BEYER
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NCRO, USPP, & NAMA

# HEADQUARTERS RENOVATION

WITH UNITED STATES PARK POLICE

# New District 1 Station

1100 OHIO DRIVE, SW
WASHINGTON DC 20242

## National Capital Planning Commission

**PRELIMINARY APPROVAL SUBMISSION**

July 31, 2015

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## Introduction

In May 2012 Beyer Blinder Belle Architects & Planners, LLP (BBB) completed a Final Master Plan Report and Pre-Planning Study for the National Capital Region (NCRO) Campus (see Figure 1.1). The Master Plan included a summary of the conditions assessment of six NPS facilities at Hains Point including NCRO Headquarters, NCRO Annex, National Mall and Memorial Parks (NAMA) Headquarters, NAMA Corp Engineers Building, United States Park Police Headquarters (USPP HQ) and USPP D1 Station. The report provided recommendations for a combination of existing building rehabilitation and new construction options at Hains Point and at other locations in the metropolitan area.

In December of 2013 BBB completed the Addendum to the Pre-Planning Report for the National Capital Region Campus, providing supplemental information to the Pre-Planning Study and Master Plan to allow NPS management to determine the best strategy for relocating NAMA and USPP D-1 out of the flood zone and consolidating their headquarter functions.

The Headquarter Buildings were planned and built as part of the Mission 66 program. Mission 66 refers to a federally sponsored program that ran from 1956 - 1966, in which the government spent one billion dollars improving national parks, infrastructure, and buildings. The National Capital Region (NCRO) Headquarters and the U.S. Park Police (USPP) Headquarters building were designed by William M. Haussmann, chief of the National Capital Office of Design and Construction (NCDC). A National Register of Historic Places nomination was completed by Robinson and Associates in March of 2014 citing the buildings as excellent examples of the Mission 66 style.


1.1 Existing site plan and proposed treatment

1.2 (Top) Existing USPP Headquarters, (Bottom) NCRO Wing A/B joined by atrium lobby.

| Hains Point NCRO Campus Total Areas | |
|---|---|
| Renovated Building Wing A | 9042 SF |
| Renovated Building Wing B | 5862 SF |
| Renovated Building Wing C | 7240 SF |
| Renovated Building Wing D | 7030 SF |
| Site Modifications at NCRO Headquarters | Proposed Walkway - 691 SF |
| | Proposed Ramps - 867 SF |
| | Bioswales at Parking Lot - 4124 SF |
| New USPP D-1 Station Building | 13,000 SF |
| USPP D-1 Limits of Disturbance | 120,000 SF |

Completed in 1963, the original NCRO buildings (Wings A & B) were the first structures built on the campus (see Figure 1.1 and 1.2). Wing A is a three-story structure connected to two-story Wing B with a double height glass walled entry. Both wings feature limestone, marble and beige brick facades with bays of paired windows. The two-story USPP Headquarters building (Wind D) was completed in 1964. The building employed the same design and material vocabulary and was connected to Wing A with a covered walkway. In 1969 a one story cafeteria and training center (Wing C) was added to the north end of Wing B, completing the campus as it stands today.

A conditions assessment for the interior, exterior, structural, MEP, fire alarm, and fire protection systems of all four wings of the headquarter buildings was completed in 2010 as part of the Pre-Planning Study for the National Capital Region Task 2 Report: Campus Existing Space Survey, Condition Assessment and Documentation Report.

In addition to the headquarter buildings, National Mall (NAMA) headquarters are located in a historic building and temporary trailers on the Washington Channel shoreline of Hains Point (see Figure 1.3 and 1.4). These existing NAMA facilities are located in the 100-year flood plain. The existing USPP D-1 Station is located in a historic bathhouse near the golf course on Hains Point (see Figure 1.1 and 1.5). Portions of this site stand in the 100-year flood plain while portions of the access road are located in the 10 and 25-year flood plains.

Thus, the relocation of the D-1 Station is a tactical move, protecting it from flood risk by placement above the 100-year floodplain.

Maintaining the USPP D1 functions on Hains Point is critical to operations and law enforcement procedures. D-1 will house police operations 24 hours a day. The police must be able to respond to emergencies in the district they serve, making proximity to the National Mall and monuments paramount. Other government-owned sites, such as Brentwood and Anacostia, were considered as part of the study to relocate D-1, however, these locations were too far from the National Mall to offer necessary response time. Private leasing at buildings surrounding the National Mall was also investigated, but the high security functions of this type of police facility tend to make commercial leasing problematic and costly.

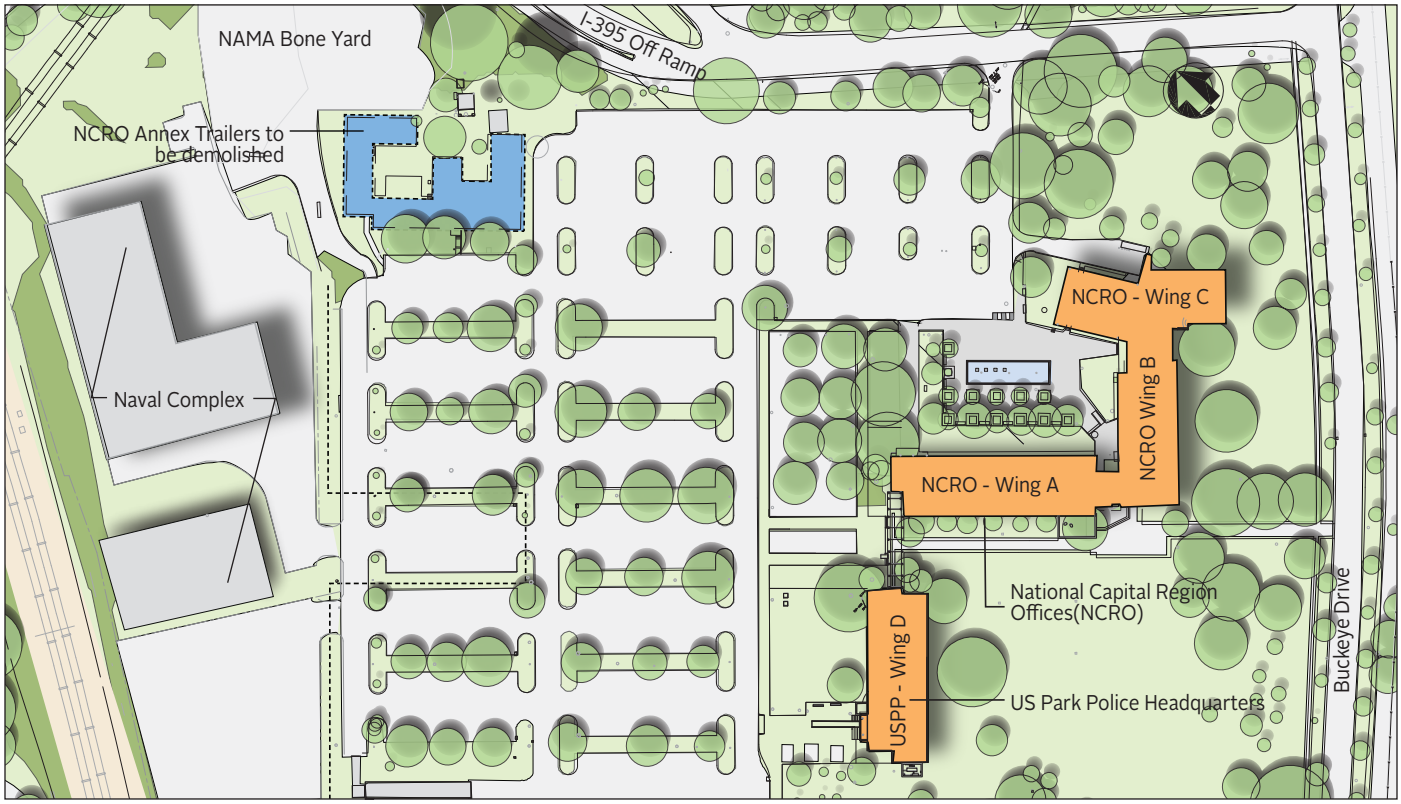
***The NCRO Mission at Hains Point can be summarized as follows:***

- Rehabilitate existing campus structures
- Build new purpose built Park Police station
- Provide more efficient & sustainable use of historic structures (per National Park Service Mission 66)
- Invest in strategic Hains Point location - close to the National Mall, supporting quick access and response time
- Invest in government-owned facilities, avoiding the overhead of more expensive leased space
- Consolidate 3 organizations into existing facilities which previously only held 2; achieving The Department of Interior standard for office space; and saving a total of 20,480 SF or 22% overall
- Relocate 2 critical facilities (NAMA and USPP D1) out of flood-prone areas
- Open up area along the Washington Channel for recreational use
- Eliminate temporary trailers and remove incongruous uses from historic buildings in floodplain

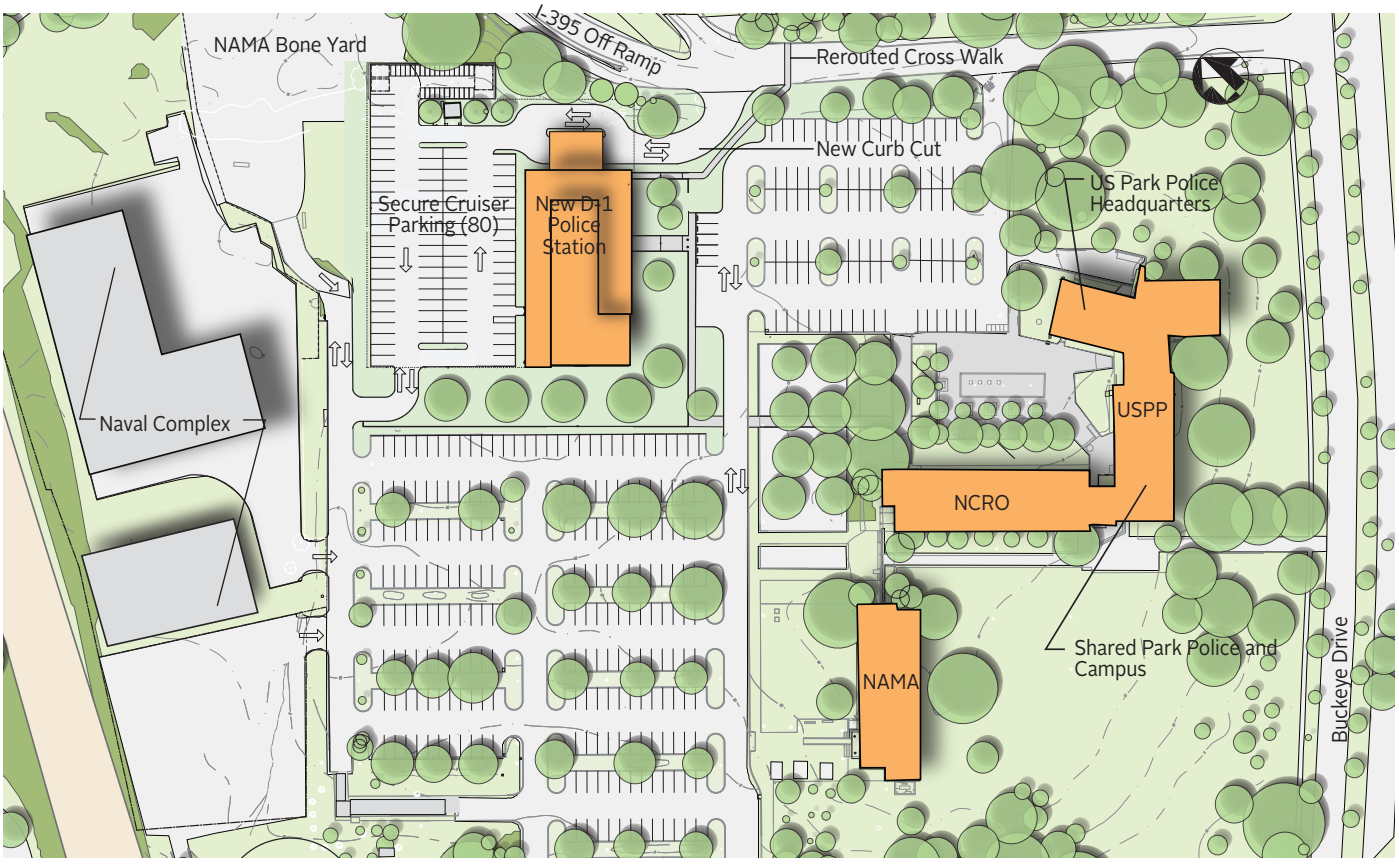
1.3 Existing NAMA headquarters. Trailers are to be removed.

1.5 The historic 1913 building will remain.

1.4 Existing USPP D-1 Station




1.6 Existing site plan detail




1.7 Proposed site plan detail

### *Flood Mitigation Plans*

Hains Point is generally characterized by its park-like atmosphere, with a golf course and several recreation areas. Ohio Drive occupies the perimeter of Hains Point, providing views of the Washington Channel and Potomac River. The immediate site of the proposed D-1 Station resembles a medium-sized office park, with abundant surface parking and moderate-density buildings. A large portion of Hains Point falls within the base flood plain level of a 100-year storm intensity.

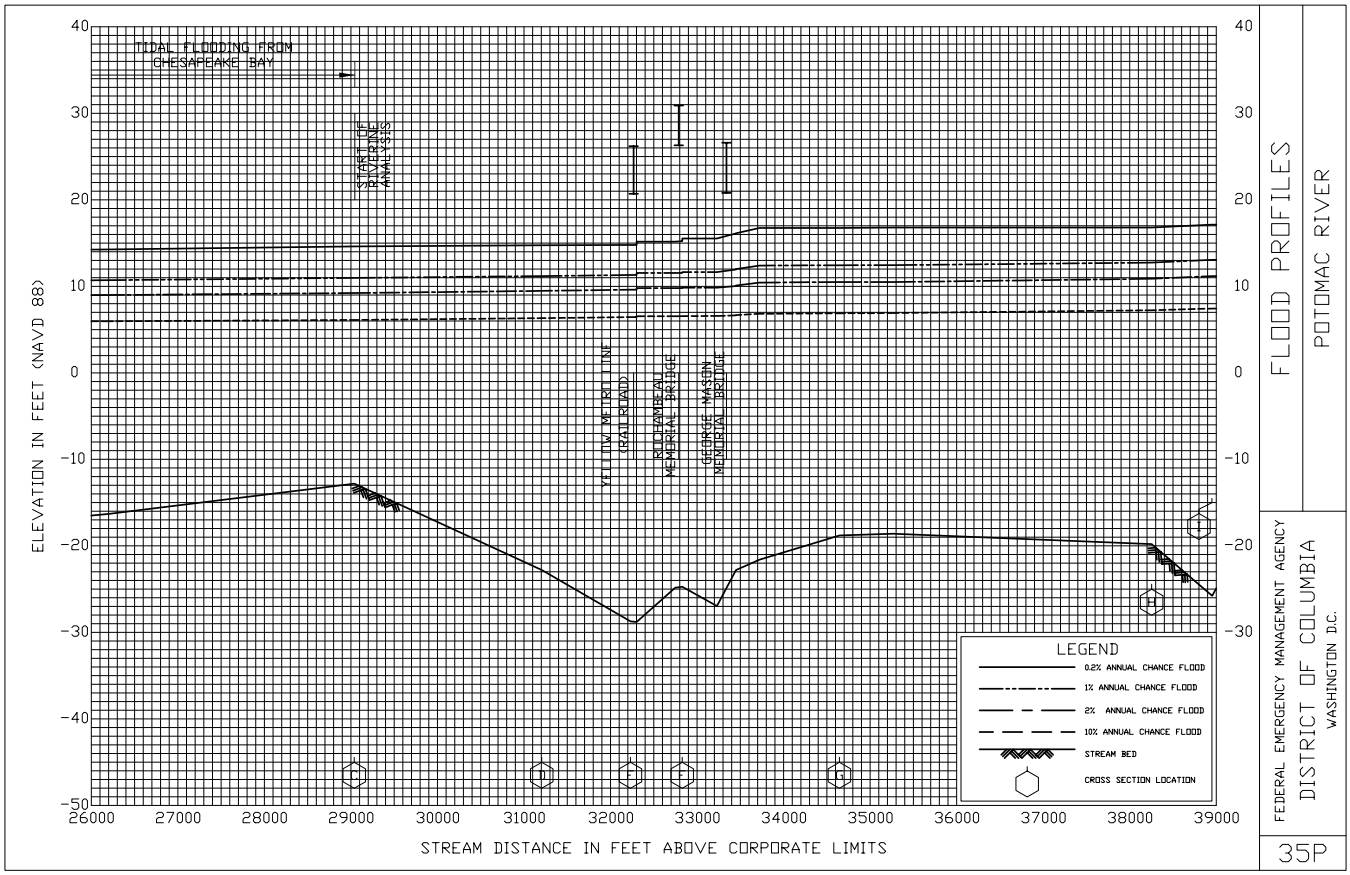
The NCRO campus is located near the Potomac River, which is affected by both riverine flows (from the upper portion of the river within the District of Columbia) and tidal and storm surge effects from the Chesapeake Bay. Historically, the majority of Ohio Drive floods when surface water elevations in the Potomac River exceed four (4) feet. There is no record of environmentally sensitive features, such as endangered species or wetlands, at the proposed site location.

The proposed D-1 site is in Flood Plain FEMA Zone X, lying within the 500-year floodplain boundary, but outside the 100-year floodplain boundary. The floodplain boundary is determined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 1100010018C. See Figures 1.8 and 1.9.

According to the Director's Order 77-2, the regulatory floodplain for Class II (critical) actions is the 500-year floodplain. The Level 3 Handbook, "Addressing Climate Change and Natural Hazards," further calls for critical actions to be located three feet above the base flood elevation.

As per the floodplain management review flow chart obtained from the District of Columbia Department of the Environment (DDOE) website and the District of Columbia Municipal Regulation (DCMR) title 20, section 3101.1, a floodplain review is applicable to only the development within the Special Flood


1.8 FEMA map




1.9 D.C. flood insurance map

Hazard Area (SFHA). SFHA's are further defined as zone A & AE, indicated in the FIRM. Therefore, this project would not be required to go through the local floodplain management review process. See Figure 1.10.

Hains Point is most vulnerable to storm surges that travel up the Potomac River from the Atlantic coast. Based on the data available from years 1842-2013, one tropical storm has struck the Hains Point region directly and five tropical storms have been recorded within 10 miles of the Hains Point region.

The base flood elevation (100-year) for the region, according to the (FEMA) Flood Profile, is 11.3 feet NAVD 88 (National America Vertical Datum of 1988). The figure shows water surface elevations in the Potomac River for major storm events based on the flood insurance study performed by FEMA dated September 27, 2010. The 500-year base flood elevation is 14.9.' See Table 2.

It is also important to consider sea level rise effect along with the 100-year base flood elevation for site selection. Average sea level rise during 1924-2012 is noted 0.13 inches per year (IPCC 2013). Please refer to Table 3 for sea level rise predicted by USACE (Sea Level Change Curve Calculator (2014.88). Considering the average scenario and 50-year lifespan of the project, the predicted sea level rise is 1.35'.

In order to mitigate flood damage, the new D-1 facility will have slab foundations on pilings with a finish floor elevation target of 13.3' (2 feet above the 100-year base flood elevation). As adjacent grades fall in the 11'-0" to 14'-0" range, part of the site will be bermed and retained in order to maintain the 13.3' datum. It was determined that a finish floor elevation of 3' above the base flood elevation would not only be cost prohibitive, as it would require substantial additional fill to be brought on site, but it would diminish accessibility from the existing adjacent grades and parking. In order to achieve the

| Table 2- Highest Water-Surface Elevations Recorded at Potomac River (Haines Point) Tidal Gage, NOS #8595900, Washington, D.C. (1932-2003) | |
|---|---|
| **Date** | **Water Surface Elevation (Ft) NAVD 88 Datum** |
| October 17, 1942 | 9.65 |
| March 20, 1936 | 9.15 |
| September 19, 2003 | 8.89 [1] |
| June 24, 1937 | 7.25 |
| September 9, 1996 | 6.75 [2] |
| [1] Hurricane Isabel | |
| [2] Hurricane Fran | |

**Table 3 - Sea level Rise (USACE Projection)**
**Hains Point NOS#8594900, Washington, DC**
**NOAA's Regional Rate: 0.00997 feet/yr**

| Year | USACE Low | USACE Intermediate | USACE High |
|---|---|---|---|
| 2015 | 0.38 | 0.43 | 0.58 |
| 2020 | 0.43 | 0.5 | 0.72 |
| 2025 | 0.48 | 0.58 | 0.88 |
| 2030 | 0.53 | 0.66 | 1.06 |
| 2035 | 0.58 | 0.74 | 1.26 |
| 2040 | 0.63 | 0.83 | 1.48 |
| 2045 | 0.68 | 0.93 | 1.72 |
| 2050 | 0.73 | 1.03 | 1.98 |
| 2055 | 0.78 | 1.13 | 2.25 |
| 2060 | 0.83 | 1.24 | 2.54 |
| 2065 | 0.88 | 1.35 | 2.85 |

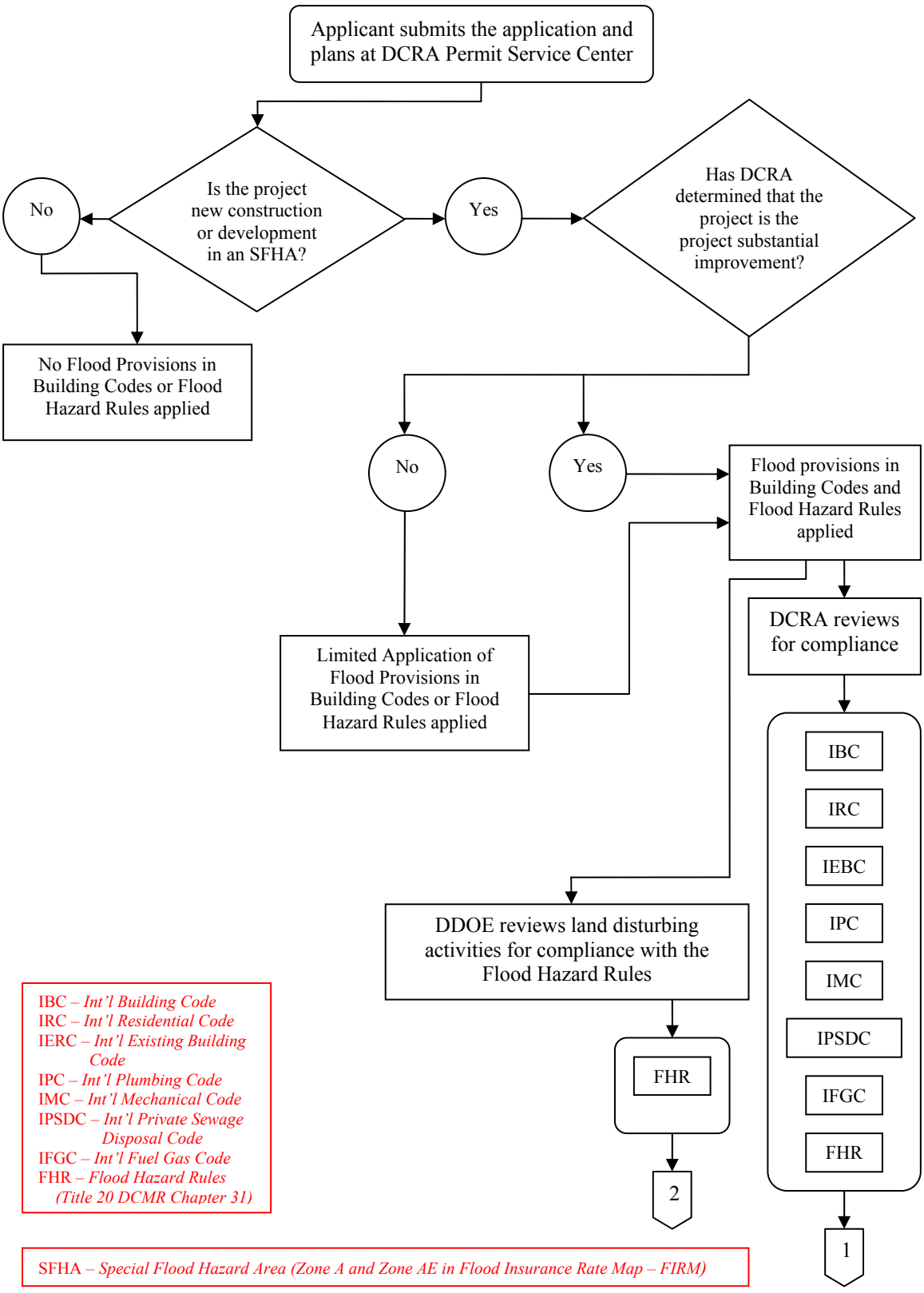
target of 3' over the base flood for critical facilities, additional flood mitigation, utilizing earth filled bags, (such as HESCO bags) can be stored on site for immediate deployment in a flood event.

As has been previously stated, the proposed D-1 site is positioned at a relatively high part of land on Hains Point. This site also has advantageous proximity to the major evacuation route of I-395. While other perimeter roads (closer to the Potomac River) tend to flood, I-395 is elevated and bridges to the main land, providing an established emergency route out of the facility. Police cruisers are to be secured on site at the 13.3' level, fueled and ready to respond to any emergency, including site evacuation across I-395.

In addition, The USPP, NCR and NAMA have a flood evacuation plan that would direct emergency actions and evacuations in the event of a flood. These plans would reduce hazards to human safety.

The following plans are in place: USPP Emergency Occupant Plan – January 2013 (for specific facility evacuations) and USPP New Facility Plan (currently under revision and will include a detailed security plan for D-1). The NCR plan is currently being updated by a consultant. It is anticipated to be complete in 2016.

## FLOODPLAIN MANAGEMENT REVIEW FLOW CHART




1.10 Flood plain review flow chart

## Proposed NCRO, USPP, & NAMA Headquarters Renovation

### *Project Purpose and Need*

The headquarters project is being developed in conjunction with the Department of Energy (DOE) Energy Savings Performance Contract (ESPC) program. The project will mitigate longstanding flood threats to NAMA facilities located on Hains Point; will modernize the existing facilities to increase energy efficiency; and will make better use of the existing space by consolidating three NPS departments in a single facility.

### *Integration of Historic Research & Design*

Recognizing the historic significance of East Potomac Park and the Headquarter Buildings and cognizant of the historic fabric that remains intact, the planned renovation seeks to retain as much of the historic fabric as possible and alter the surrounding landscape as minimally as possible. The design will follow the *Secretary of the Interior's Standards for the Rehabilitation.*

As described in the National Register Nomination, the fenestration is one of the primary character-defining features of the Headquarter Buildings. The goal of the project is to retain the original aluminum frames and replace only the glazing, but further research is required to know if this is a feasible or cost effective option. The intent is that the appearance of the windows remain unchanged regardless of whether the windows are replaced or retrofitted.

The interior of the building will be returned to the open office concept originally conceived by the original architect. Where dividing partitions are required, fully glazed partitions or clerestory glazing will be incorporated to reference the original metal partitions and allow natural light into the center of the building. Other significant changes to the interior include renovating the restrooms to comply with ABAAS standards.

### *Design Process*

Research conducted during the master planning phase of the project was used to determine the design criteria for usable square footage per person. Although the Department of the Interior references 180 USF (usable sf) per person, the design team was advised that changes were being considered by both the Department of the Interior (DOI) and General Services Administration (GSA) to adopt a new standard of 150 usf/person, and that the new Pacific West Region headquarters

1.11 Existing partitions will be removed


1.12 Character-defining features will remain

1.13 Character-defining light fixtures will be refurbished where possible or will be replaced in kind

in California had been planned according to those standards. Thus, the 150 usf/person standard was set as the design goal for the Hains Point project to be in alignment with the evolving federal standards.

Concurrent with the effort to establish square footage standards was the development of office and workstation standards to assist the user groups in visualizing the new open office concept and establishing standards that would apply to all three user groups.

### *Exterior Impact*

New mechanical systems will be required at the existing facilities in order to serve an increased occupant load and to replace an inefficient and aging mechanical system. The new system will be housed within the existing penthouses. The existing rooftop mechanical units will be replaced on Wing C Wing C (see Figure 1.15).

A new elevator will be installed within Wing D (new NAMA office). The elevator will require an overrun that will project 1'-3" above the existing roof plan. The internal location of this elevator and the low profile will not be visible from street view.

### *Accessibility*

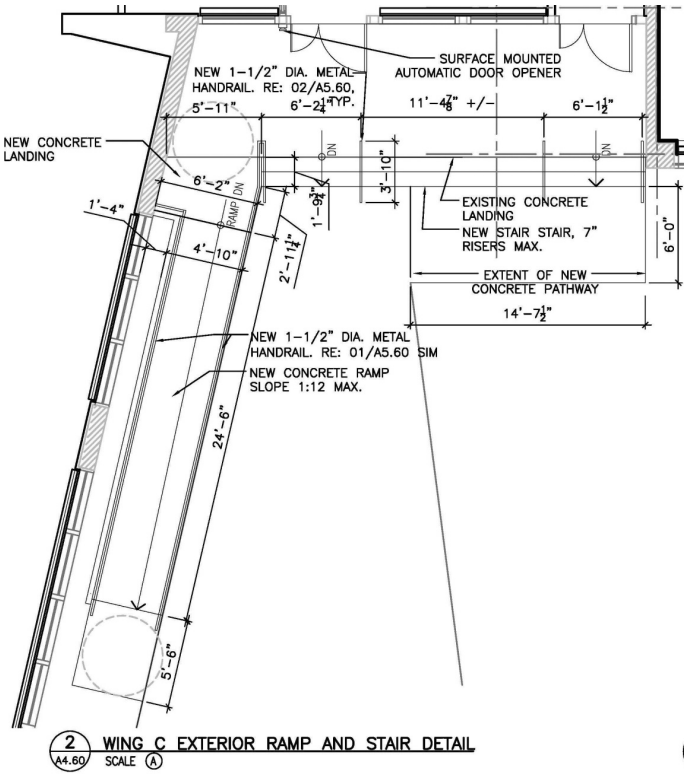
A new ramp will be constructed at the entrance of Wing C (see Figures 1.15 and 1.16) and a new 5' concrete pathway will provide accessibility to the main west parking lot and main entrance to the NCRO Headquarter Buildings (see Figures 1.17 through 1.19 and 1.22 through 1.23). Other accessibility and egress updates will be made to the existing breezeway entrance to Wing A and Wing D.


1.14 Entrance to Wing D, character-defining features will remain

1.15 Wing C entrance to be modified. New mechanical equipment will not be visible from the entrance.

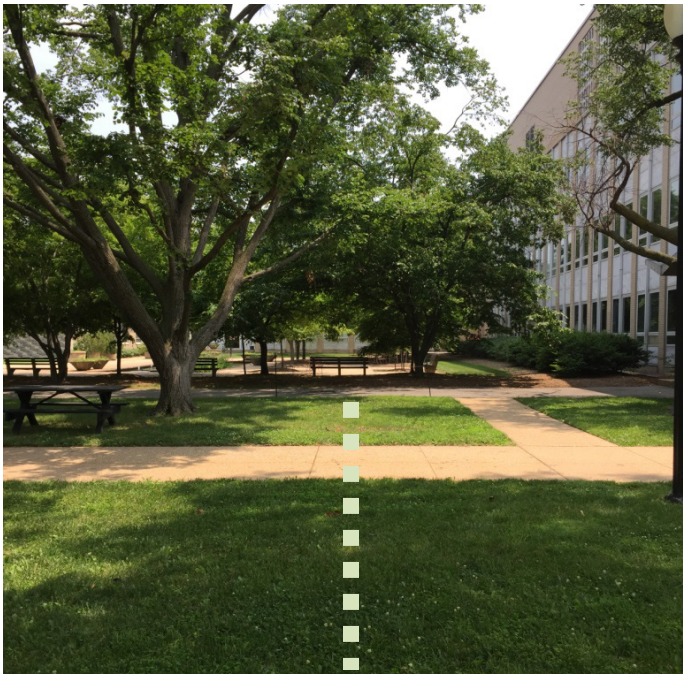
### *Occupancy and Egress*

Egress to the NCRO Headquarters will be improved by the addition of small HC ramps to the rear egress doors at the existing breezeway entrance to Wing A. This will make the doors universally accessible (see Figure 1.20 and 1.21). The existing storefront glass at the C Wing entrance will also be modified to accommodate current egress requirements. Doors will be resized and incorporated into the existing aluminum glazing system. A new HC ramp will be added.

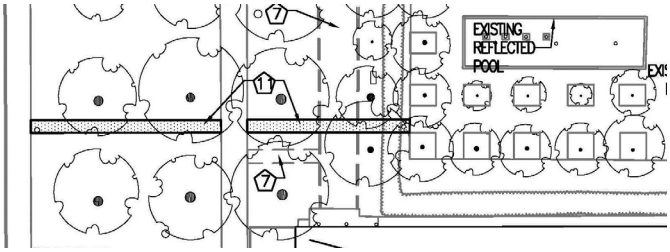



1.16 Wing C exterior ramp and stair detail

1.17 Proposed location for new 5' concrete path



1.18 Proposed location for new 5' concrete path




1.19 Proposed location for new 5' concrete path

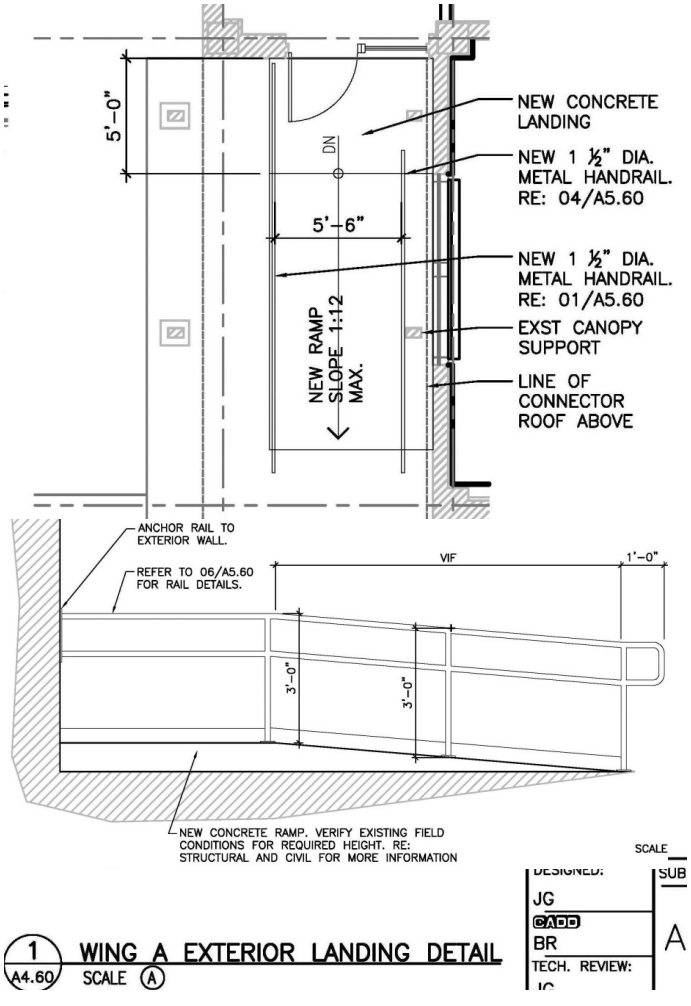
### *Architecture*

The design of the renovated facilities is primarily driven by a desire to provide as much flexibility as possible to the three user groups to accommodate future changes to personnel and programmatic requirements. With this goal in mind and cognizant of the original architect's desire for open space, the proposed plans seek to achieve an open office concept. In many instances the need for privacy and private offices limits the complete implementation of an open office scheme. However, there is still significant space savings and flexibility provided by limiting the number of fixed partitions.

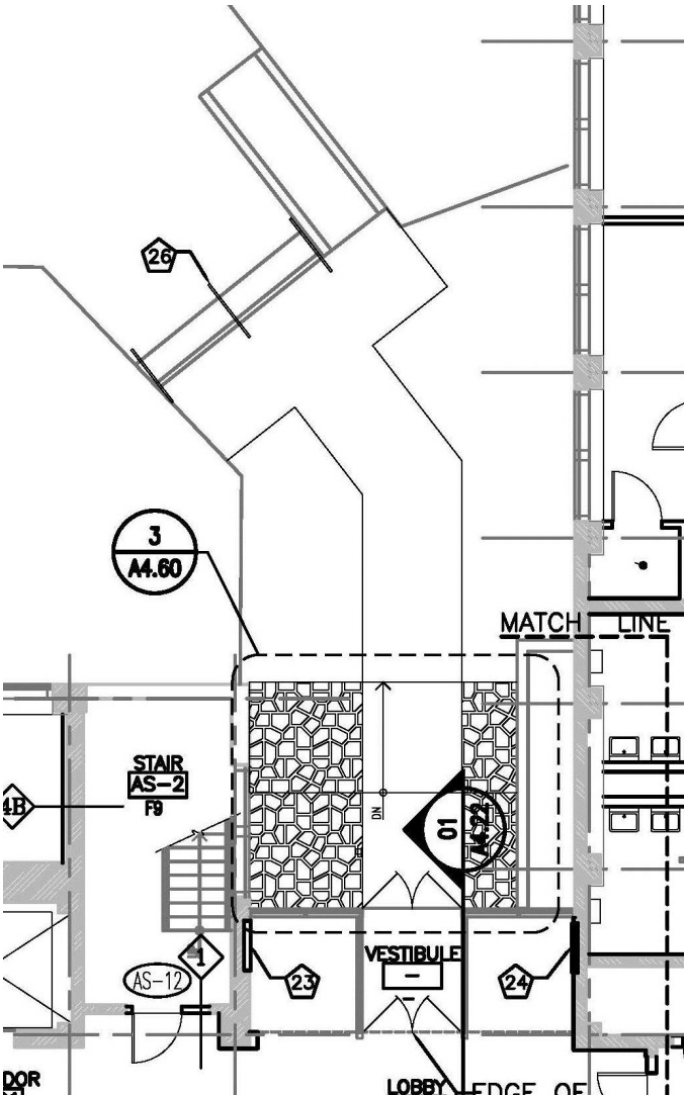
The Pre-Planning Study for the *National Capital Region Task 2 Report Campus Existing Space Survey, Condition Assessment and Documentation Report*, dated 2010 identified several deficiencies on the interior of existing buildings. The renovation addresses these deficiencies while meeting the programmatic needs of the three user groups. The exterior scope of the restoration is limited to site improvements related to providing compliant accessible routes to all building entries.

1.20 Existing condition of breezeway entrance to Wing A

1.22 Existing ramp and flagstone patio.




1.21 Wing A landing detail to improve egress and accessibility




1.23 New 5' concrete pathway to provide accessibility to the existing NPS NCRO main entrance and atrium lobby

## Proposed USPP D-1 Station

### *Project Purpose and Need*

The purpose of the D-1 Station project is to provide a new facility for the United States Park Police (USPP) at the site of the National Capital Region Office (NCRO) Headquarters at Hains Point. This station is a secure facility, and much of its design criteria follows the Interagency Security Committee Standards for a Level 3 Facility. Beyer Blinder Belle Architects (BBB) has worked extensively with National Park Service (NPS) and USPP to determine which portions of the Level 3 standard will be adopted or modified to suit this program. The main function of the D-1 Station is to monitor and protect the National Mall, safeguard cultural resources and protect national monuments. Thus, the D-1 Station demands a unique programmatic mix of administrative offices, holding cells, and CCTV monitoring capability.

### *Site Demolition Work*

This project involves the demolition of 6 existing trailers and associated utilities, currently occupying the proposed building site. Some existing underground utilities will be removed/ rerouted to avoid the building foot print.

### *New Site Work*

In order to achieve the intended elevation of 13.3', approximately 3 acres of existing parking lot will need to be graded. Existing utility structure/manholes top elevations will need to be adjusted as well.

### *Utilities*

The current scope of work will require the termination of all services to the current trailer compound and new connections for the proposed building. The utilities in the civil scope include water, sanitary sewer, and storm drain. Water will be provided by a connection to the existing 6" water pipe on site. The sanitary will consist of a 70 foot sewer connection to an existing 12" sanitary line and storm drainage from the building will be connected to the existing system within the parking lot. Approximately 4 new storm drain catch basins and 250' of storm drain pipe will have to be constructed in the proposed and existing parking lots.

### *Stormwater Management*

Relative to local SWM requirements, DDOE regulates the SWM in the District of Columbia. As per the newly adopted SWM guidelines by DDOE, SWM for the interior renovations work is applicable if:

- The footprint of the structure to be renovated exceeds 5000 sf
- The project cost exceeds 50% of the Pre-project value of the structure

Such interior renovation work is defined as "Major Substantial Improvement Activity" by DDOE. As per the direction provided by the owner, the project cost exceeds 50% pre-project value of the structure. Hence a SWM plan will be required for this project.

Stormwater Management will be provided via bio-retention facilities (BMPs) to meet overall project requirements. Each BMP will have an underdrain and overflow system which will convey the stormwater runoff to the existing underground storm drainage system.

### *Erosion & Sediment Control*

The Sediment Control Plan will be prepared in accordance with latest District Department of Environment (DDOE) guidelines.

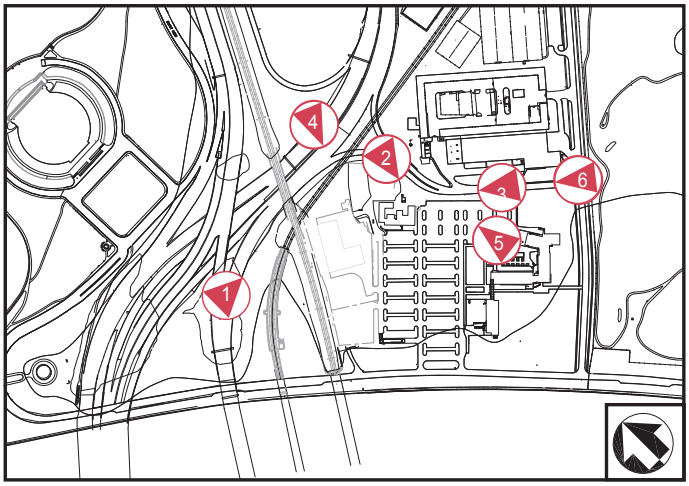
### *Landscape*

The portion of the site that sits on the raised plinth will be planted with native grasses and several native trees. The trees will offer visual separation from the historic NCRO Headquarters across the parking lot.

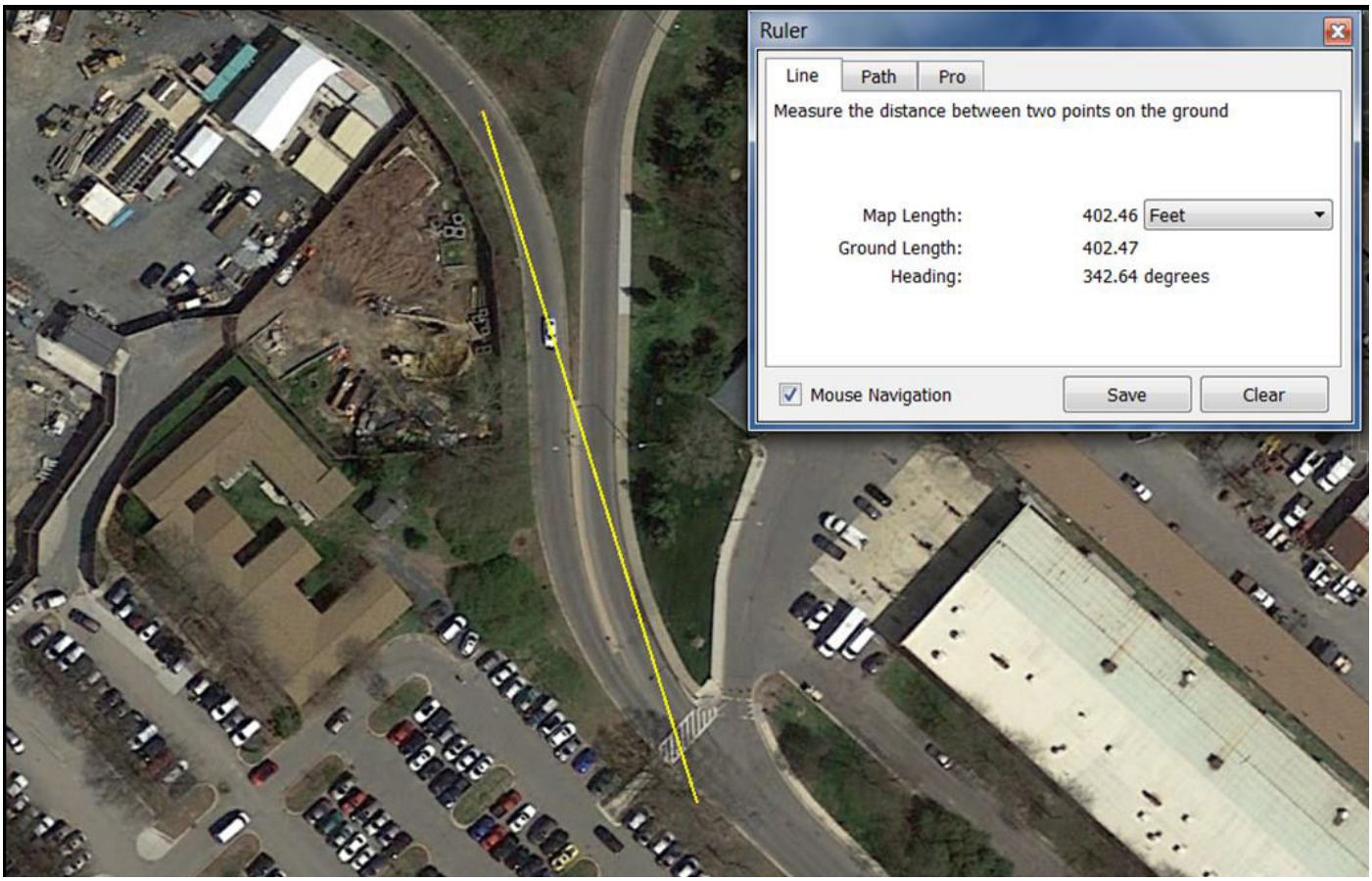
### *Traffic Analysis*

In June 2015 Gorove Slade Transportation Planners and Engineers examined at the existing roadway alignment to determine any impacts related to the proposed driveway for the new USPP station. As vehicles approach the site from the north on the I-395 off-ramp, there are advance warning signs posted that identify that reduced speeds are ahead and a posted speed limit sign of 15 mph.

According to AASHTO's A Policy on Geometric Design of Highway and Streets, the stopping sight distance for a design speed of 45 mph, which is well above the posted speed limit of 15 mph, is 360 feet. The unobstructed sight distance provided between the proposed entrance to the USPP station to its point on the I-395 off-ramp is 402 feet, as shown in the screenshot (see Figure 1.24). Given this condition, there is more than adequate sight distance for motorists coming down the off-ramp to see any vehicles pulling out of the proposed driveway, which is the most critical component of the sight distance elements for the proposed driveway. The proposed driveway provides adequate sight distance to meet AASHTO standards.




1.25 Key plan of site photos shown on opposite page




1.24 Preliminary traffic analysis at proposed curb cut location indicates adequate reaction time for cars exiting I-395

1.26 View from I-395 north (Photo 1)

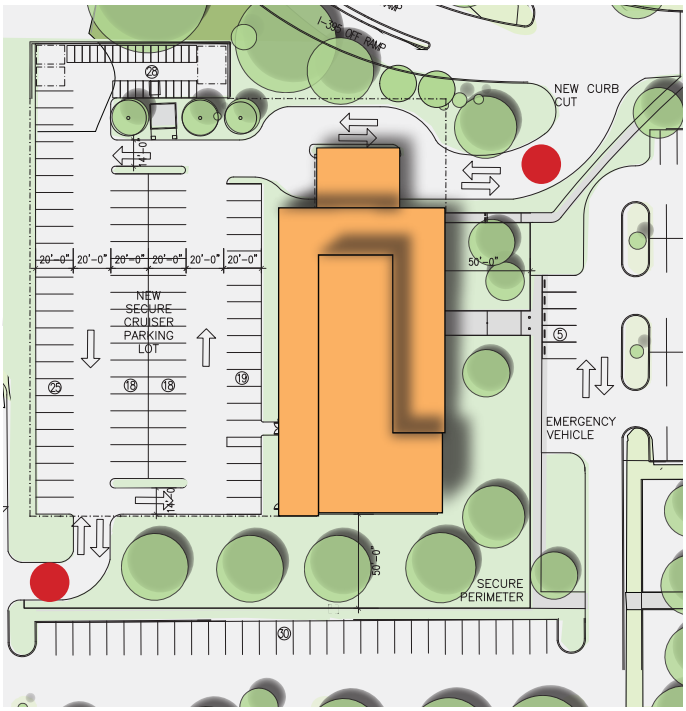
1.29 View from I-395 south (Photo 4)

1.27 View from I-395 off-ramp (Photo 2)

1.30 View from NCRO campus reflecting pool (Photo 5)


1.28 View looking north on Ohio Drive (Photo 3)

1.31 View from intersection at Buckeye Drive (Photo 6)

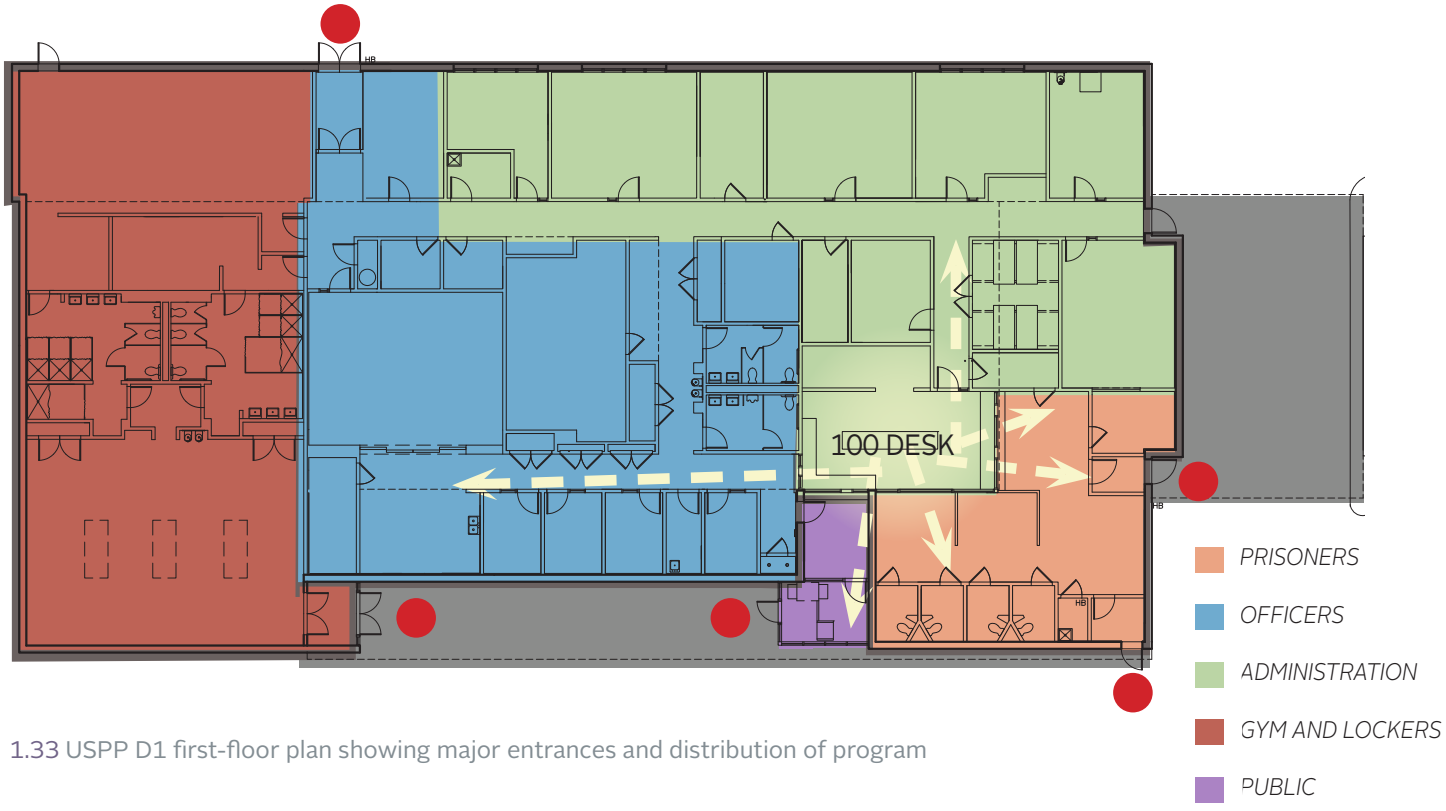



1.32 Proposed site plan for USPP D1 showing access to secure cruiser parking

### *Siting*

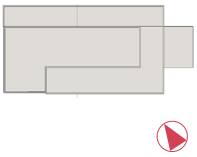
The strategy of raising the D-1 building, site, and secure cruiser parking, to 13.3' above sea level has the dual purpose of providing perimeter security and standoff for the facility. The portion of the site facing the public parking is intentionally extended 50'-0" beyond the building perimeter. The site wall will be designed to withstand vehicular impact, depending on adjacent grading, the site wall height is between 18" and 30."

The new curb cut from Ohio Drive SW will serve as a private access for USPP cruisers entering and exiting the facility. Cruisers will park in a securely fenced area, with automatic gates at both the Ohio Drive SW entrance and a second entrance at the existing parking lot. See Figure 1.32.




1.33 USPP D1 first-floor plan showing major entrances and distribution of program

1.34 Proposed USPP D1 aerial view from Buckeye Drive intersection



### *Plan and Program*

Due to the nature of the sensitive functions and program within the facility, there are a number of unique requirements for ingress/egress, circulation, equipment, furnishings, and finishes.

There are five major access/exit points to the building, not including emergency exits (see Figure 1.33). Each entrance/exit is accessible, and requires a mantrap with special card reader access. The most secure entrance is at the prisoner processing side of the building, where the mantrap is adjacent to a secure sally port. The prisoner processing side of the building is separate from the rest of the building operations, with mantraps at all entrances. Furniture is bolted down, and the entire area can be power washed. It is mechanically isolated.

Adjacent to prisoner processing, the 100 desk area functions as the seeing apparatus of the facility featuring secure monitors and communication equipment, as well as weaponry storage. Ballistic partitions, including ballistic glass, separates the 100 desk from the prisoner processing area. The 100 desk is also visually accessible to the public entry and the D-1 offices via ballistic partitions with transaction windows. The 100 desk is protected from the public entry mantrap via blast resistant partitions, designed to withstand a 50 pound charge placed against the public entry mantrap. A special blast consultant has been contracted to consult on the design and protection of the 100 desk area, which is the only portion of the building occupied 24 hours a day.

Just outside of the 100 desk area, D-1 office and administrative functions include standard cubicle formations and rooms with intensive equipment for surveillance. The roll call room is the central assembly space for police officers, featuring a large entry that opens to the kitchen area. The gym is accessible to both officers and NPS staff with shower and locker room space adjacent.

## *Massing and Materials*

### *Exterior*

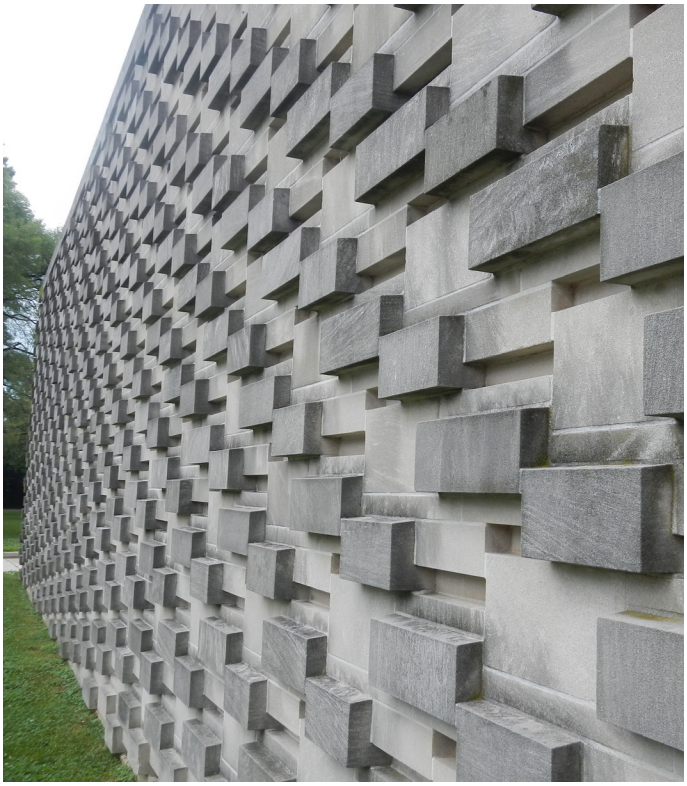
Due to security concerns, direct site lines into the building have been deliberately avoided. As a result, expansive fenestration is limited. When used, glazing at the exterior facade will incorporate film to protect glass from shattering. In order to further address flooding concerns, the D-1 Station itself will be constructed of durable material, chosen to withstand a flood event. Cast in place architectural concrete is the preferred material for the majority of the building with a weathering steel clad niche at the public entry (see Figure 1.38). Textured ground faced block with metal stud backup articulates the gym and lower portions of the west façade. The roof is to be a flat, membrane roof with parapet. Mechanical equipment is hidden from view via a mechanical well on the roof along the secure cruiser (north) side of the building.

Exterior material selections are to be durable and compatible with the historic structure (NCRO) across the parking lot. Existing details on the campus building will be acknowledged subtly. In particular, the campus building features a "rusticated" block wall, with a rhythm of masonry texture (see Figure 1.35). The new D-1 Station will capture this texture in the ground face concrete portions of the facade at the gym enclosure and parts of prisoner processing (see Figure 1.40). Other parts of the facade, including elements at the Sally Port and the Covered Motorcycle Parking, will feature a masonry screen (see Figure 1.41).

### *Interior*

At the interior, wall types have been chosen for durability, and in some cases, such as in office spaces, STC rating will be a factor. The 100 desk, where security is paramount, requires ballistic glass/partitions.

All appliances, utilities, and equipment will be elevated above the floor. Mechanical equipment will be in a rooftop mechanical well. Sensitive equipment, such as the server racks, are to be located on special raised flooring. All outlets will be 42" above the finished floor.



1.35 Concrete feature wall at existing NCRO Headquarters

1.36 Secure fencing precedents: chiller plant at the University of Pennsylvania (left), wire mesh (right)

1.37 Concrete retaining wall precedent (left), raw steel retaining wall precedent (right)

### *Commission of Fine Arts*

As a government project in a national park, this project is subject to review by the Commission of Fine Arts. On May 21, 2015, the National Park Service with the aid of Beyer Blinder Belle, presented the D-1 concept design to the Commission. The Commission's review was favorable, with the request that further details be shared at a later date. BBB intends to submit an addendum to the concept design during the design development phase. The Commission of Fine Arts official letter is appended to this document.

### *Architectural Lighting*

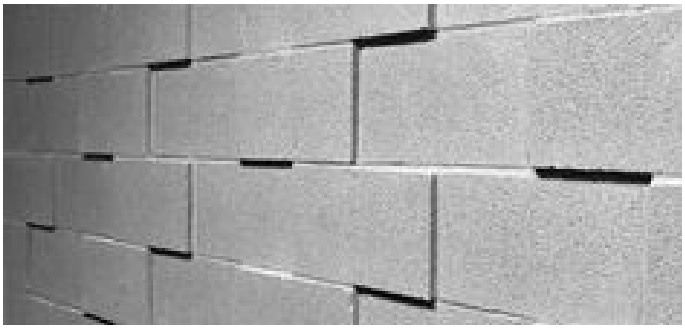
The full scope of interior lighting for D-1 will be resolved in the Design Development phase of the project. The station will be open during the day, when the primary source of light will be natural daylight. Although the facility uses vision glass in a sparing manner, extensive clerestory windows are intended to bring natural daylight into the office spaces. Both main corridors, the gym, and the prisoner processing area will benefit from the overhead natural daylighting. The gym will also have three additional roof skylights.

Due to the 24 hour nature of the building, artificial lighting will be required from dusk until dawn. Vandal proof lighting is being planned at the prisoner processing area. It should be noted that the ceiling height in the prisoner processing area will be high enough to ensure that lighting and other ceiling equipment is out of reach, particularly in the holding cell areas. Lighting throughout office and other spaces will be a combination of fluorescent and LED, selected for durability and performance. Exterior lighting will be selected per security and monitoring requirements to be determined in the Design Development phase. The design will balance the security requirements while minimizing night sky light pollution as much as feasibly possible

### *Sustainability*

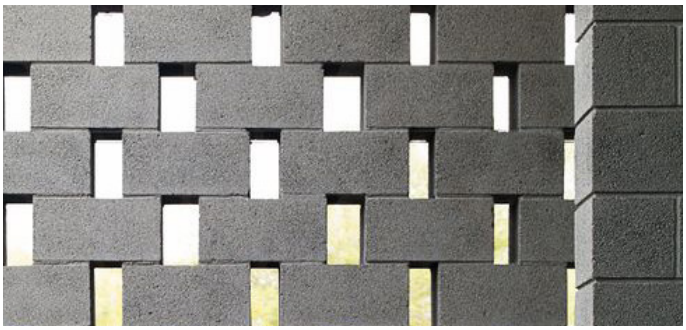
This project is to incorporate sustainable design strategies to achieve, at a minimum, a LEED™ Silver level rating. Formal LEED™ Certification through USGBC will not be required.

1.38 Cast in place concrete precedent



1.40 Textured block detail precedent: proposed at the gym and prisoner processing

1.39 Clerestory window precedent

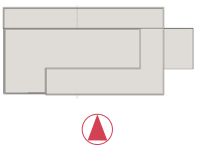


1.41 Masonry screen detail precedent

1.42 Massing at existing NCRO Headquarters was taken into account when designing the proposed D-1 building

1.43 Masonry at existing NCRO Headquarters was taken into account when selecting appropriate materials for the proposed D-1 building


1.44 Proposed USPP D-1, view from National Capital Region Office (NCRO)




1.45 Proposed USPP D-1, detail of public entry

1.46 View from NCRO

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## Footnotes:

1.The “100 desk” is a USPP term that refers to the main control center of the building. It is called the “100 desk” because this particular facility is station 1. At station 2 for example, the “100 desk” is referred to as the “200 desk”.

## References:

AASHTO’s A Policy on Geometric Design of Highway and Streets

Beyer Blinder Belle 2015 May Commission of Fine Arts Submission (2015)

Beyer Blinder Belle and Soltesz Engineering 2015 STATEMENT OF FINDINGS FOR EXECUTIVE ORDER 11988 (FLOOD PLAIN MANAGEMENT) United States Park Police District 1 Station

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) number 1100010018C

Interagency Security Committee Standards for a Level 3 Facility.

National Park Service Director’s Order 77-2, September 8, 2007

The Level 3 Handbook, “Addressing Climate Change and Natural Hazards,”

USPP Emergency Occupant Plan – January 2013 (for specific facility evacuations) and USPP New Facility Plan (currently under revision and will include detailed security plan for D1).

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## Appended Items

### *Included in This Document*

Concept Design Letter from the Commission of Fine Arts (May, 2015)

Schedule for NCR Hains Point Campus Renovation Project

Schedule for USPP D1 Station

### *Included With This Submission*

HQ & D1 Site Plan, CD Progress Submission - NPS, NCRO Hains Point Facilities (9/22/14)

100% Schematic Design Submission Drawings, USPP D1 Station at NCRO Hains Point Facilities (7/17/15)

100% Design Development Submission Drawings, Eliminating Flood Risk At Hains Point Facilities - NCRO Renovation ESPC (9/22/14)

100% Design Development Submission Drawings, Eliminating Flood Risk At Hains Point Facilities - NCRO Renovation NPS (9/22/14)

Rendered Floor Plan: USPP D1 First Floor Plan Showing Major Entrances and Distribution of Program

Exterior Rendering: Proposed USPP D1 Aerial View from Buckeye Drive Intersection

### *Under Separate Cover*

NPS Cover Letter

Categorical Exclusion Form

SHPO Concurrence Letter

Statement of Findings

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***May 2015- Concept Design Letter from CFA***

# 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

29 May 2015

Dear Mr. Vogel:

In its meeting of 21 May, the Commission of Fine Arts reviewed a concept design for a new U.S. Park Police District 1 Substation at 1100 Ohio Drive, SW, in East Potomac Park. The Commission approved the general siting and character of the building, requesting additional documentation for a full concept submission.

The Commission members expressed appreciation for the care taken in developing the design, commenting that the building's character would be appropriately subdued and respectful of the site, and that the articulation of its facades would present a suitable identity for this utilitarian facility. They commented that the building and associated fenced vehicular area would be an extensive insertion into the landscape, a perception that could be mitigated through further design refinement.

For the next submission, the Commission requested further details of the architectural elements and the site. As always, the staff is available to assist you in development of the project.

Sincerely,

Thomas E. Luebke, FAIA
Secretary

Robert Vogel, Regional Director
National Park Service, National Capital Region
1100 Ohio Drive, SW
Washington, DC 20242

cc: Hany Hassan, Beyer Blinder Belle

***Schedule and Projected Construction Budget for NCR Hains Point Campus Renovation Project***

**Schedule for NCR Hains Point Campus Renovation Project**

| | |
|---|---|
| Cat Ex/Statement of Findings | July 2015 |
| NCPC CFA Approvals | Fall 2015 |
| Complete CD's | Dec 2015 |
| Award ESPC Phase III | June 2016 |
| ESPC General Contractor's Procurement | July-August 2016 |
| NTP | Sept 2016 |
| Wings A, B, C Complete | Dec 2017 |
| Wing D Complete | Fall 2018 |
| Occupancy | December 2018 |
| Budget | $28,000,000 |

## *Schedule and Projected Construction Budget for USPP D1 Substation*

**Schedule for USPP D1 Substation***

| | |
|---|---|
| CFA Priliminary Approval | May 2015 |
| Cat Ex/Statement of Findings | July 2015 |
| NCPC CFA Approvals | Fall 2015 |
| Complete CD's | February 2016 |
| NCR Procurement | July 2016 |
| NCR Award | Fall 2016 (FY 17) |
| NTP | November 2016 (FY 17) |
| D1 Complete | April 2018 |
| Occupancy | May 2018 |
| Budget | $9,000,000 |

* schedule is contingent upon available funding

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