



# Executive Director's Recommendation

Commission Meeting: April 4, 2019

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| <b>PROJECT</b><br><b>US Park Police Stables Replacement and Site Improvements</b><br>Located in Ash Woods, between Independence Avenue and Ash Road, east of the Korean War Veterans Memorial and west of the DC War Memorial<br>Washington, DC | <b>NCPC FILE NUMBER</b><br>8014<br><br><b>NCPC MAP FILE NUMBER</b><br>1.43(38.00)44817<br><br><b>APPLICANT'S REQUEST</b><br>Approval of comments on concept design |
| <b>SUBMITTED BY</b><br>United States Department of the Interior<br>National Park Service  | <b>PROPOSED ACTION</b><br>Approve comments on concept design   |
| <b>REVIEW AUTHORITY</b><br>Federal Projects in the District<br>per 40 USC. § 8722(b)(1) and (d)   | <b>ACTION ITEM TYPE</b><br>Staff Presentation  |

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## PROJECT SUMMARY

The National Park Service (NPS), in collaboration with the Trust for the National Mall, has submitted concept designs for the US Park Police Stables Replacement and Site Improvements. The three-acre site is located within Ash Woods, an informal wooded area between Independence Avenue and Ash Road, south of the Lincoln Memorial Reflecting Pool. The JFK hockey fields are located to the north, the Korean War Veterans Memorial to the west, and a social path and the DC War Memorial are to the east. The purpose of the project is to replace the existing 4,882-square foot stables with a facility that is compatible with the historic character and quality of the National Mall, make the paddocks, which are enclosed fields where horses exercise, part of the visitor experience, provide educational exhibits about the history of the US Park Police and horse patrols, improve pedestrian circulation and provide vehicular access from Independence Avenue.

The US Park Police Horse Mounted Unit was established in 1934. The stables were constructed in 1975 as temporary structures to house park police horses during the US Bicentennial celebrations. Adjacent to the stables is a maintenance yard and a water treatment plant servicing the Lincoln Memorial Reflecting Pool. The existing facility is surrounded by a six-foot tall solid fence and consists of four detached wood frame structures and an office trailer (installed in 2013) arranged around a paddock. Over the last forty years, the facility has deteriorated and no longer meets the needs of the police or the horses. The low-ceiling stalls offer minimal protection from the elements. Grooming horses and cleaning the stalls is challenging during inclement weather. Parking is informal and highly visible from Ash Road. The existing office trailer is inadequate, and the perimeter fence is near the end of its useful life.

The proposed four alternatives differ in building orientation and massing. Alternatives 1 and 2 orient the stables parallel to Ash Road. Alternative 1 has a symmetrical layout, while Alternative 2 has an asymmetrical building approach. Alternatives 3 and 4 follow the original stables

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orientation, rotated off-axis from Ash Road, with an asymmetrical building and a detached pavilion. The proposed 13,542 square-foot facility will include public paddocks, educational areas, stable space, training and medical paddocks, administrative areas, support, and employee parking. The project also includes landscape improvements and fencing.

## KEY INFORMATION

- The purpose of the US Park Police Mounted Unit is to provide additional security throughout the National Mall, respond to spontaneous demonstrations and White House emergencies, provide crowd control, and security during helicopter landings of the President and other heads of state.
  - The stables are located along Ash Road, a one-lane paved road that runs parallel to the Reflecting Pool. Ash Road provides pedestrian access between memorials, recreation areas and the stables. It also serves as a service road for emergency, maintenance, and Park Police. Although the stable facility is visible from Independence Avenue, Ash Road is the only way to access it.
  - The proposed site plan separates pedestrian and vehicular circulation and improves access. Pedestrians and emergency vehicles will continue to use Ash Road. In addition, the existing north-south social path immediately to the east of the site will be formalized. Vehicles will access from Independence Avenue.
  - Similar to other NPS service facilities on the National Mall (refreshment stands, restrooms, retail, maintenance), the existing stables are small structures, measuring approximately 20 feet wide by 50 feet long, and 12-16 feet in height. The stables are rotated approximately 13 degrees off-axis from Ash Road. However, their orientation is imperceptible due to their modest scale, setback, and surrounding vegetation.
  - In April 2010, the Commission approved the Lincoln Memorial Reflecting Pool and grounds rehabilitation, which included a new water treatment plant located in the maintenance yard adjacent to the US Park Police Stables. The water plant and underground utilities follow the existing stables alignment. The one-story, 15-foot-tall pre-engineered building measures 40 feet wide by 60 feet long and is clad in dark-painted metal with a hipped roof. The adjacent water treatment plant will remain.
  - The proposed building is significantly larger than the existing stables and adjacent water plant, measuring approximately 200 feet long and 24 feet tall. Therefore, the building and its orientation will be noticeable from the National Mall.
  - The US Park Police Stables are noncontributing structures to the East and West Potomac Parks Historic District. However, the stables are located within the viewshed of the Lincoln Memorial and other resources of the National Mall.
  - The existing stables house ten horse stalls. The proposed stables will accommodate 14 horse stalls, plus a quarantine and a show stall.
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## RECOMMENDATION

The Commission:

Provides the following comments on the US Park Police Stables Replacement:

**Supports** the project and the National Park Service's efforts to partner with the Trust for the National Mall to replace the existing US Park Police Stables with a facility that enhances the visitor experience, improves overall function, and is sensitively designed within the context of the National Mall.

**Notes** that the project is consistent with the 2010 National Mall Plan, which identified several improvements located within Ash Woods, including rebuilding the US Park Police stables and encouraging the stables and paddocks to become a public attraction with educational opportunities.

**Notes** that the National Mall consists of a hierarchy of elements including large scale national memorials and monuments formally organized around the Mall panels and the Reflecting Pool, and smaller support facilities organized less formally. The hierarchy of these elements is reflected in their scale, massing, materials, and orientation.

**Finds** that the US Park Police Stables currently serve as a support facility at the lower end of this hierarchy, consisting of small detached structures arranged around a paddock. The structures are oriented off-axis from Ash Road, rotated approximately 13 degrees to the northwest.

**Finds** that the orientation, massing, and design of the stables can help to elevate its prominence as a public attraction; however, it should still appear secondary to the monuments and memorials on the National Mall.

### *Alternatives*

**Notes** that the applicant has provided four alternatives, which differ in orientation and design.

**Finds** that given the scale of the proposed stable building at approximately 200 feet in length, it should have a more formal orientation, parallel to Ash Road and the Reflecting Pool, to respond to the surrounding context.

**Finds** that unlike Alternatives 1 and 2, Alternatives 3 and 4, should be dismissed because they follow the original orientation of the stables, rotated approximately 13 degrees away from Ash Road and the Reflecting Pool, and do not respond to the surrounding context.

**Comments favorably** on the orientation of Alternatives 1 and 2 because the orientation helps to reinforce the spatial definition of the National Mall.

**Provides** the following comments regarding Alternatives 1 and 2 organized by impacts to the National Mall character, environment, and visitor experience:

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Symmetrical Building – Alternative 1

**Notes** that Alternative 1 proposes a traditional stable with a symmetrical composition, and a building orientation parallel to Ash Road and the Reflecting Pool. It includes a continuous pitched roof with five cupolas for ventilation. It also includes two public paddocks with viewing areas.

**Finds** that the symmetrical layout is efficient, elegant, and has a strong identity as a stable; however, the continuous roof line and cupolas make the building more visually prominent on the National Mall when compared to Alternative 2.

Asymmetrical Building – Alternative 2

**Notes** that Alternative 2 proposes a contemporary stable with an asymmetrical composition, and a building orientation parallel to Ash Road and the Reflecting Pool. It includes a combination of pitched and flat roofs with two cupolas for ventilation. It also includes two public paddocks with viewing areas.

**Finds** that the asymmetrical design maintains the secondary character of the stables within the hierarchy of elements on the National Mall. The segmented roof line breaks the massing, provides opportunities for green roofs, minimizes the use of cupolas, and mimics the existing detached stables composition.

**Finds** that the proposed massing, scale, and height of the stables is compatible with the setting of the National Mall. It provides a compact and efficient layout that generates the least amount of impervious area, as compared to the other alternatives.

*Building Materials*

**Notes** that the applicant has provided three building material options that emphasize the building horizontality but differ in color and texture.

**Comments favorably** on Option 1, which consists of a coursed fieldstone base and “wood” fiber cement rainscreen, because these materials reflect the stables function, are compatible with the context, and evoke the original materials of the stables.

**Recommends** that the applicant make the materials of the public educational space more transparent and welcoming.

**Finds** that the materials proposed for Options 2 and 3 are not compatible with the National Mall materials. In particular, Option 3’s color palette emphasizes the building’s mass and does not reflect the stables’ function.

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*Additional Comments*

**Requests** eye-level simulations and renderings to better understand the impacts of the proposed stables on the viewshed of the Lincoln Memorial and other resources of the National Mall, in particular:

- Views along Ash Road looking east toward the Washington Monument and west toward the Lincoln Memorial.
- Views from the DC War Memorial looking west, and from the hockey fields looking south.
- Views from Independence Avenue near the Martin Luther King Jr. Memorial looking north.

**Requests** that the applicant include the following as part of the preliminary review submission:

- A landscape plan that considers low impact development practices, is consistent with the informal character and tree species of Ash Woods, avoids impacts to historic viewsheds, and prevents a net tree loss in accordance to the *Comprehensive Plan of the National Capital*.
- A lighting plan that respects the hierarchy of memorials, monuments and civic buildings, with the US Capitol and Washington Monument the most prominent features in the nighttime skyline.

## PROJECT REVIEW TIMELINE

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| <b>Previous actions</b>                   | December 2010 - The National Mall Plan |
| <b>Remaining actions</b><br>(anticipated) | – Preliminary and Final Approval       |

## PROJECT ANALYSIS

### Executive Summary

The project balances urban design, historic preservation, and programmatic considerations. The horse stables will achieve adequate natural ventilation by using a high-pitched roof to provide fresh air to the horses, while being sympathetic to the National Mall. The project will provide a healthy environment for the horses and park police, and improve the visitor experience. The stables will no longer turn their back to the public and hide the horses behind a solid fence. The stables will welcome visitors to gather around the paddocks to enjoy the daily activities and step inside the building to learn about the history of the US Park Police. The stables will become a new destination and provide a break from the solemnity of the adjacent memorials. The project is consistent with the Comprehensive Plan, in particular the Urban Design, Federal Workplace, Transportation, Federal Environment, Historic Preservation, Visitors and Commemoration, and Parks and Open Space.

## Analysis

Staff identified three main categories to evaluate the proposed alternatives: National Mall character, environment, and visitor experience. The National Mall character considers building orientation, massing, and architectural style. The environment includes landscape, stormwater management, and parking. The visitor experience includes amenities, circulation, and programming.

NPS conducted three inter-agency meetings last year, including two work sessions on September 4 and December 17 and a site visit on October 3, 2018. As a result of the consultation, the design team has reduced the height of the stables from approximately 31 to 24 feet to achieve natural ventilation while respecting the prominence of the adjacent DC War Memorial, which is 47 feet tall.

The project includes ten design principles, the first six principles relate to the site and the rest to architectural considerations. The design principles are consistent with the 2010 National Mall Plan and include:

1. Respecting the cultural and historic context.
2. Providing a public gathering area for paddock viewing.
3. Integrating the site seamlessly with its neighbors through planting.
4. Providing a pedestrian connection to and from Martin Luther King Jr. memorial to the south.
5. Minimizing impervious surfaces.
6. Improving vehicular circulation to avoid pedestrian and vehicle conflicts.
7. Providing new visitor service facilities that are compatible with the character of the National Mall (Lincoln refreshment stands); recognizable but secondary to national memorials.
8. Maintaining operational functions fairly inconspicuous on the south side.
9. Constructing new parking area and access road from Independence Avenue.
10. Making the horse paddocks part of the visitor experience and providing educational exhibits about the US Park Police and horse patrols.

Based on these principles, Staff recommends the Commission **supports the project and the National Park Service's efforts to partner with the Trust for the National Mall to replace the existing US Park Police Stables with a facility that enhances visitor experience, improves overall function, and is sensitively designed within the context of the National Mall.** The project is consistent with the 2010 National Mall Plan, which identified several improvements located within Ash Woods, including rebuilding the US Park Police stables and encouraging the stables and paddocks to become a public attraction with educational opportunities.

## **Existing Conditions**

The National Mall consists of a hierarchy of elements including large scale national memorials and monuments formally organized around the Mall panels and the Reflecting Pool, and smaller support facilities organized less formally. The hierarchy of these elements is reflected in their scale,

massing, materials, and orientation. Currently, the US Park Police Stables serve as a support facility at the lower end of this hierarchy, consisting of small detached structures arranged around a paddock. The structures are oriented off-axis from Ash Road, rotated approximately 13 degrees to the northwest. Staff finds that the orientation, massing, and design of the stables can help to elevate its prominence as a public attraction; however, it should still appear secondary to the monuments and memorials on the National Mall.

#### *National Mall Character*

1. **Building Orientation:** The existing structures are not parallel to Ash Road. They are rotated approximately 13 degrees to the northwest. However, the building orientation is not noticeable due to the dense vegetation, setback, and modest scale. The angle reflects the temporary nature of the facility.
2. **Massing:** The building massing is composed of four detached structures (12-16 feet tall) arranged around a paddock plus an office trailer (15 feet tall). The modest scale and color of the existing wood frame structures and trailer blend with the surrounding dense vegetation. The building massing, materials and orientation contribute to the random and utilitarian character of the structures. The adjacent water treatment, which is the same height as the office trailer, was oriented at an angle to make it feel like it was part of the existing stables complex.
3. **Architectural Style:** The architecture style is secondary and reflects the function of the stables. The stables feature exposed frame walls, corrugated metal roofs and dirt floors. The facility looks like a maintenance yard because the stables and paddock are screened by a six-foot tall solid fence. The horses are not visible, the only visible area is parking.

#### *Environment*

1. **Landscape:** There are 115 trees within the study area, including 51 deciduous trees and 64 conifer trees. The site is within Ash Woods, which vegetation consists of informal groves of elm, maple, beech, and oak trees.
2. **Stormwater Management:** The total site area is 147,446 square feet. The site is 80 percent pervious (117,264 square feet) and 20 percent impervious (30,182 square feet).
3. **Parking:** Parking and loading areas occupy approximately 11 percent of the site (15,750 square feet). Parking is not clearly defined.

#### *Visitor Experience*

1. **Amenities:** The existing facility lacks public amenities, there are no benches near the stables. The maintenance yard and parking area are cluttered and highly visible from Ash Road. Most people do not know that the stables exist. The horses are visible only when they leave the facility and circulate along Ash Road. The site is not welcoming.
2. **Circulation:** Ash Road provides pedestrian access between memorials, recreation areas and stables. It also functions as a service road for emergency, law enforcement, and maintenance access. There are circulation conflicts because pedestrians and vehicles share Ash Road. The only access point is along Ash Road.
3. **Programming:** The stables are not visible or accessible to the public. It lacks an educational program. There are currently 10 horses on-site.

### Alternatives Overview

The building design includes a high ceiling with 12:12 pitch for maximum natural ventilation, ventilators with louvers, photovoltaic panel array on the south facing façade, and masonry walls for durability and rodent control. As mentioned above, the building will be 24 feet in height, 23 feet lower than the adjacent 47-foot DC War Memorial.

All the proposed alternatives will require removal of 56 trees. In order to mitigate the tree loss, the proposed options include a range between 72 to 87 new trees. Parking and loading will be located in the back of the building and will be accessed by Independence Avenue. The proposed parking capacity is similar among all the alternatives. An emergency access on supported grass will be provided along Ash Road.

The proposed alternatives include four fence types. The paddocks will be surrounded by a double wood post fence positioned eight feet apart to prevent people from feeding the horses. A five-foot tall paddock fence will face the horses, and a four-foot public fence will face the National Mall. A solid fence will be located at the back of the site to screen the back-of-house functions. Eight-foot tall vehicular gates will provide access from Independence Avenue and emergency access from Ash Road.

Alternatives 1 and 2 include two public paddocks, while alternatives 3 and 4 include a single paddock. The use of paddocks depends on the temperament of the horses and the ability to get along with each other. A maximum of two horses use a paddock at any given time.

### **Option 1 – Symmetrical Building**

Alternative 1 proposes a traditional stable with a symmetrical composition, and a building orientation parallel to Ash Road and the Reflecting Pool. It includes a continuous pitched roof with five cupolas for ventilation. It also includes two public paddocks with viewing areas.

#### *National Mall Character*

1. **Building Orientation:** The building orientation parallel to Ash Road reinforces the spatial definition of the National Mall.
2. **Massing:** The symmetrical composition is a departure from the informal character of the stables and Ash Woods. The roof consists of a continuous roof line with five cupolas.
3. **Architectural Style:** The architectural style is vernacular and reflects a traditional stable, its function will be easily recognized along the National Mall. However, the roof treatment and symmetry make the building prominent when compared to other service buildings on the National Mall.

#### *Environment*

1. **Landscape:** The landscape plan requires removal of 56 trees and proposes 72 new trees.
2. **Stormwater Management:** The site will be 79 percent pervious (116,268 square feet), and 21 percent impervious (31,178 square feet). There is a slight increase in impervious areas when compared to existing conditions. It results in more impervious area than Alternative 2, but less than Alternatives 3 and 4.

3. **Parking:** Parking and loading areas will occupy 13 percent of the site (19,793 square feet). It includes eight employee-parking spaces and four trailer-parking spaces. It results in more parking area than Alternative 2, but less than Alternatives 3 and 4.

#### *Visitor Experience*

1. **Amenities:** The public entrance and educational space will be centrally located along Ash Road. It provides two public paddocks and viewing areas, which will be highly visible from the National Mall. The two public paddocks will allow more horses to go out at the same time.
2. **Circulation:** Pedestrian circulation will be provided along Ash Road, and along the adjacent walking path to the east.
3. **Programming:** The program includes an educational component within the building facing the National Mall. The public visiting space is connected to three horse areas: tact room, showing and grooming stalls. The floor plan maximizes opportunities to interact with horses.

#### **Option 2 – Asymmetrical Building**

Alternative 2 proposes a contemporary stable approach with an asymmetrical composition, and a building orientation parallel to Ash Road and the Reflecting Pool. It includes a combination of pitched and flat roofs with two cupolas for ventilation. It also includes two public paddocks with viewing areas.

#### *National Mall Character*

1. **Building Orientation:** The building orientation parallel to Ash Road reinforces the spatial definition of the National Mall.
2. **Massing:** It includes a combination of pitched and flat roofs with two cupolas for ventilation. The asymmetrical design reflects the service character of the stables and is deferential to the more formal elements on the Mall. The segmented roof line breaks the massing, provides opportunities for green roofs, minimizes the use of cupolas, and mimics the existing detached stables composition.
3. **Architectural Style:** The architectural style reflects a contemporary design but retains the identity of a stable.

#### *Environment*

1. **Landscape:** The landscape plan requires removal of 56 trees and proposes 76 new trees.
2. **Stormwater Management:** The site will be 79 percent pervious (117,070 square feet), and 21 percent impervious (30,376 square feet). It provides the least amount of impervious area when compared to all the alternatives.
3. **Parking:** Parking and loading areas will occupy 11 percent of the site (16,794 square feet). It includes nine employee-parking spaces and four trailer-parking spaces. It provides the most compact parking area when compared to the other alternatives.

*Visitor Experience*

1. **Amenities:** The public entrance and educational space will be located to the east of the stables along Ash Road. It provides two public paddocks and viewing areas, which will be highly visible from the National Mall. The two public paddocks will allow more horses to go out at the same time.
2. **Circulation:** Pedestrian circulation will be provided along Ash Road, and along the adjacent walking path to the east.
3. **Programming:** The program includes an educational component within the building facing the National Mall. The public visiting space is connected to the horse tact room.

**Option 3 – Asymmetrical Building Rotated**

Alternative 3 includes a contemporary stable approach with an asymmetrical composition, similar to Alternative 2, but follows the building orientation of the existing stables which is rotated to the northeast. It includes a single, large public paddock with a viewing area. Due to the building orientation, it requires increased turning radius for vehicles, which increases impervious areas.

*National Mall Character*

1. **Building Orientation:** The building orientation is rotated from Ash Road and does not strengthen the spatial definition of the National Mall.
2. **Massing:** Similar to alternative 2.
3. **Architectural Style:** Similar to alternative 2.

*Environment*

1. **Landscape:** The landscape plan requires removal of 56 trees and proposes 82 new trees.
2. **Stormwater Management:** The site will be 77 percent pervious (113,682 square feet), and 23 percent impervious (33,764 square feet). It results in greater impervious areas than Alternatives 1 and 2, but less than Alternative 4.
3. **Parking:** Parking and loading areas will occupy 14 percent of the site (20,182 square feet). It includes nine employee-parking spaces and four trailer-parking spaces. The proposed parking area is larger and less efficient than Alternatives 1 and 2, but equal to Alternative 4.

*Visitor Experience*

1. **Amenities:** The public entrance and educational space will be located to the east of the stables along Ash Road. Only one public paddock and viewing area will be provided.
2. **Circulation:** Pedestrian circulation will be provided along Ash Road, and along the adjacent walking path to the east.
3. **Programming:** The program includes an educational component within the building facing the National Mall. The public visiting space is connected to the horse tact room, similar to Alternative 2.

## Option 4 – Asymmetrical Detached Building

Alternative 4 is similar to Alternative 3; however, Alternative 4 provides a detached pavilion for educational space, separated from the stables. Although the pavilion is parallel to Ash Road, it does not provide access from the National Mall. It generates the greatest amount of impervious areas, as compared to the other alternatives.

### *National Mall Character*

1. **Building Orientation:** The stables orientation is rotated from Ash Road and does not strengthen the spatial definition of the National Mall. However, the detached pavilion is parallel to Ash Road.
2. **Massing:** Similar to alternative 3 but includes a small public pavilion with a flat roof.
3. **Architectural Style:** Similar to alternative 2.

### *Environment*

1. **Landscape:** The landscape plan requires removal of 56 trees and proposes 87 new trees. It is the alternative that proposes the greatest number of trees.
2. **Stormwater Management:** The site will be 74 percent pervious (109,338 square feet), and 26 percent impervious (38,108 square feet). It will result in the greatest amount of impervious area due to the paved plaza to the east of the pavilion.
3. **Parking:** Parking and loading areas will occupy 14 percent of the site (20,182 square feet). It includes nine employee-parking spaces and four trailer-parking spaces. The proposed parking area is larger and less efficient than Alternatives 1 and 2, but equal to Alternative 3.

### *Visitor Experience*

1. **Amenities:** The public entrance and educational pavilion will not be located along Ash Road, but along a secondary path. One public paddock and viewing area will be visible from the National Mall.
2. **Circulation:** Pedestrian circulation will be provided along the adjacent walking path to the east. It lacks direct access from Ash Road.
3. **Programming:** It includes a detached pavilion that houses educational program and restrooms. The public will not have direct contact with horse stalls like the other alternatives.

Overall staff finds that given the scale of the proposed stable building at approximately 200 feet in length, it should have a more formal orientation, parallel to Ash Road and the Reflecting Pool, to respond to the surrounding context. Unlike Alternatives 1 and 2, Alternatives 3 and 4, should be dismissed because they follow the original orientation of the stables, rotated approximately 13 degrees away from Ash Road and the Reflecting Pool, and do not respond to the surrounding context. Therefore, staff recommends that the Commission **comment favorably on the orientation of Alternatives 1 and 2 because the orientation helps to reinforce the spatial definition of the National Mall.**

With regard to Option 1, staff finds that the symmetrical layout is efficient, elegant, and has a strong identity as a stable, however the continuous roof line and cupolas make the building more visually prominent on the National Mall when compared to Alternative 2.

With regard to Option 2, staff finds that the asymmetrical design maintains the secondary character of the stables within the hierarchy of elements on the National Mall. The segmented roof line breaks the massing, provides opportunities for green roofs, minimizes the use of cupolas, and mimics the existing detached stables composition. Staff also finds that the proposed massing, scale, and height of the stables is compatible with the setting of the National Mall. It provides a compact and efficient layout that generates the least amount of impervious areas, as compared to the other alternatives.

## Materials

The applicant provided three building material studies. Option 1 and 2 have an earth color palette, consisting of gray cement stucco at the top, and “wood” fiber cement rainscreen at the middle. The options differ in the base treatment. Option 1 includes coursed fieldstone base, while option 2 includes gray brick base. Option 3 includes similar materials, but uses has a monochromatic gray palette, consisting of ashlar cut granite base with fiber cement rainscreen.

The stone cladding shown in Option 1 is compatible with the color and texture of other structures in the National Mall such as the Lockkeeper’s House, the terrace walls at Constitution Gardens, the Potomac Park levee walls, and the Tidal Basin stone seawalls.

Staff finds that the materials proposed for Options 2 and 3, are not compatible with the National Mall materials. In particular, Option 3’s color palette emphasizes the building’s mass and does not reflect the stables function. Therefore, staff recommends that the Commission **comments favorably on Option 1, which consists of coursed fieldstone base and “wood” fiber cement rainscreen because these materials reflect the stables function, are compatible with the context, and evoke the original materials of the stables. The commission also recommends that the applicant make the materials of the public educational space more transparent and welcoming.**

## Additional Comments

The stables are located in the 100-year floodplain. The elevation of the 100-year flood at the US Park Police Park Stables is 12.74 feet. NPS will need to incorporate flood protection measures in the design to comply with Executive Order 11988, Floodplain Management.

Staff requests eye-level simulations and renderings to better understand the impacts of the proposed stables on the viewshed of the Lincoln Memorial and other resources of the National Mall, in particular:

- Views along Ash Road looking east toward the Washington Monument and west toward the Lincoln Memorial.
- Views from the DC War Memorial looking west, and from the hockey fields looking south.

- Views from Independence Avenue near the Martin Luther King Jr. Memorial looking north.

Staff also recommends that NPS consider the following as the design evolves:

- Provide benches as appropriate along Ash Road to enhance the pedestrian experience, considering shade and views to the paddocks.
- Integrate wayfinding and interpretive signage into the design.
- Integrate low impact development strategies into the landscape to manage stormwater, such as bioretention areas, permeable paving or other porous material along the paths and parking areas.

## **CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE**

### **Comprehensive Plan for the National Capital**

This project meets basic goals of the Comprehensive Plan. The Urban Design Element encourages federal agencies to create welcoming spaces that enhance the user experience and foster local uses. It also encourages agencies to consider massing and scale when constructing building facades to reinforce and frame the spatial definition of public spaces and right-of-ways.

### **National Mall Plan**

The project is consistent with the National Mall Plan, which was approved by the Commission in December 2010. As part of the Ash Woods improvements, the plan included:

- Rebuilding the US Park Police stables to be compatible with the historic character and quality of the National Mall.
- Making the paddocks part of the visitor experience.
- Offering educational exhibits about the US Park Police and horse patrols.
- Providing a new stables parking area and vehicle access road from Independence Avenue.
- Maintaining Ash Woods road primarily as a walkway with a secondary function as a service road.
- Replacing the Ash Woods restrooms with a new restroom building closer to the stables.
- Providing food service near the new restroom, if warranted by increased visitation.

### **National Historic Preservation Act**

NCPC and NPS each have an independent responsibility to comply with Section 106 of the National Historic Preservation Act (NHPA). NPS formally initiated Section 106 consultation with the District of Columbia Historic Preservation Office on February 19, 2019. Section 106 is ongoing. The project area is located in the East and West Potomac Parks Historic District, which is listed in the National Register of Historic Places and the DC Inventory of Historic Sites. The stables do not contribute to the East and West Potomac Parks District, as they are less than 50 years old and do not exhibit exceptional importance.

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## **National Environmental Policy Act**

NCPC and NPS each have an independent responsibility to comply with the National Environmental Policy Act (NEPA); NCPC's responsibility stems from its approval authority over the project. In accordance with the Council on Environmental Quality's rules for implementing NEPA, and the Commission's NEPA Regulations, NPS, in cooperation with NCPC, is preparing an Environmental Assessment (EA). NPS plans to hold public scoping from April 1 through May 1, 2019 with a public meeting on April 17, 2019.

## **CONSULTATION**

### **Coordinating Committee**

The Coordinating Committee reviewed the proposal at its March 13, 2019 meeting. Without objection, the Committee forwarded the proposed comments on concept design to the Commission with the statement that the proposal was coordinated with all participating agencies. The DC State Historic Preservation Office noted that its coordination is conditioned upon the National Park Service completing the Section 106 review. The participating agencies were NCPC; the National Park Service; the US General Services Administration; the Washington Metropolitan Area Transit Authority; the District of Columbia Office of Planning; the District Department of Transportation; and the District of Columbia State Historic Preservation Officer, and the District Department of Energy and Environment.

### **US Commission of Fine Arts**

At its meeting on March 21, 2019, the US Commission of Fine Arts reviewed the concept design for the US Park Police Stables and expressed support for Alternative 1- Symmetrical Building. A copy of the CFA letter is attached.

## **ONLINE REFERENCE**

The following supporting documents for this project are available online at [www.ncpc.gov](http://www.ncpc.gov):

- Submission Package

Prepared by Vivian Lee  
03/28/2019

## **ATTACHMENTS**

- Powerpoint
- Commission of Fine Arts Letter

# US Park Police Stables

Located in Ash Woods, between Independence Avenue and Ash Road, east of the Korean War Veterans Memorial and west of the DC War Memorial, Washington DC

Approval of Comments on Concept Design

United States Department of the Interior

# Site Context



# Pedestrian Circulation



# Independence Avenue Crossings



**INDEPENDENCE AVE. CROSSINGS**

800 ft 8

# Existing Conditions



Looking south from JFK Hockey Fields



Looking northwest from paddock

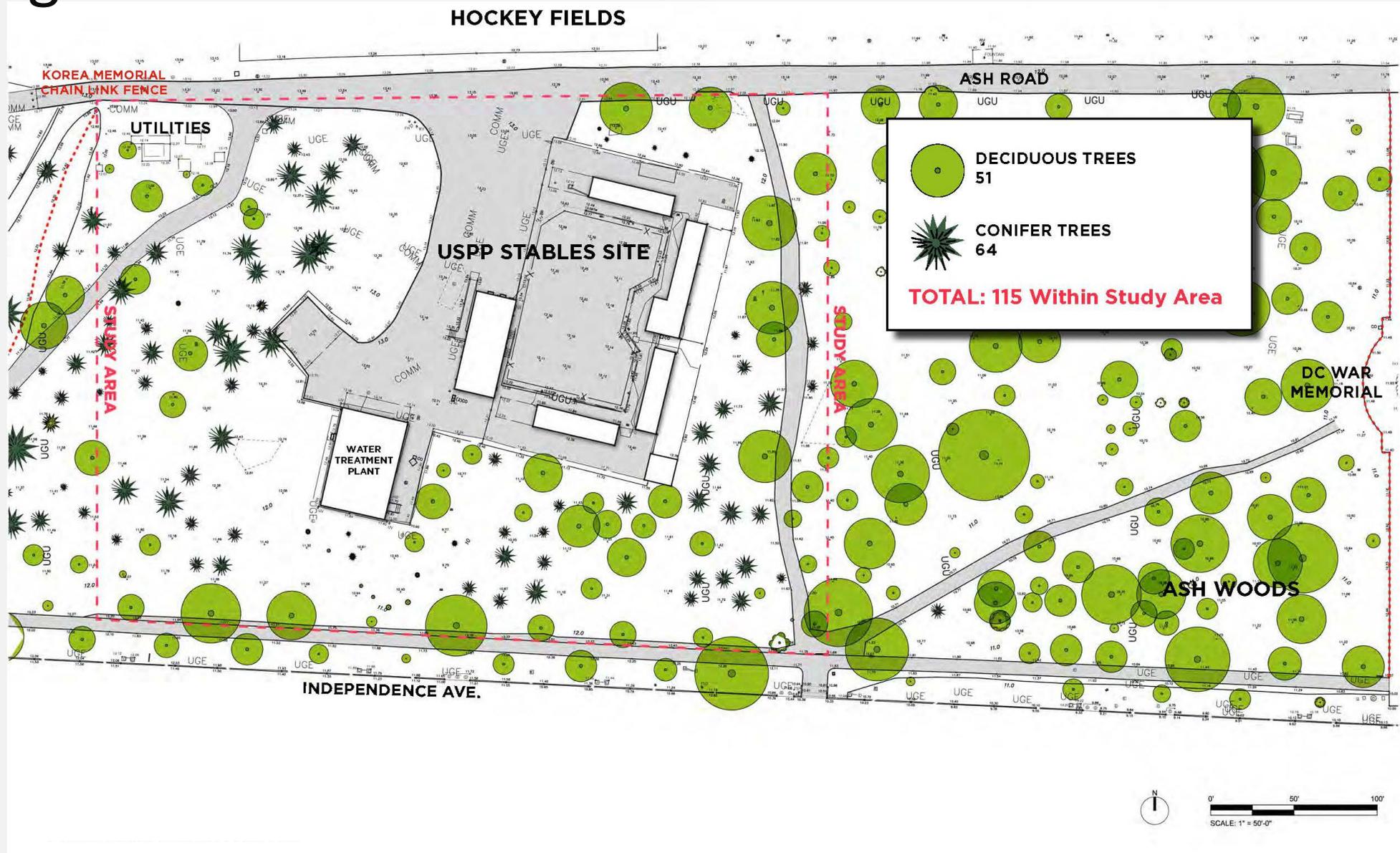


Looking to stables and paddock

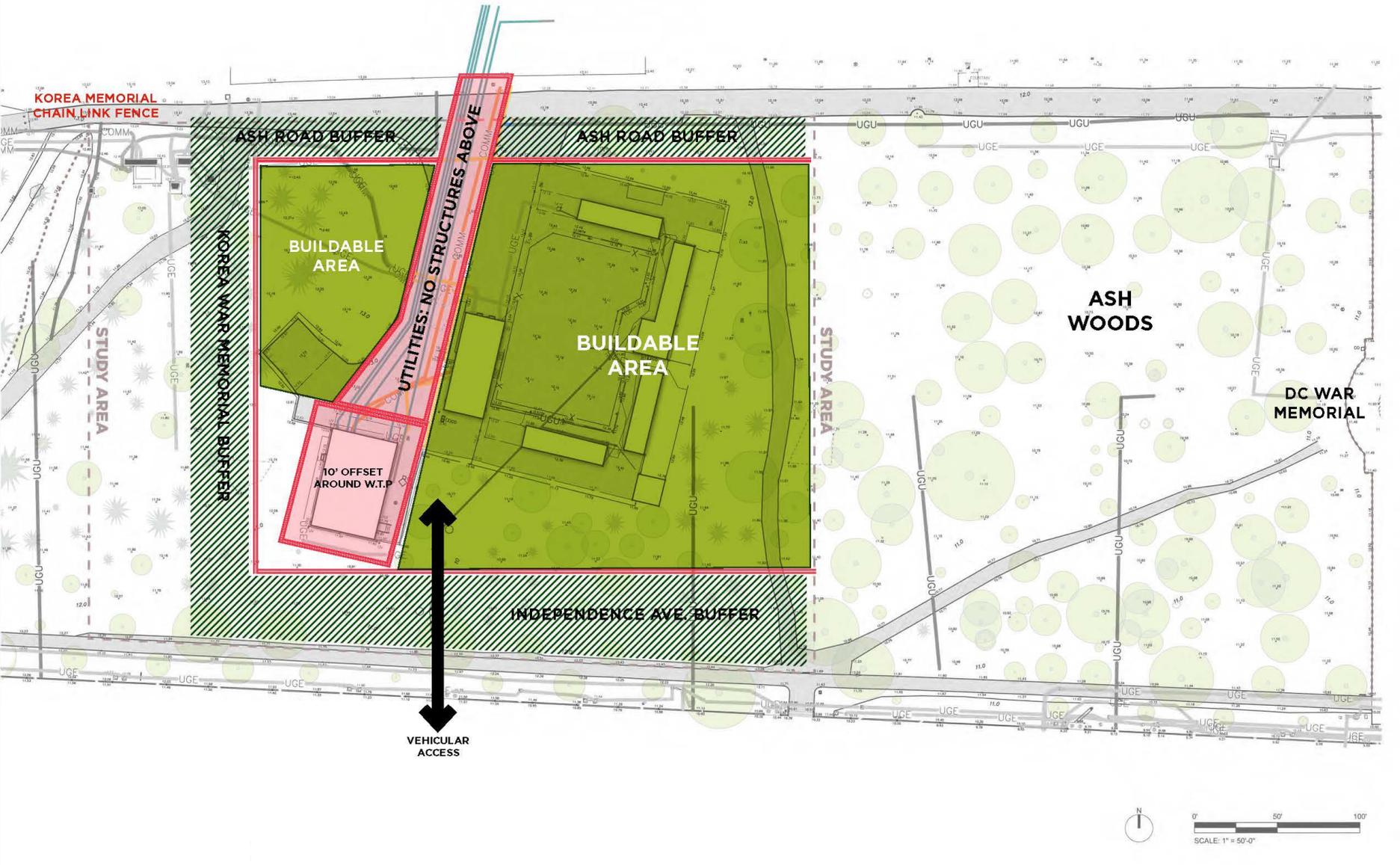
# Existing Conditions



# Existing Conditions



# Constraints



# Challenges



**TEMPORARY STRUCTURES FROM 1976 HAVE CONSIDERABLY EXCEEDED THEIR USEFUL LIVES**



**STALLS ARE SMALL, WITH LOW CEILINGS. THEY OFFER ONLY MINIMAL PROTECTION FROM WEATHER**



**WASHING, GROOMING OF HORSES AND CLEANING OF STALLS IS VERY DIFFICULT IN INCLEMENT WEATHER**



**VEHICLE PARKING IS UNSTRUCTURED AND HIGHLY VISIBLE FROM ASH ROAD**

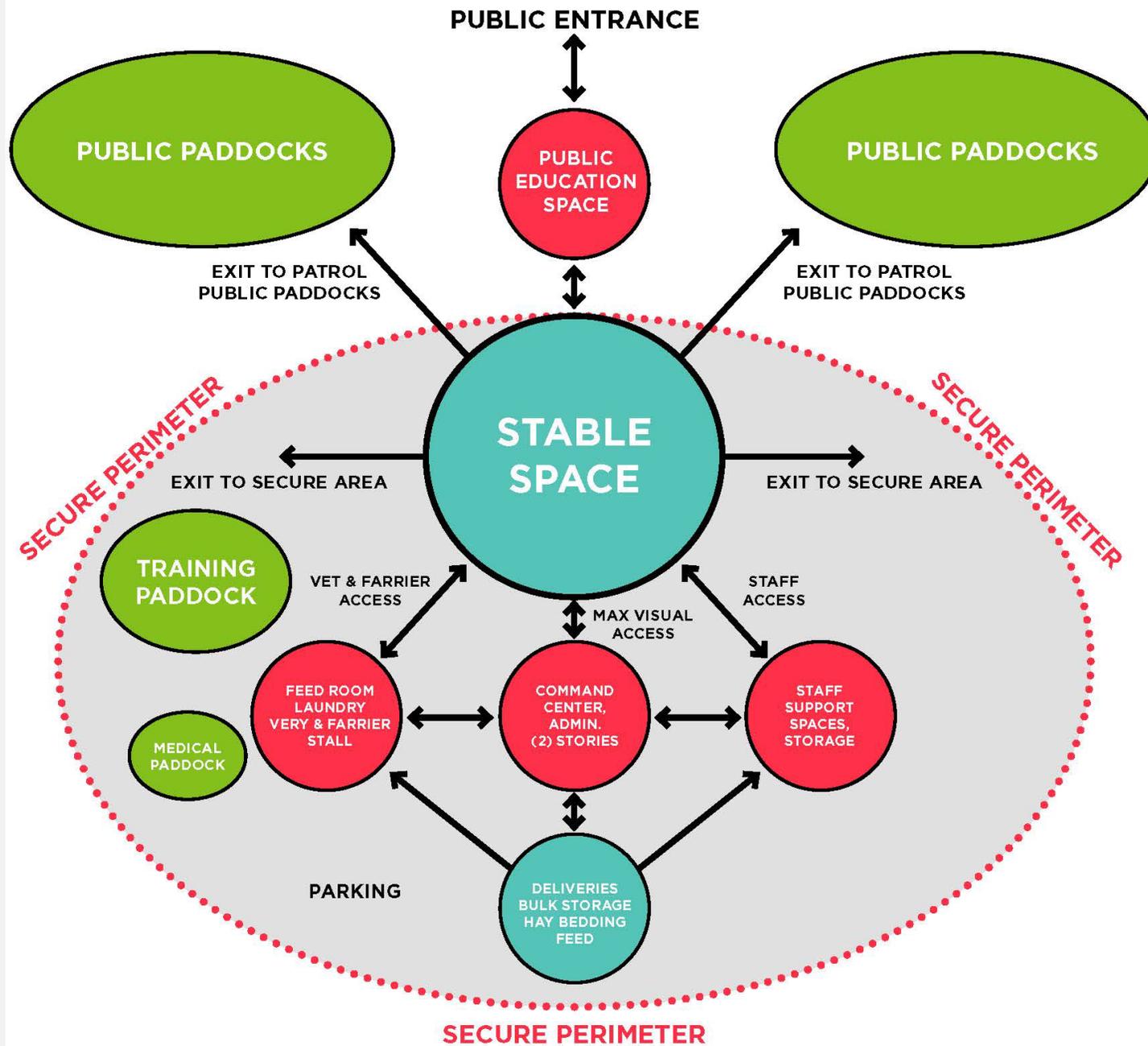


**ADMINISTRATIVE AREAS AND OFFICER FACILITIES ARE GROSSLY INADEQUATE**

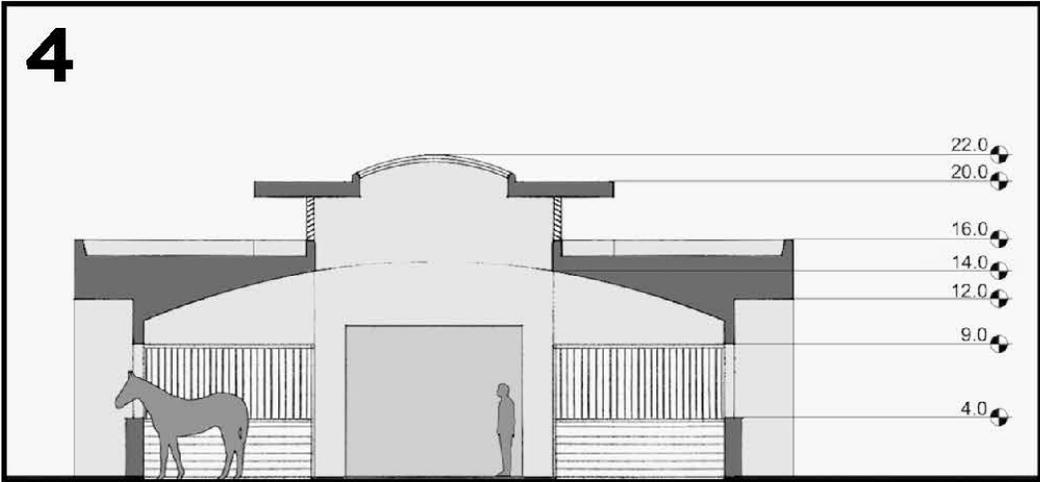
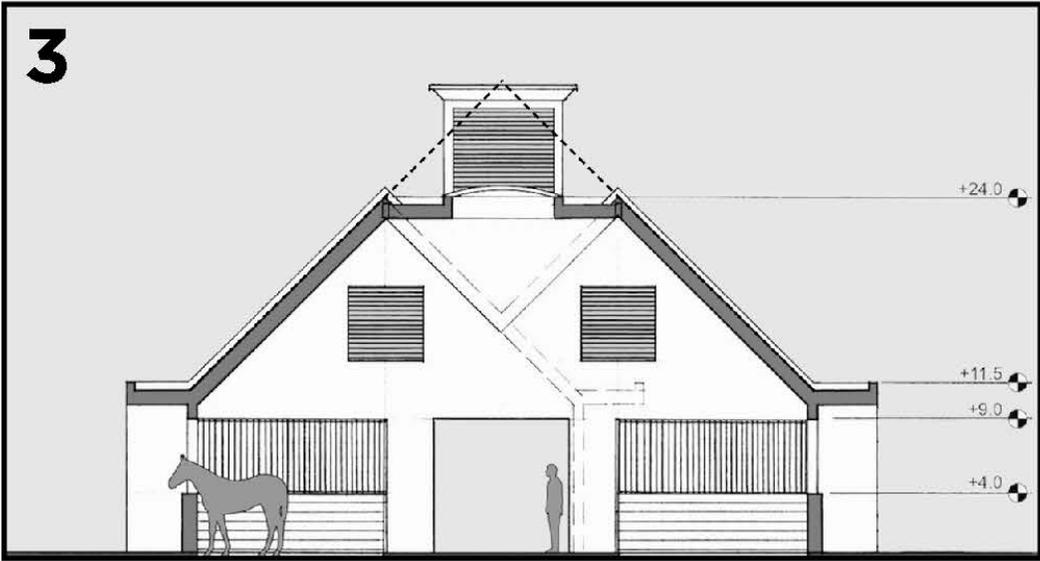
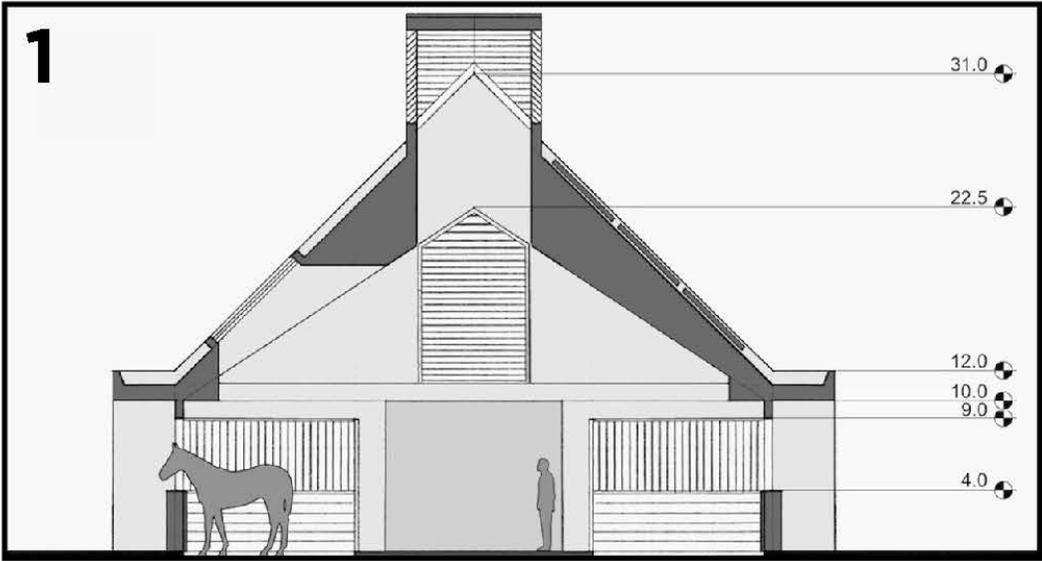


**EXISTING STOCKADE FENCE IS NEAR END OF USEFUL LIFE**

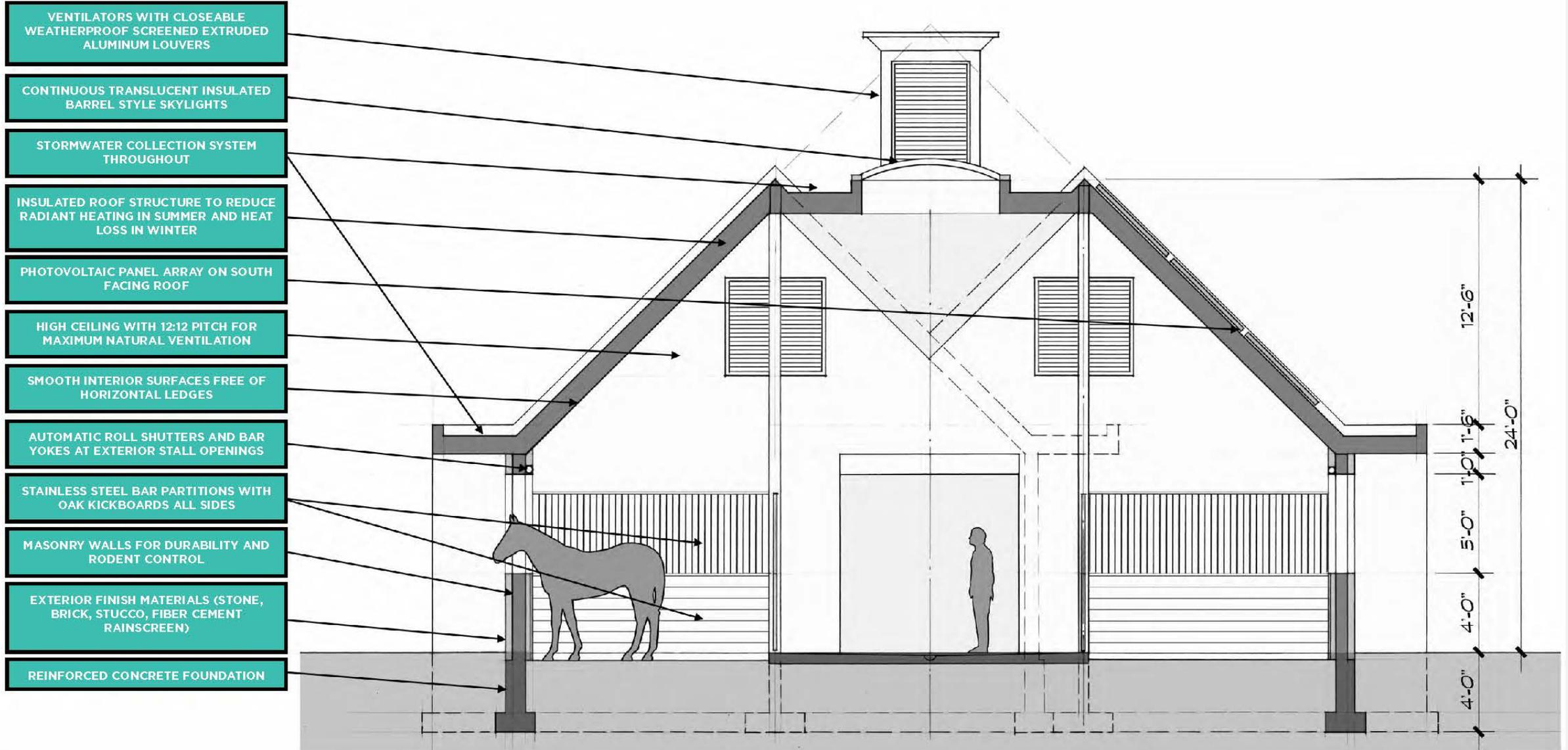
# Program



# Building Design Evolution - Section

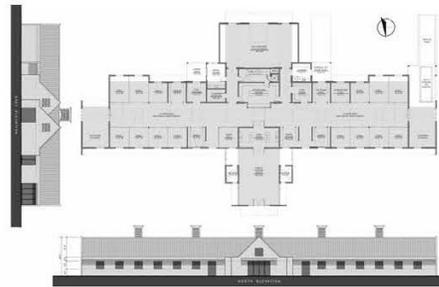


# Building Design Evolution – Section at Stalls



# Site Layouts - Summary

OPT 1 - SYMMETRICAL BUILDING



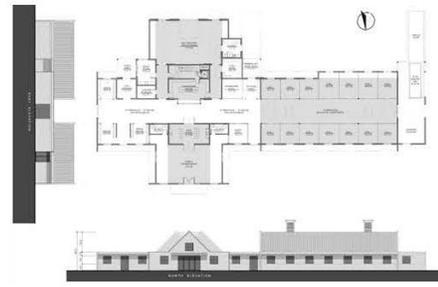
**EXISTING PERVIOUS: 117,264 SF**  
**EXISTING IMPERVIOUS: 30,182 SF**  
**EXISTING PARKING AREA: 15,750 SF**

**OPT 1 PROPOSED PERVIOUS: 116,268 SF**  
**OPT 1 PROPOSED IMPERVIOUS: 31,178 SF**  
**OPT 1 PROPOSED PARKING AREA: 19,793 SF**

**PERVIOUS DELTA: -996 SF**  
**IMPERVIOUS DELTA: -996 SF**  
**PARKING DELTA: +4,043 SF**

**EXISTING TREES REMOVED: 56**  
**PROPOSED TREES: 72**

OPT 2 - ASYMMETRICAL BUILDING



**EXISTING PERVIOUS: 117,264 SF**  
**EXISTING IMPERVIOUS: 30,182 SF**  
**EXISTING PARKING AREA: 15,750 SF**

**OPT 2 PROPOSED PERVIOUS: 117,070 SF**  
**OPT 2 PROPOSED IMPERVIOUS: 30,376 SF**  
**OPT 2 PROPOSED PARKING AREA: 16,794 SF**

**PERVIOUS DELTA: -194 SF**  
**IMPERVIOUS DELTA: -194 SF**  
**PARKING DELTA: +1,044 SF**

**EXISTING TREES REMOVED: 56**  
**PROPOSED TREES: 76**

OPT 3 - ASYMMETRICAL BUILDING  
ROTATED



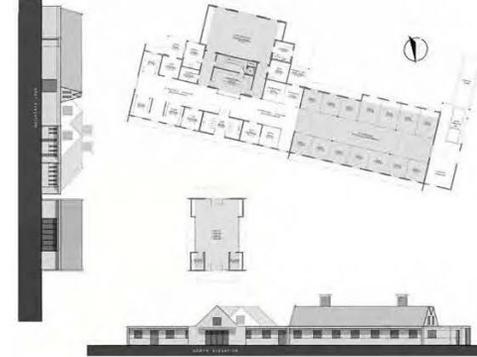
**EXISTING PERVIOUS: 117,264 SF**  
**EXISTING IMPERVIOUS: 30,182 SF**  
**EXISTING PARKING AREA: 15,750 SF**

**OPT 3 PROPOSED PERVIOUS: 113,682 SF**  
**OPT 3 PROPOSED IMPERVIOUS: 33,764 SF**  
**OPT 3 PROPOSED PARKING AREA: 20,182 SF**

**PERVIOUS DELTA: -3,582 SF**  
**IMPERVIOUS DELTA: +3,582 SF**  
**PARKING DELTA: +4,432 SF**

**EXISTING TREES REMOVED: 56**  
**PROPOSED TREES: 82**

OPT 4 - DETACHED BUILDING



**EXISTING PERVIOUS: 117,264 SF**  
**EXISTING IMPERVIOUS: 30,182 SF**  
**EXISTING PARKING AREA: 15,750 SF**

**OPT 2B PROPOSED PERVIOUS: 109,338 SF**  
**OPT 2B PROPOSED IMPERVIOUS: 38,108 SF**  
**OPT 2B PROPOSED PARKING AREA: 20,182 SF**

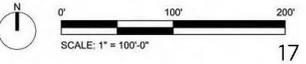
**PERVIOUS DELTA: -7,926 SF**  
**IMPERVIOUS DELTA: +7,926 SF**  
**PARKING DELTA: +4,432 SF**

**EXISTING TREES REMOVED: 56**  
**PROPOSED TREES: 87**

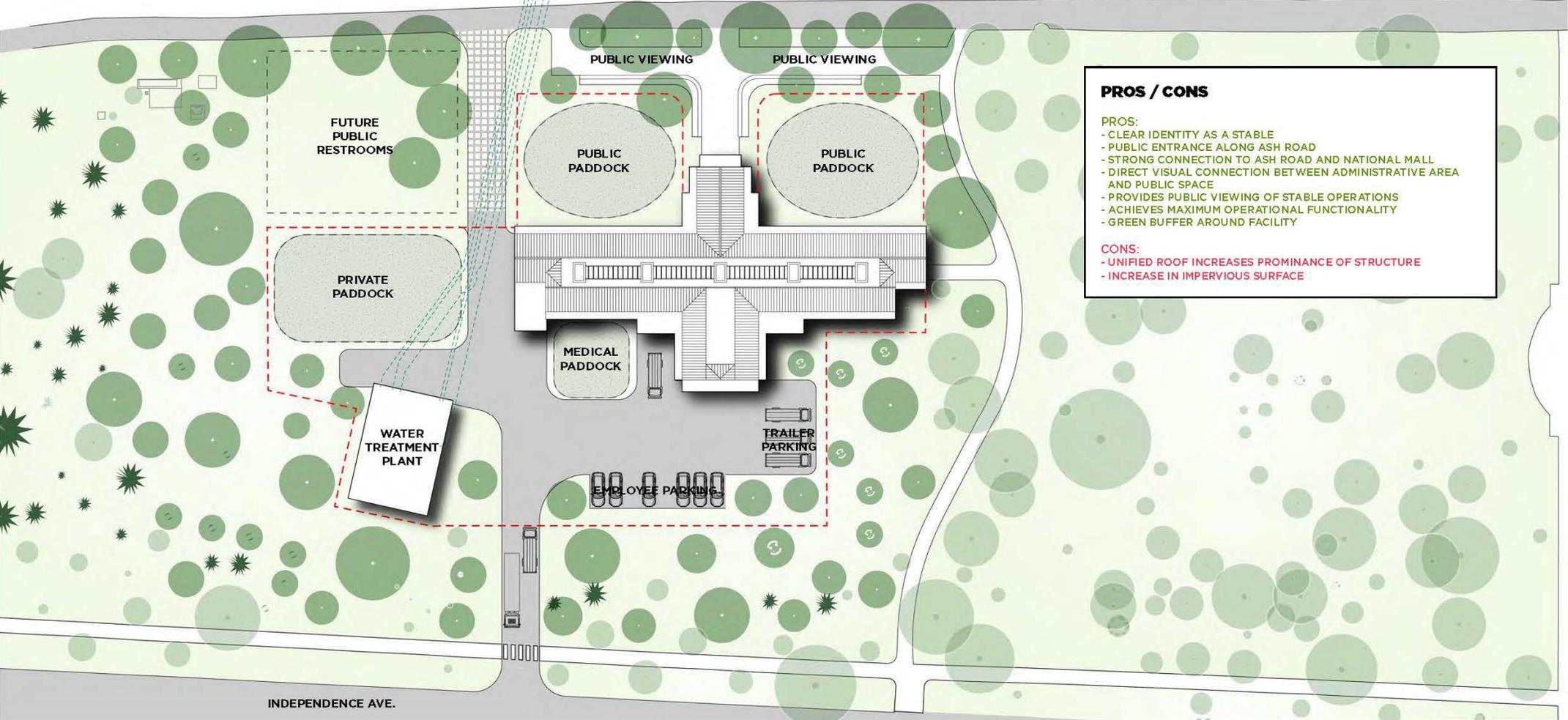
Least Impervious Area

Greatest Impervious Area

# Option 1 – Symmetrical Building



# Option 1 – Pros and Cons



**PROS / CONS**

**PROS:**

- CLEAR IDENTITY AS A STABLE
- PUBLIC ENTRANCE ALONG ASH ROAD
- STRONG CONNECTION TO ASH ROAD AND NATIONAL MALL
- DIRECT VISUAL CONNECTION BETWEEN ADMINISTRATIVE AREA AND PUBLIC SPACE
- PROVIDES PUBLIC VIEWING OF STABLE OPERATIONS
- ACHIEVES MAXIMUM OPERATIONAL FUNCTIONALITY
- GREEN BUFFER AROUND FACILITY

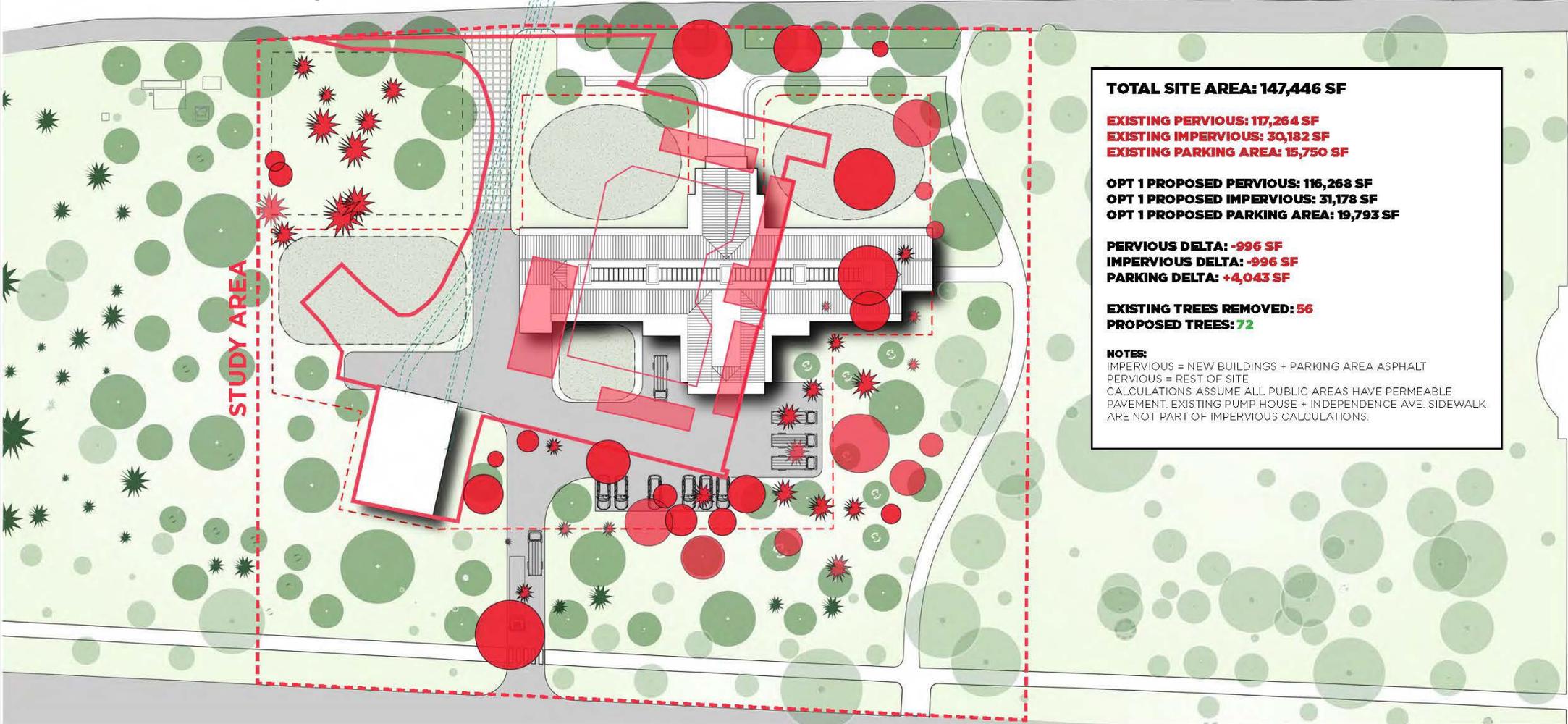
**CONS:**

- UNIFIED ROOF INCREASES PROMINENCE OF STRUCTURE
- INCREASE IN IMPERVIOUS SURFACE



0' 50' 100'  
SCALE: 1" = 50'-0"

# Option 1 – Impervious Areas



**TOTAL SITE AREA: 147,446 SF**

**EXISTING PERVIOUS: 117,264 SF**  
**EXISTING IMPERVIOUS: 30,182 SF**  
**EXISTING PARKING AREA: 15,750 SF**

**OPT 1 PROPOSED PERVIOUS: 116,268 SF**  
**OPT 1 PROPOSED IMPERVIOUS: 31,178 SF**  
**OPT 1 PROPOSED PARKING AREA: 19,793 SF**

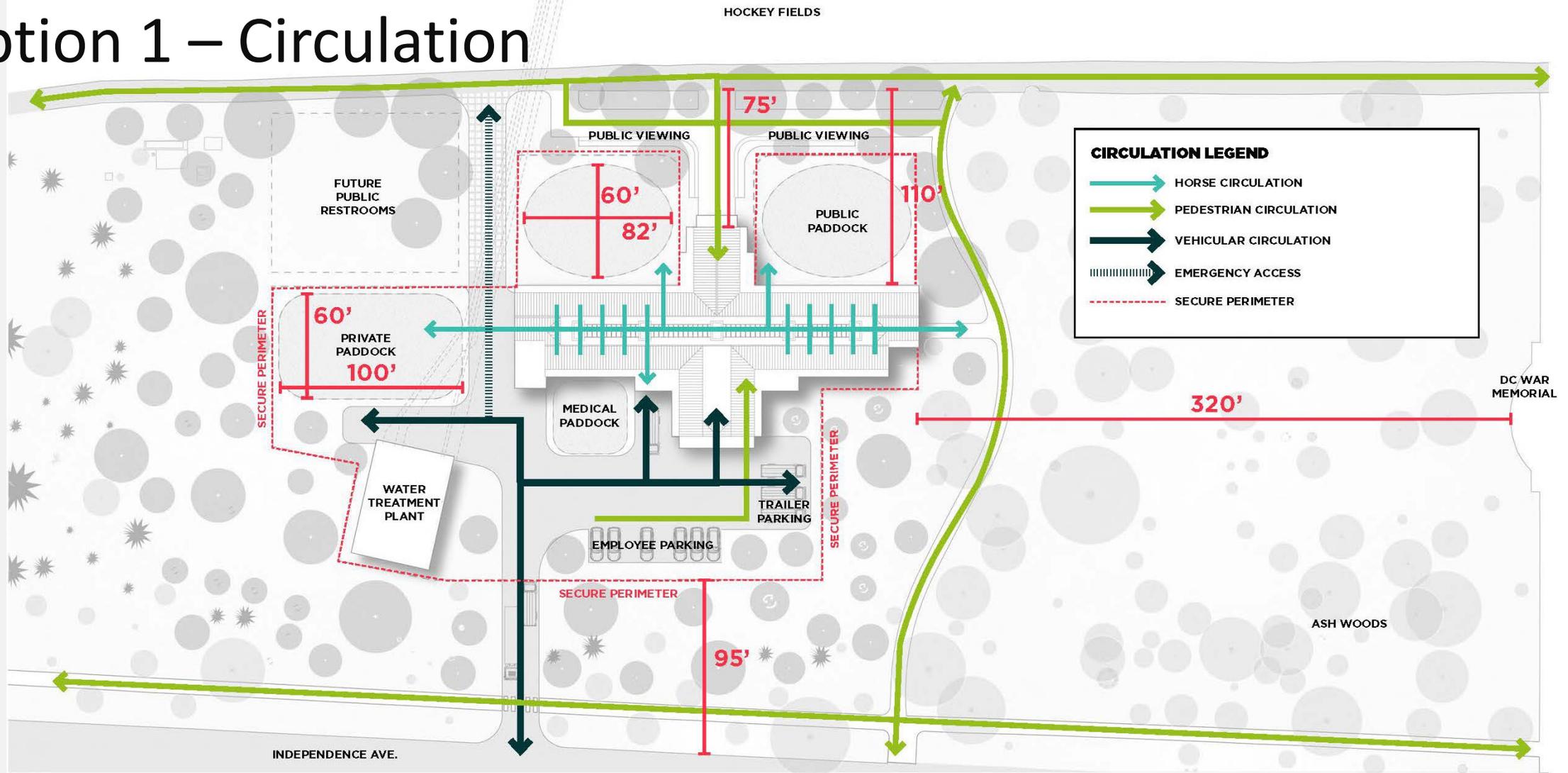
**PERVIOUS DELTA: -996 SF**  
**IMPERVIOUS DELTA: -996 SF**  
**PARKING DELTA: +4,043 SF**

**EXISTING TREES REMOVED: 56**  
**PROPOSED TREES: 72**

**NOTES:**  
IMPERVIOUS = NEW BUILDINGS + PARKING AREA ASPHALT  
PERVIOUS = REST OF SITE  
CALCULATIONS ASSUME ALL PUBLIC AREAS HAVE PERMEABLE PAVEMENT. EXISTING PUMP HOUSE + INDEPENDENCE AVE. SIDEWALK ARE NOT PART OF IMPERVIOUS CALCULATIONS.

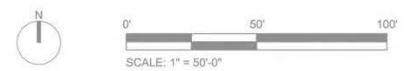


# Option 1 – Circulation

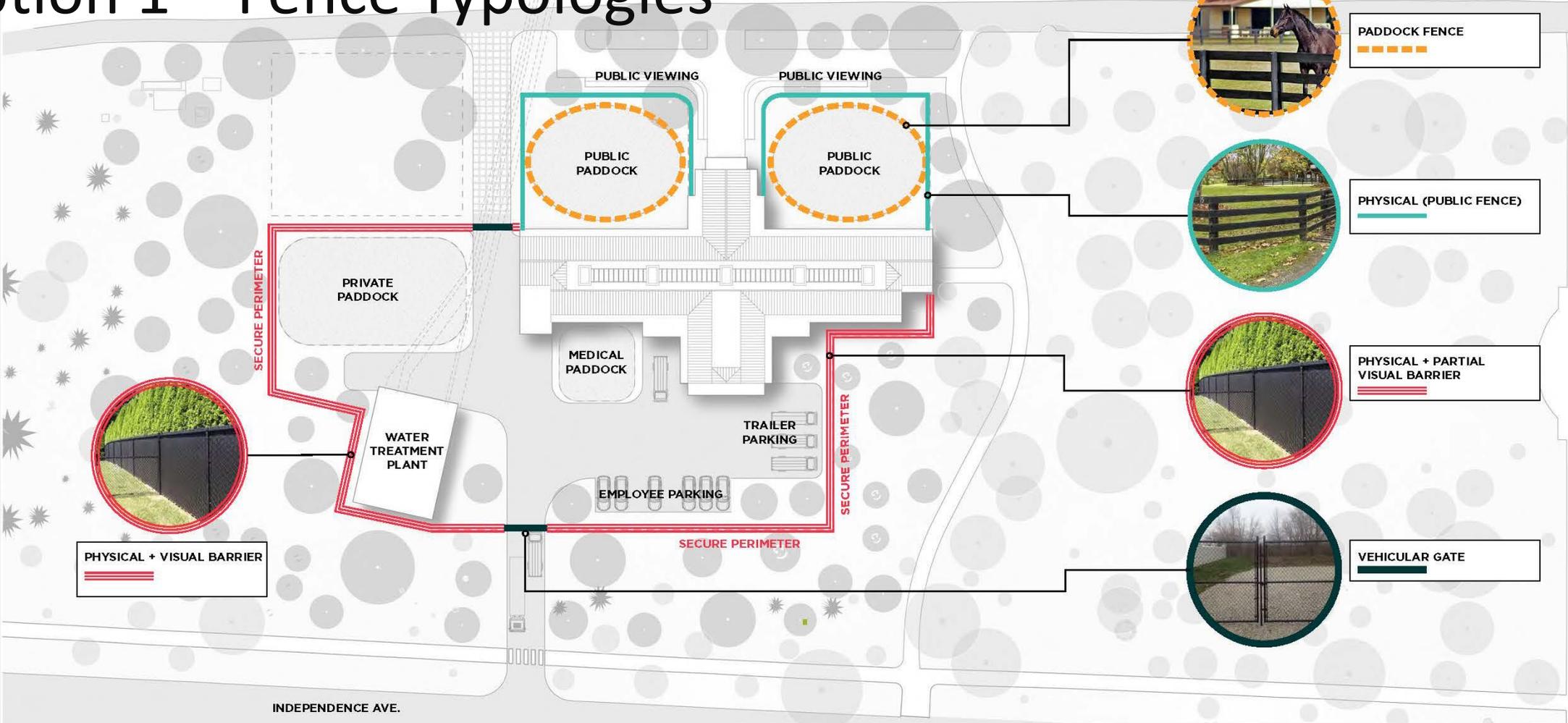


**CIRCULATION LEGEND**

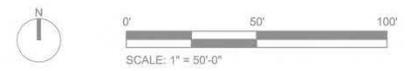
-  HORSE CIRCULATION
-  PEDESTRIAN CIRCULATION
-  VEHICULAR CIRCULATION
-  EMERGENCY ACCESS
-  SECURE PERIMETER



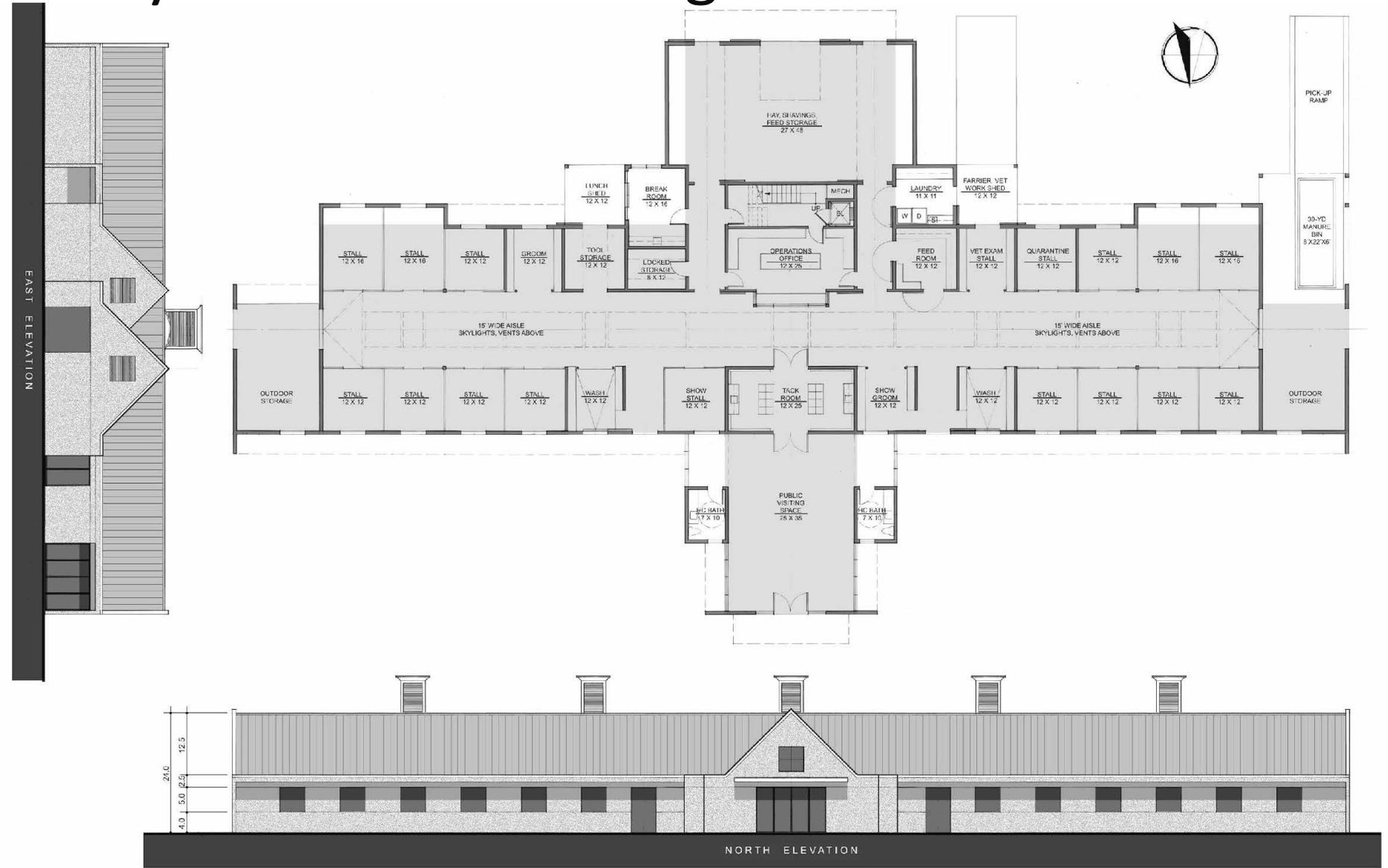
# Option 1 – Fence Typologies



INDEPENDENCE AVE.



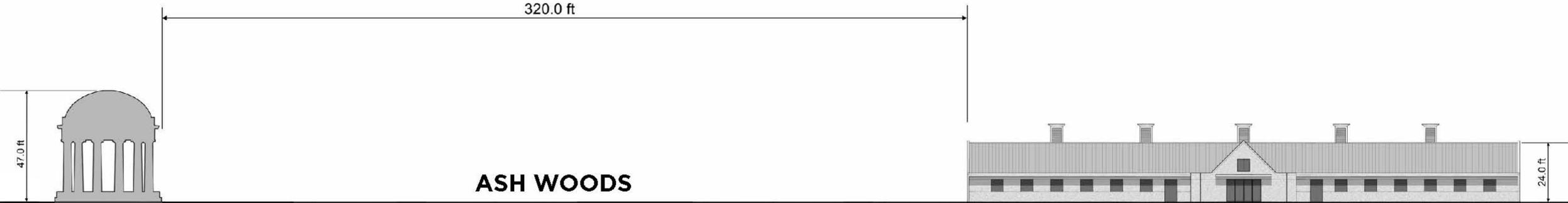
# Option 1 – Symmetrical Building Elevations



# Option 1 – Symmetrical Building Scale Comparisons



**DC WAR MEMORIAL**



**ASH WOODS**

# Option 1 – Symmetrical Building Elevations

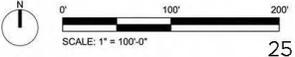


**OPTION 1 - SYMMETRICAL BUILDING - ELEVATION FROM ASH ROAD**

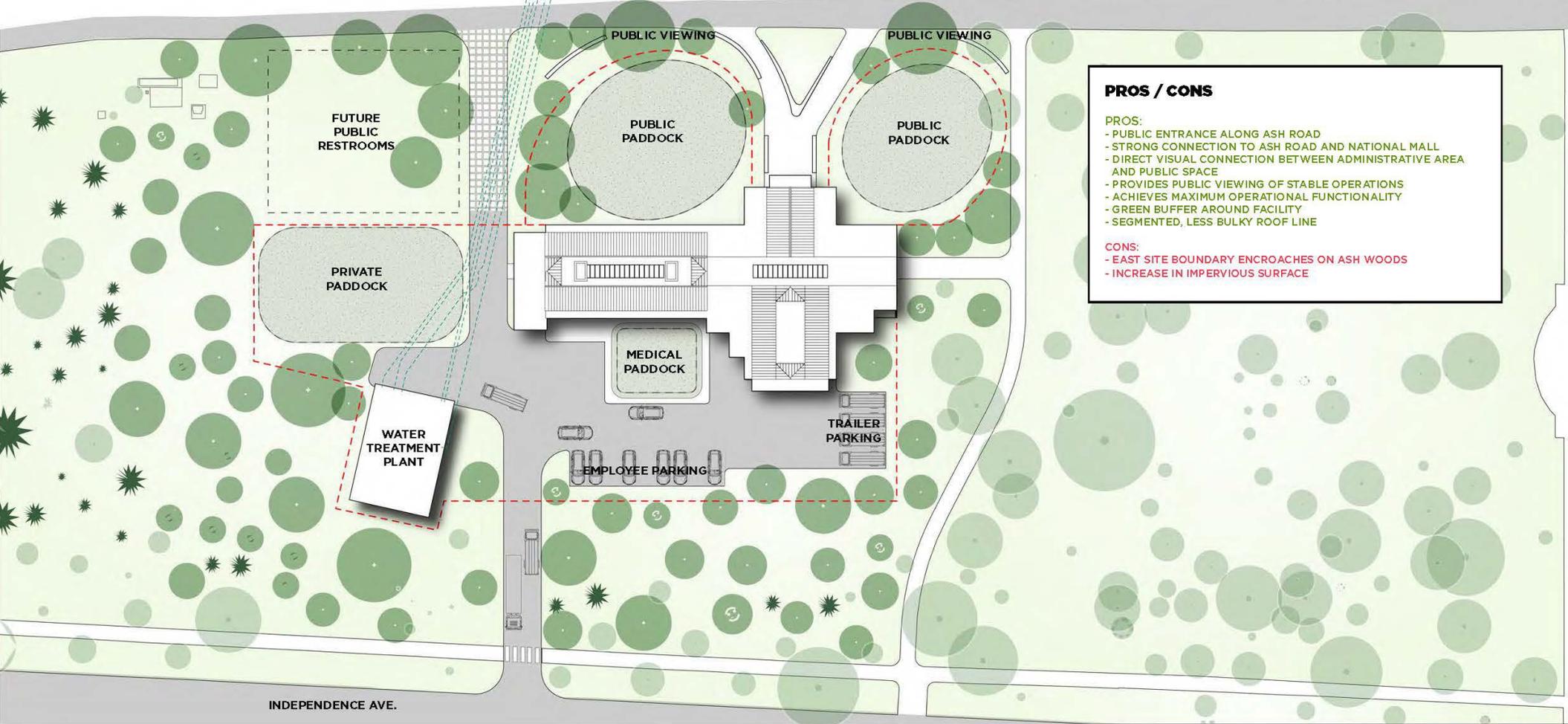


**OPTION 1 - SYMMETRICAL BUILDING - ELEVATION FROM DC WAR MEMORIAL**

# Option 2 – Asymmetrical Building



# Option 2 – Pros and Cons



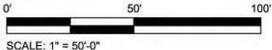
**PROS / CONS**

**PROS:**

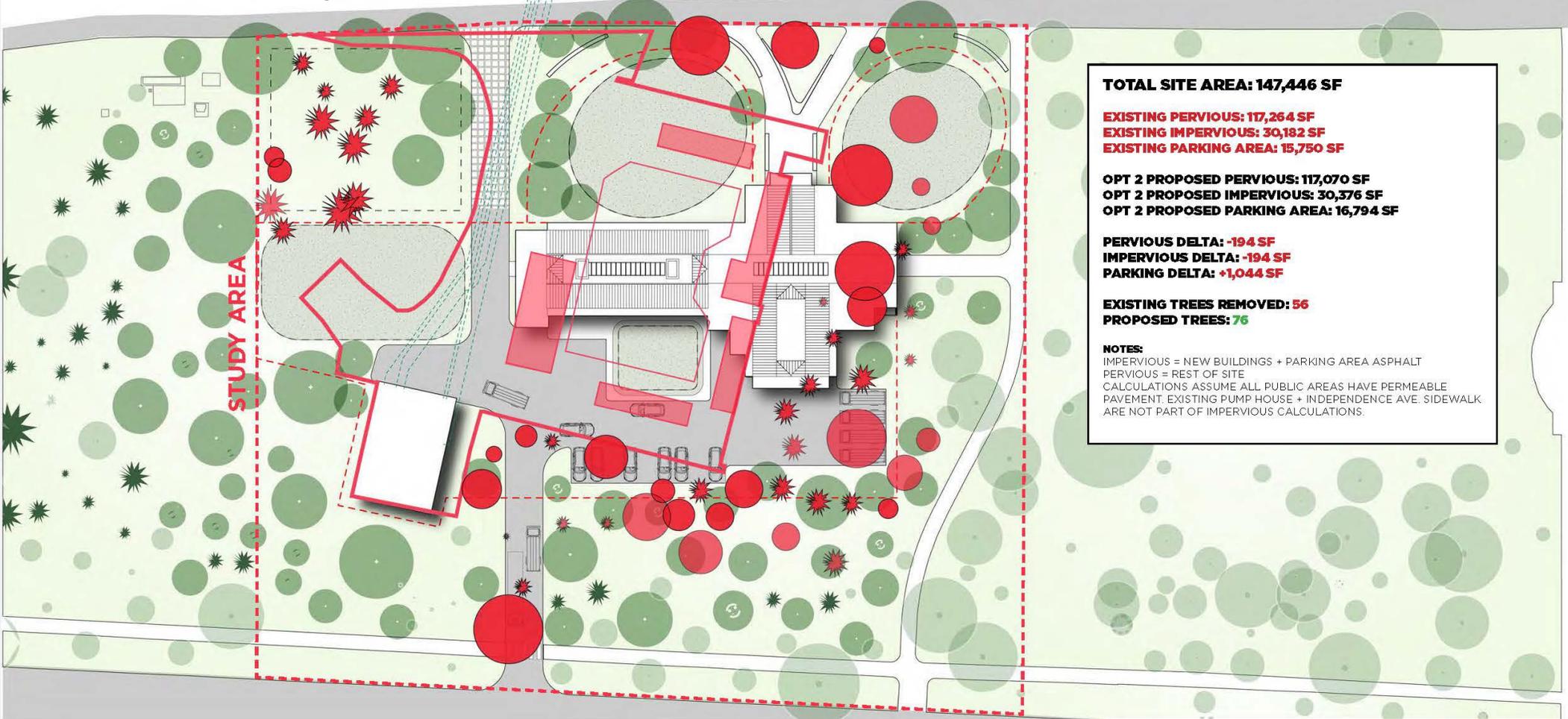
- PUBLIC ENTRANCE ALONG ASH ROAD
- STRONG CONNECTION TO ASH ROAD AND NATIONAL MALL
- DIRECT VISUAL CONNECTION BETWEEN ADMINISTRATIVE AREA AND PUBLIC SPACE
- PROVIDES PUBLIC VIEWING OF STABLE OPERATIONS
- ACHIEVES MAXIMUM OPERATIONAL FUNCTIONALITY
- GREEN BUFFER AROUND FACILITY
- SEGMENTED, LESS BULKY ROOF LINE

**CONS:**

- EAST SITE BOUNDARY ENCROACHES ON ASH WOODS
- INCREASE IN IMPERVIOUS SURFACE



# Option 2 – Impervious Areas



**TOTAL SITE AREA: 147,446 SF**

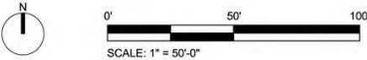
**EXISTING PERVIOUS: 117,264 SF**  
**EXISTING IMPERVIOUS: 30,182 SF**  
**EXISTING PARKING AREA: 15,750 SF**

**OPT 2 PROPOSED PERVIOUS: 117,070 SF**  
**OPT 2 PROPOSED IMPERVIOUS: 30,376 SF**  
**OPT 2 PROPOSED PARKING AREA: 16,794 SF**

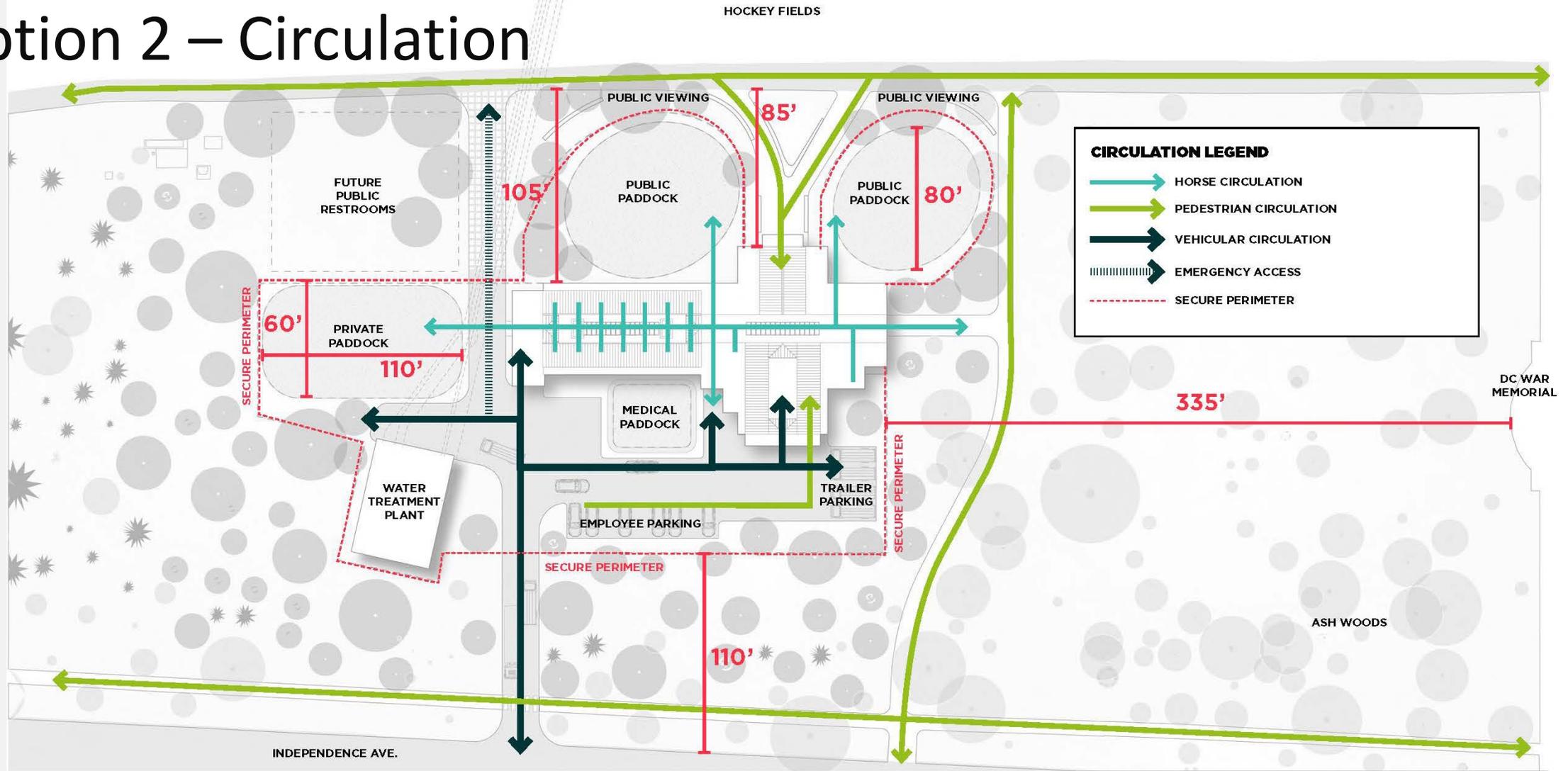
**PERVIOUS DELTA: -194 SF**  
**IMPERVIOUS DELTA: -194 SF**  
**PARKING DELTA: +1,044 SF**

**EXISTING TREES REMOVED: 56**  
**PROPOSED TREES: 76**

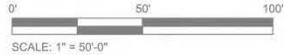
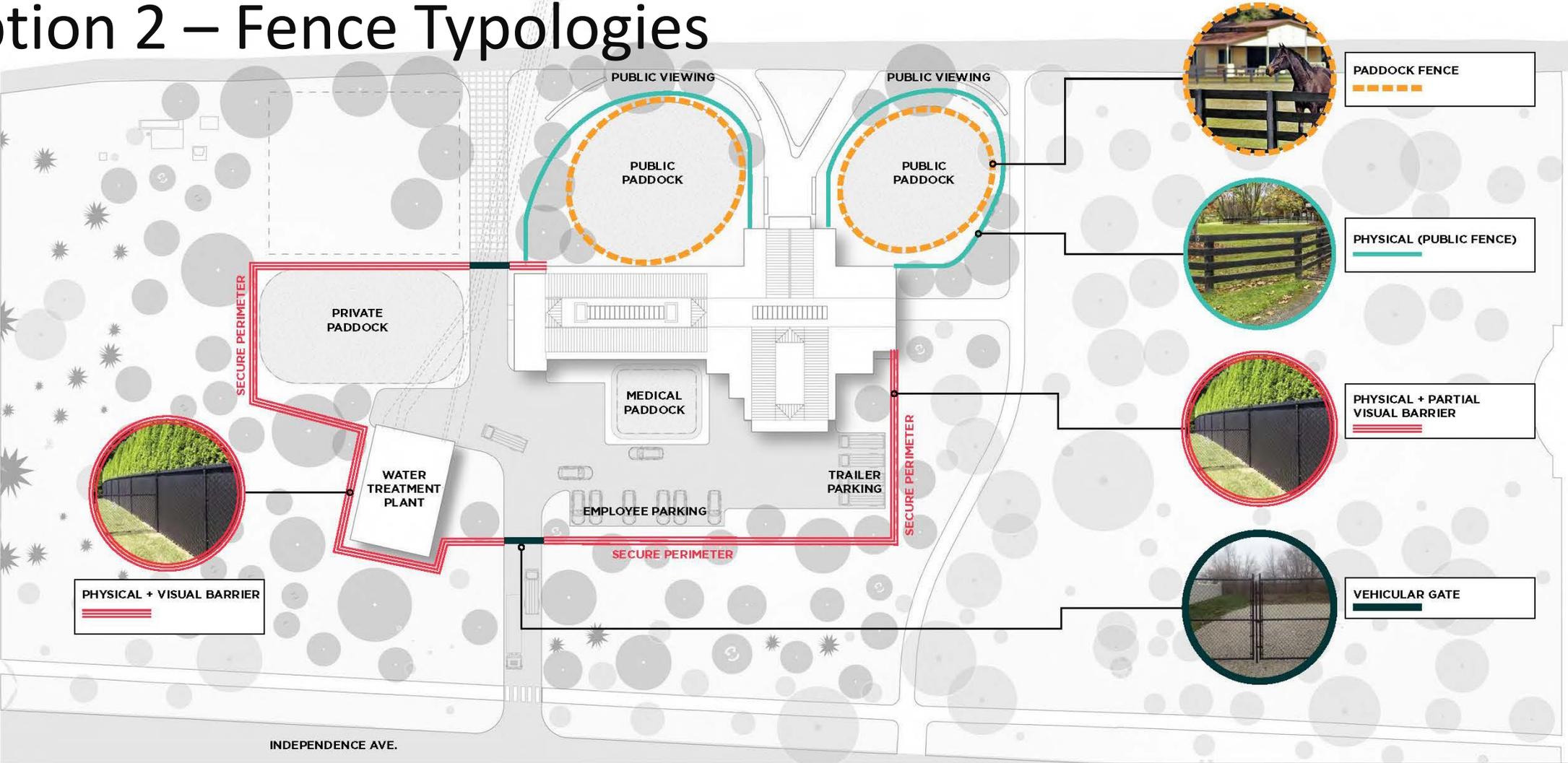
**NOTES:**  
IMPERVIOUS = NEW BUILDINGS + PARKING AREA ASPHALT  
PERVIOUS = REST OF SITE  
CALCULATIONS ASSUME ALL PUBLIC AREAS HAVE PERMEABLE PAVEMENT. EXISTING PUMP HOUSE + INDEPENDENCE AVE. SIDEWALK ARE NOT PART OF IMPERVIOUS CALCULATIONS.



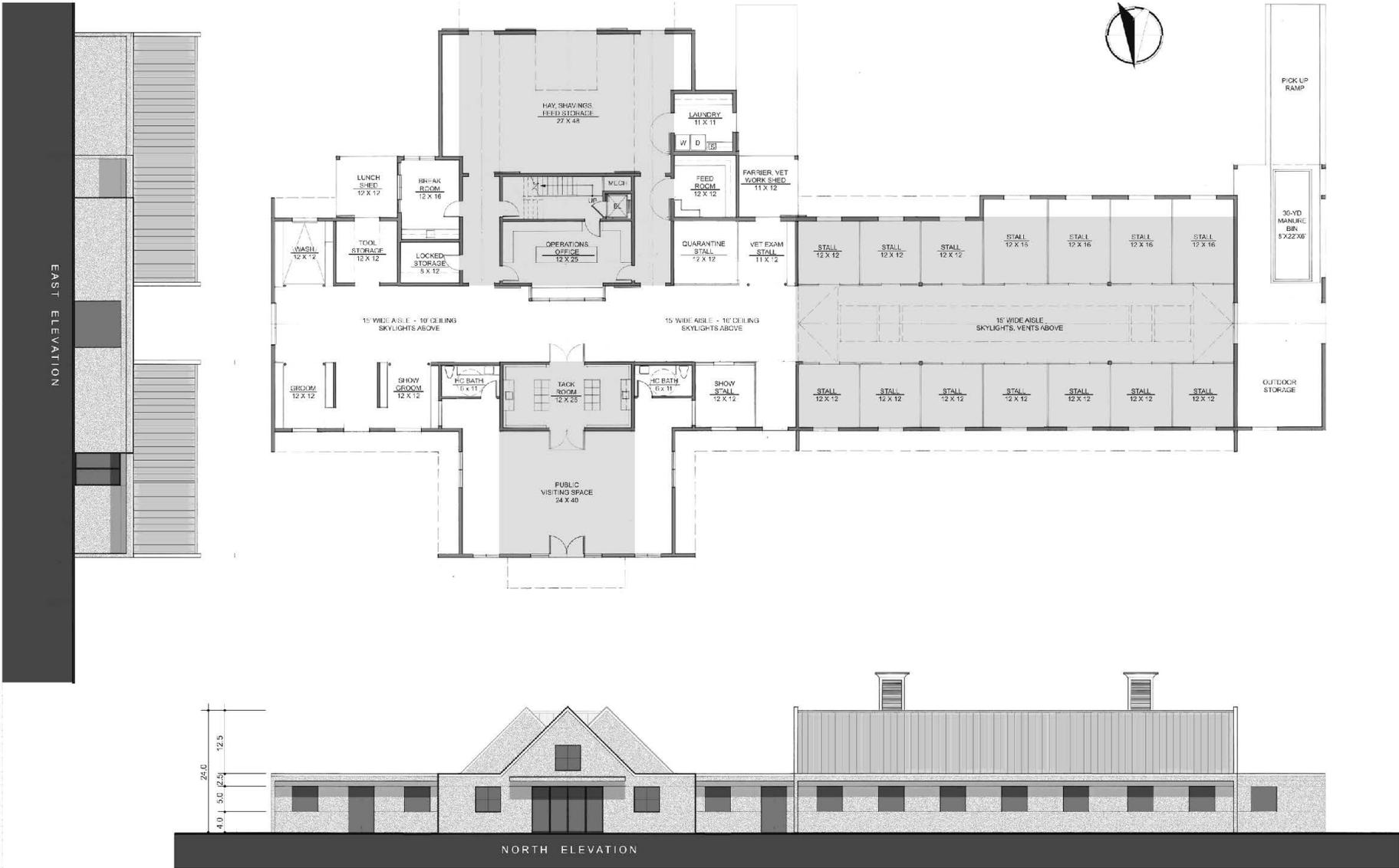
# Option 2 – Circulation



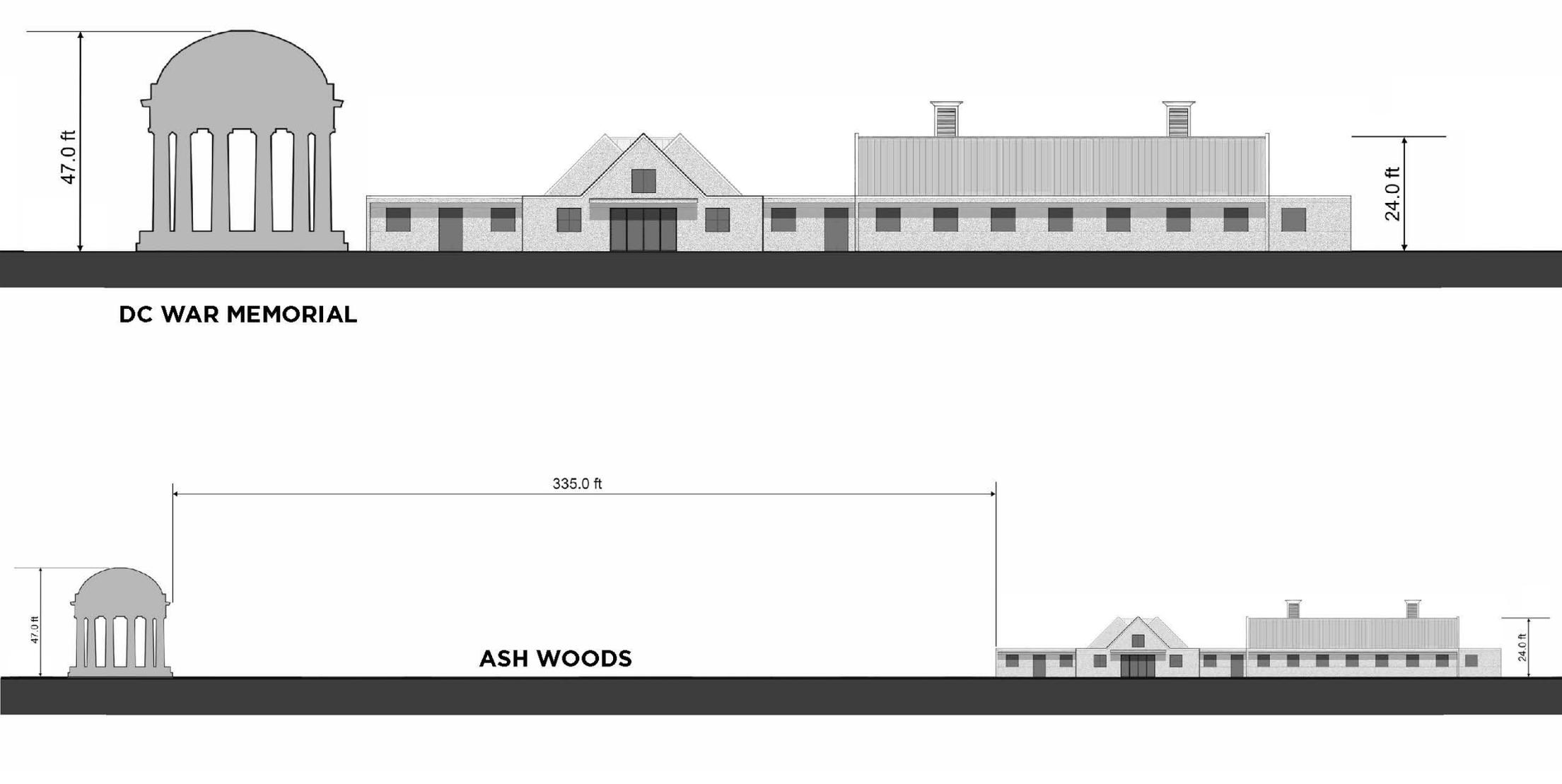
# Option 2 – Fence Typologies



# Option 2 – Elevations



# Option 2 – Scale Comparisons



# Option 2 – Elevations

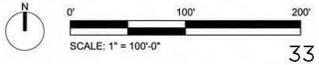


**OPTION 2 - ASYMMETRICAL BUILDING - ELEVATION FROM ASH ROAD**

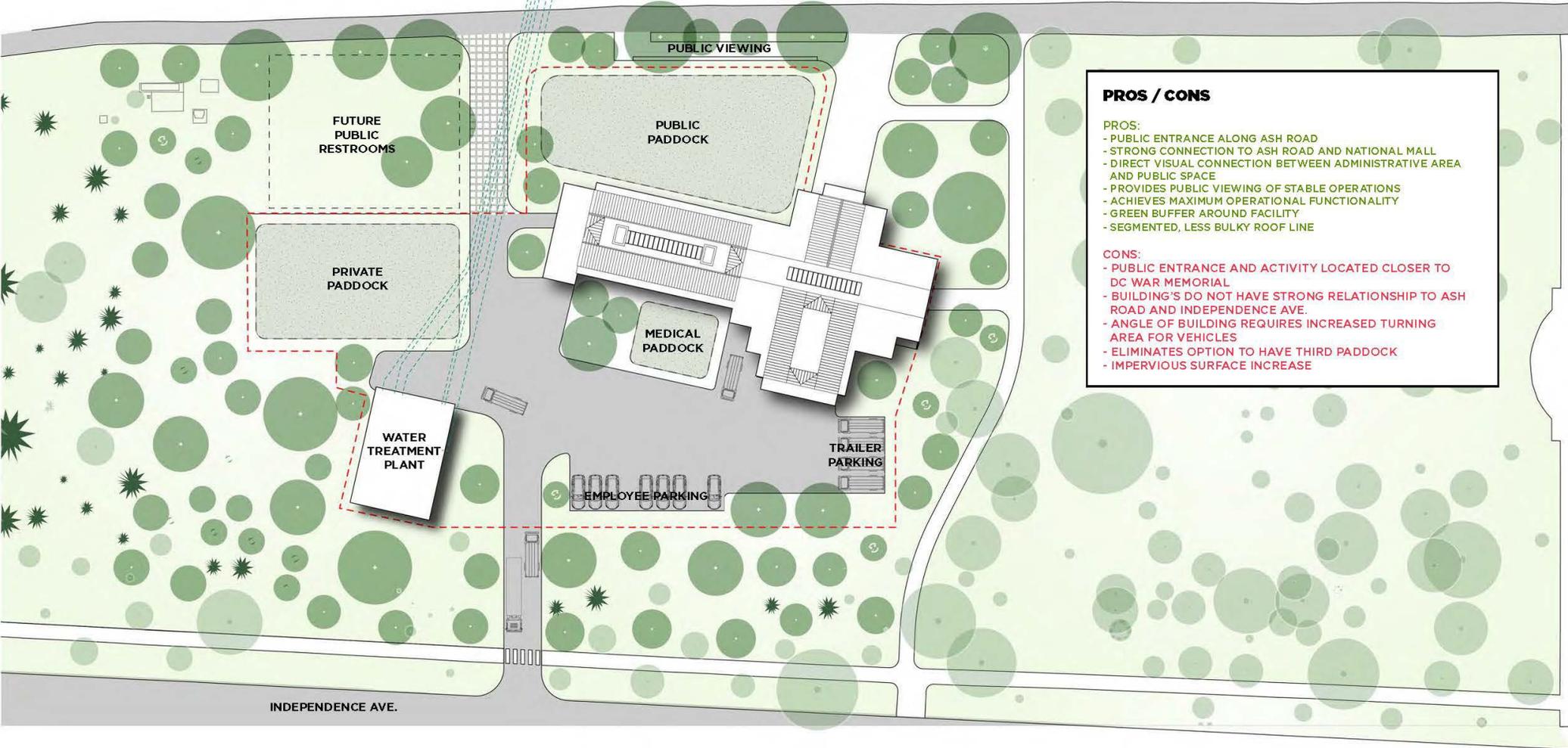


**OPTION 2 - ASYMMETRICAL BUILDING - ELEVATION FROM DC WAR MEMORIAL**

# Option 3 – Asymmetrical Building Rotated



# Option 3 – Pros and Cons



**PROS / CONS**

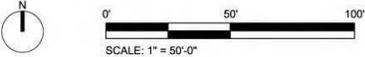
**PROS:**

- PUBLIC ENTRANCE ALONG ASH ROAD
- STRONG CONNECTION TO ASH ROAD AND NATIONAL MALL
- DIRECT VISUAL CONNECTION BETWEEN ADMINISTRATIVE AREA AND PUBLIC SPACE
- PROVIDES PUBLIC VIEWING OF STABLE OPERATIONS
- ACHIEVES MAXIMUM OPERATIONAL FUNCTIONALITY
- GREEN BUFFER AROUND FACILITY
- SEGMENTED, LESS BULKY ROOF LINE

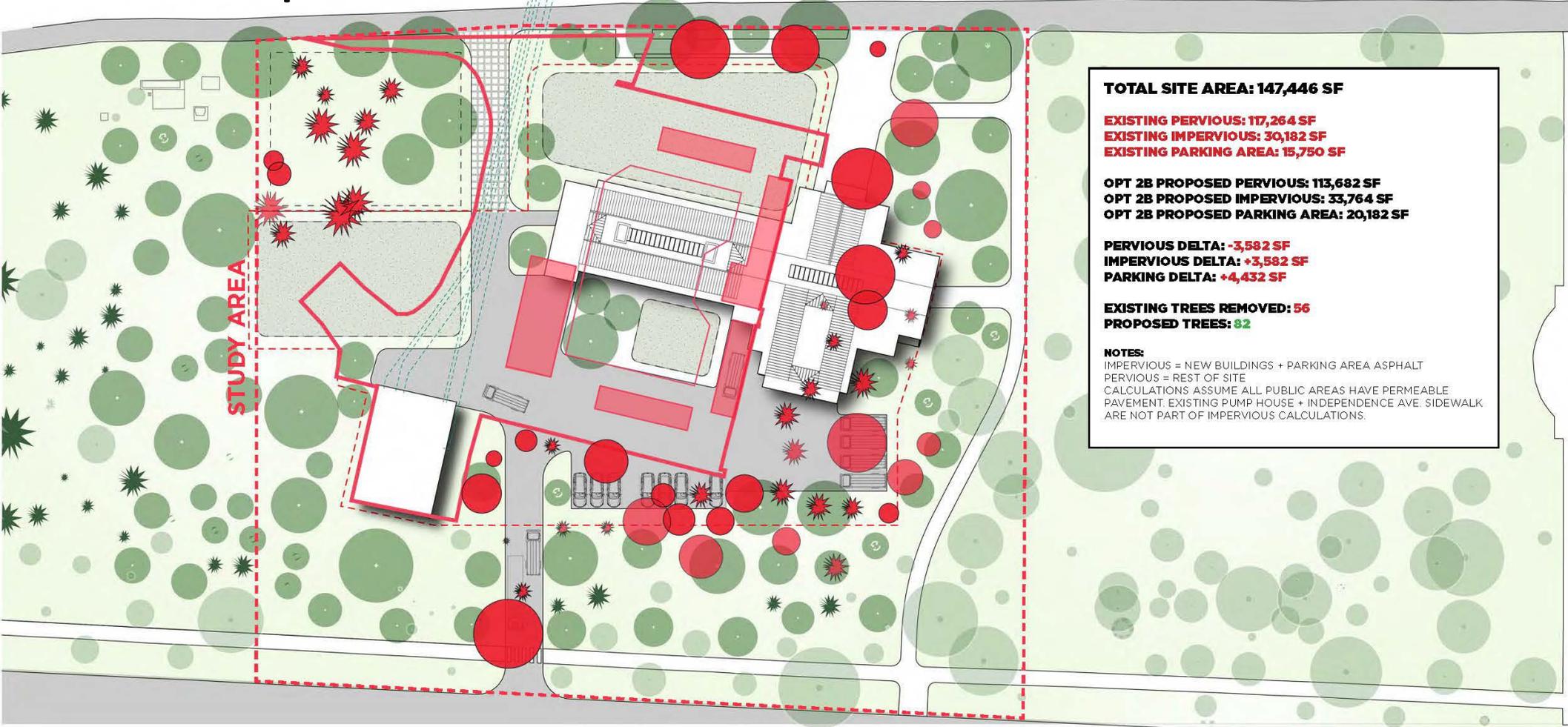
**CONS:**

- PUBLIC ENTRANCE AND ACTIVITY LOCATED CLOSER TO DC WAR MEMORIAL
- BUILDING'S DO NOT HAVE STRONG RELATIONSHIP TO ASH ROAD AND INDEPENDENCE AVE.
- ANGLE OF BUILDING REQUIRES INCREASED TURNING AREA FOR VEHICLES
- ELIMINATES OPTION TO HAVE THIRD PADDOCK
- IMPERVIOUS SURFACE INCREASE

**OPTION 3 - ASYMMETRICAL BUILDING ROTATED**



# Option 3 – Impervious Areas



**TOTAL SITE AREA: 147,446 SF**

**EXISTING PERVIOUS: 117,264 SF**  
**EXISTING IMPERVIOUS: 30,182 SF**  
**EXISTING PARKING AREA: 15,750 SF**

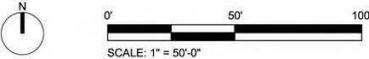
**OPT 2B PROPOSED PERVIOUS: 113,682 SF**  
**OPT 2B PROPOSED IMPERVIOUS: 33,764 SF**  
**OPT 2B PROPOSED PARKING AREA: 20,182 SF**

**PERVIOUS DELTA: -3,582 SF**  
**IMPERVIOUS DELTA: +3,582 SF**  
**PARKING DELTA: +4,432 SF**

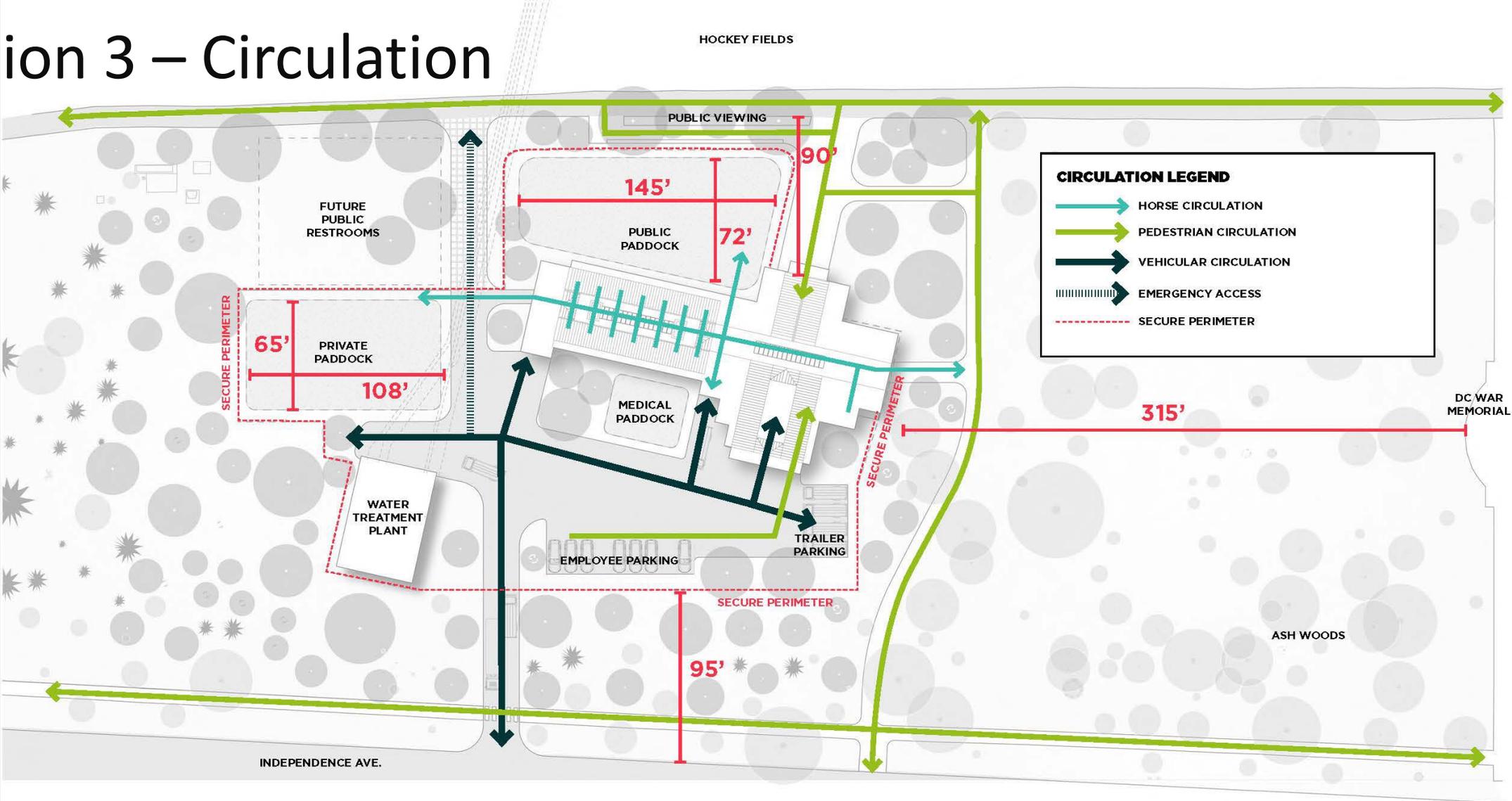
**EXISTING TREES REMOVED: 56**  
**PROPOSED TREES: 82**

**NOTES:**  
 IMPERVIOUS = NEW BUILDINGS + PARKING AREA ASPHALT  
 PERVIOUS = REST OF SITE  
 CALCULATIONS ASSUME ALL PUBLIC AREAS HAVE PERMEABLE PAVEMENT. EXISTING PUMP HOUSE + INDEPENDENCE AVE. SIDEWALK ARE NOT PART OF IMPERVIOUS CALCULATIONS.

**OPTION 3 - TAKE OFFS**



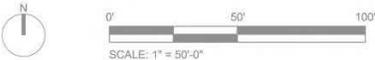
# Option 3 – Circulation



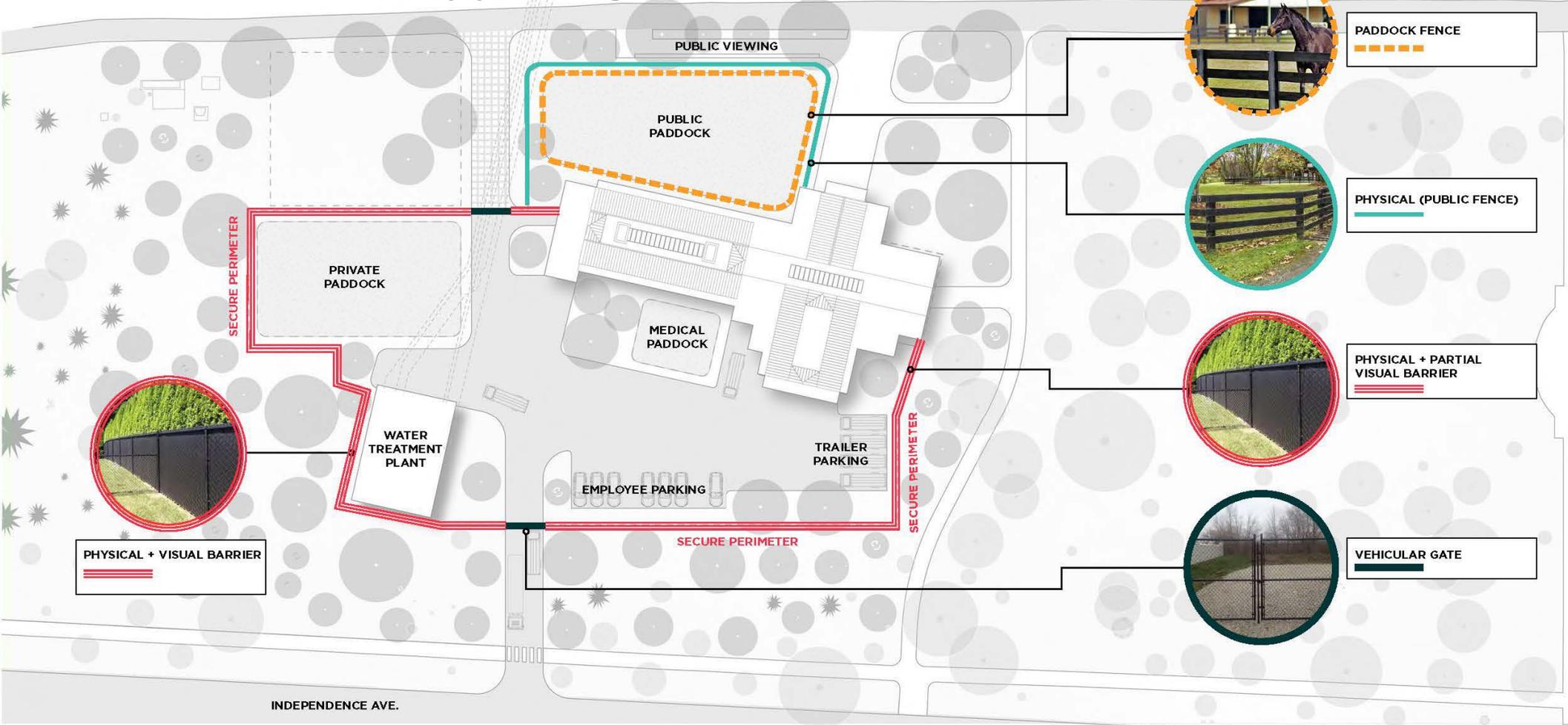
**CIRCULATION LEGEND**

- HORSE CIRCULATION
- PEDESTRIAN CIRCULATION
- VEHICULAR CIRCULATION
- EMERGENCY ACCESS
- SECURE PERIMETER

**OPTION 3 - CIRCULATION**



# Option 3 – Fence Typologies



**Paddock Fence**  
 - - - - -



**Physical (Public Fence)**  
 \_\_\_\_\_



**Physical + Partial Visual Barrier**  
 = = = = =



**Vehicular Gate**  
 \_\_\_\_\_



**Physical + Visual Barrier**  
 = = = = =

**OPTION 3 - FENCE TYPOLOGIES**

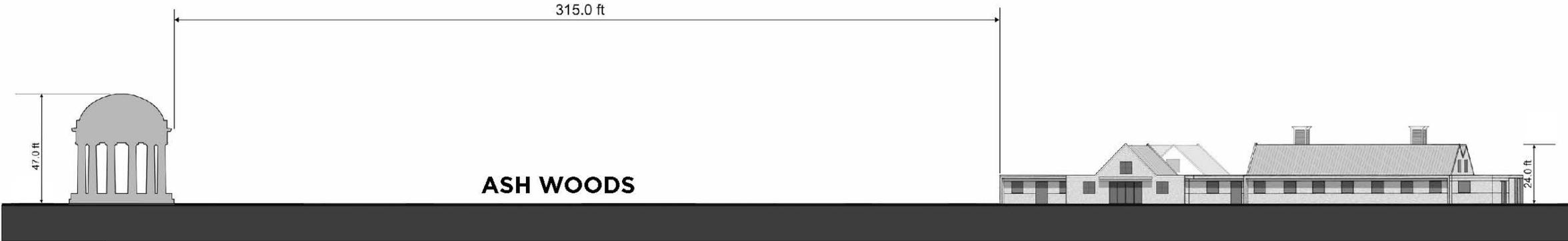




# Option 3 – Scale Comparison



**DC WAR MEMORIAL**



**ASH WOODS**

# Option 3 – Elevations



**OPTION 3 - ASYMMETRICAL BUILDING ROTATED - ELEVATION FROM ASH ROAD**

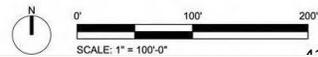


**OPTION 3 - ASYMMETRICAL BUILDING ROTATED - ELEVATION FROM DC WAR MEMORIAL**

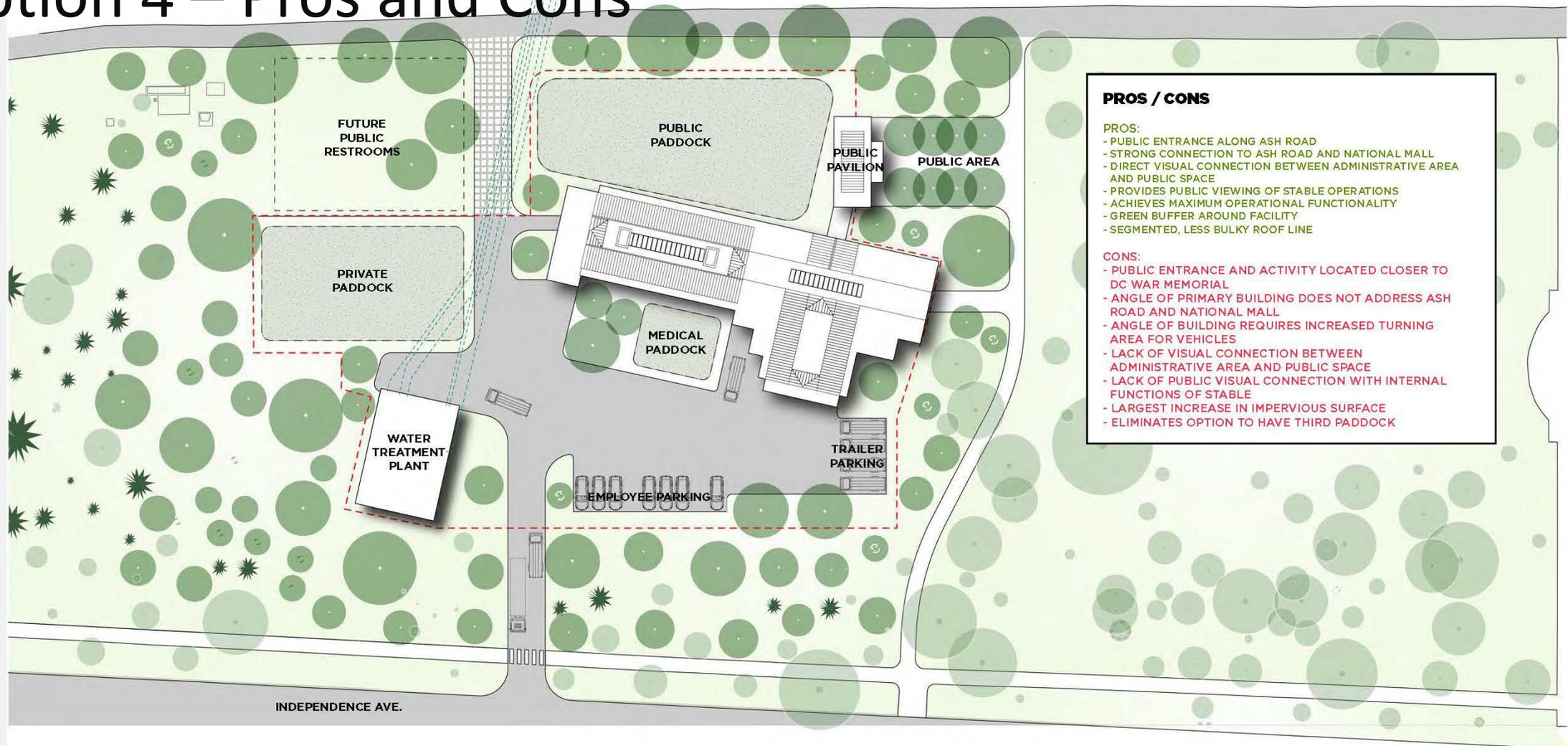
# Option 4 – Asymmetrical Detached Building



**OPTION 4 - ASYMMETRICAL DETACHED BUILDING**



# Option 4 – Pros and Cons



## PROS / CONS

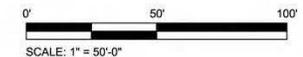
### PROS:

- PUBLIC ENTRANCE ALONG ASH ROAD
- STRONG CONNECTION TO ASH ROAD AND NATIONAL MALL
- DIRECT VISUAL CONNECTION BETWEEN ADMINISTRATIVE AREA AND PUBLIC SPACE
- PROVIDES PUBLIC VIEWING OF STABLE OPERATIONS
- ACHIEVES MAXIMUM OPERATIONAL FUNCTIONALITY
- GREEN BUFFER AROUND FACILITY
- SEGMENTED, LESS BULKY ROOF LINE

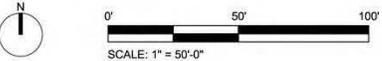
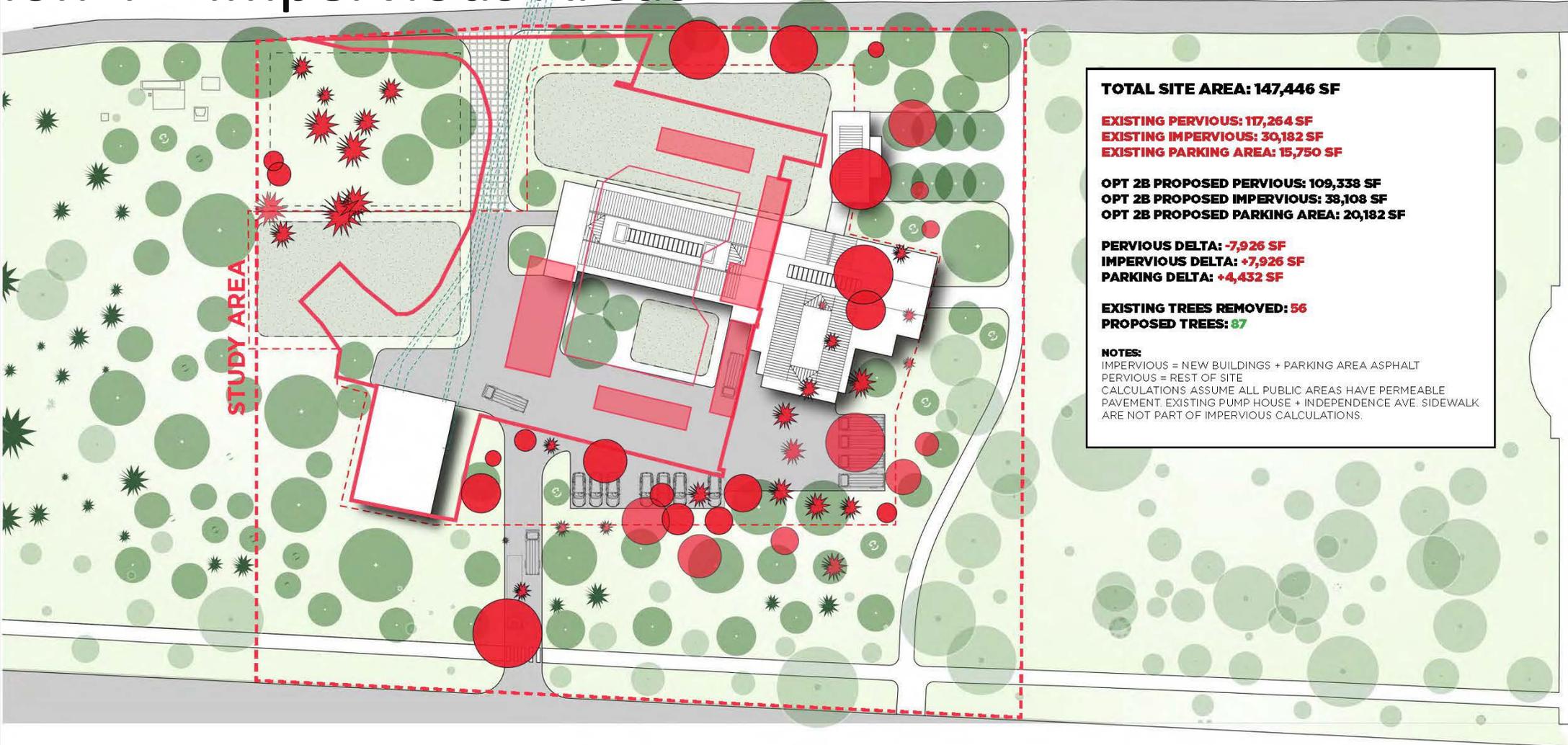
### CONS:

- PUBLIC ENTRANCE AND ACTIVITY LOCATED CLOSER TO DC WAR MEMORIAL
- ANGLE OF PRIMARY BUILDING DOES NOT ADDRESS ASH ROAD AND NATIONAL MALL
- ANGLE OF BUILDING REQUIRES INCREASED TURNING AREA FOR VEHICLES
- LACK OF VISUAL CONNECTION BETWEEN ADMINISTRATIVE AREA AND PUBLIC SPACE
- LACK OF PUBLIC VISUAL CONNECTION WITH INTERNAL FUNCTIONS OF STABLE
- LARGEST INCREASE IN IMPERVIOUS SURFACE
- ELIMINATES OPTION TO HAVE THIRD Paddock

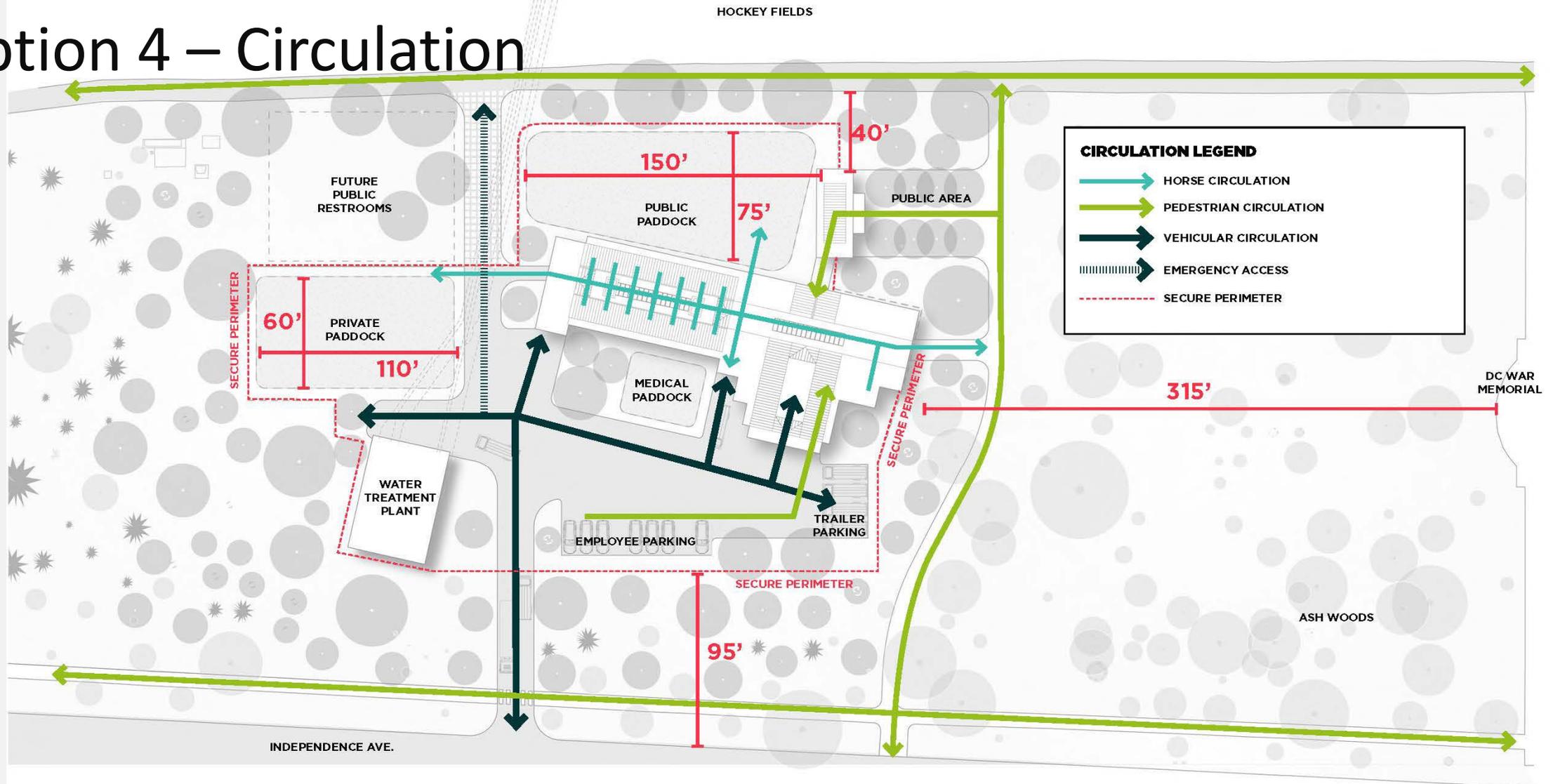
**OPTION 4 - ASYMMETRICAL DETACHED BUILDING**



# Option 4 – Impervious Areas

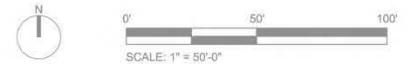


# Option 4 – Circulation

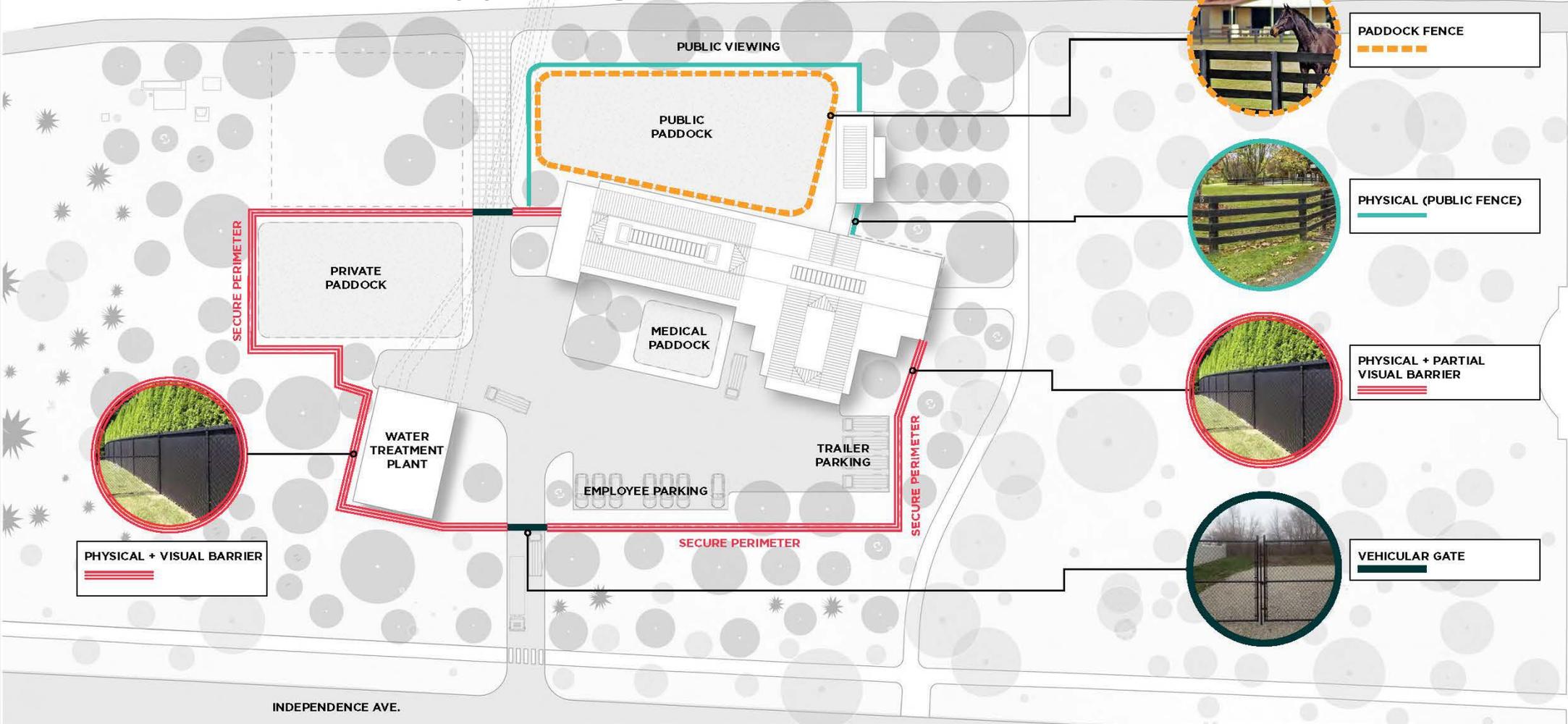


**CIRCULATION LEGEND**

- HORSE CIRCULATION
- PEDESTRIAN CIRCULATION
- VEHICULAR CIRCULATION
- EMERGENCY ACCESS
- SECURE PERIMETER



# Option 4 – Fence Typologies



**Paddock Fence**  




**Physical (Public Fence)**  



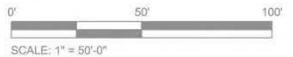

**Physical + Partial Visual Barrier**  




**Vehicular Gate**  




**Physical + Visual Barrier**  



# Option 4 – Scale Comparison



**DC WAR MEMORIAL**



**ASH WOODS**

# Option 4 – Elevations



**OPTION 4 - ASYMMETRICAL DETACHED BUILDING - ELEVATION FROM ASH ROAD**



**OPTION 4 - ASYMMETRICAL DETACHED BUILDING - ELEVATION FROM DC WAR MEMORIAL**

# Building Material Studies – Option 1



COURSED FIELDSTONE BASE WITH GRANITE COPING  
FIBER CEMENT RAINSCREEN ON C.M.U  
CEMENT STUCCO ON C.M.U  
STANDING SEAM WEATHERED GALVALUME ROOF

# Building Material Studies – Option 1



# Building Material Studies – Option 2



GREY BRICK BASE WITH LIMESTONE COPING  
FIBER CEMENT RAINSCREEN ON C.M.U  
CEMENT STUCCO ON C.M.U  
STANDING SEAM GALVALUME ROOF

# Building Material Studies – Option 2



# Building Material Studies – Option 3



ASHLAR CUT GRANITE WITH SMOOTH GRANITE COPING  
BANDS AND HEADERS  
FIBER CEMENT RAINSCREEN ON C.M.U  
STANDING SEAM WEATHERED GALVALUME ROOF

# Building Material Studies – Option 3



# Building Material Studies – Option 4

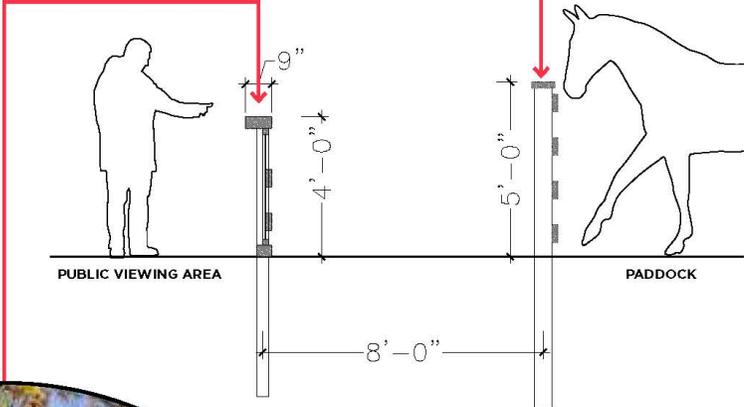


**PAVILIONS VISUALLY SEPARATE  
“RECESSIVE” EXTERIOR FINISH ON LINKS**

# Perimeter Fence Studies



WOOD FENCE



WOOD POSTS

## FENCE TYPOLOGIES - DARK WOOD

# U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

28 March 2019

Dear Ms. Mendelson-Ielmini:

In its meeting of 21 March, the Commission of Fine Arts reviewed a concept submission for the replacement of the existing U.S. Park Police stables in West Potomac Park, located within Ash Woods between the D.C. War Memorial and the Korean War Veterans Memorial. The Commission approved the concept design shown in Option 1, an orthogonally sited symmetrical building parallel to the axis of the nearby Reflecting Pool.

The Commission members commented that the symmetrical scheme is the most elegant, and that its simplicity would clearly express its program as a horse stable. They expressed support for the inclusion of dedicated spaces for visitors to view the paddocks and for interpretive and educational programs prominently located on the north side of the building. Regarding the visual impact of this facility on the D.C. War Memorial, they found that the distance between the two structures—more than 300 feet of woodland—is sufficiently large that the effect will be minor. Finally, they supported a conventional palette of materials, and they did not support a monochromatic treatment.

The Commission looks forward to further review as the design is refined; please coordinate the next submission with the staff which, as always, is available to assist you.

Sincerely,



Thomas E. Luebke, FAIA  
Secretary

Lisa Mendelson-Ielmini, Acting Regional Director  
National Park Service, National Capital Region  
1100 Ohio Drive, SW  
Washington, DC 20242

cc: Tasos Kokoris, AIA  
Skip Graffam, OLIN