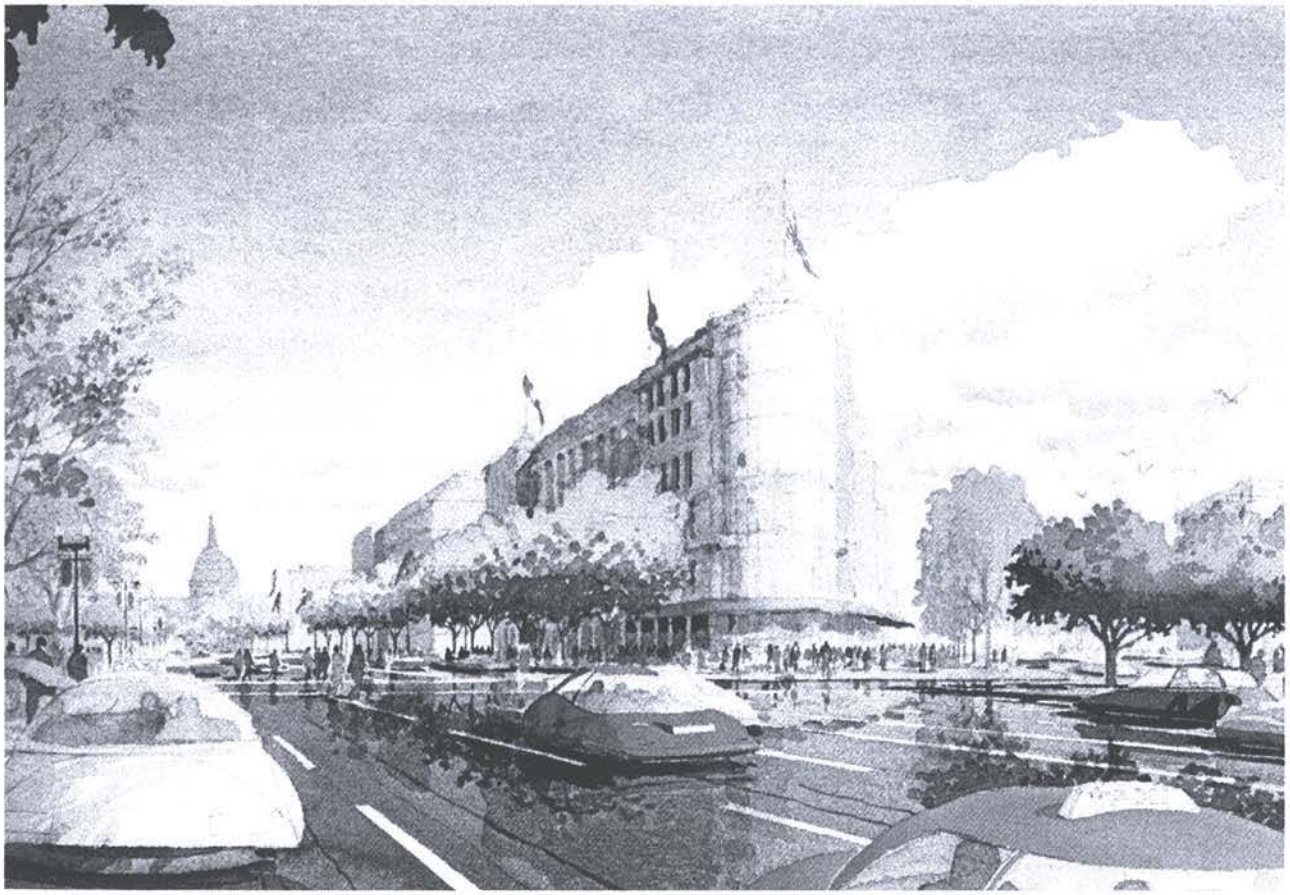
Design Considerations:

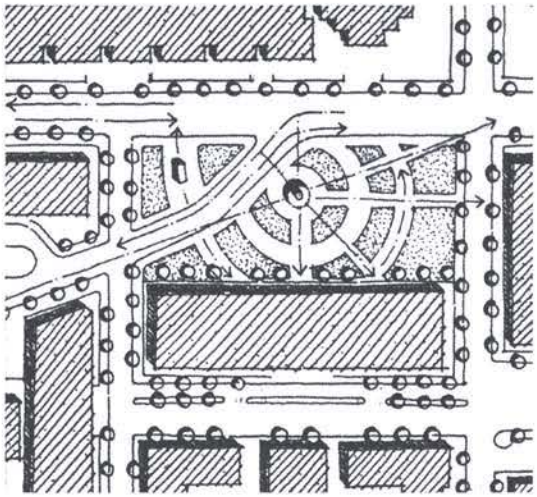




A concept for re-establishing the alignment of Maryland Avenue is shown at left. The illustration depicts the potential future prominence of the Avenue, with visual linkages and new public spaces between the U.S. Capitol and the Tidal Basin.

Design Proposals:





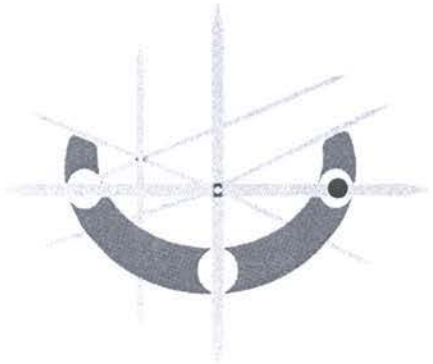
In the future, the Maryland Avenue Monumental Cooridor could provide increased vitality and accessibility to Southwest Washington. The image at left proposes a sequence of public space improvements within a reconfigured street alignment.

The cocept plan above conveys one idea for redesigning the existing public plaza at the U. S. Department of Education, located on Maryland Avenue and facing the Air and Space Museum.

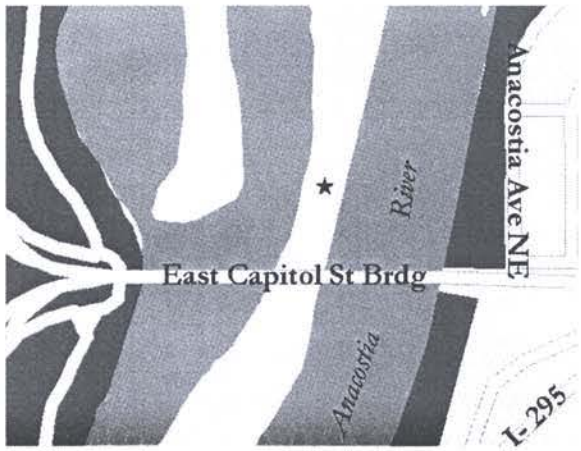
Location:



Framework Context:



Vicinity:



Site Description Summary

This site location is at the East Capitol Street Gateway, just east of RFK Stadium along the Anacostia River. This site location is comprised of two islands in the Anacostia River: Kingman Island to the east and Heritage Island to the west. Kingman Island is the largest, extending from Benning Road on the north approximately 5,000 feet to the south. Kingman Island varies in width from 800 feet to less than 100 feet. The associated Heritage Island is approximately 1,500 feet long in the north-south direction, with a width varying between 100 to 400 feet. The land area totals approximately eight acres. Although Kingman Island is the larger of the two islands, both are possible locations for memorial development.

Urban Design Conditions

This site is located in a Commemorative Focus Area on the eastern edge of the Waterfront Crescent. Furthermore it is on-axis with the Capitol and RFK Stadium. The low elevation and dense vegetation on the west bank of the Anacostia River obscures many views from the island. The site is in an area that has a transitional identity as a mix of civic and residential uses. This location could serve as a District or a federal memorial site opportunity. It is currently under the control of the District government.

Economic Conditions

Access would be the paramount consideration in determining the magnitude and direction of economic development at the Kingman Island site. While the areas to the west of the island are constrained by existing land uses, the neighborhoods to the east stand to accrue the greatest economic benefit from the establishment of a museum, monument, or memorial on Kingman Island. By including Mayfair Parkside, River Terrace, and the Kenilworth areas into any museum, monument, or memorial redevelopment plans for Kingman Island, sponsors would create significant positive economic effects for the residents and businesses of the area.

Transportation Conditions

Kingman Island is separated from most existing modes of transportation. There is no Metrorail station or Metrobus stop in the vicinity of the site. It is not likely that the Circulator system will extend to the island. There are parking facilities located near RFK Stadium on the west side of the Anacostia River that are within walking distance. There are existing pedestrian facilities, but the majority of the sidewalks are in poor condition. They are narrow and overgrown with vegetation and should be improved prior to the construction of a pedestrian-generating memorial/museum on Kingman Island. There is potential for water transportation, which would greatly improve access to this site and would provide a public transportation option for visitors.

Environmental Conditions

The island is long and narrow with irregular boundaries and is generally flat, although it rises gently from the water. This site location has an abundance of natural resources. The dense vegetation of this riparian forest provides habitat for numerous plant and animal species. The remote, lush character of the island is enhanced by the absence of traffic, airplanes, and other harmful noise and air pollutant sources. Previous uses of this site, however, likely have resulted in environmental contamination.

Commemorative Opportunity:

Jurisdiction: District of Columbia
Dept. of Parks and Recreation

A future memorial could relate thematically to the natural qualities of the Anacostia River on Kingman Island. Memorial development could enhance the Anacostia River waterfront (through increased use of the water for recreation and transportation) and strengthen the East Capitol Monumental Corridor.

Memorial development would need to be sensitive to the residential neighborhoods located east and west of the island. As envisioned in *Legacy*, the RFK parking lots could be redeveloped as parklands, thereby providing an appropriate setting for the island's development.

Potential site contamination would require environmental assessment and possible remediation efforts before memorial development begins. Memorial development also could require moderate to extensive grading and clearing, slope stabilization, and utility upgrades.

Due to the limited modes of available transportation, the volume of visitors that could be supported by the transportation system is dependent upon pedestrian facility improvements, implementation of the water transportation system, and the pedestrian route between the RFK surface parking lots and the island.

Design Considerations:



View of Kingman Island looking north from the Whitney Young Bridge on East Capitol Street with Benning Road Bridge shown in the distance. The Island represents a major natural feature in the Anacostia River, where sensitive environmental features must be considered in any potential planning for a commemorative element at this location.



View looking northeast to Kingman Island from Anacostia Park. Whitney Young Bridge is shown at far right. While memorial development would require moderate to extensive physical alterations, environmental remediation, infrastructure improvement, and community outreach, this location offers the potential for enhancing the riverfront park and the East Capitol Street Gateway.

1. A memorial at this location could enhance the waterfront by providing increased scenic value, encouraging river traffic, and providing passive recreation.

2. The design and development of the memorial should not entail substantial site improvements or alterations detrimental to the existing landscape and setting.

3. Memorial siting should be located so that required associated visitor services do not degrade the environment

4. The memorial could encourage recreational activities and waterfront vitality. Accessibility from the river should be emphasized.

5. Pedestrian connections between Heritage and Kingman Islands and Anacostia Park to both the east and west should be enhanced.

6. Limited visitor services might be included at the memorial or at other nearby locations along the Anacostia River

Freedom Plaza on Pennsylvania Avenue, between 13th and 14th Streets, NW — Site 5

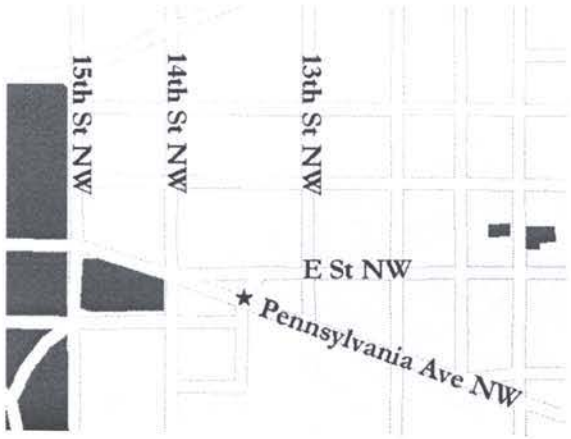
Location:



Framework Context:



Vicinity:



Site Description Summary

Freedom Plaza is located on Pennsylvania Avenue near the White House in the heart of the Downtown Core and Federal Triangle area. The site location is bounded generally by Pennsylvania Avenue, 13th, 14th, and E Streets, NW. The proposed site, which is long and narrow, is currently developed as a formal plaza. The site has an existing scaled reproduction of the L'Enfant Plan for Washington. In addition, there is a fountain on the western edge of the site, a memorial statue of General Casimir Pulaski in the tree-lined, recessed, northeast corner, and a Martin Luther King, Jr. Day time capsule under the plaza. The site area is less than two acres.

Urban Design Conditions

This site location, along a Monumental Corridor, is a centerpiece of the Urban Design Framework. The site location is within walking distance of both the White House and the Capitol, as well as the National Mall. The site area also offers numerous cultural resources, including the National Theatre, the John Wilson Building (the District's City Hall), the Ronald Reagan Building and International Trade Center, and the Old Post Office. The site location offers a direct axial view down Pennsylvania Avenue (a Special Street) to the Capitol. The site location has been designated a Special Place and was highlighted as an urban square in both the L'Enfant and the McMillan Plans.

Economic Conditions

The Freedom Plaza site is in an active business district that also draws a substantial number of tourists, due to the nearby retail activities, theaters, and hotels. Much of the area is already economically mature. A memorial would likely rely on existing visitor patterns and spending behaviors in the area and not generate economic impacts independent of its neighbors. Greater street-level retail opportunities do exist in the area, but the site's strongest economic potential is likely as a mixed-use redevelopment with commemorative and commercial activities integrated on-site. The Navy Memorial mixed-use development could serve as a model for economic planning at the Freedom Plaza site.

Transportation Conditions

This site has an excellent supporting transportation system. The closest Metrorail station is Metro Center (less than 1,000 feet), through which the Red, Blue and Orange lines can be accessed. The Federal Triangle Metrorail station (approximately 1,000 feet from the site) and the McPherson Square Metrorail station (approximately 2,000 feet from the site) both provide access to the Blue and Orange lines. There is also excellent vehicular access to this site complemented by numerous public parking garages and on-street parking opportunities. The Circulator might be routed near the plaza if the demand is high.

Environmental Conditions

Due to the open, urban character of this location, there are few natural resources associated with the site. The hardscaped plaza does not offer soil, water resources, or habitat for animal species. However, a few trees and planting beds line the northeastern edge of the plaza by the Pulaski statue. Although the site receives impacts from traffic along Pennsylvania Avenue, the site does not suffer from adverse air quality.

Commemorative Opportunity:

Jurisdiction: Federal – National Park Service

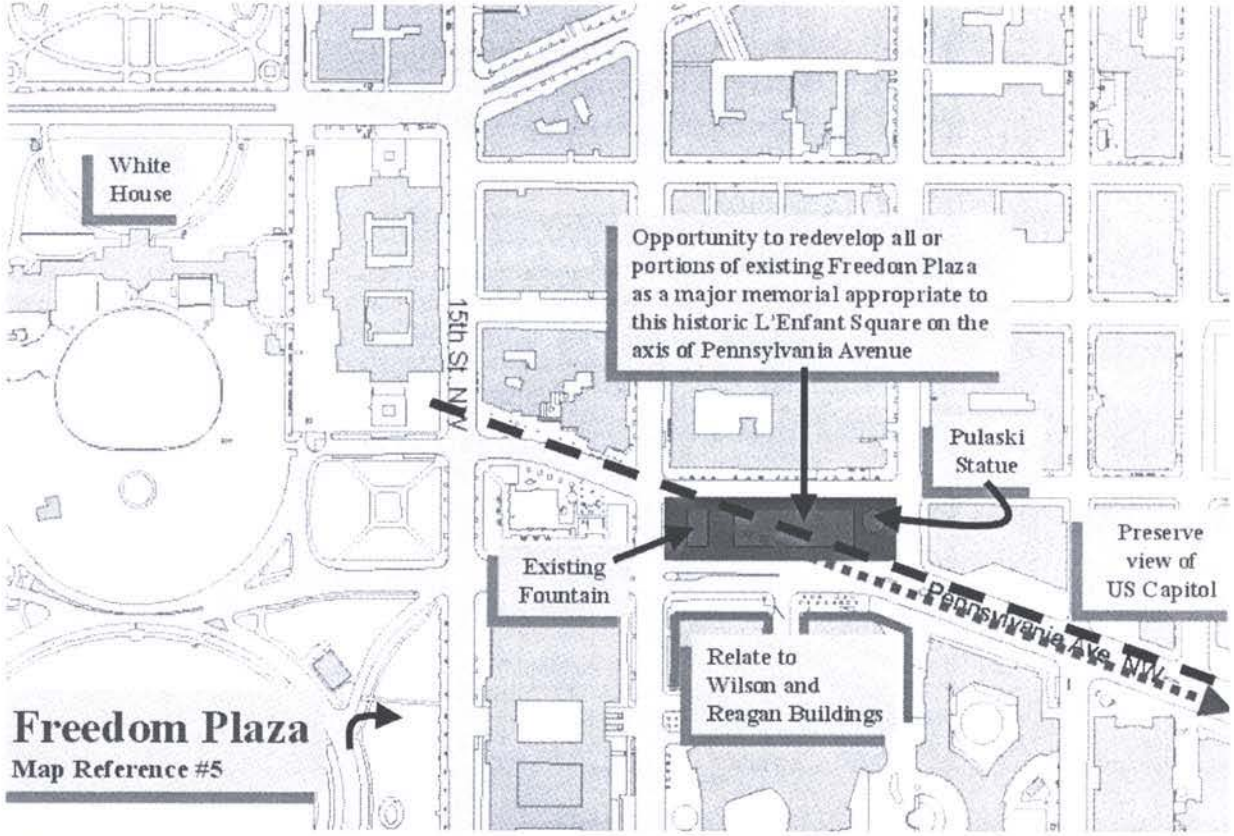
Opportunities exist to redevelop either portions of the plaza or the entire plaza in conjunction with a new primary memorial and/or potential associated memorials. Developing this site location as a destination-type memorial could enhance the axial relationship between the White House and the U.S. Capitol, provide space for commemorative events, and cater to the nearby tourist market.

Ultimately, development could transform the site into an important gateway to the Downtown area. A memorial at this location would be able to accommodate a large volume of visitors because of the public transportation capacity of the three nearby Metrorail stations, numerous parking opportunities, and good regional roadway access.

Since the site is generally level, future memorial construction would not require major filling, grading, or slope stabilization. However, developing the site for a higher use may require slight upgrades to utilities, especially lighting.

The design principles of the L'Enfant Plan should be enhanced through the appropriate placement and design of a memorial at this location. The memorial should be oriented toward pedestrians and, if related in theme to nearby activities, could encourage additional activity.

Design Considerations:





The view shown above is southeast along Pennsylvania Avenue from Freedom Plaza to the U.S. Capitol. Although the site location has fulfilled historic design plans by being an urban plaza, this plaza has not achieved the vibrancy of public use that the early city planners envisioned.

1. Any future memorial should respect and relate to its location on Pennsylvania Avenue, and include a significant feature at this location. The original design concept for this plaza included two pylons.

2. The opportunity exists to redevelop either portions of the plaza or the entire plaza in conjunction with a new memorial. The site could consist of a primary memorial, with associated and smaller memorials.

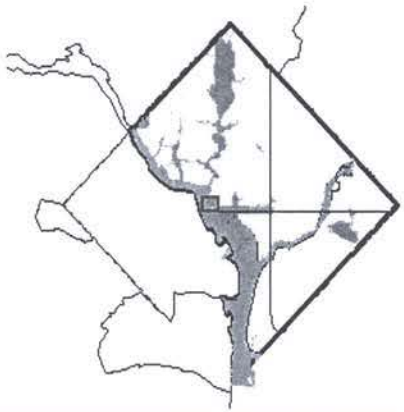
3. Any future memorial should incorporate existing reciprocal vistas along Pennsylvania Avenue. The mass and scale should not change the primary axial relationships along Pennsylvania Avenue, and should not overshadow the importance of the Wilson Building. The location is near the White House Visitors Center and other sites that draw tourists and visitors. A memorial could draw visitors to the plaza and into Downtown through related museums or thematic connections.

4. The design of any future memorial should provide adequate space for commemorative ceremonies and casual gatherings. A memorial at this location could utilize a nearby building for a related museum.

5. Any future memorial should utilize and take advantage of existing infrastructure, including existing street parking and Metrorail access.

6. This site is not appropriate for a building. Amenities such as parking and visitor services, i.e., restrooms, gift shops, and parking, should not be located at this site; nearby buildings should serve these uses.

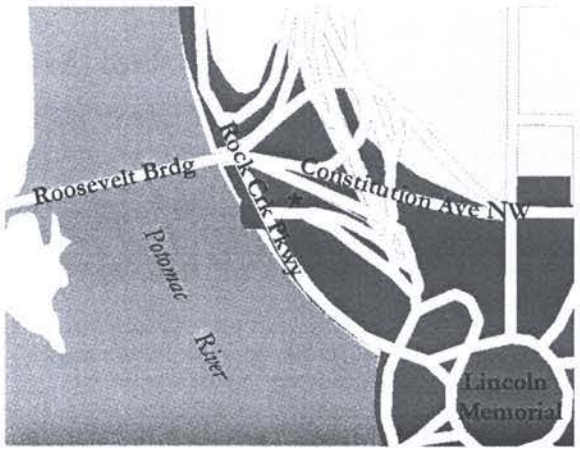
Location:



Framework Context:



Vicinity:



Site Description Summary

This site location is along Rock Creek Parkway, northwest of the Lincoln Memorial and in the National Mall environs. The primary site location is located on the Potomac River Waterfront between the Theodore Roosevelt and Arlington Memorial Bridges. Other potential sites include those located near the Constitution Avenue axis, the "Belvedere" site at the terminus of Constitution Avenue on the Potomac, and a focal point site at the northeast terminus of the Roosevelt Bridge.

Urban Design Conditions

This site location is consistent with the Commemorative Focus Area at the western edge of the Waterfront Crescent element of the Memorial Framework. The site location is situated between the Theodore Roosevelt and Arlington Memorial Bridges along Rock Creek Parkway and the Potomac River. It also is located along both sides of Constitution Avenue extended between the National Mall and the Kennedy Center. This location offers sweeping views of the Potomac River and of the Lincoln Memorial.

The specific site at the eastern terminus of the Roosevelt Bridge offers a primary gateway opportunity, as does the Belvedere site at the implied western end of the Constitution Avenue axis. The site's strategic location near many historic, cultural, and environmental resources offers the potential for both a major destination memorial and several similar "drive-by" memorial opportunities.

Economic Conditions

As parkland and open space, the Potomac River Waterfront sites offer little on-site economic development potential. The economic value of these sites is to aggregate with other waterfront attractions to create a critical mass of drive-by or boat-by memorials to support greater Capital Area tourism and amenities. Few commercial or residential areas stand to gain directly by the addition of a single memorial or monument on the Potomac River Waterfront sites.

Transportation Conditions

The transportation modes that would facilitate access to and from this site are passenger vehicles, the water transportation system, and the Circulator system. Parking is limited to on-street spaces. In order to encourage use of the water transportation system, wayfinding signs should be provided between the dock and the site. With limited pedestrian and parking facilities in the vicinity at the time, the site may be suitable for a "drive-by" memorial. With potential future redesigned circulation systems, the access system for the site could be improved to accommodate a moderate scale memorial.

Environmental Conditions

The site location has a combination of an open, natural character and roadway network. Specifically, the rolling lawns and tree groves along the Potomac River Waterfront merges with the roadway network of the Rock Creek Parkway and the Theodore Roosevelt Bridge. The traffic associated with this roadway creates some environmental impacts on the site, in the form of noise, noxious fumes, and adverse air quality.

Commemorative Opportunity:

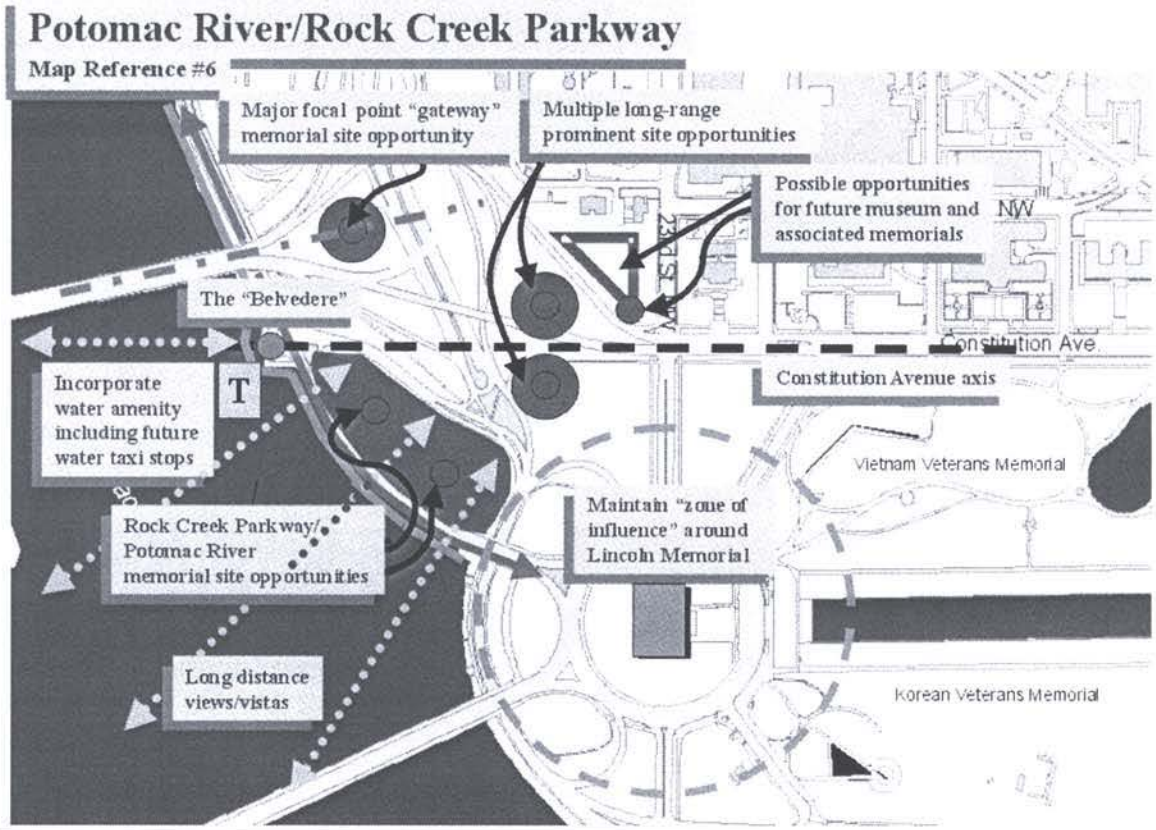
Jurisdiction: Federal – National Park Service

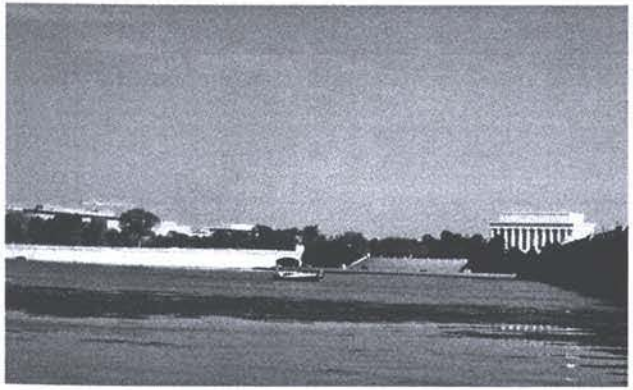
This location includes both current and future site opportunities of varying size in and around the Theodore Roosevelt Bridge ramps, including the existing "Belvedere" at the visual terminus of Constitution Avenue at the Potomac River. The area around these sites includes developed parkland and informal multi-purpose recreational uses. Site opportunities vary from ¼ acre to several acres in size; the "Belvedere" site is less than ¼ acre.

Memorial development offers the potential to enhance this gateway entrance into the L'Enfant City from the Roosevelt Bridge, while respecting the zone of influence around the Lincoln Memorial. Development should enhance the surrounding natural and historic features and incorporate existing recreation areas. Development should also incorporate existing long distance views across the Potomac River, as well as offer public access from the water to the site, possibly as a future water taxi stop.

Depending on the specific placement, memorial development could necessitate limited grading/filling operations and utility improvements on the site. If the site were to be developed as a destination memorial, a pedestrian crossing across the Rock Creek Parkway and an adequate sidewalk system would be necessary.

Design Considerations:





The view above depicts a vantage point looking northeast from Memorial Bridge to the Lincoln Memorial and the Rock Creek Parkway. Memorial site opportunities exist along the Rock Creek Parkway, as well as at "The Belvedere" site, immediately west of the area depicted.

1. The existing Belvedere is an appropriate site for memorial statuary or a sculptural element, such as a major fountain. Other future sites might accommodate a major landscape solution and, on one site, a possible memorial or museum building. These sites offer significant waterfront opportunities. Memorial design should preserve the passive and informal qualities of the waterfront, the open vistas across the Potomac River to Virginia and, the natural environment of Rock Creek and West Potomac Parks.

2. Memorial design and development should not compromise the public's use of parkland and open space, eliminate multi-purpose recreational fields, or encroach upon or compete with the Lincoln or Vietnam Veterans Memorials. A future memorial presents the opportunity to identify the gateway entrance from the Theodore Roosevelt Bridge to the L'Enfant City and the Monumental Core.

3. Memorials should provide civic enhancement and complement the character of the waterfront parkland and Rock Creek Parkway. Waterfront memorials should enhance public access to the waterfront and provide vistas across the river. Memorials should be designed so as to accommodate future waterfront access. Memorials should incorporate pedestrian-oriented amenities for casual gathering, as well as opportunities for "drive-by" viewing. There are existing opportunities for pedestrian amenities and limited services for tourists at this end of West Potomac Park.

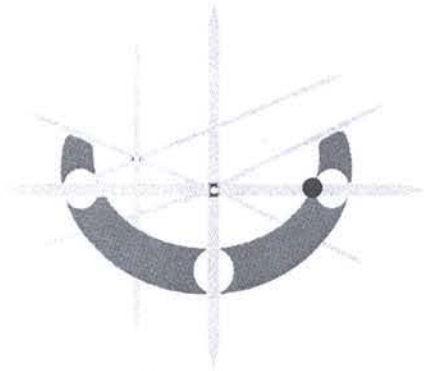
4. Future buildings in this vicinity might provide opportunities for related educational or museum facilities.

East Capitol Street near 19th Street at RFK Stadium West Entrance — Site 7

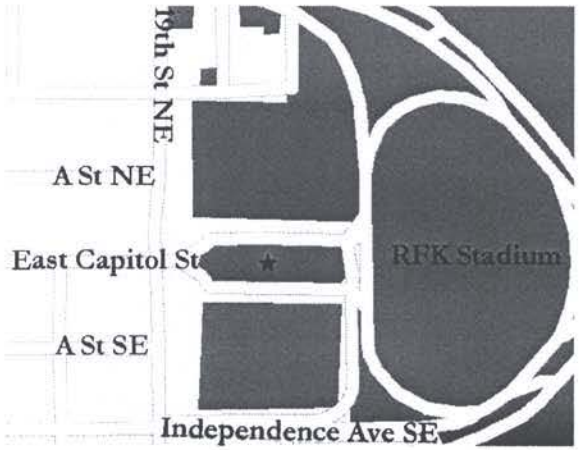
Location:



Framework Context:



Vicinity:



Site Description Summary

This site location is the grassed median between the eastbound and westbound lanes of East Capitol Street immediately to the east of 19th Street, SE. It is immediately west of RFK Stadium and north of the D.C. Armory. The site is rectangular in shape, measuring approximately 200 feet by 800 feet and totaling approximately four acres. The site is currently developed as an urban landscaped open space, which is used for both active and passive recreation. It is surrounded by residential and sports-related uses, as well as surface parking lots that serve RFK and the Armory.

Urban Design Conditions

This site location is in the eastern Commemorative Focus Area, at the intersection of a Monumental Corridor and the Waterfront Crescent. The site is on East Capitol Street (a Special Street) and on axis with the U.S. Capitol and the Washington Monument, although topography and vegetation partially obstruct prominent views. This site is a dominant feature of numerous plans for the city, including the Legacy Plan. The site also is near District resources such as RFK Stadium and the D.C. Armory (buildings that serve as gathering places for city residents), and is located in an area of increasingly strong identity. This site location offers the potential for a significant focal point memorial.

Economic Conditions

The East Capitol Street/RFK Stadium site offers strong potential for increasing economic activity in the Lincoln Park, Capitol Hill, and surrounding neighborhoods. A major commemorative feature or museum that would draw significant visitation could substantially change the economic character of the area. The new visitors to the area would create demand for visitor services such as restaurants, retail shops, and consumer amenities. In combination with development incentives and urban planning, these new amenities could add new economic activity to the area. The East Capitol Street/RFK Stadium site satisfies nearly all of the criteria to leverage commemorative resources and encourage revitalization in an area seeking new capital and investment.

Transportation Conditions

This site has public transportation and vehicular access. The Stadium/Armory Metrorail station is approximately 900 feet from the site, which provides access to the Blue and Orange lines. There is also excellent vehicular access to this site complemented by public parking lots and on-street parking opportunities. The Circulator may connect to the Stadium/Armory Metrorail station to create an Intermodal Station. There are existing pedestrian facilities on the adjacent roadways but some need improvements. Specifically, the sidewalks along East Capitol Street are narrow and in poor condition.

Environmental Conditions

This landscaped urban site is between the eastbound and west-bound lanes of East Capitol Street. This generally flat site has a spacious lawn and ornamental trees, which do not offer evidence of animal habitation. While the site location is near the Anacostia River, there are no water resources on the site. The site is subject to some intermittent noise from automobile traffic and events at the RFK Stadium. There is no evidence of previous industrial uses or environmental contamination on the site.

Commemorative Opportunity:

Jurisdiction: Federal – National Park Service

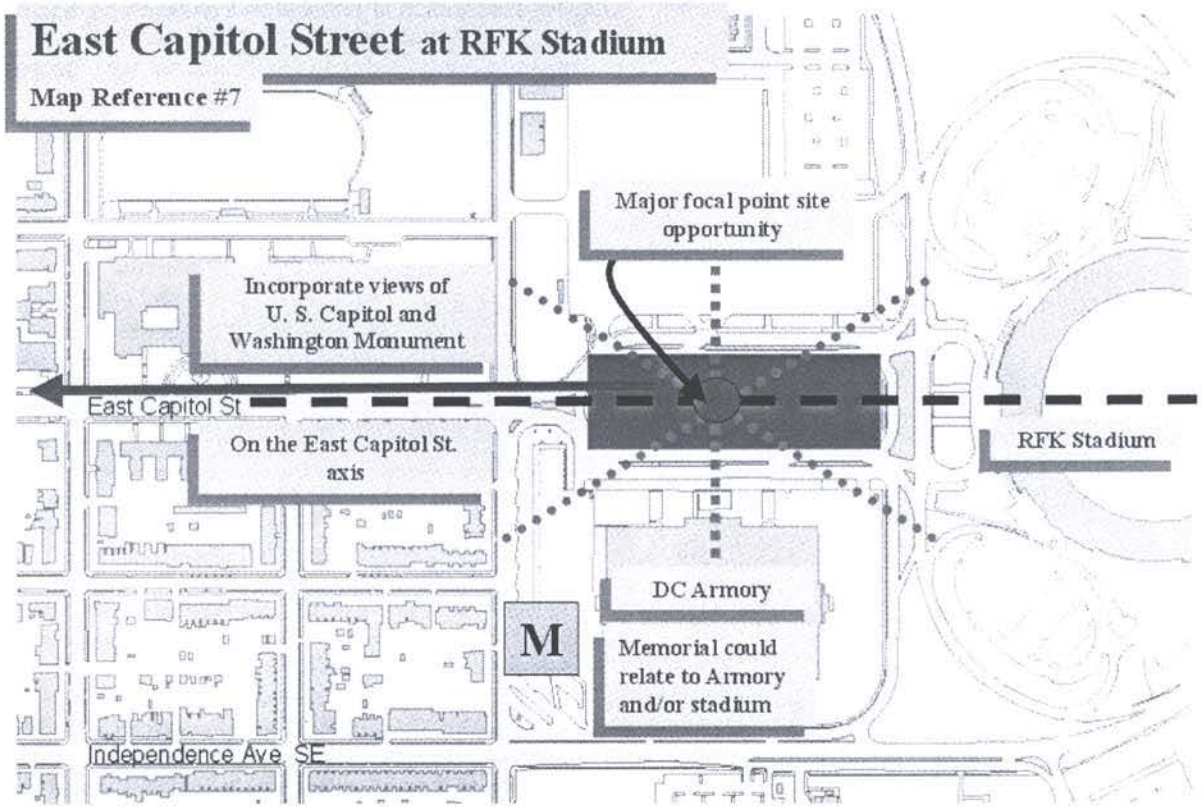
Memorial development should enhance the symbolic qualities of this location's role as an entrance to the L'Enfant City and relating thematically to the Stadium/D.C. Armory Complex. Future memorials must respect the scale and context of the surrounding community.

Due to the site's consistent topography, character, and the surrounding uses, memorial development would not likely require many site alterations. Due to the public transportation opportunities and the good vehicular access, it is likely that the transportation characteristics of this site could support a moderate to large volume of visitors.

However, if a large pedestrian-generating memorial/museum were to be developed at this location, the sidewalks along East Capitol Street would need to be improved. This site is highly visible and should be reserved for a major memorial.

The memorial should take advantage of the physical and symbolic qualities of the East Capitol Street corridor and celebrate this entrance to the historic L'Enfant City. The memorial should enhance and emphasize views to the Capitol and the Washington Monument.

Design Considerations:





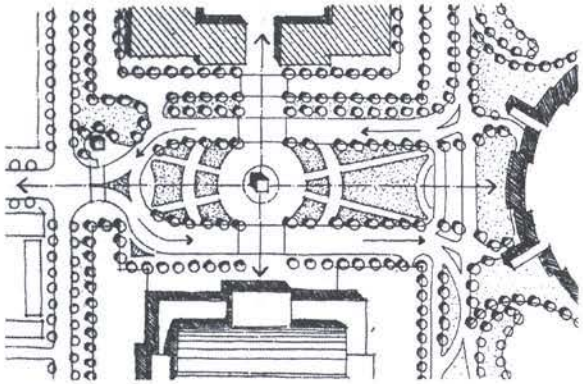
The view depicted above is from the median between the eastbound and westbound lanes of East Capitol Street looking east to RFK Stadium. The D.C. Armory is immediately adjacent to the south.

1. The memorial could complement, in its site or theme, the entrances to the Stadium or the Armory. The memorial should not compete visually or thematically with the existing George Preston Marshall monument.

2. The memorial should respect the scale and character of the surrounding community.

3. Design of the memorial could provide basic amenities such as seating and areas for casual gatherings. Adequate space should also be provided for accommodation of commemorative ceremonies.

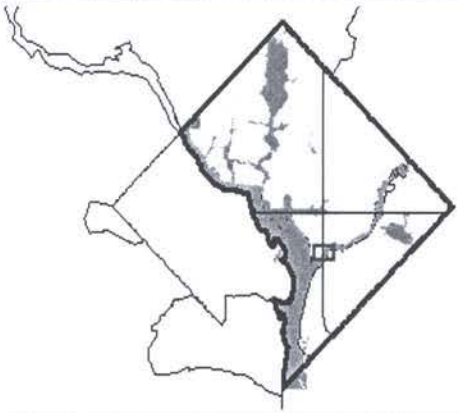
4. Visitor services for the site could be included in adjacent buildings.



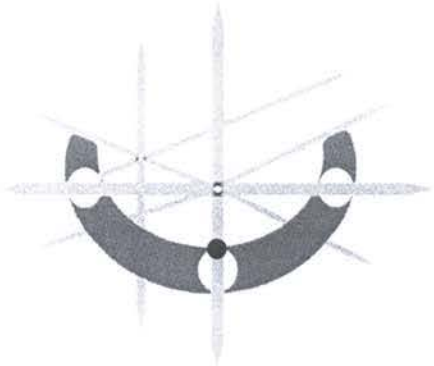
Proposal for redesigning the west entrance to the RFK Stadium to provide new definition as a public park where a memorial site could complement the area's public buildings.

South Capitol Street terminus at the Anacostia River — Site 8

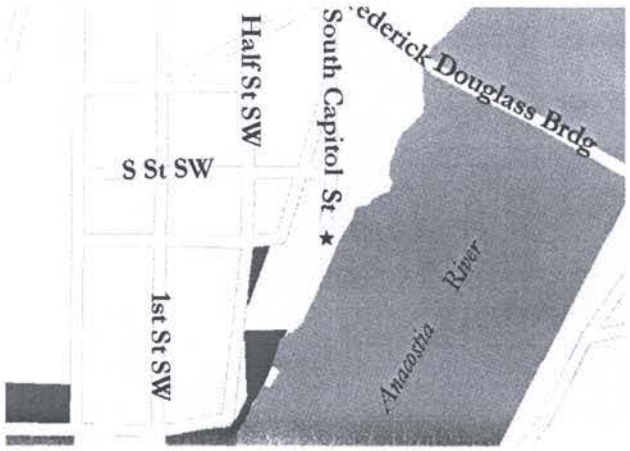
Location:



Framework Context:



Vicinity:



Site Description Summary

This site location is prominently located on the South Capitol Street axis at the Potomac River waterfront. This site also is bordered by South Capitol, S, and T Streets, SW and is near the Frederick Douglass Bridge. Development of this site location would be consistent with the principles of the L'Enfant, McMillan, and Legacy Plans and the Urban Design Framework.

Urban Design Conditions

This location combines several key features of the framework. As a centerpiece of the framework on the southern terminus of South Capitol Street and on the Anacostia waterfront, the site has the potential to be the location of a major "gateway" memorial. It could add energy and activity to the Anacostia River shoreline serving as a major waterfront destination, visually and symbolically linking both sides of the Anacostia River and connecting to the Poplar Point area. Although the site is directly on axis with the Capitol, the Southeast/Southwest Freeway currently obstructs prominent views. Redevelopment within the area could help enhance the importance of the South Capitol Street axis by reestablishing the visual connection to the U.S. Capitol. In this respect, the location strongly reinforces the principles underlying the Monumental Corridors component of the framework. Finally, located at the juncture of several major framework elements (Commemorative Focus Area), the site has a high degree of distinction and offers an excellent opportunity for accommodating a major memorial or a cluster of museums.

Economic Conditions

South Capitol Street offers a tremendous opportunity to join a commemorative or museum resource with commercial undertakings to develop successful mixed-use entities. The surrounding neighborhood would see substantial economic benefits from tourist and commercial activity in the area, with the increased need for restaurants, retail, and visitor services. Proposals to redevelop the Washington Navy Yard and the waterfront as a whole would naturally make use of the central siting of the South Capitol Street location. Visitors drawn to the new development, if accompanied by incentives and investment, would find the South Capitol Street site a key to the economic functions on the waterfront.

Transportation Conditions

Currently, access to this site is difficult. There is no public parking at the terminus of the corridor and no Metrorail or Metrobus access. South Capitol Street is a major corridor, however, and could be improved to accommodate higher volumes of vehicular traffic. This site is a good candidate for a water transportation dock, as well as a connection with the Circulator system. These modes would greatly enhance access to this location and connect it with other areas along South Capitol Street and across the Anacostia.

Environmental Conditions

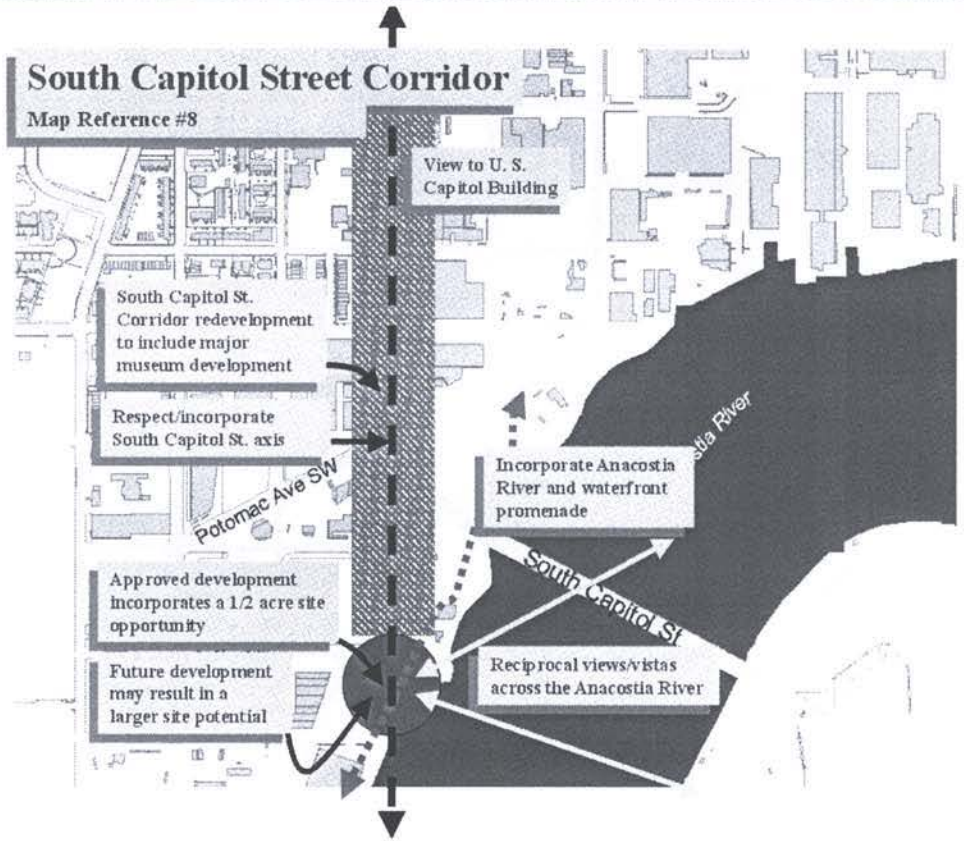
The site is characterized by industrial uses. Its primary natural feature is its waterfront location. The site location does not receive much noise but does have some air quality concerns from the industrial and manufacturing uses of the surrounding parcels. These uses of the surrounding parcels and of the primary site itself indicate possible conditions of contaminated soils and other resources on the site.

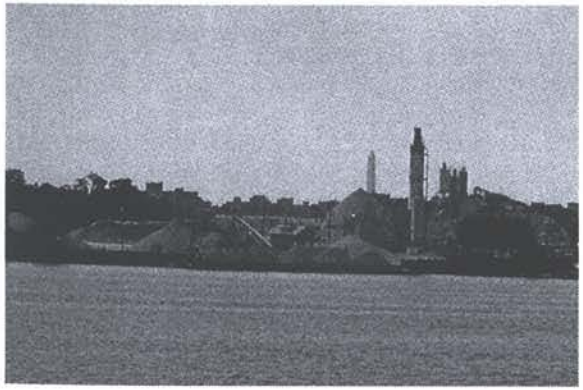
Commemorative Opportunity:

Jurisdiction: Private Property

This location is on axis with South Capitol Street. The primary site at the end of South Capitol Street is bordered by S Street on the north, by T Street on the south, and the Anacostia River on the east. Although the primary site is within an area covered by an approved planned unit development, future redevelopment of the corridor could potentially result in a larger site area. Memorial and/or museum development at this location offers the potential to enhance the South Capitol Street corridor and gateway from Anacostia by developing a prominent civic feature at the terminus. Concepts for this area are still preliminary and need to be reviewed and refined as part of the current Anacostia waterfront planning effort. While development at the primary site location would require investigation and possible remediation, it would not require extensive site alteration, except for possible shoreline stabilization and utility upgrades. Memorial and museum development at this location would require major improvements to pedestrian facilities to link transportation systems with other critical connections. With these transportation improvements in place, the level of access to and from this potential memorial/museum location would increase significantly.

Design Considerations:





Looking north across the Anacostia River to the site with the Washington Monument in the distance, this image depicts an area that could become a prominent place in the future - as new public spaces and development reshape the area into a setting as potentially attractive as the Lincoln Memorial waterfront setting is today.

1. A memorial on this site has the potential to emphasize the South Capitol Street axis. This could further the design principles contained in the L'Enfant and McMillan Plans. The development of future memorials and/or museums within this area would be consistent with the vision of NCPC's *Legacy Plan.*

2. Memorials and museums on the Anacostia River should link both sides of the river, symbolically and visually; a memorial or museum in this location could have visual and symbolic connections to similar activities in the James Creek and Poplar Point areas.

3. The site is one of several located on the proposed Anacostia River waterfront promenade. A memorial in this location could become a major waterfront destination.

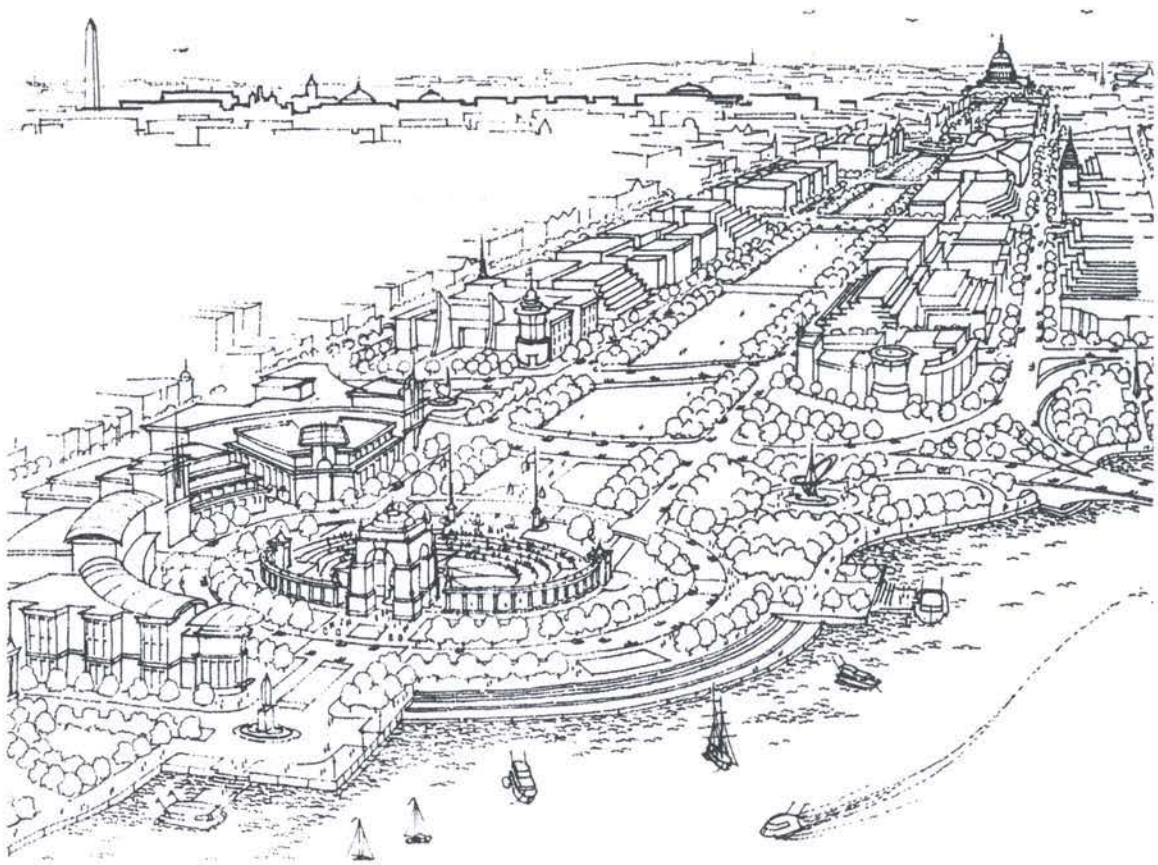
4. This location could support a major memorial and/or cluster of museums. A major memorial or museum cluster at this location could help emphasize the importance of the South Capitol Street axis. Vertical elements aligned with this axis could emphasize the symbolic connection to the Capitol. Other site features should focus attention on waterfront vistas.

5. Principal features should be visible from the river and the opposite shoreline. Reciprocity of views should be emphasized to promote visual and symbolic connections across the river.

6. Memorial design should provide for the future incorporation of waterside access. Amenities should include spaces for small gatherings and contemplative areas.

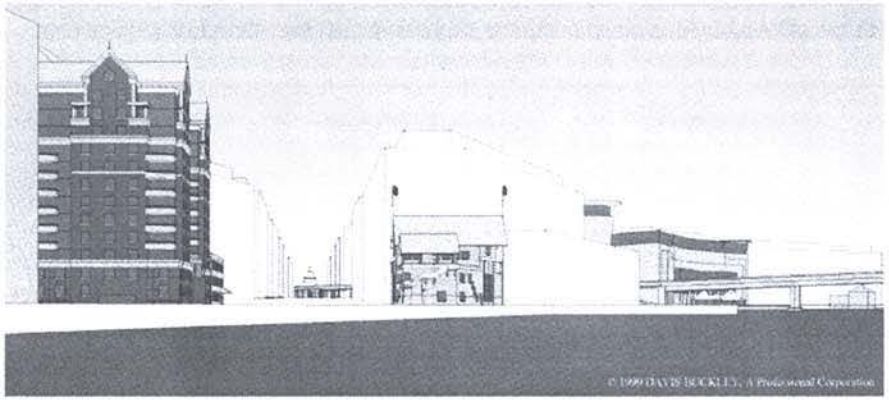
Design Proposals:





Recent proposals for redefining the South Capitol Street terminus at the Anacostia River provide promising opportunities for locating future memorials and museums in conjunction with local revitalization efforts.

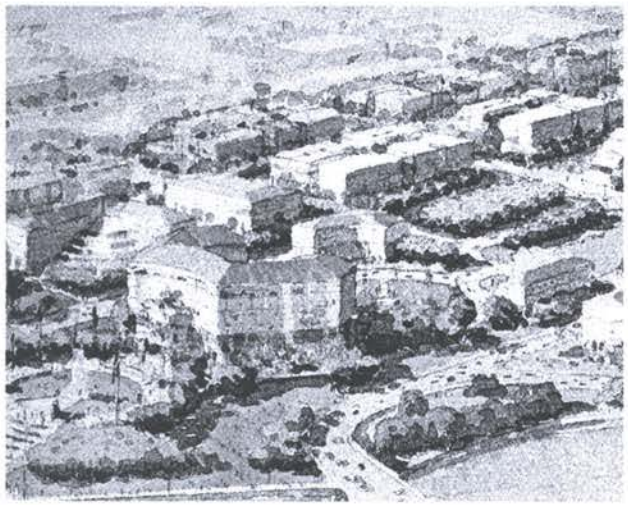
These illustrations include concepts from Extending the Legacy *and other redevelopment plans for South Capitol Street. These examples can provide important guidance in the planning effort for the South Capitol Street Monumental Corridor.*



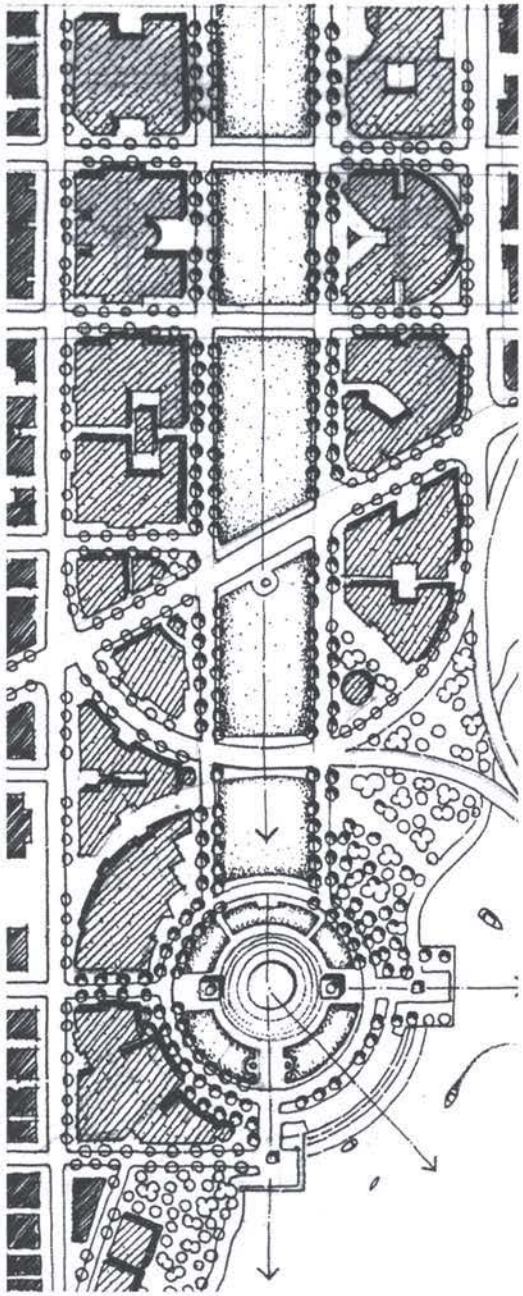


Design Proposals:



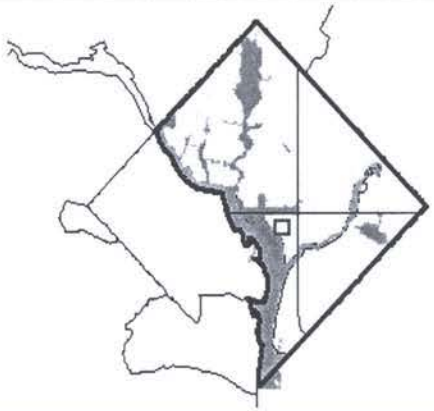






South Capitol Street revitalization could provide new civic improvements including future memorials and museums.

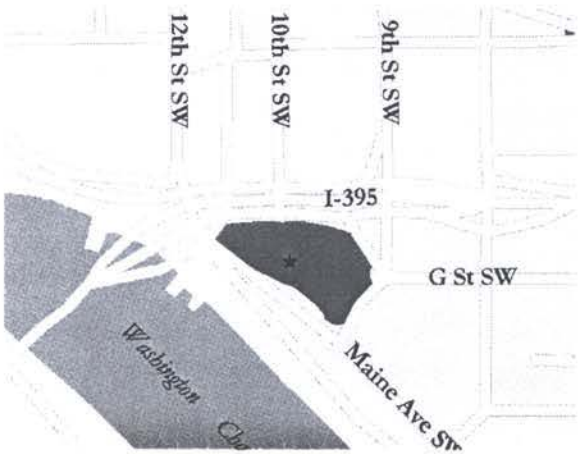
Location:



Framework Context:



Vicinity:



Site Description Summary

This potential site is located at the terminus of the 10th Street promenade, immediately to the south of L'Enfant Plaza, SW. This four-acre site currently includes a small plaza and surrounding hillside, referred to as Benjamin Banneker Park. It connects via a bridge over the Southwest Freeway to a pedestrian promenade to L'Enfant Plaza, with a possible connection to Maine Avenue. The elliptical-shaped site location is in an open urban setting with hardscape, a fountain, benches, lights, and a few trees. Surrounding land uses include offices, hotel, roadways, and surface parking.

Urban Design Conditions

The site is highly visible on a crest above Washington Channel and the Southwest waterfront. The site, which has been designated a Special Place, is historically important as the southern terminus of 10th Street and the L'Enfant Promenade. The location has a direct visual relationship with and is within walking distance of many federal elements, including the Jefferson Memorial. The site also is immediately adjacent to L'Enfant Plaza, which has a strong identity with numerous office, commercial, and institutional uses, as well as a Metrorail station. The site location at a topographic high point affords 360-degree views of the city, including a prominent view of the Washington Channel. This site location offers the opportunity to create a federal focal memorial that can reconnect the National Mall and L'Enfant Plaza to Maine Avenue and the water.

Economic Conditions

A museum or memorial at the 10th Street Overlook site would create new visitor traffic, both pedestrian and automotive. A significant potential exists for increased use of the L'Enfant Plaza underground amenities and shops. A commemorative feature or museum on this site, properly executed, could also build an economic link from the Mall to Water and G Streets in Southwest. Currently, these areas do not benefit greatly from tourism and visitor traffic to Washington DC. This link, along with the possibility of drawing water taxi traffic heading for the Washington Mall, would help to develop the neighborhoods economically.

Transportation Conditions

This site has an excellent supporting transportation system. The closest Metrorail station is L'Enfant Plaza (approximately 1,500-feet away), through which the yellow, blue, orange and green lines run. It is expected that a significant percentage of visitors to a memorial/museum at this location would use Metrorail because of the number of lines connecting at L'Enfant Plaza and the synergy created from the surrounding attractions. Likewise, public transportation use would increase with the implementation of the Circulator system and the water transportation system. The Circulator system has the potential of connecting to both L'Enfant Plaza and the water transportation system, whose dock would be less than 1,000 feet from the site. There are excellent pedestrian facilities along the L'Enfant Promenade. The transportation characteristics demonstrate that it would be possible to accommodate a high volume of visitors at a future memorial/museum on the site.

Environmental Conditions

The open, urban setting of this site location features hardscaping, with design features to support the existing fountain and parkland. However, the surrounding hillside features a mix of roadway and natural resources associated with the site. The steeply sloped hillside has a lawn area that may provide habitat for plants or animals. The site receives a low to moderate level of noise and some adverse air quality from airplanes in the National Airport flight path and from automobile traffic on the Southeast/Southwest Freeway (I-395). However, there is minimal adverse air quality from the automobile and airplane traffic. There is no evidence of previous industrial uses or environmental contamination on the site.

Commemorative Opportunity:

Jurisdiction: Federal – National Park Service

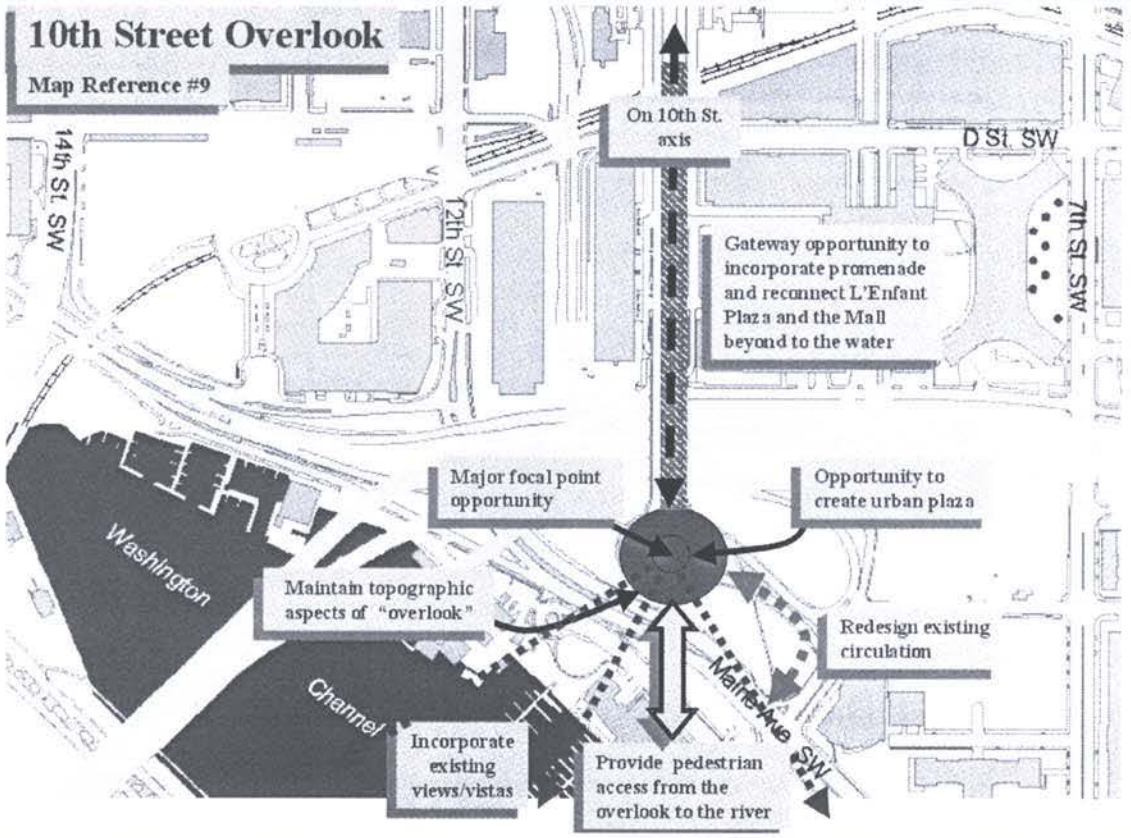
Memorial development at this location could draw visitors down the 10th Street promenade from the Smithsonian Museums to the Washington Channel through both direct physical connections and amenities that could be provided with the corridor.

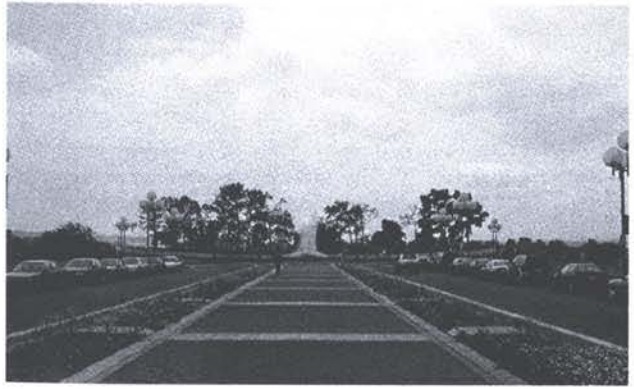
Future connection to a Legacy-proposed pedestrian footbridge over Washington Channel would be crucial to create a seamless experience from the National Mall to the Washington Channel and to Hains Point, and beyond.

In order to take advantage of the waterfront position, the path from the overlook to the waterfront needs to be improved with a wayfinding system. Memorial development should also enhance the views afforded by this scenic overlook.

Since the slope conditions are generally steep, future memorial construction could require moderate grading and slope stabilization. Potential redesign of the circulation system around the overlook, as well as possible construction of pedestrian access to the waterfront, may require further environmental assessment and remediation activities.

Design Considerations:





The view is looking south to the terminus of the L'Enfant Promenade (10th Street), overlooking Maine Avenue, SW, and toward the fountain currently located at the overlook.

1. The site is appropriate for a major memorial and/or museum at this terminus of 10th Street, a Special Street. The memorial should serve as a focal point on the 10th Street promenade and should provide reciprocal views to and from the waterfront.

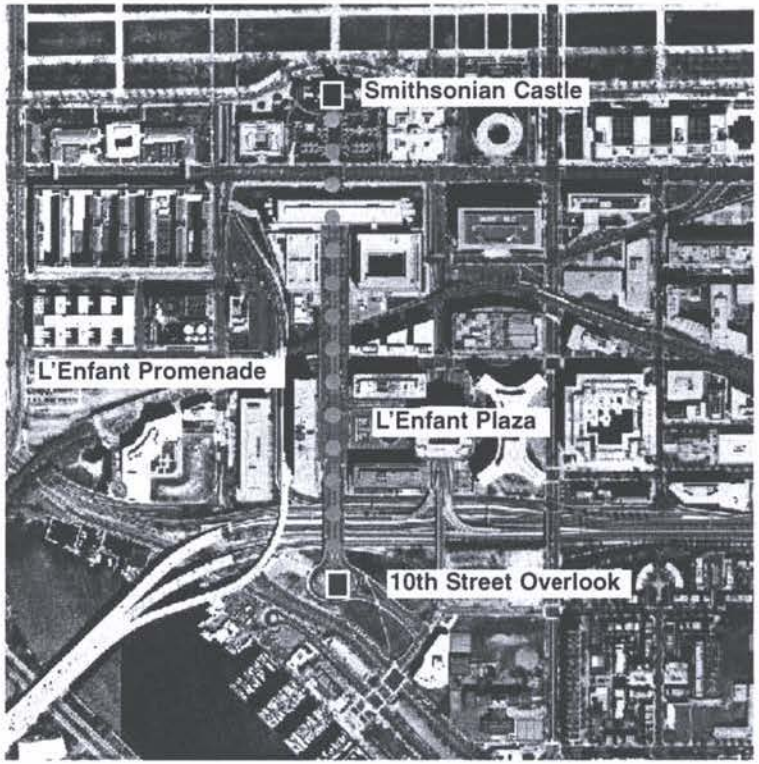
2. The site is a significant scenic overlook and any future memorial and/or museum should respect and enhance these existing views.

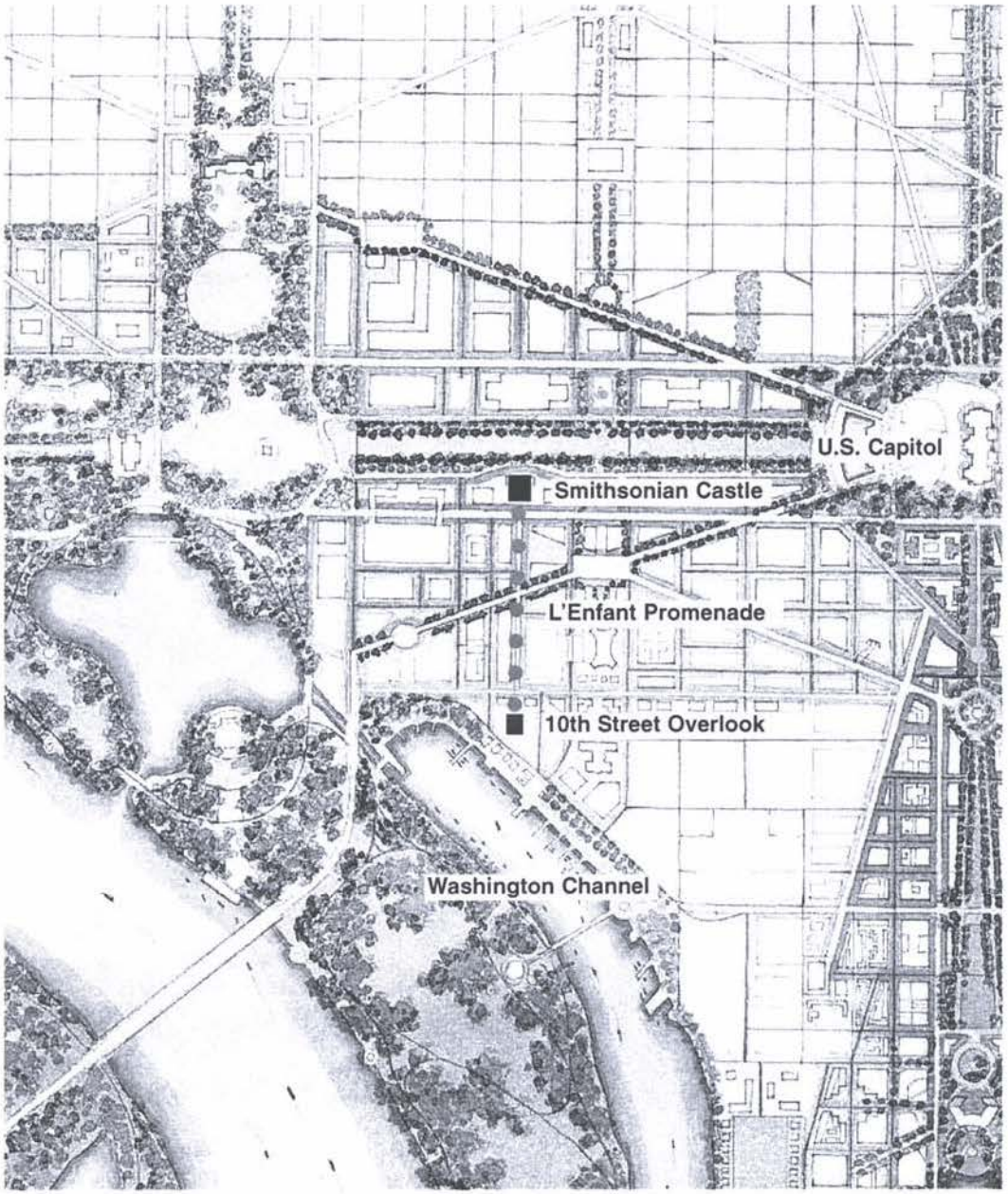
3. Future reciprocal views could include the Jefferson Memorial (which is currently obscured by Interstate 395) and the Smithsonian Castle on Independence Avenue (which would be visible if the Forrestal Building were removed sometime in the future).

4. In the L'Enfant Plan, 10th Street connects with the Washington Channel. Development of this site should physically connect 10th Street and the waterfront areas. Safe pedestrian access should be provided through the memorial site.

5. The memorial should provide amenities to draw pedestrians from L'Enfant Plaza and the surrounding federal enclave to the overlook and the waterfront beyond.

Design Considerations:

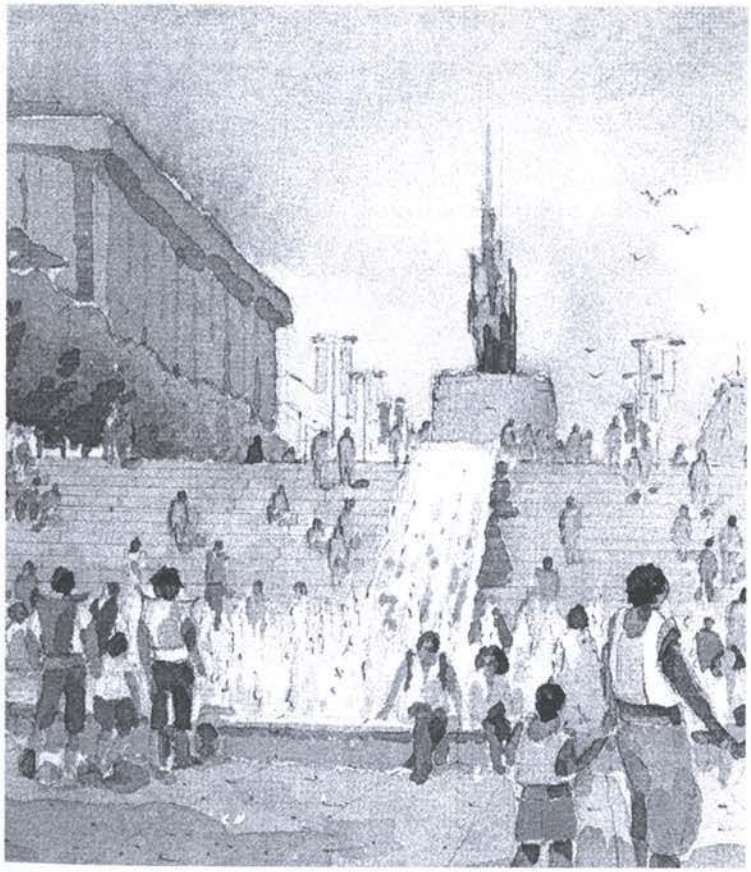


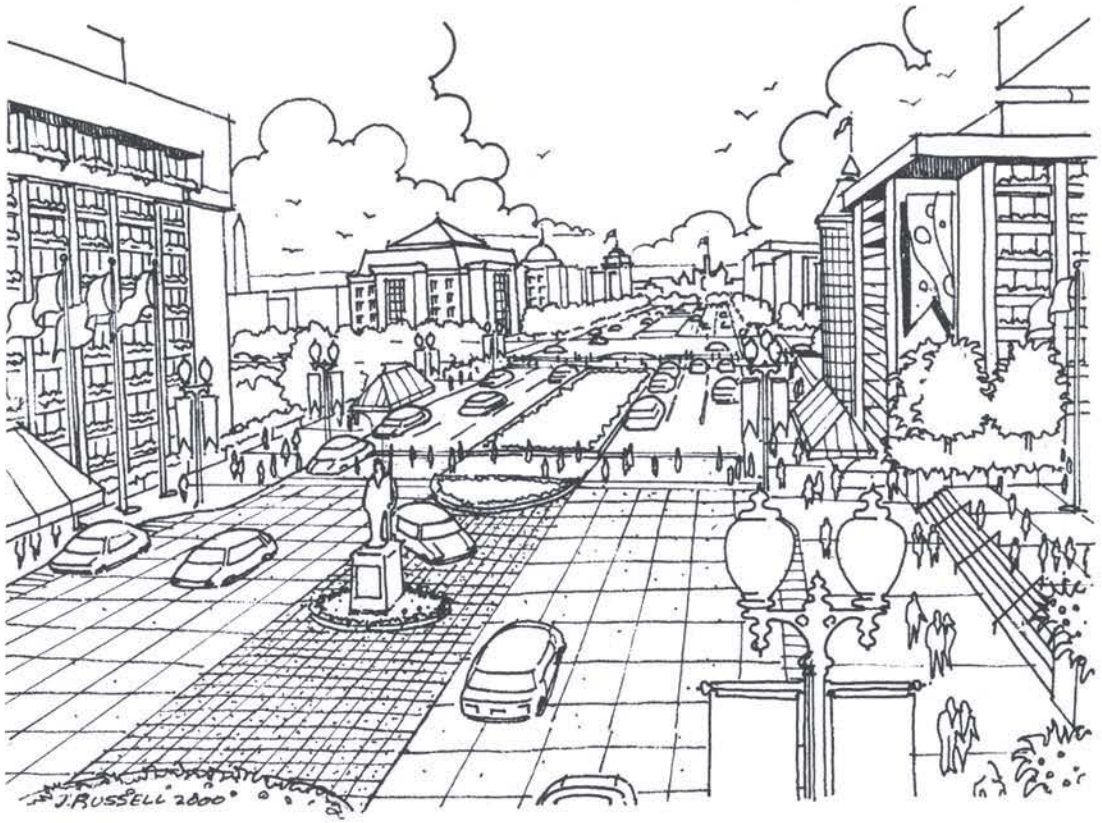




Existing conditions within the L'Enfant Promenade, looking north to the Forrestal Building beyond which the Smithsonian Castle is located. Revitalization and redefinition of this area could be complemented by future public space improvements and the potential introduction of commemorative elements within the Promenade and Overlook.

Design Proposals:





Concepts for revitalizing the L'Enfant Promenade with public space improvements that redefine the 10th Street Overlook while reshaping the existing setting of the Promenade. Views from within the Promenade to the Smithsonian Castle could be re-established, providing improved linkage between the National Mall and the Washington Channel area.