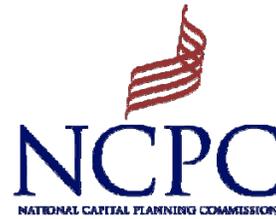


## PRESS RELEASE



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### **NCPC Issues Report on Flood and Stormwater Risks in Washington**

**Washington, DC** – At its monthly meeting today, the National Capital Planning Commission (NCPC) heard the findings of a staff report on flooding and stormwater risks in the nation’s capital. NCPC undertook the study in response to the extensive flooding of the monumental core in June 2006, which led to the closure of several federal agencies and caused significant damage, particularly to the National Archives and the Internal Revenue Service. The draft report examines the various causes of flooding in the District, particularly in the low-lying National Mall, Federal Triangle, and downtown areas; offers historical data on the city’s flooding history and response; and suggests ways NCPC policy may help reduce future risks of flooding.

The District’s location at the confluence of the Potomac and Anacostia Rivers, combined with three long-buried waterways, broad floodplains, and relatively flat elevations, renders it highly susceptible to periodic overbank flooding. In the last 120 years, downtown D.C. has experienced major flooding five times, threatening national historical and cultural resources and requiring costly cleanup. In addition, the city’s inadequate storm sewer capacity puts the downtown business district and Federal Triangle at considerable risk for urban drainage flooding. In June 2006 the aging sewer system—a combined sanitary and stormwater system—was unable to handle the heavy rainfall.

The NCPC report examines the federal and District roles in flood control and stormwater management and proposes an action plan for developing NCPC flood response strategies as well as a coordinated, multi-agency federal response.

In the afternoon session of the meeting, the Commission also will review the District Department of Transportation’s (DDOT) plans for two new streetcar lines that would supplement existing bus and metro lines. The 1.3-mile Anacostia line will connect Anacostia Metro Station with Bolling Air Force Base and the Navy Annex, which are now separated by high-speed roads. The H Street project, which runs from 3rd to 14th Streets, NE, is part of the District’s “Great Streets Program” and will include streetscape and sidewalk improvements in addition to construction of the rails. The H Street corridor falls within the boundaries of the L’Enfant Plan.

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“We support the District’s efforts to improve accessibility and help revitalize the Anacostia and H Street corridor neighborhoods,” said NCPC Chairman John V. Cogbill, III. “These projects will offer important supplements to the existing Metro service and serve the communities well.”

DDOT has purchased cars for the Anacostia line and will begin construction in 2007. Reconstruction of H Street to accommodate the streetcar line and improve its sidewalks will begin in 2007, but DDOT does not expect the streetcar to be operational for at least five years. The agency plans to lay the rail infrastructure in conjunction with the Great Streets improvements to save on construction costs and minimize disruptions

The Commission also will review, for its impact on the federal interest, the District Elements of the Comprehensive Plan for the National Capital. Under the National Capital Planning Act, development within the District of Columbia is governed by the Comprehensive Plan for the National Capital, which consists of Federal Elements, prepared by NCPC, and District Elements, prepared by the District of Columbia. The Comprehensive Plan provides long-term policy and planning guidance on a variety of issues such as transportation, the environment, historic preservation, federal facilities, and tourism. NCPC released the Federal Elements of the Comprehensive Plan in 2004.

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

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