

# STAFF RECOMMENDATION



C. Kelly

NCPC File No. MP 194

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## NEBRASKA AVENUE COMPLEX DRAFT MASTER PLAN

3801 Nebraska Avenue, NW  
Washington, DC

Submitted by the General Services Administration

April 28, 2011

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### Abstract

The General Services Administration has submitted for review and comment the draft Master Plan for the Nebraska Avenue Complex (NAC) in Northwest, Washington, DC. The NAC Master Plan is being developed to accommodate the future needs of the Department of Homeland Security, the current tenant of the NAC. The NAC currently houses approximately 2,390 DHS employees in 653,400 gross square feet of building space; the Master Plan proposes to accommodate 4,200 employees in 1.12 million gross square feet. The Master Plan has a planning horizon of 2020.

### Commission Action Requested by Applicant

Approval of comments on draft master plan pursuant to 40 U.S.C. § 8722(b)(1) and (d)

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### Executive Director's Recommendation

The Commission:

**Comments favorably** on the draft master plan for the Nebraska Avenue Complex, in Northwest, Washington, DC shown on NCPC Map File No. 10.04(05.00)43306.

**Recommends** that in the continued development of the master plan, the applicant:

- Reevaluate the pedestrian and bicycle access on Nebraska Avenue, NW into the NAC to allow for greater accessibility to Tenleytown and the Metrorail station;

- Continue to coordinate with the District of Columbia Department of Transportation on the Transportation Management Plan's proposed modal split, goals, and strategies and proposed access points for the NAC;
- Work with the District of Columbia Office of Planning on its concerns regarding economic benefits and transportation impacts to the surrounding community;
- Evaluate the potential to lower the security level in order to minimize views of security from public space, allow for more options for vehicular access into the NAC, and allow for the consideration of community amenities at the site;
- Evaluate the potential to further increase the tree canopy at the NAC;
- Develop a phasing plan that describes timelines for proposed actions. The phasing plan should also include a parking evaluation at each phase to ensure that the parking ratio is met;
- Develop specific landscape design guidelines and/or a concept landscaping plan for the areas of the campus viewed from public space; and
- Work with the Department of the Navy so that the Navy's Gatesly House and the NAC visually appear as one entity.

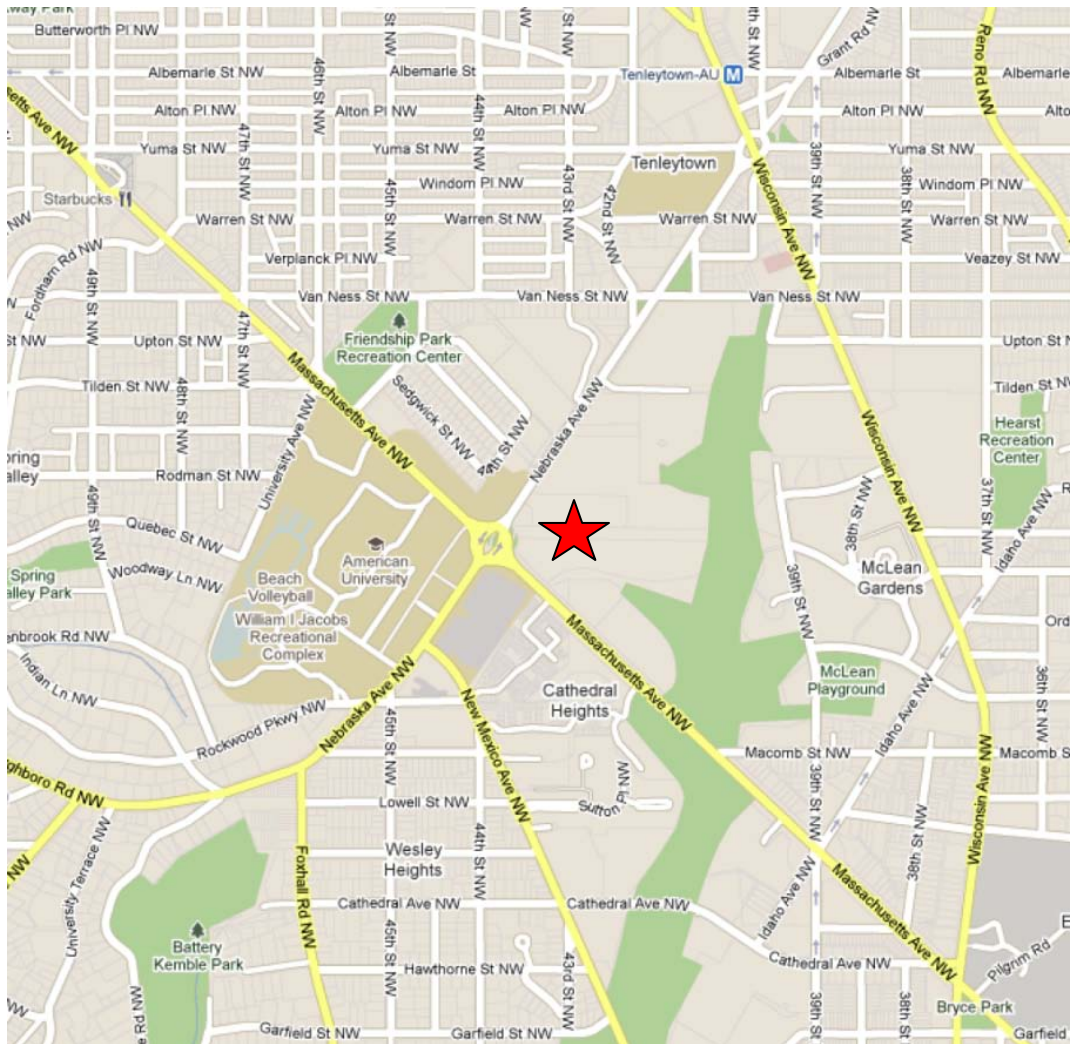
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**PROJECT DESCRIPTION**

Site

*Nebraska Avenue Location*

The Nebraska Avenue Complex (NAC) is located at 3801 Nebraska Avenue in upper Northwest, Washington, DC. It is bounded by Massachusetts Avenue on the southwest, Nebraska Avenue on the northwest, the National Broadcast Company’s WRC-TV site on the northeast, and Glover-Archbold Park on the east. The 38-acre site is situated in a predominately residential and institutional neighborhood. American University and the Swedish Ambassador’s residence are located across from the NAC. A high-rise apartment complex and townhouses abut the NAC on Massachusetts Avenue. The Tenleytown-American University Metrorail Station is less than .75 mile from the NAC.



**Nebraska Avenue Complex Location**

### *Existing Site Conditions*

Approximately 55 percent of the NAC is currently developed with buildings, parking, and other paved surfaces. The NAC is comprised of 30 buildings equaling approximately 653,400 gross square feet of building space and house approximately 2,390 seats. (GSA is using the term seats instead of employees. Seats mean the maximum number of personnel on site at one time. Given new polices such as teleworking and alternative work schedules, more personnel may be stationed at the NAC than are at the NAC at one time.) Most of the buildings on the NAC are concentrated along the north half of the site adjacent to Nebraska Avenue. The northeastern area of the site contains low scattered buildings. The southeast and southwest areas of the site do not contain buildings. Building 19 is one of the largest building masses on campus. The site slopes from Nebraska Avenue down towards Glover-Archbold Park and Massachusetts Avenue, resulting in the highest element on campus to be the cupola of Building 1.

The site also has two large surface parking lots, one adjacent to Massachusetts Avenue and one in the eastern section of the site adjacent to Glover-Archbold Park. Parking is also scattered throughout the NAC adjacent to internal roadways. Currently, there are 1,239 parking spaces available at the NAC, leading to a parking ratio of one space for every 1.93 employees.

### **Existing Site Conditions**



The existing land uses within the site fall into five general categories:

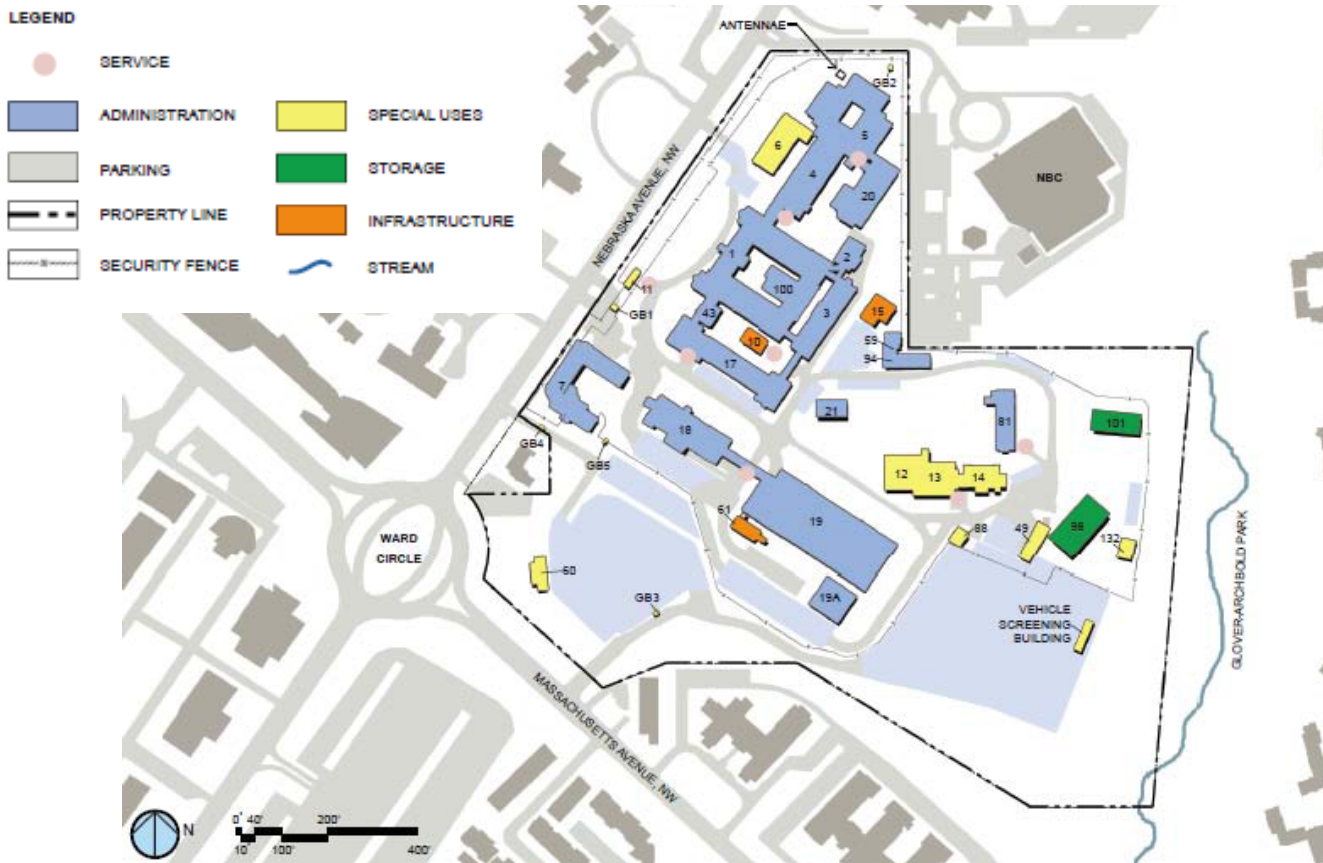
1. Administration land use designation includes buildings utilized for office space
2. Special uses land use designation is defined by buildings used for a specific purpose such



as: the gymnasium, physical fitness services, cafeteria, and the chapel.

3. Storage land use designation is defined by buildings utilized for general storage and hazardous materials storage.
4. Infrastructure land use designation encompasses those facilities that house utility and mechanical equipment. Facilities included in these structures include, a chiller plant, boiler house, fire pump house and mechanical equipment building.
5. Parking land use designation includes those areas utilized for on-site parking or drive aisles.

**Existing Land Uses**



**Background**

The Nebraska Avenue Complex site was originally developed as the Mount Vernon Seminary for Girls in the early part of the twentieth century when this part of the District of Columbia was largely rural in nature. The main school building (Building 1), which is attributed to architect Wesley Sherwood Bessell, was built in 1916 in the Colonial Revival style and set the tone for much of the later development on the campus. All of the subsequent major buildings built as part of Mount Vernon Seminary’s academic campus were designed by Bessell.



**Main Building (Building 1) ca. 1930s**

The U.S. Department of the Navy took ownership of the property in 1943 for the U.S. Naval Cryptanalysis operations during World War II. The first five major buildings built for the Department of the Navy were also designed by Wesley Sherwood Bessell in the same design vocabulary and oriented to the same campus grid as first set by the Mount Vernon Seminary for Girls.

The last master plan approved for the NAC was while the Department of the Navy owned the property in 1990. At that time, the Commission approved the master plan for what the NAC was then called, the Naval Security Station, with an employment ceiling of 1,750 employees. The Commission also requested that the Department of the Navy provide: a Transportation Management Program for the facility, a special traffic study that details the traffic signal requirements at the site's entrances; and a historic preservation report that includes a survey and documentation of historic resources on the site. The Commission further requested that the Department of the Navy coordinate with the District in preparation of a landscape plan for the public space frontages along Massachusetts and Nebraska Avenue to enhance the Special Street qualities of the two roadways.

In April of 2005, the NAC was transferred from the Department of the Navy to the General Services Administration (GSA) to accommodate the Department of Homeland Security (DHS) and "to allow the DHS to consolidate headquarters staff at the Complex for the fore-seeable future." DHS is currently the sole tenant at the NAC. The Department of the Navy retained ownership of the Gatesly House in the southwest corner of the NAC abutting Nebraska Avenue for Flag Officer Quarters.

At its October 2007 meeting, the Commission approved the preliminary and final site and building plans for new and replacement fencing and lighting, five new guard booths and two new screening facilities at the NAC. The security approved is the security carried forward in the master plan.

At its January 2009 meeting, the Commission approved the final Master Plan for the Department of Homeland Security headquarters consolidation at St. Elizabeths, located on Martin Luther King Jr. Avenue in Southeast Washington, D.C. The Final Master Plan would guide redevelopment of the St. Elizabeths West Campus and a portion of the East Campus for GSA to meet the operational housing needs for collocation of DHS headquarters and five component agencies. The total development would relocate approximately 14,000 of the 26,000 DHS employees in the National Capital Region to the site, creating a secure federal campus with approximately 4.5 million gross square feet of office/support space plus an additional 1.5 million gross square feet of parking. The current tenants at the NAC, except for one entity, will be relocating to St. Elizabeths.

DHS identified the NAC in the DHS National Capital Region (NCR) Housing Master Plan, which propose to consolidate over 28,000 DHS employees currently housed in over 40 locations into 7 to 10 locations—the NAC site being one of the primary sites identified for certain DHS components. The proposed Master Plan is to accommodate the proposed relocation of DHS employees to the NAC after the St. Elizabeth components have moved.

## Proposal

The draft Master Plan proposes that existing buildings and new construction would equate to approximately 1.2 million gross square feet of space and a total of 4,200 seats at the NAC. The new construction would come in the form of new buildings and a parking structure. Many of the new buildings would have green roofs. There would be two entrances onto the site; one from Nebraska Avenue and one from Massachusetts Avenue. There would also be an exit-only driveway on Nebraska Avenue directly north of the Gatesly house. The plan includes 1,150 parking spaces with 1,050 outside the secure perimeter and 100 spaces inside the secure perimeter. At the southwest corner of the site, a signature landscape would complement the design of the new building near Ward Circle.

## Proposed Master Plan



## Planning Principles

At the beginning of the planning process in 2009, GSA, DHS, and their design team established 13 planning principles to guide the development of the master plan. The planning principles examined potential locations for development, the campus layout and organizing principles, the campus environment and landscape, zones on campus, the site edges, access and circulation to and within the site, parking, security, historic landscape and character, views to and from the site, infrastructure and utilities, stormwater management and sustainability. The principles help set the framework for evaluation of the many design alternatives that were developed in 2010. As alternatives were developed, they were compared with the objectives and ideas set forth within



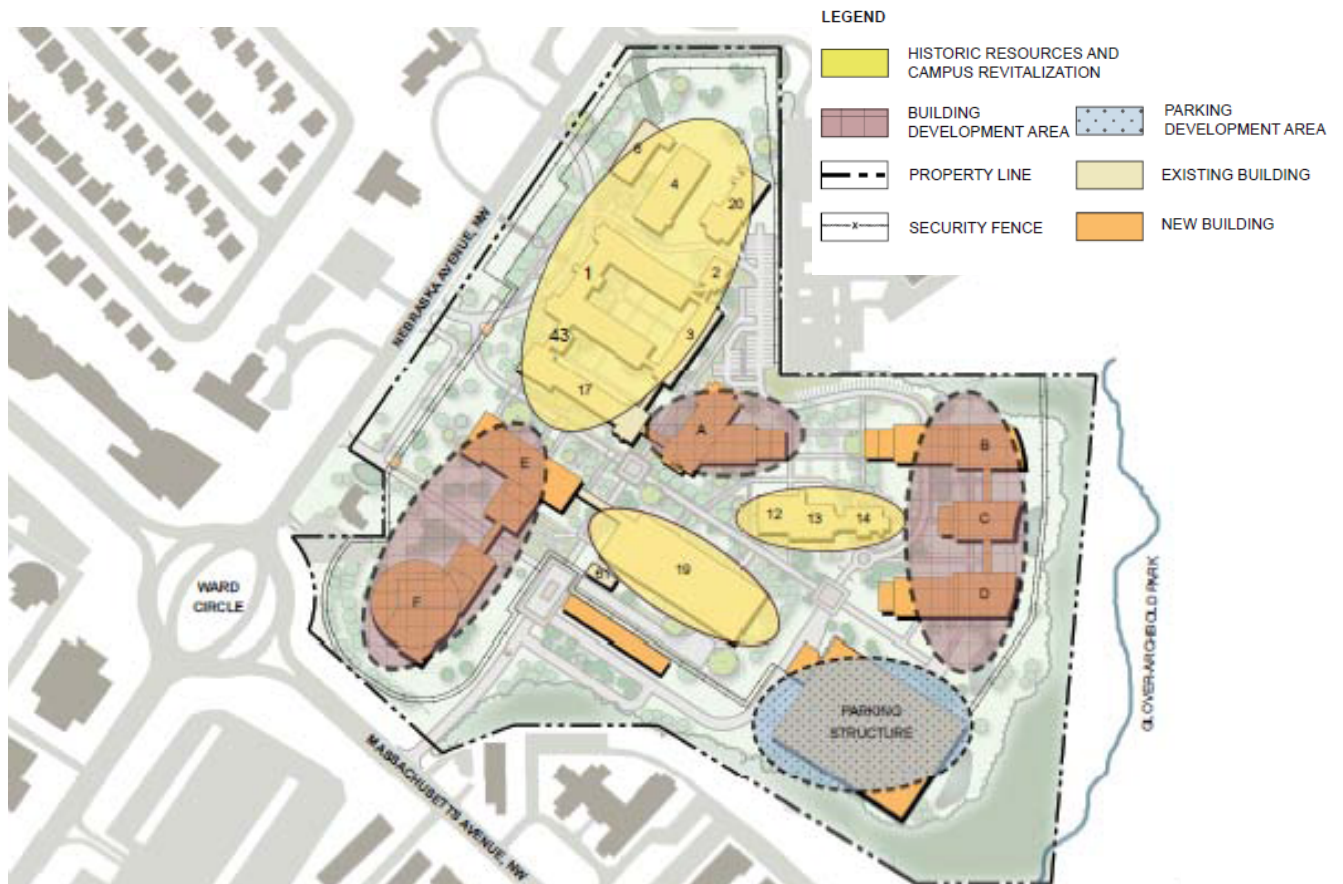
the planning principles and were altered or eliminated based on compliance with each principle. The next pages will examine the planning principles and how the draft Master Plan conforms to the principles.

*Planning Principle #1: Development Areas*

Principle: Use the historic core and site perimeter influences to define the areas that can be developed on site.

The draft Master Plan places a flagship building on Ward Circle, giving the campus a public presence and face on the circle. This building location, scale and form relate to the other structures located on Ward Circle.

The buildings and courtyards within the historic core of the campus, located on the northwest portion of the site, are revitalized and restored. Development along the main axis of the campus, running perpendicular to Nebraska Avenue, centralizes the campus, defines the main campus corridor and frames views to the adjacent park and National Cathedral to the east. The development and landscape strategy at the center of the campus creates a centralized campus node as well as a buffer between the internal campus and the adjacent NBC property's back of house. The development at the east portion of the site both creates a visual and physical buffer and edge to the site while also providing views and engagement to the adjacent parkland and stream. The southeastern portion of the site houses a parking structure.





*Campus Layout*

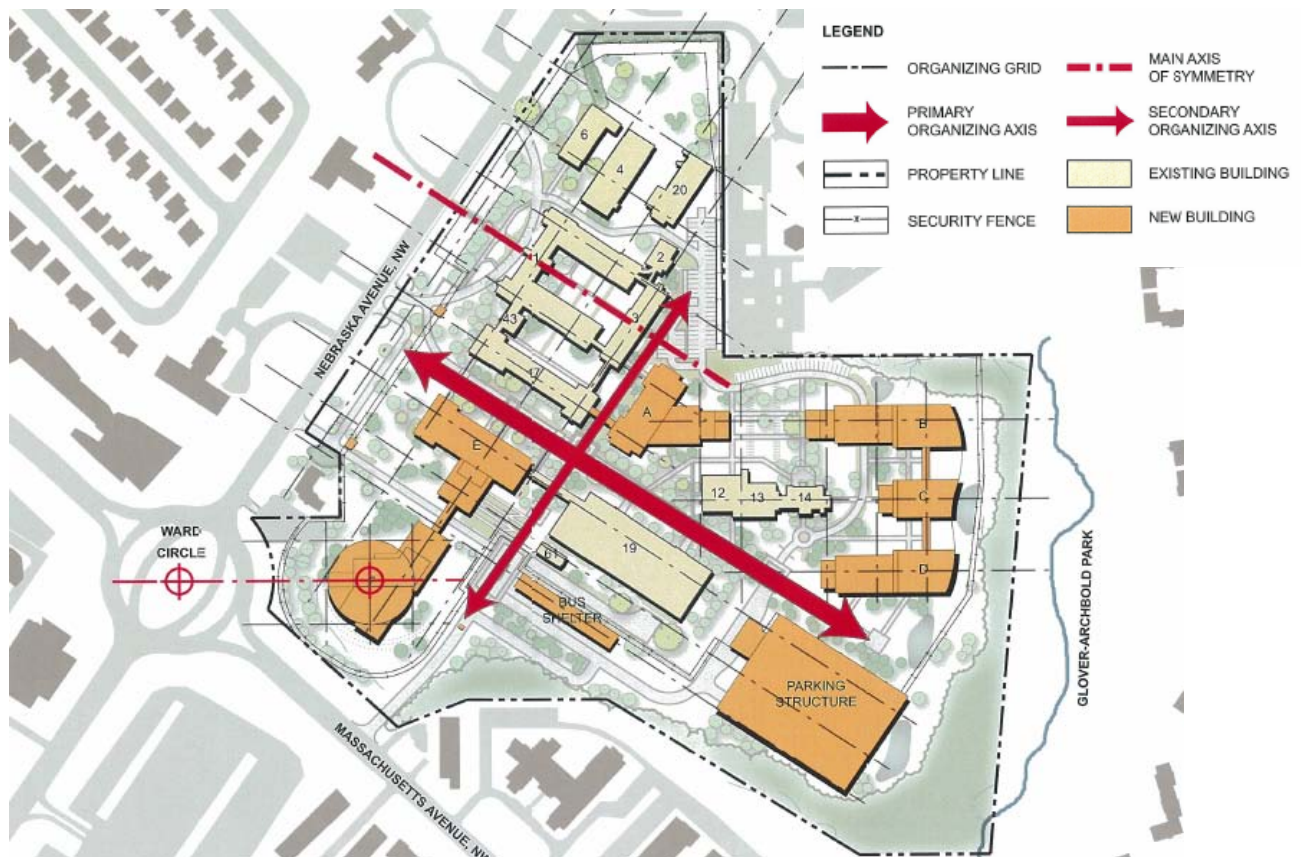
Principle: Organize the campus along a primary and secondary axis.

The primary axis runs perpendicular to Nebraska Avenue in between the historic building 17 and the proposed building E (currently the location of building 18). Proposed Buildings A and E reinforce this axis and frames view sheds to adjacent Glover-Archbold Park and the National Cathedral.

The secondary axis runs perpendicular to Massachusetts Avenue into the center of the site. The large arched openings between existing Buildings 18 and 19 offer an ideal portal for pedestrians entering the campus. New buildings, roads, walkways and landscaping should be designed to reinforce axial relationships.

In addition to the organizational grid that is orthogonal with the primary and secondary axes, a secondary organizational grid aligned with Building 12/13/14 informed the orientation for Buildings A, B, C and D.

Proposed buildings on site as well as landscape elements and circulation reinforce these axes and grid. The intersection of the primary and secondary axes creates a centralized campus node.



*Campus Environment*

Principle: Provide indoor and outdoor, formal and informal meeting, social and physical fitness spaces that reinforce a sense of campus.

The draft Master Plan provides a variety of outdoor spaces that allow formal and informal meeting spaces. The campus nodes are the hubs of circulation on campus. The overall campus environment takes its cue from the historic core of the campus.

The public face of the campus along Nebraska Avenue is enhanced and extended further south. Aside from security related equipment and booths, buildings along this edge are eliminated in order to create a front lawn to the campus. The existing historic courtyards are restored or enhanced to create the scale and feel of the historic campus. These informal gathering spaces provide landscaped views from interior building spaces. A formal landscape area is located between Buildings A and B. This new open space references the historic tennis courts that were located near this area. Most of the proposed development has green roofs, including the parking structure and buildings B, C, D and F.



*Zones*

Principles: Reinforce existing campus zones with new buildings and landscaping.

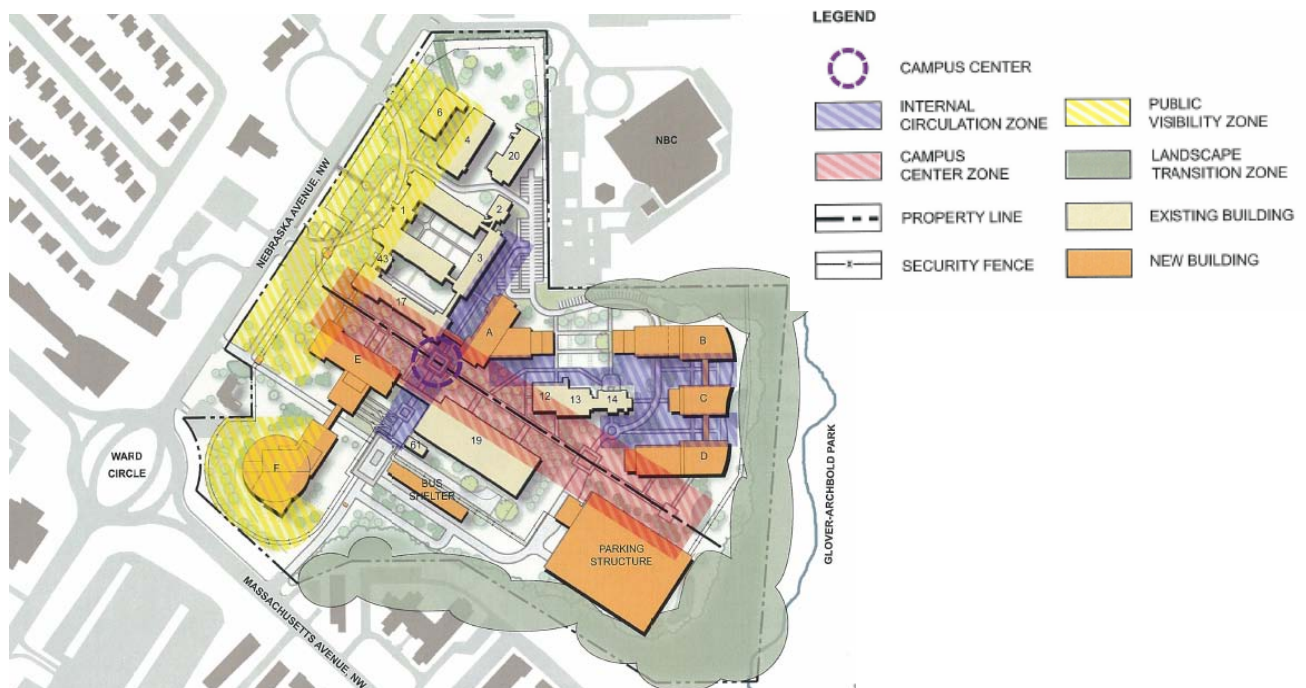
The design team determined that there are four zones on the Campus: an internal circulation zone, a public visibility zone, a campus center zone, and a landscape transition zone and they designed the draft Master Plan to respect the zones.

The landscape transition zones on campus occur primarily along the perimeter. Much of the mature vegetation on the east half of the site should be maintained as a buffer to the adjacent properties. Any modifications to this zone required by roads, buildings or security features will be minimized in order to maximize this buffer.

The public visibility zone along Nebraska Avenue is extended to the south. Existing buildings are removed from this zone in order to provide a consistent public face. The zone along Ward Circle is defined by a flagship building and surrounding landscaping. The public visibility zone creates a coherent and consistent face to the public. It respects the historic campus while celebrating the campus’s relationship to Ward Circle.

The campus center zone runs through the middle of campus, perpendicular to Nebraska Avenue. This zone is the main pedestrian circulation zone on campus. The campus center zone is defined by new development on the edges. This new development creates a corridor with a variety of spaces and visual interest.

The transition zone on campus is maintained on the east and southeast portions of the site in order to maintain a buffer to both Glover-Archbold Park and the neighboring residential buildings to the south.



*Edges*

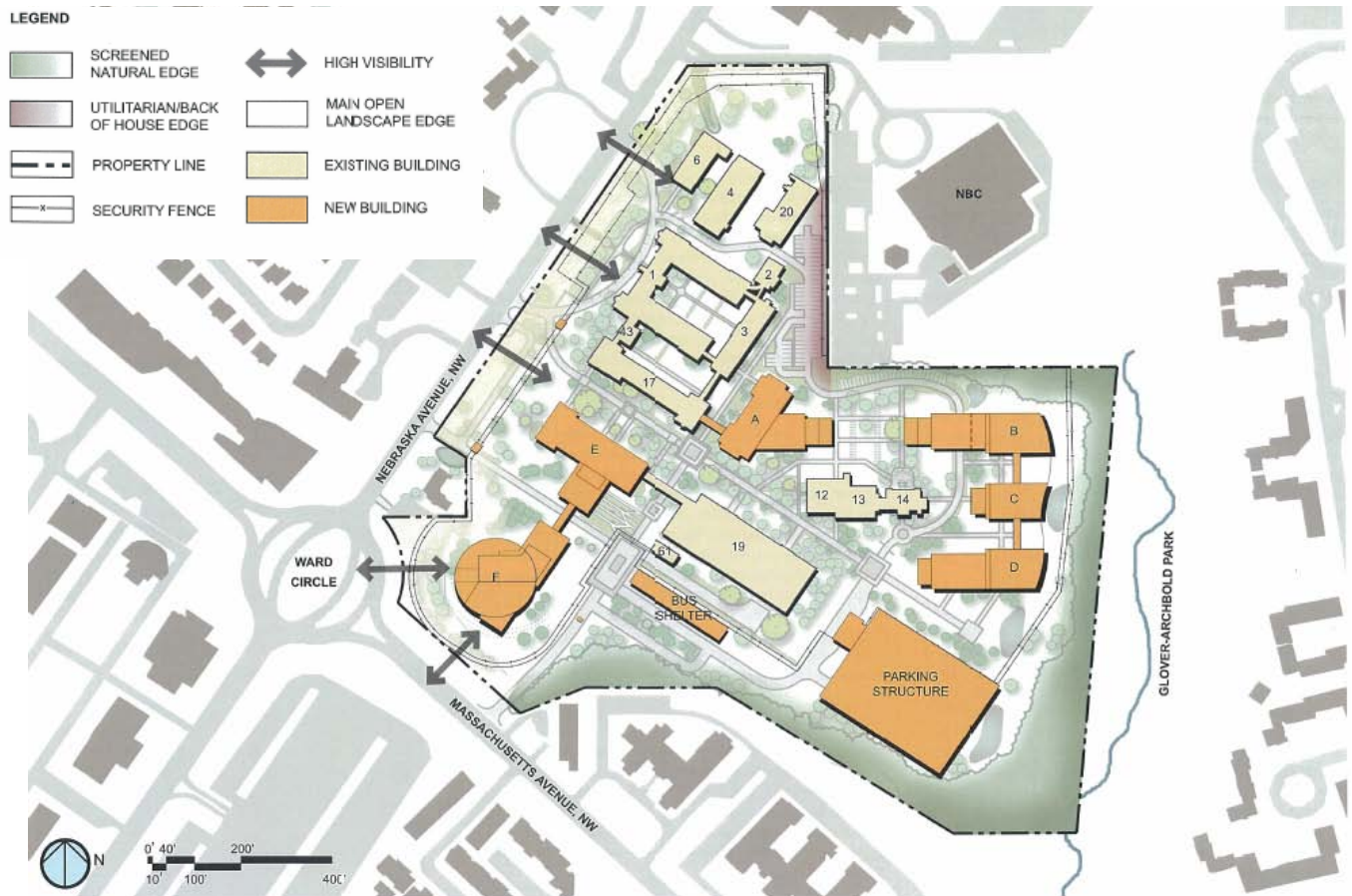


Principle: Define the character of the campus perimeter for consistency with adjacent development.

The open edge along Nebraska Avenue creates the image for the campus. Through the draft Master Plan, the edges of the campus are enhanced and improved in order to create an open environment that is consistent with adjacent development. The main edge of the campus along Nebraska Avenue is restored and opened to increase visibility into the site and to create a connection to the community through the elimination of structures along the edge and landscaping. The edge along Ward Circle is also opened to provide views of the flagship building.

The screened edges along the south portion of the site are maintained through the preservation of the existing mature vegetation. The vegetated edge along the east side of the campus is also retained in order to relate to the adjacent Glover-Archbold Park and preserve distance from the stream.

The edge adjacent to the NBC property is maintained programmatically as a back-of-house location through the inclusion of parking along this edge; however removal of miscellaneous infrastructure and utility equipment and small structures have visually cleaned up this edge.

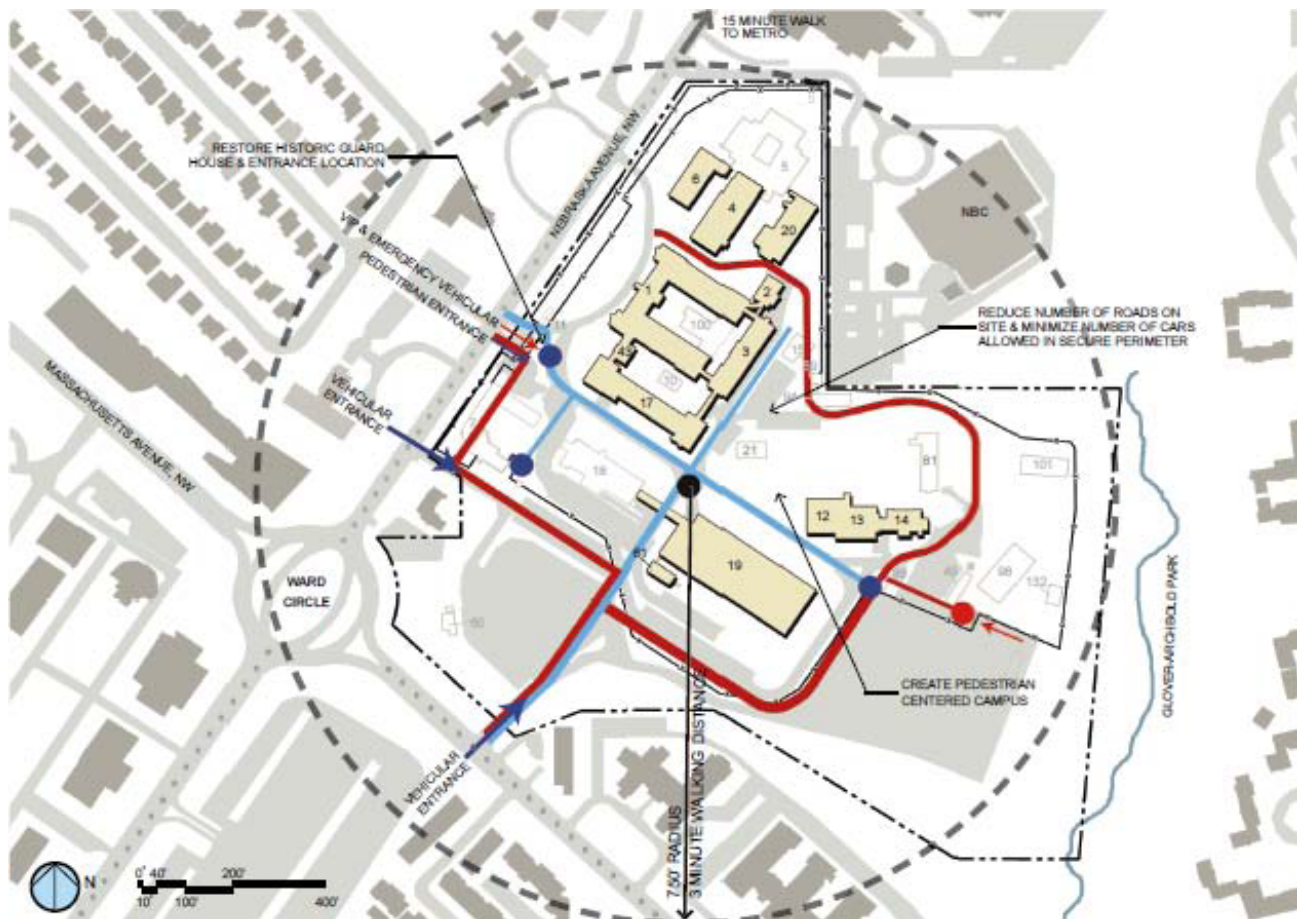


### *Access and Circulation*

Access Principle: Minimize the number of site access points to reduce the impact on traffic. Strategically locate secure perimeter access points to promote multimodal transportation.

Currently, there are three access points to the campus: two from Nebraska Avenue and one from Massachusetts Avenue. The north entrance from Nebraska Avenue accommodates pedestrians, VIP/emergency vehicles and shuttle buses and also serves as an entry point for pedestrians into the secure perimeter. Both the south entrance on Nebraska Avenue and the entrance on Massachusetts Avenue are vehicular entrances. There are two pedestrian entry points into the secure perimeter to provide access after authorized visitors and employees have parked their vehicles. There is a vehicle screening area on the eastern edge of the site.

### **Current Access and Circulation**



As proposed in the draft Master Plan, access to the site is limited to two entry points, one from Nebraska Avenue and one from Massachusetts Avenue. The entrance from Nebraska Avenue is marked by providing a new gate house that is reminiscent of the historic gate house that was once there. This drive splits off into two separate entrances. The northern entry would be for pedestrians, bicyclists, and VIP/Emergency vehicles and would be marked by turnstiles and vehicle barriers. Bicyclists would need to walk their bicycle within the pedestrian spine of the

site after entering the secure perimeter. The southern entry drive runs parallel to Nebraska Avenue and is for secured vehicular traffic and shuttle buses. There would be a small vehicle screening bay, vehicle barriers and guard booth at this location to screen vehicles, provide an entry point into the secure fence, and permit vehicles to travel under the potential bridge between Buildings E and F.

The second entry point onto the site is from Massachusetts Avenue. This vehicular, bicyclist, and pedestrian entry point would be marked by a guard booth significantly set back from the road.

While the point of egress to Massachusetts Avenue would be in the same location as the ingress, the egress at the southern entry drive on Nebraska Avenue would be located apart from the entry. The Nebraska Avenue exit would occur between Buildings E and F, directly north of the Gatesly House.

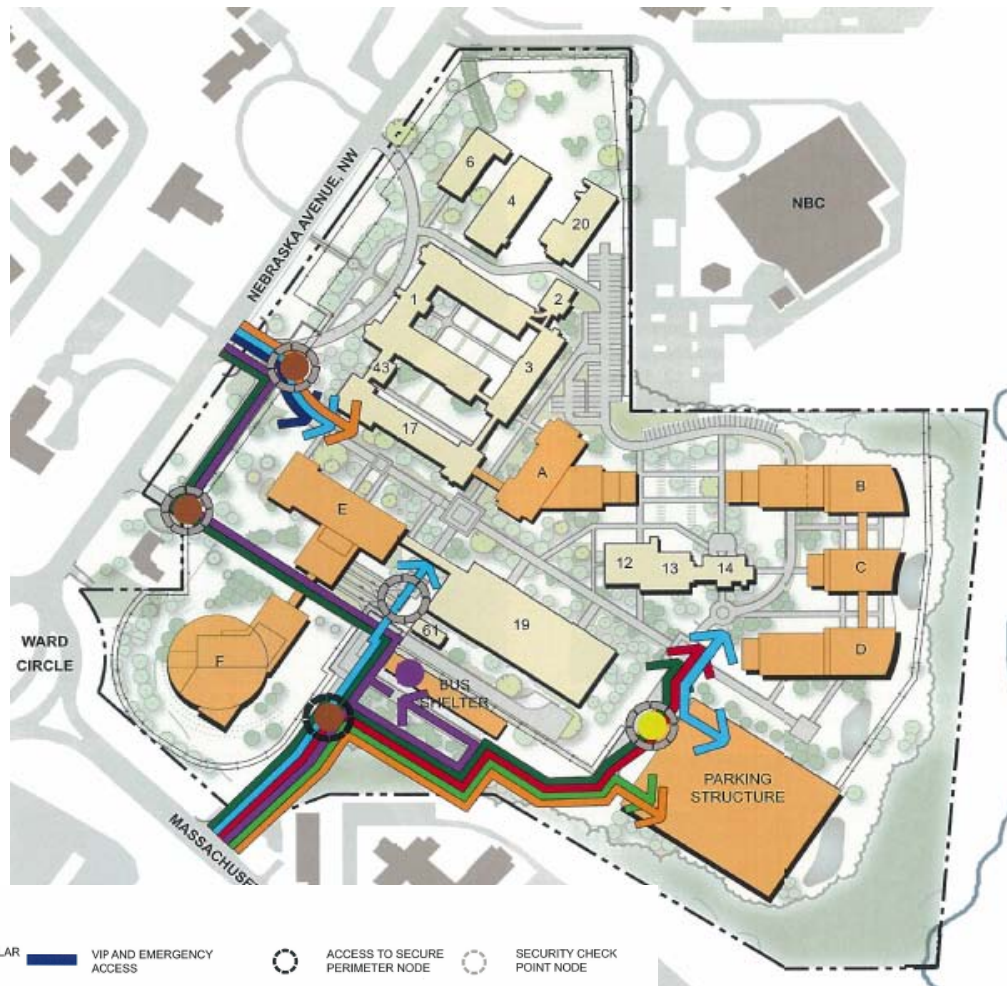
Due to the need to travel under Building F to exit the site from this point, this exit would be secure, meaning vehicles exiting from this point would need to undergo screening.

In order to access the secure perimeter, there would be an entry point between Buildings E and 19. This entry point would be for pedestrians only. The third secure perimeter entry point would be between Buildings D and 19. This entry point would be for secure vehicles, bicyclists, pedestrians and trucks. This entry would be marked by a vehicle screening building, vehicle barriers and turnstiles. Bicycle lanes would be provided on all roads within the NAC site, where practical.

The following summarizes access to the site by user group:

- Access to the site as an employee: Enter site and secure perimeter from Nebraska Avenue as a pedestrian; enter site in a vehicle from Nebraska Avenue or Massachusetts Avenue and enter secure perimeter on foot between Buildings E and 19; enter the site from Nebraska Avenue via shuttle and enter secure perimeter on foot between Buildings E and 19.
- Access to the site as a visitor: Enter site from Massachusetts Avenue or Nebraska Avenue in a vehicle and enter secure perimeter on foot between Buildings E and 19; enter site and secure perimeter from Nebraska Avenue as a pedestrian.
- Vehicular access to secure perimeter: Enter site from Nebraska Avenue or Massachusetts Avenue and enter the secure campus area by car at the vehicle screening area between Buildings D and 19.





**LEGEND**













|                         |                          |                                 |                            |
|-------------------------|--------------------------|---------------------------------|----------------------------|
| SECURE VEHICULAR ACCESS | VIP AND EMERGENCY ACCESS | ACCESS TO SECURE PERIMETER NODE | SECURITY CHECK POINT NODE  |
| VEHICULAR ACCESS        | TRUCK ACCESS             | SHUTTLE DROP OFF                | GUARD BOOTH                |
| PROPERTY LINE           | EXISTING BUILDING        | BICYCLE ACCESS                  | VEHICLE SCREENING BUILDING |
| SECURITY FENCE          | NEW BUILDING             | SHUTTLE LOOP                    | PEDESTRIAN ACCESS          |

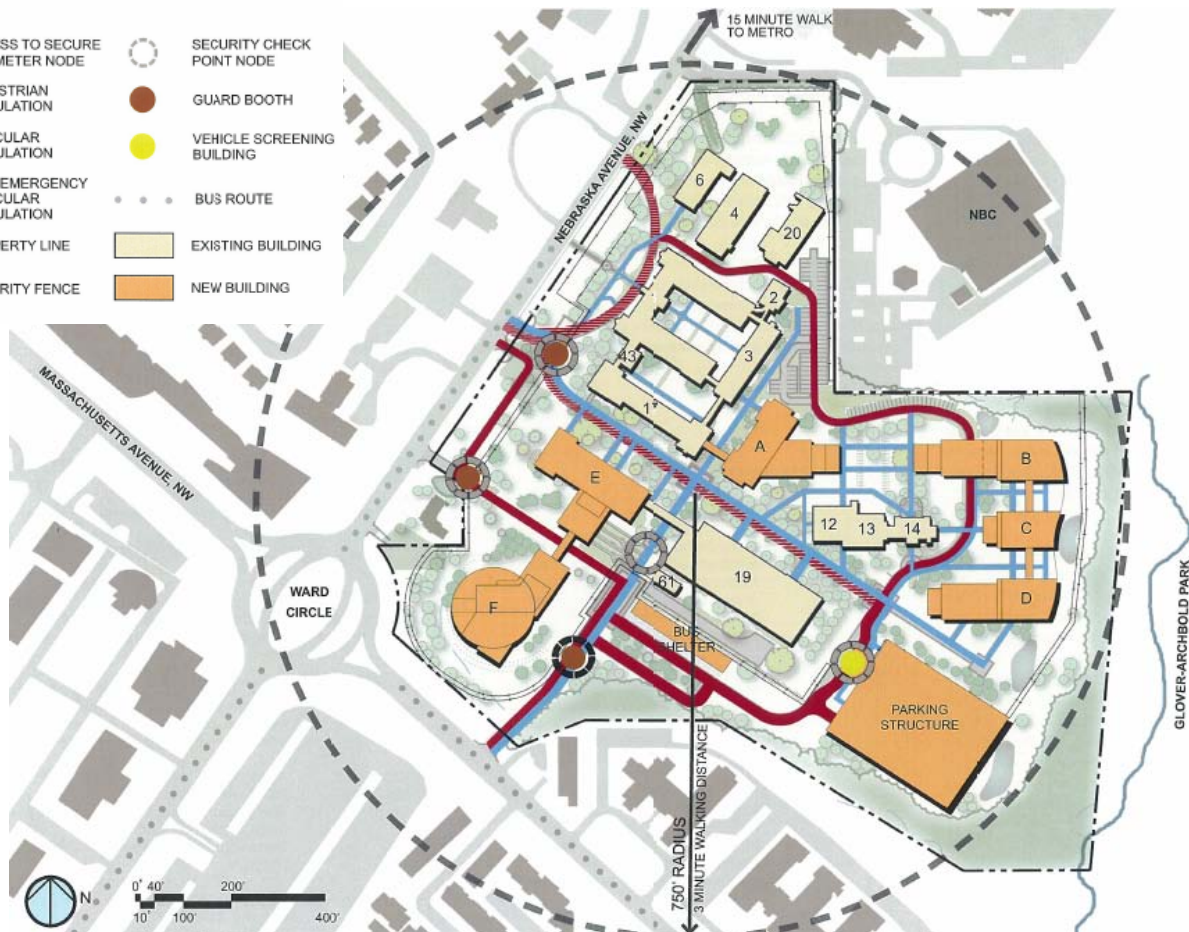
Circulation Principle: Create a pedestrian-centered campus that minimizes walking distances and increases connectivity. Encourage multimodal travel to the site by utilizing the nearby transit services and connecting to pedestrian and bicycle access.

The circulation on campus is pedestrian oriented with most vehicular circulation relegated to outside the secure perimeter fence on the southern portion of the site. Vehicular circulation within the secure perimeter is minimized as there is only one road that permits vehicular passage aside from VIP and emergency vehicles.

**Draft Master Plan Circulations**

## LEGEND

|   |                                       |   |                            |
|---|---------------------------------------|---|----------------------------|
|  | ACCESS TO SECURE PERIMETER NODE       |  | SECURITY CHECK POINT NODE  |
|  | PEDESTRIAN CIRCULATION                |  | GUARD BOOTH                |
|  | VEHICULAR CIRCULATION                 |  | VEHICLE SCREENING BUILDING |
|  | VIP & EMERGENCY VEHICULAR CIRCULATION |  | BUS ROUTE                  |
|  | PROPERTY LINE                         |  | EXISTING BUILDING          |
|  | SECURITY FENCE                        |  | NEW BUILDING               |



### Parking

Principle: Consolidate parking in a perimeter location to create a more pedestrian-friendly campus consistent with the historic site. Design the garages to minimize visual impact and incorporate sustainable features such as landscaping.

Parking on site is consolidated within a parking structure located at the southeast corner of the site that accommodates 1,050 parking spaces. It is a four-level parking structure, two levels are underground and two levels are above ground. The structure is for employees and authorized visitors. Parking is limited to one parking space for every four employees (including 20 spaces for fleet vehicles, 20 spaces for GSA vehicles and 7 spaces for shuttle buses) with an additional 20 spaces for visitors and 80 spaces for 24/7 DHS employees shifts.

Surface parking for 100 vehicles within the secure perimeter is limited and consolidated near Buildings 3 and A. All vehicles parking within the secure perimeter must be screened at the vehicle screening building adjacent to the parking structure. On-site parking within the secure perimeter is primarily available for VIP, emergency and handicap vehicles. These spaces are not located within the main pedestrian circulation areas or within main historic viewsheds.



Bicycle parking would also be provided near the Nebraska Avenue entrance and within the parking garage.

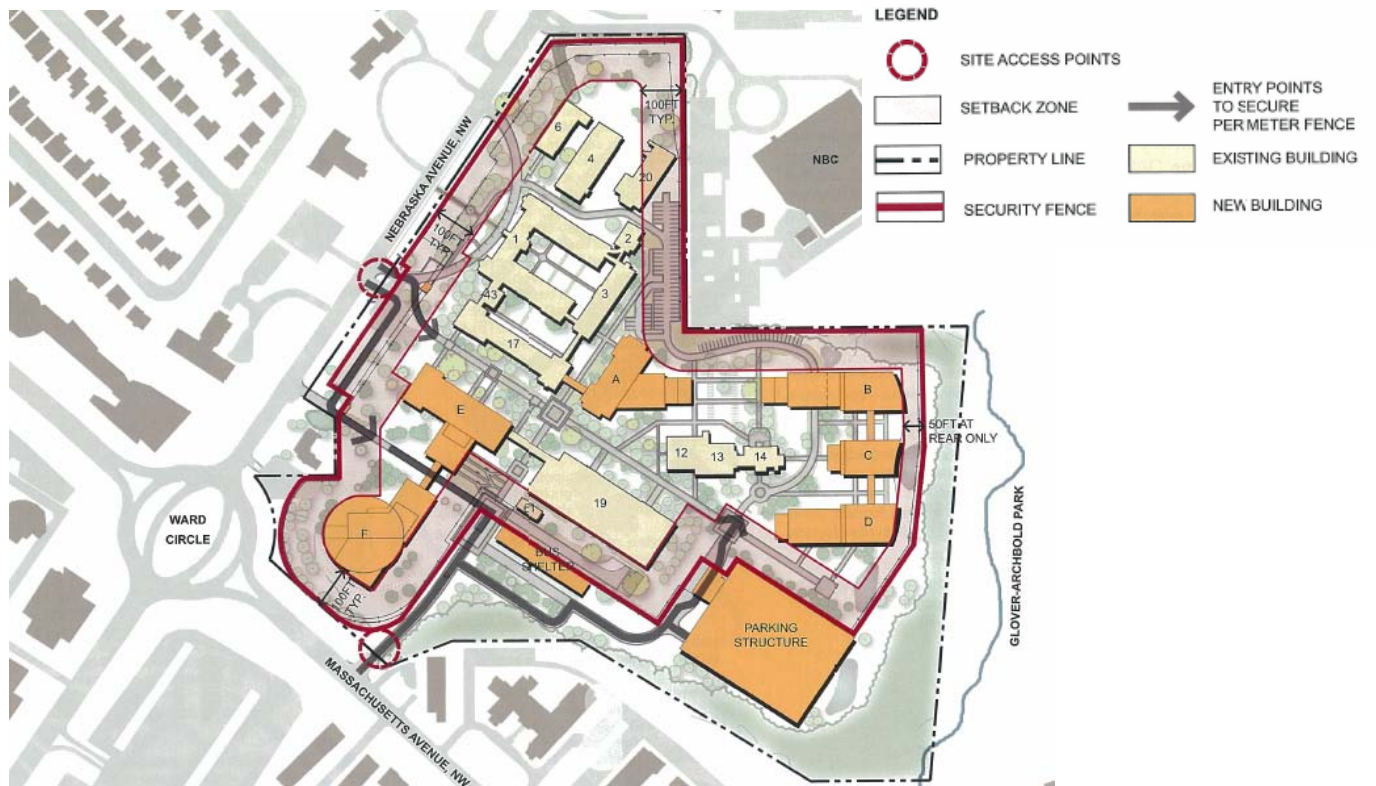
*Security*

Principle: Provide security to an ISC Level V with a 100’ minimum setback from the outer boundary perimeter. A 50’ setback from the existing fence would be required at the rear of the site next to Glover-Archbold Park.

The campus will be an ISC Level V secure campus. A perimeter fence is to enclose the entire secure campus. A 100 foot setback from the outer secure perimeter fence is required for all buildings except Building 6 (the Chapel). Building 6 is a historic structure and, therefore, cannot be hardened. Buildings 20 and 61 are both located within this setback. Building 20 will be hardened. The setback on the eastern portion of the site adjacent to Glover-Archbold Park will be 50 feet from the present perimeter security fence line. The steep, wooded hill between the rear security fence and the property line provide the additional setback required by DHS.

The perimeter security fence consists of a double fence around the northwest and north perimeter of the campus. The fence sits on or near the property line along Nebraska Avenue and on the north edge of the site. In other locations the fence is set back from the perimeter of the site to accommodate steep terrain, existing trees and circulation around the site outside the secure area.

**Draft Master Plan Security Plan**



*Historic Character*



Principle: Rehabilitate and renovate the existing historic resources to the extent possible. In the development of the new facilities on site, consideration should be given to appropriate siting and to the use of materials, scale and proportion, which are compatible with the historic built environment.

The general landscape management and treatment guidelines, which follow, pertain to the campus as a whole and will be used when planning any future project that might affect the landscape.

- Retain open spaces identified as extant from the periods of significance by avoiding the placement of buildings, structures, or trees within them if not historically documented.
- Minimize soil disturbance and grading. Preserve existing landforms and natural drainage patterns to the greatest extent possible.
- Develop visual buffers along property lines abutting the surrounding neighborhoods.
- Retain, where appropriate, existing woodlands, allow successional areas to mature, and establish new buffers along appropriate sections of the property boundary when protection of view sheds is required. Visual buffers should consist of mixed species woodland with understory plants.
- Promote varied plant composition, and consider locally native woodland species for screen and buffer plantings.
- Remove invasive alien species identified during woodland monitoring activities using National Resource Monitoring Partnership (NRMP) best practices to facilitate their removal. Do not uproot invasive plants if doing so will disturb cultural resources.
- Consider the removal of non-historically significant structures that are intrusive to the historic landscape.
- Avoid conjectural reconstruction of historic landscape structures.
- Erect the minimal number of signs possible for identification, direction, interpretation and regulation needs.

#### New Design and Construction

- Avoid adding new features or altering existing features in ways that adversely affect the landscape's historic character. If possible, design new features to be as unobtrusive as possible into historic landscape spaces while allowing for accessibility and safety.
- Retain protect, and maintain, whenever possible, historic materials, features, finishes, construction techniques, spaces and spatial relationships.
- Avoid landscape changes that create a false sense of historical development.
- Repair, rather than replace, deteriorated historic features whenever possible. Repair of deteriorated features should be based on archaeological, documentary or physical evidence. Replacement of historic features, if necessary, should also be based on archaeological, documentary, or physical evidence; the replacement feature should match the old in design, color, texture and, where possible, materials.
- Avoid the use of chemical or physical treatments that cause damage to cultural resources and natural systems. Undertake the surface cleaning of structures using the gentlest means possible.
- Design new additions or alterations to the landscape in ways that do not destroy historic materials, features and spatial relationships that characterize the cultural landscape. Design new additions and alterations to be a product of their own time, and compatible

with the historic resources in materials, size, scale and proportion and massing.  
Differentiate new work from the existing historic resources.

- Design and locate new additions and alterations to the landscape in such a way that, if removed in the future, the essential form and integrity of the cultural landscape would be unimpaired.

Ongoing development of this historic district will require that respect for the existing design character of the place be retained. The siting and size, as well as the massing, proportions and materials of any new buildings should be compatible with the predominant historic precedents.

Façade articulation will reflect a similar play of solid to void, or fenestration rhythms, as is found on the main historic facades. Courtyards, open green spaces and vistas were important design features of the historic campus developed by Wesley Sherwood Bessell and every effort will be made to maintain, restore or replicate these features.

The intent of the draft Master Plan is to identify, protect and emulate the positive historic design precedents and natural features of the existing NAC site. Only one of the “contributing” buildings (Building 5) has been recommended for removal. Building 5 was an addition to one of the major Georgian Revival historic buildings designed by Bessell, but Building 5 itself was not designed by Bessell and does not follow the original proportions or massing nor the stylistic character of Building 4 to which it is appended. Instead this building was erected by the Navy and is a flat-roofed, one story structure with a massive footprint completely surrounding a small interior courtyard.

All proposed treatment of the site will seek to recapture as much of the historic landscape as possible. All future development will seek to perpetuate the creation of courtyards and interior green space within the campus and maintain the main axes of the original campus. Most importantly, all recommendations for future development seek to consolidate provisions for parking vehicles outside the central campus so that parking no longer dominates the overall feel and look of the original campus concept.

The Secretary of the Interior’s Standards shall be followed in the maintenance, repair and renovation of all the contributing historic buildings. Historic Building Preservation Plans (HBPP’s) are being completed for two of the buildings (Buildings 1 and 6).

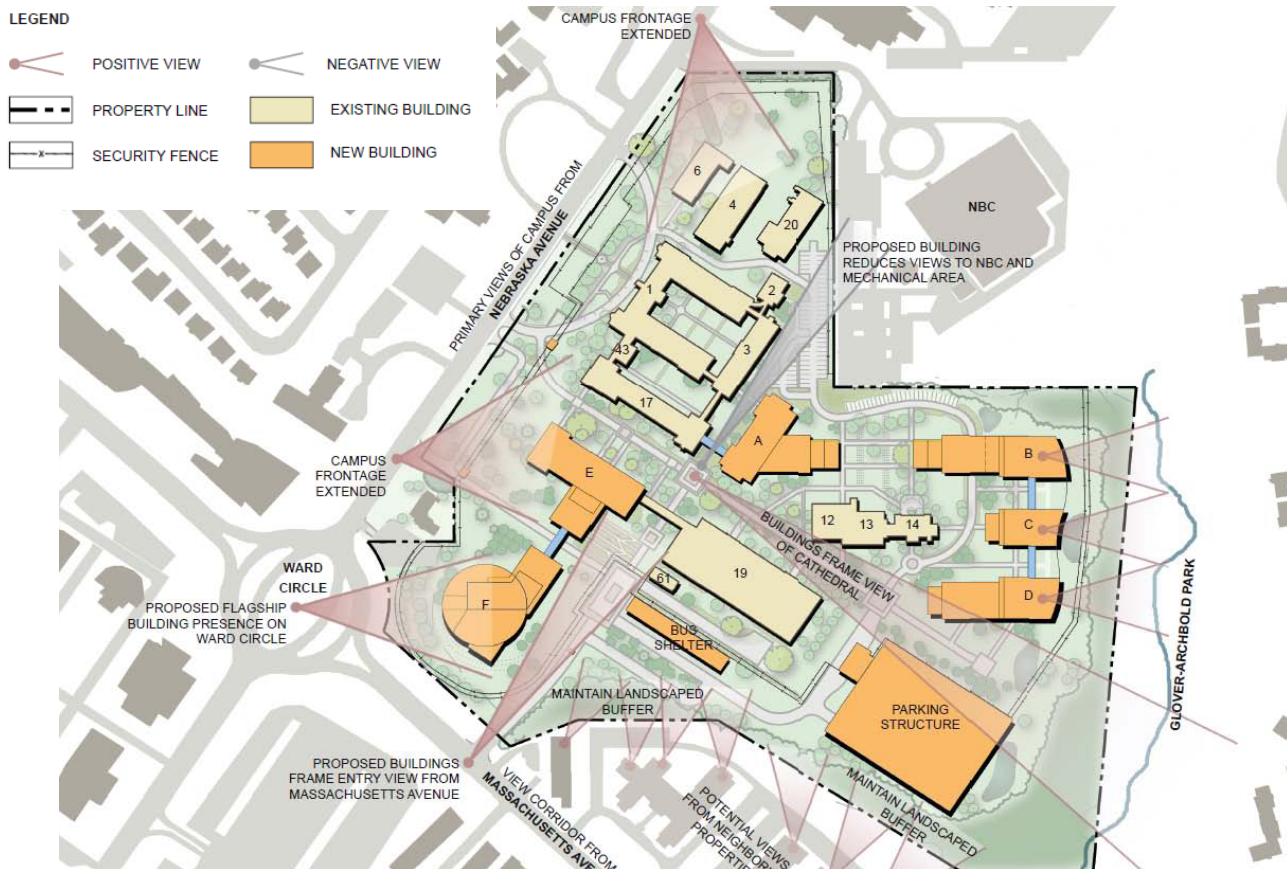
### *Views*

Principle: Reinforce and maintain key view corridors around the site and provide a park-like setting to the buildings.

The main views to and from the campus have been maintained as part of the draft Master Plan. The primary view of the campus from Nebraska Avenue has been extended further south through the elimination of existing structures and the addition of landscaping materials. This view is reinforced by the revitalization of the historic core that edges this view and the addition of Building E. The view from Ward Circle is significantly augmented through the addition of flagship Building F. This building responds to the viewshed from the circle and creates a presence on the circle. The view corridor from Massachusetts Avenue has been enhanced through the revitalization and restoration of the connector between Buildings E and 19. All

arches on this connector have been opened to restore the image of a portal. Buildings E and F also create an edge to this view, enhancing the axial relationship into the center of the campus.

Unightly views into the NBC property have been reduced from the center of campus through the placement of Building A. Views into Glover-Archbold Park from the center of campus have been improved as the new buildings and the parking structure line the main corridor of campus. The form of these buildings also frames the view to the National Cathedral from the center of campus to the east. Buildings B, C and D help visually connect the campus to the adjacent parkland as well. The landscape buffer along the south of the campus has been maintained in order to minimize views from the residential neighbors to the south.



*Infrastructure and Utilities*

Principle: Explore ways to reduce the visual impact of the infrastructure and utilities by consolidating the utilities, mechanical and electrical infrastructure on the site.

Existing infrastructure facilities that are in good condition and do not have a negative impact on the campus environment will be maintained. The draft Master Plan consolidates new and existing utilities in new building basements in order to minimize the visual and physical impact of free-standing utility buildings on site. The miscellaneous existing mechanical and electrical equipment within the historic core of the campus will be eliminated and/or relocated.



### *Stormwater Management*

Principle: Provide a stormwater management strategy to address municipal and Section 438 of the Energy Independence and Security Act of 2007 (EISA) requirements in order to reduce stormwater runoff.

The stormwater management design for the NAC will comply with the most current edition of the D.C. Stormwater Guidelines and with Section 438 of the Energy Independence and Security Act of 2007 (EISA). The water quality devices shall use “green infrastructure” or “low impact development” (LID) practices, such as, reducing impervious surfaces, using vegetative practices, porous pavements, rainwater harvesting (cisterns), and green roofs. The 2-year and 15-year, 24-hour peak discharge rates must be reduced to pre-development rates in order to comply with the quantity control requirements for the site, in accordance with D.C. Stormwater Guidelines. Pre-development rates on site are assumed to be those associated with a wooded area in good condition. These detention requirements can be accommodated with the use of a wet or dry pond or underground detention. The stormwater management strategy will also help the campus meet its sustainability goals.








Under the draft Master Plan, the impervious area will be reduced from 55 percent to 38 percent imperviousness for the entire site. This is a 29 percent reduction of impervious area compared to the existing conditions. Impervious area calculations are based on all roadways, buildings, and pedestrian sidewalks, plazas, and hard surface recreational areas within the sites boundary.

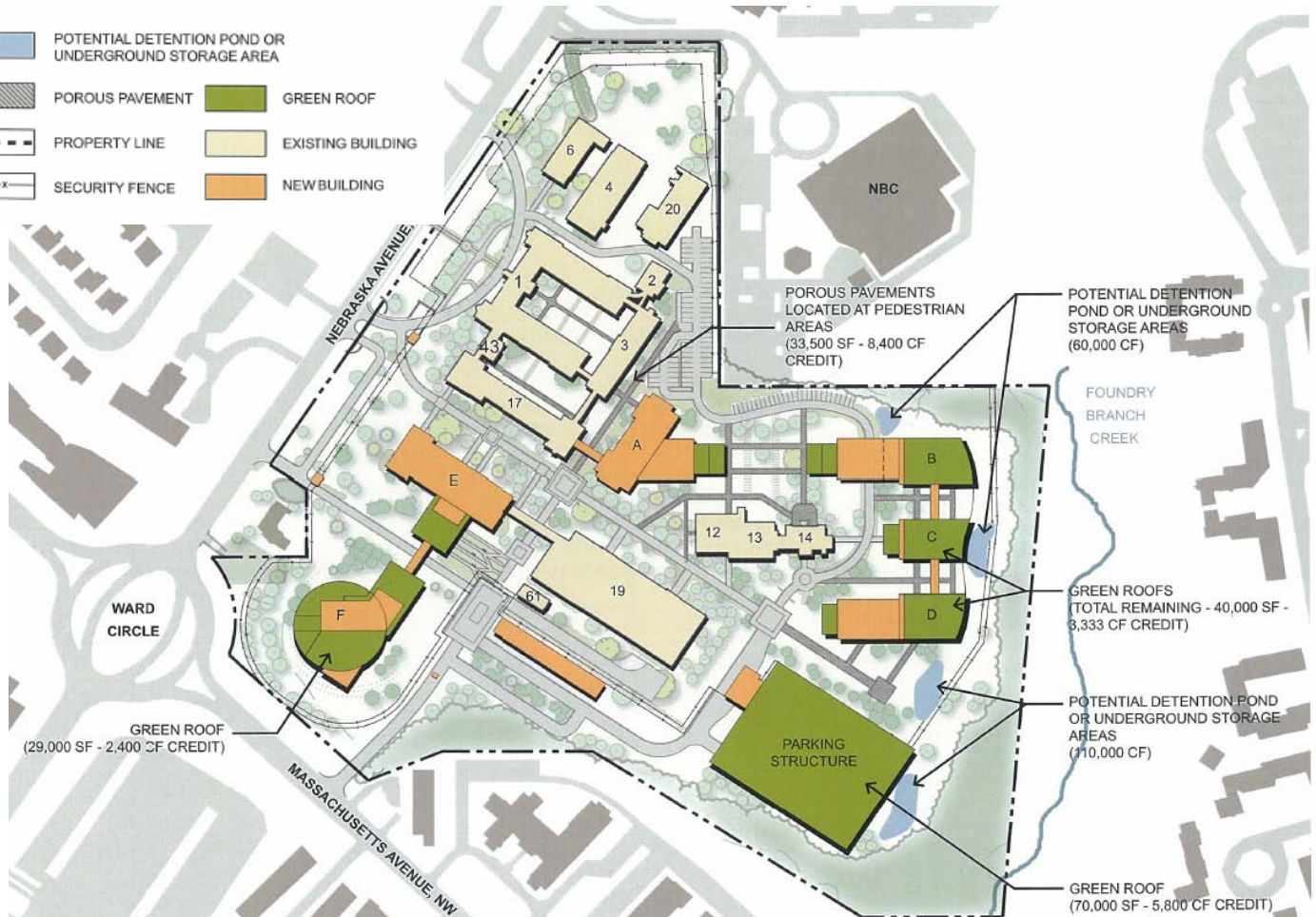
The draft Master Plan strongly encourages the use of porous pavers or porous pavements in as much of the pedestrian areas as possible. There are large new areas of pedestrian plaza areas and sidewalks proposed in the layout. Where possible, green roofs will be included on new buildings.

Quantity control requirements for the District require that the 2-year and 15-year post-development storm events peak discharge rates be released at the pre-development rate. Both storm events are 24-hour events. The federal EISA requirements do not require any additional quantity control above the 95th percentile storm event. The federal 95th percentile storm event will be detained in the LID water quality devices mentioned earlier. The remaining quantity control for the 2-year and 15-year storm events can be accommodated by the use of a dry pond, wet pond or underground detention using vaults, pipes or chambers with or without gravel beds. The stormwater management can be broken up into multiple areas but according to the existing site topography should be mainly located at the southeast corner of the site as most of the runoff is directed to this area.

Stormwater detention ponds or underground detention can be provided along the southeast edge of the site located behind the proposed building and parking garage and the detention requirements will be satisfied by the use of these ponds.

## LEGEND

|   |  |   |                   |
|---|--|---|-------------------|
|  | POTENTIAL DETENTION POND OR UNDERGROUND STORAGE AREA |  | GREEN ROOF        |
|  | POROUS PAVEMENT                                      |  | EXISTING BUILDING |
|  | PROPERTY LINE  |  | NEW BUILDING      |
|  | SECURITY FENCE                                       |   |                   |



### *Sustainability*

Principle: Minimize the environmental impact through planning protecting water, increasing energy efficiency, and improving indoor environmental quality.

Sustainability will be emphasized by using the highest feasible LEED ratings for new projects on the site. Any new construction or major rehabilitation project will meet GSA's LEED gold requirement as a minimum. The entire campus will follow Executive Order 13514 and will use GSA's "Greening of Federal Facilities" as guiding principles.

The draft Master Plan optimizes site potential and minimizes non-renewable energy consumption through environmental strategies such as installing green roofs on new buildings, using pervious pavements, grouping buildings to maximize efficiency, eliminating non-contributing small structures and collecting and reusing water on site. Stormwater management quantity and quality will also be controlled through ponds, gravel beds, underground detention, pocket bioretention or organic filters and bioswales. Vehicular traffic on site is minimized by limiting parking to one parking space for every four employees and the use of shuttle buses. Bicycle racks and shower facilities are also available on campus to encourage alternate modes of transportation to the site.

*Transportation Management Plan*

As part of the draft Master Plan, GSA has developed a draft Transportation Management Plan (TMP) as required by NCPC. Currently, DHS does not have a TMP for the NAC. The data represents the current travel mode shares for DHS employees and contractors throughout the metropolitan Washington region and were obtained from an e-mail questionnaire survey conducted in October 2005 and April 2007. The travel mode split for the NAC site was estimated. A survey specific to the NAC is currently underway.

**Modal Split Goal**

| <b>Travel Mode</b>  | <b>Existing Percent</b> | <b>Goal</b> |
|---|-------------------------|-------------|
| Drive Alone (SOV)   | 31%                     | 16%         |
| Carpool with non-DHS passengers (arriving/departing worksite alone) | 4%                      | 4%          |
| Metrorail   | 30%                     | 38%         |
| Carpool/Vanpool with DHS passengers                                 | 10%                     | 16%         |
| Park and Ride (Commuter Bus)  | 4%                      | 4%          |
| Commuter Rail (VRE/MARC)  | 7%                      | 7%          |
| Metrobus from work to home  | 1%                      | 1%          |
| Bicycle   | 1%                      | 1%          |
| Drop-off  | 2%                      | 2%          |
| Motorcycle  | 0%                      | 0%          |
| Walk  | 1%                      | 1%          |
| Work from home or alternate work schedule                           | 3%                      | 9%          |
| Did not work today  | 1%                      | 1%          |
| Other   | 5%                      | -           |
| <b>Total</b>  | <b>100%</b>             | <b>100%</b> |

The draft TMP includes strategies for increasing use of public transit and reducing the number of single-occupant vehicle trips to NAC. In order to meet the TMP modal split goals, DHS commits to the following with the NAC Master Plan:

- Appoint an Employee Transportation Coordinator (ETC) for the NAC;
- Maintain or enhance existing transportation management measures currently in place (DHS shuttles, parking management, transit subsidies, etc.);
- Review, develop, and implement TDM strategies identified to achieve a parking ratio of one parking space for every four employees by the completion of the NAC redevelopment in 2020;
- Meet with the Community Transportation Working Group no less than once a year (or more frequently as determined by the ETC and the Community Transportation Working Group) to maintain an open dialogue with the key stakeholders in the community; and
- Update the TMP with interim goals and TDM strategy commitments for key construction phases during NAC's redevelopment.



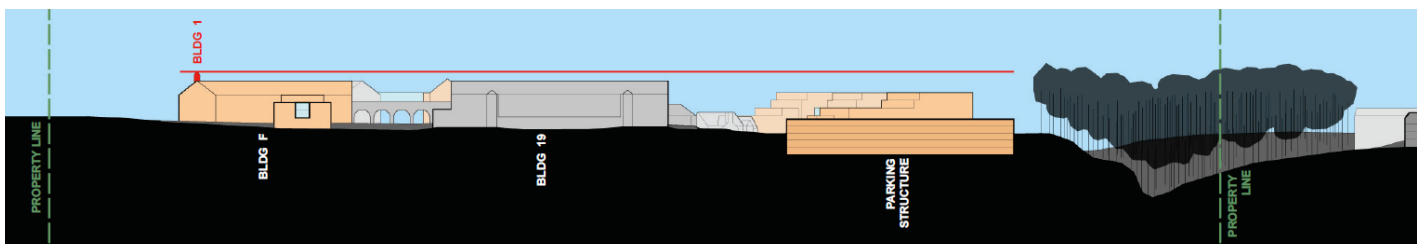
## PROJECT ANALYSIS

### Executive Summary

Generally, staff is supportive of the draft Master Plan and is recommending that the Commission comment favorably on the plan. Staff, along with other interested parties, has met multiple times with GSA and DHS to discuss the Master Plan's policies and development. Staff finds that the design alternative carried forth in the draft Master Plan is the best alternative. Some of the positive elements of the master plan are:

- The draft Master Plan replaces the existing surface parking lot adjacent to Massachusetts Avenue and Ward Circle with a "signature" building, giving DHS a presence on Ward Circle.
- Parking is consolidated into a structured parking garage that will not be visible from public space. The removal of parking from internal access roads allows the campus to be more pedestrian in character. Parking will meet the Comprehensive Plan's parking ratio policy of one parking space for every four employees (1:4).
- The draft Master Plan discusses how the NAC will meet various sustainability goals and objectives. The draft Master Plan reduces onsite impervious surface from 55 percent to 38 percent. All new buildings will meet LEED Gold at a minimum and will meet the stormwater requirements directed by EISA 438 and the District regulations.
- The draft Master Plan proposes to restore the historical character to the campus. This is done by renovating the historic buildings, removing non-contributing elements that are "cluttering" the historic buildings; such as utilities. New buildings respect the height and sight lines established by the historical buildings. The bulk of new buildings will be in the "back" of the campus, with minimal visibility from public space.

### **Section through the NAC showing the heights of the new development in comparison with Building 1**



Staff notes that the draft Master Plan is at 35 percent design and GSA and DHS are still evaluating elements of the draft Master Plan. Staff encourages that as the GSA continues the development of the Master Plan they evaluate: pedestrian access, increase the tree canopy, transportation, community uses, and that they continue to coordinate with the District of Columbia Office of Planning, the District of Columbia Department of Transportation, and the United States Department of the Navy.

*Access to the site*

Currently, the draft Master Plan has pedestrian access to the NAC at two locations, one on Nebraska Avenue, and one on Massachusetts Avenue. Given that the pedestrian access point along Nebraska Avenue is over 600 feet from the beginning of the NAC boundary, staff encourages GSA for the potential for pedestrian and bicycle access further north on Nebraska Avenue, NW than what is proposed to allow for greater accessibility to Tenleytown and the Metrorail station.

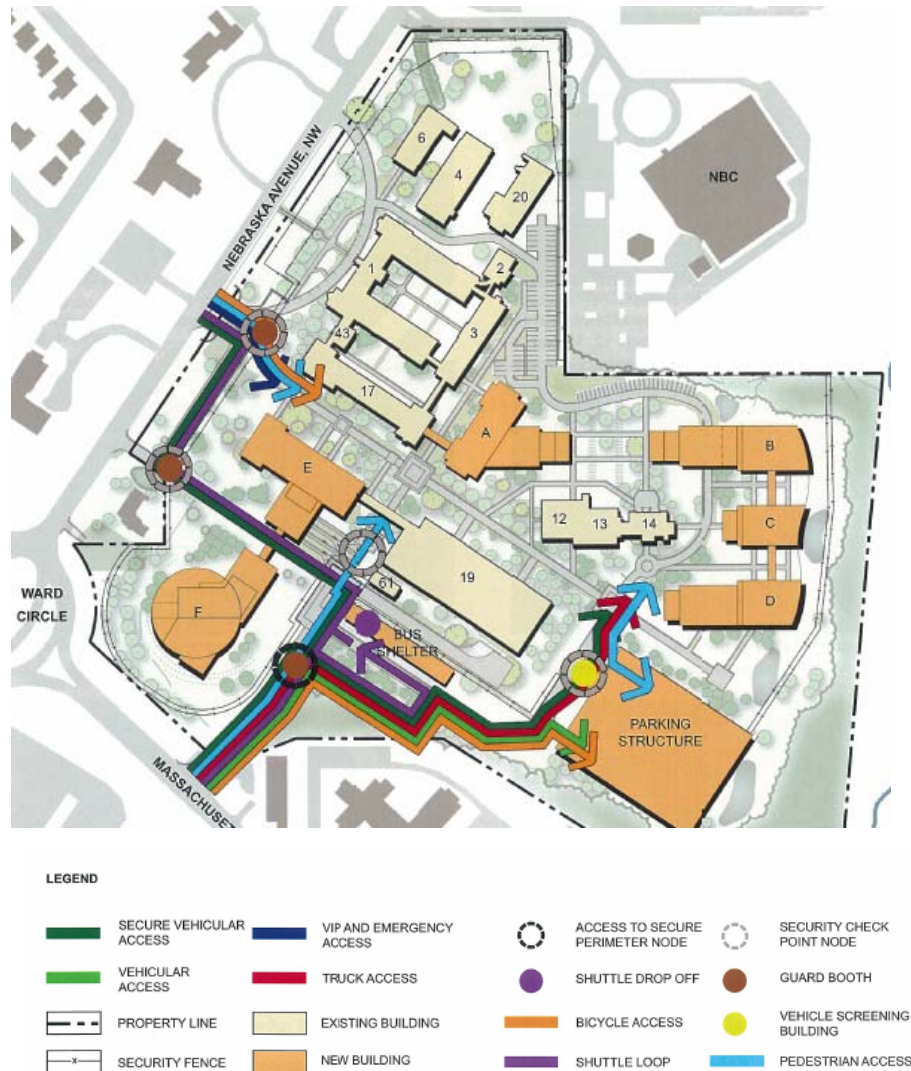
Regarding vehicular access to the site, currently the draft Master Plan proposes vehicular access off of Massachusetts Avenue, with secure, VIP, and emergency access off of Nebraska Avenue. We recommend GSA evaluate the use of Nebraska Avenue, NW, in conjunction with access from Massachusetts Avenue, NW, for employee and visitor access to the parking garage in order to alleviate pressures on Massachusetts Avenue.

*Coordination*

Given that the parking ratio for the NAC is one parking space for every four employees (1:4), the NAC Transportation Management Plan (TMP) will need to be a robust document in order to ensure employees do not park in residential areas and add traffic volume to the intersections. We encourage GSA to reevaluate the proposed modal splits. We also recommend that GSA coordinate with the DDOT on the TMP goals and strategies. Staff also recommends that GSA meet with NCPC staff as the TMP develops to ensure consistency with the Comprehensive Plan’s goals and policies.

Given the adjacency of the U.S. Department of Navy Flag Officers Quarters (Gatesly House) and the historic importance of this building to the NAC, we encourage GSA to coordinate with the Navy regarding the master plan and the EIS. We also encourage GSA and the Navy to work together so that the NAC and the Gatesly House give the appearance of one consolidated campus; this includes proposed security and landscaping.

**Draft Master Plan Access Plan**



The District of Columbia Office of Planning (DCOP) provided comments on the draft Master Plan and draft Environmental Impact Statement (EIS) to GSA. DCOP noted that out of the all the alternatives analyzed, Alternative B is the one that best responded to its concerns. However, DCOP did express concern with the lack of the draft master plan to address economic benefits to the community and requested that GSA and DHS evaluate polices that would bring more economic benefit to the District. Some of the programs suggested by DCOP were:

- Instituting a “Live Near Your Work” program
- Incentivizing and encouraging employees to utilize nearby retail, restaurants, businesses, and facilities for lunches, catering, or other services;
- Strengthening the Transportation Management Plan

We recognize that there may be restrictions on DHS from implementing some economic programs; however, we encourage GSA and DHS to work with DCOP on programs that DHS can execute at the NAC.

### *Security*

The master plan should fully address why the NAC needs to meet level five security criteria. It is staff’s understanding that most of the personnel that need level five security will be moving to Saint Elizabeths. We strongly encourage GSA and DHS to evaluate the potential to lower the security level in order to minimize impacts from security; such as negative views. Views of security elements from surrounding public space should be minimized to the maximum extent possible, particularly at Ward Circle and along Nebraska Avenue. We request that GSA and DHS evaluate opportunities to provide public amenities on campus such as community meeting space, auditorium space, and/or commemoration space; any proposed security for the NAC should take this into account.

### *Phasing Plan*

Staff notes that the draft Master Plan shows the construction over 715,000 gross square feet of new construction for a total of approximately 1.2 million gross square feet of space at the NAC. The draft Master Plan also recommends the renovation of many of the existing buildings. New construction under the draft Master Plan would be as follows:

- Building A – approximately 109,300 GSF
- Building B – approximately 139,380 GSF
- Building C – approximately 87,395 GSF
- Building D – approximately 104,885 GSF
- Building E – approximately 112,190 GSF
- Building F – This building would be approximately 161,850 GSF and is intended to be signature building on Ward Circle
- Parking Structure – a new five-story parking deck with a green roof would be constructed in the southeast corner of the site accommodating 1,050 vehicles.

Staff requests that GSA develop a phasing plan for the master plan that shows the timeline and priority list for the proposed master plan actions. The phasing plan should also address parking capacity at each phase to ensure consistency with the 1:4 parking ratio.



### *Landscaping*

The draft Master Plan contains general landscape design guidelines for the campus; however, given the location of the proposed signature building on Ward Circle and the historic buildings on Nebraska Avenue, specific landscape strategies should be developed to address views of these areas from public space.

In April 2009, District of Columbia Mayor Adrian Fenty signed an Urban Tree Canopy Goal for Washington, D.C. The goal will increase the percentage of urban tree canopy in the District from the present 35% to 40% by 2035. The setting of this goal supports an environmental protection policy within the District Elements (page 6-4, policy E-1.1.F) to “determine the extent of the District’s tree canopy at a sufficient level of detail to establish tree canopy goals for neighborhoods across the city.” While staff finds the reduction of impervious surface on site from 55 percent to 38 percent commendable, we encourage GSA to maximize the amount of tree canopy on site.

## CONFORMANCE

### Comprehensive Plan for the National Capital

The Comprehensive Plan for the National Capital provides goals and policies that guide the Commission in evaluating and acting on plans and projects in the National Capital. By retaining a significant sector of the federal workforce within the District of Columbia, coordinating work with other federal and district agencies, and revitalizing a nationally significant historic resource and existing government land, the draft Master Plan is not inconsistent with the Comprehensive Plan, the Federal Workplace, Transportation, Parks and Open Space, Federal Environment, and Preservation and Historic Features elements. A more detailed description of each Element follows.

### *Federal Workforce Element*

The Federal Workplace Element encourages the federal workforce to be located within the District of Columbia to enhance the efficiency, productivity, and public image of the federal government; to strengthen the economic well-being and expand employment opportunities of the region and the localities therein; and to encourage federal agencies and communities to work together to improve operational efficiency and productivity of federally owned and leased workplaces and the economic health and livability of communities within the region. The proposed Master Plan conforms to the Federal Workforce Element policies for *Locating Federal Workplaces* and *Development of Workplaces with Communities*. Implementation of the draft Master Plan is expected to retain a large federal workforce at an existing federally-owned site in the District of Columbia; and to advance significant local planning objectives such as the District’s Urban Tree Canopy goal to increase the tree canopy of the District by 2035. The draft Master Plan is consistent with the following Comprehensive Plan policies:

1. Use innovative energy conserving techniques in the design and construction, operation, location, and orientation of federal workplaces;

2. Strive to create federal workplaces that engender a sense of pride, purpose, and dedication for employees.
3. Encourage federal employees to rideshare, including the use of carpools, vanpools, privately leased buses, public transportation, and other multi-occupant modes of travel.

### *Transportation Element*

The Transportation Element promotes a balanced, multi-pronged strategy to maximize federal employees' and facilities' access to the region's extensive transit system. The policies of this element address parking at federal facilities, impacts to the local and regional traffic/transit networks, and transportation management. The draft Master Plan submission conforms to the limitations on employee parking to the Comprehensive Plan ratio of 1:4, and provisions for other incentives to reduce the use of single occupancy vehicles. Additionally, areas of parking are located below grade and priority is given to carpool/vanpool parking – both in conformance with the *Parking* policies of this Element. The draft Master Plan is consistent with the following Comprehensive Plan policies:

1. Submit their most recent TMP with all master plans and with all projects that increase employment on site by 100 or more;
2. Employ compressed and variable work schedules for employees, consistent with agency missions;
3. Federal agencies should fund Metrorail station to workplace shuttles if inadequate transit connections are not otherwise present;
4. Federal agencies should operate cross-town shuttles in urban areas where inadequate transit service exists to provide transportation between federal agencies doing business with one another or among several locations of one agency;
5. Provide parking only for those federal employees who are unable to use other travel modes;
6. Place parking in structures, preferably below ground, in the interest of efficient land use and good urban design;
7. Outside of the Central Employment Area, but within the Historic District of Columbia boundaries, the parking ratio should not exceed one space for every four employees;
8. Prepare Transportation Management Plans (TMPs) to encourage employee commuting by modes other than the single-occupant vehicle;
9. Encourage ridesharing, biking, walking, and other non-single-occupant vehicle modes of transportation for federal commuters;
10. Provide secure and sheltered bicycle parking spaces or bicycle lockers in close proximity to building entrances at federal buildings and on federal campuses. The number of spaces provided should be in accordance with the requirements of the local jurisdiction in which the federal facility resides, if such requirements exist. In the absence of such requirements, federal facilities should provide an abundant supply of bicycle lockers or parking spaces to meet current employee needs and to promote bicycle commuting;

### *Parks and Open Space Element*

The Parks and Open Space Element establish policies to protect, enhance, and expand the region's parks and open space system, and to protect the forested ridgelines of the topographic bowl that surrounds the District. By reducing the above-ground development and limiting

building heights, the draft Master Plan strives to reduce the impacts to important green spaces such as Glover-Archbald Park.

#### *Federal Environment Element*

The Federal Environment Element promotes the federal government as an environmental steward and identifies the Commission's planning policies related to the maintenance, protection, and enhancement of the region's natural environment. The draft Master Plan identifies preliminary measures for stormwater management techniques to reduce or eliminate runoff; and building plans would incorporate green roofs, local materials, and other sustainable materials and methods to achieve at least a LEED Gold certification. The draft Master Plan is consistent with the following Comprehensive Plan policies:

1. Promote water conservation programs and the use of new water-saving technologies that conserve and monitor water consumption in all federal facilities;
2. Further decreasing federal employee usage of single-occupant vehicles through operational policies, such as Transportation Demand Management techniques, and the location and design of workplace facilities;
3. Encourage the natural recharge of groundwater and aquifers by limiting the creation of impervious surfaces, avoiding disturbance to wetlands and floodplains, and designing stormwater swales and collection basins on federal installations;

#### *Preservation and Historic Features Element*

The Preservation and Historic Features Element helps to strengthen the significant architectural and planning character that makes the national capital a unique place. The draft Master Plan includes extensive rehabilitation and preservation of nearly all of the contributing buildings and the contributing landscape features of the site. The draft Master Plan is consistent with the following Comprehensive Plan policies:

1. Ensure that properties not yet listed in the National Register of Historic Places are nonetheless noted for their potential future significance and are treated accordingly. Effort should be taken to identify and protect significant modernist architecture and landscapes, and properties that convey an evolving understanding of cultural significance;
2. Identify and protect both the significant historic design integrity and the use of historic landscapes and open space;
3. Protect significant archaeological resources by leaving them intact, and maintain an inventory of sites with a potential for archaeological discovery;
4. Conduct archaeological investigations at the earliest phases of site or master planning phases in order to avoid the disturbance of archaeological resources;
5. Use historic properties for their original purpose or, if no longer feasible, for an adaptive use that is appropriate for the context and consistent with the significance and character of the property;



### National Environmental Policy Act (NEPA)

GSA has been the lead agency for development of an Environmental Impact Statement (EIS) for the use and development of the NAC to house future uses of the Department of Homeland Security. NCPC has been participating as a cooperating agency for the EIS. In carrying out its lead agency responsibilities, GSA has developed information, held numerous meetings with NCPC and other agencies, and has conducted a number of public hearings. The draft EIS document evaluated three action alternatives and the No Action Alternative:

- *No Action* – the No Action alternative would result in the NAC project site continuing to operate in the existing facilities. The total amount of floor space contained within the buildings on campus is approximately 653,400 GSF, which accommodates a total of 2,390 seats with 1,239 parking spaces.

- *Alternative A: Low Density Development* – For alternative A, existing buildings and new construction would equate to approximately 1.1 million GSF of space and a total of 3,700 seats at the site. The existing building mass on campus would be concentrated along the north half of Nebraska Avenue set back from the road, and new massing would be added to the northeast and east portions of the site. The location and appearance of the parking structure would create a visible building mass along Ward Circle, giving the campus an observable presence from this corner. There would be three entrances to the site: two from Nebraska Avenue and one from Massachusetts Avenue. This alternative would feature 1,025 parking spaces; 925 within the parking garage outside the secure perimeter and 100 spaces inside the secure perimeter. The proposed garage would be located in the southwest corner, near Ward Circle and would be an above ground structure with architectural detailing.



This alternative would feature 1,025 parking spaces; 925 within the parking garage outside the secure perimeter and 100 spaces inside the secure perimeter. The proposed garage would be located in the southwest corner, near Ward Circle and would be an above ground structure with architectural detailing.

- *Alternative B: Mid-Density Development* – Alternative B is the applicant's preferred alternative and is the draft master plan submitted for Commission review.

- *Alternative C: High Density Development* – For this alternative, existing and new construction would equate to approximately 1.3 million GSF of space for DHS and a total of 4,500 seats at the location. There would be three entrances onto the site: two from Nebraska Ave and one from Massachusetts Ave. This alternative would



feature 1,225 parking spaces with 1,125 outside the secure perimeter and 100 spaces inside the secure perimeter. At the southwest corner of the site, a parking structure with a green roof would be located at Ward Circle and the parking lot would be recessed into the ground so that the vegetated roof, but not the building, is visible from Ward Circle. This would minimize the urban presence of the campus from this corner.

**Comparison of the Alternatives Analyzed in the EIS**

| <b>Characteristic</b>           | <b>No Action Alternative</b> | <b>Alternative A</b> | <b>Alternative B</b> | <b>Alternative C</b> |
|---------------------------------|------------------------------|----------------------|----------------------|----------------------|
| <b>Number of New Buildings</b>  | -                            | 5                    | 6                    | 4                    |
| <b>Number of Parking Spaces</b> | 1,239                        | 1,025                | 1,150                | 1,225                |
| <i>Inside Secure Perimeter</i>  | <i>450</i>                   | <i>100</i>           | <i>100</i>           | <i>100</i>           |
| <i>Outside Secure Perimeter</i> | <i>789</i>                   | <i>925</i>           | <i>1,050</i>         | <i>1,125</i>         |
| <b>Gross Square Footage</b>     | 653,400                      | 1,072,720            | 1,220,450            | 1,309,090            |
| <i>Existing Buildings</i>       | <i>653,400</i>               | <i>505,450</i>       | <i>505,450</i>       | <i>505,450</i>       |
| <i>New Buildings</i>            | -                            | <i>567,270</i>       | <i>715,000</i>       | <i>803,640</i>       |
| <b>Number of Seats</b>          | 2,390                        | 3,700                | 4,200                | 4,500                |

GSA and DHS initiated the public scoping process on November 3, 2009 through a Notice of Intent (NOI) to prepare an EIS. Letters announcing the scoping comment period and the public meeting were sent to agencies, organizations, and individuals. The comment period was open from November 3, 2009 through December 4, 2009 and comments received during this period of time were taken into consideration in the development of this Draft EIS. During the 30-day scoping period, a public meeting was held on Tuesday, November 17, 2009.

Additional consultation/coordination meetings were held with stakeholder agencies in order to help define the scope of the EIS and to solicit input during the alternatives development process. A meeting with representatives from NCPC, the District of Columbia Office of Planning (DCOP), the District Department of Transportation (DDOT) and the District of Columbia State Historic Preservation Officer (SHPO) was held on November 20, 2009.

On February 8, 2011, GSA held a public meeting on the draft EIS, which was available for public comments from January 14, 2011 to March 1, 2011. On March 7, 2011, GSA met with NCPC staff, DDOT, DCOP, the DC SHPO, and the American Council on Historic Preservation, to discuss the draft EIS. GSA is currently reviewing the draft EIS comments and expects to finalize the EIS at the end of the summer.

**National Historic Preservation Act (NHPA)**

The NAC has been determined eligible as a historic district and GSA is currently in the process of developing a National Register nomination for the district. GSA determined that the historic district has had two periods of significance, from 1916 to 1942 as the Mount Vernon Seminary for Girls and then from 1943 to 1952 as the Naval Communications Annex. The property is significant according to National Register Criteria A and C.

*Criterion A* – Associated with events that has made a significant contribution to the broad patterns of our history:

Association with Education: As the first non-sectarian private school for women in Washington D.C., Mount Vernon Seminary for Girls was a leader in promoting the education of women in the community and went on to see many of its graduates take leadership jobs in other institutions of higher education for women.

Association with the WWII effort: After the bombing of Pearl Harbor, the U. S. Government exercised its powers of eminent domain and took over the Mount Vernon Seminary for Girls property for the Naval Cryptanalysis mission. The U.S. Navy moved its Communications and Security Section to the NAC in February of 1943; which became known as the Naval Communication Annex. During the ensuing years of World War II, this facility was largely staffed by women originally recruited through the Women Accepted for Voluntary Emergency Service (WAVES) who worked in the cryptanalysis offices and labs. Here they worked to break the coded messages and bombs of enemy forces in Japan and Germany; historic photographs identify the labs and offices of Building 4 as the location of this work.

*Criterion C* – Embody distinctive characteristics of a type, period, or method of construction; or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction.

All of the buildings built for the Mount Vernon Seminary for Girls and many of the major buildings built for the Naval Communications Annex were designed by Wesley Bessell in a Colonial Revival Style. All but the two recreational buildings (12 and 14) were designed in the Colonial Revival style and built of dark red brick; mostly with slate-covered, gabled roofs punctuated with dormers. Two subsequent major buildings, Building 19 designed by the Navy and Building 20, designed by architect Leon Chatelain, Jr., were also built in the Colonial Revival style of materials and proportions compatible with the predominant visual atmosphere originally created by Bessell.

The Historic District is based on the original campus layout of the Mount Vernon Seminary for Girls. With academic buildings located at the high point of the property facing Nebraska Avenue an implied grid was created which parallels Nebraska Avenue and Massachusetts Avenue at their intersection on Ward Circle in northwest Washington D.C. The former school's athletic components, located in the interior portion of the site, are skewed from the academic grid responding more to the natural topography.



Figure C.12 - Historic Character Contributing Resources

As part of the master plan, buildings 5, 7, 10, 15, 18, 19A, 21, 49, 59/94, 60, 81, 88, 98, 100, 101 and 132 would be demolished. These buildings largely represent non-historic resources identified for removal in order to achieve sufficient security setbacks, re-establish the campus' historic quads, or to make room for new facilities that can meet programming needs. However, building 5 is considered a contributing resource to the proposed historic district and is being demolished due to the cost to harden the building for blast.



**Buildings to be Demolished**



**Buildings to be Renovated**



GSA is the lead agency regarding Section 106 of the National Historic Preservation Act and has initiated consultation with the District of Columbia State Historic Preservation Officer and this consultation is still ongoing. The completion of Section 106 review is not required to be complete at draft submission.

## CONSULTATION

### Coordinating Committee

The Coordinating Committee reviewed the proposal on April 13, 2011, and forwarded the proposal to the Commission with the statement that the project has been coordinated with all participating agencies. The participating agencies were NCPC; the General Services Administration; the National Park Service; the District of Columbia Office of Planning; and the Washington Metropolitan Area Transit Authority.

### Commission of Fine Arts

The draft NAC Master Plan was presented to the Commission of Fine Arts (CFA) on April 21, 2011. CFA approved the Master Plan at concept level and iterated that Alternative B (the submitted master plan) was the best option of the ones analyzed in the EIS. As the Master Plan moves forward, CFA recommended that the landscape elements become more defined.