Foreword

This report consolidates Phase I efforts of a two-phase task to evaluate four potential sites for the new National Museum of African American History and Culture (NMAAHC). Phase I involved data gathering, and Phase II will evaluate the data and provide potential site scenarios to aid senior decision makers in a final site selection.

A Presidential Commission was established December 28, 2001, by Public Law 107-106 to create an implementation plan for the NMAAHC. The Commission considered eleven sites that were narrowed down to five recommended sites for further study. Four of these sites were recommended by Congress and approved by the President of the United States on December 16, 2003 (Public Law 108-184). The NMAAHC legislation directs the Smithsonian Board of Regents to select one of the four potential sites. The Smithsonian Institution began work on this study upon receipt of congressional funding in December 2004.

This material is a presentation of information compiled in data gathering efforts from January 2005 through August 2005. It will be a reference for site evaluation efforts and future museum development efforts that will occur beyond this study. No conclusions are drawn from the material in this data gathering report. Two basic scenarios for each of the four potential NMAAHC museum sites will be developed using the material in this report as a framework. The final report on the four sites, due in October 2005, will be one of several sources of information available to the Smithsonian Institution Board of Regents. The report will concentrate on the physical characteristics of the sites; site criteria evaluations; blocking, stacking and massing diagrams; and stated positions of other interested agencies with regard to the sites.

Collected information includes existing site conditions; records of contacts with individuals, organizations and agencies; meetings; presentations; lists of resources and reference materials. Beyond the immediate task of background support to the Board of Regent’s site selection decision process, this information will also aid future NMAAHC development efforts and provide a record of the discovered body of knowledge.

The report contains Washington, D.C. information that is common to all four sites, as well as specific information on each site.
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I. Introduction

The purpose of this study is to thoroughly evaluate the four candidate museum sites designated by the National Museum of African American History and Culture Act in 2003. This submission provides a record of data gathering efforts under this study, and is a precursor of follow-on work that will be used to evaluate the site data. The four potential sites under consideration are the Smithsonian Institution’s Arts and Industries Building site at 900 Jefferson Drive, NW; the Monument site is area on the National Mall bounded by Constitution Avenue, Madison Drive, and 14th and 15th Streets, NW; the GSA Liberty Loan site at 14th Street, SW, at the north terminus of the 14th Street Bridge; and the Banneker Overlook site on 10th Street, SW, at the south terminus of the L’Enfant Plaza Promenade.

The National Museum of African American History and Culture (NMAAHC) Presidential Commission was established December 28, 2001, by Public Law 107-106 to create an implementation plan for the NMAAHC. After completion of the Commission’s work, the National Museum of African American History and Culture Act, Public Law 108-184, was signed into law by President George W. Bush on December 16, 2003. The Act required the Smithsonian Board of Regents to select a final site within 1 year of the legislation. However, this period was extended by Congress until an appropriation was approved and currently allows for a site selection decision by the Smithsonian Board of Regents at their January 2006 meeting.

The Smithsonian Institution contracted with Plexus Scientific Corporation (Plexus), a minority-owned business management consulting and engineering firm, to accomplish this site evaluation study for the NMAAHC. Plexus teamed with the architectural/engineering firm of PageSoutherlandPage (PSP) to accomplish this study.

A. Project Description

This site evaluation study has been organized into two phases. Phase I occurred between January 2005 and August 2005. This first phase consisted of two major activities—developing the study methodology and approach, and gathering data on each of the four potential sites. The Methodology and Approach Report was completed on February 10, 2005. The second part of Phase I efforts produced this report as a record of the data-gathering efforts on the four potential NMAAHC sites.

Phase II will occur from April 2005 through October 2005 to analyze the applicability of gathered data, the relative importance of the site attributes and site characteristics obtained during Phase I. At least two site scenarios for each site with model programming data and cost data will be prepared. A final report will be developed to consolidate the data, present the possible scenarios and provide evaluated site criteria for each site. The final report will also include a matrix presenting site evaluation criteria rated in terms of advantages and disadvantages at each site, with explanations by professionals for the conclusions drawn from the data.

The final Phase II study results will not include a recommendation on a preferred site. The final study is intended to provide the Smithsonian Institution (SI) Board of Regents with information on the potential sites that will be reviewed in concert with other studies related to developing the NMAAHC.
1. Data-Gathering Approach

Data gathering has been accomplished through site visits, research of past studies and construction documents, website searches, interviews and meetings. Information obtained has been organized and reviewed for relevancy, completeness and accuracy. Appendix A contains a summary list of source materials collected. Appendix B contains a summary of contacts. Appendix C is a summary of site neighbors and interested contacts. Appendix D lists codes and standards that will impact future facility design and development in the Washington, D.C., area. Appendix E has outside group comments. Appendix F contains original Smithsonian land acquisition documents.

This study draws on previously recorded data that has been verified and on newly discovered information. Additional reference items and developed materials that will be provided under separate cover include data, large geographic information system (GIS) drawing files and site photographs of the four sites.

The order of the site presentations in this report is based solely on the order the sites are listed in the National Museum of African American History and Culture Act, Public Law 108-184. The presentation order should not be taken as an endorsement of any one site over another.

2. Access to Information

Numerous agencies, organizations and contacts generously provided materials and inputs upon request. The study’s authors are grateful to personnel within the Smithsonian Institution, the National Park Service (NPS), the District of Columbia Office of Planning and Department of Transportation (DDOT), the Anacostia Waterfront Initiative, the National Capital Planning Commission (NCPC), the U.S. Commission of Fine Arts (CFA), past Presidential Commission contractors Interior Systems Inc., and their subcontractor E. Verner Johnson and Associates, the General Services Administration (GSA), U.S. Department of Treasury, and other organizations and individuals interested in the successful future of the NMAAHC.
II. Data-Gathering Results

A. Information Common to All Sites

The four potential sites are all located in downtown Washington, D.C., and are in close proximity to one another. Two locations are on what is commonly referred to as “The National Mall,” and the remaining two locations are just south of that area. Because of their relatively close proximity, all sites share a common connection with regard to the history of Washington, D.C., public transportation services and overall city master planning efforts, although the two National Mall sites have been included in more detailed studies of the Mall over the years.

1. Overview of All Sites

The Presidential Commission established to create an implementation plan for the (NMAAHC) produced “The Time Has Come” report in April 2003 and the “Final Site Report” in September 2003. These reports recount the history of efforts to gain approval and commitment from the Federal Government to authorize and move forward on a national museum in the Nation’s Capital to recognize the history and contributions of African Americans. The reports chronicle the site consideration efforts of the Presidential Commission that were used to recommend eleven potential new museum sites in Washington, D.C. These eleven sites were eventually reduced by the Commission to five recommended sites, including the Arts and Industries (A&I) Building site, which was mandated to be included by the NMAAHC legislation. The Presidential Commission’s most highly recommended site was removed from consideration by Congress in December 2003. This was the Capitol site just north of the Capitol Reflecting Pool at the beginning of Pennsylvania Avenue, NW, the only site controlled by the Architect of the Capitol. This action reduced the number of sites to the four that are the subject of this study.

The four sites are within less than a mile of each other. The Monument site and Arts and Industries Building site are each located on the National Mall, and the Liberty Loan site and Banneker Overlook site are both approximately half a mile south of the National Mall.

An aerial overview of downtown Washington, D.C., with the four potential site locations circled is presented on the next page.
Potential NMAAHC Site Locations. Washington, D.C. Photo by Space Imaging, April 2004
2. Washington, D.C., Planning Efforts

The City of Washington, D.C., has been greatly defined by two major plans, the L'Enfant Plan of 1791 and the McMillan Commission’s Plan of 1901. Other plans that refer back to L'Enfant and McMillan include the National Park Service Washington National Mall Plan of 1972, *Extending the Legacy: Planning for America’s Capital for the 21st Century*, prepared by the National Capital Planning Commission (NCPC) in 1997, as well as the Memorials and Museums Master Plan of 2001. In addition, the *Comprehensive Plan for the National Capital: Federal Elements* was adopted August 5, 2004. Other planning efforts include the Commemorative Works Act enacted by Congress in 1986 and revised in 2003 to designate a “reserve area” on the Mall, and the Commemorative Zone Policy, which was jointly promulgated by the NCPC, the Commission of Fine Arts (CFA), and the National Capital Memorials Commission (since renamed the Advisory Commission).¹

The L'Enfant Plan laid out the city with wide avenues and vistas, and the McMillan Commission refined and created the modern National Mall. Both of these plans show that buildings were intended on the Constitution Avenue Monument site and the Arts and Industries Building site.

The 1972 National Park Service Washington (NPS) Mall Plan was prepared for NPS by the architectural firm of Skidmore, Owings, and Merrill. NCPC formally adopted the plan in 1972. The main intent was to reinforce the National Mall as a single, grand open space and to preserve it “as a setting for National memorials and buildings.” Open spaces shown on the plan were intended to remain open. The 1997 *Extending the Legacy* Plan prepared by NCPC concluded that unabated construction of memorials and museums in the Washington Monumental Core would overwhelm the historic open space on the National Mall and surrounding area. Instead of continued construction on the Mall, this plan encouraged that all new museums and memorials, as well as new public buildings, be geographically dispersed to all quadrants of the city to help generate economic development and renewal in other parts of the City of Washington. The *Memorials and Museums Master Plan* extended this vision for Washington’s Monumental Core.²

Changes to the 1972 NPS Washington Mall Plan have been allowed when involving the construction of significant national museums, the type of structures that were envisioned by the McMillan Plan.


1791 L’Enfant Plan with the four potential NMAAHC sites in red
1972 NPS Washington Mall Plan excerpt. Yellow circles highlight areas that were reserved but have subsequently been built upon (From left to right: Holocaust Museum, Hirshhorn Museum, National Museum of the American Indian and above it, the East Wing of the National Gallery of Art). The red circle near the Washington Monument is shown for the Monument Site. The A&I Building is just west of the Hirshhorn Museum.
Source: Presidential Commission, Final Report
Significant planning efforts have occurred since 1972. Commemorative works on Federal land fall under the purview of three agencies, NCPC, CFA and the National Capital Memorial Commission (now the Advisory Commission). As discussed previously, the Legacy Plan, *Extending the Legacy: Planning for America’s Capital for the 21st Century*, was released by NCPC in 1997 as a framework plan for Washington’s Monumental Core.

The Legacy Plan’s goal is to preserve the historic character and open space of the Mall and adjacent corridors. The plan encompasses a much broader area than the traditional Mall, and aims to generate community and urban renewal along the waterfront into the next century. The Legacy Plan is intended to distribute commemorative and cultural structures and resources throughout the city in an effort to preserve the central Monumental Core and spur local investment and renewal.

In January 2000, the three planning commissions adopted a Commemorative Zone Policy based on the 1986 Commemorative Works Act, which was subsequently revised in 2003. The policy established a Reserve in the central cross axes of the Mall and supports the vision set forth in the Legacy Plan. The Reserve is designated as complete regarding memorials. Area I is a sensitive area adjacent to the Reserve for commemorative works of significance, and Area II is the rest of the city where commemorative works are encouraged.

The Memorials and Museums Master Plan finalized in September 2001 identified planning objectives and 100 potential sites for future museums and memorials, and provides guidelines and criteria for siting and implementation. The most recent NCPC planning effort that supports the Legacy Plan is the *Comprehensive Plan for the National Capital: Federal Elements*, August 2004. This plan updates a 1980s version and includes seven major elements, among them *Parks and Open Space, Preservation of Historic Features, Visitors and Transportation*.
In 2005 the National Coalition to Save Our Mall, a national not-for-profit education and research organization working to preserve the National Mall’s aesthetic and historic symbolism, presented to Congress and the National Park Service a plan it had developed. The plan, *The National Mall, Third Century Initiative,* envisions the expansion of the current Mall and the use of waterfront land to tie together 3 miles of parks to form connected networks of cultural and recreational areas on what is largely seen as underutilized land. The Coalition points out that the Mall has changed and grown over the past two centuries, and that this evolution should continue to occur in a planned manner into the next century.

**3. Public Transportation Network**

Public transportation within the Washington, D.C., area is provided by a large urban mass transit system. The subway system (Metrorail), operated by the Washington Metropolitan Area Transit Authority, was opened in 1976. The system is commonly called the “Metro.” The Monument and Arts and Industries Buildings sites are within two city blocks of a Metro station (Smithsonian Station), while the Banneker Overlook and Liberty Loan sites are approximately three city blocks from the nearest Metro station (Smithsonian Station for Liberty Loan, and L’Enfant Plaza Station for Banneker Overlook). The L’Enfant Plaza location also has a Virginia Railway Express (VRE) station where transfers to and from city buses (Metrobus) and Metrorail can be made. Metrobus operates routes that travel past all four sites. These bus routes can be adjusted to better serve any future new museum location. Taxi service is also available to all four sites.

There is no public parking facility on the National Mall. On-street parking is limited and posted times are enforced. Commercial parking lots and garages are located within several blocks of all sites, and the Liberty Loan site is currently across the street from a public pay lot on 14th Street SW, but there are development plans for the lot site. There are also a limited number of parking spaces reserved for visitors with disabilities.

A Metrobus summary chart of the routes servicing each site follows the Metro line route graphic.
Downtown Metro routes and stations. Source: District of Columbia Downtown Circulator Implementation Plan.
<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>LOCATION</th>
<th>METRO BUS ROUTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts and Industries Building</td>
<td>Between Jefferson Drive and Independence Avenue at 9th Street, SW</td>
<td>13A, 13G, 13B, 13F</td>
</tr>
<tr>
<td>Monument site</td>
<td>Constitution Avenue, Madison Drive, 14&lt;sup&gt;th&lt;/sup&gt; and 15&lt;sup&gt;th&lt;/sup&gt; Streets, NW</td>
<td>11Y, 52, 53, 13A, 13B, 13F, 13G, P1, N3, X1</td>
</tr>
<tr>
<td>Liberty Loan site</td>
<td>14&lt;sup&gt;th&lt;/sup&gt; and 15&lt;sup&gt;th&lt;/sup&gt; Streets (Raoul Wallenberg Place), SW, Maine Avenue, Bureau of Engraving and Printing</td>
<td>11Y, 13A, 13B, 13F, 13G</td>
</tr>
<tr>
<td>Banneker Overlook site</td>
<td>South end of 10&lt;sup&gt;th&lt;/sup&gt; Street, SW at the end of the L’Enfant Promenade, Maine Avenue, 9&lt;sup&gt;th&lt;/sup&gt; Street, SW, and I-395 Corridor</td>
<td>5A, 5B, 70</td>
</tr>
</tbody>
</table>

In addition to regular Metrobus service, the downtown area will begin receiving a new bus service called the Downtown Circulator in July 2005. The Circulator will initially operate a daily network of two shuttle bus routes that will later expand to four. These routes will connect landmarks and entertainment locations throughout the city from 8 am to 9 pm. The “7th and 9th Street” Circulator route will join the Washington Convention Center and MCI Center to the National Mall and Southwest waterfront. The K Street Route will link Union Station with Georgetown and with stops near the White House, MCI Auditorium and Convention Center. Eventually, the White House/Capitol Route will link the White House, Supreme Court and Capitol Building with stops along the Mall, at Smithsonian museums, and at Union Station. The “Monuments” route will link the Washington Monument, Vietnam Veterans Memorial, F.D.R. Memorial and the Jefferson Memorial. All the Circulator routes will also include stops at several Metrorail stations. The Circulator will provide nearby service to all four potential sites.

“Tourmobile” is the only commercial sightseeing service federally authorized to operate on the National Mall. It offers narrated tours with stops at Smithsonian museums, major memorials and monuments, as well as at government and historic buildings. Based on inputs from the NPS, which manages the contract for the sightseeing service, there is reason to believe that Tourmobile services would expand existing routes to serve a new major museum as it did for the F.D.R. Memorial.

NPS is studying visitor transportation services, both for future needs and to improve current visitor services. Visitor surveys are taken to gauge visitor needs and determine Tourmobile service satisfaction levels.

Functional Classification of Roads

Graphic representation of the area roadway system follows these roadway definitions and the Downtown Circulator graphic on the next page.

The area road network in Washington, D.C., is comprised of several different road categories. A follow-on exhibit from the District Department of Transportation (DDOT) illustrates the Roadway System Functional Classification.

Freeways and expressways are controlled-access facilities. Access to these roads is via interchange ramps, and these roads typically do not provide direct access to adjacent lands.

Principal arterials typically serve major activity centers. The freeways and principal arterials function as the primary commuter routes and form the backbone of the overall roadway system.

Minor arterials serve short- to medium-length trips with an emphasis on mobility rather than direct access.

Collectors move traffic from local roads to the arterials.

Local roads provide access to adjacent lands.
4. Soils and Topography

Soils around the four sites are artificial fill, sand, silt, gravel and clay. Solid bedrock is generally between 70 and 120 feet below the ground surface at the potential sites.

With the exception of the Monument site, which is artificial fill, the other three sites are classified as Q3 type soil (gravel, sand, silt and clay). Below fill levels, all four sites are comprised of similar materials.

<table>
<thead>
<tr>
<th>Description of Geologic Map Units</th>
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<tr>
<td>Artificial fill – Heterogeneous composition and texture. Largest areas of low-lying land filled for building purposes, determined from examination of historical topographic maps and a report and map by Froelich and Hack (1975). Most land surface in the urban area has been cut or filled artificially.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sedimentary Deposits</th>
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<tbody>
<tr>
<td>Gravel, sand, silt and clay (late Pleistocene)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic Elevations:</th>
</tr>
</thead>
<tbody>
<tr>
<td>An 1880 survey map of Washington, D.C., depicted on the following page, shows the original city elevations and waterfront locations prior to the dredging of the Washington Channel and the creation of the western portion of the Mall and East Potomac Park. The four potential sites for the museum have been indicated on this map. The map reveals that all the sites are on what was originally dry land. Current topography elevations of each site may be found in the site sections of this report (Chapter II.B).</td>
</tr>
</tbody>
</table>
Source: Library of Congress. 1880 Street Grades of the City of Washington, D.C., US Army Corps of Engineers Map
Floodplains:

100-year floodplains representation (Reference: PBS&J generated FEMA HAZUS-MH model using 1988 datum)
Flooding:
The Monument site is the only site located largely within the 100-year floodplain. The Monument site also experiences significant localized flooding at 14th Street and Constitution Avenue during heavy rains due to limited stormwater drainage capacity. Among the other sites, only a small southern portion of the Banneker site along Maine Avenue lies within the 100-year floodplain (less than 0.3 meters/1 foot). At Liberty Loan, the floodplain reaches to Maine Avenue adjacent to the southern side of the site. A FEMA hazards model for flood projections (HAZUS-MH, Hazards U.S. - Multi-Hazard) was completed for the Smithsonian in 2004 by the risk assessment firm PBS&J. The flood model portrays the Washington, D.C. shorelines as well as much of the area along the old Tiber Creek route as potential flood zones.

5. Climate
Washington, D.C., has four distinct seasons. The weather is generally mild, with spring, early summer and fall the most comfortable times of year. Mid to late summer tends to be hot and humid. Winters are usually moderate, but cold and snow are not uncommon. All four sites share the same local weather and climate. U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Historical Climatology Data for Washington, D.C., was referenced and data is available online. Detailed information is also available for additional weather parameters applicable to future NMAAHC design considerations such as cloudiness and sunshine values. Weather data is presented month by month in the historical records. Ronald Reagan Washington National Airport has the following recorded averages for selected items through 2003:

**Washington Reagan National Airport Data**

<table>
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<th>Weather Averages</th>
<th>Value</th>
<th>Yrs of Data</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precipitation, in.</td>
<td>39.4</td>
<td>30</td>
<td>Approx 3 inches per month</td>
</tr>
<tr>
<td>Snowfall, inches</td>
<td>17.1</td>
<td>60</td>
<td>Nov-March</td>
</tr>
<tr>
<td>Avg. Wind, mph</td>
<td>9.4</td>
<td>55</td>
<td>Consistent speed each month</td>
</tr>
<tr>
<td>Max Wind, mph</td>
<td>49.0</td>
<td>40</td>
<td>SW 310 degrees, June</td>
</tr>
<tr>
<td>Avg. Temp, F</td>
<td>57.5</td>
<td>30</td>
<td>Jan 34.9; July 79.2</td>
</tr>
<tr>
<td>Avg. High Temp, F</td>
<td>66.4</td>
<td>30</td>
<td>Avg in July 89 F</td>
</tr>
<tr>
<td>Avg. Low. Temp, F</td>
<td>48.6</td>
<td>30</td>
<td>Avg in Jan 27 F</td>
</tr>
<tr>
<td>Avg. Humidity, %</td>
<td>75/54</td>
<td>43</td>
<td>Morning/Afternoon</td>
</tr>
<tr>
<td>Heating Degree Days</td>
<td>4055</td>
<td>30</td>
<td>917 in Jan.</td>
</tr>
<tr>
<td>Cooling Degree Days</td>
<td>1531</td>
<td>30</td>
<td>456 in July</td>
</tr>
<tr>
<td>Days above 90 F</td>
<td>37</td>
<td>43</td>
<td>14 in July</td>
</tr>
<tr>
<td>Days below 32 F</td>
<td>68</td>
<td>43</td>
<td>22 in Jan.</td>
</tr>
</tbody>
</table>

**a. Air Quality**
The Washington, D.C., metropolitan region is designated on the U.S. Environmental Protection Agency’s (EPA) list of locations that are in non-attainment of the National Ambient Air Quality Standards (NAAQS) for ground-level...
ozone and particulate matter (PM$_{2.5}$). The Clean Air Act (CAA) of 1970 (42 USC 7609, as amended in 1977 and 1990) is the applicable statute regulating air quality. The NAAQS establishes acceptable levels for six pollutants: lead (Pb), ozone (O$_3$), carbon monoxide (CO), nitrogen dioxide (NO$_2$), sulfur dioxide (SO$_2$) and particulate matter.

Depending on the severity of non-attainment and failure to develop a satisfactory corrective implementation plan, an area may be subject to the loss of Federal funding and limitations on any new development that would further contribute to poor air quality. Examples would be loss of highway dollars and restrictions on new roads, buildings, factories and power plants.

The Washington, D.C., area was designated a Moderate Non-Attainment Area for 8-hour ozone in 2004 (an improvement from 2003), and a Non-Attainment Area for fine particulates (PM$_{2.5}$) in December 2004. The ozone season generally runs from May through September. The State Implementation Plan (SIP) for Washington, D.C.-Maryland-Virginia acts as a guide to attaining and maintaining NAAQS. It is developed by the Metropolitan Washington Council of Governments, Metropolitan Air Quality Committee.\textsuperscript{4} The revised submitted “Severe Area SIP” portion for ozone in 2003 was approved by the EPA in January 2005. The SIP needs further revisions by 2007 to address particulate matter.

b. Water Resources

The Washington D.C., metro area lies within the Potomac, Anacostia and Occoquan watersheds.\textsuperscript{5} Washington, D.C., lies in the Potomac River drainage basin, a sub-basin of the Chesapeake Bay. The Metropolitan Washington Council of Governments provides oversight of the metropolitan area environmental water resources. The four NMAAHC sites are within the Potomac Watershed and within a half mile of the edge of the Anacostia Watershed. The Potomac River Basin within the watershed is further monitored and regulated by the Interstate Commission on the Potomac River Basin (ICPRB). The Potomac River is often called the “Nation’s River” since it flows past Washington, D.C., and the Washington, Jefferson and Lincoln Memorials. The Potomac River also feeds the Tidal Basin and the Washington Channel.

The Potomac River is the main source of drinking water for the Washington metro area. The District of Columbia Water and Sewer Authority (DCWASA) serves the downtown area along with the Pentagon, Ronald Reagan Washington National Airport, Arlington Cemetery and Fort Myer. DCWASA also provides sanitary services at all four sites.

c. Noise

All four sites are urban and have a busy road on at least one property edge. The main noise source for all sites is vehicular traffic. The outdoor noise level for urban surroundings ranges from 50 decibels for light traffic to 90 decibels for trucks and heavier traffic. For reference, hearing discomfort begins near 120 decibels and pain at approximately 130 decibels (a commercial jet taking off from a distance of 200 feet produces 110 to 120 decibels.) The World Health Organization says that there is no identifiable risk of hearing damage in noise levels below 75 decibels during 8 hours of exposure. Airport

\textsuperscript{4} Website http://www.mwcog.org.environment/air
\textsuperscript{5} Website http://www.epa.gov/surf/
noise from Ronald Reagan Washington National Airport across the Potomac River impacts all sites about equally and is not a major noise factor.

6. Site Boundaries and Jurisdictions

All the potential sites are public property. Site boundaries, historic districts (the Mall historic site, Monument grounds national park designation, and Arts and Industries Building National Historic Landmark status), easements and other man-made demarcations applicable to each site are discussed in Chapter II. B. of this report.

a. D.C. Ward Map with ANC Boundaries

All four proposed sites lay within Washington, D.C., City Council Wards 2 and 6. The Monument and the Arts and Industries Building sites are in Ward 2, and the Liberty Loan and the Banneker sites are in Ward 6. Although there are no private residences near the sites in Ward 2, residents in Ward 6, just east of the Banneker Overlook site, are very interested in the Smithsonian’s site selection process. The wards are further broken down into several Advisory Neighborhood Commissions (ANCs). Contact information for each ANC is contained in Appendix C. ANCs for the potential sites are shown graphically on the next page. The sites breakout under the following wards and ANCs:

- Arts and Industries Building: Ward 2, ANC 2C
- Monument Site: Ward 2, ANC 2F
- Liberty Loan: Ward 6, ANC 6D
- Banneker Overlook: Ward 6, ANC 6D

b. Zoning

A zoning chart and map including all four sites follows the ward and ANC map. All of the potential sites are zoned for government use, and areas adjacent to each site are zoned as follows:

- Arts and Industries Building: Government. Adjacent area to south is zoned commercial C-3-C: Major business and employment centers of medium to high density.
- Monument: Government. Site is surrounded by property zoned for government use.
- Liberty Loan: Government. Adjacent area to east is zoned C-3-C: Major business and employment centers of medium to high density.
- Banneker Overlook: Government on the site, C-3-C: Major business and employment centers of medium to high density to the north; C-3-B: medium density business and mixed-use residential to the east; W-1: low-density residential, commercial and light industry along waterfront to the south; and R-3: single-family residential, churches and schools to the southeast.
Washington, D.C. Zoning Use Map, GIS Source: Office of the Chief Technology Officer, D.C.
7. Cultural Surroundings/Impacts

Washington, D.C., is the seat of the Federal Government and one of the nation’s most cultural cities. It boasts the highest per capita educated population in the country, and it has few if any equals among U.S. cities in terms of monuments, museums, art galleries, performing arts centers, architectural treasures, and rich history of events and places of significance. Government and tourism are the area’s major industries. The city is also home to several well-known universities, including Georgetown, George Washington, Howard, American and Catholic.

All four of the final sites under consideration for the NMAAHC are located within 1 mile of each other, and all sites are within approximately 1 mile of Union Station, the U.S. Capitol Building and the White House.

a. Famous Local Attractions

Major attractions, well-known features and significant sites within a mile of the potential sites include the following:

- The U.S. Capitol
- The White House and the Ellipse
- House and Senate office buildings
- National Gallery of Art (East and West Wings) and Sculpture Garden
- Botanic Gardens
- Smithsonian Renwick Gallery
- Corcoran Gallery of Art
- National Archives
- National Theater
- Warner Theater
- Ford’s Theater and Lincoln Museum
- Shakespeare Theater
- The Navy Memorial
- D.A.R. Museum
- Latin American Art Museum
- National Aquarium
- MCI Center
- Smithsonian National Portrait Gallery and Smithsonian American Art Museum (Patent Office Building)
- Martin Luther King Library
- The Spy Museum
- The Old Post Office
- The Tidal Basin and Cherry Trees
- Sylvan Theater
- The Washington Monument
- WWII Memorial
- D.C. War Memorial
- Vietnam Veterans Memorial
- Korean War Memorial
- Franklin D. Roosevelt Memorial
- Thomas Jefferson Memorial
The Lincoln Memorial
The Holocaust Museum
U.S. Department of Treasury, Bureau of Engraving and Printing
National Children’s Museum, moving from the Union Station area to 10th and D Streets, SW
The planned Martin Luther King, Jr. Memorial will be adjacent to the north side of the F.D.R. Memorial.

Not listed are numerous Federal buildings and agencies; other lesser known plazas, statues and museums; memorials; theaters; libraries; and institutions within and just outside the 1-mile radius of all the sites. The recently renovated Arena Stage and the planned baseball stadium in Southeast are also noteworthy facilities located nearby.

Properties adjacent to each site are identified by address, owner/contact point and phone number in Appendix C.

The well-known features and 1-mile radius circles around each site are indicated on the following aerial photograph. The most northerly circle reaches to the intersection of Massachusetts Avenue and New York Avenue, NW, the most easterly to South Capitol Street and M Street, SE, the southernmost to Fort McNair and the most westerly edge to the Lincoln Memorial and the State Department.
Well-known structures within 1 mile (1,609 meters) of the potential sites. Aerial Source: USGS, 2003
b. Downtown Visitation

The National Mall is an established destination for visitors. As a result, any new facility located on the Mall may draw more visitors that the same facility would draw off the Mall. Factors that could mitigate this difference would be a facility with signature architecture, a strong promotional program, or exhibits and attractions strong enough to make it a single point destination. Based on visitation numbers maintained by the Smithsonian Institution (SI), 20.4 million visits were recorded to Smithsonian museums in 2004. The National Air and Space Museum (NASM) and National Museum of Natural History (NMNH) drew the most at 4.9 million and 4.4 million, respectively. Shown below are total SI visits for the last 10 years.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Visits</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>20.4 million</td>
</tr>
<tr>
<td>2003</td>
<td>24.0 million</td>
</tr>
<tr>
<td>2002</td>
<td>26.3 million</td>
</tr>
<tr>
<td>2001</td>
<td>31.7 million</td>
</tr>
<tr>
<td>2000</td>
<td>31.1 million</td>
</tr>
<tr>
<td>1999</td>
<td>28.4 million</td>
</tr>
<tr>
<td>1998</td>
<td>28.6 million</td>
</tr>
<tr>
<td>1997</td>
<td>27.4 million</td>
</tr>
<tr>
<td>1996</td>
<td>22.4 million</td>
</tr>
<tr>
<td>1995</td>
<td>23.6 million</td>
</tr>
<tr>
<td>1994</td>
<td>24.7 million</td>
</tr>
</tbody>
</table>

Source: [http://newsdesk.si.edu/Visits.htm](http://newsdesk.si.edu/Visits.htm)

6 SI Measures “visits” through counts taken at entrances, since the same visitor can visit the same museum more than once a day, as well as more than one museum per day.

The U.S. Treasury Bureau of Engraving and Printing building receives approximately 250,000 visitors per year, and the nearby Holocaust Museum reports over 21.7 million visitors as of April 2005 since opening in 1993 (this averages 1.8 million per year). Another table breakdown of visits to downtown locations, compiled by the District of Columbia during its Downtown Circulator study is on the next page. The data shows that over 40 million visits were made by 26.7 million visitors to the National Mall annually. This data is largely from 1999, because more recent data reviewed by the District was less complete, and 2001 was considered atypical. Since many visitors go to more than one attraction per day, the total numbers were adjusted based on Smithsonian data that suggests visitors go to an average of 1.68 museums per multiple-day visits, and 1.41 museums on one-day visits (a 0.7 adjustment factor for Mall attractions).

c. New Museum Impact

The NMAAHCH will add to the depth of culture and diversity for which Washington, D.C., is well known around the world. Because the area already draws over 40 million visitors per year, the impact of a new museum is not expected to radically alter the current transportation system and visitor infrastructure. The impact of the new museum on the Washington, D.C., metro area should be positive and will complement other nearby cultural and historic resources.


8 District of Columbia Downtown Circulator Implementation Plan, Table 3-1, Visitor Volumes for Major Attractions.
### Annual visitors to downtown Washington, D.C

<table>
<thead>
<tr>
<th>Attraction</th>
<th>Annual Visitors</th>
<th>Adjustment</th>
<th>Adjusted Visitors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arthur M. Sackler Gallery</td>
<td>241,000</td>
<td>0.70</td>
<td>168,531</td>
</tr>
<tr>
<td>Arts and Industries Building</td>
<td>708,000</td>
<td>0.70</td>
<td>495,105</td>
</tr>
<tr>
<td>Freer Gallery of Art</td>
<td>359,000</td>
<td>0.70</td>
<td>251,049</td>
</tr>
<tr>
<td>Hirshhorn Museum and Sculpture Garden</td>
<td>784,000</td>
<td>0.70</td>
<td>548,252</td>
</tr>
<tr>
<td>National Air and Space Museum</td>
<td>9,131,000</td>
<td>0.70</td>
<td>6,385,315</td>
</tr>
<tr>
<td>National Museum of African Art</td>
<td>257,000</td>
<td>0.70</td>
<td>179,720</td>
</tr>
<tr>
<td>National Museum of American History</td>
<td>5,518,000</td>
<td>0.70</td>
<td>3,858,741</td>
</tr>
<tr>
<td>National Museum of Natural History</td>
<td>7,469,000</td>
<td>0.70</td>
<td>5,223,077</td>
</tr>
<tr>
<td>S. Dillion Ripley Center</td>
<td>353,000</td>
<td>0.70</td>
<td>246,853</td>
</tr>
<tr>
<td>Smithsonian Institution Building</td>
<td>1,841,000</td>
<td>0.70</td>
<td>1,287,413</td>
</tr>
<tr>
<td>National Gallery of Art</td>
<td>6,200,000</td>
<td>0.70</td>
<td>4,335,664</td>
</tr>
<tr>
<td>U.S. Holocaust Memorial Museum</td>
<td>1,700,000</td>
<td>0.70</td>
<td>1,188,811</td>
</tr>
<tr>
<td>U.S. Botanic Gardens</td>
<td>750,000</td>
<td>0.70</td>
<td>524,476</td>
</tr>
<tr>
<td>National Archives</td>
<td>1,000,000</td>
<td>0.70</td>
<td>700,000</td>
</tr>
<tr>
<td>Washington Monument</td>
<td>553,420</td>
<td>0.20</td>
<td>110,684</td>
</tr>
<tr>
<td>World War II Memorial</td>
<td>4,000,000</td>
<td>0.30</td>
<td>1,200,000</td>
</tr>
<tr>
<td><strong>Total Mall</strong></td>
<td><strong>40,864,420</strong></td>
<td></td>
<td><strong>26,703,691</strong></td>
</tr>
</tbody>
</table>

Source: District of Columbia Downtown Circulator Implementation Plan, 2002. (Excerpt)
8. The National Mall

a. History of the National Mall

All four potential site locations have been tied to the development of downtown Washington, D.C., and the National Mall. The Mall is encompassed by Constitution and Pennsylvania Avenues, NW on the north; First Street, NW on the east; Independence and Maryland Avenues on the south; and 14th Street, NW on the west. The National Mall is the central axis of the District’s Monumental Core, as originally designed by Pierre L’Enfant in 1791. The Mall was to be the foremost avenue of the city, the so-called “Grand Avenue.” It was to run west from the Capitol to a point directly south of the President’s House, where its terminus would be crowned by an equestrian statue of George Washington. According to L’Enfant’s Plan, the Mall was to be “four hundred feet in breadth, and about a mile in length, bordered by gardens, ending in a slope from the houses on each side.”

During the 19th century, L’Enfant’s formal design for the Mall was largely forgotten. Beginning in 1848 the Tiber Creek Canal was re-routed into culverts where today it still flows under Constitution Avenue from 7th Street to the west past the Monument site. In 1851, President Millard Fillmore hired New York architect Andrew J. Downing to design a landscape plan for the Mall and the President’s Park. This landscape was to provide a wild, natural disposition of trees, shrubbery and open lawns, but it was never fully carried out. During the Civil War, the Mall grounds were used for military purposes, such as bivouacking and parading troops, slaughtering cattle and producing arms.

In 1872, at 6th and B Streets (B Street North is now Constitution Avenue and B Street South became Independence Avenue), a 14-acre tract was given to the Baltimore and Potomac Railroad for the construction of a depot. The railroad was also granted permission to lay tracks north to south across part of the Mall. In 1902, a new plan, the McMillan Plan, was submitted to Congress. This plan called for development of the “Grand Avenue” ideal proposed by L’Enfant. The core of the Mall was to be 800 feet across with a broad grass carpet, typical of those in Europe, 300 feet in breadth and running the entire length of the Mall grounds. This stretch was to be bordered on each side by four rows of American elm trees. Public buildings were to border the whole, separated from the elms by narrow roadways. The railroad station was to be removed.

9 National Park Service, National Register of Historical Places, website; http://www.cr.nps.gov/nr/.
The McMillan Plan extended the National Mall to the west and south to form new parkland (the Potomac Park). The east-west axis extension beyond the Washington Monument became the site of the Lincoln Memorial and Reflecting Pool. The new north-south White House-Washington Monument axis included the Tidal Basin and land now occupied by the Jefferson Memorial.

The National Mall continued to change during the 20th century. The long Reflecting Pool and smaller, oval-shaped Rainbow Pool between and connecting the Washington Monument and the Lincoln Memorial were designed by Frederick Law Olmsted, Jr., and were completed soon after the Lincoln Memorial’s dedication in 1922. The cross-shaped Reflecting Pool shown in the McMillan Plan was simplified to a rectangular form to accommodate WWI-era temporary buildings to the north. During WWII, these buildings housed Main Navy, the nerve center of the Navy’s war effort, and were connected by bridges over the Reflecting Pool to additional WWII buildings south of the Lincoln Memorial grounds.10

In the 1960s the National Park Service commissioned a new Washington Mall Master Plan. The overall goals of this plan were to reinforce the sense of a single, grand open space, to provide better public facilities and to preserve the Mall “as a setting for National memorials and buildings.” This Master Plan shows all the open sites on the Mall as remaining open. In the years since this plan was approved, many significant changes have been accepted specifically for the purpose of creating national museums. These include the East Wing of the National

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The greater definition of the National Mall area of today extends for approximately 2 miles (3 km) from the U.S. Capitol to the Potomac River, and is the central hub of tourist activity in the city, as it contains many of Washington’s most famous attractions. It is home to the Washington Monument, the Lincoln, Roosevelt, Jefferson, and war memorials, the Capitol, the White House, the museums of the Smithsonian Institution, the U.S. Botanical Garden and the National Gallery of Art. The Mall is at the heart of the city’s cultural and recreational life as the site of many celebrations and festivals throughout the year, and is used by scores of joggers, picnickers, food vendors and pedestrians on a daily basis. The Tidal Basin, famous for its blossoming Japanese cherry trees each spring, lies to the south.

The Mall’s resources include 2,000 American elms that line the Mall and 3,000 internationally renowned Japanese cherry trees that grace the Tidal Basin. Gardens display thousands of tulips, pansies and annuals, creating botanical showplaces in over 170 flowerbeds and 35 ornamental pools and fountains. This impressive mingling of natural and cultural resources has made our Nation’s Capital one of the most heavily visited and photographed places in the world.12

The National Mall is also used as a stage to voice public opinion. There have been more than a hundred protests at the Mall since 1926.

b. African American History

African Americans have a unique connection to the National Mall and nearby areas. There has been an African American presence on the National Mall from the very inception of the Nation’s Capital. This presence includes slaves who were sold in markets on the Mall; and laborers, carpenters, and masons, both slave and free, who helped build many of the historic structures that adorn it. Benjamin Banneker, an African American, worked with Major Andrew Ellicott to play a central role in Pierre L’Enfant’s original plan of the Nation’s Capital.13 He was a self-taught mathematician and astronomer, and one of the few free blacks living in the vicinity. Banneker assisted Major Ellicott in laying out forty boundary stones, at one-mile intervals, based on celestial calculations, to establish the boundaries of the District of Columbia.14 Banneker and Ellicott worked closely with Pierre L’Enfant in the planning of Washington, D.C. When L’Enfant was dismissed from the project and took his plans with him, Banneker recreated the plans from memory.15

The southern waterfront of the Capital was the site of the near escape in 1848 of seventy-seven slaves aboard the coastal schooner Pearl from the wharf at the end of

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12 National Park Service, National Register of Historical Places website, supra.
13 Final Site Plan NMAAHC Plan for Action Presidential Commission, supra.
15 Princeton University Website: http://www.princeton.edu/~mcbrown/display/banneker.html
Anthony Bowen, an educator and former slave, made his waterfront-area home a stop on the Underground Railroad.  

On August 6, 1926, two thousand African Methodist Episcopal Zion Church members met on the west end of the National Mall and held the first civil rights rally. They hoped to heal wounds inflicted at the Lincoln Memorial’s 1922 dedication, when African-American invitees were forced into “colored” seating across the road by the Reflecting Pool.  

In 1939, black activists won a permit for a Lincoln Memorial recital by Marian Anderson, who had been turned away from Constitution Hall by the explicit “white artists only” policy of the Daughters of the American Revolution. On Easter Sunday, a throng of 75,000 (integrated this time) spilled down the Mall to the edges of the Reflecting Pool to hear the great contralto.  

Dr. Martin Luther King gave his famous “I Have a Dream” speech at the Lincoln Memorial on August 28, 1963.  

Congress authorized King’s Memorial in 1996. The National Capital Planning Commission originally wanted to build it in an area known as Constitution Gardens, which is to be the home of another new memorial honoring black Revolutionary War patriots. Supporters of the King Memorial, however, worried that the memorials to African Americans would then all be isolated in one place. They also desired a more dramatic location and chose four acres along the Tidal Basin, a spot on a direct line between the grand memorials to Presidents Lincoln and Jefferson and adjacent to the recently completed F.D.R. Memorial. Mr. Harry E. Johnson Sr., president of the Washington, D.C., Martin Luther King, Jr. National Memorial Project Foundation has said that it would put King’s memorial on “a line of leadership” with other great Americans. NCPC agreed to the Tidal Basin location in 1999.  

Today, midway between the Lincoln and Jefferson Memorials, along Washington’s Tidal Basin, a bronze plaque placed in 2000 marks the spot where a larger-than-life image of the Rev. Martin Luther King Jr. will one day stand. Current activities include fundraising of $100 million needed to erect a national memorial to the slain civil rights leader.  

In 2003, Congress granted organizers a three-year extension to secure the money and keep the dream alive of a King Memorial on the National Mall. “We don’t build memorials to people, we build memorials to ideals they stand for,” said Mr. Johnson. “Dr. King’s ideal is peace. Dr. King’s idea is equality. That’s what this memorial will stand for.” Mr. Johnson hopes enough money can be raised for a groundbreaking November 2006, with completion in late 2007.  

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18 The Time Has Come - Report to the President and to the Congress, NMAAHC by the Plan for Action Presidential Commission, October 2002.  
9. External Comments on Site Selection

The law creating NMAAHC required the Smithsonian to consult with the following individuals during the site selection process. The Secretary of the Smithsonian requested their written comments on the NMAAHC site selection criteria via letters (see Appendix E) mailed or delivered on February 15, 2005:

- The Chair of the National Capital Planning Commission.
- The Chair of the Commission on Fine Arts.
- The Chair and Vice Chair of the NMAAHC Presidential Commission
- The Chair of the Building and Site Subcommittee of the NMAAHC Presidential Commission
- The Chair and ranking minority members of the following congressional committees (the Smithsonian’s authorizing and appropriations committees in the U.S. Congress):
  - U.S. Senate Committee on Rules and Administration
  - U.S. House of Representatives Committee on House Administration
  - U.S. House of Representatives Committee on Transportation and Infrastructure
  - U.S. House of Representatives Committee on Appropriations
  - U.S. Senate Committee on Appropriations

The Secretary of the Smithsonian also voluntarily requested written comments on the NMAAHC site selection criteria from the following individuals via letters (See Appendix E) mailed in early March 2005:

- Senator Sam Brownback, Sponsor of NMAAHC Legislation
- Representative John Lewis, Sponsor of NMAAHC Legislation
- Representative Melvin Watt, Chair of the Congressional Black Caucus
- District of Columbia Mayor Anthony Williams
- Members of the District of Columbia City Council
- Donald Williams, Regional Administrator, National Capital Region, General Services Administration
- District of Columbia Historic Preservation Officer Lisa Burcham
- Judy Scott Feldman, President, National Coalition to Save Our Mall

In addition, the following individuals submitted unsolicited written comments to the Smithsonian on the NMAAHC site selection process:

- Members of the U.S. Commission on Civil Rights
- Charles Cassell, Vice Chair, National Coalition to Save Our Mall
Results of Required Consultations

The following comments were received from individuals with whom the Smithsonian was required to consult. Individuals not listed below did not respond to the Secretary’s letter requesting consultation.

- National Capital Planning Commission

In a May 11, 2005, letter, Commission Chairman, John V. Cogbill, III, stated that a schematic building program was “necessary to properly determine the appropriateness of each potential site for use as the future museum” and recommended that Smithsonian staff and consultants develop such a program. He felt that “At a minimum the program scenarios should address total building square footage, exhibit space, storage space, building circulation and service areas.”

This concluded the NCPC Chair’s comments, but in June 29, 2005, letter, NCPC staff conveyed additional unsolicited comments. Their comments reiterated the need for a schematic program, noted historic connections related to the African American experience both at the Banneker Overlook and the A&I Building sites, and noted the symbolic qualities at each site; the Banneker Overlook site related to the river and “Middle Passage,” Liberty Loan related its proximity to current and future monument sites, A&I Building related to hope for the future at the end of the reconstruction period, and the Monument site symbolizing the value of open space on the National Mall. Staff noted that, while the Commission believed the Museum should be on the Mall, the Mall boundaries could be redefined in the future.

- Commission of Fine Arts

The Commission Chair did not respond directly, but provided consultation through a May 4, 2005, letter from the Commission Secretary, Thomas Luebke. He stated that “whatever the final location,” the Commission “continues to advocate for the highest quality design”. The Commission “found that the criteria and process that has been established for the site selection were appropriate and applicable.” They felt that the Smithsonian should not move forward “without a well-defined building program.”

- Senator Trent Lott, Chairman, Senate Committee on Rules and Administration

In an April 19, 2005, letter, Chairman Lott stated that the NMAAHC site selection criteria developed by the Smithsonian “seems appropriate and comprehensive” and that he was pleased that the Institution had engaged expert contractors to aid them in the information gathering and analysis process.

- Senator Thad Cochran, Chairman, Senate Committee on Appropriations

In a March 10, 2005, letter, Senator Cochran, who is also a Member of the Smithsonian Board of Regents, said only that he was pleased to learn of the site selection criteria and expressed his desire to be kept informed of the plans as they move forward.
• Representative Juanita Millender-McDonald, Ranking Member, House of Representatives Committee on House Administration

In a June 15, 2005, letter, Rep. Millender-McDonald expressed her preliminary personal views about what should be the choice for a site. Her principal concern, she said, was location and access since they would be paramount to launching any successful museum. In her opinion, the Arts and Industries Building and the Constitution Avenue sites best meet these goals.

• Robert Wilkins, Chair, Site and Building Subcommittee, NMAAHC Presidential Commission

Mr. Wilkins sent a detailed letter dated May 2, 2005. He reiterated the Presidential Commission’s stance strongly recommending the 14th Street, NW, and Constitution Ave (Monument) site for the new NMAAHC. This position is documented in the Commission’s work. He referenced President Bush’s remarks in February regarding the Mall location and offered the following specific points on the Mall location. The Mall location will give a “voice to the centrality of the African American experience.” The Mall location will represent equality that will “fulfill a quest for human dignity” that African Americans have struggled to achieve. “The Mall location will contradict the subjugation and segregation African Americans have fought for years.”

The A&I Building location is prominent, but the A&I Building’s “170,000 square feet” is much smaller that the 350,000 square feet needed for the museum, and its 125-year age and condition make it extremely expensive to implement methods of temperature and humidity control for artifact protection. In addition, the only way to retain the building and provide for the additional needed space is to build underground, a solution projected to cost $120 million more than a newly constructed facility at the 14th and Constitution Avenue site.

The Liberty Loan site is not on the Mall and therefore is inappropriate. It is small, relatively inaccessible, and has a large existing structure that would need to be demolished, and tenants who would have to be relocated.

The Banneker Overlook site is not on the Mall and therefore inappropriate. It “is nearly half a mile from the Smithsonian Castle, would require significant enhancements to L’Enfant Promenade, is cut off visually from the Mall by the Forrestal Building, and would require complex coordination with the other stakeholders on the site.” Fundraising for a site off the Mall is also seen as much more difficult.

Results of Voluntary Consultations via letters mailed or delivered in early March 2005

The following comments were received from individuals with whom the Smithsonian voluntarily consulted. Individuals not listed below did not respond to the Secretary’s letter requesting consultation.

• Senator Sam Brownback, Sponsor of NMAAHC Legislation

In an April 29, 2005, letter, Senator Brownback urged the Regents to be mindful of the ideas the Museum was designed to showcase (i.e. the perseverance of African-Americans in their struggle for freedom and equality). He expressed his desire for the Museum to be a catalyst for racial reconciliation in American society. As for location, Senator Brownback said only “It is essential that the site
The District of Columbia Deputy Mayor’s letter of April 27, 2005, relayed the following points. Absent consideration for environmental and special conditions for each site, the District is not able to fully evaluate the sites at this time but offered the following site specific inputs.

The Banneker Overlook site is favored by the District. The overlook site is seen as an opportunity to partner with the Smithsonian to transform the Southwest Waterfront. The District established Anacostia Waterfront Corporation to lead the redevelopment, which is estimated to be between $300 million and $400 million over a ten-year period. The Banneker site is the largest site under consideration and it affords an opportunity to provide a “critical connection” between the National Mall and the Southwest Waterfront. A DDOT plan to develop an Intermodal Transportation Center (ITC) under the Banneker site would provide a gateway to the National Mall. Major investments planned for the L’Enfant Promenade will ensure a new positive role for the promenade in the context of the Monumental Core. The new National Children’s Museum will be constructed along L’Enfant Promenade in 2008, and that facility is expected to draw 500,000 to 600,000 visitors per year. Both the ITC and National Children’s Museum are anticipated to draw visitors who would patronize the NMAAHC at this location as well. The District further points out the historical connection of African Americans to the Southwest Waterfront area through the slave trade and early land ownership of the Banneker site by a wealthy plantation farmer who owned slaves.

The A&I Building location has high foot traffic and central visibility on the National Mall, but the A&I Building site is not desirable because the stated size of “170,000 square feet” (SI measures as 185,000 SF) is well below the 350,000 square feet desired for NMAAHC, and because any demolition proposal would be extremely controversial and costly.

The Liberty Loan site is not desirable because the stated size of “110,000 square feet” is well below the 350,000 square feet desired for NMAAHC, and because any demolition proposal would be controversial. The location is considered “marginal with virtually no synergy with existing or planned museums.”

The 14th, 15th and Constitution site has high visibility, easy access and will benefit from a current healthy flow of tourist, resident pedestrian and vehicular traffic. The location provides a comparable status to the National Museum of American History, the National Museum of the American Indian and the Holocaust Museum. This would prevent the museum from looking marginal or less significant in comparison. The location would also allow the use of the grounds and adjacent National Mall for exhibits and cultural events. Concerns exist however, about a potentially negative impact on the Washington Monument grounds, as well as the size of a developable NMAAHC building footprint. The footprint would be dramatically limited by setbacks to allow existing Federal and Smithsonian Buildings to maintain their architectural prominence. This could limit the possibility to capitalize on the site’s high visibility location.
• General Services Administration
The General Services Administration (GSA) owns the Liberty Loan Building and leases it to the Department of Treasury. While a formal written position has not been submitted to the Smithsonian, GSA staffers indicated in June 2005 that both they and the Treasury Department have concerns about the NMAAHC Museum on this site due to the necessity of relocating 500 Treasury employees into more expensive leased versus owned space. In addition, the Liberty Loan Building is in good condition and current leasing arrangements provide a positive cash flow for the Federal Government. If the Liberty Loan site is selected, both GSA and the Treasury Department would request additional funding to implement a move and to meet increased annual lease expenses.

• Judy Scott Feldman, President, National Coalition to Save Our Mall
In an April 29, 2005, letter, Judy Scott Feldman, President of the National Coalition to Save Our Mall, a nonprofit citizens organization opposed to new construction on the Mall, wrote in support of selecting the Banneker Overlook site for NMAAHC. The Coalition has recently released a Third Century Plan for the Mall that envisions a planned expansion of the current Mall that would tie together waterfront parks and open space. This new conception for the Mall, if accepted, would mean that the Banneker site could one day be considered as a site located “on the Mall.” In addition, the Coalition believes that the Banneker site is appropriate because, among other factors, it already has a connection to African American history, it would create a strong connection to the Smithsonian Castle, it is the largest site offering more architectural freedom, and it revitalize the L’Enfant Plaza area.

Results of Unsolicited Consultations
The following unsolicited comments on the NMAAHC site selection were received by the Smithsonian:

• Members of the U.S. Commission on Civil Rights
The U.S. Commission on Civil Rights’ May 17, 2005, letter urged the Smithsonian Institution’s Board of Regents to select a prominent site on the National Mall and that “The placement of the [NMAAHC] on the Mall in Washington, D.C., would appropriately signify the great importance of the cultural contributions of black Americans to American History.”

• Charles Cassell, Vice Chair, National Coalition to Save Our Mall
Mr. Cassell wrote on May 1, 2005, that as an African American architect with extensive credentials in facilities management and historic preservation, he fully supports the Coalition’s position of endorsing the Banneker Overlook site and expanding the Mall.
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B. Existing Site Characteristics

1. The Arts and Industries Building Site

Art and Industries Building Location
The Arts and Industries (A&I) Building was constructed between 1879 and 1881 on the original land appropriated to the Smithsonian Institution by Congress in 1846 and formally recorded in 1848. The A&I Building was designated a Historic Landmark in 1971 and is listed on the National Register of Historic Places. In addition, it is considered to be a contributing element to the National Mall Historic District.

Due to age and a snowstorm in 2003 that induced roof collapses of two similar buildings, the Baltimore & Ohio Railroad Museum and the “O” Street Market, the A&I Building was closed to the public in 2004 as a precaution. Structural roofing members require upgrading to sustain heavy snow loads. A major renovation project is being designed and will require funding to correct deficiencies as well as to return large portions of the interior to the open space configuration that existed in the early 1900s. Approximately 430 Smithsonian staff members worked in the facility prior to its closing to the public. This number is being reduced over time as staffers are relocated in preparation for renovations that will eliminate office space and return the building’s interior to its original configuration.

The A&I Building is the only site with an existing structure that is intended under the study to be retained for the NMAAHC. For comparative purposes only, this site evaluation will explore the site’s potential as if the structure were not pre-existing (i.e., similar to the other sites, including the intent to remove the Liberty Loan Building for a new museum structure).

The A&I Building site encompasses approximately 10,220 square meters (110,000 square feet, or 2.5 acres). There is very little build-able site area beyond the building limits due to underground structures on the east and west sides. Expansion may be possible below Jefferson Drive and the Mall to the north of the existing structure.

a. Vicinity Plans

i. Site Location

The A&I Building is located on Jefferson Drive just to the east of the Smithsonian Castle at 9th Street and Independence Avenue. The facility is bordered on the east by the Hirshhorn Museum and the 9th Street Tunnel, and on the west by the Smithsonian Castle, Haupt Garden and
underground National Museum of African Art. The National Mall is on the north side of the facility.

b. Existing Conditions Site Plan

i. Site Development

Buildings/Structures

- The site is occupied by a single two-story structure that was completed in 1881.
- The building is owned by the Smithsonian Institution. Currently, the facility is closed to the public pending upgrades to the roof structural system.
- The building has approximately 102,200 square feet/9,198 square meters on the first floor and 67,800 square feet/6,102 square meters on the second floor. The full site is 110,000 square feet/10,220 square meters/2.5 acres.
- The total building area is approximately 170,000 net square feet/15,300 square meters (185,000 gross SF).
- Exclusive of the modern infill, the structure is comprised of un-reinforced load bearing masonry walls, arches and columns on rubble/stone/masonry/concrete foundations; cast iron columns supporting the galleries; iron trusses supporting the roof deck; concrete slabs on grade; iron beams with arched brick and concrete bays in the ranges/pavilions/towers.

ii. Building Condition

Existing structural elements of the building need major repairs. The original construction methods and historic landmark status prevent the installation of a vapor barrier and heating, ventilation and air conditioning (HVAC) controls needed to operate at the level required of a museum environment. The original 1881 center roof section is weakened and structural engineering analysis has determined that a roof member failure could occur under heavy snow loading. Underground structures adjacent to the building on the east and west sides will limit potential expansion options. The 9th Street tunnel is on the east side of the building, and the underground Museum of African Art is on the west side.

iii. Soils and Topography

Soil Conditions

Soil conditions for the A&I Building are based on borings taken prior to construction of the adjacent Quadrangle (this includes the National Museum of African Art) on the west side of the A&I Building. These borings were done by Washington Testing, Inc., and are contained on General Services Administration drawings for the Smithsonian Institution, South Quadrangle drawings, Boring and Instrumentation and Geological Sections, dated January 27, 1983. Several of these soil samples were taken within 45 feet of the A&I Building. Borings were taken in 1975, 1979 and 1981. The water level was recorded at 9 feet below mean sea level (39 feet below grade). The borings stopped after -50 feet, but other sources of geological information indicate that solid bedrock is usually found between -70 and -120 feet below sea level in the downtown area. A summary of soil conditions near the A&I Building is presented in table format.
Aerial view, Structures surrounding the A&I Building. Source: NIMA, 2003
Topography

The A&I Building site is effectively level. Elevations across the 2.5-acre site vary by less than 2 meters (6.6 feet). They range from 8 meters (26.2 feet) above sea level on the north east side, to 10 meters (32.8 feet) on the west side in the Haupt Garden. A graphic follows the chart on the next page.

iv. Employment on Site

The A&I Building housed approximately 430 Smithsonian Institution staff members who are being moved in phases and will all be relocated by the middle of 2006. At that time the building will be mothballed pending renovations.

<table>
<thead>
<tr>
<th>Elevation (mean sea level)</th>
<th>Soil Type</th>
<th>Gen. Strata Description</th>
<th>Strata</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>+30 to +20</td>
<td>Fill</td>
<td>Brown Fine Sandy Clay</td>
<td>Fill</td>
<td></td>
</tr>
<tr>
<td>+20 to +10</td>
<td>S1</td>
<td>Medium Compact Tan Brown Clayey to Silty Fine Sand (SC &amp; SM)</td>
<td>Recentaluvium</td>
<td></td>
</tr>
<tr>
<td>+10 to -12</td>
<td>S2</td>
<td>Compact Brown Sand and Gravel with Cobbles and Boulders (SP-GP)</td>
<td>Pleistocene</td>
<td></td>
</tr>
<tr>
<td>-12 to -19</td>
<td>C1</td>
<td>Stiff Gray-Tan Silty Clay to Black Organic Silty (CL) &amp; (OL to OH)</td>
<td>Pleistocene</td>
<td></td>
</tr>
<tr>
<td>-19 to -42</td>
<td>S3</td>
<td>Compact Tan-Brown Gravelly Sand with Occasional Cobbles and Boulders (SP-SC)</td>
<td>Pleistocene</td>
<td></td>
</tr>
<tr>
<td>-42 to -50</td>
<td>C2</td>
<td>Stiff Gray Silty Clay to Black Organic Clay (OL &amp; OH)</td>
<td>Pleistocene</td>
<td></td>
</tr>
<tr>
<td>-50 and below</td>
<td>S4</td>
<td>Very Compact Blue-Gray Clayey Fine to Medium Sand and Hard Interbedded Green-Gray Silty Clay (SC) &amp; (CH)</td>
<td>Cretaceous</td>
<td></td>
</tr>
</tbody>
</table>

Borings stop after -50 feet. Water Level was noted at -9 Feet.

Source: Excerpt from Topographic Survey, Smithsonian Institution Mall Facilities: The Castle, Freer, Sackler, African Art, and A&I
A&I Building site elevations (shown as mean sea level in meters). 8 meters = 26.2 feet; 10 meters = 32.8 feet
v. Circulation and Transportation

Noise

Vehicular traffic on Independence Avenue along the south side of the A&I Building is the main source of noise at the site. Urban traffic noise levels vary between 50 to 90 decibels depending on volume. The World Health Organization believes exposure to 75 decibels or less over an 8-hour period will not cause permanent hearing damage.

Vehicular Circulation

- Roads for vehicular traffic border the site on the north (Jefferson Drive) and south (Independence Avenue) sides.
- The south end (Independence Avenue) consists of a six-lane two-way street, which carries a high volume of traffic.
- The north end (Jefferson Drive) is a one-way street beginning from 15th Street continuing east past the A&I site and ending at 3rd Street. This road carries heavy tour bus traffic and vehicles.
- The service entrance is located near the southeast corner of the building just off of Independence Avenue.

Pedestrian Circulation

- The A&I Building can be accessed on all sides with various spatial linear and circular pathways through manicured landscaped gardens on three sides and a sidewalk on the south side.

### Arts and Industry Site

2002 average annual weekday traffic volumes, rounded to the nearest 100 vehicles

<table>
<thead>
<tr>
<th>Street</th>
<th>Between</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Independence Avenue</td>
<td>14th St. &amp; 12th St. SW</td>
<td>34,000</td>
</tr>
<tr>
<td>Independence Avenue</td>
<td>10th St. &amp; 9th St</td>
<td>35,440*</td>
</tr>
<tr>
<td>12th Street SW</td>
<td>C St. &amp; Independence Ave</td>
<td>11,100</td>
</tr>
<tr>
<td>7th Street SW</td>
<td>Maryland Ave. &amp; Independence Ave.</td>
<td>12,900</td>
</tr>
<tr>
<td>7th Street SW</td>
<td>Jefferson Dr. &amp; Madison Dr.</td>
<td>20,900</td>
</tr>
<tr>
<td>Jefferson Drive</td>
<td>14th St. &amp; 12th St</td>
<td>6,000</td>
</tr>
<tr>
<td>Jefferson Drive</td>
<td>12th St. &amp; 7th St</td>
<td>7,000</td>
</tr>
</tbody>
</table>

Source: District Department of Transportation, Traffic Services Administration, 2002, and *Draft L’Enfant Promenade EA – Traffic Analysis

- On the east and west ends, paths guide you through a series of landscaped spaces.
- The north end of the site (Jefferson Drive) invites moderately high pedestrian traffic from the Mall.
- The Smithsonian Metrorail Station to the west of the site and the L’Enfant Metrorail Station to the southeast are both within about two blocks of the A&I Building.
- Metro bus service stops are available along both Jefferson Drive and Independence Avenue as indicated in Section II. A. 3.
Aerial view, rendering of vehicular and pedestrian circulation
vi. Site Utilities

Existing site utilities consist of sanitary and storm sewer, natural gas, water, electric and GSA steam and chill water. Two graphic representations of existing utility services are presented following the utility summaries below. A table summarizing detailed utility information by street follows the graphics.

Sanitary and Storm Sewer: The District of Columbia Water and Sewer Authority (DCWASA) owns and operates the sewer lines at the A&I site. Separate sanitary and stormwater sewer lines exist and are currently in use. Stormwater is captured and directed to storm collectors running along Independence Avenue and Jefferson Drive. Sanitary leaves the south end of the site and connects to the sanitary main along Independence Avenue. Information presented in the graphic was developed from DCWASA plats C-2-SW & D-2-SW, and the SI Mall Facilities Topographic Survey dated April 2004, and confirmed where possible during a site visit.

Water Distribution System: DCWASA owns and operates many of the water lines present at the A&I Building site, mainly those along Independence Avenue to the south of the site. The National Park Service (NPS) and SI own and maintain water lines provided for irrigation, fountains and facilities present on and around the A&I site, including facilities north of the site along Jefferson Drive. Information presented in the graphic was developed from DCWASA water plats C-2-SW & D-2-SW, and the SI Mall Facilities Topographic Survey dated April 2004. The existing condition plans and site investigation revealed substantial water utility lines that are not shown on DCWASA as-built drawings.

Electrical: Potomac Electric Power Company (PEPCO) owns and operates the power transmission lines available at the site. The existing electric facilities include vaults, transformers and conduits that transmit power for street and traffic lights, transmission lines and building feeds. Information presented in the graphic was developed from a composite of PEPCO plats 792F384, 791F384, 791F383 and 792F383. Additional electric power for site lighting and irrigation valves is owned and maintained by SI. The existing SI Mall Facilities Topographic Survey does not adequately show all of these electric circuits.

Gas Lines: Washington Gas owns and operates the natural gas lines that are available along Independence Avenue and are present on the site. The information provided by Washington Gas on Quad Map C-001-SW is shown in the following graphic. Additionally, Smithsonian-owned emergency generator (diesel) fuel supply lines are present at the southwest corner of the site and are depicted on SI Mall Facilities Topographic Survey dated April 2004.

GSA Utilities: GSA supplied steam and condensate return lines are available to the A&I Building. Chilled water supply and return lines have recently been installed along the western edge of the site. Steam is provided to A&I from the steam station at the SI Castle. Information shown in the graphic depicts details derived from National Capital Region Cogeneration & Chiller Plant Expansion Project, proposed and existing Heating Operation and Transmission District (HOTD) chilled water distribution system and the SI Mall Facilities Topographic Survey dated April 2004.
National Museum of African American History and Culture

A&I utilities (water and sewer lines)
A&I utilities (electrical and natural gas) (A photograph of the tunnel construction accompanies this graphic.)
Aerial view of the Smithsonian taken in 1969.

*A&I Building photographed from the Independence Avenue side showing the 9th Street Tunnel under construction at lower right*
## Existing Utilities Summary, Arts and Industries Building Site

<table>
<thead>
<tr>
<th>Street</th>
<th>Sewer</th>
<th>Water</th>
<th>Gas</th>
<th>Electric/Communications</th>
<th>GSA</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Site</td>
<td>10” sanitary sewer at southwest corner, 12” sanitary sewer at southeast corner of the site. Numerous 100mm, 150mm, 250mm, storm water laterals, inlets, and manholes.</td>
<td>6” FF feed at southwest corner, 12” main feed at the southeast corner of the building. 3” Irrigation lines throughout site. 300mm water line extending north into the mall from the northeast corner of the building.</td>
<td>Emergency generator gas feed on south west corner.</td>
<td>Street and traffic light feeds, vaults and transmission mains along the southern edge of the site. Site lighting and irrigation control lines located throughout the property. Communication lines are located.</td>
<td>8” steam line in from Smithsonian Castle. 24” chilled water lines along the southern and western side of the site from Independence Avenue.</td>
</tr>
<tr>
<td>Independence Avenue</td>
<td>42” storm water collector and laterals. 15” sanitary main.</td>
<td>12” and 20” water mains.</td>
<td>Available</td>
<td></td>
<td>24” Chilled water.</td>
</tr>
<tr>
<td>Jefferson Drive &amp; Mall</td>
<td>203mm storm water collector.</td>
<td>None.</td>
<td>None.</td>
<td>Electric and Communication present at the north main entrance, west side. Numerous street light small structure electrical feeds are present.</td>
<td>None.</td>
</tr>
</tbody>
</table>

A&I Existing Utilities. Sources: Water DCWASA Plat C-2-S.W. & D-2-S.W.; Sewer DCWASA C-2-S.W. & D-2-S.W.; Gas Washington Gas Quad Map C-001-SW; Electric PEPCO composite of Plats 792F384, 791F384, 791F383 & 792F383; GSA, National Capital Region Cogeneration & Chiller Plant Expansion Project, proposed and existing HOTD chilled water distribution system.
vii. Site Boundaries

The A&I Building is located on land appropriated by Congress to the Smithsonian in 1846. The original site selection by the Smithsonian Regents occurred in 1847, when they accepted land offered by a congressional act. A copy of the site selection document and plat is provided in Appendix F. This land was first used to construct the Smithsonian Castle. The original parcel of land is 825,912 square feet (18.7 acres or 74,332 square meters). A large section of this parcel is north of Jefferson Drive. It was described as “beginning on the west side of 9th Street and continuing west for 1,087 feet 1 inch to the east side of 12th Street. The north/south axis runs a distance of 759 feet 9 inches from the north edge of B Street, South (now Independence Avenue) north to the center of the Mall based on a line projected straight west from the center of the Capitol Building.”
viii. Risk Assessment Issues

The Smithsonian Office of Protective Services Multi-Hazard Assessment Draft Report was referred to for the following information. The A&I Building is in an area that has a high risk potential for a terrorist attack because of its location on the National Mall and its proximity to the Federal Department of Energy (Forrestal Building), Department of Transportation and the Federal Aviation Administration facilities along Independence Avenue. The iconic Smithsonian Castle next door also increases the potential for a nearby terrorist attack.

The site conditions at the existing A&I Building cannot be changed without having an impact on the building. Recommended standoff distances of 50 feet from roads are not attainable, and underground utilities cannot easily be relocated away from the building. The hardening potential of the building for seismic, wind and anti-terrorism standards is limited due to its existing construction methods and historic landmark status of the facility.\(^{20}\)

Height of surrounding buildings presents a source for reflective blast waves that would intensify an explosion. For this reason, even eliminating curbside parking along Independence Avenue would not dramatically increase safety. These same taller structures are also potential sources of flying debris from wind or explosions that could also damage the A&I Building.

The existing parking lot and loading dock on the east side of the building represents other hazards since anti-ram devices or vehicle screening cannot be implemented beyond a 50-foot building standoff distance. Even if the parking lot and the loading dock could be relocated, both Independence Avenue and the 9th Street Tunnel would allow a direct high-speed approach.

The gardens and landscaping around the A&I Building afford numerous opportunities for concealment of explosive devices and armed personnel.

The Smithsonian is working with the National Park Service on Mall security enhancement efforts that include coordination with several Federal agencies. These efforts are focused on improving vehicle and crowd control by installing barriers and devices around the Mall in a manner that is as visibly non-intrusive as possible. While this will provide some security improvement, lack of building setback space from adjacent roads is a continuing risk.

c. Existing Land Use

i. Building Condition

The Arts and Industries Building is in need of significant repairs and renovations due to age and deteriorated building systems. The A&I Building was closed to the public in 2004 by the Smithsonian as a prudent measure based on safety concerns of the roofing support system. In February 2003 a major snowstorm caused the roof collapses of two other structures of similar age and construction methods; the Baltimore and Ohio Railroad Museum in Baltimore, and the “O” Street Market in Washington, D.C. Structural analysis of the A&I roof members revealed a similar danger of collapse for the center cupola roof section under heavy snow loads.

Measures have been implemented to monitor and remove snow build-ups during and after winter storms.

Major renovation and repair plans are under design that includes removing interior portions of the second floor to return the building to its early 1900s configuration.

ii. Open Areas

- Two endowed gardens exist around the A&I Building that must be considered in any future site plans. They are the Mary Livingston Ripley Garden and the Enid A. Haupt Garden. There is also a smaller plot named the Kathleen Dulin Folger Rose Garden.
- A combination of hardscape and landscape elements, with seating areas, is located along the north end (Jefferson Drive) of the site.
- A paved brick area along the west side entrance creates a formal public space that provides access from the north and south ends of the site.
- The Mary Livingston Ripley Garden, a paved brick and landscaped Victorian garden, abuts the site on the east. The floral and tree arrangements offer a symmetrical and radial path on all sides of the building excluding the south end.
- The Haupt Garden is on the west side, and the Folger Rose Garden is on the northwest corner of the A&I site. Each garden area is linked together by pathways creating a unified relationship.
- The trees on the southwest end of the site act as an acoustical buffer to the high volume of traffic on Independence Avenue.
Aerial view of the Arts and Industries Building open areas

B. Katherine Dulin Folger Rose Garden at northwest side of site

A. View looking west from west side entrance/exit
iii. Landscape Features

- The Enid A. Haupt Garden borders the A&I Building on the west.
- The Mary Livingston Ripley Garden is along the east side of the A&I Building and parking lot.
- Flowers are prominent in the garden spaces around the site.
- Brick pathways, water features and sculptures are tastefully placed throughout the adjacent spaces.

A. Seating area surrounding Andrew Jackson Downing urn

B. Mary Livingston Ripley Garden

Aerial View, rendering of the Arts and Industries building landscaping
C. Water feature in the Enid A. Haupt Garden

D. Water feature in Haupt Garden

E. Northeast garden fountain
View of the Haupt Garden with A&I Building in the background

Colonnade of trees looking south

Numerous seating areas are available throughout the garden
iv. Parking
Two- and 3-hour public metered spaces are available curbside along the length of the building along Independence Avenue, and 3-hour open public parking along Jefferson Drive is available west of the A&I site. During weekdays, Jefferson Drive parking is available from 10 am until 10 pm. Independence Avenue metered parking is available from 9:30 am until 4 pm. A small SI-managed parking lot of approximately 25 spaces exists off of Independence Avenue on the east side of the building for select SI officials, pre-arranged visitors and deliveries. A loading area with a mechanical lift is also located here.
d. Existing Design Framework

i. Building Groupings/Alignments

- The Arts and Industries Building is grouped with the Freer Gallery, the National Museum of African Art, the Smithsonian Castle, and the Sackler Gallery. The aboveground facilities are centered around the Haupt Garden.
- The A&I Building’s central axis aligns with the east/west centerline of the Hirshhorn Museum and the Haupt Garden. The west side aligns with the southeastern side of main center section of the Natural History Museum.
ii. Special Views/Vistas
- There are open views of the Mall looking north, east and west from the north side of the site.
- Gardens surrounding the A&I Building are pleasant and well-maintained.
- South side views are urban along Independence Avenue.
National Museum of African American History and Culture

Entering Haupt Garden from the west end looking east to A&I Building.

South view along west edge of A&I Building toward Forrestal Building.

View of A&I Building from the center of the Mall looking south.
iii. Urban Design Content

iv. Approach Routes

Source: Presidential Commission

Independence Avenue looking east to the A&I Building

Looking southeast from Mall at Jefferson Drive and the A&I Building
e. Existing Historic Resources Plan
   i. History and Land Ownership

A. History of the Site.

Refer to History of the National Mall in the Common Information to all sites, Section II. A. 8.

B. History of the Arts and Industries Building.

Construction on the Arts and Industries Building began in 1879 and was completed in 1881. It was the Smithsonian’s first building specifically for exhibition, and it was originally known as the National Museum Building. Built of red brick and sandstone, the building was designed by the prominent Washington architectural firm of Cluss and Schulze. It opened in 1881, in time for the inaugural ball of President James A. Garfield, and was constructed to exhibit materials acquired from the nation’s Centennial Exhibition at Philadelphia.21

The name of this museum was derived from the theme of that exposition; the sculpture above the entrance was completed by Caspar Buberl of New York and depicts the figure of “Columbia as Protectress of Science & Industry,” with two seated figures, “Science and Industry.”22

The Arts and Industries Building was designed as a large, open building with abundant windows to allow natural light into every space. Over the years, courtyards have been enclosed, balconies and mechanical areas have been added, and open areas have been closed off for various purposes.23

In 1910, its name was changed to the Arts and Industries Building when all natural history collections were moved from the building to the newly constructed National Museum of Natural History.24

Over the years, the building has served as a repository for many special exhibitions, from the first ladies’ gowns to the Spirit of St. Louis, both now displayed in other Smithsonian museums.

In 1971, the Arts and Industries Building was designated a National Historic Landmark. (It is Number 71000994 on the National Register of Historic Places.) The museum was partially restored in 1976 to its original appearance for the nation’s bicentennial. Geometric stencils were also recreated for 1976 from the original patterns in Victorian colors of yellow, red, green and blue on the rotunda and hall spandrels.25

The building’s exhibition halls are currently closed due to safety concerns and in preparation for renovation.

23 Final Site Plan NMAAHC Plan for Action Presidential Commission, supra.
25 Id.
C. Chronology of Land Acquisition by Parcel and Description of the Function of the Parcels over Time.

The land on which the Arts and Industries Building is located is part of the original land appropriation by Congress in 1846 for the establishment of the Smithsonian Institution. Section 4 of the Act of Congress establishing the Smithsonian Institution (9 Stat. 102, August 10, 1846), provided that the Regents of the Smithsonian Institution may select a site for such buildings as may be necessary for the Institution from the public grounds of the City of Washington lying between the Patent Office and Seventh Street. Pursuant to this authority, by resolution of the Regents on December 23, 1846, the land on the south half of the Mall between 9th and 12th Streets was selected. Appendix F shows copies of the documents.

On March 3, 1879, a congressional appropriation act provided $250,000 for erection of a fireproof building to be used as the National Museum. This Act further provided that the building be located on the southeast portion of the Smithsonian Institution property with the north front of the building constructed on a line with the south front of the Agricultural Department.

The site selection specifically provided that the site selected was “... the south half of so much of the public reservation in the City of Washington known as the ‘Mall,’ as lies between Ninth and Twelfth Streets...” Full text available in Appendix F.

ii. Architectural Character of Buildings

The A&I Building is a late Victorian style structure with a brick façade and iron framing. The interior conveys a sense of openness. Decorative brick patterns adorn the exterior and stone ornamentation accentuates the entrances to the building. Primary materials used on the exterior consist of New York red brick and ornamental marble and Maryland sandstone. The building has a castle-like appearance with a large rotunda, a symmetrical Greek cross floor plan and exterior gardens. Vibrantly colored materials decorate and accentuate the brickwork in portions of the exterior walls, windows, entryway and interior. Mosaics add interest to the structure. Superb craftsmanship found throughout the building is typical of the building trades at its time of construction. The interior of the structure reflects the same high level of workmanship found on the exterior. However, the building is in need of repair and restoration. SI is developing a project to restore the interior and will seek funding. Due to the age of the building there are many unknowns, including the condition of the building foundation and whether some of the materials are now considered environmentally unacceptable.

The heavily landscaped areas on the north, east and west sides of the building complement the structure, add interest and provide places for rest and reflection. The Mary Livingston Ripley Garden east of the structure contains water features and is also heavily landscaped. The landscaping creates a balance between the A&I Building and adjacent structures and an inviting atmosphere for pedestrians walking along the National Mall.

View of the rotunda from the northwest

South entrance

West entrance
Building Materials/Methods

- The building is faced with New York red brick and marble and Maryland sandstone.
- The portals of the entrances are made of ornamented marble creating a rich texture.
- The iron skeleton of the building is intentionally exposed for viewing.
Typical arched windows of the building viewed from the north side.

High natural light levels from arched window (Early 1900s)

Major Improvements

- The decorative painting in the Rotunda was partially restored in 1976 after research of its original paint colors.
- A design effort for a major renovation and restoration is currently underway, but funding is required before work can begin.
2. The Monument Site

Rendering of the Monument site
The Monument site is located on the National Mall just west of the National Museum of American History and adjacent to the northeast side of the Washington Monument grounds.

a. Vicinity and Regional Plan
   i. Site Location

The Monument site is bordered by Constitution Avenue to the north, 14th Street, NW, on the east, 15th Street, NW, on the west, and Madison Drive on the south. The site encompasses 5 acres, although plans for a new museum must consider setbacks and alignments of existing structures.

b. Existing Conditions Site Plan
   i. Site Development

Buildings/Structures
No permanent buildings are established on this site; however, a temporary National Park Service (NPS) souvenir and café tent is located on the southwest corner. Surrounding structures are identified on the following aerial view.
Aerial view, surrounding Monument site structures. Source: NIMA, 2003
ii. Circulation and Transportation

The Monument site is bordered on all four sides by roads, with the major thoroughfares of Constitution Avenue on the north and 14th Street on the east. Traffic is the source of regular site noise.

Vehicular Circulation

<table>
<thead>
<tr>
<th>Street</th>
<th>Between</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Constitution Avenue</td>
<td>17th St. &amp; 15th St.</td>
<td>35,000</td>
</tr>
<tr>
<td>Constitution Avenue</td>
<td>15th St. &amp; 14th St.</td>
<td>32,700</td>
</tr>
<tr>
<td>Constitution Avenue</td>
<td>14th St. &amp; 12th St.</td>
<td>30,900</td>
</tr>
<tr>
<td>15th Street, NW</td>
<td>E St. &amp; Constitution</td>
<td>15,000</td>
</tr>
<tr>
<td>15th Street, NW</td>
<td>Constitution Ave. &amp; Madison Dr.</td>
<td>9,000</td>
</tr>
<tr>
<td>14th Street NW</td>
<td>Pennsylvania Ave. &amp; Constitution Ave.</td>
<td>37,300</td>
</tr>
<tr>
<td>14th Street, NW</td>
<td>Constitution Ave. &amp; Madison Dr.</td>
<td>37,200</td>
</tr>
<tr>
<td>14th Street, SW</td>
<td>Jefferson Dr. &amp; Independence Ave.</td>
<td>58,000</td>
</tr>
<tr>
<td>Madison Drive</td>
<td>15th St. &amp; 14th St.</td>
<td>8,000</td>
</tr>
<tr>
<td>Madison Drive</td>
<td>14th St. &amp; 12th St</td>
<td>9,000</td>
</tr>
</tbody>
</table>


- The west side of the site is a four-lane two-way street (15th Street) used by a high volume of tour buses and commercial vehicles.
- Temporarily, construction vehicles travel on the west end (15th Street) of the site to enter and exit the Washington Monument Visitor’s Center project.
- The south end of the site is a one-way street (Madison Drive) in the direction of 15th Street and has moderate traffic flow.
- Tourmobile stops are located on the south end of the site, along with bus pullover areas.
- Six-lane, two-way traffic streets are located on the north end (Constitution Avenue) and the east end (14th Street). The traffic volume is very high and congested during peak hours.

Pedestrian Circulation

- The nearest Metro stops are the Smithsonian and Federal Triangle Stations. Both are approximately two blocks from the site.
- Bus stops exist along Constitution Avenue and 14th Street, SW. See Section II. A. 3 for bus details.
- Sidewalks border the site. Two other sidewalks intersect the site diagonally.
- Crosswalks at the northeast corner of the site allow for a pedestrian-friendly area despite the high volume of traffic.
- Sidewalks from 6 feet to 18 feet wide allow for mixed use pedestrian traffic (joggers, cyclists, walkers, etc.).
- The site has no obstacles to pedestrian circulation.
- A grassy median divides the sidewalk from the roadway on the north side (Constitution Avenue) of the site.
Aerial view, rendering of pedestrian and vehicular site circulation
iii. Site Utilities

Existing site utilities consist of sanitary and storm sewer, natural gas, water, electric and GSA steam. Two graphic representations of existing utility services are presented following the utility summaries below. A table summarizing detailed utility information by street is presented at the end of the section.

Sanitary and Storm Sewer: The District of Columbia Water and Sewer Authority (DCWASA) owns and operates the sewer lines at the Monument site. Separate sanitary and storm water sewer lines exist at the Monument site. Stormwater is collected on Constitution Avenue and directed to an outfall at the Tidal Basin. Sanitary sewer is available on 14th and 15th Streets and Constitution Avenue. Information presented in the graphic was developed from DCWASA Sewer plat E-1-NW, and confirmed through a review of the NPS 1991 existing condition drawing.

Water Distribution System: DCWASA owns and operates the water mains along 14th Street and Constitution Avenue. The NPS owns and maintains water lines found on the site. NPS existing condition plans and various design drawings reveal water lines that are not shown on DCWASA as-built drawings. Information presented in the graphic was developed from DCWASA water plats E-1-NW and E-1-SW, and NPS provided as-built drawings.

Electrical: PEPCO owns and operates all power transmission lines. The existing facilities include vaults, transformers, and typical conduits that transmit power for street and traffic lights and transmission. The NPS existing drawings show electric runs and communication lines that may be abandoned from previous construction and do not appear on PEPCO electrical plats. Information presented in the graphic was developed from a composite of PEPCO plats 790F385 and 790F384, and NPS 1991 existing condition drawings.

Gas Lines: Washington Gas owns and operates gas facilities. A restricted use, 24”, 200# operating pressure, WRPD gas transmission main exists on the northern third of the property (approx. 79’ south of the Constitution Avenue curb line). No construction will be allowed in proximity to this line without relocating it. Gas service may be provided to the site from the northeast along 14th Street. Information presented in the graphic was developed from a review of the Washington Gas Quad Map D-001-NW.

GSA Utilities: Steam supply and condensate return lines are available along 15th Street. A GSA steam ventilator vault is present at the northwest corner of the site. Additionally, a large GSA condenser water intake culvert runs along the northern third of the site, south of the Washington Gas transmission line. GSA chilled water supply and return (CWS/R) may become available by 2010 if a North Mall expansion of the existing chilled water system is accomplished. Information presented in the graphic was developed from a NPS 1991 existing conditions drawing.
Monument site utilities (steam, water, and sewer lines)
Monument site utilities (communications, electric, and gas lines)
## Monument Site Utilities

<table>
<thead>
<tr>
<th>Street</th>
<th>Sewer (sanitary/ storm)</th>
<th>Water</th>
<th>Gas</th>
<th>Electric/ Comm</th>
<th>GSA</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Site.</td>
<td>12” and 15” storm water laterals, unspecified Storm line traverses site north and south. 12” combined sanitary on NW corner.</td>
<td>20” main -“do not tap” under sidewalk along 14th Street. Unspecified line traverses site NS terminating at old construction.</td>
<td>24” trans. main. Not available for use.</td>
<td>Street and traffic light feeds. New 1W trans. line running NS along 14th St. Several unspecified UE lines traversing site in NS and EW directions.</td>
<td>3’-6” x 5’ brick condenser water intake.</td>
</tr>
<tr>
<td>Constitution Avenue.</td>
<td>10’ x 11’ combined sewer, 9’ x 6’-9” storm water collectors. 12”, 15” and 24” stormwater laterals.</td>
<td>24” water main in WB lane.</td>
<td>None.</td>
<td>Street light and traffic light feeds.</td>
<td>None.</td>
</tr>
<tr>
<td>15th Street NW.</td>
<td>12” sanitary sewer, 12” storm water (potentially combined sewer) laterals.</td>
<td>None.</td>
<td>None.</td>
<td>Street light and traffic light feeds.</td>
<td>6’-6” x 6’-6” steam and condensate return main transmissio n lines.</td>
</tr>
<tr>
<td>14th Street NW.</td>
<td>24” storm water collector to Constitution Avenue. 12” (potentially combined) sewer.</td>
<td>None (between C Street and Frontage Road).</td>
<td>None.</td>
<td>Two 69 KV pipes. Street light and traffic light feeds.</td>
<td>None.</td>
</tr>
<tr>
<td>Madison Drive.</td>
<td>15” lateral stormwater line to ramp P.</td>
<td>None.</td>
<td>None.</td>
<td>Street light and traffic light feeds.</td>
<td>None.</td>
</tr>
</tbody>
</table>

*Sources: Water DCWASA Plat E-1-NW & E-1-SW; Sewer CWASA E-1-SW; Gas Washington Gas Quad Map D-001-NW; Electric PEPCO composite of Plats 790F385 & 790F384*
iv. Security Issues

This site is in an area that has a risk potential for an attack due to the surrounding federal facilities and highly visible memorials. The iconic Washington Monument is 800 feet to the southwest, and the site is on direct sight line to the White House less than half a mile away. Heavy traffic moves along 14th Street and Constitution Avenue on the east and north sides of the site. A 50-foot standoff distance on all sides of a new facility from the adjacent streets is achievable. If the site is chosen for NMAAHC, future design efforts will need to consider vehicle avenues of approach and other potential opportunities for attacks.

Fifteenth Street would allow a direct high-speed approach to the middle of the site. The Commerce Department Building to the north of the site poses a risk of flying debris in the event of high winds or explosive blast. A blast from Constitution Avenue would be magnified by reflected blast waves off of the Commerce Building, and also to a lesser extent from the National Museum of American History. The 14th and Constitution site is also at risk from a chemical or biological attack because it is in a low-lying area.29

The intersection of 14th Street and Constitution Avenue floods during heavy rain because of the lower elevations along Constitution Avenue that match the old Tiber Creek route (Tiber Creek was put into a large culvert system under much of Constitution Avenue in the late 1800s). The flooding on the site is magnified due to a current undersized stormwater drainage system.

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There is easy access for vehicles to the site perimeter. Here a fuel truck passes by the site traveling south on 14th Street.

c. Existing Land Use Plan

i. Man-made Uses

- A temporary souvenir/café tent is located at the corner of the site on the southwest end.
- March organizers and rallies use the area for staging large gatherings and speeches several times per year.
- The site is used for recreation and as a playing field for pick-up soccer games.
- The area is used as needed for a medi-vac helicopter landing site.
ii. Open Areas
The entire site is an open public space.
- Trees divide the open space and create a row of small open areas.
- Eight benches, 20 feet apart, line up on the east side of the site, and five benches are aligned on the north end.
iii. Landscape Features

- The site is mainly grassy and relatively flat.
- Pockets of tree clusters act as a buffer and aid in vehicular noise reduction.
- Groves of trees are planted at the northeast and southeast corners of the site.
iv. Parking

Public parking around the Monument Site is minimal. There are limited public 2-hour metered spaces along Constitution Avenue, a small parking facility south of Constitution Avenue across from the Ellipse and 3-hour open public parking along Madison Drive east of 14th Street. These locations have restricted use times, mainly from mid-morning to evening hours. Constitution Avenue parking is available until 4 pm and Madison Drive parking is open until 10 pm. An underground parking area for Smithsonian personnel and a loading dock exist under the east side of the National Museum of American History building.
d. Existing Design Framework
   i. Building Groupings/Alignments

- The surrounding buildings create a boundary for the area on the north and west sides of the site.
- A footprint consistent with the existing setbacks of the National Mall alignment would reduce the allowable building area from 5 to 2.5 to 3 acres.
- Instead, the National Museum of Natural History site line would increase the allowable building footprint to over 3 acres.
ii. Landscaping Compositions

- The site is grass covered with clusters of trees on all corners and two crossing sidewalks.

iii. Special Views/Vistas

- The southeastern corner of the site can be viewed from the Mall through a colonnade of trees.
- Looking west and northwest from the site affords a panoramic view of the city.
- The view toward Madison Drive at the southeast end of 14th Street opens to the Mall and Washington Monument.
- Buildings are visible from the northwest and northeast corners on Constitution Avenue.
iv. Scenic Routes/Gateways
A main arterial route into the city, 14th Street runs along the east side of the site.

View looking north from southwest corner of site toward 15th Street. The tent structure is the temporary National Park Service concession stand.

View looking northwest from 14th Street toward Constitution Avenue.

Southeast corner view to the northwest from 14th Street and Madison Drive.
v. Urban Design Content

vi. Soils and Topography

Soil Conditions


<table>
<thead>
<tr>
<th>Elevation (mean sea level)</th>
<th>Layer Depth</th>
<th>Soil Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10 to +6</td>
<td>4'</td>
<td>Fill</td>
</tr>
<tr>
<td>+1 to -9</td>
<td>10'</td>
<td>Sandy Clay</td>
</tr>
<tr>
<td>-9 to -12</td>
<td>3'</td>
<td>River Silt (Blue Clay)</td>
</tr>
<tr>
<td>-12 to -22</td>
<td>10'</td>
<td>Gravel &amp; Sand</td>
</tr>
<tr>
<td>-22 to -27</td>
<td>5'</td>
<td>Clay &amp; Sand</td>
</tr>
<tr>
<td>-27 to -38</td>
<td>11'</td>
<td>River Silt (Blue Clay)</td>
</tr>
<tr>
<td>-38 to -57</td>
<td>19'</td>
<td>Top of Mica Rock</td>
</tr>
<tr>
<td>-57 to -76</td>
<td>19'</td>
<td>Mica Rock</td>
</tr>
<tr>
<td></td>
<td>81'</td>
<td>Total Boring</td>
</tr>
</tbody>
</table>

Source: NPS

Water level recorded at 0.0 mean sea level elevation.

Soil borings for NMAH construction near 14th Street and Constitution Avenue are from the Smithsonian Institution Records for The Museum of History and Technology, Test Boring Data, McKim Mead & White Architects, dated May 1958 (borings by Raymond Concrete Pile Co., Jan. 1957).
### NMAH Subsurface Soil Conditions

<table>
<thead>
<tr>
<th>Elevation (mean sea level) in Feet</th>
<th>Layer Depth</th>
<th>Gen. Strata Description</th>
<th>Soil Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>+8 to +1</td>
<td>7'</td>
<td>Brown sandy clay, cinders brick &amp; gravel fill</td>
<td>Fill</td>
</tr>
<tr>
<td>+1 to -3</td>
<td>4'</td>
<td>Brown sandy clay &amp; gravel fill</td>
<td>Clay &amp; gravel</td>
</tr>
<tr>
<td>-3 to -5</td>
<td>2'</td>
<td>Fine brown gray clayey sand</td>
<td>Clay &amp; sand</td>
</tr>
<tr>
<td>-5 to -20</td>
<td>15'</td>
<td>Course brown sand &amp; gravel with trace clay</td>
<td>Sand &amp; gravel</td>
</tr>
<tr>
<td>-20 to -24</td>
<td>4'</td>
<td>Medium brown sand &amp; gravel</td>
<td>Sand &amp; gravel</td>
</tr>
<tr>
<td>-24 to -39</td>
<td>15'</td>
<td>Course brown sand &amp; gravel, trace clay</td>
<td>Sand &amp; gravel</td>
</tr>
<tr>
<td>-39 to -43</td>
<td>4'</td>
<td>Fine gray silty sand</td>
<td>Sand</td>
</tr>
<tr>
<td>-43 to -46</td>
<td>3'</td>
<td>Course brown sand &amp; gravel, trace clay</td>
<td>Sand &amp; gravel</td>
</tr>
<tr>
<td>-46 to -58</td>
<td>12'</td>
<td>Gray silt, trace sand &amp; organic matter</td>
<td>Silt</td>
</tr>
<tr>
<td>-58 to -59</td>
<td>1'</td>
<td>Course gray silty sand &amp; gravel</td>
<td>Sand &amp; gravel</td>
</tr>
<tr>
<td>-59 to -79</td>
<td>20'</td>
<td>Green gray disintegrated rock</td>
<td>Rock</td>
</tr>
<tr>
<td>-79 to -94</td>
<td>15’</td>
<td>Green Gray Rock</td>
<td>Rock</td>
</tr>
<tr>
<td></td>
<td>103’</td>
<td>Total boring depth</td>
<td></td>
</tr>
</tbody>
</table>

*Water level recorded at elevation -13.0 Feet mean sea level
Source: SI NMAH Construction Drawing*

Due to the relatively high groundwater levels around the Washington Monument (approximately 20 feet below ground level), special care and construction methods must be used in the area to avoid destabilizing the Washington Monument foundation. As a result, the normal method of de-watering a construction site with pumps cannot be used on the Monument site, and pile driving is not allowed in this area for the same reason.

### Topography

The Monument site slopes from 2 meters (6.6 feet) above sea level on the north end up to 6 meters (19.7 feet) above sea level on the south edge. The 100-year floodplain (less than 1 foot) does cover the majority of the Monument site. In addition, the intersection of 14th Street and Constitution Avenue experiences localized flooding during heavy rains. Discussions with DCWASA revealed that routine flooding during rain periods is caused by undersized stormwater piping and catch basin capacity.
Monument site elevations. Ranges from 2 meters (6.6 feet) on the north side to 6 meters (19.7 feet) mean sea level.
vii. Employment on Site

The National Park Service has set up a small temporary Washington Monument gift shop and fast food vendor operation in several trailers on the southwest edge of the site at Madison Drive and 15th Street while construction of the Washington Monument security improvements and visitor center is ongoing.

e. Existing Historic Resources Plan

i. History of Land Ownership

A. Site Narrative

The Monument site is located on the northeast side of the Washington Monument grounds. The National Mall is significant as the central axis of the District’s Monumental Core, as originally designed by Pierre L'Enfant in 1791. The Mall was to be the foremost avenue of the city, the so-called “Grand Avenue.” It was to run west from the Capitol to a point directly south of the President’s House, where its terminus would be crowned by an equestrian statue of George Washington. According to L'Enfant’s plan, the Mall was to be “four hundred feet in breadth, and about a mile in length, bordered by gardens, ending in a slope from the houses on each side.”

B. History of the National Mall Site

Refer to the History of the National Mall section containing in “Information Common to Sites,” Chapter II.A.8.

C. Chronology of Land Acquisition

The Monument site is part of the original public reservation that came under the control of the United States in 1791. Although no formal title of the United States to the public lands in the City of Washington has ever been recorded, the case of Van Ness v. Mayor of the City of Washington, 29 U.S. 232 (1830), established that fee simple title to the public lands was vested in the United States. The site has not been used for a permanently constructed structure since its acquisition by the United States in 1791.

Over the years, control of the public lands comprising the Mall (and including the Monument site) was charged to various entities. Initially, a three-member Board of Commissioners had the responsibility. In 1829, a single Commissioner of Public Buildings was created by Congress and charged with responsibility for all public buildings and public grounds (see Act of May 2, 1828, 4 Stat. 266). An Act of March 3, 1849, 9 Stat. 396, created the Department of the Interior and placed the supervisory responsibility for the Commissioner of Public Buildings under the Secretary of the Interior. However, in 1867, an Act of Congress abolished the office of Commissioner of Public Buildings and transferred its responsibilities to the Chief Engineer of the Army (see 14 Stat. 466). Finally, in June 1933, by Executive Order, responsibility for the Mall was transferred back the Department of Interior, where it remains today under the control of NPS.

D. Building History

Although never built on, this site by the Washington Monument was identified on both the L'Enfant and the McMillian plans as a potential building site. The McMillian Plan shows proposed buildings between 14th and 15th Streets on the northern end of the Mall at Constitution Avenue, formally B Street North. In both plans, the site is

History of the Control and Maintenance of Mall Lands in Washington D.C., prepared by the Office of General Counsel, Smithsonian Institution.
at the intersection of the proposed row of monumental buildings north of the Mall and the similar row of buildings proposed for the east side of the Ellipse. In 1910 the CFA approved the use of this site for a new headquarters building for the State Department. Two of the Commission members at the time had also been members of the McMillan Commission: Daniel Burnham and Frederick Law Olmsted, Jr. The site was also considered for the World War II memorial in 1995 and was reportedly discussed informally as a potential site for the African American Museum during a 1990s Smithsonian study.28

This site is currently included in the Memorials and Museums Master Plan as part of The Reserve, an area in which “no new memorial or museum sites will be approved.”29

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28 Final Site Plan NMAAHC Plan for Action Presidential Commission, supra.
ii. Architectural Character of Buildings

The site is bordered at two points by Federal buildings. North of the site is the Federal Triangle, consisting of a combination of traditional and modern Federal office buildings. East of the site is the National Museum of African American History. These structures are monumental in scale and have granite exterior finishes and features. The Washington Monument is located immediately southwest of the site and serves as the west anchor to the formal definition of the National Mall. Buildings located to the north edge of the site along Constitution Avenue are set back to allow unobstructed view of the Washington Monument for individuals traveling in a westerly direction. These setback considerations reduce the useable portion of this site by approximately 60 percent.

Department of Commerce on the north side of site

National Museum of American History located east of the site
3. The Liberty Loan Site

Rendering of Liberty Loan Building Site
The site is occupied by one 155,000-square-foot building, named the Liberty Loan Building. This L-shaped facility is used by the U.S. Department of Treasury, Financial Management Services, as office space for approximately 500 workers. If selected for the NMAAHC site, the building is envisioned to be demolished to make way for a new museum facility. Descriptions of the facility are provided to document existing conditions.

a. Vicinity Plan
   i. Site Location

The Liberty Loan Site is 2.5 acres located at the north terminus of the 14th Street Bridge, just south of the U.S. Bureau of Engraving and Printing Building. The site is bordered by 14th Street, SW, to the east, Raoul Wallenberg Place (15th Street), SW, to the west and Maine Avenue to the south.

The building footprint and parking lots are owned by the Federal Government and are under the administrative control of the GSA; the vehicle on-ramp from Maine Avenue to 14th Street, SW is owned by the District of Columbia Department of Transportation (DDOT); and the grassy areas on the west and southwest sides are under National Park Service control.

The building was modified in the early 1960s to install the one-way 14th Street access ramp from westbound Maine Avenue for a connection onto 14th Street going south.

This 85-year-old facility is in relatively good condition. It underwent a roof replacement in 2000, and significant electrical and HVAC system upgrades within the last 5 to 6 years.
Aerial view, Liberty Loan site surrounding structures. Source: NIMA, 2003
b. Existing Conditions Site Plan

i. Site Development

Buildings/Structures
- The Liberty Loan Site is occupied by one building.
- The building is owned by the GSA and is utilized by the United States Treasury Department.
- The building has five floors with approximately 31,021 gross square feet/2,883 gross square meters of floor area.
- The total building area is appropriately 155,000 square feet/14,415 square meters.

ii. Circulation and Transportation

Noise
Vehicular traffic passing the site on 14th Street, SW, is the main source of site noise. The Liberty Loan building has 14th Street on its east side and, more significantly, has a roadway ramp cutting right through the building. Maine Avenue on the south side and 15th Street on the west produce lighter traffic noise. Urban traffic produces from 50 decibels in light traffic to 90 decibels with trucks and heavy traffic. A source of periodic noise is military VIP helicopters from Bolling Air Force Base that fly low over the Potomac River and Washington Channel south of the Liberty Loan site. Helicopters can generate up to 100 decibels of noise at 100 feet. Another source of noise is from trains on the east side of the 14th Street bridge; the noise is noticeable when trains pass the southeast side of the Liberty Loan site on the CSX tracks. The trains produce approximately the same level of noise as vehicle traffic on 14th Street.

Vehicular Circulation

| Liberty Loan Site 2002 average annual weekday traffic volumes, rounded to the nearest 100 vehicles |
|-------------------------------------------------|-----------------------------------------------|
| Street                                          | Between                                      | Volume |
| Maine Avenue                                    | 14th St. & 12th St.                          | 56,400 |
| Maine Avenue                                    | Independence Ave & Raoul Wallenberg Pl.      | 44,100 |
| Wallenberg Place                                | Independence Ave. & Maine Ave.              | 18,100 |
| Independence Avenue                            | 15th St. & 14th St.                          | 26,300 |
| 14th Street SW                                  | At the I-395 & 14th St. Bridge split.        | 61,900 |
| 14th Street SW                                  | Independence Ave. & C St.                    | 56,800 |
| C Street SW                                     | 14th St. & 12th St.                          | 14,700 |
| D Street SW                                     | 14th St. & 12th St.                          | 14,700 |


- The 14th Street access ramp from Maine Avenue to I-395 that runs through the building carries a peak hour afternoon traffic load of over 1,800 vehicles per a 2003 Department of Treasury study.
- The building is surrounded on three of its four sides by roads and highways.
- Access for service vehicles is provided via the alley on the north side of the site. The U.S. Bureau of Engraving and Printing utilizes this road for vehicles entering from southbound 14th Street, SW and
Exiting onto Raoul Wallenberg Place (15th Street, SW).

- Access to two parking lots is from the south and west edges of the site, entering from Maine Avenue and Raoul Wallenberg Place (15th Street, SW).

**Pedestrian Circulation**

- The west side of the site has a large amount of pedestrian traffic as people move between the Mall and Tidal Basin.
- The north side of the site is a controlled access alley closed to the public.
- East side travel north and south is cut off by the 14th Street on-ramp.
- The south side has low pedestrian circulation due to high motor vehicle traffic.
- The nearest Metro rail station is the south entrance to the Smithsonian Station on Independence Avenue about 3 blocks to the northeast.
- Metro bus stops exist adjacent to the site. See Section II. A. 3 for more details on public transportation.
Aerial view, Liberty Loan site rendering of vehicular and pedestrian circulation
iii. Site Utilities

Existing site utilities consist of sanitary and storm sewer, natural gas, water, electric and GSA steam. Two graphic representations of existing utility services are presented following the utility summaries below. A table summarizing detailed utility information by street is presented at the end of this section.

Sanitary and Storm Sewer: The District of Columbia Water and Sewer Authority (DCWASA) owns and operates the sewer lines at the Liberty Loan site. Separate sanitary and stormwater sewer lines are currently in use. Stormwater is collected and directed to outfalls along the Tidal Basin. Sanitary leaves the site at the northwest corner and connects to the sanitary main along Raoul Wallenberg Place. Information presented in the graphic was developed from DCWASA Sewer plat E-3-SW, and confirmed through a review of various Liberty Loan building design and renovation drawings and site inspection.

Water Distribution System: DCWASA owns and operates the water mains and laterals. The main water feed enters the facility at the northeast corner of the site. The water main runs along the eastern side of the site, and irrigation lines exist along Maine Avenue within the median and branching to either side of the street. Information presented in the graphic was developed from DCWASA water plats E-3-SW & E-1-SW, and confirmed through a review of various Liberty Loan building design and renovation drawings and site inspection.

Electrical: PEPCO owns and operates power transmission lines, although power lines on the NPS property are marked “US GOVT.” The facilities include vaults, manholes, transformers and conduits that transmit power for street and traffic lights and transmission lines. Electric service is provided to Liberty Loan along 14th Street SW, just south of the main building entrance. A large electrical vault exists on the southwest side of the site. Information presented in the graphic was developed from a composite of PEPCO plats 790F38, 791F382 and 790F382.

Gas Lines: Washington Gas owns and operates the natural gas lines that are available along Independence Avenue and are present on the site. The information shown in the graphic represents the information provided by Washington Gas on Quad Map D-001-SW. Very little gas utility is available for use at the site. A 6” steel line with 20 pounds operating pressure may be made available for use from a location to the southeast of the site from Maine Avenue, east of the existing 14th Street Bridge structure. An original Liberty Loan construction drawing, “Plan of Cafeteria” dated 14 May, 1919, shows a 6” (150mm) gas line under the then 14th Street sidewalk and a 2” (50mm) lateral entering the facility. This lateral no longer exists and the 6” line is service restricted.

GSA Utilities: Steam supply and condensate return lines are available from the Bureau of Engraving and Printing Building north of the site. This is the original connection arrangement for Liberty Loan. Also, a steam tunnel 7’ x 6’-6” (2130mm x 1980mm) is shown on DCWASA sewer plat traversing the site parallel to Maine Avenue. This tunnel, labeled C. H. L. & P. P. is abandoned, and is not in service under the GSA’s HOTD.
Liberty Loan utilities (steam, water and sewer lines)
Liberty Loan utilities (electric and gas lines)
## Liberty Loan Site Utilities

<table>
<thead>
<tr>
<th>Street</th>
<th>Sewer (sanitary/storm)</th>
<th>Water</th>
<th>Gas</th>
<th>Electric/ Comm</th>
<th>GSA</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Site.</td>
<td>6” (150mm) sanitary lateral at NW corner of site. 12” (300mm) and 24” (600mm) sanitary force main traversing from NW to SE. 12” &amp; 15” (375mm) storm water collectors at NE corner. 12” stormwater laterals.</td>
<td>8” (200mm) water main enters facility at northeast corner. 12” steel main under sidewalk and access ramp along 14th St. SW down to Maine Ave.</td>
<td>An abandoned line may exist under sidewalk along 14th St. SW. A 2” (50mm) was installed in original facility, but may have been removed as part of the access tunnel construction.</td>
<td>Street and traffic light feeds US GOVT (PEPCO) vaults, manholes and trans. main.</td>
<td>8” steam line in from BE&amp;P through alleyway on the north of the site. An abandoned 7’ x 6’6” (2130mm x 1980mm) steam tunnel traverses the site from the northwest to the southeast.</td>
</tr>
<tr>
<td>Maine Avenue.</td>
<td>15”, 18” (450mm), 21” (530mm) and 24” stormwater collectors and laterals.</td>
<td>3” (75mm) irrigation sprinkler line in median.</td>
<td>None.</td>
<td>–Two 69KV pipes. Street light and traffic light feeds.</td>
<td>None.</td>
</tr>
<tr>
<td>Wallenberg Place (15th Street SW).</td>
<td>21” and 12” sanitary sewer, 24” stormwater collector with 12” laterals.</td>
<td>None.</td>
<td>None.</td>
<td>–Two 69KV pipes beneath SB lane. Street light and traffic light feeds.</td>
<td>Abandoned 7’ x 6’6” (2130mm x 1980mm) steam tunnel.</td>
</tr>
<tr>
<td>14th Street NW.</td>
<td>21” &amp; 24” sanitary mains. 36” stormwater collector, 15” and 18” storm water laterals.</td>
<td>12” water mains below both north and south lanes. (between C St and Frontage Rd.)</td>
<td>A 6” Service Restricted” line exists along 14th St. SW.</td>
<td>Main building feed just south of main building entrance. Street light and traffic light feeds.</td>
<td>None.</td>
</tr>
</tbody>
</table>

Sources: Water DCWASA Plat E-3-SW & E-1-SW; Sewer DCWASA E-3-SW; Gas Washington Gas Quad Map D-001-SW; Electric PEPCO composite of Plats 790F38, 791F382, & 790F382
iv. Security Issues
Given the Smithsonian requirement of a 50-foot stand-off and the existing road configuration, if the site were chosen, designers would have a difficult time fitting a museum building of the size envisioned on this site. Although plans are to demolish the building if the site is selected for a new museum, if retained, the existing Liberty Loan Building would require significant upgrades for security purposes.

The site is bordered on three sides by roads, and the north side has an alley between Liberty Loan and the Bureau of Engraving and Printing building. Security checkpoints exist at both the east and west ends of the alley with anti-ram devices, but the close proximity of the devices to both buildings does not provide any standoff distance for explosives, and the alley would amplify a blast. 14th Street to the east, Maine Avenue on the south and Raoul Wallenberg Place on the west side provide close avenues of approach to any facility placed on the site. Concrete barricades have been placed around the south and west sides of the site along roads as a security precaution. The Liberty Loan site also has an access ramp from Maine Avenue that forms a passage through the first level of the current building to connect with 14th Street. If this ramp remains (and DDOT has indicated a preference to keep it in place even if the Liberty Loan Building is demolished), then extra protective measures will be required to further harden a new facility. This ramp provides easy access for vehicles carrying explosives to areas directly under a new facility.

The site is within 300 feet of a CSX railroad line that carries 6 million tons annually of hazardous chemicals, including chlorine, ammonia, and hydrochloric and sulfuric acid. There is currently a court-issued injunction against transporting hazardous materials through the District of Columbia that the CSX railroad company has appealed.

The Tidal Basin and Washington Channel are within 500 feet of the Liberty Loan site, and an attack against the site could be carried out with an approach and escape by water. Although not within the 100-year floodplain that ends at Maine Avenue, the elevation is low enough to make it susceptible to a chemical or biological attack.

Nearby facilities and a planned shopping mall 100 feet to the east make the area rich in targets for a terrorist attack.27

c. Existing Land Use Plan

i. Open Areas

- National Park Service landscaped areas provide a buffer between the street and surface parking areas that fill the west side of the site.

- The east side of the site has a very small grassy area between the building and 14th Street that allows limited pedestrian access on the south end of the building.

A. Open area from southwest corner of the site

B. Ramp exit and small open area on east side of the building
ii. Landscape Features

- Trees and hedges soften and screen parking lot edges.

iii. Parking

Public parking around the Liberty Loan Building is minimal. Two small parking lots bisected by the 14th Street on-ramp provide total parking for approximately 58 Treasury employee vehicles. There is no public parking along 14th Street or Raoul Wallenberg Place. Some public spaces with time restrictions exist along Maine Avenue. A pay lot open to the public exists on the east side of the building across 14th Street, but long-term development plans include a new mall facility on the current parking area.
d. Existing Design Framework

i. Building Groupings/Alignments

- The Liberty Loan Building is aligned in the west and the east end with the building lines of the United States Bureau of Engraving and Printing and the Holocaust Memorial Museum buildings.
A. Street trees and groves of cherry trees to the southwest.

B. View looking northwest toward the Washington Monument.
ii. Special Views/Vistas

- A view of the Tidal Basin and cherry trees includes Jefferson Memorial, visible to the southwest.
- There is a view of the Washington Monument from the west and southwest corners of the site.
- An urban view of the U.S. Treasury is visible to the east.

View of Monument from the west side of the roof looking northwest

View of Department of Treasury looking northeast

View of Jefferson Memorial from southwest corner of site
iii. Scenic Routes/Gateways

- Maine Avenue provides a link between the Tidal Basin, the Monumental Core and the Southwest Waterfront area.
- Traveling north on 14th Street from I-395 provides a gateway view of the Liberty Loan Building site at the entrance to Washington, D.C.
- The on-ramp from Maine Avenue allows for access to the 14th Street Bridge.

View of East Basin Drive and Maine Avenue Intersection

14th Street ramp off of Maine Avenue and the 14th Street bridge

East Side of the Liberty Loan Building.
iv. Urban Design Context

Tidal Basin view from south end of Liberty Loan site

View from the Tidal Basin looking at the Liberty Loan site.

Source: Presidential Commission
**v. Soils and Topography**

**Soil Conditions**
A review of archived 1918 and 1919 Liberty Loan Building construction drawings did not yield any soil condition information. Soil conditions have been approximated by referring to soil borings for the nearby Portals project to the east of the Liberty Loan site. The soil information is from DDOT and is based on 1989 Professional Services Industries, Inc., borings completed for the Western Urban Development Corporation. The borings were drilled to a depth of 65 to 80 feet below the ground surface (-47 to -55 feet). The site elevation was between 18 and 30 feet above sea level. Other sources of Washington, D.C., geological information indicate that solid bedrock is usually found between 70 to 120 feet below sea level in the downtown area. Groundwater was present at between -2.7 to -5.1 feet mean sea level. A summary of soil conditions near the Liberty Loan Building is presented in the following table.

**Topography**
The Liberty Loan site slopes evenly from 7 meters (23 feet) above sea level on the north end down to 3 meters (9.8 feet) above sea level on the south edge. The 100-year floodplain includes Maine Avenue up to the edge of the site at the southern edge. The surrounding area includes exposed railroad tracks, a new hotel and unused parcels of land.

<table>
<thead>
<tr>
<th>Elevation (mean sea level) (feet)</th>
<th>Gen. Strata Description</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>+25 to 0</td>
<td>Brown silty sand, crushed stone, bricks, cinders and gravel</td>
<td>Fill</td>
</tr>
<tr>
<td>+10 to -1</td>
<td>Medium dense to dense, brown to gray silty sand and sandy silt</td>
<td>Pleistocene</td>
</tr>
<tr>
<td>-2 to -18</td>
<td>Clayey silt with silty clay, and sand seams at every one-half to 4 foot intervals.</td>
<td>Pleistocene</td>
</tr>
<tr>
<td>-18 to -19</td>
<td>Dense to very dense, fine to course sand with occasional silty sand lenses</td>
<td>Pleistocene</td>
</tr>
<tr>
<td>-19 to -55</td>
<td>Dense to very dense, greenish gray silty sands and clayey sands, and hard brown to gray silty clays</td>
<td>Cretaceous</td>
</tr>
</tbody>
</table>

*Ground water level noted at -2.7 to -5.1 feet MSL when the river level in the Washington Channel was recorded at 3.3 feet mean sea level. Source: Professional Services Industries, Inc. 1989*
Liberty Loan site elevations in meters. Site range is 7 to 3 meters above mean sea level (23 to 9.8 feet)
vi. Employment on Site
The Liberty Loan Building houses approximately 500 U.S. Treasury Department employees. These personnel will need permanent relocation if the site is selected for the NMAAHC Museum.

e. Existing Historic Resources Plan
i. History of Land Ownership
A. Site History.
The southern end of this site was originally part of the Potomac River tidal flats and marshland that was raised with fill to expand the National Mall beginning near the end of the 19th century. Construction of the Liberty Loan Building was begun in the early 1920s.

B. African American History of the Site.
None, according to references reviewed and listed in the Bibliography.

C. Chronology of Land Acquisition by Parcel and Description of the Function of the Parcels over Time.
As noted above, the site where the Liberty Loan building is located was built-up by the Federal Government from the Potomac River flats toward the end of the 19th century. It has since remained in Federal ownership. The site originally was under the control of the Treasury Department, and the land around the building by the NPS. NPS manages the landscaped space, but the building site and parking lots are under GSA management, and DDOT owns and maintains the paved access ramp from Maine Avenue to 14th Street that cuts through the property and the building.

D. Building History.
Referred to in design document records as a temporary World War I facility and titled “Temporary Liberty Loan Building” on original drawings, the Liberty Loan Building was designed during 1918 and 1919. The building was constructed in the early 1920s. Originally three floors were built, and the fourth and fifth floors were added in the late 1920s. The building is not listed in the National Register of Historic Places. However, because it is one of the few remaining examples of what have been termed “World War I temporary buildings,” plans to demolish it may become controversial. The building has been in continuous use by the U.S. Treasury Department since its construction. GSA now has ownership and leases the building back to the Treasury Department. The traffic access ramp from Maine Avenue to southbound 14th Street that runs through the building was designed in the mid-1950s and installed in the early 1960s. Over the years the facility has been upgraded and renovated with new mechanical and electrical systems. The last major upgrade was accomplished in 1988. A new roof was installed in 2000. The narrow five-story building has 14,400 gross square meters (155,000 gross square feet.).

iii. Architectural Character of Buildings
The plain monumental character of the building is typical of the period. The gray exterior finish along with windows repetitively aligned and stacked above each other conveys an institutional appearance and a feeling that the structure is temporary. The site is heavily congested with on site parking, security barriers, traffic constantly moving.
beneath the building and heavy traffic along the southern and eastern borders of the site. The monumental character of the building visually connects it with the monuments in the area. To the east of the site is 14th Street, a main artery to and from the city. Beyond 14th Street is an open parking area that will change with future construction.

**Building Materials/Methods**

- The interior space on the ground floor has architectural detailing on the floors and walls.
- The walls are reddish, and gray recessed paneling extends from the baseboards to the top of the door jamb opening.
- There are three types of marble tile on the floor and one type on the baseboards, creating a smooth linear-to-vertical transition from one material to the other.

**Major Improvements**

- The roof was replaced in 2000, and HVAC and electrical upgrades were completed within the last 10 years.
- Interior space improvements were recently completed on several floors, including new carpet, painting and office furniture.
4. The Banneker Overlook Site

Rendering of Banneker Overlook
The Banneker Overlook is located at the southern terminus of L’Enfant Promenade at the end of 10th Street, SW.

a. Vicinity Plan

i. Site Location

b. Existing Conditions Site Plan

i. Site Development

There is no building on this site. However, a fountain sits on the highest elevation of site in a park named for Benjamin Banneker.

The nearby fish market southwest of the site can have a negative impact on air quality of the Overlook site, depending on wind direction and air temperature. When the wind blows from the southwest, powerful odors from the fish market have been the source of complaints by L’Enfant Plaza workers.

The Banneker Overlook site comprises a total of 7.8 acres on a hill that was created with landfill from construction of the I-395 corridor. The NPS owns 4.68 acres of green space and fountain area, while the District of Columbia owns the roads and the ramps from 9th Street connecting to the overlook. The Federal Highway Administration controls the I-395 off-ramp to 9th Street, and the northwest corner of the site is occupied by a small parking lot used by DCWASA for access to a sewage lift station.
National Museum of African American History and Culture

Aerial view, surrounding structures. Source: NIMA, 2003
ii. Circulation and Transportation

Noise

The Banneker Overlook site’s north edge is adjacent to I-395 North traffic. Military VIP helicopters from Bolling Air Force Base fly low over the Potomac River and Washington Channel south of the Liberty Loan and Banneker Overlook sites.

Vehicular Circulation

<table>
<thead>
<tr>
<th>Street</th>
<th>Between</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine Avenue</td>
<td>12th St. &amp; 9th St.</td>
<td>32,800</td>
</tr>
<tr>
<td>10th Street SW</td>
<td>Maryland Ave. &amp;</td>
<td>4,800</td>
</tr>
<tr>
<td></td>
<td>Independence Ave.</td>
<td></td>
</tr>
<tr>
<td>Ramp P</td>
<td>I-395 &amp; 9th St.</td>
<td>5,980</td>
</tr>
<tr>
<td>Ramp Q</td>
<td>9th St. &amp; Ramp P</td>
<td>1,290</td>
</tr>
<tr>
<td></td>
<td>and 10th St. access.</td>
<td></td>
</tr>
<tr>
<td>Ramp R</td>
<td>10th St. and 9th. St.</td>
<td>470</td>
</tr>
<tr>
<td>I-395 southbound</td>
<td>9-St. &amp; 7th St.</td>
<td>90,940</td>
</tr>
<tr>
<td>I-395 northbound</td>
<td>9-St. &amp; 7th St.</td>
<td>93,905</td>
</tr>
</tbody>
</table>

Source: Draft L’Enfant Promenade EA – Traffic Analysis, Revision 2, September 8 2003

- The site has two one-way roads that run through the L’Enfant Promenade at the south end of 10th Street.

- There is access to the site from I-395, Maine Avenue and 9th Street, SW.
- High traffic volumes of tour buses travel from Maine Avenue to the L’Enfant Promenade.
- The nearest Metrobus stop is located adjacent to the site in front of the U.S. Department of Agriculture Building located on Maine Avenue.
- The District of Columbia Department of Transportation (DDOT) has expressed interest in constructing an Intermodal Transportation Center (ITC) on the site, that they envision sharing with a new structure. A preliminary proposal (one of several concepts) is presented on the following two pages to show the potential footprint on the site of such a structure.

Pedestrian Circulation

- Pedestrians have access to the site from the 12th Street Expressway via a ramp.
- Sidewalks border the site; pedestrian traffic is light to moderate.
- Approaching the site from 10th Street, an 8-foot-wide paved walkway encourages a high volume of pedestrian traffic.
- Walkways exist across the site from the southwest end to the top of the site.
One of several DDOT concept plans for ITC parking garage (excerpt). This shows a proposed roof line of a parking facility with a large pedestrian staircase on the western side.
DDOT concept plan elevation for ITC parking garage (excerpt). Elevation views of a proposed parking facility on the Banneker site.
Banneker Overlook site from southeast corner looking northwest

Access roads from 9th Street to 10th Street, SW

View looking north along 10th Street, SW

Banneker Overlook fountain looking south along 10th Street, SW
Department of Agriculture Building, looking north along 9th Street

9th Street access from 10th Street, SW looking southeast

West side 12th Street pedestrian ramp from Banneker Overlook

Neighboring townhouses east of the site
iii. Site Utilities

Existing site utilities consist of sanitary and storm sewer, natural gas, water and electric. Two graphic representations of existing utility services are presented following the utility summaries below. A table summarizing detailed utility information by street is presented at the end of the section.

Sanitary and Storm Sewer: DCWASA owns and operates the sanitary and stormwater system at the Banneker Overlook site. The system comprises separate storm and sanitary sewers. A pumping station is located on northeast corner of the site near the 9th Street Bridge and I-395, where sewage is pumped to the O Street pumping station, then on to the Blue Plains wastewater treatment plant. Stormwater is collected and directed to outfalls along the Washington Channel. Information presented in the graphic was developed from DCWASA Sewer plat D-4-SW.

Water Distribution System: DCWASA owns and operates the water mains along Maine Avenue and Water Street. Water for the Banneker fountain is fed from the south of the site along Maine Avenue. Information presented in the graphic was developed from DCWASA water plats D-4-SW and D-5-SW and NPS existing condition drawings.

Electrical: PEPCO owns and operates all power transmission lines. The existing facilities include vaults and typical conduits that transmit power for street and traffic lights and adjacent buildings. Information presented in the graphic was developed from PEPCO composite of Plats 790F381 and 793F381.

Gas Lines: Washington Gas owns and operates the gas facilities. Limited gas service is available along Water Street, SW. Information presented in the graphic was developed from a review of the Gas Washington Gas Quad Map C-002-SW.

GSA Utilities: No GSA utilities are available at this site.

WMATA (Metro): During this study the location of the underground Yellow Line Metro was confirmed as being south of and east of the Banneker Overlook site. This information is from a review of WMATA records. GIS drawings from the Washington, DC Office of the Chief Technology Officer incorrectly portray the Yellow Line traversing under the Overlook site. Fieldwork on the site discovered a WMATA benchmark on the sidewalk on the south side of Ramp R east of the Banneker Circle. This benchmark is believed to be a survey point used for the Yellow Line curve layout.
Banneker Overlook utilities (water and sewer lines)
Banneker Overlook utilities (electric and gas lines)
<table>
<thead>
<tr>
<th>Street</th>
<th>Sewer (sanitary/ storm)</th>
<th>Water</th>
<th>Gas</th>
<th>Electric</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Site.</td>
<td>36” stormwater collector across the western edge of site, 15” storm water laterals.</td>
<td>4” service line to fountain, 4” abandoned line, 6” abandoned line.</td>
<td>None.</td>
<td>Street light feed, pump room power feed.</td>
</tr>
<tr>
<td>Maine Avenue.</td>
<td>36” sewer main; 24”, 30” and 36” stormwater collectors pipes; 15” &amp; 18” stormwater laterals.</td>
<td>20” water main in WB lane. 4” supply onto site for fountain.</td>
<td>None.</td>
<td>Street light and traffic light feeds.</td>
</tr>
<tr>
<td>Water Street.</td>
<td>15”, 24”, 21” 33” and 48” stormwater collectors, 12”, 15” and 18” stormwater laterals, 10” &amp; 12” sanitary mains.</td>
<td>8” water main, 6” abandoned line, 12” abandoned line.</td>
<td>6” line @20 psi</td>
<td>Main power feed to area. Street light and traffic light feeds.</td>
</tr>
<tr>
<td>9th Street SW.</td>
<td>15” stormwater collector to Maine Avenue. 12” sanitary sewer.</td>
<td>8” water main (between C Street and Frontage Road).</td>
<td>None.</td>
<td>Main power feed to area.</td>
</tr>
<tr>
<td>Ramp R.</td>
<td>15” lateral stormwater line to ramp P.</td>
<td>None.</td>
<td>None.</td>
<td>Street light feeds.</td>
</tr>
<tr>
<td>Ramp P (Q).</td>
<td>15” lateral stormwater line to 9th Street.</td>
<td>None.</td>
<td>None.</td>
<td>Main power feed to area. Street light feeds.</td>
</tr>
<tr>
<td>I-395.</td>
<td>24” storm pipe (below 10th Street). 30” storm pipe to NW corner of site, other 15” to 18” stormwater laterals.</td>
<td>None.</td>
<td>None.</td>
<td>Street light feeds.</td>
</tr>
<tr>
<td>10th Street SW.</td>
<td>None.</td>
<td>None.</td>
<td>None.</td>
<td>Street light feeds.</td>
</tr>
</tbody>
</table>

Sources: Water DCWASA Plat D-4-SW & D-5-SW; Sewer DCWASA 6-4-SW; Gas Washington Gas Quad Map C-002-SW; Electric PEPCO composite of Plats 790F381 and 793F381.
iv. Security Issues

The Banneker Overlook site provides enough room to implement 50-foot standoff zones and hardening procedures for a new facility. Future design considerations must be made for protection against vehicle attacks from I-395 or 10th Street, SW. The sloping nature of the site provides a natural defense feature that can be taken advantage of in future building design. The Washington Channel also provides an avenue of approach approximately 300 feet to the southwest. The Banneker Overlook site is at a high risk of attack from high-speed vehicles from the north along the promenade on 10th Street. A vehicle carrying explosives passing under the 10th Street Bridge is also a threat. The sloping site allows for some protection from the south and east, but the lower areas are susceptible to chemical and biological attacks. The lower portion of the site along Maine Avenue is within the 100-year floodplain. Two large Federal buildings along the L’Enfant Promenade are within 500 feet of the site and are both potential targets and sources of reflective blasts and debris in the event of explosions.  


c. Existing Land Use Plan

i. Man-made Uses

- The existing fountain is no longer in operation and would require significant maintenance to correct deteriorated piping for water supply and drainage that runs under the 10th Street Bridge.
- Cyclists utilize the Z-shaped ramp for connection from the 12th Street Expressway to Banneker Circle.

ii. Open Areas

- The entire site is an open public space with most of the site landscaped.
- The fountain on the highest elevation creates a formal hardscaped open area.

iii. Landscape Features

- Hedges run along the southeast corner and up around the L’Enfant Promenade corner.
- Hedges also flank the L’Enfant Promenade beginning from the crosswalks and partially around the circle area on the site.
- Trees are planted in loose clusters on a steep sloped area at the foot of the circle on the southwestern (Maine Avenue) end.
- Trees are symmetrically placed on the paved area of the Banneker Overlook around the seating areas.
- In the middle of the Benjamin Banneker Circle is a fountain shaped like the top of a mushroom.
iv. Parking

- Public metered parking is available along 10th Street, SW.
- There is paid public parking on 10th Street across the street from the U.S. Postal Service Building.
- A pull-off parking area for tour buses is located on Maine Avenue at the foot of the site.
- A public pay parking garage is located at L’Enfant Plaza.

9th Street corners, dividing vehicular and pedestrian circulation areas.

- There is a cluster of hedges in a small area at the foot of the L’Enfant Promenade on the east side of the site.

Metered parking along 10th Street, SW

Hedges colonnade of trees along streets

Cluster of trees at foot of Banneker Overlook from Maine Avenue

d. Existing Design Framework

i. Landscaping Compositions

- Hedges run along the entrance and exit of the circle from 9th Street, SW, and along the Maine Avenue and 9th Street corners, dividing vehicular and pedestrian circulation areas.
National Museum of African American History and Culture

ii. Special Views/Vistas
- A view of the marina and Haines Point Park across the Potomac River is visible from the Banneker Overlook looking south.

View looking west along Maine Avenue. Tour bus layover parking on right side just south of the site.

iii. Scenic Routes/Gateways
- The site is highly visible when approaching Washington, D.C., from the south, and from I-395 northbound when crossing the Potomac River.
- A pathway runs from the 12th Street Bridge to the Banneker Overlook connecting the two areas for pedestrians.
- Traffic exiting from I-395 has access to the site via 9th Street, SW.
iv. Urban Design Content

Source: Presidential Commission
v. Soils and Topography

Soil conditions

Banneker Overlook soil condition information has been obtained from the District of Columbia Department of Transportation (Records from the D.C. Redevelopment Land Agency), 10th Street Mall Bridge Over S.W. Freeway drawings by Ewin Engineering, titled Boring Logs, dated October 1961. This chart represents three borings made on the south side of the overpass adjacent to the current Banneker Overlook Circle. These borings were taken by Giles Drilling Corporation, N.Y., N.Y., in 1958, and by Raymond Concrete Pile Co., for the Redevelopment Land Agency.

Topography

The Banneker Overlook site elevations go from a high point of 15 meters (49.2 feet) above mean sea level at the overlook structure to a low of 3 meters (9.8 feet). This transition forms a very steep grade just south of the overlook structure continuing down to Maine Avenue. The east side of the site transitions more gradually from the overlook and ends at an elevation of 7 meters (23 feet).

<table>
<thead>
<tr>
<th>Elevation (mean sea level) in Feet</th>
<th>Layer Depth</th>
<th>General Strata Description</th>
<th>Soil Type</th>
</tr>
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<tr>
<td>+34 to +18</td>
<td>16'</td>
<td>Fine brown sand, some silt (Boring #16)</td>
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<tr>
<td>(+14 to -12)</td>
<td>(27')</td>
<td>Fine to course sand &amp; gravel, trace silt (Boring #12, 50' from #16)</td>
<td>(Gravel)</td>
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<td>-12 to -31</td>
<td>19'</td>
<td>White &amp; brown fine to course sand, trace of silt</td>
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<td>-31 to -41</td>
<td>10'</td>
<td>Brown fine to course sand, trace gravel &amp; silt</td>
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<tr>
<td>75'</td>
<td>Total boring depth</td>
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*Water level recorded at elevation +1.0 to +2.0 feet mean sea level*
Banneker Overlook site elevations
e. Existing Historic Resources Plan
i. History of Land Ownership

A. Site History.
In the late 1700s, the Banneker Overlook site, including the area along the Southwest Waterfront, belonged to Notely Young, a land and plantation owner known to have kept slaves. In the early years of Washington, D.C., the Southwest waterfront neighborhood was an active port area with associated waterfront activities. By the 20\textsuperscript{th} century, the waterfront had evolved into a diverse and active working-class neighborhood. In the 1950s and 1960s the waterfront underwent urban renewal and construction of the interstate highway system. The interstate cut the waterfront off from the city and the development of massive office buildings to the north of the highway destroyed the vibrant mix of homes and businesses in the area – many of them owned or occupied by African Americans.\textsuperscript{32}

In 2000, the District of Columbia, the U.S. Department of the Interior, NPS, National Capital Region (NCR) and Washington Interdependence Council (WIC) entered into a Memorandum of Agreement to work cooperatively to redesign the L’Enfant Promenade and 10\textsuperscript{th} Street Overlook. The intent of the redesign effort is to revitalize the promenade and overlook and better accommodate vehicular, pedestrian and bicycle traffic on the promenade by incorporating a memorial to Benjamin Banneker and other public amenities. It is anticipated that the proposed improvements will attract visitors to the promenade and overlook and thereby increase tourist traffic between the National Mall and the Southwest waterfront.

The target date for completion of the Banneker Memorial and the projected completion date for the ongoing renovation of its approved site, the L’Enfant Plaza Promenade, is 2006, the bicentennial of Benjamin Banneker’s death.33

B. African American History.

The Banneker Overlook site was originally part of the Notely Young Plantation. Notely Young owned a number of farms in the area and reported owning 265 slaves in a 1790 census.

The southern waterfront of the Capital was the site of the near escape in 1848 of seventy-seven slaves aboard the coastal schooner Pearl from the wharf at the end of 7th Street.34 Anthony Bowen, an educator and former slave, made his home in the waterfront area a stop on the Underground Railroad.35

Public Law 105-355, signed in 1998, authorized the Washington Interdependence Council (WIC) to establish a memorial in the District of Columbia to honor and commemorate the accomplishments of Benjamin Banneker. Banneker (1731-1806), a self-taught African-American mathematician and astronomer and the son of a freed slave, assisted in the 1791 survey of the “Federal Territory,” a 10-mile square now known as the District of Columbia. Banneker was also the author of Benjamin Banneker’s Almanac, a yearly almanac of astronomical calculations and weather forecasts, which he published from 1792 to 1797.36

In 1999, WIC received site approval from the National Capital Memorial Commission to place Banneker’s Memorial along L’Enfant Plaza in southwest D.C. This site was chosen because it already had historic precedence, in that the half-mile Promenade is named for two of the founding architects of the nation’s capital. The Promenade is named for Charles Pierre L’Enfant, the Frenchman retained by President George Washington to design the plans for the Federal City. The southern terminus of this corridor has an overlook named the Banneker Overlook Park, commemorating Benjamin Banneker.37

WIC is seeking $20 million to erect a 14-foot, heroic sized statue, visitor’s center, 30- to 40-foot tower clock and historic exhibits within the confines of a beautifully landscaped cultural environment, between the National Mall and the waterfront. Once renovation of the site is completed, with lush landscaping, overhead canopy, benches, trees, new lighting, outdoor cafes, street level retail shops, an open vista to the Smithsonian Castle (facilitated by the recommended removal of the obstructive sections of the Department of Energy building), astronomical art and other amenities, the L’Enfant Plaza corridor will serve as the connecting cultural gateway between the Mall and the newly renovated waterfront. In


essence, it will become the new cultural center of the nation’s capital.\textsuperscript{38}

C. Chronology of Land Acquisition by Parcel and Description of the Function of the Parcels over Time

“Banneker Overlook” entails certain real property owned by the United States and under the jurisdiction and control of the National Park Service, known as Squares 355 and 389.

The Banneker Overlook and the Southwest area of the District of Columbia were an integral part of the original L’Enfant Plan. The area once consisted of low-lying tidal flats and was prone to flooding. During the late 19\textsuperscript{th} century, the U.S. Army Corps of Engineers reclaimed the land in this area by dredging what is now the Washington Channel and using the dredged spoils to fill and create new land (including creation of the mound that is now referred to as the “Banneker Overlook”).\textsuperscript{39}

In June 1970, the District of Columbia’s Redevelopment Land Agency transferred the 4.68 acres that comprise the Banneker Overlook site to the U.S. Government (for the use and control of the National Park Service). The 4.68-acre conveyance included Lot 818 in Square 355, Lot 819 in Square 355 and Lot 841 in Square 389, all in the southwest quadrant of the city. The deed of conveyance contains a deed covenant that specifies that the parcel be devoted exclusively to the uses specified in the District of Columbia’s 1967 Urban Renewal Plan for the surrounding property (\textit{i.e.}, as an overlook and park).

On November 19, 1971, in accordance with the covenant contained in the deed of conveyance, a park was created on the site and designated as the Benjamin Banneker Overlook Park. The deed covenant requiring that the Banneker Overlook site be used as a park may complicate using the site for the NMAAHC; however, the NMAAHC legislation has authorized use of the site for the museum if selected, and WIC is willing to coordinate with NMAAHC as long as Banneker is recognized within the new museum.

D. Building History

The Banneker Overlook site does not have a building on it. However, the 10\textsuperscript{th} Street Bridge and L’Enfant Plaza leading up to the site were constructed during the 1960s. Urban planning attempted to redevelop the area into a modern downtown office center. The 10\textsuperscript{th} Street Promenade was intended to tie Interstate 395 into the new center. Noted architects Daniel Kiley and I. M. Pei were both instrumental in the redevelopment design. The final vision of the architects was not permanently attained, and the current arrangement is acknowledged by urban planners to have fallen short of intended goals.

\textsuperscript{38} National Park Services website: http://www.nps.gov/ncro/PublicAffairs/ProposedMemorials.htm.
\textsuperscript{39} Existing Conditions Report-L’Enfant Promenade/10\textsuperscript{th} Street Overlook Site, Prepared for the Federal Housing Administration.
ii. Architectural Character of Buildings

A modern reflecting pool/fountain is located at the highest elevation of this site. The granite fountain is designed in the same modern style as the office buildings located immediately north. It serves as a terminus for the L'Enfant Promenade and 10th Street. A major portion of the roadway leading to the terminus is brick. Immediately northwest of this site is the U.S. Postal Service Headquarters. Northeast of the site are office buildings and a hotel. I-395, a major artery in the city, is located below and east and west of the site. South of the site, along the waterfront, is a combination of building designs. Restaurants, a hotel, a disco, and a yacht club are located in these structures. Thirty to forty seafood merchants in a cluster of temporary frame structures of various designs are also situated along the southwestern edge of this site.
Building Materials/Methods
Various textures of stones are grouped together to create a transition from one space to another.

Concrete seating encircling fountain

The variant color of the top of the bench seating and its supports creates a floating bench illusion.
III. References

General References


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Smithsonian Space Classification Standards, latest version.

Smithsonian Institution Mall Wide Perimeter Security Project.


The Future of the National Mall. The National Mall Conservancy Initiative, October 2004.
Historic References:

National Park Service, National Register of Historical Places, website [http://www.cr.nps.gov/nr/]

A Monument to Democracy: The National Coalition to Save Our Mall, website [http://www.savethemall.org/mall/hist01.html]

The Time Has Come – Report to the President and to the Congress, NMAAHC by the Plan for Action Presidential Commission, October 2002.


The Arts and Industries Building, the Smithsonian Institution Office of Architectural History and Historic Preservation, June 1992.


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National Park Services website:  

Administrators of the Benjamin Banneker Memorial

Existing Conditions Report-L’Enfant Promenade/10th Street Overlook Site, Prepared for the FHA.

Site Specific References:

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Monument Site


Liberty Loan Site


Banneker Overlook Site

L’Enfant Promenade Urban Planning Study. Federal Highway Administration (FHWA), District Department of Transportation (DDOT), and the National Park Service (NPS), May 27, 2003.


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Websites

National Oceanic and Atmospheric Administration

Metropolitan Washington Council of Governments
http://www.mwcog.org.environment/air

Environmental Protection Agency
http://www.epa.gov/surf/

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http://www.cr.nps.gov/nr/

A Monument to Democracy: The National Coalition to Save Our Mall
http://www.savethemall.org/mall/hist01.html


The L'Enfant and McMillan Plans

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http://www.nps.gov/ncro/PublicAffairs/ProposedMemorials.htm

Smithsonian website info on NMAAHC
http://nmaahc.si.edu/

Whole Building Design and Guideline
www.wbdg.org

Caring for Your Historic Building?
www2.cr.nps.gov/tps/care
Appendix A, Information Gathered

General Information

*NMAAHC Advisory Council (CD).
*NPS Washington DC Visitor Transportation Study 2003 (CD).
*PSP Records NMAAHC 4-26-05 (CD).
*1999 DC Orthos MrSiD (CD).
*DC 1999- Fire, Historic, Metro, Police, Political, Zoning Street Centerline, and Planimetrics (CD).
*NMAAHC- Council Briefing 5-24-05 (CD).
*HI RES 3-2-2005 NMAAHC- 4 Sites (CD).
*NMAAHC Site Photos A&I, Lib Loan, Banneker, Monument Site (CD).
*Contact and Interview Record Form
*Site Visit Photos (CD)
*Metropolitan Washington Council of Governments Environment. (Online) http://www.mwcog.org.environment/air
*Environmental Protection Agency: Surf Your Watershed. (Online) http://www.epa.gov/surf/
*A Monument to Democracy: The National Coalition to Save Our Mall. (Online) http://www.savethemall.org/mall/hist01.html
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*National Park Service News Release: New Memorials Update. (Online) http://www.nps.gov/ncro/PublicAffairs/ProposedMemorials.htm
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*Caring for Your Historic Building? (Online) http://www.cr.nps.gov/hps/tps/care/
*Smithsonian Visit Statistics. (Online) http://newsdesk.si.edu/visits/
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*National Register of Historic Places, District of Columbia. (Online) http://www.nationalregisterofhistoricplaces.com/DC/District+of+Columbia/districts.html
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*Memorandum of Understanding Between the Smithsonian Institution and The Secretary of the Interior Acting By and Through the Regional Director of the National Capital Region, National Park Service, November 18, 1993.

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*Proposed Sites Zoning Districts
*Proposed Sites Floodplain Zones
*Proposed Sites Advisory Neighborhood Commissions
*Department of the Treasury Traffic Analysis Report- Balanced Volumes
*DDOT 2002 Traffic Volumes Maps (2)
*WMATA Systemwide Utility Outgrants

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* “Final Site Plan in General Information” sheet
*Arts and Industries Building Site Photos with Location Key
*Treasures in Trouble: The Decay in Smithsonian Facilities, Volume 1, Smithsonian Institution Arts and Industries Building, September 2003.
*The Secretary of the Interior’s Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings.

Maps and Drawings for the Arts and Industries Building

*Colored Map of Electrical and Gas Utilities
*Colored Map of Steam, Water, and Sewer Lines
*Pepco Underground Facilities
*Utility Drawings (stapled)
*Sewer Lines (2 highlighted)
*Water Lines (2 highlighted)
*Preliminary Draft
*WMATA Metro Drawing
*District of Columbia 2003 Orthophotography
*Quadrangle Boring Logs
*WMATA Metro Smithsonian Station Tunnel
*Water Map
*Utilities Maps
*Quadrangle Site Plan
*Topographic Survey/Utility Locations- Existing Conditions Chart

SITE EVALUATION STUDY, DATA GATHERING REPORT

Appendix A-4
NMAAHC Information Banneker Overlook Site

* Final Site Plan in General Information” sheet
*District Department of Transportation Maine Avenue Fish Warf Access Feasibility Study and Design Draft, October 2004.
*Benjamin Banneker: Mathematician, Astronomer. (Online) [http://www.princeton.edu/~mcbrown/display/banneker.html](http://www.princeton.edu/~mcbrown/display/banneker.html)
*Banneker Deed of Trust (With Maps).

Maps and Drawings for the Banneker Overlook Site

*WMATA Systemwide Utility Outgrants
*Preliminary Draft Banneker Overlook
*Water and Sewer Lines (highlighted)
*Pepco Underground Facilities
*Color Map of Banneker Overlook Site Owners
*Color Map of Metro Yellow Line (2)
*Color Map of Electric and Gas Utilities (2)
*Color Map of Water and Sewer Lines (2)
*District of Columbia 2003 Orthophotography.
*Boring Chart
*Banneker Park Site Drawings
*Color Map of Utilities
*Water and Sewer Charts
*Department of Highways-District of Columbia Washington Channel Bridge General Plan, October 20, 1959.
*Banneker Park Design Drawings
*Utility, Traffic, and Soil Information
*Site Drawings/Boring Logs
*Proposed Parking Facility Design
*Parking Garage Proposed Design (smaller)
*Panoramic Site Photos

NMAAHC Information Liberty Loan Site

* “Final Site Plan in General Information” sheet

Maps and Drawings for Liberty Loan Site

*Pepco Underground Facilities
*Preliminary Draft of Site
*Maps of Water and Sewer Lines (highlighted charts)
*Map of MLK Memorial Site
*District of Columbia 2003 Orthophotography (two views)
*Color Map of Liberty Loan Site Owners
*Color Map of Steam, Water, and Sewer Lines (2)
*Color Map of Electrical and Gas Utilities (2)
*Color Map of Utilities (Large)
*4th Street SW Transportation Study- 2002 Chart of Peak Hour Volumes
*Panoramic Site Photos
*Utilities Map
*Water and Sewer Maps
NMAAHC Information Monument Site

* “Final Site Plan in General Information” sheet
* Site Soils Information
* GSA Proposed Chilled Water Expansion on the Mall, 1 drawing. pdf 2003 (CD).

Maps and Drawings for the Monument Site

* Color Map of Monument Site Owners
* Color Map of Steam, Water, and Sewer Lines (2)
* Color Map of Communications, Electric, and Gas Utilities (2)
* District of Columbia 2003 Orthophotography
* Existing Lane Configurations
* Pepco Underground Facilities
* Preliminary Draft of Monument site- sewers and utility poles
* Steam Tunnel Maps (3 highlighted charts)
* Water Line (small chart)
* Water Lines (Large highlighted charts)
* Water chart (not to be tapped)
* Steam and Sewer Lines (highlighted)
* Utilities Chart (highlighted)
* Water (lines, distribution, etc) Charts
* Topography
* Historic Drawings of the Monument Site.
* Chart of Site Utilities
* Site Survey
*GSA Chilled Water Expansion Plans on the Mall
*NMAH Utility Survey
*Washington Monument Soil Borings
*Washington Monument Existing Conditions
# Appendix B, Summary of Contacts

## Contact List

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<thead>
<tr>
<th>ORG</th>
<th>Name</th>
<th>Position</th>
<th>Phone</th>
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<tr>
<td>Anacostia Museum</td>
<td>Early, James</td>
<td>Director</td>
<td>202-287-2059</td>
<td><a href="mailto:earlyj@si.edu">earlyj@si.edu</a></td>
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<td>DC Planner/AWI</td>
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<td><a href="mailto:ewe.brandes@dc.gov">ewe.brandes@dc.gov</a></td>
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<td>CFA</td>
<td>Lindstrom, Frederick</td>
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<td><a href="mailto:findstrom@cfa.gov">findstrom@cfa.gov</a></td>
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<td>Penthoat, Kristina</td>
<td>Architect</td>
<td>202-504-2200</td>
<td><a href="mailto:kpenthoat@cfa.gov">kpenthoat@cfa.gov</a></td>
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<td>Cosensini</td>
<td>Malekshahi, Mark</td>
<td>Mechanical Engineer</td>
<td>212-615-3000</td>
<td><a href="mailto:mmalekshahi@cosensini.com">mmalekshahi@cosensini.com</a></td>
<td>2/16/2005</td>
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<td>DC-DOOT</td>
<td>Burns, Ramona</td>
<td>Ward 2 Trans. Planner</td>
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<td><a href="mailto:ramona.burns@dc.gov">ramona.burns@dc.gov</a></td>
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<td>DC Transportation</td>
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<td>Zingsheim, Patricia</td>
<td>Chief of Downtown Ping</td>
<td>202-442-8965</td>
<td><a href="mailto:patricia.zingsheim@dc.gov">patricia.zingsheim@dc.gov</a></td>
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<td>DC-OP</td>
<td>Charlie Richmond</td>
<td>Associate Director, GIS/Mapping &amp; IT</td>
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<td>GIS Specialists</td>
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<td><a href="mailto:basham@dc.gov">basham@dc.gov</a></td>
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<td>E. Verner Johnson</td>
<td>Herrmann, Guy</td>
<td>Lead Museum Planner</td>
<td>617-437-6262</td>
<td><a href="mailto:gvh@vernerjohnson.com">gvh@vernerjohnson.com</a></td>
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<td>E. Verner Johnson</td>
<td>Trotter, Thomas</td>
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<td>617-437-6262</td>
<td><a href="mailto:tttrotter@vernerjohnson.com">tttrotter@vernerjohnson.com</a></td>
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<td>kbellie@<a href="mailto:cashwell@gsa.gov">cashwell@gsa.gov</a></td>
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<td>202-205-2731</td>
<td><a href="mailto:joseph.lawer@gsa.gov">joseph.lawer@gsa.gov</a></td>
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<tr>
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<td>Westphal, Greg</td>
<td>Chief Mech. Eng., Steam Distribution</td>
<td>202-708-4895</td>
<td><a href="mailto:spruill.westphal@gisa.gov">spruill.westphal@gisa.gov</a></td>
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<td>Phone/conE-mail</td>
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<tr>
<td>GSA-Central Heating</td>
<td>Willford, Steven</td>
<td>Director, Heating Operation and Transmission District</td>
<td>202 890-9703</td>
<td><a href="mailto:steven.willford@gasa.gov">steven.willford@gasa.gov</a></td>
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<td>ISI</td>
<td>Shaw, Jennifer</td>
<td>Asst. to Mr. Evans</td>
<td>202 393-1515</td>
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<td>Pres Comm</td>
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<td>ISI Int. Sys Inc.</td>
<td>Evans, Dallas</td>
<td>President</td>
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<td>National Mall Third Century Initiative</td>
<td>Cooper, Kent</td>
<td>Coordinator</td>
<td>202 333-6210</td>
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<td>202 432-7221</td>
<td><a href="mailto:marcel@ncpc.gov">marcel@ncpc.gov</a></td>
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<td>Exec. Dir.</td>
<td>202 432-7208</td>
<td><a href="mailto:patth@ncpc.gov">patth@ncpc.gov</a></td>
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<td>Bousis, Michael</td>
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<td>202 974-0783</td>
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<td>NMAI Design</td>
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<td>Deitmar, Glenn</td>
<td>PM, Land Resources</td>
<td>202 619-7007</td>
<td><a href="mailto:deitmar_glenn@nps.gov">deitmar_glenn@nps.gov</a></td>
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<td>Regional Planner</td>
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<td>Keys, Vikki</td>
<td>Superintendent of NPS (Asst. Tanya R.)</td>
<td>202 485-9870</td>
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<td>McDonald, George</td>
<td>Proj. Mgr., Office of Dir.</td>
<td>202 513-7146</td>
<td><a href="mailto:george.mcdonald@nps.gov">george.mcdonald@nps.gov</a></td>
<td>1/19/2006</td>
<td>Phone/con</td>
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<tr>
<td>NPS-NACC</td>
<td>Lorentzelli, Sjavae</td>
<td>Deputy Superintendent</td>
<td>202 435-9689</td>
<td><a href="mailto:steve.lorentzelli@nps.gov">steve.lorentzelli@nps.gov</a></td>
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<tr>
<td>NPS-NACC</td>
<td>Viola, Alexo</td>
<td>Transportation Analyst</td>
<td>202 435-9877</td>
<td><a href="mailto:alexo_viola@nps.gov">alexo_viola@nps.gov</a></td>
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<tr>
<td>NPS-NCR</td>
<td>Blumenthal, Sally</td>
<td>Deputy Associate (Asst. to Region for Lands, Resources &amp; Planning)</td>
<td>202 619-7038</td>
<td><a href="mailto:sally_blumenthal@nps.gov">sally_blumenthal@nps.gov</a></td>
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<td>PBS&amp;J</td>
<td>Chipley, Michael, Phd</td>
<td>Senior Program Manager, Risk and Emergency Management</td>
<td>703 471-7275, 233</td>
<td><a href="mailto:mtchipley@pbsi.com">mtchipley@pbsi.com</a></td>
<td>9/19/2005</td>
<td>Phone/con</td>
<td>Flood Plains</td>
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<td>Gupta, Vishwa</td>
<td>Low voltage</td>
<td>202-872-2619</td>
<td><a href="mailto:vgupta@pepco.com">vgupta@pepco.com</a></td>
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<td>202 872-2615</td>
<td><a href="mailto:phourninj@pepco.com">phourninj@pepco.com</a></td>
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<td>202 872-2646</td>
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<td>202 872-2587</td>
<td><a href="mailto:ppringle@pepco.com">ppringle@pepco.com</a></td>
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<td>Booker, David</td>
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<td>703 602-5539</td>
<td><a href="mailto:dbooker@plessci.com">dbooker@plessci.com</a></td>
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<td>703 635-2550</td>
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<td>sam嫂@si.edu</td>
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<td>SI Vistorship</td>
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<td><a href="mailto:zosencing@si.edu">zosencing@si.edu</a></td>
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<td>Director, NMAI</td>
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<td>202-787-2379</td>
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<td>2/7/2006</td>
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<td><a href="mailto:mgoffus@washington.com">mgoffus@washington.com</a></td>
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<td>Seals, Peggy</td>
<td>Director, WIC</td>
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<td>301-618-1018</td>
<td><a href="mailto:mharrison@wmata.com">mharrison@wmata.com</a></td>
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SITE EVALUATION STUDY, DATA GATHERING REPORT

Appendix B-3

List update: 6/25/05
# Appendix C, Summary of Site Neighbors and Interested Contacts

## NMMAHC Site Evaluation Study

### Neighboring Facilities to the Potential Sites, July 2005

<table>
<thead>
<tr>
<th>Property Address</th>
<th>Contact</th>
<th>Action</th>
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<tr>
<td><strong>Banneker Overlook</strong></td>
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<tr>
<td>Jefferson Junior High School 801 7th Street, SW Washington, DC</td>
<td>Willy Lloyd Reeves, Acting Principal (202) 724-4861</td>
<td>4/7/05</td>
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<tr>
<td>Capitol Square Townhouses 7th Street, SW Homeowners Association</td>
<td>Jon D. Herizke 703 Capitol Square Pl., SW Washington, D.C. 20024 (202) 554-4936</td>
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<tr>
<td>ANC-6D Millennium Arts Center 65 “Eye” Street, S.W.</td>
<td>(202) 554-1795</td>
<td>3/18/05</td>
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<td>Phillips Flagship Restaurant 900 Water Street, SW Washington, D.C. 20024</td>
<td>Nelei Rocha Restaurant Manager 202 488 8515 e-mailed Nelei Rocha, <a href="mailto:mrocha@philippsseafood.net">mrocha@philippsseafood.net</a> (No response)</td>
<td>Referred to DC Housing and Community Development at 202 442 7200, and Office of Planning 202 442 7600.</td>
<td>3/18/05</td>
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<tr>
<td>Department of Housing and Urban Development 451 7th Street S.W., Washington, DC 20410</td>
<td>Re: Fish Market. 202 275 9200</td>
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## Neighboring Facilities to the Potential Sites, July 2005

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<th>Property Address</th>
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<th>Action</th>
<th>Date</th>
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| Housing and Community Development | Leo Clarke, project manager  
801 North Capitol St, NE  
Washington, DC 20002  
202 442 7280 | FCD owns the fish market property. | 3/22/05 |
| National Children’s Museum  
955 L’Enfant Plaza North, SW  
Suite 5100  
Washington, DC  
(Site of Admin Offices) | (202) 675-4120 | Opening in June 2008 | |
| Jessie Taylor Seafood  
1100 Maine Avenue, S.W.  
Washington D.C. | Stan Evans  
(202) 554 4173 | Out of the office. Left message. | 3/18/05 |
| Captain White Seafood City  
1100 Maine Avenue S.W.  
Washington, D.C. | (202) 484 2722 | | |
| Note: this property is leased from Housing and Community Development | | | |
| Pruitt Seafood  
Municipal Fish Wharf  
1100 Main Avenue S.W. | (202) 554 2669 | | |
| Note: this property is leased from Housing and Community Development | | | |
| Jenny’s Asian Fusion Restaurant and Lounge  
1000 Water Street, SW  
Washington DC 20024 | Henry Liu, property manager  
202 554 2202 | Mr. Liu was not available.  
3/16/05 & 3/22/05 | |
### NMAAHC Site Evaluation Study
#### Neighboring Facilities to the Potential Sites, July 2005

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<th>Property Address</th>
<th>Contact</th>
<th>Action</th>
<th>Date</th>
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</thead>
</table>
| Mandarin Oriental Hotel  
1330 Maryland Ave, SW  
Washington, DC 20024 | Darrell Shaffer, General Manager,  
(202) 787-6888  
(Ellen Weiss, Admin Assistant) | Confirmed as POC | 3/25/05 |
| U.S. Postal Service  
475 L’Enfant Plaza, S.W.  
Washington D.C. 20024 | | | |
| U.S. Department of Agriculture,  
Waterfront Centre  
Cooperative State Research, Education and Extension Services (CSREES)  
800 9th St, S.W.  
Washington, D.C. 20024 | Gary Cunningham, Associate Administrator  
(202) 720-7441 | | |
| Washington Marina  
THE WASHINGTON MARINA COMPANY  
1300 Maine Avenue, S.W. 20024  
Washington D.C. 20024 | Main: 202.554.0222  
Fax: 202.484.1950 | | |
| The Gangplank Marina  
600 Water Street, S.W.  
Washington, D.C. 20024 | Marina Office Phone: (202) 554-5000  
Fax: (202) 803-1945 | | |
| Capital Yacht Club  
1000 Water St SW  
Washington, DC 20024 | (202) 488-8110 | | |
| 700 7th Street SW High-rises  
Town Square Towers Condominiums | (202) 554-1400 | | |
| Ward 2 Councilman | Jack Evans (202) 724-8058 | | |

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3  Banneker Overlook
## NMAAHC Site Evaluation Study
### Neighboring Facilities to the Potential Sites, July 2005

<table>
<thead>
<tr>
<th>Property Address</th>
<th>Contact</th>
<th>Action</th>
<th>Date</th>
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</thead>
</table>
| ANC 2C           | Leroy Thorpe, Jr. Chairman  
PO Box 26182, Ledroit Park Station, NW  
Washington, D.C. 20001  
(202) 387-1596 |         |            |            |
| ANC 2F           | Charles Reed, Chairman  
5 Thomas Circle, NW  
Washington, D.C. 20005  
(202) 667-0052 |         |            |            |
| Ward 6 Councilwoman | Sharon Ambrose  
(202) 724-8072 |         |            |            |
| ANC 6D           | Andy Litsky, Chairman  
651 Steet, SW  
Washington, DC 20024  
(202) 554-1795 |         |            |            |
| ANC 6D Back-up to Chairman | Max Skolnik  
(202) 431-4539  
m@cop.org |         | Immediate area |            |
| ANC 6D02         | David Sobelsohn  
(202) 484-8303  
Anc6D02@capaccess.org |         | Attended SI AHHP Brief | 4/18/05 |
# NMAAHC Site Evaluation Study

## Neighboring Facilities to the Potential Sites, July 2005

<table>
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<tr>
<th>Property Address</th>
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<tbody>
<tr>
<td><strong>Liberty Loan</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Mark Park</td>
<td>John Kristoff</td>
<td>Did not speak to Mr. Kristoff but was told he is the contact for this property.</td>
<td>3/22/05</td>
</tr>
<tr>
<td>400 14th St., SW</td>
<td>110 4th St., NW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington, DC 20024</td>
<td>Washington, DC 20001</td>
<td></td>
<td></td>
</tr>
<tr>
<td>202 789 4000</td>
<td>202 789 4000 x11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mandarin Oriental Hotel</td>
<td>Darrell Sheffer, General Manager,</td>
<td>Confirmed as POC</td>
<td>3/25/05</td>
</tr>
<tr>
<td>1330 Maryland Ave., SW</td>
<td>(202) 787-6888</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington, DC 20024</td>
<td>Ellen Weiss, Admin Assistant</td>
<td></td>
<td></td>
</tr>
<tr>
<td>United States Holocaust Memorial Museum</td>
<td>(202) 488-0400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 Raoul Wallenberg Pl., SW</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington, DC 20024</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. Treasury Department</td>
<td>Walter Thompson, Building Manager</td>
<td>Occupies the facility, and has buildings immediately north and across 14th St. to the NE from Liberty Loan.</td>
<td>3/16/05</td>
</tr>
<tr>
<td>U.S. Treasury Department</td>
<td>(202) 874-6587</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Park Service</td>
<td>Vikki Keys, Superintendent</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tidal Basin and Jefferson Memorial</td>
<td>(202) 485-9880</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Portals</td>
<td>Developer: JBG</td>
<td></td>
<td></td>
</tr>
<tr>
<td>445 12th Street SW</td>
<td>One tenant: Federal Communications Commission</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Washington, DC 20554</td>
<td>Media contact</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>(202) 418-0500</td>
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## NMAAHC Site Evaluation Study
### Neighboring Facilities to the Potential Sites, July 2005

<table>
<thead>
<tr>
<th>Ward 2 Councilman</th>
<th>Jack Evans</th>
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<td>(202) 724-8058</td>
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<tr>
<th>ANC 2C</th>
<th>Leroy Thorpe, Jr. Chairman</th>
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<tr>
<td></td>
<td>PO Box 26182, Ledroit Park Station, NW Washington, D.C. 20001</td>
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| ANC 2F                      | Charles Reed, Chairman 5 Thomas Circle, NW Washington, D.C. 20005 | (202) 667-0052 |  

<table>
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<tr>
<th>Ward 6 Councilwoman</th>
<th>Sharon Ambrose</th>
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<tr>
<td></td>
<td>(202) 724-8072</td>
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| ANC 6D                      | Andy Litsky, Chairman 651 Street, SW Washington, DC 20024 | (202) 554-1795 |  

<table>
<thead>
<tr>
<th>ANC 6D Back-up to Chairman</th>
<th>Max Skolnik</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(202) 431-4539 <a href="mailto:max@eqpp.org">max@eqpp.org</a></td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>ANC 6D02</th>
<th>David Sobelsohn</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(202) 484-8303 <a href="mailto:Anc6D02@canaccess.org">Anc6D02@canaccess.org</a></td>
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<th>Immediate area</th>
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<th>Attended SI AHHP Brief</th>
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Liberty Loan
## NMAAHC Site Evaluation Study
### Neighboring Facilities to the Potential Sites, July 2005

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<thead>
<tr>
<th>Property Address</th>
<th>Contact</th>
<th>Action</th>
<th>Date</th>
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<tbody>
<tr>
<td>Monument Site, 14th Street and Constitution Avenue</td>
<td>202-482-4883 Main Exchange</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Department of Commerce</td>
<td>Dr. Brent Glass, Director</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smithsonian National Museum of American History</td>
<td>Vikki Keys, Superintendent (202) 485-9880</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Park Service – Washington Monument Grounds</td>
<td>Jack Evans (202) 724-8058</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ward 2 Councilman</td>
<td>Leroy Thorpe, Jr. Chairman PO Box 26182, Ledroit Park Station, NW Washington, D.C. 20001 (202) 387-1596</td>
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<tr>
<td>ANC 2F</td>
<td>Charles Reed, Chairman 5 Thomas Circle, NW Washington, D.C. 20005 (202) 667-0052</td>
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<tr>
<td>Ward 6</td>
<td>Sharon Ambrose (202) 724-8072</td>
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<tr>
<td>ANC 6D</td>
<td>Andy Litsky, Chairman 65 I Street, SW Washington, DC 20024</td>
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</tbody>
</table>
# NMAAHC Site Evaluation Study
## Neighboring Facilities to the Potential Sites, July 2005

| ANC 6D Back-up to Chairman | Max Skolnik  
(202) 431-4539  
max@eqop.org | Immediate area |
|---------------------------|------------------|
| ANC 6D02                  | David Sobelsohn  
(202) 484-8303  
Anc6D02@capaccess.org | Attended SI AHHP Brief  
4/18/05 |

2 Monument Site
# NMAAHC Site Evaluation Study

**Neighboring Facilities to the Potential Sites, July 2005**

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<tr>
<th>Property Address</th>
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<tbody>
<tr>
<td><strong>Arts and Industries Building</strong></td>
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<tr>
<td>Smithsonian Castle – SI</td>
<td>James Hobbins</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100 Jefferson Dr., SW Rm 215</td>
<td>Building Director, A&amp;I and Castle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20560-0016</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hirshhorn Museum &amp; Sculpture Garden – SI</td>
<td>Ned Rifkin, Under Secretary for Art &amp; Director Hirshorn Museum and Sculpture Garden</td>
<td><a href="mailto:rifkin@si.edu">rifkin@si.edu</a></td>
<td><a href="mailto:jamesl@si.edu">jamesl@si.edu</a></td>
</tr>
<tr>
<td>PO Box 37012, MRC 350</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20013-7012</td>
<td></td>
<td></td>
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<tr>
<td><strong>Department of Energy</strong></td>
<td></td>
<td></td>
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<tr>
<td>National Museum of African Arts – SI</td>
<td>Dr. Sharon Patton, Director</td>
<td><a href="mailto:pattonsl@si.edu">pattonsl@si.edu</a></td>
<td><a href="mailto:holly@si.edu">holly@si.edu</a></td>
</tr>
<tr>
<td>950 Independence Ave, SW, Rm 107, MRC 041</td>
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<td>PO Box 37012</td>
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<td><strong>U.S. Federal Aviation Administration</strong></td>
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<td>Ward 2 Councilman</td>
<td>Jack Evans</td>
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<td>5 Thomas Circle, NW Washington, D.C. 20005</td>
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<td>651 Street, SW</td>
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<td><strong>ANC 6D02</strong></td>
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<td></td>
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</tr>
<tr>
<td>David Sobelsohn</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>(202) 484-3903</td>
<td></td>
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<tr>
<td><a href="mailto:Anc6D02@capacess.com">Anc6D02@capacess.com</a></td>
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<tr>
<td>Attended SI AHHP Brief</td>
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Appendix D, Codes and Standards

From A/E SOW/Other Smithsonian Requirements (excerpt)

“APPENDIX B: LIST OF CODES, REGULATIONS, STANDARDS AND GUIDELINES,

CODES AND STANDARDS

All Smithsonian Institution Facility designs for new, renovation, and/or preservation construction shall comply with all applicable federal, state, and local codes, regulations, guidelines and standards, including, but not limited to, the following list. State, local, and utility requirements vary depending on the location of the project. It is the A/E’s responsibility to research and comply with all applicable guidelines. Conflicting requirements shall be brought to the attention of the COTR-A/E immediately, in writing.

The Director, OEDC is the Authority having jurisdiction over the S.I. building codes and the building design guidelines.

The Director, OSEM is the authority having jurisdiction as defined and used in the National Fire Codes, and is the designated S.I. Fire Marshal.

Individual SI offices and museums may have specific standards and guidelines applicable to the projects. Project-applicable guidelines and standards will be provided to the A/E through OEDC, when necessary. Examples include: Mall Streetscape Manual; Facilities Master Plans; Smithsonian public restroom design criteria; utility rebate procedures (per local jurisdiction) (OEDC, OFR); security standards and requirements (OPS); sample guide specifications, particularly asbestos and lead abatement, sprinkler systems, fire alarms, fire stopping, and others (OEDC, OSEM). Also, overseas facilities (for example STRI) will have specific standards and guidelines for the specific country. Where SI requests, standards, specifications, or guidelines conflict with current codes and/or industry standards, the A/E shall so inform the COTR-A/E. The most stringent requirement will govern, unless notified otherwise. The A/E must verify that information contained in any SI-supplied guide specifications is up-to-date and accurate. The A/E may use his/her own specifications as long as it may be demonstrated that the proposed specification meets or exceeds the SI guide specification. Ultimately, the A/E is responsible for all information provided on the drawings and in the specifications.

MODEL Building Codes as applicable for all Smithsonian Institution Facilities:

Note: Applicable codes shall be those that have been published as of the date of the contract for design services. If more than three years elapse from the date of the contract for design services to the date of the 100% CD submission, the A/E will be required to inform the Design Manager of any impact that the changes will have in the design. If there are major
impacts in the design the A/E contract will be modified to conform the 100% CD’s to the codes published as of the date of the 100% submission and shall inform the Design Manager of any construction cost impact from the changes.

For large projects where the design might last several years the A/E shall be instructed to do a new code review at the 35% and the 95% design stages and upgrade the drawings if necessary to meet any new important code revision.

International Code Council (ICC) including:
- International Building Code (IBC);
- International Mechanical Code (IMC);
- International Plumbing Code (IPC).

National Fire Protection Association (NFPA) including:
- National Electric Code (NFPA 70);
- Life Safety Code (NFPA 101);
- Uniform Fire Code (NFPA-1);
- Standard for Lightning Protection Systems (NFPA 780);
- and all other applicable NFPA chapters, codes, standards, and recommended practices.

Other Codes and Regulations and Local Utility Requirements:
- Safety Code for Elevators and Escalators (ANSI/ASME A17.1)
- DCWASA (District of Columbia Water and Sewer Authority)
- WSSC (Washington Suburban Sanitary Commission) Regulations and Standard Details
- Basic National Private Sewage Disposal Code
- District of Columbia Regulations on Outdoor Noise
- State/Local Occupational Safety and Health Agencies
- State Environmental Protection Agencies

Federal Government Legislation, Regulations, Standards and Guidelines:
- Occupational Safety and Health Administration (OSHA):
  - All standards and regulations.
  - National Environmental Policy Act (NEPA)
- American Conference of Governmental Industrial Hygienists (ACGIH):
  - Industrial Ventilation Manual;
  - Threshold Limit Values for Chemical Substances and Physical Agents & Biological Exposure Indices.
- Environmental Protection Agency (EPA):
National Museum of African American History and Culture

- All regulations referencing asbestos, lead, PCB's, waste water, underground storage tanks, hazardous materials disposal, etc;
- Toxic Substances Control Act;
- National Emissions Standards for Hazardous Air Pollutants;

National Council on Radiation Protection

RADON Abatement Act

Nuclear Regulatory Commission Regulations

National Earthquakes Hazard Reduction Program

Federal Emergency Management Agency (FEMA) publications:

Public Energy Management Guidelines:
- Executive Order 13123 - Greening the Government through Efficient Energy Management;

Energy Efficiency and Water Conservation at Federal Facilities (Executive Order 13123):
- The Energy Policy Act of 1992 (EPACT);

Federal Archeological and Historic Preservation legislation and regulations, including but not limited to the National Historic Preservation Act as amended and the following:
- Secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation (As amended and annotated by the National Park Service);
- Secretary of Interior's Standards for Rehabilitation (36 CFR 67);
- Secretary of Interior's Standards for Treatment of Historic Properties (36 CFR 68);

US Department of Housing and Urban Development (HUD):
- Guidelines for the Evaluation and Control of Lead-Based Paint.

Inter-Agency Security Criteria (ISC)
Industry Standards and Guidelines:

- American Society of Testing and Materials (ASTM)
- American National Standard Institute (ANSI)
- American Concrete Institute Manual of Concrete Practice
- American Society of Landscape Architects (ASLA)
- Concrete Reinforcing Steel Institute (CRSI) Manual of Standard Practice
- American Institute of Steel Construction Specifications & Codes
- American Welding Society Standards
- National Forest Products Association (NFoPA)
- The Architectural Woodwork Institute (AWI) Quality Standards
- American Society of Mechanical Engineers (ASME)
- American Society of Plumbing Engineers (ASPE)
- American Society of Heating, Refrigerating & Air Conditioning Engineers (ASHRAE)
  - All codes, standards and recommended practices
- Sheet Metal and Air Conditioning Contractors National Association (SMACNA)
- National Electrical Manufacturers Association (NEMA)
- National Electrical Contractors Association (NECA)
- American Conference of Government Industrial Hygienists (ACGIH)
- Illuminating Engineering Society of North America (IESNA)
- National Roofing Contractors Association Standards
- National Sanitary Foundation Standards
- Electronic Industries Alliance/Telecommunications Industry Association (EIA/TIA) Standards
  - EIA/TIA Standard 568
  - EIA/TIA Standard 569
  - EIA/TIA Standard 606
  - EIA/TIA Standard 607
- Factory Mutual Systems FM Approval Guide and Data Sheets
- Underwriters' Laboratory (UL)
UL 681: Installation and Classification of Burglar and Holdup Alarm Systems

Accessibility Standards and Guidelines:

- ADA/ADAAG
- ABA/UFAS
- IBC/ANSI 117
- State and Local requirements for lease facilities as required.
- Smithsonian Institution (SI) ADA Intercom/ARA
- SI Checklist for accessible Information Desks
- SI Existing Heery SGAD Checklist
- SI Guidelines for Accessible Exhibits Design

END OF SCOPE OF WORK
QUALIFYING SMITHSONIAN STRUCTURES AND SITES

The following buildings, sites, and objects under Smithsonian care (owned or leased) are on or eligible for inclusion on the National Register of Historic Places:


Buildings in Historic Districts Listed on the National Register: McAlpin Miller-McAlpin Fox houses, Carnegie Mansion (Carnegie Hill Historic District, New York City), and all elements, buildings and new construction on the National Mall. These include the Freer Gallery of Art, Smithsonian Institution Building, Arts and Industries Building, Hirshhorn Museum and Sculpture Garden, National Air and Space Museum, National Museum of the American Indian, National Museum of Natural History, and National Museum of American History. The National Mall includes all gardens such as the Enid A. Haupt and Mary Ripley Gardens and the landscaping around the Smithsonian buildings.

Buildings/Sites Listed on the National Register of Historic Places: Saturn V Rocket, Johnson Space Center, National Zoological Park, including landscape planning and buildings, Holt House, and Freer Gallery of Art.


Archaeological Sites Investigated: New construction on open land at the Smithsonian Environmental Research Center, Museum Support Center, National Museum of the American Indian (Suitland and Mall sites), Fred L. Whipple Observatory and the Udvar-Hazy Center.
Appendix E, Outside Group Comments

United States Senate
COMMITTEE ON
RULES AND ADMINISTRATION
WASHINGTON, D.C. 20510-6325
April 19, 2005

Secretary Lawrence M. Small
1000 Jefferson Drive, SW
Room 205
Smithsonian Institution
Washington, DC 20560

Dear Secretary Small:

The Committee on Rules & Administration received your letter of February 15, 2005 regarding the site selection process for the much anticipated National Museum of African American History and Culture ("NMHHAC"). As you correctly note, the public law creating the NMHHAC enumerates four possible sites for the construction of the museum. I am pleased to see that you have engaged expert contractors and consultants to begin reviewing the four building sites and make a determination as to which site will best meet the needs of the NMHHAC.

The Site Evaluation Criteria attached to your correspondence seems appropriate and comprehensive for use in making such a site selection decision. Please continue to keep me and my Committee staff informed as the Smithsonian progresses in this matter.

Sincerely yours,

Trent Lott
Chairman
April 27, 2005

Mr. Lawrence M. Small
Secretary
Smithsonian Institution Building
1000 Jefferson Drive SW
Washington, DC 20560-0016

Dear Secretary Small:

Thank you for inviting the Government of the District of Columbia (the "District") to provide preliminary input into the Board of Regents' (the "Board") site selection process for the National Museum of African American History and Culture (NMAAHC). The NMAAHC is a long overdue addition to the wealth of cultural facilities within the Smithsonian and will serve a critical role in conveying the vast dimensions of African American history as central to the history of America.

Advancement of planning for the NMAAHC comes at an opportune time as the city is experiencing unparalleled growth and redevelopment. There is $34 billion in public, private, and non-profit investment currently planned, proposed, or underway within our downtown and our diverse array of neighborhoods. The development market is strong, and the District continues to put forth considerable effort to link downtown revitalization with our neighborhoods and to other priority development areas. The District has been at the forefront of exposing opportunities and providing support for public and private developments which lead to economic gain and stabilization of the District's tax base.

The Site Evaluation Criteria to be used by the Board appear to be a reasonable measure to determine the preferred site. However, absent more specific details about each site, it is not possible to fully evaluate each site at this time, especially environmental factors and special considerations. The District is excited that the "Review agency and public support" criterion includes a role for the District. It is our wish that said role is ongoing and interactive so that the final result maximizes opportunities offered within the Monumental Core, the downtown and our neighborhoods.

Lawrence M. Small
Smithsonian Institution Building
Page 2

The District understands that the Board will make the site selection decision and that opening of the NMAAHC at any location within the city is likely to increase the number of tourists and area residents visiting the city and result in additional hotel stays, restaurant dining, and related shopping. The District has been informed that the Smithsonian wants a site with the option to build up to approximately 350,000 square feet of building. Two of the four possible NMAAHC sites appear to offer the most potential to provide significant synergy with economic development priorities of the District while benefiting from significant patronage from area residents and tourists:

1. The Bancker Overlook site represents an opportunity for the District and the Smithsonian to partner in the transformation of the Southwest Waterfront. The District has established the Anacostia Waterfront Corporation which will spearhead the redevelopment of the Southwest Waterfront with new residences, destination and neighborhood serving retail, restaurants, cultural facilities and open space (see attached). Overall development of the Southwest Waterfront is estimated to be between $300 million to $400 million in public and private development over a ten year period. Ground breaking for the proposed development is expected to start in the next three to five years.

At approximately 347,000 square feet, the Bancker site is by far the largest of the four sites. The site affords an opportunity to act as a critical connection between the National Mall and the Southwest Waterfront. When redeveloped, L'Enfant Promenade will assume a new role in the context of the Monumental Core.

Over the next decade, major investments are planned for L'Enfant Promenade. The National Children's Museum will command a prominent presence along L'Enfant Promenade in 2008 (see attached). A new $130 million, 140,000 square foot facility designed by internationally renowned architect Cesar Pelli will feature state-of-the-art, hands-on exhibits for children; programs and exhibits created by children's museums worldwide; technology for distance learning, national and international networking; ample space for unique event venues, classrooms and conference space; a 350-seat theater for performances, concerts and films; an outdoor entertainment area and exhibit space; a restaurant and gift shop. An estimated 500,000 to 600,000 visitors will be attracted to the Museum each year.

Additionally, the District's Department of Transportation (DDOT) is developing plans for the rehabilitation of L'Enfant Promenade. These plans include vehicular access at the Promenade level and an Intermodal Transportation Center (ITC) underneath the Overlook and/or proposed NMAAHC site. The ITC would benefit the entire Southwest region and would serve as a new gateway to the National Mall. More specifically, it would accommodate some parking demand generated by the NMAAHC.
The transit center would focus on relieving internal/external road traffic as well as major ingress and egress points. From the Banneker site, visitors to the NMAAHC would have access to the Downtown Circulator, Metrobus and Metrorail to facilitate other activities within the downtown and National Mall. DDOT is prepared to move forward quickly with the FTC should the Smithsonian decide to locate the NMAAHC at Banneker. A District and Smithsonian partnership could result in cost savings on design, engineering, construction, landscaping, planning of pedestrian and vehicle circulation, energy use, etc.

Historically, the Banneker site and its proximity to the Potomac River and Southwest Waterfront offers tremendous potential to convey a powerful message about the African American experience in the District and within this country. According to June Preisendel Levey, Chief Program Officer and Historian at Cultural Tourism DC, one of our partner organizations:

"By the time Washington was created, the slave trade was already near 200 years old, hence many slaves were American-born and local. The Potomac played an important role in this trade. The Chesapeake region was heavily involved, and traders routinely gathered slaves to sell at shops located in DC and Alexandria. Sailing vessels on the Potomac took the slaves to southern destinations via the Chesapeake and then the Atlantic Ocean. The supply of slaves, in other words, did come directly from Africa to the Potomac; it was a result of the thriving Chesapeake plantations whose owners would sell slaves South to raise capital as needed. Additionally in 1848, 777 slaves fled aboard the ship Point of by boarding the vessel just south of the Southwest docks.

"Their capture at Point Lookout and return to the Southwest docks foiled the city's largest escape attempt.

"Moreover, in 1791 Maryland planter Neile Young owned nearly all the land comprising today's Southwest waterfront when President George Washington chose the spot for the new nation's capital. Young's brick mansion stood close to where Banneker Overlook is now located. Young owned many farms in the new city and nearby Maryland and reported owning 265 slaves to the 1790 census takers."

The Banneker site offers the opportunity to re-establish site-specific links to local and national history and about transformations while looking progressively forward.

2. The 14th, 15th and Constitution site is likely to benefit from high visibility, easy access and what is already a healthy flow of tourist and resident pedestrian and vehicular traffic. This location provides comparable status with the Museum of Native American History, the American History Museum and possibly, the Holocaust Museums, and avoids being viewed as marginal and less significant. By its location alone, it could benefit from the ability to produce inviting exhibits and programs as well as a series of regularly planned cultural events on the surrounding grounds, within the National Mall, and within direct sight lines of multiple national landmarks.

This site, however, poses concerns about preservation of the Washington Monument grounds as well as the size of the developable building footprint. The National Mall and Monument grounds are nationally significant historic landmarks and any construction on the site would be subject to strict design review according to National Park Service and Section 106 standards. It is not certain how this design review process will reconcile the high visibility site with the desire to allow the older, historic structures to maintain their architectural prominence. Likewise, the setbacks of surrounding federal and Smithsonian buildings are likely to dramatically limit the footprint upon which the NMAAHC can be built. Combined, these two items may have unpredictable outcomes architecturally and size-wise, effectively limiting the possibility to capitalize upon the site's high visibility.

The Liberty Loan site and the Arts & Industries sites are not desirable. Neither site offers the ability for the NMAAHC to reach either a maximum 350,000 square foot size or the possibility of demolition. The Liberty Loan building is approximately 110,000 square feet and is in a marginal location with virtually no synergy with existing or planned museums. Although it has high foot-traffic and central visibility on the National Mall, the Arts & Industries building is only 170,000 square feet and any demolition proposal would be extremely controversial.

The District is aware that much of the planning and programming for NMAAHC will begin when Lonnie Bunch officially assumes the role of Director of NMAAHC in June 2005. District staff will attempt to meet with Mr. Bunch and Ms. Sheila Burke, Smithsonian Deputy Director, to discuss several opportunities for the District and the Smithsonian to begin collaborating during the NMAAHC site selection, planning period and beyond. Several of our neighborhoods exemplify African American history nationally and offer considerable opportunities for storytelling and economic development. The Office of the Deputy Mayor for Planning & Economic Development will contact Ms. Burke and Mr. Bunch to discuss a District-Smithsonian partnership to highlight U Street/Great Shaw, Deanwood, Anacostia and others.
Southwest Waterfront – Overview

The Southwest Waterfront Development Plan and AWI Vision was approved by the DC Council on October 7, 2003 as a supplement to the District's Comprehensive Plan. The plan consists of two complementary visions for the Southwest waterfront. The Southwest Waterfront Development Plan is a near-term real estate plan that identifies opportunities that the District can pursue in the coming years, while the AWI Vision includes long-term aspirations. The Southwest Waterfront Development Plan can unfold independently of the AWI Vision. However, should the ideas in the AWI Vision prove feasible, they can build on and complement the Development Plan.

Rezoning of the site and Council approval for the closure of Water Street are the critical next steps, as well as bringing together the District and Federal agencies that own Southwest Waterfront land.

The Southwest Waterfront Development Plan

The Southwest Waterfront Development Plan is a near-term real estate plan that would triple the amount of public space along the waterfront from five to 14 acres. Two major public spaces would anchor the site: a destination Market Square near the Fish Wharf, and a Civic Park at the terminus of M Street. In between, several smaller plazas and public piers would extend from each of the major streets, providing expansive water views and public access to the water itself. A typical block will consist of street-level commercial space for shops and restaurants, with residences above. Parking and service areas are located below grade and within the middle of the building, behind the commercial space.

<table>
<thead>
<tr>
<th>USE</th>
<th>PROPOSED DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>886 units</td>
</tr>
<tr>
<td>Retail</td>
<td>236,600 s.f.</td>
</tr>
<tr>
<td>Hotel</td>
<td>400-500 rooms</td>
</tr>
<tr>
<td>Office</td>
<td>85,900 s.f.</td>
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<tr>
<td>Cultural</td>
<td>100,000 s.f.</td>
</tr>
<tr>
<td>Open Space</td>
<td>13.5 acres</td>
</tr>
<tr>
<td>Parking</td>
<td>2000 spaces</td>
</tr>
</tbody>
</table>
**Key Recommendations:**
- Transform Maine Avenue into a multi-modal urban boulevard.
- Connect new public spaces along the waterfront.
- Create an expanded civic block plan.
- Extend the urban fabric of the SW neighborhood to the waterfront sites.
- Create an active retail node near the Fish Market and a passive cultural node at the 5th Street terminus.
- Create connections between the waterfront and the rest of the city with trail routes through the site, a grand civic staircase to L'Enfant Plaza and pedestrian links to the Tidal Basin and Fort Potomac Park.

**AWI Southwest Waterfront Vision:**

The AWI Southwest Vision is a long-term plan that seeks to better connect the Southwest waterfront to the Monumental Core of the nation's capital. Key components of the Vision include:

- A transportation center and a museum of national significance at the 14th Street Overlook site.
- The relocation of the maritime ferry boats to the northern end of the Washington Channel.
- The completion of a civic waterfront park at the terminus of M Street. These projects will require significant participation from the federal partner agencies in order to gain funding and government approvals. If these are forthcoming, the projects could break ground in a five- to 10-year time frame.

District of Columbia, Office of Planning. For more, please see www.waterfrontvision.org or call 202-462-9669.
April 2008.
The Mayor's Office has received a request for comments on the Site Evaluation Criteria to be used in determining the preferred location of the National Museum of African American History & Culture. The March 1, 2005 letter was from Lawrence M. Small, Secretary of the Smithsonian.

There are four proposed sites:
1. The Arts and Industries Building of the Smithsonian Institution, located on the National Mall at 900 Jefferson Drive S.W.
2. The area bounded by Constitution Avenue, Madison Drive, and 14th and 15th Streets N.W.
3. The site known as the Liberty Loan site, located on 14th Street S.W. at the foot of the 14th Street Bridge
4. The site known as the Barbizon Overlook site, located on 10th Street S.W. at the foot of the L'Enfant Plaza promenade

Written comments on the Criteria and sites are due on April 29, 2005. We would like to gather all final comments no later than April 22, 2005 and then forward to the Smithsonian the collective comments of relevant District agencies. Please select an appropriate staff person to attend this meeting and bring written responses for discussion. Electronic responses will be requested as well for inclusion within the District's response.

Criteria include the following:
1. Proximity to the National Mall and/or other cultural institutions and monuments, especially those related to African American History and Culture
2. Site development possibilities and limitations, including:
   a. Sufficient area for the program, including building footprint, program events outside the building envelopes, pedestrian and vehicular circulation, security standoff distance, and open space.
   b. Compatibility with urban and regional planning context
   c. Landscape
   d. Easements, buffer zones, and setbacks
   e. Visitaton potential
   f. Total area available
   g. Compatibility of neighboring land uses, both current and proposed
   h. Availability of utilities, both current and proposed
3. Opportunities for supporting other planning initiatives, such as National Capital Planning Commission's Extending the Legacy and Comprehensive Plan for the National Capital
4. Costs
5. Economic opportunities, such as infrastructure cost-sharing
6. Transportation systems, including:
   a. Internal and external roads and major ingress and egress points
   b. Vehicular traffic volumes and on-site and off-site parking availability
   c. Public transit availability and pedestrian and bicycle circulation
   d. Accessibility for persons with disabilities
7. Cultural resources, including:
   a. Archaeological
   b. Historic and cultural, especially proximity to sites related to African American history and culture
   c. Views and site lines, especially those related to African American history and cultural visual resources
   d. Ability to maintain openness of the city
8. Environmental factors, including:
   a. Subsurface conditions, such as soil types, ground water table, water content, and soil permeability
   b. Hazardous materials
   c. Landforms, such as slope stability, drainage patterns, run-off, and flood risk
   d. Microclimate
   e. Air quality and odors, including an assessment of gaseous and particulate pollutants in the immediate vicinity
   f. Noise levels
9. Security / risk management, safety, including:
   a. Ease of providing security and risk management measures
   b. Ability to provide adequate standoff from blast
   c. Proximity to high risk facilities
   d. Ability to eliminate or mitigate the risk of disasters, such as flood, earthquake, or man-made disasters
   e. Ease of providing life safety measures, including availability of police and fire protection, hospitals, and other services
10. Review agency and public support, including:
    a. U.S. Commission of Fine Arts
    b. National Capital Planning Commission
    c. Advisory Council on Historic Preservation
    d. District of Columbia Government, including the Mayor, City Council, D.C. Historic Preservation Office, Office of Planning, and others
    e. Various public and community groups
11. Special considerations, such as existing on-site structures
The Honorable Lawrence Small
Page - 2

that this vital information be available for consideration in order to allow the Board of Regents to make a well informed decision.

On behalf of the Commission, thank you for the opportunity to review the Smithsonian Institution's site selection methodology for this important cultural facility. We are pleased that Mr. Rembach will return to the Commission this summer to update us on the consultant studies, prior to the presentation of their findings in September. Please call me if I can answer any questions or if you can provide additional informational.

Sincerely,

John V. Coghill, III
Chairman

cc: Patricia E. Gallagher, AICP
Executive Director
Mr. Harry Rembach
Associate Director
Smithsonian Institution
Visitor Building, Suite 5200 MRC908
P.O. Box 37012
Washington, DC 20043-7012

RE: Comments on National Museum of African American History and Culture
Presentation from the April 7, 2005 Commission Meeting

Dear Mr. Rembach:

This letter outlines the Commission's initial reactions and concerns to the presentation on the site study methodology for the National Museum of African American History and Culture site selection. The presentation was given by the Smithsonian Institution and their consultants to the NCPC Commissioners at the April 7, 2005 Commission meeting. It outlined the metrics and methods used in the Smithsonian's analysis and subsequent reports to be made to the Smithsonian Institution Board of Regents.

The goal of the presentation was to acquaint the Commission with the methodology being used in the site selection procedure. The presentation was delivered as an outline of the factors to be considered in the evaluation and analysis of each site. It included an aggressive time line which will be followed in the development of the report for the Smithsonian Institution Board of Regents meeting. The Smithsonian Institution Board of Regents final site selection is scheduled for January 2006.

The Commissioners' concerns can be summarized into the following themes: lack of program, historical connections, symbolism, and costs.

Symbology / Symbolic Connection
Symbolic relationships of the African American community can be made for several sites. As mentioned, Middle Passage references can be made at the 10th Street Overlook site, and visual connections can be made to the Martin Luther King Memorial site from the Liberty Loan site, and the Arts and Industries site; symphonies hope for the future at the end of the reconsolation period and prior to Jim Crow.

The Washington Monument site symbolizes the value of open space on the National Mall, as it is one of the few remaining open spaces left on the mall. The existing building setbacks along Constitution Avenue and Madison Drive vary between 90 and 120 feet, and would help to maintain open space on the Monument grounds. However, it would significantly reduce the site's buildable area from an estimated 5 to 3 acres. Other issues surrounding the Monument site concern the potential of the site for flooding due to its location in a flood plain and the cost of construction in such an area.

Symbolically, a Mall Location is important to the Commission. The Monument site is a part of the Washington Monument grounds, and adjacent to the Mall; the Liberty Loan site is across 14th Street from the Mall, and the 10th Street Overlook site is two blocks...
Mr. Harry Rombach
Page 3

away from the Mall. The Commission's position was that the museum site should be on
the Mall but that an open mind should be kept in defining the boundaries by considering
what the future Mall may be.

In conclusion, the Commission and the Chairman expressed a desire to continue
working with the Smithsonian staff over the next few months leading to the final analysis
of the site. The final analysis meeting is scheduled for September 8, 2005. The Chairman
recommended that a meeting be held with the Commission members and the Smithsonian
prior to September 8. Mr. Harry Rombach agreed to meet with the Commission again
before the scheduled September 8, 2005 Commission meeting in order that matters
brought to light at the April 7, 2005 meeting can be clarified.

We look forward to continuing our dialogue with the Smithsonian on this important project.

Sincerely,

Michael Sherman, AICP
Director of Technology Development and Application
Dear Secretary Small:

The Commission would like to thank you for the informational presentation by Harry Romback on the site selection process for the proposed National Museum of African American History and Culture which was presented at the 21 April 2005 meeting. The Chairman appreciates your bringing the site selection process before the full Commission and whatever the final location, continues to advocate for the highest quality design in making the proposed museum a prominent destination in the nation’s capital.

In last week’s meeting, the Commission members found that the criteria and process that has been established for the site selection were appropriate and applicable. They raised concerns about moving forward with the process without a well-defined building program. While the Commission has not endorsed any particular site, the members look forward to having the opportunity to review the selection made by the Smithsonian Board of Regents later this year. As always, the Commission staff is available should you or your staff require assistance.

Sincerely,

Thomas Luebke, AIA
Secretary

Mr. Lawrence M. Small, Secretary
Smithsonian Institution Building
1050 Jefferson Drive, NW
Washington, DC 20560-0016

cc: Harry Romback, R.A., SI
Robert L. Wilkins, Esq.
B. Venet Johnson
Dr. Robert L. Wright, Chairman, National Museum of African American History and Culture Presidential Commission

Commission of Fine Arts
National Building Museum
401 F Street, NW, Suite 312
Washington, DC 20001

FACSIMILE

Date: 5 May 2005

To: The Honorable Lawrence Small

From: Thomas Luebke

Org: Smithsonian Institution

Fax (202) 786-2615

Phone: 202 504-2200

Fax: 202 504-2106
May 17, 2005

Secretary Lawrence M. Small
Smithsonian Institution
SIB 205 MRC 016
P.O. Box 37012
Washington, DC 20013-7012

Dear Secretary Small:

We are writing to you as members of the United States Commission on Civil Rights to unanimously urge that the Smithsonian Institution’s Board of Regents choose a prominent site on the Mall, in Washington, D.C., as the site for the National Museum for African American History and Culture.

As you are well aware, throughout our nation’s history, the contributions of black Americans have stirred our nation’s conscience and helped shape our character. It is important for every American to know that history. By highlighting the accomplishments of black Americans, such as George Washington Carver and Colia Powell, and by telling the story of the Civil Rights Revolution, this museum will educate and inspire all Americans. In the 1950s and 1960s the courage of ordinary citizens, both black and white, joined such heroic figures as Dr. Martin Luther King, Jr. and Rosa Parks to force the nation to confront the moral failing of racial oppression.

The placement of the National Museum for African American History and Culture on the Mall in Washington, D.C., would appropriately signify the great importance of the cultural contributions of black Americans to American History.

Sincerely,

Gerald A. Reynolds, Chair

Abigail Thernstrom, Vice Chair

cc: Sheila P. Burke, Deputy Secretary and Chief Operating Officer
Board of Regents, Smithsonian Institution
Members, Council of the National Museum of African American History and Culture
March 4, 2005

Robert L. Wilkins, Esq.
Chair, Building and Site Committee
National Museum of African American History
and Culture Plan for Action Presidential Commission

Venable LLP
575 7th Street NW
Washington, DC 20004

Dear Mr. Wilkins:

The National Museum of African American History and Culture Act, Public Law 108-184, creates a unique opportunity within the Smithsonian Institution to portray the rich and important contributions of African Americans to the fabric of American life. The Act designates four possible sites for the National Museum of African American History and Culture (NMAAHC), all on or near the National Mall, and gives the Board of Regents of the Smithsonian the authority to choose from among them. The Act also requires that we consult with you and representatives of other organizations, and this letter is the first step in that process.

The consultations required by the statute are as follows:

The Chair of the National Capital Planning Commission
The Chair of the Commission of Fine Arts
The Chair of the Building and Site Subcommittee of the Presidential Commission

The Chair or Ranking Minority Members of:
- The House Committee on Interior Administration
- The House Committee on Transportation and Infrastructure
- The House Committee on Appropriations
- The Senate Committee on Rules and Administration
- The Senate Committee on Appropriations

To assist the Regents in this effort, we have engaged the services of PricewaterhouseCoopers, a management consulting firm, and their subcontractor PricewaterhouseCoopers, an architectural and engineering firm, to perform a technical evaluation of each site. PricewaterhouseCoopers will provide their final report to the Regents in October, 2005.

With the assistance of PricewaterhouseCoopers, we have developed the attached criteria to aid the Regents in their evaluation, and we are inviting your comments on these criteria as they relate to the four sites.

In addition to consulting with you and the other individuals referenced in the statute, we will seek comments from the public by communicating with interested members of Congress, public interest groups, District of Columbia government offices, historic preservation groups, African American organizations, NMAAHC Council and Scholarly Advisory Committee, neighbors of the proposed sites, and the general public.

In order to provide ample time for the Regents to take your comments into consideration, please respond in writing by April 29, 2005.

This letter and your response will be included in the record of the Regents' deliberations and will also be available on our website, www.si.edu/nmaahc.

I look forward to receiving your views on these criteria and any other information you wish to provide to the Regents. Thank you in advance for your contribution to this important project.

All the best.

Enclosure

Sincerely,

[Signature]

Smithsonian Institution Building
1900 Jefferson Drive, SW
Washington, DC 20560-0001

202-633-1000 Telephone
202-357-1315 Fax


WR 7 2005
SITE EVALUATION STUDY, DATA GATHERING REPORT
Appendix E-13

Lawrence M. Small
Secretary
Smithsonian Institution
1000 Jefferson Drive, S.W.
Washington, D.C. 20560

HAND DELIVERY

Dear Secretary Small:

Enclosed please find my response to your letter of March 4, 2005, regarding the appropriate site for the National Museum of African American History and Culture. I have also enclosed two CDs containing electronic versions of my letter and its three attachments to facilitate the reproduction, distribution, and Internet posting of the same.

Please feel free to contact me with any questions.

Very truly yours,

Robert L. Wilkins
Chair, Site and Building Subcommittee
National Museum of African American History and Culture Plan for Action
Presidential Commission

Enclosures
programming, budgeting, staffing and implementation, issues on which this firm has over 35 years of experience for over 140 museums, including the Louvre, the National Museum of the American Indian, the National Portrait Gallery, and the Museum of African Art. The Presidential Commission also consulted with Congress, the Smithsonian, the Architect of the Capitol, the National Park Service, the National Capital Planning Commission, the Commission of Fine Arts, local planning groups and countless others while considering the following sites:

On April 2, 2003, after a yearlong study involving more than fifty national and local meetings, including focus groups of common citizens and surveys of philanthropic and opinion leaders, the Commission presented a comprehensive Plan for Action and Final Report to the President and Congress. The recommendations in the Final Report were unanimous, and the Commission unanimously concluded that nearly 75 years after the first authorization to build this institution, “The Time Has Come” finally to make it happen. For several reasons, the Presidential Commission also unanimously concluded that the Museum should be located on the National Mall:

The most compelling reasons for a site on the Mall are related to the Museum’s mission:

- A site on the Mall is necessary to accomplish the goal of giving “voice to the centrality of the African American experience.” As the mission statement points out, the African American experience has been a continuing quest for human dignity. Placing this Museum on the National Mall squarely within the nation’s front yard and alongside the other major museums of American history permanently and forcefully contradicts the subjugation and segregation African Americans have fought for years.
- A site on the Mall “will make it possible for all people to understand the depth, complexity, and promise of the American experience.” A core function of this Museum is to educate as much of the American public as possible. That can only be done on the Mall, where visitation will be highest, and where the Museum will attract visitors who might not have been planning to seek out the Museum.
- A site on the Mall fulfills the “quest for human dignity.” Placing this Museum on the Mall makes a powerful statement and fulfills the mission statement of giving “centrality” to the African American experience by placing the building in the heart of the Monumental Core of the nation’s capital. African American history is not relevant only to a particular group, but to all of America. The nation’s museum system will not be complete until this Museum is built, because this Museum will tell an important part of the American story that has not been adequately examined.
- A site on the Mall properly contextualizes African American achievement and contributions to America. African Americans (including some slaves) helped design the Mall and build some of its most notable structures, including the Capitol and the White House. Placing the Museum on the Mall is a small token of recognition and appreciation for that contribution. Placing the Museum on
the Mall is only fair. An African American museum was authorized almost 75 years ago, before most of the current structures on the Mall were even built.\footnote{National Museum of African American History and Culture Plan for Action Presidential Commission, \textit{This Time Has Come}, Report to the President and to the Congress at p. 102 (April 2, 2003) (hereinafter \textit{\textquote{This Time Has Come}}).}

Significantly, President Bush recently echoed the preference for locating the NMAAHC on the National Mall during his 2005 Black History Month reception. The President stated I want to thank you all for coming. Thank you for helping us celebrate this month, as well as to make it clear to our fellow citizens we have a chance to build a fantastic museum, right here in the heart of Washington, D.C., on the Mall...'' (Emphasis added) (Available on the Internet at http://www.whitehouse.gov/news/releases/2005/02/20050208-0.html.) It is noteworthy that the crowd gathered at the White House, which included prominent Americans from all over the country, interrupted the President's statement with thunderous applause.

Thus, in its final report, the Presidential Commission recommended as its first choice for the museum the site between 1st Street, 3rd Street, Constitution Avenue and Pennsylvania Avenue, N.W., across the Capitol Reflecting Pool from the Botanic Gardens Conservatory. The alternative site endorsed by the Presidential Commission was the location immediately west of the National Museum of American History, between 14th Street, 15th Street, Constitution Avenue and Madison Avenue, N.W. Because Congress has removed the site that was the first choice of the Presidential Commission from consideration by the Regents, I strongly recommend the alternative site as the location for the Museum. (This site is labeled #5, the "Monument Site" in the picture on page 2.)

I am aware that Congress also asked the Regents to consider three other locations as potential sites for this Museum: the Arts and Industries Building, the "Liberty Laws" site, located on 14th Street Southwest at the foot of the 14th Street Bridge, and the "Harmaneck Overlook" site, located on 10th Street Southwest at the foot of the L'Enfant Plaza Promenade. P.L. 108-184 §8aa(7)(B). As part of our process of identifying potentially appropriate sites on or adjacent to the National Mall, the Presidential Commission carefully and thoroughly reviewed those three sites.

While the Arts and Industries Building is prominently located next to the Smithsonian Castle on the National Mall, the Presidential Commission concluded that it was not suitable for this Museum. The Presidential Commission concluded that at least 350,000 square feet will be needed to accommodate adequately the mission and facility program of the NMAAHC. The Arts and Industries Building comprises only 170,000 square feet. In addition, controlling temperature and humidity in exhibition spaces is absolutely necessary to protect priceless artifacts, and obtaining

\begin{itemize}
  \item The Commission studied the feasibility of using the Arts and Industries Building for the Museum. While it is on the Mall, making it usable as a modern museum would require a large underground addition or $720 million for a newly constructed building at the above site. Overall, the Presidential Commission concluded that the Arts and Industries Building was not appropriate:
  \item The Commission studied the feasibility of using the Arts and Industries Building for the Museum. While it is on the Mall, making it usable as a modern museum would require a large underground addition under Jefferson Avenue, which would add approximately $120 million (in 2011 dollars) to the cost of the project. The building would be highly inefficient, wouldn't have a unique identity as an African American museum, and would be more difficult to raise funds for support.
\end{itemize}

Indeed, several members of the Presidential Commission were already intimately familiar with the Arts and Industries Building from a similar, previous assessment. In 1991, the Smithsonian appointed an "African American Institutional Study Committee" to consider the merits of creating a National African American Museum and potential locations for such a museum. Presidential Commission Vice-Chair Claude B. Brown served as the Project Director of the Committee, and Presidential Commission members Jerome Bennett, Jr. and Howard Dodson served on the Committee itself. The Committee ultimately recommended that the Smithsonian establish a National African American Museum and house it in the Arts and Industries Building. Final Report of the African American Institutional Study at p. 34 (1991). However, the Committee qualified its recommendation by noting that the Arts and Industries Building was a "fiscally prudent and "expedient" solution, because the Smithsonian could convert the available space within the 170,000 square foot structure into the National African American Museum without having to construct a new building. Id. at p.36. The Committee therefore concluded that the Arts and Industries Building was a good temporary home for the Museum, noting that "Although some remain some questions at the long-term suitability of the building for the museum, it was considered an excellent starting point." Id. at p.111. Because we are now at the point of constructing a permanent and appropriate building for the NMAAHC, rather than finding an "expedient" or temporary solution, the Presidential Commission unanimously concluded that a
renovated Arts and Industries Building, even with an underground addition, was not the appropriate site for this Museum.

The remaining two sites, the Liberty Loan site and the Banneker Overlook site, are respectively two and four blocks south of the National Mall. For the reasons articulated above by the Presidential Commission (and reiterated by the President), the importance of locating this Museum on the Mall makes these sites far less appropriate for this Museum than the recommended site. In addition, while both sites have a number of positive attributes, the Presidential Commission found that there were other shortcomings of these two sites that made them not nearly as appropriate and suitable for this Museum as the recommended site:

- The Commission studied two additional sites near the Mall. Both sites have serious limitations and outstanding issues that question their appropriateness for this Museum of pre-eminent importance. The Liberty Loan site is small, relatively inaccessible, and has a large existing structure that would have to be razed with tenants who would have to be relocated. The Overlook Site is nearly half a mile from the Smithsonian Castle, would require significant enhancements to J. Enfant Promenade, is cut off visually from the Mall by the Fortiss Building, and would require complex coordination with the other stakeholders on the site. Fundraising Study determined that raising money, particularly from the African American community, would be much more difficult for a site not on the Mall.12

Thus, the bipartisan, blue ribbon Presidential Commission made very sound and carefully considered recommendations after reviewing all of the issues, with a great deal of input from the general public, the potential donor community, and various governmental officials. These findings are described in much greater detail in the 199-page Final Report and the 199-page Final Site Report of the Presidential Commission, which I have attached hereto for reference. I sincerely and respectfully request that the Regents give the time, thought and effort embodied in those 300 pages of reports the consideration that is deserved.

3 This was a great day at p. 103.
to honor only African American military contributions, but within a few years, the group clearly indicated that they wanted much more than just a statue, fountain or other common veteran's memorial; they envisioned a comprehensive national museum:

It is the purpose of the National Memorial Association[1] to erect a beautiful building suitable to depict the [Negro's contribution to America in the military service, in art, literature, invention, science, industry, etc. — a fitting tribute to the Negro's contributions and achievements, and which would serve as an educational center giving inspiration and pride to the present and future generations that they may be inspired to follow the example of those who have aided in the advancement of the race and Nation.

The building is to have an auditorium ample to house some 3,000 or 4,000 people. It is also to contain a hall of fame, art and music rooms, library and reading rooms, museum, statues and tablets, which are proposed to commemorate the deeds of American Negroes wrought for the perpetuation and advancement of the Nation, which would embody the utilitarian, aesthetic, and reverential, thus meeting the monument building ideals of the age as well as serving the race in a useful way.5

By 1919, Congress was holding hearings on legislation to authorize the construction of a "National Memorial Building." Though the legislation did not specify a site, the National Mall was considered the natural location for a Memorial Building of such historic importance from the early stages of the project. In 1920, following an inquiry from Congress, internal memoranda by Commission on Fine Arts staff noted that several then-underdeveloped sites on the National Mall would be appropriate for the "Memorial Building" referred to by the legislation. A press account from a few years later found within Commission on Fine Arts files in the National Archives stated "it is expected that the memorial will be on the Mall."6 (No Mall would ever be officially offered to the National Memorial Building, and the federal government would instead recommend that it be located across from the campus of Howard University in then-segregated Washington.)

On March 4, 1929, following more than a decade of often racially charged opposition in Congress, President Calvin Coolidge signed Public Resolution 107 into law. The law authorized a newly created "National Memorial Commission" to construct a "memorial building suitable for meetings of patriotic organizations, public ceremonial events, the exhibition of art and inventions ... as a tribute to the Negro's contribution to the achievements of America." The appointees to the National Memorial Commission included several prominent African American civic, social, business and religious leaders, such as Mary Church Terrell, founder of the National Association of Colored Women and charter member of the NAACP, Mary McLeod Bethune, founder of Bethune-Cookman College and the National Council of Negro Women, Paul Revere Williams, who would go on to design the Los Angeles International Airport and become the first African American inducted as a Fellow of the American Institute of Architects, and John R. Hopkins, President of the Prudential Bank and the Association for the Study of Negro History and Culture.7 Unfortunately, the vigorous Congressional opposition to the legislation caused the elimination of any federal seed funding to support the project, a devastating result that caused the Chicago Defender to call the law a "joke".

Adding injury to insult, the October 1929 stock market crash dashed any hope of private fundraising for the project. To obtain the federal funding, it believed that this project was due, the National Memorial Commission met with President Hoover on December 5, 1929 and requested that he make over $1.6 million in Reconstruction-era funds owed to African Americans and lost by the federal government available for the construction of the Memorial Building. Though Treasury Secretary Andrew Mellon confirmed the legitimacy of the $1.6 million claim, neither President Hoover nor Congress acted to make these funds long due African Americans available for the project. In 1933, President Franklin Delano Roosevelt abolished the National Memorial Commission and transferred its duties to the Department of Interior. Further requests for federal support were rebuffed, and though it remains authorized to this day, the National Memorial Building was never constructed.

It would take Congress 74 more years to authorize this Museum yet again.

5 The Association for the Study of Negro Life and History was founded by prominent author and historian Dr. Carter G. Woodson, the creator of "Negro History Week", which in turn inspired the creation of "Black History Month."
6 These funds consisted of over $300,000 in unclaimed pay owed to African American soldiers who served during the Civil War, which was paid into the federal Treasury after the Freedmen's Bureau was abolished in 1872, and nearly $1.3 million owed to African Americans who lost their life savings when the Freedman's Bank collapsed in 1874. A report submitted to the Presidential Commission by Swiller Berlin Sheruff Friedman LLP reconfirmed the legitimacy of the claim and conservatively estimated the present value of those funds at $500 million.
Following the demise of the 1929 authorization, there was little if any positive movement on further museum legislation until 1968, when a diverse group of individuals and organizations, including the NAACP, James Baldwin, Jackie Robinson and Roy Innis, urged Congress to pass a bill establishing a national commission to educate the public about African American history and culture and to explore creating a museum for that purpose. Despite extensive hearings, none of the numerous bills seeking to create such a commission passed. In 1978, Senator John Glenn spearheaded an effort to have an African American museum in Wilberforce, Ohio declared a national museum operated by the National Park Service. That struggle ended in 1980 after successive bills were defeated. In the 1980s, the focus shifted back to building a National Museum in Washington following a 1984 report by the African American Museum Association documenting the continuing need. In 1986, under the leadership of the late Mickey Leland (D-Tx), Congress passed Joint Resolution 666, Public Law 99-511, to "encourage and support" private efforts to build a National African American Museum in Washington. Under the leadership of Representative John Lewis (D-Ga), bills to create such a museum within the Smithsonian were introduced in every session of Congress from 1988 to 2001, but none would pass.

In early 2001, a bipartisan coalition led by Representative Lewis and including former Representative J.C. Watts (R-Ok), Senator Sam Brownback (R-Kan) and former Senator Max Cleland (D-Ga), began the efforts which resulted in the creation of the Presidential Commission later that year. The Presidential Commission was constituted in 2002 and issued its final report in April 2003. Legislation based upon the Plan for Action developed by the Presidential Commission was introduced in May 2003, and Congress authorized the NMAAHCC in December 2003 – 74 years after the unfulfilled 1929 authorization of the National Memorial Building.

The nation owes a sincere debt of gratitude to the Committee of Colored Citizens, Moses Lewis, Watts, Brownback and Cleland, and to so many others over the past four generations who toiled to make this Museum a reality.

See To Establish A National Commission on Negro History and Culture: Hearings on H.R. 12962 Before the Select Committee on Labor of the Committee on Education and Labor (1968).

The L'Enfant Plan showing a building at the recommended site (circling the left)

On the 100th anniversary of the move of the Nation's capital to Washington, Senator James McMillan of Michigan formed a commission to make recommendations for the Monumental Core of the city. The Commission's work would build upon the L’Enfant Plan and become known as the "McMillan Plan". The McMillan Plan has been considered the authoritative reference for the planning and development of the National Mall ever since it was accepted by the Senate in 1902.
The McMillan Plan explicitly states that "areas adjoining B Street north and south, averaging more than four hundred feet in width from the Capitol to the Monument, afford spacious sites for buildings devoted to scientific purposes and for the great museums." Accordingly, every sketch or diagram of the McMillan Plan shows a proposed monumental building at the recommended site, between 14th and 15th Streets on the northern edge of the Mall at Constitution Avenue:

McMillan Plan showing a building at the recommended site (circled on the left)

Significantly, placement of a monumental building at the recommended site was approved by the authors of the McMillan Plan in reality, not just in theory. In 1910, the Commission of Fine Arts approved the use of this site for a new headquarters building for the State Department. Two of the members of the Commission of Fine Arts, Daniel Burnham and Frederick Law Olmsted, Jr., had been members of the McMillan Commission and chief architects of the McMillan Plan. The documents are quite clear that the proposed State Department headquarters "should be on the Mall.

10 S. Rep. No. 166, 57th Cong., 1st Sess. at p.44 (1902) (emphasis added). (Also available on the Internet at www.library.cornell.edu/Reps/DOSC/parkcomm.htm, in the section entitled "The Mall"). B Streets North and South have since been renamed Constitution Avenue and Independence Avenue, respectively.

In 1911, the Commission of Fine Arts, which included two chief architects of the McMillan Plan, approved the construction of this building at the recommended site.

Thus, because both the L’Enfant and McMillan Plans explicitly approved the placement of a large, monumental building at the recommended site, it is clear that the construction of the NMAHC at this site would not conflict with the historic and original visions of the National Mall. The approval of the State Department building by the Commission of Fine Arts further solidifies that placing the Museum on this site accords with the historic plans for the Mall.

The Presidential Commission carefully considered the arguments made by some that placement of the Museum at the recommended site could possibly unduly impede sight lines of the Washington Monument and encroach upon the Washington Monument. However, it is quite telling that such concerns were not persuasive to the authors of the L’Enfant Plan or of the

11 Minutes of the Second Meeting of the Commission of Fine Arts (July 9, 1910); Minutes of the Eighth Meeting of the Commission of Fine Arts (May 18, 1911) (reproduced in the Final Site Report at 188-194).

12 Letter from the Acting Secretary of the Treasury to the Committee on Public Buildings and Grounds (Jan. 18, 1911) (reproduced in the Final Site Report at 195).
McMillan Plan, since both plans place a building at the site. Nor was such a view persuasive to the original members of the Commission of Fine Arts, since they not only approved placing the State Department headquarters at the site, but also recommended that it “be elevated on terraces, both because of the existing grades and because of the character which it is desirable to give the building.” The authors of the McMillan Plan could have hardly made a clearer statement that a building at this site would not interfere with the deference due the Washington Monument. Furthermore, the Presidential Commission rejected these contentions because, as shown below, the Museum can be constructed on the site and be no closer to the Washington Monument than any building already on the Mall (the closest such building is the Annex of the Holocaust Museum):

![Diagram of the Mall with the NMAAHC and other museums marked]

NMAAHC would be no closer to Washington Monument than existing construction

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13 Letter of Daniel Burnham (July 9, 1910) (reproduced in Final Site Report at 189).

14 Public Law 108-126, § 2016 et seq.
15 Public Law 108-184, § 8(b)(3).
Thus, since its conception, the 1966 Master Plan has been amended several times to accommodate major museums:

- **Hirshhorn Museum**: The map above shows the area as open space and landscaping, and the text of the 1966 Master Plan describes "[keeping the Archives] cross-axis broadly open between 7th and 9th Streets, as indicated on the McMillan and successor plans in order to provide park-like gateways from the McMillan and successor plans in order to provide park-like gateways from adjoining buildings and streets and to avoid a continuous wall of large buildings between the Mall and the city." 16 The Smithsonian nonetheless obtained the concurrence of the Secretary of the Interior and Congress for this site, arguing that the building would allow the implementation of the "plans for a great axis extending across the Mall..." 17
- **East Wing of the National Gallery**: The 1966 Master Plan clearly shows this site as open space. In July of 1969, the National Capital Planning Commission amended the 1966 Master Plan to allow the construction of the museum.
- **National Museum of the American Indian**: The 1966 Master Plan clearly shows this site as open space. In April of 1970, the National Capital Planning Commission amended the 1966 Master Plan to allow the construction of a future Smithsonian museum (which was expected to be focused on Native American culture).
- **National Museum of African American History and Culture**: The 1966 Mall Master Plan called for the removal of the Auditorium's building complex and creating open space at this location. In September of 1981, the National Capital Planning Commission approved a change to the 1966 Master Plan to allow for the construction of a new building for the National Museum at the site.

If the 1966 Master Plan was not an insurmountable barrier to the construction of these four museums, one reasonably questions why it should preclude the use of the recommended site for the NMAAHC. The argument in reliance on the 1966 Master Plan is further weakened by the fact that the use of the recommended site comports with the L. Enfalt and McMillan Plans (which could not be said for the Hirshhorn), and by the fact that this Museum was authorized 76 years ago, long before the 1966 plan was even conceived.

17 Hearings on S. 3389, 89th Cong., 2nd Sess. at pp. 16-17 (June 30, 1966).
V. CONCLUSION

In sum, after an exhaustive review of the facts and thorough consideration of the issues, the Presidential Commission made a unanimous recommendation of a preferred site and an alternative site for the NMAAHC. While the Regents cannot implement the first choice of the Presidential Commission, they can and should implement our second choice.

History can defend no other result.

Very truly yours,

Robert L. Wilkins
Chair, Site and Building Subcommittee,
National Museum of African American History and Culture Plan for Action
Presidential Commission

Enclosures:

- Trust Trust Has Cost; Report to the President and to the Congress
- Final Site Report
- The Forgotten Museum

cc: Members of the National Museum of African American History and Culture
Plan for Action Presidential Commission
National Museum of African American History and Culture

SITE EVALUATION STUDY, DATA GATHERING REPORT  
Appendix E-23
The Third Century Mall idea has been received with considerable interest and enthusiasm. On April 12, the Senate Energy Committee's Subcommittee on National Parks held a Mall oversight hearing during which Chairman Craig Thomas and Ranking Member Daniel Akaka spoke of the need for a "Third Century" vision for the Mall. This concept responds to Congress's problem of finding new sites for memorials and museums "on the Mall." And it allows the Mall to continuously evolve to meet the needs of public uses from recreation to large gatherings such as the Folklife Festival. We have shown our presentation to Congressional representatives, government agencies with jurisdiction over the Mall (National Park Service, Architect of the Capitol, GSA, Smithsonian staff, DC Office of Planning), and citizen groups. Fred Hiatt, editorial page editor of The Washington Post, recently endorsed the concept in a March 11 op-ed "Let the Mall Grow," a copy of which is enclosed.

The idea of a Third Century Mall came out of the Coalition's eighteen-month-old National Mall Third Century Incentive program. A series of public workshops culminated in our October 2004 Future of the National Mall report, which can be read at www.nationalmall.net. It became clear from the workshops that government and public perceptions of the Mall are often at odds. Whereas current government policy treats the Mall as a "completed work of civic art," the public thinks of the Mall as a vibrant gathering place and stage for our democracy. The meaning of the Mall—enhanced by ongoing public activities from civil rights marches to July 4th celebrations and recreational use—is continually evolving. Museums and memorials add to and reinforce the Mall's historic and cultural symbolism. Seen in this light, identifying sites for new memorials and museums is not a real estate problem. It becomes an opportunity to reinforce the L'Enfant and McMillan concepts of the city and the National Mall as physical embodiments of American democracy.

The Museums of African-American History and Culture can and should represent a significant addition and correction to the Mall's symbolism. Given a program that incorporates the historical drive of African Americans toward the status, rights, and privileges of full citizenship, only achieved in mid-twentieth century, this Museum deserves not only a place "on the Mall" but a site that symbolizes our nation's continuing commitment to those principles in the 21st century.

Even before we developed the idea of the Third Century Mall, the Coalition was supportive of the Bancroft Overlook site for the Museum of African American History and Culture. The positive aspects of the site include:

- It already has an African-American identity with reference to Benjamin Bancroft
- There is access to the water for a Slave Ship component of the museum program
- There is room for a proposed Slave Memorial
- There is a strong visual connection and easy access to the "First Century" Mall
- It would create an exciting dynamic with the Smithsonian Castle, the oldest building on the Mall
- It is the largest of the sites
- There would be greater freedom of architectural design, with an opportunity to do an important iconic building

The Motto is very close.

It would reinforce L’Enfant Plaza and the waterfront, consistent with NCPC’s Comprehensive Plan and its Memorials and Museums Master Plan, which recommends locating future memorials and museums where they can revitalize areas.

It would be visible from the Tidal Basin and from the whole Potomac and Anacostia valley.

To this list, we would now add two:

- Since the four sites were chosen in 2002, the area around L’Enfant Plaza and the Bancroft Overlook has become the focus of several planning efforts (including a Children’s Museum and Health Museum) that could dramatically improve the L’Enfant Plaza area in the next five to ten years. The Museum would benefit from, and add to, these plans.
- In the context of the Third Century Mall, the Museum would add a new chapter to the Mall’s expression of our evolving democracy, in the tradition of the L’Enfant and McMillan Plans. With a bridge connection to East Potomac Park, it would be the gateway to our optimistic and forward-looking expansion of the Mall’s symbolism and public open space along a three-mile-long waterfront park.

What is missing from the Site Evaluation Criteria developed by the Smithsonian is precisely this crucial context of the Museum within the historic L’Enfant and McMillan Plans—its role as symbol and embodiment of founding ideals, the strategic location of buildings in relationship to one another and the public open space, the reciprocal vistas and views that reinforce the Mall’s meaning, the essential role of public open space for gathering, celebrations, and recreation. In order for this new Smithsonian museum to find its rightful place in the nation’s capital, this historical and cultural context should be given priority over all the other considerations.

Thank you for this opportunity to contribute our ideas. We will contact you the first week in May to set up a presentation before the Board of Regents.

Sincerely yours,

Judy Scott Feldman, Ph.D.
Chairman

3 attachments
May 1, 2005

Mr. Lawrence Small, Secretary
Smithsonian Institution
1900 Jefferson Drive, S.W.
Washington, D.C. 20560-0016

Dear Secretary Small,

May I add my thanks to those of Judy Scott Feldman, Chairman of the National Coalition to Save Our Mall, addressed to you on April 29, 2005, for the invitation to submit comments on the four sites proposed for the National Museum of African-American History and Culture.

I am an African American native of Washington, D.C., a practicing architect, former Chair of the D.C. Historic Preservation Review Board, former Director of Facilities Development at the University of the District of Columbia, former Vice President for Administrative Services at the University, Advisor Emeritus to the National Trust for Historic Preservation and Vice President of the National Coalition to Save Our Mall.

Mr. Feldman provided twelve significant advantages for locating the National Museum of African-American History and Culture on the Benjamin Banneker Overlook site at the foot of 10th Street, S.W.

Historically, Banneker is one of the nation's most highly renowned African-American citizens. You probably know that, in 1792, as a colleague of Major Andrew Ellicott, Banneker was instrumental in reconstructing the extensive survey for the planning development of the nation's capital after Pierre L'Enfant ceased original work on the project and carried away all of the plans prepared for President George Washington.

You will remember also that Banneker was an outstanding self-taught mathematician and astronomer who, in 1791, created and published his acclaimed Pennsylvania, Delaware, Maryland and Virginia Almanac and Ephemeris. Also, in 1792, Banneker's famous correspondence with then Secretary of State Thomas Jefferson brought from Jefferson an admission that Banneker's brothers-in-color were endowed with intellectual capabilities equal to their brothers of other colors and a critical reference to the institution of slavery.

We do look forward to an opportunity to present our position to the Smithsonian's Board of Regents.

Sincerely yours,

Charles I. Cassell

Appendix E-25
Let the Mall Grow

The Mall is too slow to fill. The next would-be developers, the National Museum of African American History and Culture, should not probably find it a daunting task. But if the plan is to be successful, it must be done in stages, with each stage carefully planned and executed.

This dynamic plan seeks only to enhance, not to alter, the current landscape. The Mall's current state is one of potential, waiting for the right opportunity to realize its full potential. The proposed changes aim to create a more vibrant, engaging, and inclusive space for all visitors.

The Mall's services could be expanded, and new amenities could be added to enhance the visitor experience. This is a significant moment in the history of the Mall, and it is an opportunity to ensure that the Mall remains a place of significance for generations to come.

The Mall's potential is immense, and with the right planning and execution, it will continue to be a symbol of our nation's history and culture.
Smithsonian Institution

Lawrence M. Small
Secretary

March 4, 2005

Judy Scott Feldman, Ph.D.
President and Chairman
National Coalition to Save Our Mall
9507 Overlea Drive
Rockville, Maryland 20850

Dear Dr. Feldman:

The National Museum of African American History and Culture Act, Public Law 108-184, creates a unique opportunity within the Smithsonian Institution to portray the rich and important contributions of African Americans to the fabric of American life. The Act designates four possible sites for the National Museum of African American History and Culture (NMAAHC), all on or near the National Mall, and gives the Board of Regents of the Smithsonian the authority to choose from among them. The Act also requires that we consult with you and representatives of other organizations as the first step in that process.

To assist the Regents in this effort, we have engaged the services of PFM Management Consulting firm, and their subcontractor Pae division architectural and engineering firm, to perform technical and engineering evaluations we will provide their final reports to the Regents in October, 2005.

With the assistance of PFM, we have developed the attached criteria in their evaluation, and we are inviting your comments on these or the four sites. The Smithsonian Institution values the expertise of the National Coalition to Save Our Mall on the past and future of the Nation.

In addition to consulting with you, we will seek comments from the public by communicating with interested Members of Congress, public interest groups, District of Columbia government officials, historic preservation groups, African American organizations, the NMAAHC Council and Scholarly Advisory Committee, neighbors of the proposed sites, and the general public.
Selection of Site

The Regents of the Smithsonian Institution, at a regular meeting of their Board, and pursuant to the provisions of the Act establishing said Institution, approved August 10th, 1866, have selected and appropriated, and do select and appropriate as the site for their buildings, the south half of a block of the public reservation in the City of Washington, known as the mall, as lies between north and twelfth streets, bounded as follows:

Beginning at a point in the public mall in the City of Washington, which point is on the west line of ninth street west and is due west from the centre of the Capitol of the United States, and running thence south seven hundred and fifty-nine feet, and nine inches, or thereby, to the north line of A street south, thence with said north line of said A street west one thousand and eighty-seven feet and one inch, or thereby to the east line of twelfth street west, thence with said east line of said twelfth street north, seven hundred and fifty-nine feet and nine inches, or thereby to a point due west of the place of beginning, thence east one thousand and eighty-seven feet and one inch, or thereby to the place of beginning.
In testimony whereof, the said Regents have caused this record hereof to be made, and hereunto subscribe their names, in conformity with the provisions of the said Act, this 2d day of May, 1857.

(Signed)

W. W. Smith
Geo. Evans.

W. H. Patterson

Abel Hale, Clerk
William Brough

Wm. J. Kidd
R. P. Bache
Richard Bache

Mr. Caleb Bache
Plan of Smithsonian Grounds appropriated by Act of Congress, August 10, 1846