



## Commission Action

April 5, 2012

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<b>PROJECT</b> Site Improvements and Perimeter Security Herbert C. Hoover Building, United States Department of Commerce 1401 Constitution Avenue, NW Washington, DC	<b>NCPC FILE NUMBER</b> 7355
<b>SUBMITTED BY</b> United States General Services Administration	<b>NCPC MAP FILE NUMBER</b> 10.23(38.40)43537
	<b>APPLICANT'S REQUEST</b> Approval of comments on concept design
	<b>ACTION TAKEN</b> Approve comments as requested
	<b>REVIEW AUTHORITY</b> Approval per 40 U.S.C. § 8722(b)(1) and (d)

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The Commission:

**Comments** favorably on the proposed concept design for the installation of the perimeter security elements at the Herbert C Hoover Building, located in the Federal Triangle, that includes cable rail system, bollards, active vehicle barriers, reinforced light posts, and low walls as shown on NCPC Map File No. 10.23(38.40)43537.

**Commends** the General Services Administration for developing a design for perimeter security of a building in the Nation's Capital that is well integrated into the urban fabric of the surrounding streetscape.

**Recommends** that GSA explore the following as the overall design of the proposal progresses:

- Work to simplify the overall security design by minimizing the total number of different elements and amount of visual clutter.
- Create a regular / purposeful pattern and style for the security elements so that they align with certain architectural features of the building.
- Continue to refine the cable rail detail ensuring that if a horizontal element is used that it complements the architecture and historic nature of the building and landscape.
- Consult further with NCPC, CFA, and DC SHPO on the materials used to ensure that they are compatible with the historic context of the federal triangle

**Further recommends** that GSA explore the following specific ideas:

- Use more modern looking, active vehicular barriers at the vehicular entrances
- Locate the active barriers such that vehicles waiting to be screened will not block pedestrian movements on the sidewalk.
- Allow for barriers be used only at the most active vehicle entrances and use removable bollards at inactive or infrequently-used vehicle entrances
- Incorporate perimeter security into the rear wall of the National Aquarium Entrance Pavilion, rather than the front or south wall, in order to reduce the width of the south wall and its impact on public space.

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- Modify the spacing of the security elements at the Pennsylvania Avenue and 14<sup>th</sup> Street sides of the building in order to maximize pedestrian clearances and avoid the creation of narrow, unusable spaces between security elements.
  - Evaluate the potential for seating along the walls at the corners of the building.

**Notes** that GSA will need to coordinate with the DDOT Public Space Committee and the National Park Service on the security elements to be located in public space.

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Deborah B. Young

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Secretary to the National Capital Planning Commission