



II. SUBMISSIONS AND REVIEWS continued, 20 March 2003

B. National Law Enforcement Officers Memorial Fund

[CFA 20/MAR/03-2](#), National Law Enforcement Museum. Judiciary Square (Federal Reservation #7), E Street between Court Buildings E and C, and north of Old City Hall. Preliminary concept-massing design. (Previous: CFA 18/JUL/02-7).

C. Department of Defense

[CFA 20/MAR/03-3](#), United States Air Force Memorial. Navy Annex, Columbia Pike, Arlington, Virginia. Concept design. (Previous: CFA 15/FEB/96-6).

D. Federal Highway Administration

[CFA 20/MAR/03-4](#), Woodrow Wilson Memorial Bridge. Capital Beltway/U.S. Interstate Highway 95-495 between Telegraph Road (Rt. 611, Virginia) and Indian Head Highway (Rt. 210, Maryland). Noise barrier. Design. (Previous: CFA 20/SEP/01-5).

E. District of Columbia Department of Mental Health

[CFA 20/MAR/03-5](#), St. Elizabeths Hospital. 2700 Martin Luther King Jr. Avenue, SE. New hospital building. Concept.

F. District of Columbia Department of Transportation

[CFA 20/MAR/03-6](#), Georgetown Business District. Wisconsin Avenue, NW. Streetscape design. Phase II. Final. (Previous: CFA 12/JAN/02-12).

II. SUBMISSIONS AND REVIEWS continued, 20 March 2003

G. District of Columbia Department of Consumer and Regulatory Affairs

1. Old Georgetown Act

- a. [O.G. 03-108](#), 901 30th Street, NW. New building to house the Embassy of Sweden. Informational presentation on the concept selected from the design competition.
- b. Appendix I.

2. Shipstead-Luce Act

- a. S.L. 03-058, 400 Massachusetts Avenue, NW (at 4th and H streets). New thirteen-story residential building. Permit. (Previous: S.L. 02-071, last seen CFA 16 May 02).
- b. S.L. 03-063, Station Place. 600 2nd Street, NE. New 10-story office building - Phase II. Permit. (Previous: S.L. 02-078 [Phase I], last seen CFA 20 June 2002).
- c. S.L. 03-064, Potomac Center. 500 12th Street, SW. Phase II. Alterations and additions. Concept. (Previous: S.L.03-018, last seen CFA 21 November 2002).
- d. Appendix II.

# THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM  
441 F STREET, N.W., SUITE 312  
WASHINGTON, D.C. 20001-2728

202-504-2200  
202-504-2195 FAX

4 April 2003

Dear Dr. Spelman:

The Commission had the opportunity to visit the National Zoo on the morning of their 20 March meeting to study the model and inspect the site of the proposed new Asia Trail. As you know, we had received a brief presentation of the general concept at our February meeting. It was unfortunate we were unable to visit the zoo prior to that presentation because of the deep snow cover, and that when we did visit on the 20th, it was during a period of heavy rain—not the best circumstances to inspect the site. While initially pleased with the Zoo's desire to improve this area of the facility, upon further reflection there are several areas and issues of concern that give us a pause in our considerations.

We understand that this proposal is the first in a series of projects that are part of the "Renew the Zoo" initiative that ultimately will upgrade or rebuild the entire park. It would be most helpful in understanding the Asia Trail proposal if we were to be presented with a comprehensive facility master plan for the Zoo. The last time a master plan for the Zoo was submitted to the Commission for review was in 1986.

One aspect of the project that a master plan could help clarify is the impact of the new trail on the Zoo's historic landscape resources, especially those remaining features designed by Frederick Law Olmsted. The number of extreme changes to be made to this sensitive area of the Zoo, right at the main entrance on Connecticut Avenue, is of great concern and require thorough analysis. We suggest you contact the Olmsted Center at the Olmsted Historic Site to get their impression on the impact of the proposed plan on the original design.

The potential to enhance the quality of the visitor's experience and to improve the environments for each individual animal rests on the cumulative effect of the details of the proposal. The plans call for a large variety of designs for common items, such as handrails, paving material and viewing areas. How these all work together must be studied carefully, so as not to invest the zoo with the character of a theme park, but with one that is dignified and worthy of a national facility. For a project such as this a quality professionally-built model will help illustrate the relationships among all the design elements. We found the preliminary model that was on display lacking in detail and accuracy. It did not present the proposal well.

If anything, the model did raise concerns about the character of the new sloth bear house and its proximity to Connecticut Avenue. The prospect of an industrial type shed overlooking the Avenue is not desirable. While landscaping can be added to screen the new, it may be beneficial to clad the building in materials that are similar to that of the historic structures further down the Olmsted Walk. This will help preserve a cohesive and relational context among the Zoo's structures.

As always, we support all efforts to try to make the National Zoo one of the best in the country. The staff is available to assist you in coordinating the next review.

Sincerely,



Harry G. Robinson III, FAIA  
Chairman

Dr. Lucy Spelman  
Director  
Smithsonian National Zoological Park  
Washington DC 20008-2598

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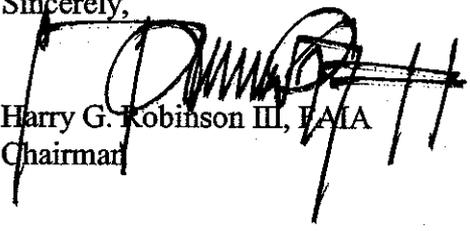
Dear Mr. Cogbill:

The Commission was pleased to receive you during its meeting of 20 March for the concept review of the landscape improvements and security components for Pennsylvania Avenue in front of the White House as proposed by Michael Van Valkenburgh. The members appreciate the effort the Security Task Force has put into this proposal. No one will contest the necessity for, nor deny our desire for improvements to the appearance of the Avenue, which has been closed to traffic and compromised by many unsightly and visually intrusive installations in recent years. As we stated in our letter of 5 August 2002 responding to our review of your agency's design guidelines for security, the challenge is to encourage the development of plans that are creative, contextual, and preserve the openness for which our city is known. Mr. Van Valkenburgh's proposed scheme for Pennsylvania Avenue appears to satisfy those challenges. The members unanimously approved the concept.

While Mr. Van Valkenburgh acknowledged there are many details still to be worked out, the members encourage the design team to consider carefully the design of the bollards, both operable and stationary, and the possibility of acknowledging the 16th Street axis as it crosses the Avenue, ending at the White House. The memory of Pennsylvania Avenue as a street with the cross section typically associated with streets was also raised for consideration.

The Commission and its staff will continue our work with you, the staff of the National Capital Planning Commission and the design team to review and guide the plans for the Avenue as they are developed for implementation. Our continued coordinated effort to address these issues as they affect the appearance of the city is well warranted. We look forward to the next submission.

Sincerely,

  
Harry G. Robinson III, F.A.I.A.  
Chairman

John V. Cogbill, III  
Chairman  
National Capital Planning Commission  
401 9th Street, NW  
Washington, D.C. 20576

cc: Richard L. Friedman, Commissioner, NCPC  
Patricia E. Gallagher, NCPC  
Michael Van Valkenburgh, Michael Van Valkenburgh Associates, Inc.,

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Dear Mr. Floyd:

During its meeting 20 March 2003, the Commission reviewed the proposed concept design for the massing of the future National Law Enforcement Museum to be located at Judiciary Square, just north of the Old City Hall. The possible placement and size of the entrance pavilions accessing the underground museum need to relate, not only to the Law Enforcement Officers Memorial across the street but, to the existing historic structures composing the site.

On the basis of this preliminary review, the Commission is concerned about the relationship of the museum pavilions and their skylights with additional structures on the block, particularly those proposed for the underground parking garages and a possible north entrance for the Court House. As such, we consider it essential that we review the overall master plan for Judiciary Square prior to further commenting on the design development for the Museum.

As always, the staff is available to assist you in coordinating future reviews.

Sincerely,



Harry G. Robinson III, FAIA  
Chairman

Craig W. Floyd  
Chairman, National Law Enforcement  
Officers Memorial Fund, Inc  
605 E Street, NW  
Washington, DC 20004

cc: John W. Parsons, NPS  
Davis Buckley, Architect

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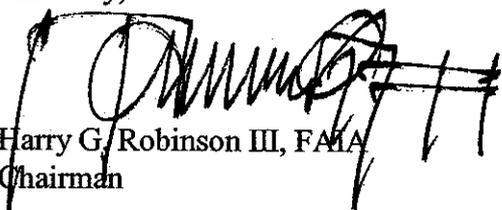
4 April 2003

Dear Mr. Grillo:

At its meeting on 20 March the Commission of Fine Arts reviewed a new concept design for the Air Force Memorial by architect James Freed, and a new site locating the memorial at the Navy Annex in Arlington, Virginia, overlooking the Pentagon. This new scheme was enthusiastically and unanimously approved. Once again, Mr. Freed has provided an innovative design that has successfully integrated the symbols of the Air Force and expressed the poetry of flight. Its reference to the trajectory of aircraft in active maneuvers represented by three curved pylons soaring skyward is majestic and appropriate. The place of this memorial, sited sympathetically to others and visible from the Mall, is elegant and noble.

We congratulate all those involved with this renewed undertaking and look forward to further review as the design develops.

Sincerely,



Harry G. Robinson III, FAIA  
Chairman

Mr. Edward F. Grillo, Jr.  
President  
Air Force Memorial Foundation  
1501 Lee Highway  
Arlington, VA 22209-1198

cc: Paul K. Haselbush, Director, Real Estate and Facilities, DOD  
Dr. James G. Roche, Secretary of the Air Force  
James Freed, FAIA, Pei Cobb Freed & Partners

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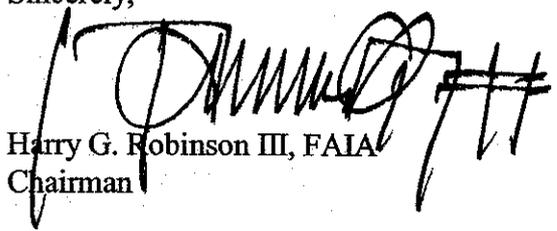
4 April 2003

Dear Mr. Gerner:

During its meeting of 20 March, the Commission reviewed the proposal to add a noise suppression wall to the new Woodrow Wilson Memorial Bridge. The transparent noise wall would extend eastward from the Virginia abutment approximately 1550 feet on top of the north side vehicle barrier between the roadway and pedestrian walkway. While the members questioned the basic effectiveness of such a device on an elevated roadway, they requested that, if used, the wall be configured so that the vertical supports align with the supports of the outer railing of the pedestrian walkway. In addition, it was suggested that the horizontal supports of the wall panels be painted a lighter color than that the vertical supports so as to de-emphasize the run of the long horizontal line in the middle of the wall.

With these recommendations the proposal was approved. If there are subsequent changes to the project, they should be presented to the Commission for review.

Sincerely,



Harry G. Robinson III, FAIA  
Chairman

John A. Gerner  
Project Manager  
U.S. Department of Transportation  
Federal Highway Administration  
Woodrow Wilson Bridge Center  
1800 Duke Street, Suite 200  
Alexandria, Virginia 22314

cc: Robert Healy, Maryland State Highway Administration  
Thomas Mohler, Potomac Crossing Consultants

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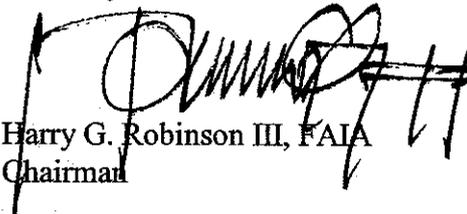
4 April 2003

Dear Ms. Knisley:

During its meeting of 20 March 2003, the Commission reviewed and approved the concept for a new treatment facility designed to replace the current John Howard Pavilion on the St. Elizabeth's campus, located at 2700 Martin Luther King, Jr., Avenue, SE. The Commission recommends further study of the approach facade and its relationship to the entrance of the facility, and the screening of the service area.

The Commission looks forward to continued review of this project. As always, the staff is available should you or the design team have questions or need guidance.

Sincerely,



Harry G. Robinson III, FAIA  
Chairman

Martha B. Knisley  
Director  
DC Department of Mental Health  
64 New York Avenue, NE, 4<sup>th</sup> Floor  
Washington, DC 20002

cc: Richard Warsh, DC Department of Mental Health  
Marc Shaw, Einhorn Yaffee Prescott Architects  
Steve Kleinrock, Einhorn Yaffee Prescott Architect

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4 April 2003

Dear Ms. Pourciau:

During its meeting 20 March 2003, the Commission reviewed Phase II of the proposed Streetscape Improvement Plan in the Georgetown Historic District: Wisconsin Avenue. Many of the issues were addressed and resolved during the review of the proposed plan for M Street, Phase I, in 17 January 2002. However, Wisconsin Avenue has several special conditions of its own.

The Old Georgetown Board looked at the proposed design very closely at their meeting of 6 March 2003, and have provided a list of recommendations we believe should be followed while implementing the plan. A copy of the Board Report is attached.

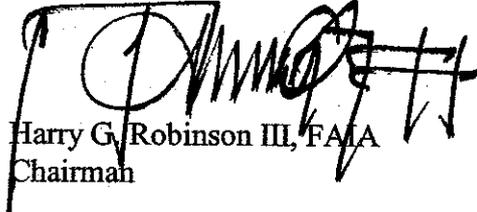
One of the main interest in implementing the Streetscape plan is to reduce the number of visual and physical obstructions while improving the appearance of the district. In Phase I for M Street the lampposts will be used to display street signs, which reduces the need for additional sign posts crowding the sidewalks. With this in mind, the number of proposed post sleeves on Wisconsin Avenue should be reduced to prevent the potential for a conglomeration of additional sign posts in the future.

We share the Board's view of the overall uniformity of the proposed plan. A number of strategies should be used to reduce the monotony and vary the character of the sidewalks. The plan already proposes the use of bluestone around utility covers, on the handicapped ramps and on particular stretches of Wisconsin Avenue. The placement of trees and lampposts, avoiding the entrances to the businesses, will add to the irregularity expected in a historic district. In addition to this, varying the pattern of the brick paving is essential to the success of the sidewalks maintaining the historic character rather than encouraging a contemporary look.

The entrance gateway on the block between Reservoir and R streets raises some concern as well. We are not convinced that the increase in the number of light fixtures due to the close spacing of the lampposts and trees at every 15' on this stretch of Wisconsin Avenue is an appropriate urban design strategy. The Commission recommends further study with the Old Georgetown Board and the community for alternative spacing, taking into consideration not only the vehicular, but the pedestrian experience.

We look forward to contributing to the implementation of the streetscape improvements  
will have on everyone's enjoyment of the historic district.

Sincerely,



Harry G. Robinson III, FAIA  
Chairman

Michelle Pourciau  
Deputy Director  
District Division of Transportation  
Government of the District of Columbia  
Department of Public Works  
2000 14<sup>th</sup> Street, NW  
Washington DC 20009

cc: Ali Shakeri, WMATA  
Jeff Lee, Lee Landscape Architects  
Tom Birch, ANC 2E  
Barbara Zartman, CAG

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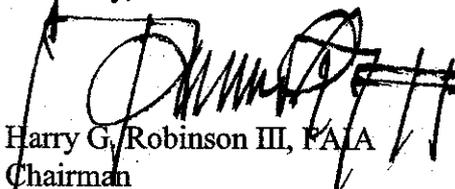
4 April 2003

Dear Ambassador Eliasson:

During its meeting of 20 March 2003, the Commission received a detailed informational presentation on the proposed new building for the Embassy of Sweden from Mr. Greg Hunt, Dean of the School of Architecture at the Catholic University of America, and a member of the jury that selected the design from the five Swedish teams submitting concepts for the project. The new building, to be located at 901 30th Street, NW, will be part of a two-building project. The site on the Georgetown Waterfront, between Washington Harbor complex and Rock Creek, is an important and prominent site on the north bank of the Potomac River. It is this prominence on the waterfront that obligates an exceptional design and places the building in a context to be shared with the John F. Kennedy Center, the Watergate complex and other national memorials. The concept scheme, by the Wingårdh Arkitektkontor/NOD team, seems to have the required character enhance the built edge at the river and the potential to create an exceptional building. The concept was well received by both the members of the Commission and the Old Georgetown Board. We have been informed that the Georgetown Advisory Neighborhood Commission has also given the concept proposal their endorsement—altogether a very good start for the project.

The Commission is delighted with the prospect of the Swedish Government commissioning a notable design for this building on one of the city's most scenic and historic locations. As the form and massing of the structure is elegantly uncomplicated, the ultimate success of the design will require the careful selection of materials and diligent development of the details. We look forward to the formal concept review in the near future. The next meeting of our Old Georgetown Board is scheduled for 3 April and we understand that the concept design for the overall project, including the north building, will be presented at that time. The staff is available should you or the design team have questions or need guidance.

Sincerely,



Harry G. Robinson III, FAIA  
Chairman

Ambassador Jan Eliasson  
Embassy of Sweden  
1501 M Street, NW, Suite 900  
Washington, DC 20005