

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
401 F STREET NW SUITE 312
WASHINGTON, DC 20001-2728

202-504-2200
202-504-2195 FAX
www.cfa.gov

MEETING OF THE COMMISSION OF FINE ARTS

20 May 2004

10:00 AM CONVENE, Suite 312, 401 F Street, NW, Washington, D.C. 20001-2728

I. ADMINISTRATION

- A. Approval of minutes: 15 April 2004
- B. Dates of next meetings: 17 June 2004
15 July 2004
21 September 2004 (Tuesday)
- C. The Commission's 94th year: established 17 May 1910 and the Shipstead-Luce Act's 74th year: approved 16 May 1930.
- D. Announcement of the Secretary's retirement.
- E. Presentation of NCPC Resolution.
- F. Report on the 2004 National Capital Arts and Cultural Affairs program.
- G. Report on the inspection of the lighting at the [National World War II Memorial](#).
- H. Report on the site inspection to the [U.S. National Arboretum](#) and discussion of the actions postponed from last month's submissions.
- I. Report on the General Services Administration's draft Memorandum of Agreement regarding the Southeast Federal Center.
- J. Freer Gallery of Art, objects proposed for acquisition.

II. SUBMISSIONS AND REVIEWS

A. Department of the Treasury / U.S. Mint

1. [CFA 20/MAY/04-1](#), Congressional Gold Medal for Jackie Robinson. Design. (Previous: CFA 20/MAR/97-5: \$5 and \$1 silver commemorative coins).
2. [CFA 20/MAY/04-2](#), Congressional Gold Medal(s) for Reverend Joseph A Delaine, Harry and Eliza Briggs, and Levi Pearson. Design.

B. Department of Agriculture

[CFA 20/MAY/04-3](#), Headquarters Complex (Whitten, South, and Yates Buildings, and Cotton Annex). Jefferson Drive, Independence Avenue, 14th and 12th Streets, NW. Perimeter security barriers. Concept.

C. The John F. Kennedy Center for the Performing Arts

[CFA 20/MAY/04-4](#), The John F. Kennedy Center for the Performing Arts. Vehicle barriers at service tunnel and three security guard booths. Concept.

D. Department of the Navy

[CFA 20/MAY/04-5](#), Washington Navy Yard. Building 1. Renovation, landscaping and new ADA ramp. Concept.

E. Department of the Army

1. [CFA 20/MAY/04-6](#), Walter Reed Army Medical Center, Main Section. 16th Street, Elder Street, and Dahlia Street gates. Security barriers, guard booths, visitor registration facilities and other modifications. Concept. (Previous: CFA 19/NOV/98-3).
2. [CFA 20/MAY/04-7](#), Walter Reed Army Medical Center, Main Section. 14th Street Gate at Alaska Avenue. Security barriers, guard booths, and other modifications. Final. (Previous: CFA 19/NOV/98-3).

II. SUBMISSIONS AND REVIEWS continued, 20 May 2004

F. General Services Administration

[CFA 20/MAY/04-8](#), Potomac Annex (The Old Naval Observatory). 23rd Street at C Street, NW. Overlook picnic deck. Final.

G. Union Station Redevelopment Corporation

[CFA 20/MAY/04-9](#), Union Station Parking Garage, H Street, between 1st and 2nd streets, NE. Garage expansion. Final. (Previous: CFA 19/FEB/04- 9).

H. National Park Service

1. [CFA 20/MAY/04-10](#), Downtown Parks. Numerous locations. Selection of site furniture. Final.
2. [CFA 20/MAY/04- 11](#), McPherson Square (Reservation 11). 15th and K Streets, NW. Rehabilitation. Final.

I. Green Spaces for DC

[CFA 20/MAY/04-12](#), Green Spaces for DC. Memorial Groves program. Informational presentation.

J. District Department of Transportation

1. [CFA 20/MAY/04-13](#), District of Columbia entrance gateway signs. 35 locations at the major entrances to the city. Concept.
2. [CFA 20/MAY/04-14](#), Kenilworth Avenue Bridge over Nannie Helen Burroughs Avenue. Artwork on the wingwall of bridge. Concept.
3. [CFA 20/MAY/04-15](#), O and P Streets, NW between 37th and Wisconsin Avenue (Georgetown). Rehabilitation of streets and removal of trolley tracks. Concept.

[Report of the Old Georgetown Board](#) to the Commission of Fine Arts, 20 May 2004

II. SUBMISSIONS AND REVIEWS continued, 20 May 2004

K. District of Columbia Public Schools

[CFA 20/MAY/04-16](#), MacFarland Middle School. 4400 Iowa Avenue, NW. Additions and modernization. Concept.

L. District of Columbia Department of Consumer and Regulatory Affairs

1. Shipstead-Luce Act

- a. S.L.04-077, 600 Maryland Avenue, SW. Boston Properties Limited Partnership (Ocean View Development Company Limited). Additions to increase a three-story wing to ten stories. Concept. (Previous: S.L.04- 060, seen 15 April 2004).

b. Appendix I.

2. Old Georgetown Act

- a. Appendix II.

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4 June 2004

Dear General Kelley:

On the evening before the Commission's May meeting, the members visited the World War II Memorial to inspect the night lighting and were greatly pleased with the overall execution of the memorial design and the quality of construction. However, in regard to the lighting, it was noted that there were several areas where the quality of illumination could be improved. We understand that on the night of our visit a few of the electrical circuits were not fully functional and were in the process of being sorted out. However, there were individual lighting fixtures that should be adjusted, refocused or need to be shielded to provide a more pleasing effect. The fixtures, embedded in the inner-ramp walls, that illuminate the 56 pillars, produce a harsh glare for the visitors walking on the ramps to the archways. Perhaps the light source could be better shielded, baffled or screened so that one cannot see directly into the lamp. A similar condition was experienced at the base of the wall of stars with the glare from the underwater lights, and with the accent lights, embedded in the top of the wreaths, that highlight the four eagles in the baldachinos. Each of these instruments should have shields or baffles installed to prevent the light source from being seen. Several members also commented on the intensity of the lights under the two main fountain jets. All the water features should gently glow and not be a major source of light within the plaza. Dimming these lights by 20 to 30 percent can easily achieve this effect.

The members were also concerned with the "scalloped" effect produced by the floor-mounted floodlights that illuminate the bas-relief panels and balustrade walls of the east entrance. These fixtures should be carefully refocused to smooth out the light to produce a more even wash of light on the balustrade walls. In addition, shields or baffles should be installed on these fixtures to prevent the light source shining directly into the eyes of the visitors.

Outside the memorial plaza the members commented that they thought the post lights on the encircling walkways were too bright and that the general level of illumination on the walks should be lowered. For the area around the Circle of Remembrance, the members found the light levels to be appropriate with the existing lights and would discourage the installation of additional post lights. Nonetheless, just the opposite was felt about the elm walks west of the memorial. The members perceived these areas as dark, threatening and very uninviting at night. The members hope that you will join them in encouraging the National Park Service to illuminate these walks as soon as possible.

The above may seem like a laundry list of small items to address, but the members pass these comments on in the hope that ultimately the quality of light in and around the memorial will match that of the memorial itself. We look forward to visiting the memorial again at night to see the final adjustments to the lights. Please coordinate the inspection visit with the staff when ready.

Sincerely,

A handwritten signature in black ink, appearing to read "David M. Childs", with a long horizontal flourish extending to the right.

David M. Childs, FAIA
Chairman

General Paul X. Kelley, USMC (Ret.)
Chairman, American Battle Monuments Commission
Courthouse Plaza II, Suite 501
2300 Clarendon Boulevard
Arlington, VA 22201

cc: General John Herrling, ABMC
William B. Owenby, ABMC
Terry Carlstrom, National Park Service
John Parsons, National Park Service

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4 June 2004

Dear Dr. Elias:

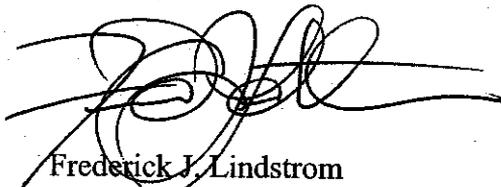
The members were pleased to meet you and your staff on the morning of 20 May for our site inspection to the National Arboretum. As you know, the Commission has had a long-standing interest in the Arboretum and, in fact, was very supportive of its establishment in 1927. The members greatly appreciate the contributions the Arboretum has made to the study of horticulture and to the enhancement of our nation's environment. In that light, we hope that the future physical changes to the Arboretum's facilities will be done at the same level of excellence. As the Arboretum moves forward with its development plans, we encourage you to engage the best available design talent to undertake these projects with your engineers. Not to do so would be a missed opportunity for the Arboretum—an opportunity that, if taken, could design and create world-class facilities that match the quality of your research programs. Professionals also should be consulted early in your project development process. The need can be clearly demonstrated in the plans to renovate the Administration Building. The aid of an historic preservation architect, versed in mid-twentieth century construction, will greatly help in the effort to preserve the building's important architectural features. It is unfortunate that the current plans for this building were developed without sensitivity to the building's original design intention—we hope that the plans will be modified. In addition, we cannot stress strongly enough the need for a qualified architect and landscape architect to be added to your staff to oversee the execution of these and other future projects.

During our tour, the members were dismayed at the prospect of losing the major oak tree that is adjacent to the site of the new entrance on Bladensburg Road. We recommend that every effort be taken to preserve this tree. The plans for the entrance should be modified so that a retaining wall can be constructed to preserve the tree's root line. How appropriate it would be to have this tree standing, like a sentinel, next to the entrance, as a natural signal to announce the Arboretum's new entrance.

Another item of concern was the design for the expansion of Flowering Tree Walk. This is another project that would greatly benefit from the design services offered by a landscape architect. The walk should be something more than a path leading from one exhibit to another. The current plan should be reconsidered so that the visitor's experience is fully maximized and the Arboretum's grounds beautifully enhanced.

Walking through the existing greenhouse during our site inspection clearly demonstrated the need for a new replacement facility. For this project, the members all agreed that you should proceed with the current plans and approved the submission as presented in April. As for the previously mentioned projects—the renovation of the Administration Building, the new Bladensburg Road entrance, and the Flowering Tree Walk—the Commission looks forward to working with the Arboretum as these plans are further developed or modified. As soon as they are ready, please submit them for review.

Sincerely,

A handwritten signature in black ink, appearing to read 'F. Lindstrom', with a horizontal line drawn through it.

Frederick J. Lindstrom
Acting Secretary

Dr. Thomas S. Elias
Director
U.S. National Arboretum
United States Department of Agriculture
3501 New York Avenue, NE
Washington, D.C. 20002-1958

cc: Judy Morrison, USDA
Scott Aker, USNA

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4 June 2004

Dear Ms. Fore:

At its 20 May meeting, the Commission of Fine Arts reviewed designs for a Congressional Gold Medal to Jackie Robinson (posthumously). The recommendations were as follows:

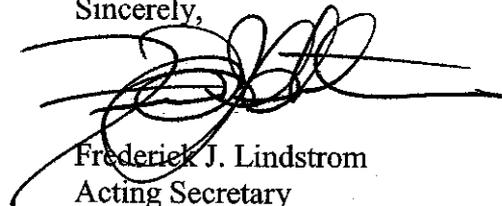
Obverse

The portrait was thought to be a very good one. The only recommendation was that the ampersand in the inscription should be replaced with the word "and" for the sake of consistency. This could be accomplished by moving the inscription up slightly so that the word could be placed between "justice" and "human", to the far right, as was done with "a", "of" and "for".

Reverse

The recommendation was that the ribbon scroll, since it no longer would contain any words, be eliminated, and the palmetto-like design at the top of the shield be completed and made slightly smaller so that it does not come so close to the edge of the medal. The only other change requested was that Mr. Robinson's birth and death dates be placed below his name, adjusting the size of the letters forming the quotation as necessary.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

Henrietta Holsman Fore, Director
United States Mint
801 9th Street, 8th Floor
Washington, D.C. 20220

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4 June 2004

Dear Ms. Fore:

At its 20 May meeting, the Commission reviewed designs for Congressional Gold Medals to be awarded (posthumously) to Reverend Joseph A. DeLaine, Harry and Eliza Briggs, and Levi Pearson. The recommendations were as follows:

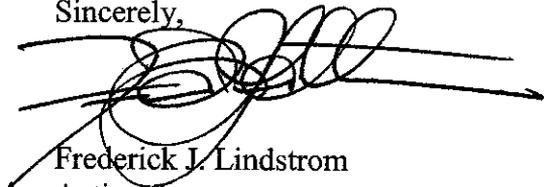
Obverse

The medal is by necessity a rather crowded one, and so it was recommended that the palmetto trees be removed, and that some adjustment be made in the arrangement of the portraits so that the names could be placed below each portrait, further simplifying the total effect.

Reverse

The reverse, too, was considered much too complicated. The recommendation was that the number of typefaces be reduced, that the books be removed, and just the representation of Justice retained; or that only the inscriptions be used.

Sincerely,

A handwritten signature in black ink, appearing to read 'F. Lindstrom', written over a horizontal line.

Frederick J. Lindstrom
Acting Secretary

Henrietta Holsman Fore, Director
United States Mint
801 9th Street, 8th Floor
Washington, D.C. 20220

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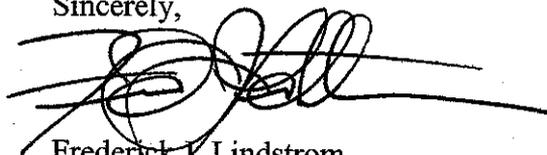
4 June 2004

Dear Mr. Murtagh:

During its meeting of 20 May, the Commission reviewed concept designs for perimeter security barriers for the Department of Agriculture's Headquarters Complex, including the Whitten, Yates, South, and Cotton Annex buildings. Although the general location of the barriers seems appropriate, the designs of the bollards and fences should relate to the structures they surround by incorporating some of the vocabulary of the existing design details found on the individual buildings. In addition, the size and proportion of the proposed planters along the north side of Independence Avenue should be reevaluated to reduce the perception of them as a defensive element.

The Commission looks forward to further review of this project as it develops. As always, the staff is available should you require guidance.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

Edward B. Murtagh, P.E.
Acting Director, Design and Construction Division
United States Department of Agriculture
1400 Independence Avenue, SW
Washington, DC 20250-9800

cc: Marsha Lea, EDAW

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4 June 2004

Dear Mr. Kaiser,

During its meeting of 20 May 2004, the Commission reviewed the proposal for the installation of three new security guard booths on the Kennedy Center's grounds along with new vehicular security barriers at the entrance to the Center's service tunnel. The members approved the concept submission but expressed their regrets that such items are needed in this day and age. The one suggestion made was that the small knee wall in front of the guard booth at the service tunnel be removed and that this protective structure be incorporated into the lower portion of the booth itself. If that configuration is not feasible, then the wall could perhaps be replaced with several bollards to allow a greater sense of openness.

Knowing that the plans for the new E Street entrance plaza and highway deck are currently being developed, the members considered this project a temporary installation. The hope is that these items will be accounted for in the future plans being developed by Mr. Vifoly so that they do not have the appearance of being an afterthought.

When the final design and construction drawings are ready, please forward them to the staff for the Commission's delegated approval.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

Mr. Michael Kaiser
President, The John F. Kennedy Center
for the Performing Arts
Washington, D.C. 20566-0001

cc Roger Mosier, Director of Capital Projects, Kennedy Center
Peter Shwab, RCG Architects

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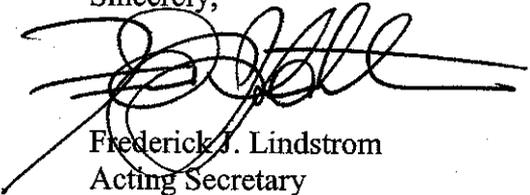
4 June 2004

Dear Mr. Earle:

During its meeting 20 May 2004, the Commission reviewed and approved the proposed renovation of Building 1 at the Washington Navy Yard to be used again as the Commandant's Office—its original historic use. Returning the character of an open porch to the south facade of the building for the introduction of the handicapped access ramp is an improvement over the existing conditions.

Final approval of the working drawings was delegated to the staff. Please submit your construction documents to the staff when ready.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

Mr. Lawrence P. Earle
Department of the Navy
Engineering Filed Activity Chesapeake
1314 Harwood Street, SE
Washington Navy Yard, DC 20374-5018

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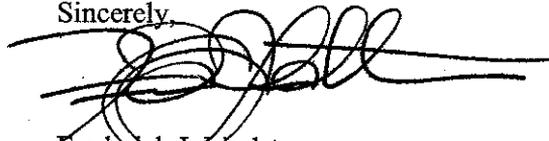
Dear Mr. D'Amico:

During its meeting of 20 May the Commission reviewed the proposed plans for the additional security modifications to all the entrance gates at the main section of the Walter Reed Army Medical Center in Northwest Washington, DC. While the members regret that such measures are needed, they understand the need and the desire to enhance the protection of the Center and gave final approval to the site plans, as presented, for the Alaska Avenue at 14th Street Gate, and the proposal for the Dahlia Street Gate. The members look forward to reviewing the final design of the guard booths for these two gates when they are further developed. Their design should emulate the detailing of the booth design presented for the other gates.

The proposed concept plan for the Elder Street gate was found to be acceptable, but the plan for the 16th Street gate generated several recommendations for additional modifications. The members encourage the design team to make every effort to preserve the mature trees on the site. It is greatly appreciated that much work has been done to reduce the size and spread of the requisite turning lanes and vehicle inspection areas, but any additional reduction in the overall footprint would be appreciated and where possible should be considered. The proposed design for the encircling retaining wall was felt to be too elaborate and too tall. It was suggested that the wall not be stepped, but that it be allowed to follow the rise and fall in the contours of the ground it supports. In addition, every strategy to reduce the apparent visual or actual height of the wall should be employed. Incorporating additional landscaping in front of or in the wall will help soften its appearance.

While the members did not state a preference on either of the color schemes presented for the visitor registration buildings, it should be kept within the family of building colors found elsewhere on the campus. Every effort should be made to keep these structures from appearing too "commercial" or overly institutional. Diligent and careful detailing of these buildings will ensure that they appear open and welcoming to the visitor, as they will undoubtedly become the front door for visitors to the center and its hospital. With these comments taken into consideration, the concept design for this facility should be modified and resubmitted when ready. As always, the staff is available should you require additional guidance.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

Michael A. D'Amico
Director of Public Works and Transportation
Walter Reed Army Medical Center
Department of the Army
Washington, DC 20307-5001

cc: Marjorie Marcus, WRAMC
Louise Brodnitz, WRAMC
Joseph Parello, WRAMC
Jefry A. Zalewski, Cetrom

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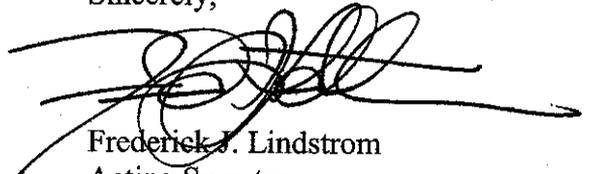
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4 June 2004

Dear Mr. McGill:

During its meeting of 20 May, the Commission reviewed and approved the proposed picnic deck at the Potomac Annex of the Old Naval Observatory. The Commission looks forward to the review of future projects for the General Services Administration. As always, the staff is available should you require guidance.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

Michael McGill
Special Assistant for Regional Coordination
General Services Administration
301 7th Street, S.W.
Washington, DC 20407-0001

cc: Jim Clark, MTFA Architects

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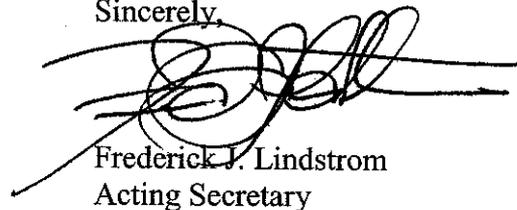
4 June 2004

Dear Mr. Ball:

During its meeting of 20 May 2004, the Commission reviewed the developed design for the proposed addition to the parking garage at Union Station. The revisions to the approved concept design were well received. However, the proposed stainless steel screening panels raised too many questions as to their appropriateness in providing the effect that you desire. We fear the panels will appear more solid than translucent. Further study of different ratios of openings to solid within the panels may result in a better solution, even if it leads to finding a different screening device. We will be glad to assist you with a site visit to Union Station to inspect sizeable material samples, including options and alternatives, prior to the next review.

As always, the staff is available to assist you with the next submission.

Sincerely,

A handwritten signature in black ink, appearing to read 'F. Lindstrom', is written over a horizontal line. The signature is stylized and somewhat cursive.

Frederick J. Lindstrom
Acting Secretary

Mr. David S. Ball, President
Union Station Redevelopment Corporation
10 G Street, NE, Suite 504
Washington, DC 20002

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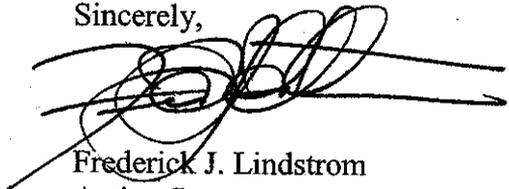
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4 June 2004

Dear Mr. Carlstrom:

During its meeting of 20 May, the Commission reviewed and approved the rehabilitation plans for McPherson Square and the selection of site furniture proposed for installation in the other downtown parks. The Commission looks forward to the review of future rehabilitation projects for the small parks and squares in the city that are in the care of the National Park Service. As always, the staff is available should you require guidance.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

Terry Carlstrom
Regional Director, National Capital Region
National Park Service
1100 Ohio Drive, SW
Washington, DC 20242

cc: Sally Blumenthal, National Park Service
Cy Paumier, Downtown BID

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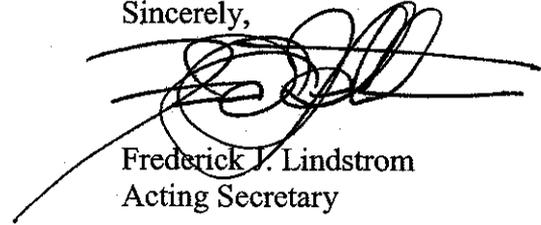
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Dear Mr. Goodinson,

The members of the Commission wish to thank you for your informational presentation on Green Spaces for DC given during our 20 May meeting. Your organization should be commended for its advocacy for the enhancement of the city's open public spaces, parks and streetscapes. We look forward to the review of your projects as they develop and offer you our assistance where appropriate in your endeavors to improve the city. Please feel free to call upon the staff should you have questions regarding our review process.

Sincerely,

A handwritten signature in black ink, appearing to read 'F. Lindstrom', is written over a horizontal line. The signature is stylized and somewhat cursive.

Frederick J. Lindstrom
Acting Secretary

Barry P. Goodinson
Executive Director
Green Spaces for DC
4301 Connecticut Avenue, NW
Washington, DC 20008

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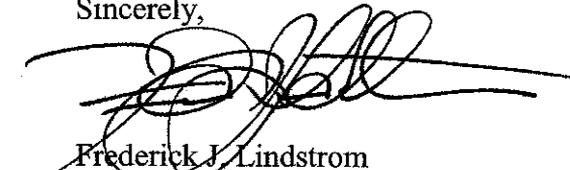
4 June 2004

Dear Mr. Deatrick:

During its meeting of 20 May, the Commission reviewed the proposed concept for the District of Columbia Gateway signs designated for thirty-five (35) locations. The Commission felt that the designs for these signs, marking the entrances to the nation's capital city, should be more dignified, more discreet in size, and perhaps, fewer in number. The graphics on the face of the signs should also be reconsidered. The selection of typefaces was thought to be too casual and the representation of the District's logo, based on George Washington's family crest, is poorly executed. In addition, the signs should be fabricated with longer lasting materials than the proposed back-lit clear lexan polycarbonate sheets—which is all too easily marked and defaced. It was suggested that the shape of the surrounds supporting the aluminum framed signs, with its cast concrete pediment and two finial balls set on brick columns, creates a connotation that is more appropriate for a suburban development and inappropriate for the city's entrance signs. This is a project that should be very carefully designed, graphically as well as architecturally, as these signs will become the introductory image for all who enter the District. Perhaps this is an opportunity to engage a national design competition to generate a more creative and appropriate solution.

The Commission looks forward to further review of this project for the District Department of Transportation (DDOT). As always, the staff is available should you require assistance.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

John Deatrick
District Department of Transportation
64 New York Avenue, NE
Washington, DC 20002

cc: Muhammed Khalid, DDOT

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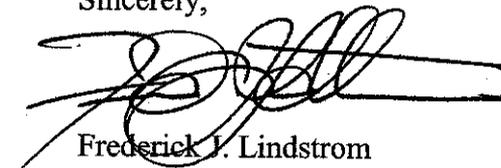
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4 June 2004

Dear Mr. Tangerlini:

During its meeting of 20 May, the Commission reviewed the proposed installation of a community based art project at the Kenilworth Avenue Bridge over Nannie Helen Burroughs Avenue and approved the submission as presented. The members are pleased that the District Department of Transportation is collaboratively working with the Corcoran School of Art and members of the surrounding community to develop the installation. The finished art work should prove to be an enhancement to the neighborhood's identity. We look forward to its installation.

Sincerely,



Frederick J. Lindstrom
Acting Secretary

Dan Tangherlini, Director
DC Department of Transportation
2000 14th Street, NW
6th floor
Washington, DC 20009

cc: Ali Shakeri, Program Manager, DDoT

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

202-504-2200
202-504-2195 FAX

4 June 2004

Dear Mr. Tangherlini:

The Commission appreciates the presentation of the project for the Rehabilitation of O and P Streets NW during its meeting 20 May 2004. As the project is located within the Georgetown Historic District, it was presented to our Old Georgetown Board at their meeting of 6 May.

The proposed rehabilitation of the cobblestone streets was well received. The re-use of salvaged historic cobblestones is essential for the preservation of the historic character of the streets. As such, the new granite cobblestones needed to fill gaps must be as close a match as possible to the existing. The same can be applied to the use of salvaged brick on the sidewalks with new bricks to match existing. As the historic bluestone curbs will be salvaged and re-used, we encourage you to look for replacement bluestone curbs, rather than granite, particularly where cobblestones pave the street. The replacement street lights will match the height and number of the existing lampposts. The new concrete crosswalks and ramps should match, as close as possible, the color of the cobblestones. Please see the attached Report of the Old Georgetown Board with a list of comments.

The members had no objection to the removal of the trolley tracks from the main thoroughfares, provided a portion of them can be retained in-situ in its original context. DDOT's proposal to expose the tracks found under the asphalt of the one block on 36th Street between O and P streets, and restore the cobblestones to the street, was viewed as an acceptable compromise. With these caveats, the project was approved.

Sincerely,



Frederick Lindstrom
Acting Secretary

Dan Tangherlini, Director
DC Department of Transportation
2000 14th Street, NW
6th floor
Washington, DC 20009

cc: Michael W. Hicks, FHA
John Deatruck, DDOT
Lisa Burcham, DC HPO
Robert Irwin, DDOT
Karyn LeBlanc, DDOT
Hon. Jack Evans, Ward 2 Councilmember
Tim Dennee, DC HPO
Tom Birch, ANC 2E
Ray Kukulski, CAG

THE COMMISSION OF FINE ARTS

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REPORT OF THE OLD GEORGETOWN BOARD to THE COMMISSION OF FINE ARTS

20 May 2004

DISCUSSION	O and P Streets, NW	Rehabilitation and
	trolley	
ITEM	DC Department of Transportation	track removal

REPORT: The Old Georgetown Board listened to a presentation from the DC Department of Transportation on the proposed rehabilitation of the O and P Streets in Georgetown during its meeting 6 May 2004. The proposed scope of work for the project includes the lifting up of the cobblestones for re-use on the new road; removal of the existing historic trolley tracks; new concrete crosswalks and handicapped ramps; re-paving of the brick sidewalks; new granite curbs where the existing bluestone curbs cannot be re-used; utilities upgrades and new water mains under the road bed; and replacement street lights to match the height and number of the existing lampposts.

Due to the unique historic configuration of the trolley tracks proposed for removal, the project is undergoing review by the Historic Preservation Division under the 106 Process. The Georgetown residents are divided between the two ideologies: removal of the trolley tracks which are unsafe for cars and pedestrians in their current condition; and the desire for the preservation of the late 19th century tracks which add character to the cobblestone streets, and are eligible to be listed in the National Register of Historic Places. These tracks are the last remaining visible example of this type of rail technology in its original installation in the world.

The Board offers the following comments:

- I. historic bricks on sidewalks to be salvaged and re-used, with new brick as needed to match existing,
- II. historic cobblestones to be salvaged and re-used, with new granite cobblestones as needed to match existing,
- III. historic bluestone curbs to be salvaged and re-used. Recommend looking into replacement bluestone curbs rather than granite,
- IV. a section of the historic trolley tracks should be retained in its original context, and
- V. new concrete crosswalks and ramps to match color of cobblestones.

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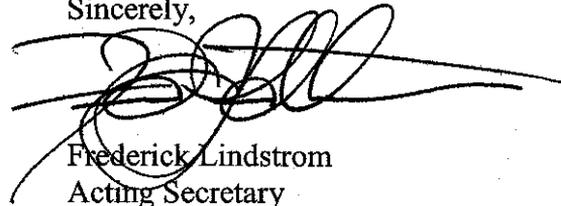
4 June 2004

Dear Mr. Williams:

During its meeting of 20 May, the Commission reviewed the proposed concept for the modernization of and the additions to MacFarland Middle School, located on 4400 Iowa Avenue. Although the concept for the building was approved, significant changes are required on the site plan. The area in front of the building, containing the only remaining green space on the property should remain open and not be completely taken up by the proposed vehicular passenger drop-off area. Instead, the parking on the side of the building should be reconfigured to accommodate the required accessible entrance and drop-off area, while maintaining parking behind the building.

The Commission looks forward to future reviews of this project. As always, the staff is available should you require guidance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Frederick Lindstrom', written over a horizontal line.

Frederick Lindstrom
Acting Secretary

Gregory Williams
Executive Director, Office of Facilities Management
District of Columbia Public Schools
1709 3rd Street, NE
Washington, DC 20002

cc: Paul Falkenbury, Samaha Associates