



Executive Director's Recommendation

Commission Meeting: October 3, 2013

PROJECT Reconstruction of South Capitol Street, P Street to I-295 South Capitol Street Washington, DC	NCPC FILE NUMBER 7529
	NCPC MAP FILE NUMBER 8.10(48.31)43847
SUBMITTED BY District of Columbia Department of Transportation	APPLICANT'S REQUEST Approval of comments on concept design
REVIEW AUTHORITY District Project Outside the Central Area 40 USC § 8722 (b)(1)	PROPOSED ACTION Approve with comments
	ACTION ITEM TYPE Staff Presentation

PROJECT SUMMARY

The District Department of Transportation (DDOT) has submitted a concept design proposal to revitalize the South Capitol Street Corridor. This \$600 million phase of the overall project includes: the construction of a 1,600-foot-long, seven-span, slender-haunched, fixed bridge to replace the deteriorating Frederick Douglass Memorial Bridge; the rehabilitation of several triangular parks; the development of two new oval open spaces, and the construction of a new interchange with Interstate-295.

This has been an ongoing project for a number of years and during the past 12 months DDOT has studied several design refinements of the 2011 Final Environmental Impact Statement (FEIS) Preferred Alternative as part of the design development process. DDOT evaluated the designs to reduce or eliminate the right-of-way and environmental impacts of the project while improving access to the bridge, and connecting roads including maintaining South Capitol Street as a main gateway into the District.

This concept proposal is a modification to the FEIS Preferred Alternative. The most significant of these modifications is a re-alignment of the new Frederick Douglass Bridge parallel to the existing bridge, and reconfiguration of the FEIS traffic circle on the eastern side of the bridge to an oval shaped space. This re-alignment will not require the transfer any land on Joint Base Anacostia Bolling to DDOT as was required under the FEIS preferred alternative.

KEY INFORMATION

- Project generally adheres to the relevant recommendations identified as part of the South Capitol Street Task Force process
- Realigned Frederick Douglass Memorial Bridge eliminates need to transfer federal land.

-
- Axial relationship between west oval and U.S. Capitol – enhances prime location for major monument as described in the Memorials and Museums Master Plan.
-

RECOMMENDATION

The Commission:

Provides the following comments on the concept design for the reconstruction of the South Capitol Street Corridor and the Frederick Douglass Bridge:

- **Comments** favorably on the two oval open spaces that are proposed on either side of the Anacostia River at the Frederick Douglass Bridge, but also
- **Notes** that the U.S. Commission of Fine Arts deferred action on the project at its September 19, 2013 meeting commenting to the District Department of Transportation that the bridge design was not an appropriate response given its importance as a gateway into the city and its setting.
- **Recommends**, as it continues with the design development, that the District Department of Transportation:
 - Determine which land transfers are necessary as part of this reconstruction process, and
 - Explore various options on which agency could best manage the oval open spaces.
- **Notes** that future land use discussions concerning the land around the western oval, although outside of the scope of this project, will need to occur to help further the ideas of creating a vibrant destination as identified in several plans for this area.
- **Notes** that Memorandum of Agreement signed in 2011 under Section 106 will need to be revisited and amended, as necessary.

PROJECT REVIEW TIMELINE

Previous actions	None
Remaining actions (anticipated)	– preliminary site development design – final site development design

Table of Contents

I. Project Description	5
Site.....	5
Background.....	6
Proposal.....	10
II. Project Analysis/Conformance	15
Executive Summary	15
Analysis.....	16
Comprehensive Plan for the National Capital	16
Memorials and Museums Master Plan.....	16
Anacostia Waterfront Initiative Framework Plan	18
South Capitol Street Task Force Recommendations	19
National Environmental Policy Act (NEPA).....	21
National Historic Preservation Act (NHPA)	21
III. Consultation	21
Coordinating Committee.....	21
U.S. Commission of Fine Arts	21
Coordination with local agencies	22

Figures and Maps

Figure 1: Regional Context.....	5
Figure 2: Project Phases.....	6
Figure 3: Pierre L'Enfant Plan of Washington, DC (1791)	7
Figure 4: Memorials and Museums Master Plan – Framework Diagram.....	8
Figure 5: South Capitol Street Task Force – Key Components	9
Figure 6: Supplemental EIS Bridge Alignment.....	10
Figure 7: Frederick Douglass Memorial Bridge – Concept Design.....	11
Figure 8: South Capitol Street Reconstruction - Ovals	12
Figure 9: Concept Oval Designs	13
Figure 10: West and East Ovals – Concept Design.....	14
Figure 11: Memorials and Museums Master Plan - Site 8	17
Figure 12: Perspective Renderings – Memorial and Museums Master Plan.....	17
Figure 13: Anacostia Waterfront Initiative Framework Plan - South Capitol Street	18
Figure 14: South Capitol Street Task Force Recommendation.....	19
Figure 15: South Capitol Street Task Force – Key Components	20

I. PROJECT DESCRIPTION

Site

South Capitol Street is located directly south of the U.S. Capitol, and extends across the Anacostia River via Frederick Douglass Bridge where it connects to Suitland Parkway and Interstate 295. The bridge is located at the southeast quadrant of the District of Columbia and immediately northeast of the confluence of the Potomac and Anacostia Rivers. The Washington Navy Yard is directly upstream from the existing bridge. The ballpark for the Washington Nationals Major League Baseball team is directly north of the bridge. Southeast of the bridge is the U.S. Navel Support Facility Anacostia, and northeast of the bridge is Poplar Point.

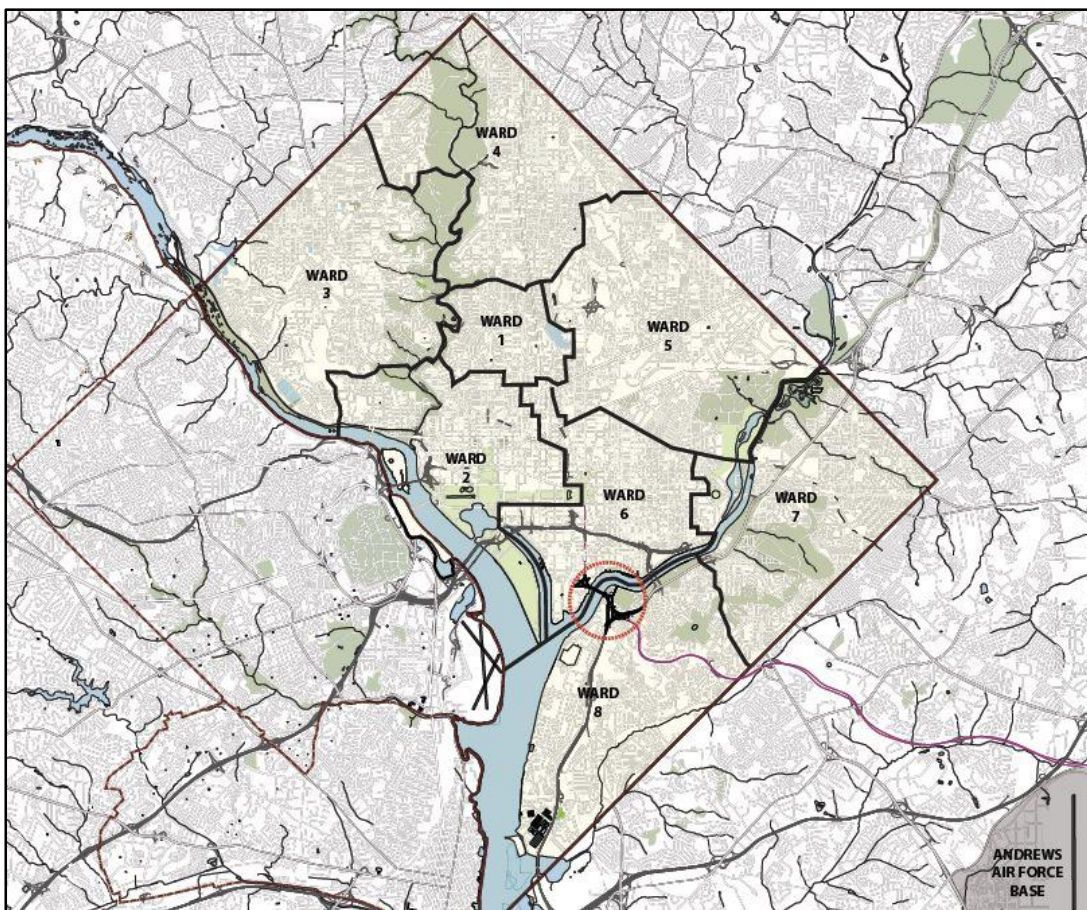


Figure 1: Regional Context

Phases

This phase of the project is approximately 64 acres, separated into two segments, see Figure 2. Segment One consists of the land on either side of the Frederick Douglass Bridge and the two ovals. Segment Two includes the interchange from Suitland Parkway to Interstate – 295. The other three segments are for the following areas: South Capitol Street, Suitland Parkway's interchange with Interstate – 295; and New Jersey Avenue south of the U.S. Capitol.

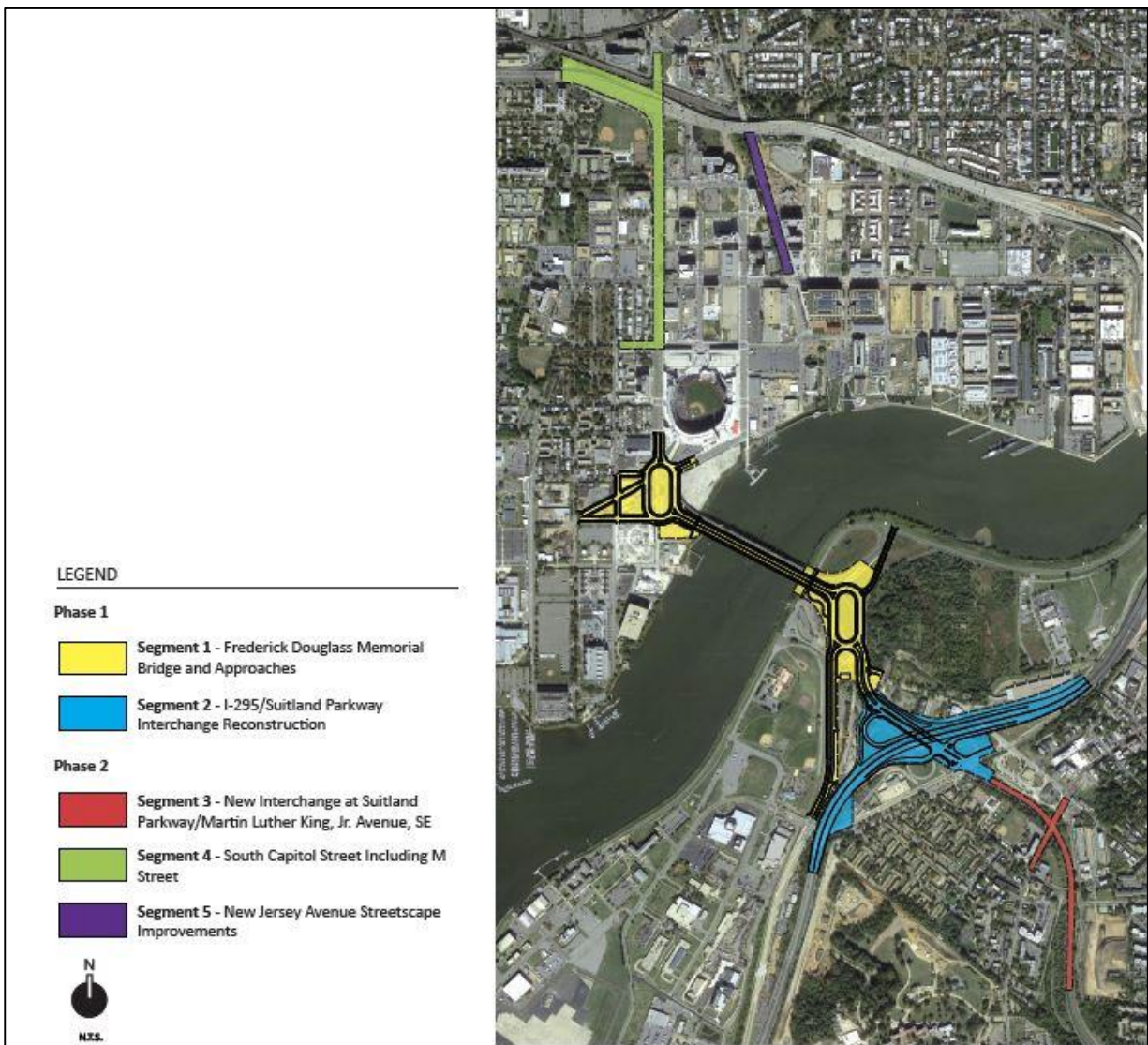


Figure 2: Project Phases

Background

The South Capitol Street Corridor Project calls for replacing the Frederick Douglass Memorial Bridge and transforming the bridge and the approaching streets on both sides of the bridge into a grand scenic boulevard that improves safety and increases pedestrian and vehicular safety, improves multi-modal transportation options, increases community accessibility and supports economic development on both sides of the Anacostia River. Constructed in 1949, and dedicated to Frederick Douglass in October 1964, the existing bridge carries South Capitol Street over the Anacostia River.

South Capitol Street was a primary corridor in Major Pierre L'Enfant's 1791 Plan of the City of Washington and was envisioned as one of the symbolic gateways to the city and its Monumental Core. As envisioned in L'Enfant's Plan, South, East, and North Capitol streets represent the cardinal directions extending from the U.S. Capitol. As such, these streets are critically important within the hierarchy of Washington's streets and are considered to be "prominent gateways" to the Monumental Core. As you can see in the Fig 2, South Capitol Street was interrupted by a canal that connected to the Eastern Branch (now known as the Anacostia River).



Figure 3: Pierre L'Enfant Plan of Washington, DC (1791)

The McMillan Commission refined L'Enfant's grand vision, while addressing issues of urbanization unique to the period. In total, the plans called for: re-landscaping the ceremonial core, consisting of the Capitol Grounds and Mall, including new extensions west and south of the Washington Monument; consolidating city railways and alleviating at-grade crossings; clearing "slums"; designing a coordinated municipal office complex in the triangle formed by Pennsylvania Avenue, 15th Street and the Mall, and establishing a comprehensive recreation and park system that would utilize and preserve the ring of Civil War fortifications around the city.

Several planning initiatives have been conducted in the last 20 years to update the McMillan Plan. The Extending the Legacy of the McMillan Commission Plan was developed and published in 1996 and included extending the McMillan Plan from the Mall to other parts of the District of Columbia. The Memorials and Museums Plan was an effort, culminating in 2001, to plan for the additional locations throughout the city for additional commemorative sites. Also in 2009, the Monumental Core Framework Plan identified connections to improve connections between the core of DC and the surrounding neighborhoods.

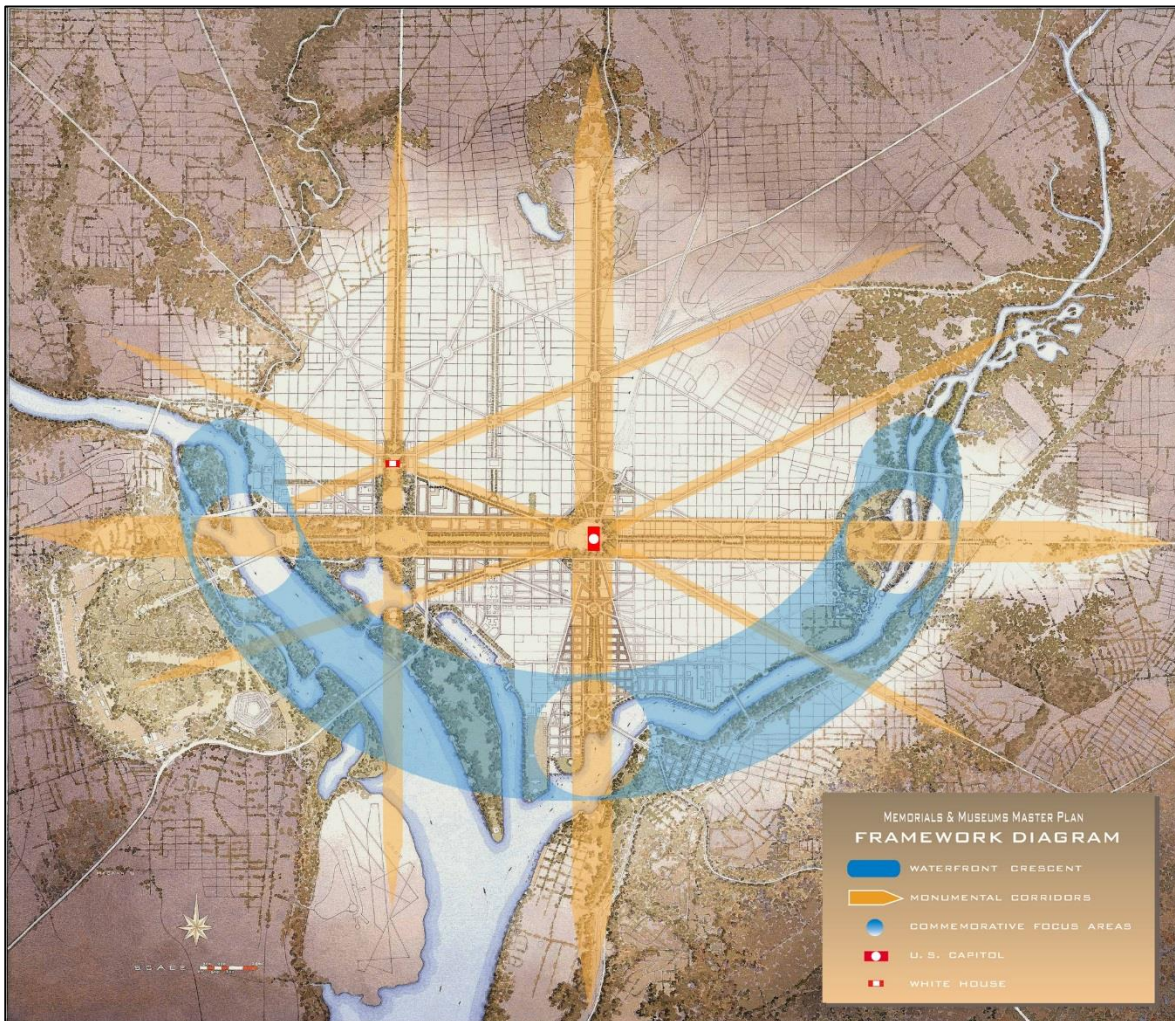


Figure 4: Memorials and Museums Master Plan – Framework Diagram

As part of the South Capitol Street Corridor, the Frederick Douglass Bridge provides a key component of the road network linking downtown Washington to neighborhoods in the southeast and southwest quadrants of the District of Columbia and Prince George’s County, Maryland. In addition to local traffic the corridor provides direct connectivity between the SE-SW Freeway, I-295, I-395, and Suitland Parkway. A 2005 planning effort, called the South Capitol Street Task Force, identified a consensus plan for this important corridor. The outcome of this effort is shown in Figure 4, which identifies several key components of this plan.

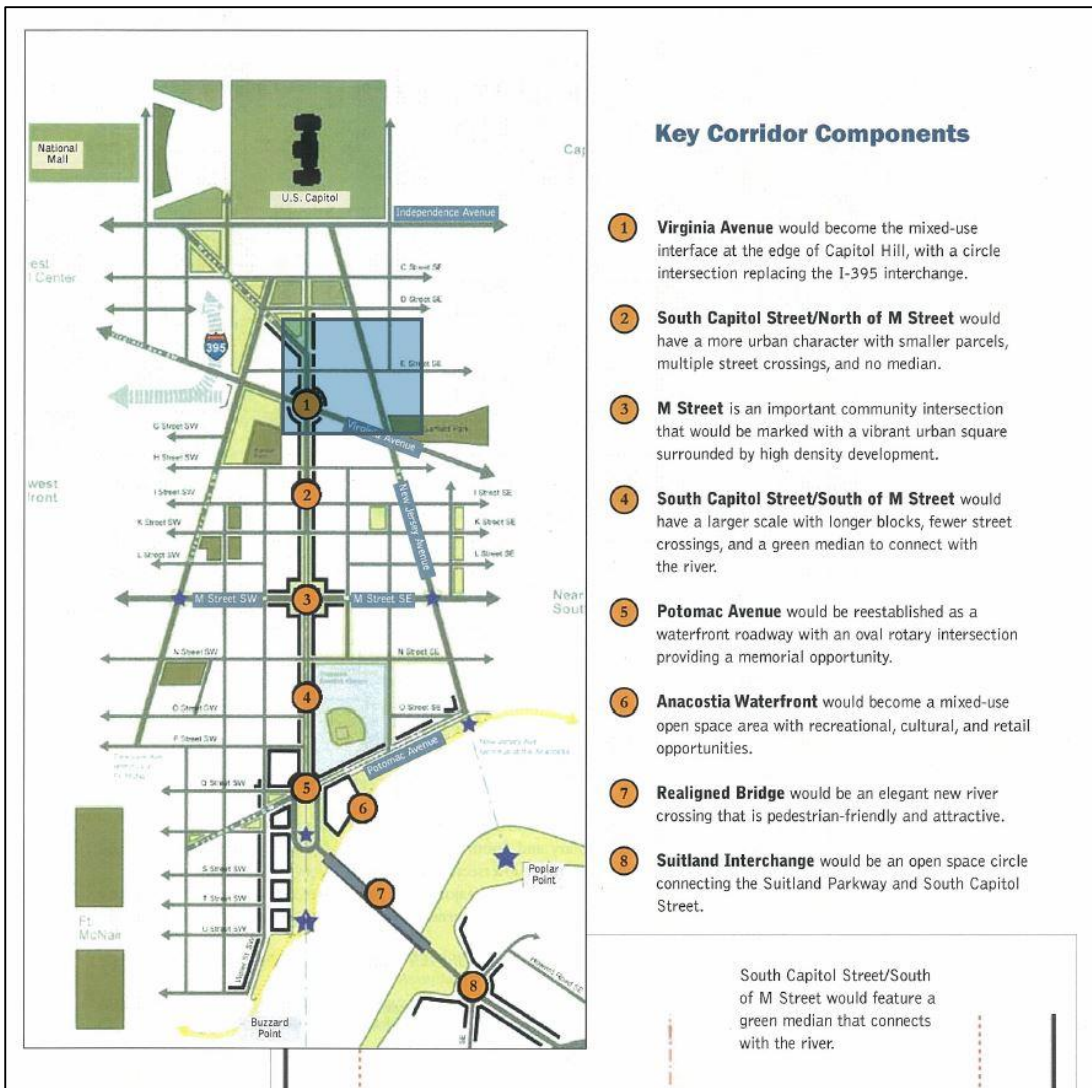


Figure 5: South Capitol Street Task Force – Key Components

The importance of this corridor as an evacuation and emergency route was heightened after September 11, 2001, because it provides a protected route for movement of security resources and our nation’s leaders to and from military installations at Joint Base Andrews and Joint Base Anacostia Bolling and the Washington Navy Yard. Most of the areas north and west of the river are currently used for business, commercial and recreational purposes, although there are residential neighborhoods in the project area, and redevelopment of industrial properties to mixed use is rapidly occurring. The Anacostia River is typically used by small craft; and provides access to the Navy Yards, currently served by smaller vessels.

Proposal

The South Capitol Street Corridor Reconstruction Project is a multi-phased project that includes replacing the Frederick Douglass Memorial Bridge and transforming it and the approaching streets on both sides of the bridge into a grand scenic boulevard that improves safety and increases pedestrian and vehicular safety, improves multi-modal transportation options, increases community accessibility and supports economic development on both sides of the Anacostia River.

Key Project Elements:

- Building a new 1600-foot-long, six-lane Frederick Douglass Memorial Bridge including an 18-foot wide pedestrian/bike path on both sides of the bridge;
- Creating a new traffic oval west of the river that connects South Capitol Street, Potomac Avenue, and Q and R Streets SW;
- Creating a new at-grade traffic oval east of the river that connects South Capitol Street, Suitland Parkway and Howard Road, SE;
- Reconstructing the Suitland Parkway/Interstate 295 interchange;
- Reconstructing I-295 Bridges over Howard Road, Suitland Parkway, and Firth Sterling Avenue, SE;
- Increasing bicycle and pedestrian facilities; and
- Improving drainage and storm water management throughout the corridor.

Frederick Douglass Bridge - Alignment

As part of the South Capitol Street Environmental Impact Statement process, DDOT used the South Capitol Street Task Force recommended alignment of the Frederick Douglass Bridge and Suitland Parkway that would have necessitated a land transfer from Joint Base Anacostia Bolling to the District of Columbia.

This re-alignment identified in the EIS was necessary because the existing Frederick Douglass Bridge has an operable span that needed to swing to open. DDOT wanted to allow the existing bridge to continue to be operable during the construction of the new replacement bridge.

This decision on the preferable bridge re-alignment from the EIS was revised during the past 12 months because the existing bridge was no longer operable and the difficulty in initiating land transfer discussions with the Department of the Navy. The alignment could be shifted

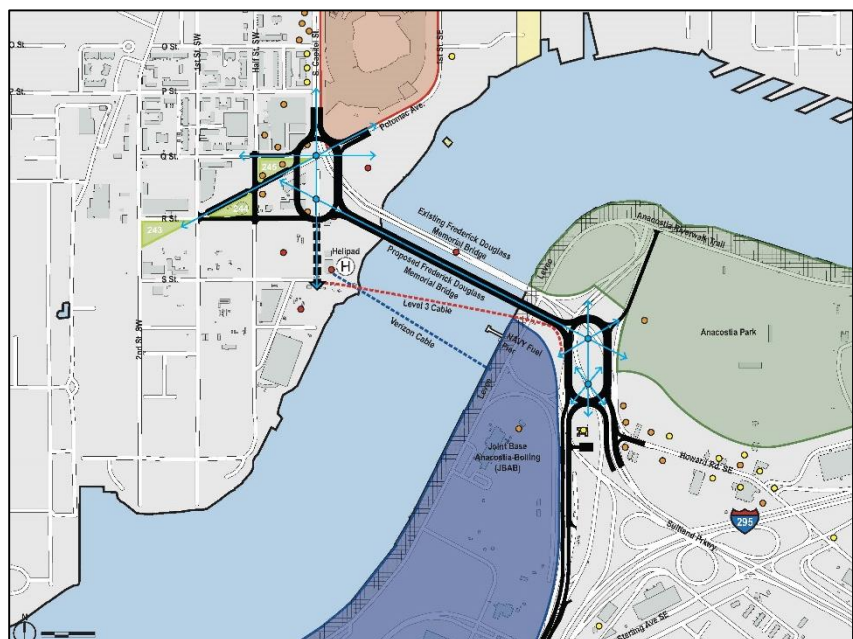


Figure 6: Supplemental EIS Bridge Alignment

closer to the existing bridge which would negate the need for a land transfer from the Navy. Since this revised alignment was not identified in the FEIS from March 2011, a supplemental EIS needed to study the impacts of it.

Frederick Douglass Bridge - Design Options

The bridge alignment was not the only concern for the bridge design. There were other aspects of the bridge that need to be analyzed as part of this project, namely:

- Haunch Depth and Style – What depth is the box beam size and which style is it?
- Pier Type – How does the bridge meet the water and what do these supports look like?
- Pier Span Proportions – how far apart are the bridge piers and how do these compare with other local bridges?
- Belvedere Location and Size
- Operational Bridge Span – this option is not being pursued, but it has not been completely eliminated.

In developing a new bridge design DDOT studied the other bridges in Washington, DC that cross the Potomac River as well as those that cross the Anacostia River. This analysis has lead DDOT to put forward a concept bridge design that has both modern and traditional aspects.



Figure 4-67 Final Bridge Rendering - Viewed from the Anacostia River



Figure 4-68 Final Bridge Rendering - Side View

Figure 7: Frederick Douglass Memorial Bridge – Concept Design

Open Space

Another aspect of this project is the open space that is going to be created. The L'Enfant Plan included a number of triangular, square and circular parks as special nodes of activity. These open spaces are unique because of the land available to create them. Since these parcels were long and narrow, DDOT and its consultants developed another type of open space – the oval.

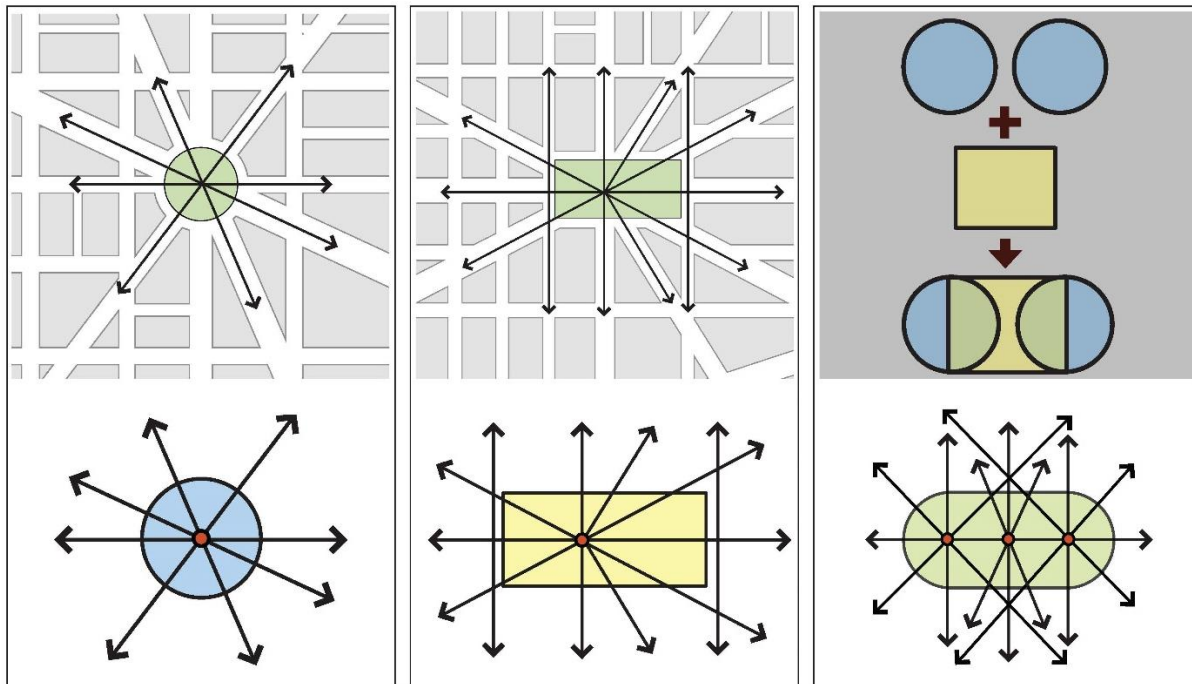


Figure 8: South Capitol Street Reconstruction - Ovals

Pierre L'Enfant's plan for Washington D.C. is comprised of a basic grid with grand diagonal avenues radiating from the Capitol Building and the White House. Where the avenues intersect, L'Enfant proposed a series of small open spaces. He specified that the open spaces were as integral to the capital as the buildings erected around them. Each of these reserved spaces was to include a statue or memorial to commemorate a great American citizen. The capital continues to follow this visionary plan for the city.

The geometry of L'Enfant's plan creates numerous nodes (open spaces) throughout the District, such as DuPont Circle, and Lincoln Park. Nodes appear in two basic forms, circles and rectangles. These nodes are always intersected by connectors at a focal point. For circular nodes, the focal point is always at the exact center. Whereas, for rectangular nodes, the focal point may diverge slightly from the center in order to align with the city's grid. Due to the prominence of this focal point, memorials and statues are almost always placed at this point.

In order to accommodate the high volumes of traffic moving across the Frederick Douglass Memorial Bridge, the design team introduced a new type of node—the oval. This variation on L'Enfant's two nodes combines two circles with a rectangle. The resulting shape provides an expansive open space surrounded by efficient, multi-modal transportation paths. Additionally, because the shape is conceived from three shapes, there are three potential focal points that connectors may intersect.

DDOT has proposed a 3.1 acre park on the western shore of the Anacostia River and a 2.9 acre park on the eastern shore. These parks are aligned on either side of the Anacostia River so that the focal points are in line with the Frederick Douglass Bridge as well as both being aligned in a north-south manner. These deliberate design decisions were made to provide a formal entrance into the city from the east. They also organize and tie the surrounding streets to the bridge and Suitland Parkway.

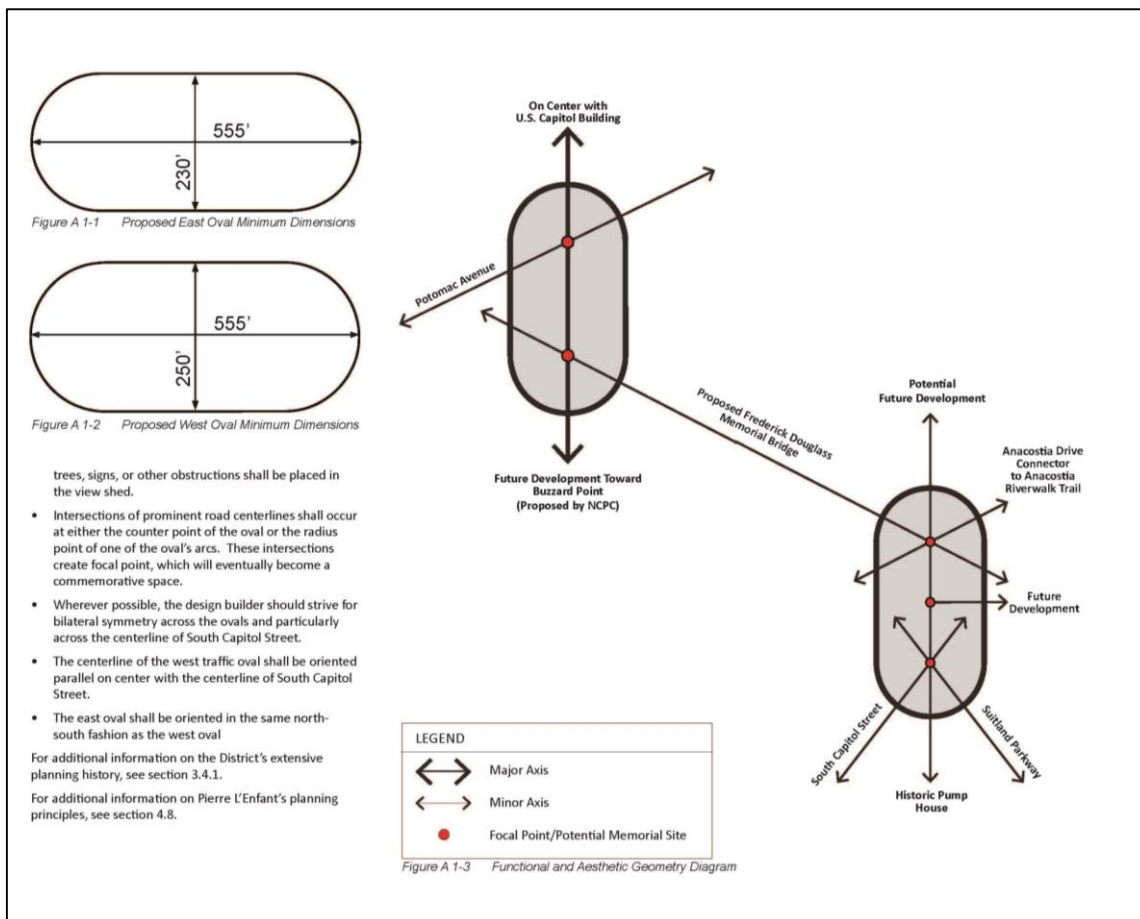


Figure 9: Concept Oval Designs

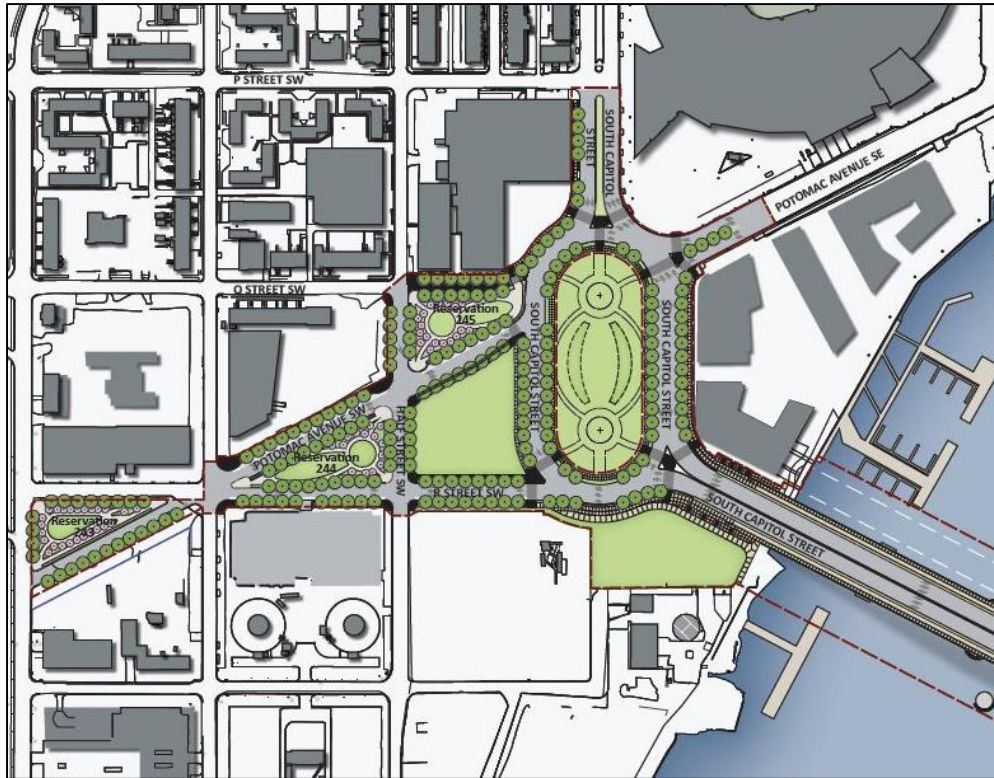


Figure 10: West and East Ovals – Concept Design

II. PROJECT ANALYSIS/CONFORMANCE

Executive Summary

Staff have reviewed the submittal for this project and have determined that it aligns with various NCPC proposals developed over the past 15 years. Staff notes that this is a major gateway into the city for many visitors to Washington, DC, including those VIPs arriving at Joint Base Andrews. Improving this entry sequence has been a priority of NCPC's for many years. It is identified in the *Extending the Legacy* Plan as well as included in the South Capitol Street Task Force Recommendations as a large open space area to give it the monumentality that is indicative of its prominence.

While the general direction of the project is appropriate, there are some areas which need further study as this project progresses. In particular, the eventual development surrounding the west oval will help to define this space, but this is not part of the scope of this roadway project. In addition some land transfers will likely need to occur to allow the project to move forward, and coupled with that is a discussion on whether DDOT or some other entity is needed to manage these new open spaces and provide programmed activities. Finally, these changes in the alignment and spaces will require changes to the FEIS as well as to the July 2011 Memorandum of Agreement for the Section 106 process. Therefore, the Executive Director recommends that the Commission **provide the following comments on the concept design for the reconstruction of the South Capitol Street Corridor and the Frederick Douglass Bridge:**

- **Comment favorably on the two oval open spaces that are proposed on either side of the Anacostia River at the Frederick Douglass Bridge, but also**
- **Note that the Commission of Fine Arts deferred action on the project at its September 19, 2013 meeting commenting to the District Department of Transportation that the bridge design was not an appropriate response given its importance as a gateway into the city and its setting.**
- **Recommend, as it continues with the design development, that the District Department of Transportation:**
 - **Determine which land transfers are necessary as part of this reconstruction process, and**
 - **Explore various options on which agency could best manage the oval open spaces.**
- **Note that future land use discussions concerning the land around the western oval, although outside of the scope of this project, will need to occur to help further the ideas of creating a vibrant destination as identified in several plans for this area.**
- **Note that Memorandum of Agreement signed in 2011 under Section 106 will need to be revisited and amended, as necessary.**

Analysis

The South Capitol Street Corridor has been the focus of several NCPC planning efforts over the years. These efforts have explored several aspects including: the axial relationship of the street to the U.S. Capitol; the site as a location for a major commemorative element; as well as creating a link to the re-envisioned Anacostia River.

Between 2001 and 2006, District of Columbia agencies and NCPC developed several alternative proposals for the open space size for South Capitol Street terminus. This process concluded with a plan that located an oval open space on the western side of the Frederick Douglass Bridge and a rotary on the eastern side of the bridge. The DDOT proposal is very similar to this as it includes two oval open spaces on either side of the bridge. The idea of the grand boulevard has been scaled down from what was proposed as part of both the *Memorials and Museums Master Plan* and the *Extending the Legacy Plan*, but it is still a 130-foot wide road which can be a prominent boulevard.

As there have been many plans that have studied this corridor, the description of how this proposal aligns with them is provided in the following sections.

Comprehensive Plan for the National Capital

This project is in conformance with the policies contained within the Comprehensive Plan for the National Capital; including the Preservation and Historic Features Element policies that encourage: the protection of important views and vistas; creating transportation infrastructure that is consistent with the pedestrian character of the L'Enfant City and developing the monumental core in accordance with the principles of the *Extending the Legacy Plan* and the *Memorials and Museums Master Plan*.

Memorials and Museums Master Plan

NCPC's *Memorials and Museums Master Plan* (2001) built on the 1997 *Extending the Legacy Plan* by defining a long-range plan for new museums, memorials, and other public buildings, strategically distributed to all quadrants of the city. The 2001 master plan identified 100 potential sites for future memorials and museums, including the South Capitol Street terminus at the Anacostia River, the Southeast-Southwest (SE-SW) Freeway, and the south shore of the Anacostia River in Anacostia Park, SE as prime sites. In the plan, prime sites were defined as those of the highest order. Because of high visibility and strong axial relationships with the U.S. Capitol and the White House, the plan proposed that these sites be reserved for subjects of lasting historical and national importance.

The location of this site, Site 8, is identified in the Memorials and Museums Master Plan as being on private property south of where the Frederick Douglass Bridge connects to South Capitol Street. South Capitol Street is depicted in the plan as a grand boulevard with grass panels and landscaping, reminiscent of the National Mall. The DDOT proposal general meets or supports the intent of this plan, but the scope of the DDOT project does not include some it. A major memorial is not included in this proposal as it is not in the project scope, however the DDOT design does not precluded one from being developed in the future.

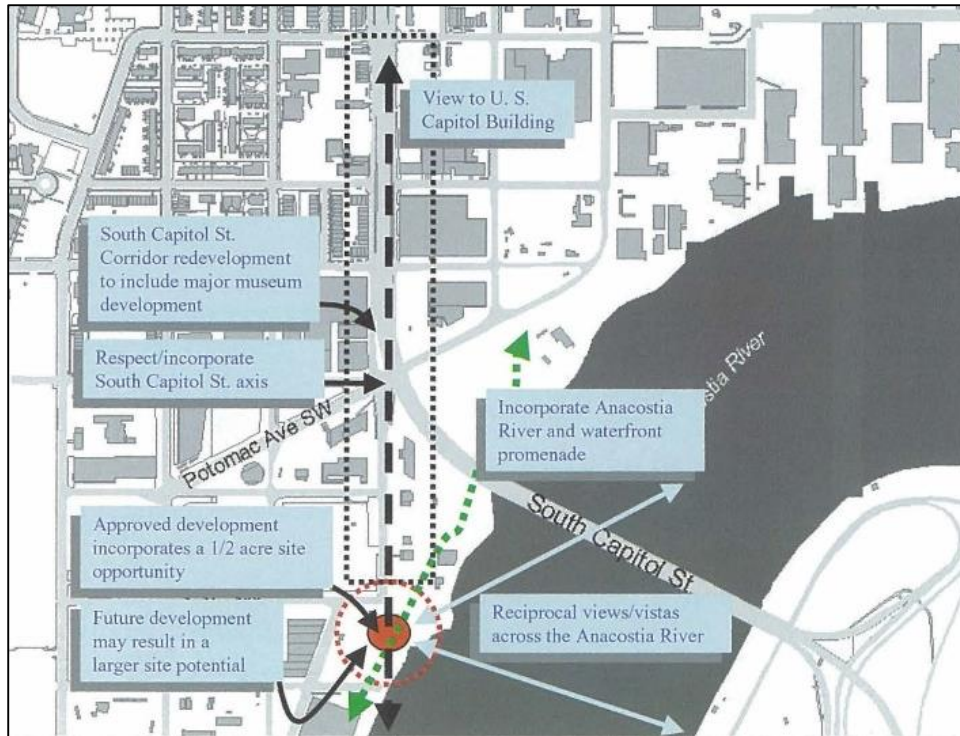


Figure 11: Memorials and Museums Master Plan - Site 8

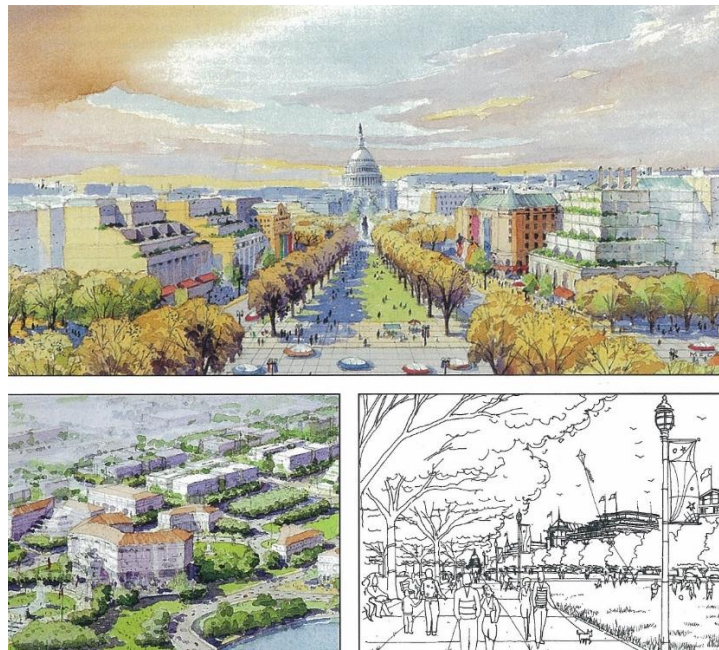
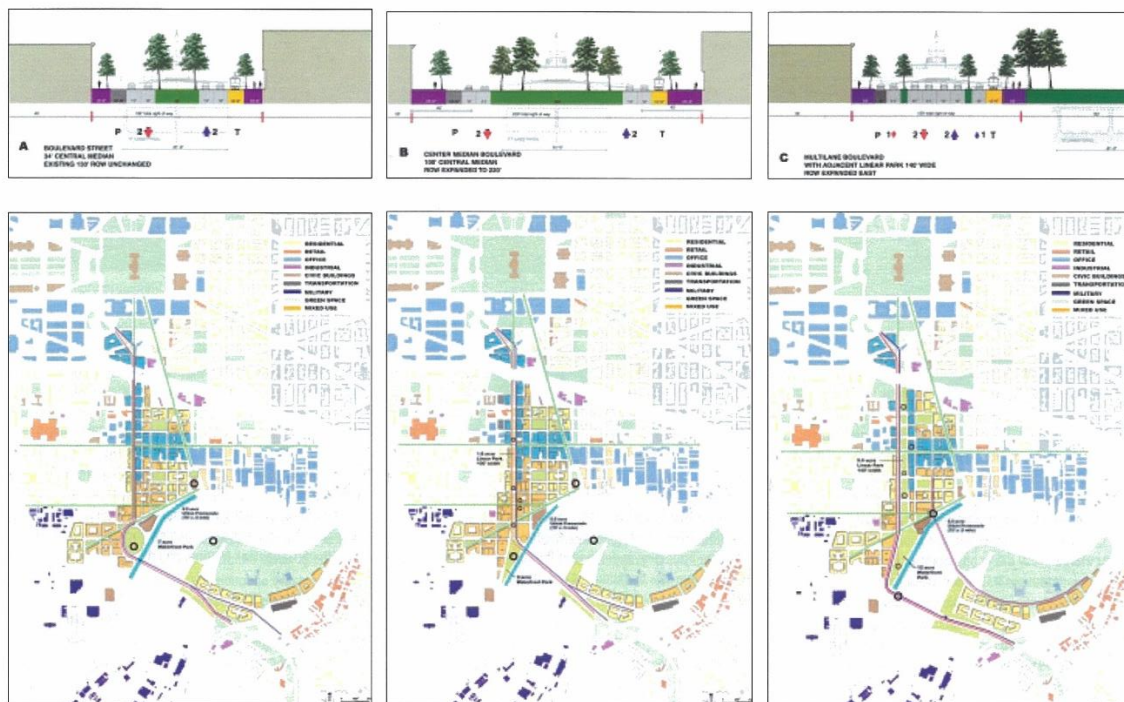


Figure 12: Perspective Renderings – Memorial and Museums Master Plan

Anacostia Waterfront Initiative Framework Plan

In 2003, the *Anacostia Waterfront Initiative Framework Plan* (AWI) was published. This District of Columbia lead initiative was created to outline "...a powerful vision for the future of the Anacostia waterfront." It had five major goals which established a framework for the future development of this long neglected area of the city. NCPC, along with other federal agencies, signed onto this forward looking plan and have been supported its goals of creating a vibrant waterfront area.

The South Capitol Street Corridor was identified as a key planning area that the plan noted was a "...significant gateway to the Capitol." The plan also described the vision for this corridor as a "great boulevard that includes retail activities and cultural destinations, and provides a gracious civic environment for pedestrians and bicyclists." This description is very similar to the one from the Memorials and Museums Master Plan. In addition to this, the AWI went further and described the many areas along the Anacostia River including making South Capitol Street into a "... reconfigured corridor [that] will facility access to - and connection between – Buzzard Point, Poplar Point, the near Southeast, Southwest, and Historic Anacostia neighborhoods." The AWI had a larger scope and was more detailed than the previous planning efforts had been. It also developed several concepts for reconfiguring the South Capitol Street Corridor, shown in Figure 13, that included according to the plan reconfiguring "...the existing highway ramps for better access to development areas and to introduce impressive civic architecture, forming a worthy gateway to the Capitol."



Three alternative ways to reestablish South Capitol Street
Figure 13: Anacostia Waterfront Initiative Framework Plan - South Capitol Street

This DDOT proposal to reconstruct South Capitol Street Corridor generally fulfills this vision. The proposed design accomplishes this by including bicycle and pedestrian amenities, creating a grand boulevard, re-aligning the roadway and including several large open spaces. This DDOT project will likely be constructed before much of the surrounding development will occur and because of this there is a disconnection between the current proposal meeting the grand vision for this important corridor and the reality of what this area is today. Much of the area adjacent to the ovals are undeveloped which leaves these areas undefined.

South Capitol Street Task Force Recommendations

Following the Memorials and Museums Master Plan and the Anacostia Waterfront Framework Plan, it was clear that there was additional work that needed to occur to more closely align the future direction of South Capitol Street Corridor. NCPC and several local and federal agencies began meeting to further understand and come to agreement on the future of this important corridor. The Commission continued planning work for the South Capitol Street Corridor with the South Capitol Street Urban Design Study (2003) and the South Capitol Street Task Force process (2005) which was comprised of a coalition of local and federal agencies working together to develop a common vision for South Capitol Street.

As part of the task force process, several recommendations were developed, as follows:

1. Transforming South Capitol Street into a grand urban boulevard.
2. Developing an oval traffic rotary and South Capitol Commons (major public open space and memorial site), where the new bridge intersects South Capitol Street and Potomac Avenue.
3. Creating a South Capitol Waterfront Park (major public open space and a memorial site or new museum) between the traffic rotary and the terminus of the South Capitol Street

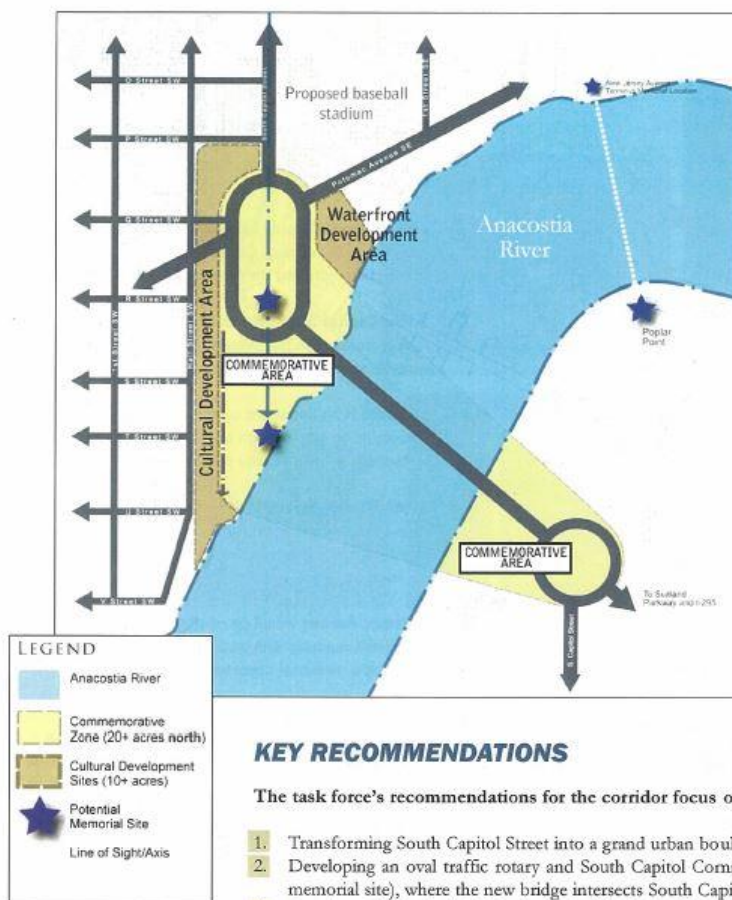


Figure 14: South Capitol Street Task Force Recommendation

viewshed on the Anacostia River.

4. Establishing a mixed-use cultural development zone adjacent to the common and waterfront gateway.
5. Supporting federal facilities as part of a broader mixed-use development along the corridor predominantly north of M Street.

The current DDOT design proposal generally aligns with these recommendations put forth in 2005, and described below are the ways this project aligns with them:

1. Transforming South Capitol Street - This proposal does include transformation of South Capitol Street into a grand boulevard with tree lined streets a center median and wide sidewalks. It would also remove all underpasses and allow for all intersections to be at-grade.
2. Oval Traffic Rotary – this proposal includes two rotaries on either side of the Anacostia River. Both oval open spaces are approximately 3 acres in size each. A 6-acre oval was proposed, but this is not possible given the roadway configuration and site constraints. The development surrounding these open spaces, especially the western oval that has an axial relationship to the U.S. Capitol, will be key in helping to define this important space.
3. South Capitol Waterfront Park – this proposal does not include a waterfront park because this land is not owned by DDOT and was not included in the scope of the project, but there are two connections included in the design to access the waterfront in the future as developments occur and reconfigure the surrounding area.

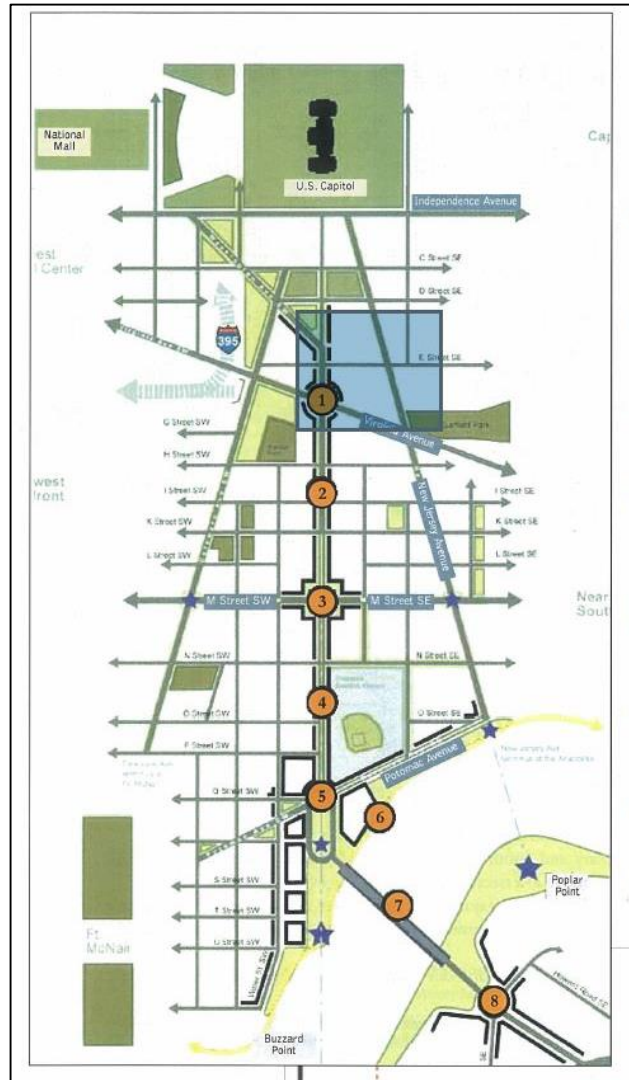


Figure 15: South Capitol Street Task Force – Key Components

4. Mixed-use cultural zone – this is outside the scope of this proposal and future land use discussions between DDOT, NCPC, the District of Columbia Office of Planning and others will help further the ideas of creating a vibrant area for residents, visitors and workers alike.
5. Support federal facilities – this proposal does not address this in particular, however this possibility is not precluded by this design.

There are additional issues that need to be addressed including which entity is the appropriate one to oversee the management of the oval open spaces given the commemorative nature of them. In addition, there is an issue about whether there any land transfers that are necessary as part of this project.

National Environmental Policy Act (NEPA)

The Final Environmental Impact Statement (FEIS) for the project was published in March of 2011. While the FEIS was completed, the Record of Decision has not been signed by the Federal Highway Agency. Since that time, revisions to the project design have occurred and have warranted an additional environmental review. With this new proposal some of the environmental and right-of-way impacts have been eliminated or reduced.

In July 2013, FHWA and DDOT initiated a Supplemental EIS process to evaluate the environmental benefits and impacts of the revised design of the project. The Draft Supplemental EIS will be prepared in the fall of 2013 and is planned to be completed in early 2014.

Public involvement activities are also being planned concurrent with the environmental process in 2013 and 2014. This includes the distribution of updated information on the project website, the distribution of newsletters, and conducting public meetings to update the public on the status of the project, the revised design, and the resulting benefits to the community.

National Historic Preservation Act (NHPA)

A Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act was executed in July 2011. In addition to the preparation of the Supplemental EIS, DDOT will restart consultation pursuant to Section 106 of the National Historic Preservation Act and the current MOA for the project is expected to be revised given that the design of the project has changed significantly since the MOA was executed in 2011.

III. CONSULTATION

Coordinating Committee

The Coordinating Committee reviewed the proposal at its September 11, 2013 meeting. The District of Columbia State Historic Preservation Office (DC SHPO) noted that the design changes for the project may require the Memorandum of Agreement that was signed in 2011 for Section 106 to be amended. The participating agencies were: NCPC, the District of Columbia State Historic Preservation Office; the District Department of Transportation, the National Park Service; the General Services Administration and the Washington Metropolitan Area Transit Authority.

U.S. Commission of Fine Arts

The U.S. Commission of Fine Arts (CFA) reviewed the concept design for the South Capitol Street Reconstruction project at its September 19, 2013 meeting. The Commission raised a concern about the bridge design as it did not believe that it was an appropriate response given its importance and

setting. The Commission did not vote, but deferred action on the project requested the design be reevaluated and to resubmit a concept design in the future.

Coordination with local agencies

Since September 2012, DDOT has had seven joint consultation meetings with National Capitol Planning Commission, the U.S. Commission of Fine Arts (CFA), and the State Historic Preservation Office (SHPO) and the National Park Service (NPS) on the bridge and streetscape improvements along the South Capitol Street Corridor Segments 1 and 2.

Over the past decade DDOT has coordinated with over 20 different agencies and community groups on the various aspects of this design. DDOT has stated that this coordination will continue as this project progresses.