



Executive Director's Recommendation

Commission Meeting: March 7, 2019

PROJECT National Zoological Park Supplemental Perimeter Fencing 3001 Connecticut Avenue, NW Washington, DC	NCPC FILE NUMBER 7986
SUBMITTED BY Smithsonian Institution	NCPC MAP FILE NUMBER 2.00(38.40)44886
REVIEW AUTHORITY Federal Projects in the District per 40 U.S.C. § 8722(b)(1) and (d)	APPLICANT'S REQUEST Approval of preliminary and final site development plans
	PROPOSED ACTION Approve preliminary and final site development plans with comments
	ACTION ITEM TYPE Staff Presentation

PROJECT SUMMARY

The Smithsonian Institution (SI) has submitted revised preliminary and final site development plans for supplemental perimeter fencing at the National Zoological Park (NZN) in Washington, DC for Commission review and approval. The project was originally submitted for approval in July 2018, when the Commission postponed action due to outstanding questions from the public and Commission regarding the need for the enhanced security measures. To address concerns, the SI has conducted community engagement efforts and briefed the Commission on the security need. SI has indicated that this revised submission responds to feedback received from local leaders, civic groups, and the public. Major changes include the elimination of permanent security screening pavilions from further consideration.

The first component of the fencing project is the consolidation of access points to better manage visitor entry to the zoo. The NZN currently has three public vehicular entrances and 13 pedestrian points of entry—three primary (formal) and 10 secondary (informal). The SI is seeking to consolidate the number of pedestrian entrances, including the three primary entrances—at Connecticut Ave, the Bus Lot Drop-off, and the Lower Zoo—as well as three secondary entry points that would provide direct access from parking areas. The entrances at Connecticut Ave and the Lower Zoo are well delineated, but SI is proposing signage that will span the pedestrian path at other entrances. Vehicular entrances to the NZN grounds will remain unchanged, as will the bike trails adjacent to Research Hill—a staff-only area adjacent to the south of the public zoo.

The second component of the project is the construction of supplemental security fencing to fill gaps in the perimeter fence that was approved by the Commission in 2012, which was needed to meet accreditation standards for the Association of Zoos and Aquariums. Three types of fencing are proposed: 1) eight-foot black ornamental pedestrian metal fencing, 2) eight-foot black ornamental vehicular-rated metal fencing, and 3) 12-foot, wire-topped, black vinyl-coated chain

link fencing. The ornamental pedestrian metal fencing is used throughout the zoo and is considered the campus standard. It will be used in any area that can be observed by or comes into contact with zoo visitors. The vehicular-rated fence is new, but largely similar to the pedestrian ornamental fencing. It features increased post sizes and horizontal reinforcing channels and cables to meet crash rating standards and will be used in areas along the roadway susceptible to vehicle ramming. The chain link fencing is being used in heavily wooded areas or areas hidden from view.

KEY INFORMATION

- The project was original submitted for approval in July 2018, when the Commission postponed action due to outstanding questions from the public and Commission regarding the need for the enhanced security measures.
- The SI has conducted community engagement efforts and briefed the Commission on the security need. This revised submission is intended to respond to feedback received during that process.
- Overall, the project seeks to consolidate and clarify points of pedestrian entry and close gaps in the existing security perimeter.
- The NZP currently has three public vehicular entrances and 13 pedestrian points of entry—three primary (formal) and 10 secondary (informal)—many of which provide redundant access from NZP parking lots.
- The project will streamline informal entries to retain six total entrances, including the three main entrances—Connecticut Ave, the Bus Lot Drop-off, and the Lower Zoo—and three entries that provide access from Parking Lots A, B, and C. Access to the NZP grounds by vehicle and pedestrian connections to adjacent neighborhoods will not change.
- To close gaps in the perimeter, the project proposes ornamental pedestrian fencing, ornamental vehicular-rated fencing, and chain-link fencing. Overall, 4,205 linear feet of fencing is proposed.
- In general, ornamental fencing is being used in any area that can be seen by the public, and chain-link fencing is being used in areas in dense vegetation or otherwise hidden from view.
- Based on public concerns and an assessment of current security needs and risks, the SI is no longer considering permanent security screening pavilions at entrances as part of the overall project.

RECOMMENDATION

The Commission:

Approves preliminary and final site development plans for supplemental perimeter fencing at the National Zoological Park (NZP), which will serve to close gaps in perimeter security and streamline visitor access points.

Notes that the Smithsonian Institution (SI) is consolidating redundant points of entry throughout the zoo in an effort to enhance safety and security, improve wayfinding for visitors, and better protect the animal collection. Public access will be retained at the three main entrances and from each parking lot, and access routes from adjacent neighborhoods will remain unchanged.

Notes that, per NCPC request, the SI conducted public outreach regarding the project that was submitted in July 2018, which included both civic groups and local leaders. Based on public concerns and an assessment of current security needs and risks, the SI is no longer considering permanent security screening pavilions as part of the overall project.

Notes that the NZP will continue its current practice of screening visitors only during periods of high visitation and/or high risk, which is typically for two weeks during the spring. The NZP will continue to allow zoo access at all six points of entry during these screening periods.

Notes that the SI is not proceeding with the public-private partnership agreement to build and operate the Central Parking Facility as considered in previous submissions. The fencing has been modified to reflect this change, including the construction of a permanent fence line at Parking Lot B and retained entry points at Parking Lots A, B, and C.

Notes that the SI has indicated its intent to conduct a comprehensive update to the NZP master plan in the future, which would include a transportation component that considers long-term parking needs and would revisit the idea of a structured parking facility. The master planning process would include opportunities for public input and comment.

PROJECT REVIEW TIMELINE

Previous actions	<p>September 2018 – Postponement of preliminary and final review of supplemental perimeter fencing</p> <p>July 2018 – (Deferred action) Preliminary and final review of supplemental perimeter fencing</p> <p>June 2018 – Concept review of supplemental perimeter fencing</p> <p>July 2012 – Preliminary and final approval of perimeter fencing, including a master plan amendment that analyzed the route of the proposed fence</p> <p>February 2010 – Concept review of perimeter fencing</p> <p>November 2008 – Approval of the National Zoological Park Comprehensive Facilities Master Plan</p>
Remaining actions (anticipated)	None

PROJECT ANALYSIS

Executive Summary

Staff has evaluated the revised preliminary and final site development plans and finds that the project as currently proposed would close gaps in the existing security perimeter and consolidate and clarify points of pedestrian entry. Further, the project retains three additional entry points (six total), and no longer includes plans for more permanent screening infrastructure, such as security screening pavilions, which were a major focus of comments from both the public and Commission during the July 2018 review. The refined submission also responds to Commission comments from earlier reviews of the project, which will be described further in the analysis. Accordingly, staff recommends that the Commission **approves preliminary and final site development plans for supplemental perimeter fencing at the NZP, which will serve to close gaps in perimeter security and streamline visitor access points.**

Analysis

The supplemental perimeter fencing project at the NZP proposes the construction of 4,205 linear feet of fencing that will consolidate and formalize the number of access points to the zoo and improve visitor security by closing gaps in existing perimeter fencing and replacing vulnerable areas of existing fencing with vehicle rated fencing. The current fencing project will add to several other fencing projects implemented at the zoo. The first layer of fencing at the NZP is a chain-link fence that runs along its outer perimeter, with gaps at Rock Creek and Harvard Street. During a reaccreditation process required by the Association of Zoos and Aquariums, this fence was found deficient because it was not continuous, and therefore not able to contain zoo animals in the event of an escape, or to protect the zoo animals from surrounding wildlife. To address these concerns, the SI proposed a secondary containment fence, which the Commission reviewed and approved in July 2012.

The current proposal would close the gaps from previous fencing projects to secure the inner zoo perimeter, which would also serve to consolidate several informal visitor entries along North Road. While the original submission had proposed reducing points of visitor entry from thirteen to three, the project has been revised to retain six, including the three main entrances—Connecticut Ave, the Bus Lot Drop-off, and the Lower Zoo—and three entries that provide access from Parking Lots A, B, and C. Many of the entries that would be closed provide redundant access from the same parking lot. For example, there are currently five pathways that serve as informal entries to the zoo from Parking Lot B, which under this proposal would be streamlined to one. The only area where visitor entry would be closed without a nearby entry alternative is near the Amazonia exhibit and Research Hill, which is identified by NZP as a staff-only area. It is also important to note that this project will not change existing pedestrian access from adjacent neighborhoods, nor will it change access to the multiuse trail around Research Hill. Staff supports the project overall and finds that it will not only enhance safety and security, but also improve wayfinding for visitors and better protect the animal collection.

The previous submission proposed a second phase of the project, which included the construction of permanent security screening pavilions at each of the main zoo entrances that would simplify the visitor screening process that currently occurs during high visitation periods. The Commission received many comments in opposition to permanent security infrastructure when the project was reviewed last July, which ultimately led the Commission to postpone approval of the project and request that the SI conduct public outreach with the community and other stakeholders. The SI has since held a series of community meetings, where they received feedback from local leaders, civic groups, and the public. Based on public concerns and an assessment of current security needs and risks, the SI is no longer considering permanent security screening pavilions as part of the overall project.

As part of the current project, three fence types will be constructed—eight-foot black metal ornamental pedestrian fencing, eight-foot black metal ornamental vehicle-rated fencing, and twelve-foot black vinyl-coated chain-link fencing. The ornamental pedestrian and chain-link fencing are consistent with existing fence types at the zoo, and the vehicular-rated fence, though a new fence type, is similar in style to the ornamental pedestrian fencing. The applicant has indicated that ornamental fencing is proposed in any area that can be observed by or comes into contact with zoo visitors, and that chain-link fencing is proposed in wooded/vegetated areas or areas hidden from public view. Areas with proposed chain-link fencing include the top of the zoo near the vehicular entry to North Road, the segment of fence line along North Road across from Parking Lot C, and the segment around the NZP power plant.

In its review of the concept plans for the supplemental perimeter fencing project, staff noted that a portion of chain-link fencing near the zoo entrance at Parking Lot C would be visible from public areas along North Road. The Commission requested that the applicant consider moving this portion of fencing further back into the vegetation to reduce visibility or use ornamental fencing. In the current submission, the applicant has chosen to use chain-link fencing in this location, but has realigned the segment further back into dense vegetation in this area. The new alignment also pulls this portion of fencing away from North Road and allows open pedestrian access to the sidewalk along North Road. Staff notes that the chain-link fencing has a lighter, more porous profile than the ornamental fencing, which is ultimately less visible in such vegetated areas, and feels that this solution adequately addresses Commission comments on the concept design.

Staff also notes that a short segment of temporary chain-link fencing was proposed along the inside of Parking Lot B in the previous submission, with the expectation that Parking Lot B would become exhibit space when the proposed Central Parking Facility was built. The SI has indicated that it is not proceeding with the public-private partnership to build and operate the Central Parking Facility, and has ultimately decided to replace this segment with pedestrian ornamental fencing to reflect the continued need for parking at Parking Lot B. The portion of fencing that was proposed along the outside of Parking Lot B to support its future use as exhibit space has also been eliminated in this revised submission. The SI has indicated its intent to conduct a comprehensive update to the NZP master plan in the future, which would include a transportation component that considers long-term parking needs and would revisit the idea of a structured parking facility. The master planning process would include opportunities for public input and comment.

The applicant has noted that the alignment of the new perimeter fencing would be designed to have minimal impacts on the natural environment and would be placed to avoid impacts to historic resources. It is not anticipated to impact any archeology, and an engineering field study will be conducted prior to final design, ensuring that the fencing can be installed with minimal impact to existing mature trees or important vegetation. Further, existing planter areas near zoo entrances, though designed with stone to look historic, are not listed on or eligible for the National Register of Historic Places. The DC State Historic Preservation Office (SHPO) has indicated that the project would have no adverse effect on adjacent historic properties. Staff is satisfied that the fencing will not impact historic properties and has received more information regarding the proposed alignment and anticipated impacts to existing trees and vegetation.

In general, NZP staff has noted that the alignment will avoid any desirable native tree species such as oak, beech, and hickory, and that any undesirable, non-native, or invasive species may be removed as part of the effort. The NZP tree replacement policy dictates that any trees would be replaced with a mix of species at a minimum of a 1:1 ratio to maintain the tree canopy, which is generally consistent with the net tree loss replacement policies in the *Comprehensive Plan for the National Capital*. NZP staff has also indicated that the project is not anticipated to impact any important vegetation. Staff believes that the robust landscape at the zoo today supports the zoo's commitment to maintaining a verdant tree canopy and vegetation.

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

As noted in the analysis above, NCPC staff has reviewed this proposal for compliance with relevant guidance and has determined that it is not inconsistent with the policies established in the Federal Elements of the *Comprehensive Plan for the National Capital*. In particular, the project is supported by policies in the Federal Environment, Historic Preservation, and Urban Design Elements.

National Historic Preservation Act

The SI has included documentation from the DC SHPO that indicates that the revised perimeter fencing project would have no adverse effect on historic properties. Because it has approval authority in review of this project, NCPC has its own responsibility to comply with the National Historic Preservation Act (NHPA). NCPC is designating the Smithsonian Institution the lead agency for compliance with NHPA.

National Environmental Policy Act

The SI does not have an independent responsibility to comply with the National Environmental Policy Act (NEPA); however, because the Commission is approval in review of this project, NEPA compliance is required. To meet its NEPA responsibility, NCPC is able to apply a categorical exclusion for the proposed fencing project pursuant to 1 CFR §601.12 (2), which allows for

“approval of the installation or restoration of minor site elements, such as but not limited to...fences.”

CONSULTATION

Coordinating Committee

Without objection, the Committee forwarded the proposed preliminary and final site development plans to the Commission with the statement that the proposal has been coordinated with all participating agencies. Staff notes, however, that during the July 2018 review of the previous draft, the DDOT and NPS requested additional follow-up to see if the new checkpoints and fencing would enable the Research Hill bicycle/pedestrian trail section to remain open past normal visitor hours. NCPC staff followed-up with the Smithsonian Institution on this request, which indicated that secure, unobstructed access is still required from the hospital at Research Hill to the animal collection at the park, so the nighttime closures are still required. Staff notes, however, that this project will not result in a change to the current hours of public access.

In review of the current draft, the Committee remained coordinated on the proposal. In response to DDOT questions during this review, NCPC staff noted that the proposal would not preclude a future turnaround for the DC Circulator at Parking Lot A should the Smithsonian seek to continue exploring this strategy to manage transportation demand.

U.S. Commission of Fine Arts

The supplemental perimeter fencing project was reviewed and approved at the June 2018 meeting of the U.S. Commission of Fine Arts (CFA), and the revised project was approved as a consent calendar item at its February 2019 meeting. CFA review letters are attached.

ONLINE REFERENCE

The following supporting documents for this project are available online at www.ncpc.gov:

- Project Synopsis
- Submission Materials
- Submission Supplement
- DC SHPO Section 106 Review Form

ATTACHMENTS

- PowerPoint
- CFA Review Letters

National Zoological Park Supplemental Perimeter Fencing

3001 Connecticut Avenue, NW
Washington, DC

Approval of Preliminary and Final Site Development Plans

Smithsonian Institution

Project Summary

Commission Meeting Date: March 7, 2019

NCPC Review Authority: 40 U.S.C. § 8722(b)(1) and (d)

Applicant Request: Approval of Preliminary and Final Site Development Plans

Session: Staff Presentation

NCPC Review Officer: John Gerbich

NCPC File Number: 7986

Project Summary:

The Smithsonian Institution (SI) has submitted for Commission review revised site development plans for preliminary and final approval of supplemental perimeter fencing at the National Zoological Park (NZIP) in Washington, DC. The project was originally submitted for approval in July 2018, when the Commission postponed action due to outstanding questions from the public and Commission regarding the need for enhanced security measures. To address concerns, the SI has conducted community engagement efforts and briefed the Commission on the security need. SI has indicated that this revised submission responds to feedback received from local leaders, civic groups, and the public. Major changes include the elimination of security pavilions from further consideration.

The first component of the fencing project is the consolidation of access points to better manage visitor entry to the zoo. The NZIP currently has three public vehicular entrances and 13 pedestrian points of entry—three primary (formal) and 10 secondary. The SI is seeking to consolidate the number of pedestrian entrances, including the three primary entrances—at Connecticut Ave, the Bus Lot Drop-off, and the Lower Zoo—as well as three secondary entry points that would provide direct access from parking areas. The entrances at Connecticut Ave and the Lower Zoo are well delineated, but SI is proposing signage that will span the pedestrian path at other entrances. Vehicular entrances to the NZIP grounds will remain unchanged, as will the bike trails adjacent to Research Hill—a staff-only area adjacent to the south of the public zoo.

Project Summary

The second component of the project is the construction of supplemental security fencing to fill gaps in the perimeter fence that was approved by the Commission in 2012, which was needed to meet accreditation standards for the Association of Zoos and Aquariums. Three types of fencing are proposed: 1) eight-foot black ornamental pedestrian metal fencing, 2) eight-foot black ornamental vehicular-rated metal fencing, and 3) 12-foot, wire-topped, black vinyl-coated chain link fencing. The ornamental pedestrian metal fencing is used throughout the zoo and is considered the campus standard. It will be used in any area that can be observed by or comes into contact with zoo visitors. The vehicular-rated fence is new, but largely similar to the pedestrian ornamental fencing. It features increased post sizes and horizontal reinforcing channels and cables to meet crash rating standards and will be used in areas along the roadway susceptible to vehicle ramming. The chain link fencing is being used in heavily wooded areas or areas hidden from view.

Site Location



Location Map

Public Entry Points

Existing Public Entry Points



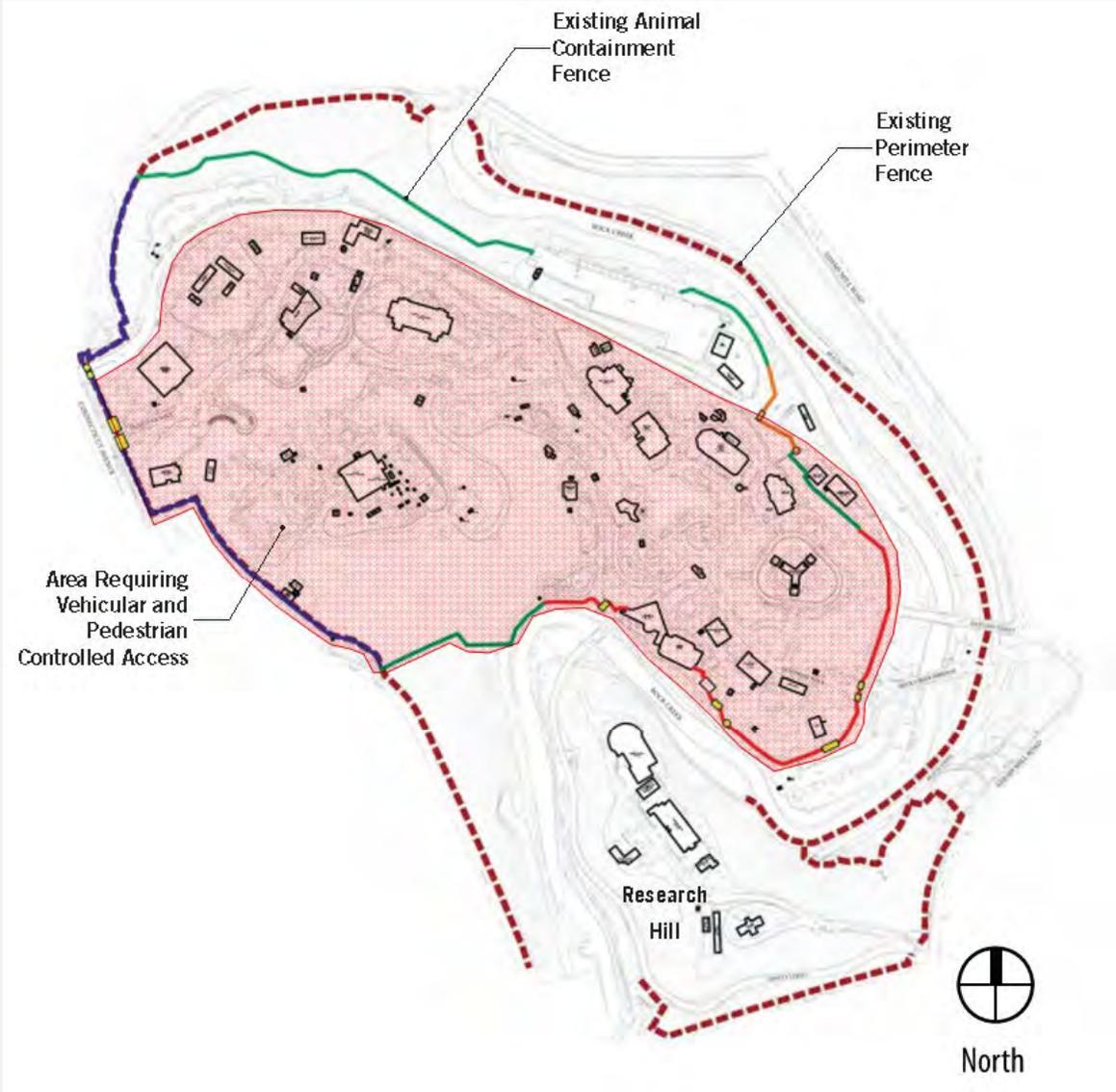
- Pedestrian Entry - Primary
- Pedestrian Entry - Secondary
- Vehicular Entry

Proposed Public Pedestrian Entry Points



- Pedestrian Entry - Primary
- Pedestrian Entry - Secondary
- Vehicular Entry

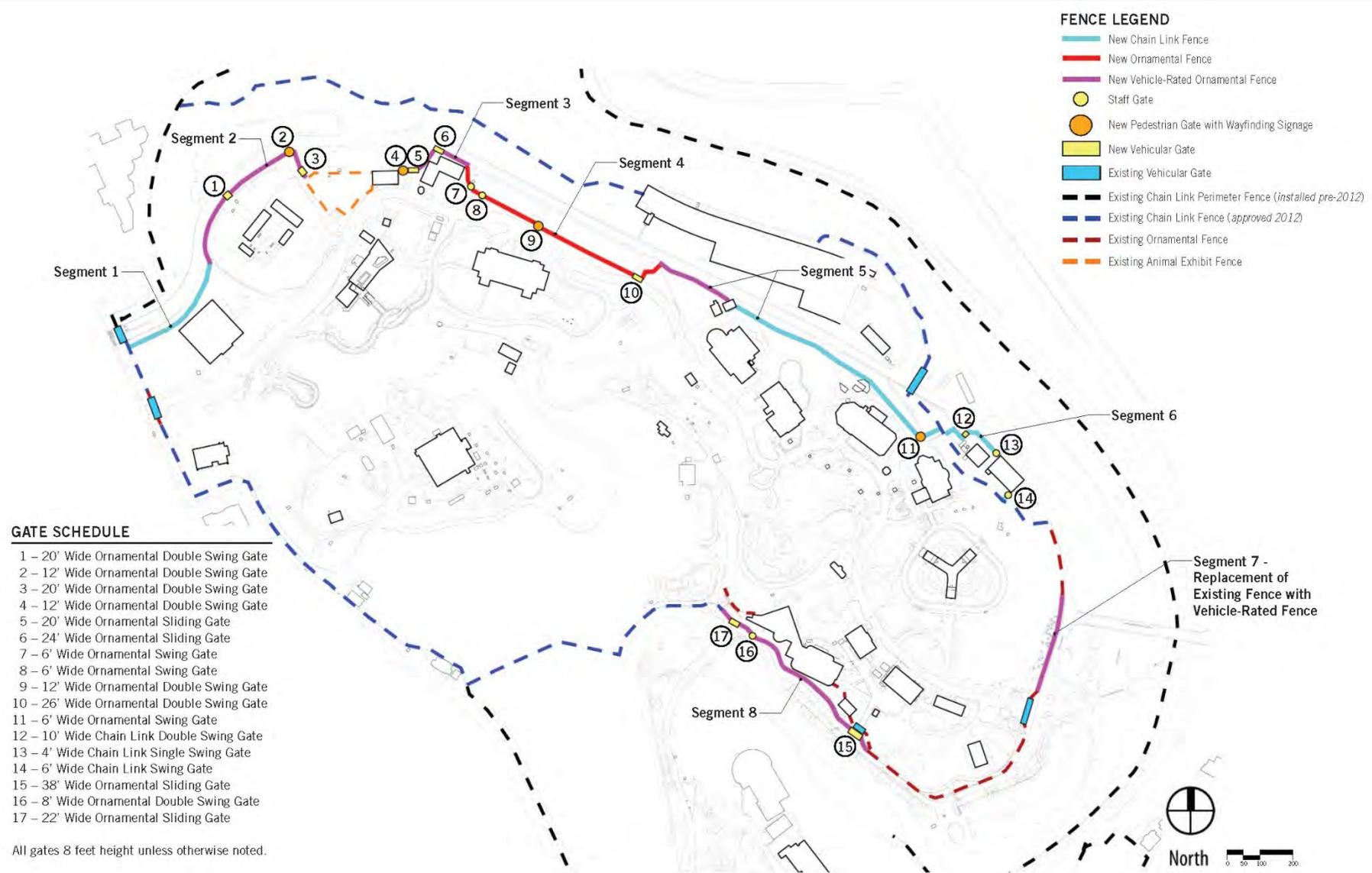
Existing Fencing - Overview



Existing Fencing – Detail



Site Plan



Example Fencing



Figure 5c - Existing Stone Piers and Pedestrian Ornamental Fencing at Lower Zoo Entrance



Figure 5f - Proposed Vehicular-Rated Ornamental Fencing (representative sample from another facility)

Example Fencing



Figure 5d - Existing Chain Link Fence in Woods

Example Gates



Figure 1c - Double Leaf Swing Gate



Figure 8c - Existing Ornamental Sliding Gate

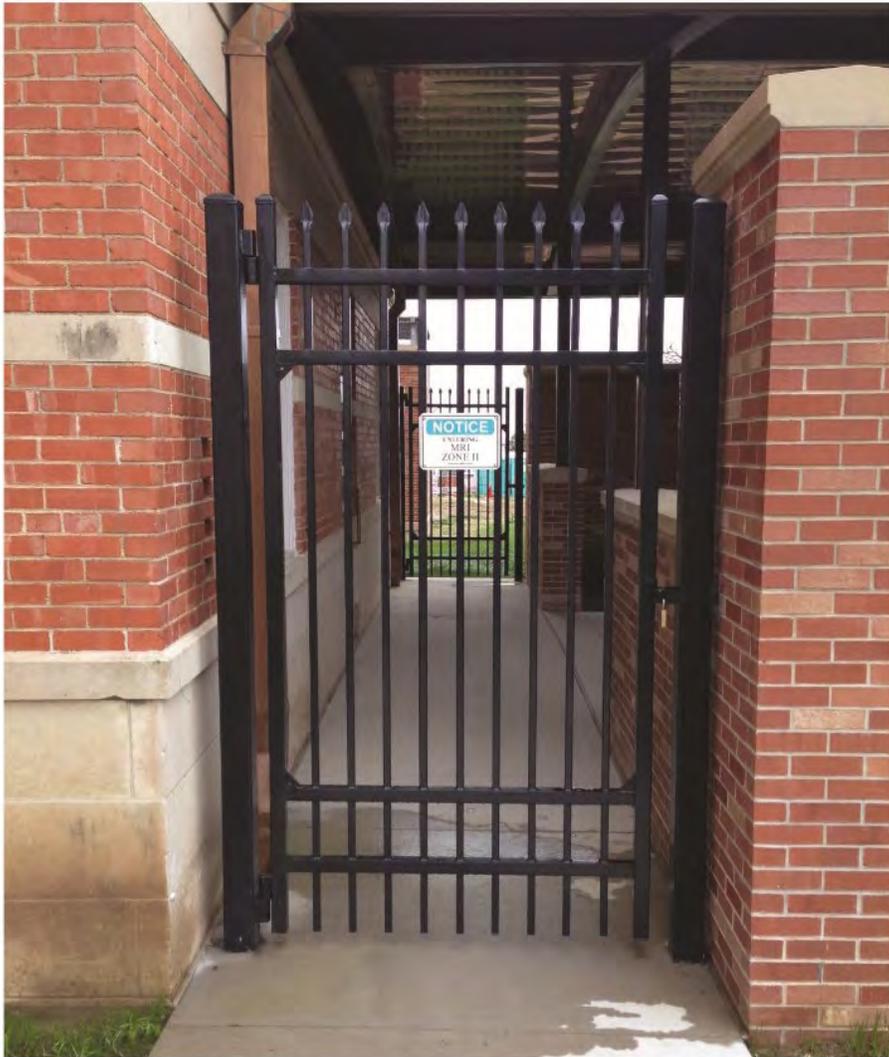
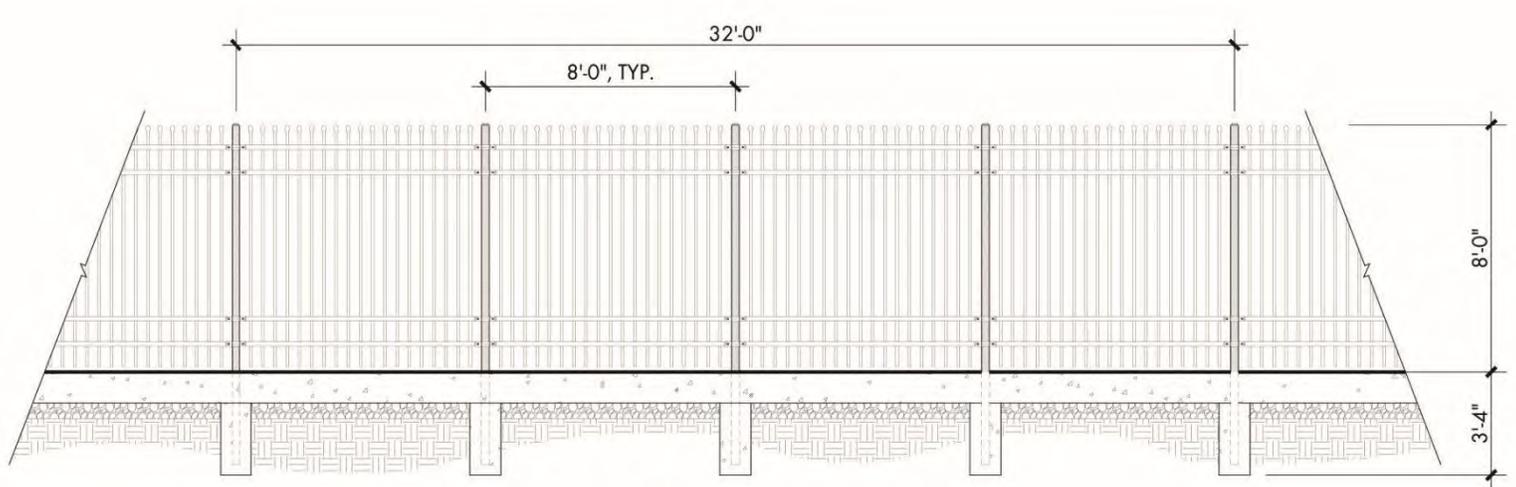
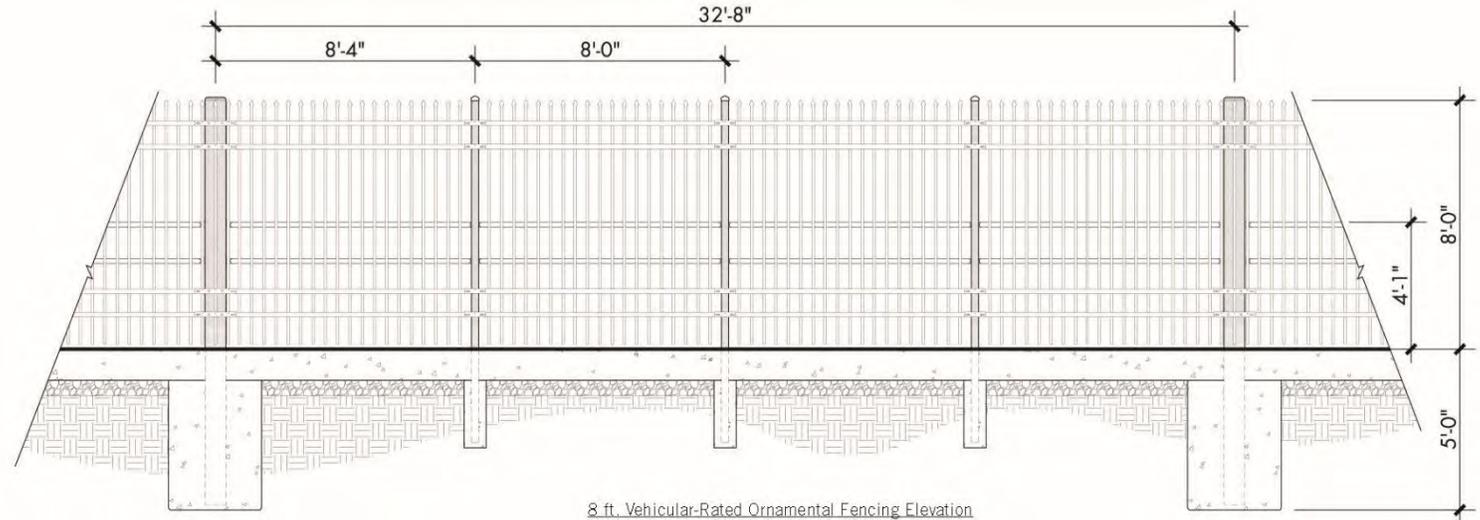


Figure 1d - Single Leaf Swing Gate

Ornamental Fencing Elevations



8 ft. Pedestrian Ornamental Fencing Elevation



8 ft. Vehicular-Rated Ornamental Fencing Elevation

Proposed Sign Elevations



Front Elevation Viewed When Entering Zoo



Rear Elevation Viewed When Exiting Zoo

Segment 1



Proposed Location of Chain Link Fence Looking Southwest Across North Road (fence location shown in red outline for graphical identification purposes only)

- FENCE LEGEND**
- New Chain Link Fence
 - New Ornamental Fence
 - New Vehicle-Rated Ornamental Fence
 - Staff Gate
 - New Pedestrian Gate with Wayfinding Signage
 - New Vehicular Gate
 - Existing Vehicular Gate
 - Existing Chain Link Perimeter Fence (*installed pre-2012*)
 - Existing Chain Link Fence (*approved 2012*)
 - Existing Ornamental Fence
 - Existing Animal Exhibit Fence
 - Fence Segment Highlight
 - Photograph View Location

Segment 1 - Connecticut Avenue to Visitor Center
 A chain link fence will be placed along the top of the slope and continue to the Visitor Center garage access. The existing chain link section from the stone gateway pier at North Road to the Olmsted Walk entrance at Connecticut Avenue will remain (Figure 10).

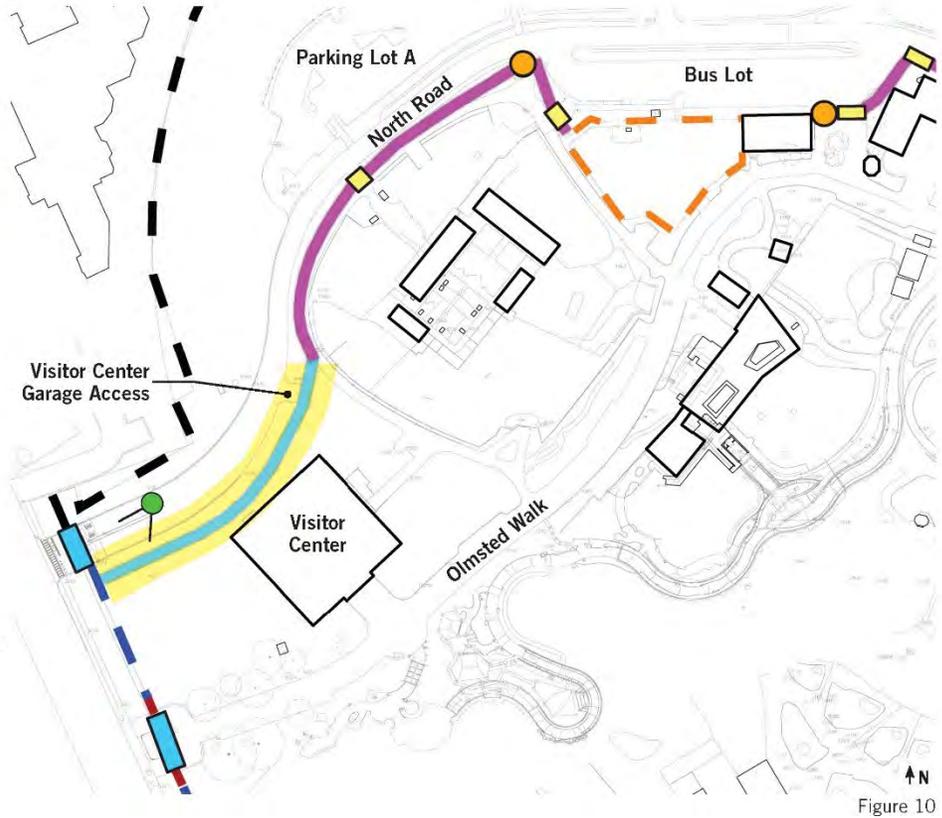
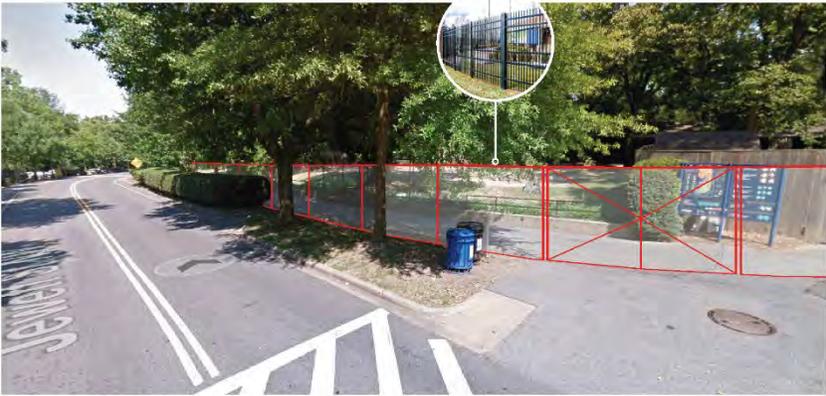


Figure 10

Segment 2



Proposed Location of Vehicle-Rated Ornamental Fence Looking Northeast Opposite Lot A (fence location shown in red outline for graphical identification purposes only)



Proposed Location of Vehicle-Rated Ornamental Fence at North End of Bus Lot (fence location shown in red outline for graphical identification purposes only)

FENCE LEGEND

- New Chain Link Fence
- New Ornamental Fence
- New Vehicle-Rated Ornamental Fence
- Staff Gate
- New Pedestrian Gate with Wayfinding Signage
- New Vehicular Gate
- Existing Vehicular Gate
- Existing Chain Link Perimeter Fence (installed pre-2012)
- Existing Chain Link Fence (approved 2012)
- Existing Ornamental Fence
- Existing Animal Exhibit Fence
- Fence Segment Highlight
- Photograph View Location

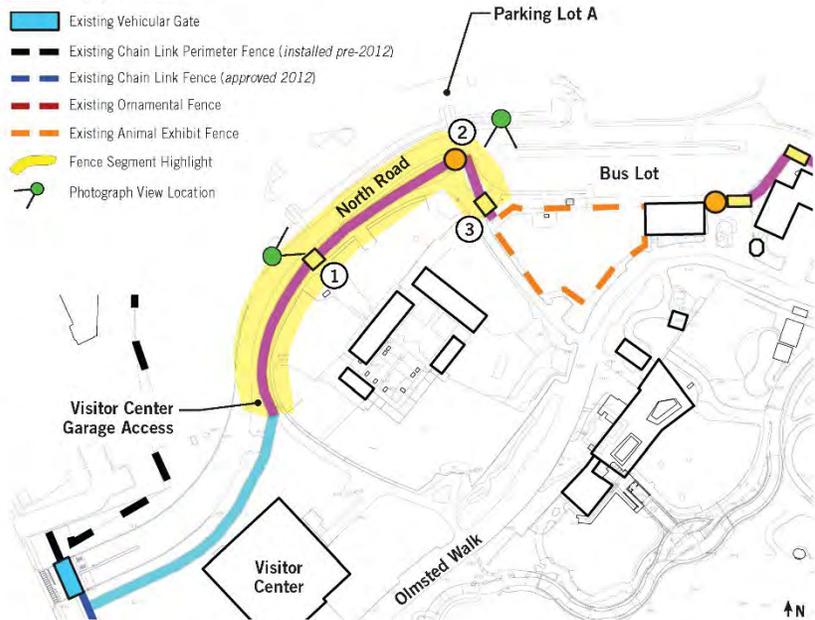


Figure 11

Segment 2 - Visitor Center to the Bus Drop-Off

From the Visitor Center, an eight-foot (8) vehicle-rated ornamental metal fencing will follow the existing internal asphalt walkway to separate Zoo visitors from North Road and Parking Lot A. The first 20' wide double leaf swinging service gates (Gate #1) will provide Zoo staff access to animal exhibit areas. A single 6' wide gate (Gate #2) provided at the Lot A crosswalk will allow continued access from this lot, but also provide OPS the opportunity to screen visitors as needed. A 20' wide double leaf swing gate (Gate #3) near the entrance to the Bus Lot will be provided for staff service vehicles. From this point, an existing ten-foot height wood stockade fence secures the Zoo along the length of the Bus Drop-Off Area (Figure 11).

Segment 3



Proposed Location of Vehicle-Rated Ornamental Fence Looking Southeast Behind Panda Plaza at the Bus Lot Exit (fence location shown in red outline for graphical identification purposes only)



Proposed Location of Vehicle-Rated Ornamental Fence Looking Southwest Behind Panda Plaza at the Lot B Exit (fence location shown in red outline for graphical identification purposes only)

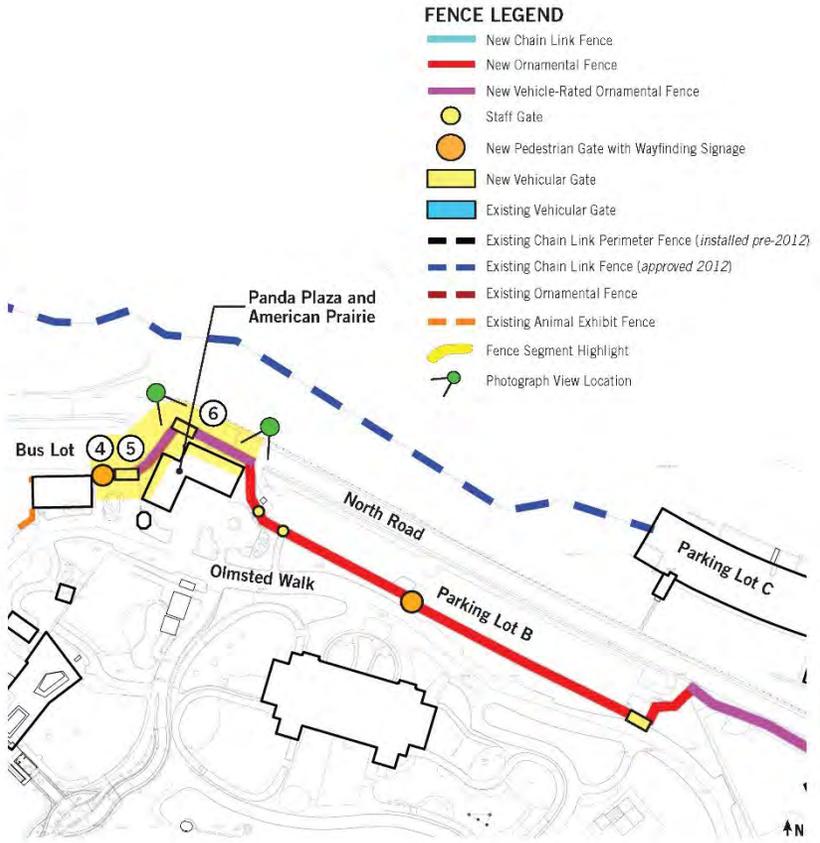


Figure 12

Segment 3 - Bus Lot and Panda Plaza

At the existing entry from the Bus Lot Drop-Off into the Zoo, access will be controlled with the addition of a 20' vehicular swinging gate (Gate #5) and a 6' pedestrian gate (Gate #4). An eight-foot (8) vehicular-rated ornamental metal fence will extend from the Bus Lot around the service buildings that provide food service for the Panda Plaza gift shop and American Prairie. A sliding metal gate (Gate #6), matching the vehicle-rated ornamental fencing, will be required to provide access to the service yard from North Road (Figure 12).

Segment 4



Proposed Location of Ornamental Fence Looking Southwest Next to Lot B (fence location shown in red outline for graphical identification purposes only)



Proposed Location of Ornamental Fence Looking Southwest at Lot B Entrance (fence location shown in red outline for graphical identification purposes only)

- FENCE LEGEND**
- New Chain Link Fence
 - New Ornamental Fence
 - New Vehicle-Rated Ornamental Fence
 - Staff Gate
 - New Pedestrian Gate with Wayfinding Signage
 - New Vehicular Gate
 - Existing Vehicular Gate
 - Existing Chain Link Perimeter Fence (installed pre-2012)
 - Existing Chain Link Fence (approved 2012)
 - Existing Ornamental Fence
 - Existing Animal Exhibit Fence
 - Fence Segment Highlight
 - Photograph View Location

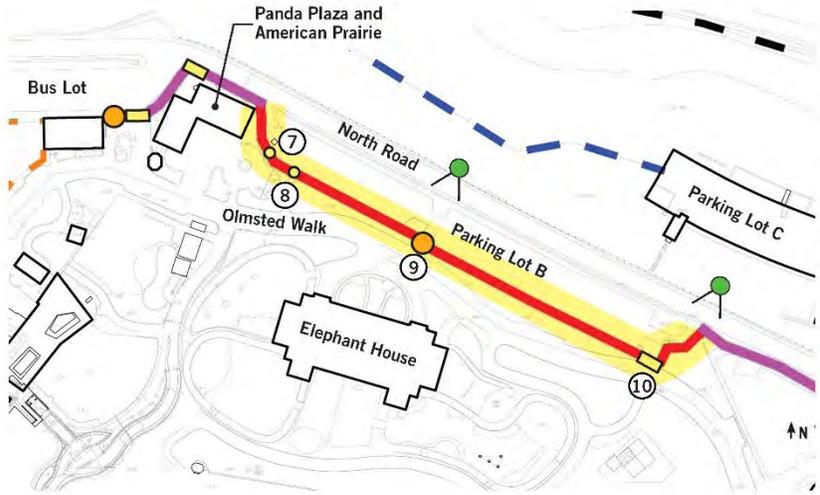


Figure 13

Segment 4 - Parking Lot B

An eight-foot (8) ornamental metal fence will extend along the boundary between Olmsted Walk and Parking Lot B. This fencing will serve as the long-term, permanent containment and security edge for the Zoo. Two gates (Gates #7-8) will provide access for Zoo staff, while an additional gate (Gate #10) will remain for Zoo service vehicles. The public access point for Lot B will occur at Gate #9 (Figure 13).

Segment 5



Proposed Location of Pedestrian Entry Looking Southwest Opposite Lot C Entrance (fence location hidden from view by vegetation)

Segment 5 - Animal Exhibits to Lot C

From the Lot B entrance, the eight-foot (8) ornamental vehicle-rated metal fence will continue along North Road until it meets the existing Zoo animal services buildings, which form the back of house operations for Small Mammals. From here, the perimeter containment fencing will change from the ornamental type to chain-link, as this is a heavily vegetated area and hidden from view along North Road. The chain-link will continue within the woods atop the steep embankment until it runs down the slope and ties into the existing chain-link fencing adjacent to the Power Plant (Figure 14).

A 6' pedestrian gate (Gate #11) will be installed in the fence where it crosses the existing walkway leading down to Lot C. The gate in this location will be secured with a magnetic card reader for Zoo staff and provide access for visitors arriving from Lot C.

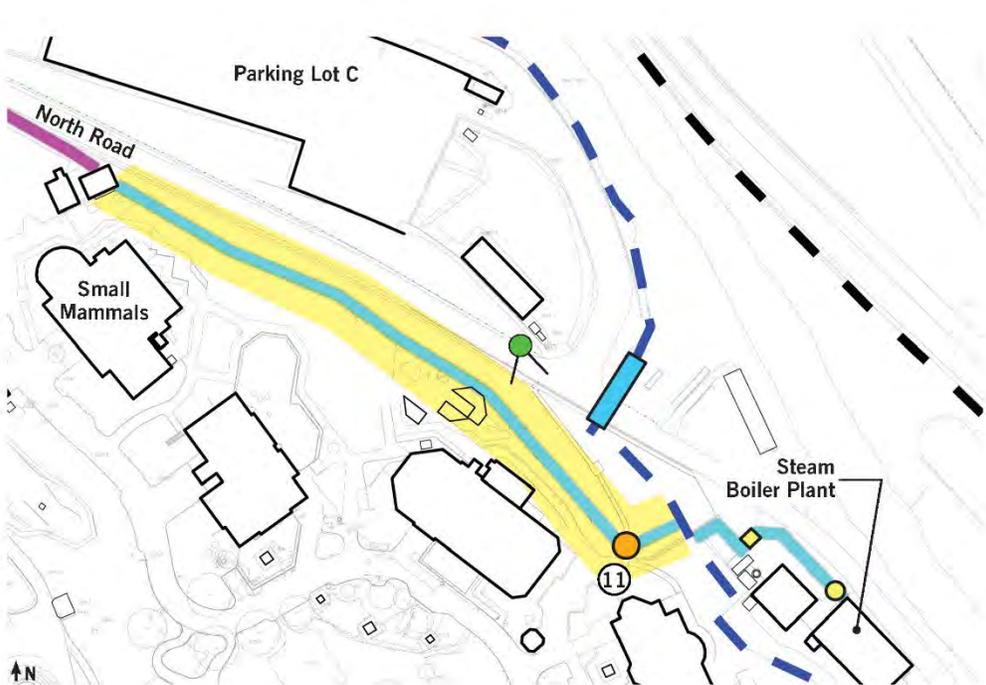


Figure 14

FENCE LEGEND

- New Chain Link Fence
- New Ornamental Fence
- New Vehicle-Rated Ornamental Fence
- Staff Gate
- New Pedestrian Gate with Wayfinding Signage
- New Vehicular Gate
- Existing Vehicular Gate
- Existing Chain Link Perimeter Fence (*installed pre-2012*)
- Existing Chain Link Fence (*approved 2012*)
- Existing Ornamental Fence
- Existing Animal Exhibit Fence
- Fence Segment Highlight
- Photograph View Location

Segment 6



Proposed Location of Chain Link Fence Looking Southwest Next to the Power Plant (fence location shown in red outline for graphical identification purposes only)

FENCE LEGEND

- New Chain Link Fence
- New Ornamental Fence
- New Vehicle-Rated Ornamental Fence
- Staff Gate
- New Pedestrian Gate with Wayfinding Signage
- New Vehicular Gate
- Existing Vehicular Gate
- Existing Chain Link Perimeter Fence (installed pre-2012)
- Existing Chain Link Fence (approved 2012)
- Existing Ornamental Fence
- Existing Animal Exhibit Fence
- Fence Segment Highlight
- Photograph View Location

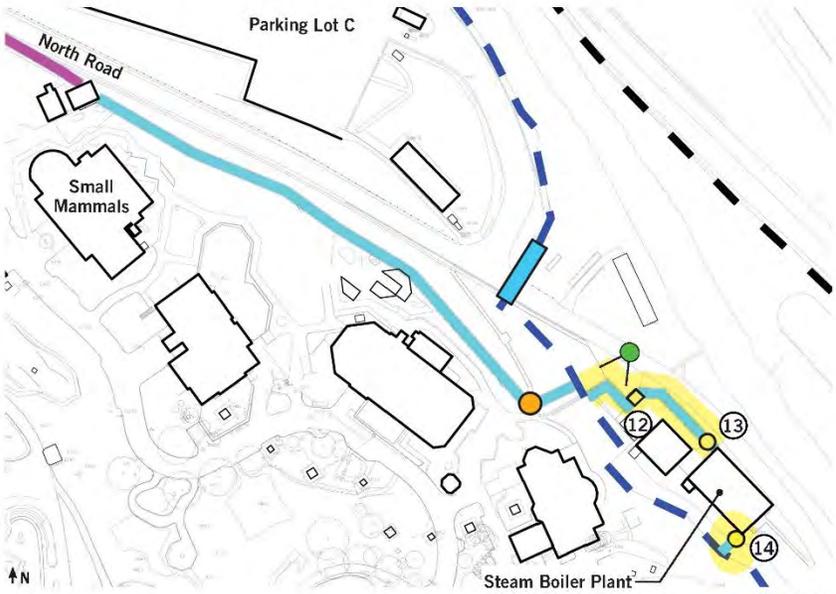


Figure 15

Segment 6 - Power Plant

Supplemental chain link fencing will be used to secure the Power Plant area. Chain link fencing will follow along or be integrated into the existing flood control walls and gates that surround the Power Plant. The staff parking area will be left as is. Existing chain link fencing is located within the woodland area behind the Power Plant and ties into the existing eight-foot (8) ornamental metal fence that extends to the Lower Zoo entry point, thus securing and isolating the Steam Boiler Plant from the main Zoo (Figure 15). The existing gates (Gate #s 12-14) will remain and be incorporated in the proposed fence modifications.

Segment 7



Proposed Location of Existing Ornamental Fence to be Replaced with Vehicle-Rated Fencing (fence location shown in red outline for graphical identification purposes only)

Segment 7 - Existing Ornamental Fence Opposite Harvard Street Bridge

The existing ornamental metal fence will be replaced with vehicle-rated ornamental fencing between the Lower Zoo entry plaza and the intersection of North Road and Harvard Street. The new fencing will be the same height and general configuration as the existing fencing to remain (Figure 16).

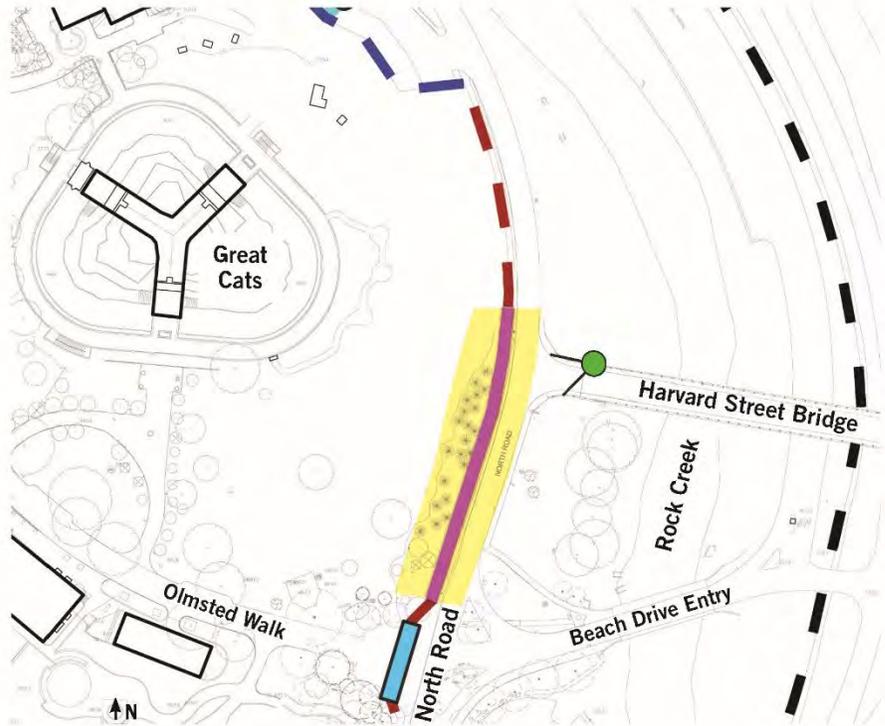


Figure 16

FENCE LEGEND

- New Chain Link Fence
- New Ornamental Fence
- New Vehicle-Rated Ornamental Fence
- Staff Gate
- New Pedestrian Gate with Wayfinding Signage
- New Vehicular Gate
- Existing Vehicular Gate
- Existing Chain Link Perimeter Fence (*installed pre-2012*)
- Existing Chain Link Fence (*approved 2012*)
- Existing Ornamental Fence
- Existing Animal Exhibit Fence
- Fence Segment Highlight
- Photograph View Location

Segment 8



Proposed Location of Vehicle-Rated Ornamental Fence Looking Southeast Across North Road toward Amazonia (fence location shown in red outline for graphical identification purposes only)

FENCE LEGEND

- New Chain Link Fence
- New Ornamental Fence
- New Vehicle-Rated Ornamental Fence
- Staff Gate
- New Pedestrian Gate with Wayfinding Signage
- New Vehicular Gate
- Existing Vehicular Gate
- Existing Chain Link Perimeter Fence (installed pre-2012)
- Existing Chain Link Fence (approved 2012)
- Existing Ornamental Fence
- Existing Animal Exhibit Fence
- Fence Segment Highlight
- Photograph View Location

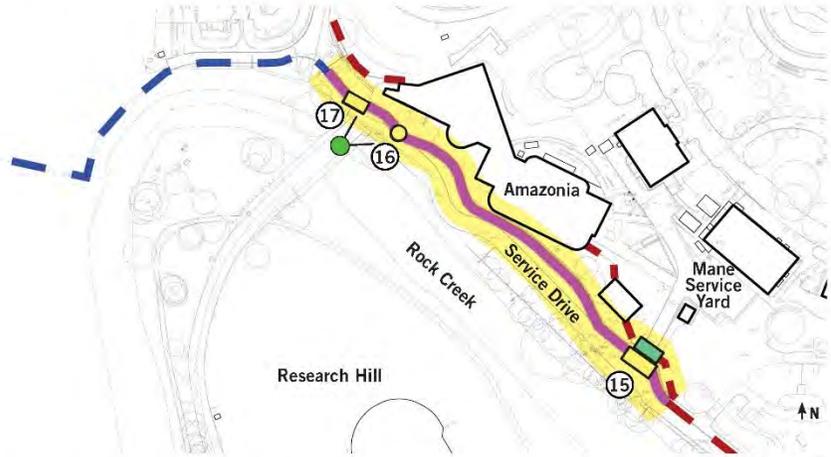


Figure 17

Segment 8 - Mane Service Yard To Amazonia

The existing eight-foot (8) ornamental metal fence that secures the Zoo along the lower Service Drive to the Mane Service Yard vehicular gate from the Lower Zoo entry will remain as is. However, the fencing will need to be extended and a new gate (Gate #15) provided to maintain an internal pedestrian path while still controlling vehicular access. The existing black ornamental metal sliding gate will remain with a longer similar sliding gate added on the exterior. The parallel gates will restrict visitor access to the Mane Service Yard area as pedestrians move between Amazonia and the Kids Farm area, while still maintaining controlled vehicular access to this area.

From the new sliding gate the eight-foot (8) ornamental metal fencing will continue along the existing walkway to the bridge over Rock Creek. A swinging metal gate (Gate #16) and a new ornamental sliding gate (Gate #17) will be placed for staff pedestrian and vehicular access to Amazonia and the valley portions of the Zoo from Research Hill (Figure 17). Visitor access from this point will no longer be possible.

CFA 21/FEB/19-d

LOCATION:

3001 Connecticut Avenue, NW
Washington, DC

OWNER:

Smithsonian Institution

PROPERTY:

National Zoological Park

DESCRIPTION:

Visitor control and security improvements, Phase I: supplemental perimeter fencing

REVIEW TYPE:

Final

PREVIOUS REVIEW:

[CFA 19/JUL/18-a](#)

Recommendation

No objection to the proposed revisions to the final proposal submitted by the Smithsonian Institution for supplemental perimeter fencing at the National Zoological Park at 3001 Connecticut Avenue, as shown in materials dated 1 February 2019. These revisions address the current conditions without the previously planned structured parking facility project, which has been discontinued. Revisions conform to the Commission's recommendations during the previous review. Any new signs or wayfinding graphics or signage should be submitted in a separate submission for review.

CFA 19/JUL/18-a

LOCATION:

3001 Connecticut Avenue, NW
Washington, DC

OWNER:

Smithsonian Institution

PROPERTY:

National Zoological Park

DESCRIPTION:

Visitor control and security checkpoints, phase I supplemental perimeter fencing

REVIEW TYPE:

Final

PREVIOUS REVIEW:

[CFA 21/JUN/18-4](#)

Recommendation

No objection to the proposed revisions to the final proposal submitted by the Smithsonian Institution for supplemental perimeter fencing at the National Zoological Park at 3001 Connecticut Avenue, as shown in materials dated 6 July 2018. Revisions conform to the Commission's recommendations during the previous review. Refer to DC Historic Preservation Office.