
Call for Entries

CLIENT

The Disabled Veterans' LIFE Memorial Foundation, Inc. (Foundation)

MISSION STATEMENT

The proposed American Veterans Disabled for Life Memorial (Memorial) will honor the sacrifices that America's disabled veterans made for the cause of liberty, freedom and justice for all, and ensure that disabled veterans will always be remembered.

BACKGROUND

Millions of veterans of the U.S. Armed Forces have become disabled for life while protecting America's national interests and preserving democracy. These veterans have experienced psychological and physical trauma including the loss of sight, hearing or limbs. As such, the Memorial is intended to commemorate and express appreciation for their honorable service and continuing sacrifices.

The location was chosen to serve as an eternal reminder to future generations and to Congress that there is a human cost associated with committing troops to military action.

The Foundation, including Lois Pope, chairperson, Art Wilson, president, and the late Honorable Jesse Brown, former executive director, long envisioned a memorial for America's disabled veterans. When the U.S. Congress approved this project with passage of Public Law 106-348 on October 24, 2000, their hopes were realized. Since then, the Lois Pope LIFE Foundation and the Disabled American Veterans have provided generous matched grants towards the design and construction of the Memorial.

LOCATION

The Memorial will be located one block from the National Mall in the southwest quadrant of Washington, D.C. The site is a 1.16 acre property bounded by Washington Avenue, 2nd Street and the historic alignment of C Street. To return C Street to its historic alignment, one block of C Street, (between 1st Street and 2nd Street), must be moved to create the southern boundary of the site. The realignment will be addressed in the design development process after a concept is selected. The dome of the U.S. Capitol is prominently visible to the northeast of the site.

CONTENT GUIDELINES

- Designs should illustrate the proposed design concept(s). Scale plans, elevations, sections or isometrics are all appropriate. Ground-level or aerial perspectives or views, model photos, sketches, diagrams and drawings are acceptable. Color is acceptable.
- In additions to illustrative items, one or more boards may include descriptive text such as a summarized statement of intent and photo captions.
- Models will not be accepted. Photographs of models are acceptable for use on the presentation panels.
- The entry form and a written statement of intent must accompany your submission.

SUBMISSION REQUIREMENTS

Materials must be submitted in the following three formats:

1. Design Solution

Mounted on foam or illustration board, 30" x 40" each, three-panel maximum. The panels will be displayed side by side, thus images may be continuous across the panels. Panels cannot be connected, framed or covered with glass or similar material. Panels must not contain any identification of the submitting firm.

2. Entry Form and Design Statement

Provide a written narrative, three page maximum, describing the Memorial concept. Insert in three-ring view binder. Binder cover only must include the name of the submitting firm, contact person and date.

3. All of the Above

Copy panel images electronically as PDF files, and entry form and design statement as Word documents onto CD-ROM. The CD, but not the materials, must be labeled with the name of the submitting firm, contact person and contents.

SELECTION PROCESS

This is an invited competition. In appreciation of professional services, all invited firms will receive a stipend of \$2,500 upon confirmation of participation. Invitees will have 60 days to prepare and submit a concept design. The selection committee will initially conduct a blind review of the submissions. Up to three concept designs will be selected as finalists in the competition. Firms that submit a selected concept design will receive a second stipend of \$5,000 to present their concept designs to the selection committee in Washington, D.C. The winning concept design is expected to be announced following the presentations; however, the selection committee reserves the right to request additional design development. Firms requested to conduct further design development will receive a third stipend of \$10,000. Decisions of the selection committee are final.

COMPETITION SCHEDULE

Nov. 11, 2002	Veteran's Day -- Call for Entries Distributed
Jan. 10, 2003	Concept Design Submissions Due
Jan. 15-16, 2003	Evaluation of Concept Design Submittals
Jan. 22, 2003	Notification of three Finalists
Feb. 5, 2003	Finalists' Presentation and Interview
	(OPTIONAL: Potential 30-Day Design Development Period After Presentations)

SELECTION COMMITTEE: RECOMMENDED LIST OF JURORS

1a. Bernard Shaw	Committee Chair, Washington, DC
2a. Michael Graves	Architect, Princeton University, NJ
3a. Beth Meyer	Landscape Architect, University of Virginia
4a. Ed Dwight	Artist, Detroit, MI
5. Lois B. Pope	Chairman, Disabled Veterans' LIFE Memorial Foundation
6. Arthur H. Wilson	President, Disabled Veterans' LIFE Memorial Foundation
7. Robert C. Miller	Secretary, Disabled Veterans' LIFE Memorial Foundation
8. Gene A. Murphy	Treasurer, Disabled Veterans' LIFE Memorial Foundation
9. Kenneth G. Musselman	Director, Disabled Veterans' LIFE Memorial Foundation

ALTERNATE LIST OF JURORS

1b. Katie Couric	Committee Chair, New York, NY
2b. Mary Anne Thompson	Architect, Harvard University, MA
3b. Laura Wiberg	Landscape Architect, Arlington, VA
4b. Richard Hansen	Artist, Chicago, IL



Figure 2: Proposed Site Configuration (Plan View)

Proximity to the National Mall is critical to the design of the Memorial. The Mall serves as a setting to major memorials and national museums, as well as the White House and the Capitol. Present on the Mall are the icons of American values, depositories of American history, and halls of American government, forming an important physical and symbolic landscape onto which the proposed Memorial will be placed.

With this context in mind, it is important to note that the site is situated at the juncture of the National Mall, the U.S. Capitol grounds, and the Southwest Federal Center on a parcel formed by the intersection of radiating and grid streets. Throughout the city, these types of parcels are focal points that serve as locations for memorials and civic parks. The site is a crossing point between these major use areas and will receive a significant amount of pedestrian traffic passing by and through the site. (Figure 4)

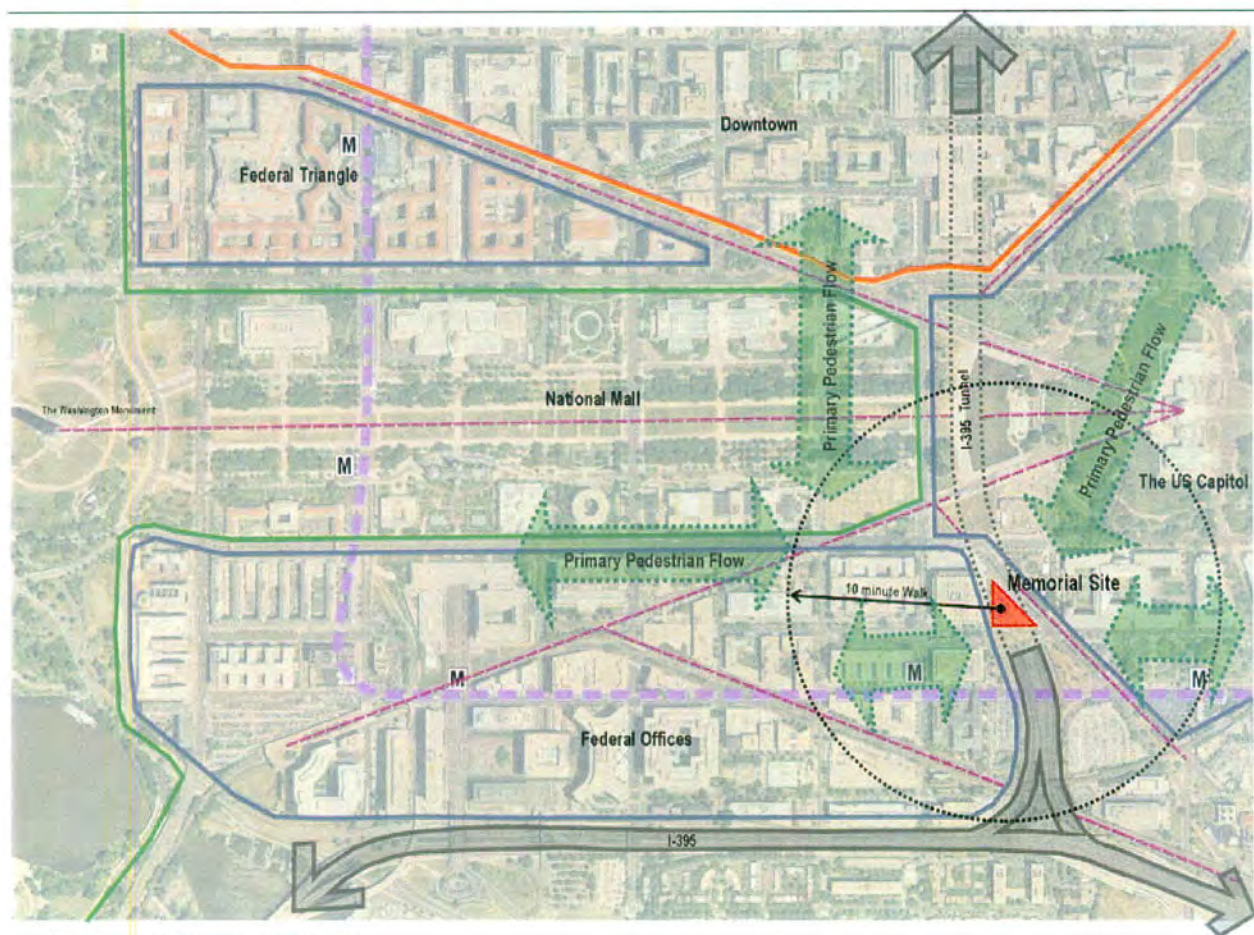


Figure 4: Current Context - National Mall

SHADOW ANALYSIS

The site receives a significant amount of direct sunlight much of the day throughout the year. There are few existing canopy trees, and the surrounding buildings are set back a minimum of 60 feet from the site. See Figures 15, 16, and 17 for the results of a shadow analysis.

Figure 15: Spring and Fall Shadow Analysis



Figure 16: Summer Shadow Analysis

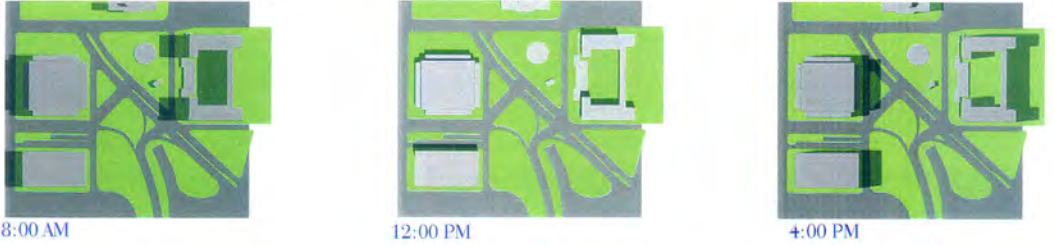
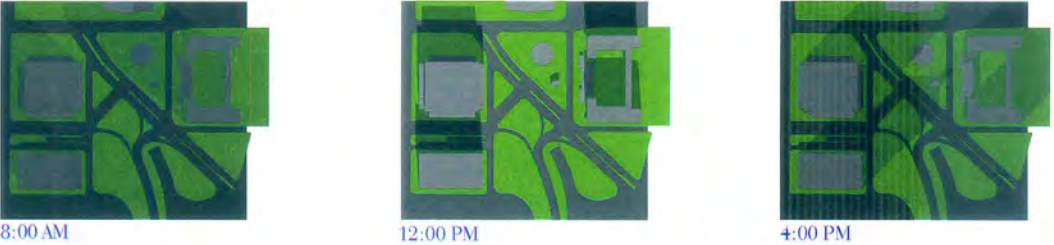


Figure 17: Winter Shadow Analysis



PEDESTRIAN ACCESS

The Memorial site experiences heavy pedestrian traffic flow on a daily basis between the Rayburn House Office Building, the Ford House Office Building, and other locations within the Southwest Federal Center, as well as surface parking lots along Washington Avenue (Figure 19). Sidewalks parallel the adjacent streets and provide access to the surrounding office buildings, the National Mall, the National Botanic Garden, and the U.S. Capitol grounds. Pedestrian access from this existing system of sidewalks to the site currently occurs at crosswalks along 2nd Street and Washington Avenue. Pedestrians also currently cross the on-ramps to the interstate at non-signalized locations. The reconfiguration of C Street as part of the Memorial program will provide pedestrian access on C Street. Another key pedestrian element is the site's relationship to the Metro rail system. The Southwest Federal Center Metro Station, on the Blue Line, is located two blocks west of the site at the intersection of D and 3rd Streets; the Capitol South Metro Station, also on the Blue Line, is located three blocks east of the site (Refer to Figure 4 for Metro station locations).



Figure 19: Pedestrian Flow

On-street parking occurs on the majority of the streets throughout the Southwest Federal Center and along 2nd Street. Parking also occurs in several below-ground parking structures in the adjacent office buildings. Access to the nearest parking garage is at the intersection of 2nd and C Streets. Currently there are no on-street designated handicapped parking spaces in the immediate area; however, handicapped persons may utilize any metered spaces in the District of Columbia for up to two hours without incurring fees. Parking and bus drop-off directly adjacent to the site may be considered on the west side of Washington Avenue and on the east side of 2nd Street. (See Appendix for further traffic information).

UTILITIES AND STRUCTURAL CONDITIONS

There is a below-grade tunnel structure that passes directly below the Memorial site. The tunnels average 100 feet in width. The roof of the structure in most of this area consists of 60-inch steel girders at about five feet on center. A seven-inch-thick reinforced concrete slab is located over the steel girders. The elevation of the top of the tunnel slab varies and the depth of soil above the tunnel varies from three to eight feet.

The mechanical and electrical equipment rooms of the artery tunnel are housed below the east end of the Hubert H. Humphrey Building with the main supply and return air shafts extending below 2nd Street to the tunnel. These shafts are heavily reinforced concrete box girders supported partially by compacted soils and partially by the sewer structure below. The soil depth above the existing shafts is only about two feet.

The sewer line is an 18-foot-wide combined sanitary and storm sewer, located between the Humphrey Building and the tunnel. The sewer is situated at a substantial distance below grade. Light poles, street signage, traffic signals, catch basins, handicapped curb ramps, and various manholes are located around the perimeter of the site's primary triangular parcel. There are two electrical vaults located below the ground surface.

Based on these conditions, it is anticipated that a memorial can be built on this site; however, special considerations would need to be given to any large statue, fountain, or other heavy object proposed for the Memorial (See Appendix for further structural information).

The D.C. Department of Transportation (D.C. DDOT) and the Federal Highway Administration (FHWA) have jurisdiction over the I-295 and I-395 interchange and related ventilation tunnels. The District of Columbia Water and Sewer Administration is responsible for the sewer system; and CSA has jurisdiction over the Humphrey Building. Street lighting must comply to the District of Columbia Streetscape Manual specifications (See Appendix list). Proposed site lighting cannot compete or interfere with the U.S. Capitol.

APPENDIX: ENCLOSED DIGITAL FILES

Roadway Modification and Site Definition Assessment Study:
Document in PDF Format & supporting AutoCAD files

Department of Highways and Traffic - District of Columbia Engineering file 1142:
Tunnel and roadway information in PDF format

Aerial Photograph - Site:
File in TIF format

Aerial Photograph - Context:
File in TIF format

Site Photographs & Key Map:
Files in TIF format

Figure 1: Proposed Site Configuration Aerial view
File in TIF format

Figure 2: Proposed Site Configuration Plan View
File in TIF format

Figure 14: Established Trees
File in TIF format

Figures 15-17: Shadow Studies
File in TIF format

Figure 20: Traffic Configuration
File in AutoCAD and TIF format