

UNITED STATES DEPARTMENT OF STATE

IN COOPERATION WITH THE
NATIONAL CAPITAL PLANNING COMMISSION
U.S. GENERAL SERVICES ADMINISTRATION



AUGUST 29, 2011

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UNITED STATES DEPARTMENT OF STATE

FINAL ENVIRONMENTAL ASSESSMENT

UNITED STATES DIPLOMACY CENTER

The U.S. Department of State, in cooperation with the U.S. General Services Administration and the National Capital Planning Commission, has prepared this Environmental Assessment for construction and operation of the United States Diplomacy Center, at the United States Department of State, in Washington, DC. The United States Diplomacy Center would establish a publicly-accessible museum and associated educational exhibits that would provide the American and visiting foreign public with general information regarding the practice of diplomacy. The project includes construction of a new Entry Pavilion and internal modifications to the first floor of the north wing of the George C. Marshall Wing of the Department of State Harry S Truman Building. This Environmental Assessment considers the environmental effects of implementing the No Action (no build) Alternative and the Action Alternative.

RESPONSIBLE AGENCY:

U.S. Department of State

COOPERATING AGENCIES:

National Capital Planning Commission

U. S. General Services Administration

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ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
APhA	American Pharmacists Association
BD&C	Building Design and Construction
BMP	Best Management Practices
Board	Board of Governors of the Federal Reserve System
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFA	U.S. Commission of Fine Arts
CL	Lean Clay
CO	Carbon Monoxide
CW	Central Washington
dB(A)	A-weighted decibels
DC	District of Columbia
DCSHPO	District of Columbia State Historic Preservation Office
DDOT	District Department of Transportation
DoS	Department of State
EPA	Environmental Protection Agency
GSA	General Services Administration
HSR	Historic Structures Report
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LOS	Level of Service
MOA	Memorandum of Agreement
MSAT	Mobile Source Air Toxics
MWCOG	Metropolitan Washington Council of Governments
NAAQS	National Ambient Air Quality Standards
NAICS	National Industry Classification System
NAS	National Academy of Sciences
NCPC	National Capital Planning Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO _x	Nitrogen Oxides
PM _{2.5/10}	Particulate Matter
SC	Clayey Sand
SF	Square Feet
SHPO	State Historic Preservation Office
SO ₂	Sulfur Dioxide
USCS	Unified Soil Classification System
USDC	United States Diplomacy Center
VOC	Volatile Organic Compounds
WMATA	Washington Metropolitan Area Transit Authority

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PROJECT DESCRIPTION

The intent of the United States Diplomacy Center (USDC) is to establish, within the United States Department of State (DoS), a publicly-accessible museum and associated educational exhibits that provide the American and visiting foreign public with general information regarding the practice of diplomacy. The USDC would be located adjacent to, and within, the George C. Marshall Wing (Marshall Wing) of the DoS Harry S Truman Building, in a location that is within close proximity to such national landmarks as the Lincoln Memorial, the Vietnam Memorial, the World War II Memorial and the Washington Monument.

The DoS Harry S Truman Building, located in the District of Columbia's Northwest quadrant, faces 21st Street NW to the east, C Street NW to the south, 23rd Street NW to the west and D and E Streets NW to the north (Figure 1.1). Virginia Avenue NW borders the northeast corner of the Building. The USDC would comprise a new Entry Pavilion and reconfigured interior space within the northern section of the first floor of the Marshall Wing, creating three exhibit halls (Figure 1.2). The Entry Pavilion – Exhibit Hall I would be constructed in the existing forecourt of the 21st Street NW entrance to the Marshall Wing, facing 21st Street NW. The area of the USDC planned for the first floor of the Marshall Wing is currently used as office space, and would be transformed into Exhibit Halls II and III, complete with exhibit galleries and interactive classrooms. The USDC would be constructed in two phases: the Entry Pavilion – Exhibit Hall I would constitute Phase 1, and Exhibit Halls II and III, within the Marshall Wing, would be built in Phase 2.

The concept design for the USDC encompasses approximately 41,361 square feet (SF) of space adjacent to, and within, the Marshall Wing. The two-level, steel and glass Entry Pavilion would replace the existing arrangement of canopies, planters, barriers within the original, open forecourt of the Marshall Wing, which were constructed in 1986. Additionally, the Entry Pavilion would replace the temporary screening building. The main level of the Entry Pavilion - Exhibit Hall I (*America in the World*), would include security screening, a reception area, exhibit space, a monumental stair to the lower level, and an elevator. Exhibit space in the Entry Pavilion would allow visitors to discover what diplomacy is, who diplomats are and what they do.

The lower level of the Entry Pavilion would house a café and gift shop, seating area, coat check room, and restrooms, as well as mechanical and electrical rooms, storage, and other utility areas. Exhibit Halls II and III would be located immediately north of the Marshall Wing's existing entrance lobby and elevator corridor. To enter Exhibit Halls II and III from the Entry Pavilion, visitors would move through the historic lobby of the Marshall Wing, making it open to the public. Exhibit Hall II (*Diplomacy in Action*) would include nine galleries covering a range of topics, from the foundations of diplomacy in the United States to Cold War diplomacy, technology, and the challenges of the twenty-first century. Exhibit Hall III (*Advancing Diplomacy*) would house interactive exhibits, classroom space and a theater, which would allow people to experience diplomacy first-hand.

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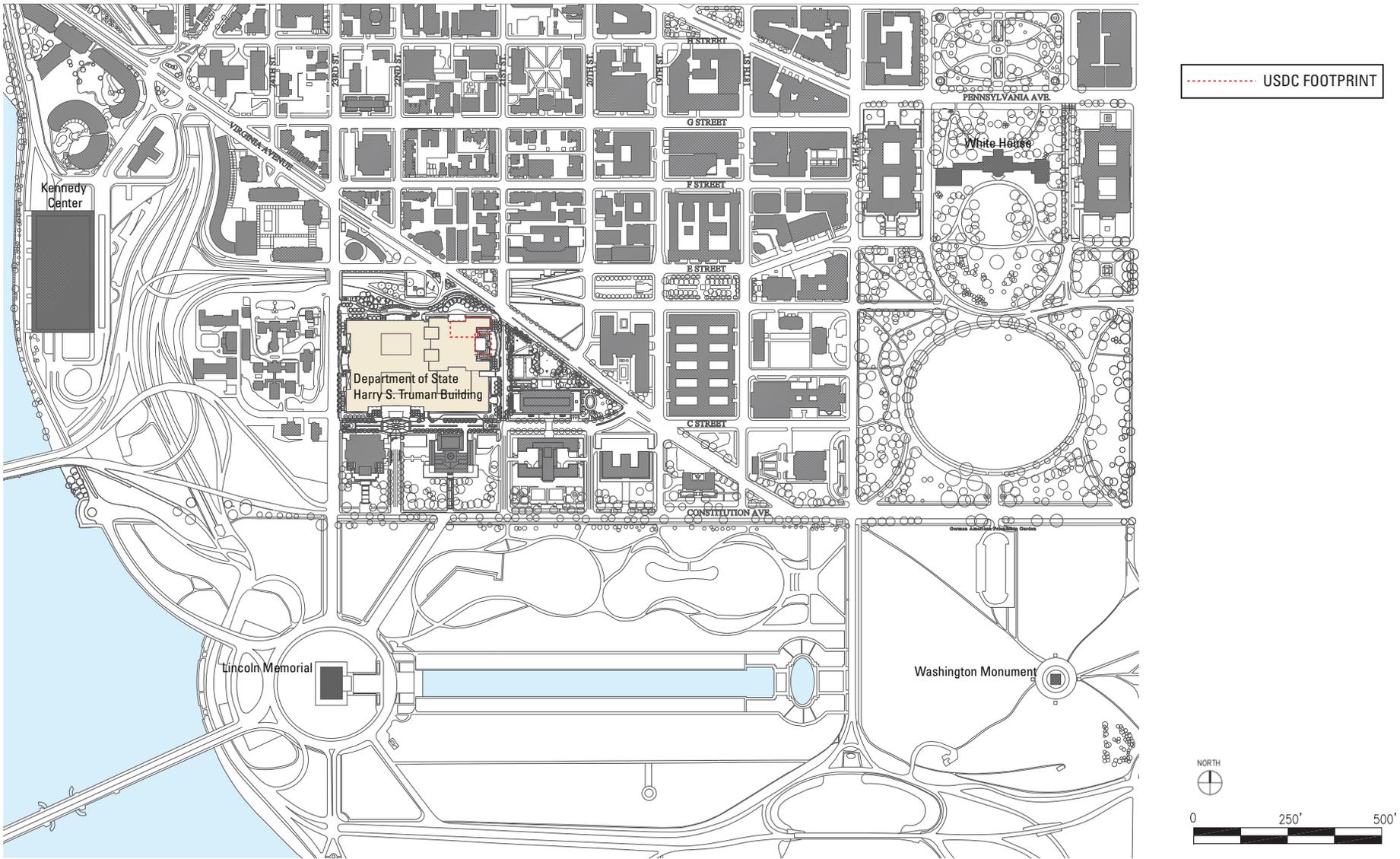


Figure 1.1 - Project Location

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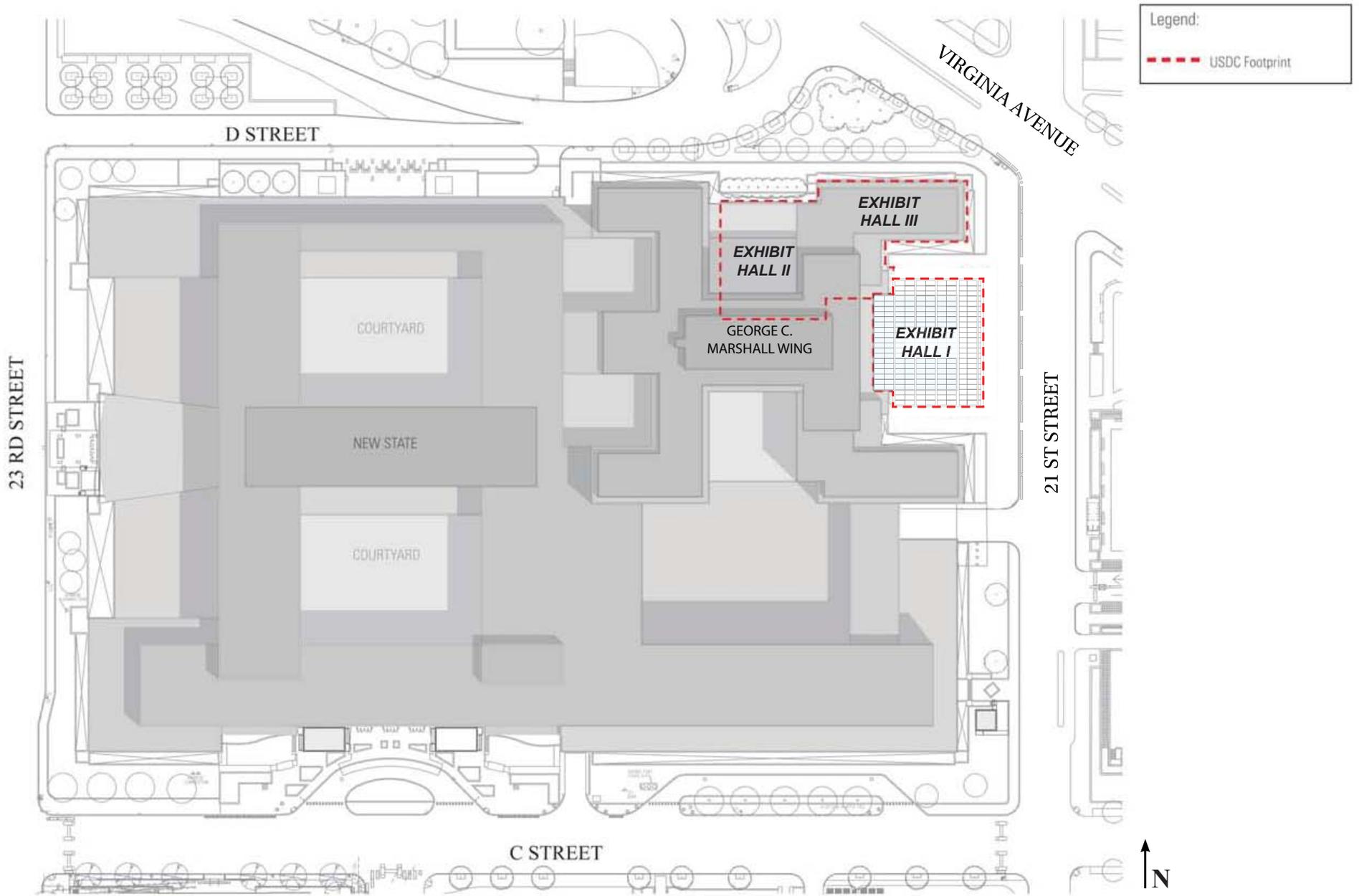


Figure 1.2 - Project Site

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Relationship to the Harry S Truman Building Perimeter Security Improvements Project

In response to increased security concerns for government agencies, DoS identified the need for a strategic security improvement plan for the Harry S Truman Building in 2002. In 2004, DoS completed the *Harry S Truman Building Perimeter Security Improvement Plan* (2004 Concept Plan) which recommended a number of security improvements, including the construction of a security pavilion at each of the five entrances to the Harry S Truman Building, in addition to extended sidewalks, protective fencing, a redesigned truck inspection area, a realignment of D Street NW, new guard booths, landscaping and street furniture, and retention of the closure of C Street NW from 21st to 23rd Streets NW (Figure 1.3). DoS plans to implement the Perimeter Security Improvements Project in five phases; the first of which includes Phase IA-D Street NW Improvements and Phase IB-C Street NW Improvements, followed by Phase II-23rd Street NW, Phase III-21st Street NW Improvements, Phase IV-C Street NW Pavilion and Phase V-Proposed Reconfiguration of D Street NW. The perimeter security improvements proposed for the 21st Street NW entrance would be implemented independent of, and subsequent to, the completion of the Entry Pavilion.

This document addresses only those elements associated with the proposed USDC. The proposed perimeter security improvements for the Harry S Truman Building are currently being studied as part of a separate EA, but are addressed and analyzed in this EA as a reasonably foreseeable future action that, combined with the proposed USDC, could have cumulative impacts on the human environment.

The proposed concept design for the USDC replaces the elements of the original 21st Street NW pavilion design proposed in the 2004 Concept Plan. The proposed footprint for the USDC Entry Pavilion is significantly smaller than that of the 2004 Concept Plan design for the 21st Street NW pavilion, and consequently, would not encroach into public space. Additionally, the USDC Entry Pavilion design would accommodate security screening operations similar to those identified in the 2004 Concept Plan design for the 21st Street NW pavilion. Excluding the construction of a 21st Street NW pavilion, no other elements from the proposed Perimeter Security Improvements Project would be implemented under the USDC project. Construction of the USDC would be undertaken as an effort separate from, and prior to, the Perimeter Security Improvements Project.

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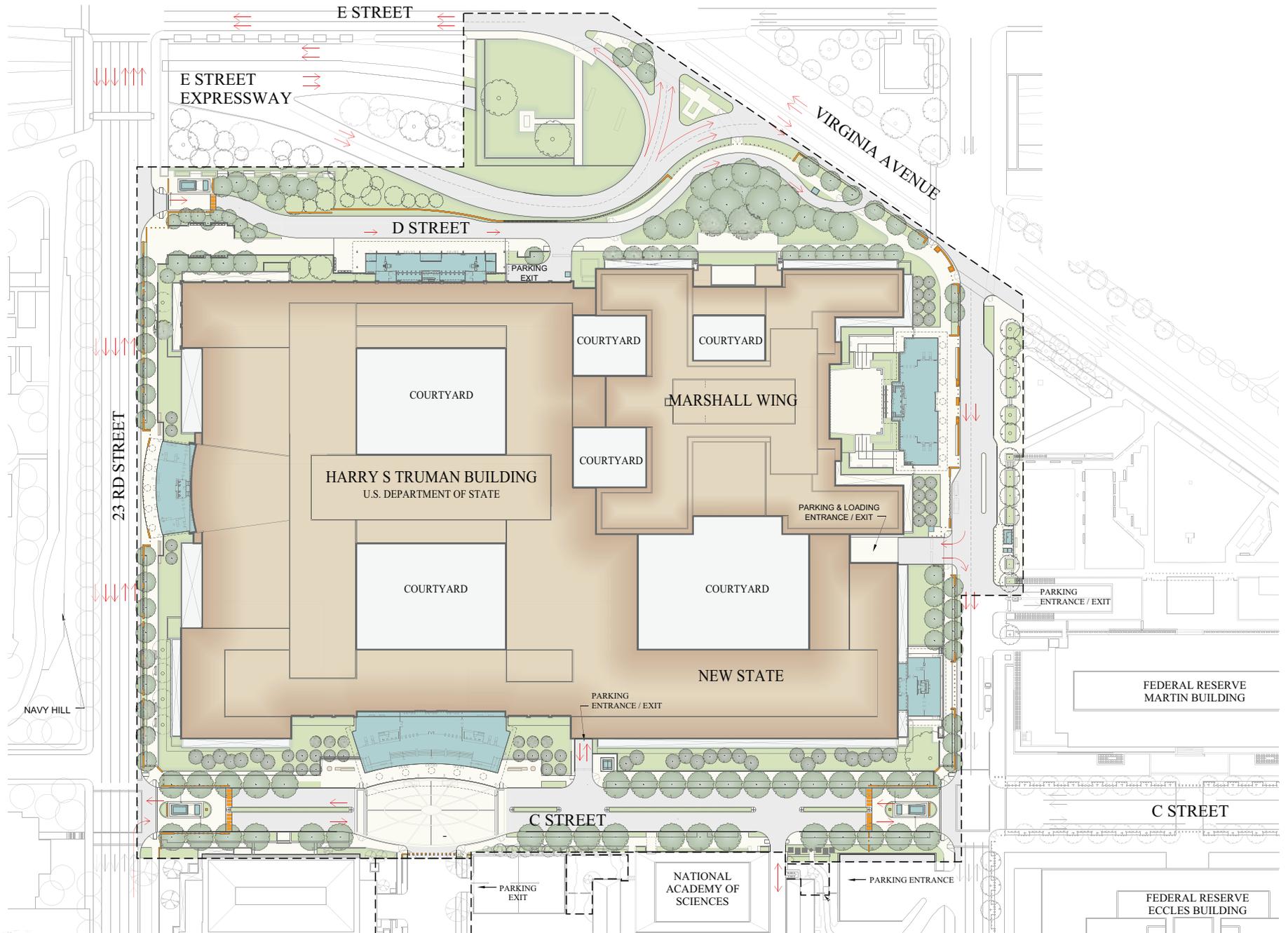


Figure 1.3 - 2004 Concept Plan for the Harry S Truman Building Perimeter Security Improvements Project

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1.0 PURPOSE AND NEED

1.1 PURPOSE

The purpose of the proposed action is to provide a place of learning and inspiration where the public can gain knowledge of the history, practice and challenges of American diplomacy. The goal of the USDC is to allow a broad audience of visitors, students and educators to explore the ways in which global relationships have impacted the present and will shape the future, to understand the complex outcomes of diplomacy, to gain insight into the responsibilities of the DoS and to absorb the compelling stories of U.S. diplomats. The USDC would provide an education center with thought-provoking exhibits and dynamic programs that would highlight the rich history of U.S. diplomacy, as well as:

- Promote a better understanding of U.S. diplomacy and the DoS' work
- Reveal how U.S. diplomacy has shaped our nation's history
- Honor the service and sacrifice of former and current U.S. diplomats
- Illustrate how U.S. diplomacy has impacted the daily lives of citizens
- Demonstrate the ways U.S. diplomats assist U.S. citizens overseas
- Build a constituency for U.S. diplomacy and the Department of State within our nation
- Inspire individuals, particularly students, to pursue careers in diplomacy
- Emphasize the roles people can assume as effective citizen diplomats

1.2 NEED

The need for the Action Alternative was first identified by former Secretary of State Madeleine Albright, who initiated the USDC Project in 2000. As identified by Secretary Albright, the USDC is needed to more clearly communicate the work of DoS to the American people. The USDC would also fulfill the need for a permanent security screening facility for visitors to the Marshall Wing.

1.3 OVERVIEW OF NEPA AND NHPA

In accordance with the National Environmental Policy Act of 1969 (NEPA), as amended (Title 42, U.S. Code [USC], 4321-4347) and regulations of the Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] 1500-1508), this Environmental Assessment analyzes and documents environmental effects associated with the Action and No Action Alternatives. NEPA establishes procedures to “insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.” [40 C.F.R. § 1500.1(b)] The purpose of these procedures is to foster informed decisions. Coordinating NEPA procedures with those of other federal environmental statutes and executive orders facilitates NEPA objectives by promoting efficiencies in environmental planning and development of “high quality information” on which to base agency decisions [40 C.F.R. § 1500.1(b)] (Workgroup, 2008).

In accordance with Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. 470f, this Environmental Assessment documents effects associated with the Action and No Action Alternatives on cultural and historic resources within, and surrounding, the project area. Under Section 106 of the NHPA, Federal agencies must take into account the effect of their undertakings on historic properties and provide the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment with regard to such undertakings. The Section 106 implementing regulations, “Protection of Historic Properties,” 36 CFR Part 800, describe a Section 106 review process, which “seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation.” The process provides for participation of State and local governments, Indian tribes, representatives from various businesses and organizations, and private citizens in Federal project planning that may affect historic properties.

The Section 106 regulations encourage agencies to coordinate their Section 106 process with their NEPA process. Through coordination, information and analyses-sharing, compliance can be completed in a streamlined fashion that minimizes the duplication of effort. This coordination also ensures historic properties receive adequate and timely consideration at the beginning of and throughout the planning process. The Section 106 regulations also provide for a specific process, detailed at 36 CFR §800.8(c), whereby the NEPA process may be used to fulfill an agency’s Section 106 responsibilities, provided that certain standards and documentation requirements are met. This approach encourages the full integration of Section 106 consultation and the coordination of environmental reviews. The benefit to stakeholders and the public of this integration is data sharing, cost and time savings, and an ability to present the big picture of a proposed action during preliminary planning and design development. It should be noted that although the ACHP regulations allow program alternatives under Subpart C, 36 CFR §800.14, the NEPA coordination provision at 36 CFR §800.8(c) is not intended to act as a program alternative to the Section 106 process, but is intended to be applied on a project by project basis as appropriate. If the Federal agency selects to use an integrated approach for an undertaking or class of undertakings, then the agency must provide advance notification of its intent to the State/Tribal Historic Preservation Office (SHPO/THPO) and the ACHP (Workgroup, 2008).

The U.S. General Services Administration and the National Capital Planning Commission are cooperating agency in this effort.

1.4 RESOURCE ISSUES CONSIDERED IN THIS DOCUMENT

Geology	Energy and Sustainability	Cultural Resources
Topography	Land Use	Utilities
Soils	Economy, Employment and	Circulation and Parking
Stormwater/Groundwater	Population	Public Safety
Air Quality	Visual Resources	Environmental Justice
Vegetation	Noise	

1.5 RESOURCE ISSUES ELIMINATED FROM DETAILED ANALYSIS

Several impact topics were initially considered for evaluation in this EA, but were eliminated from detailed study because the proposed action would result in either no impacts or negligible impacts. These topics and the rationale for their elimination are as follows:

FLOODPLAINS AND WETLANDS

The proposed action would not result in any impacts associated with floodplains or wetlands. The project site lies outside the 100-year floodplain of the Potomac River (FIRM Map). The highly urbanized nature of the project site precludes the ability for wetlands to develop on the site. Moreover, National Wetland Inventory maps do not show existing wetlands within the project site.

WILDLIFE

Due to the developed landscape of the area, wildlife species in the vicinity of the project area are highly adapted to urban habitats. Species that may be affected are the Eastern Gray Squirrel (*Sciurus carolinensis*), the American Robin (*Turdus migratorius*), and the Mourning Dove (*Zenaida macroura*). Urban-adapted animal species would likely relocate to a similar habitat (developed landscape) in the surrounding area, during construction.

THREATENED OR ENDANGERED SPECIES

Due to the developed landscape of the area, there are no known critical habitats or listed rare, threatened, or endangered species or species of concern in the project area. In its letter dated August 10, 2011, the United States Department of the Interior Fish and Wildlife Service stated that, except for occasional transient individuals, no proposed or federally listed endangered or threatened species are known to exist within the project area. The Fish and Wildlife Service confirmed in its letter that no Biological Assessment or further section 7 consultation is required.

COMMUNITY FACILITIES

There are no churches, schools, or community public health centers within the immediate vicinity of the project area.

SOLID AND HAZARDOUS WASTE

Construction on this site from 1940 to the present may have obliterated any hazardous soil issues; however, any property developed as long ago as the Harry S Truman Building has potential for an unexpected discovery of hazardous waste issues as a result of prior site uses. There are no known or anticipated hazardous waste issues at this site. In the event that hazardous waste is encountered during construction, it would be handled in accordance with federally and locally mandated regulations for removal, treatment and disposal.

ARCHAEOLOGICAL RESOURCES

Archaeological site files at the District of Columbia Historic Preservation Office, examined by John Milner Associates, Inc. in 2006, record sixteen locations within one mile of the project area where archeological resources have been identified or predicted (supporting documentations: USGS map of sites within one mile and table of archeological investigations). Most of the historic-period sites include both commercial and domestic resources, dating from the late eighteenth century into the twentieth century; however, the nineteenth-century development of the project area is likely to have disturbed or destroyed prehistoric resources. Additionally, construction of, and alterations to, the Harry S Truman Building have most likely destroyed the nineteenth-century historic archeological resources that occupied the land now under, or adjacent to, the project area.

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2.0 DESCRIPTION OF ALTERNATIVES

2.1 ACTION ALTERNATIVE

The 41,361 SF USDC would be accommodated within the northern section of the first floor of the Marshall Wing and a new Entry Pavilion, which would be an addition to the 21st Street NW entrance to the Marshall Wing of the Harry S Truman Building. The proposed interior functions of the USDC would require demolition of existing interior partitions and systems for conversion of approximately 19,773 SF of the interior first floor of the northern wing of the Marshall Wing, from employee offices to Exhibit Halls II and III (Figure 2.1); however, the fundamental exterior modifications under the Action Alternative include the following:

- Construction of a new, approximately 21,588 SF, two-level Entry Pavilion in the forecourt of the 21st Street NW entrance to the Harry S Truman Building Marshall Wing
- Removal of existing, exterior planters, pavers, bollards and temporary screening facilities within the 21st Street NW forecourt
- Relocation of all security screening for employees and conference center and public visitors, from the temporary facilities to the permanent, enclosed Entry Pavilion

The new Entry Pavilion (Exhibit Hall I) would serve as the 21st Street NW entrance and screening facility for DoS staff entering the Harry S Truman Building, for members of the public visiting the USDC and the George C. Marshall Conference Center, and for escorted visitors. The pavilion would measure approximately 120 feet wide, 87 feet deep and 28 feet tall, and would comprise a Main Level and a Lower Level. The Main Level would serve as an exhibit space and flex space for events, and the Lower Level would include a gift shop and café with seating, as well as bathroom facilities a coat check and building support spaces (Figure 2.2). As envisioned, the new pavilion, centered within the 21st Street NW forecourt, would be attached to the to the limestone wall of the east facade of the existing Harry S Truman Building. Centering the pavilion within the 21st Street NW forecourt would also require removal of all existing planters, pavers, bollards and temporary screening facilities, most of which were installed in 1986.

The proposed Entry Pavilion would be constructed of textured, sandstone-colored, opaque glass panels in a steel curtain wall system as a frame around a broad expanse of transparent glass at the center of the façade, where doors would be located. Above the Entry Pavilion's exhibit space, fritted Low E Laminated glass units would be employed to allow for a greater level of visual transparency, providing for views of the Marshall Wing façade from inside the pavilion. Opaque glass would be used above the circulation areas. While mainly self-supporting, the Entry Pavilion would tie into the structural concrete of the Marshall Wing's four portico piers. The connection would be made through the east face of the piers, with existing limestone cladding in the location of the connection salvaged and stored and replaced with matching limestone.

Security screening equipment would be located to the north and south of the entrance to the Entry Pavilion. Staff and Marshall Conference Center visitors would use the north screening station. All other visitors would enter through the screening station on the south. Ramps along the north and south walls of the Entry Pavilion would lead up from the security stations to the exhibit area at the center and to the Marshall Wing entrance. The ceiling of the exhibit space would be approximately two feet higher than the ceiling above the circulation corridors. Two enclosures would occupy the exhibit area, and a pair of stairs east of this space would carry visitors to the Lower Level.

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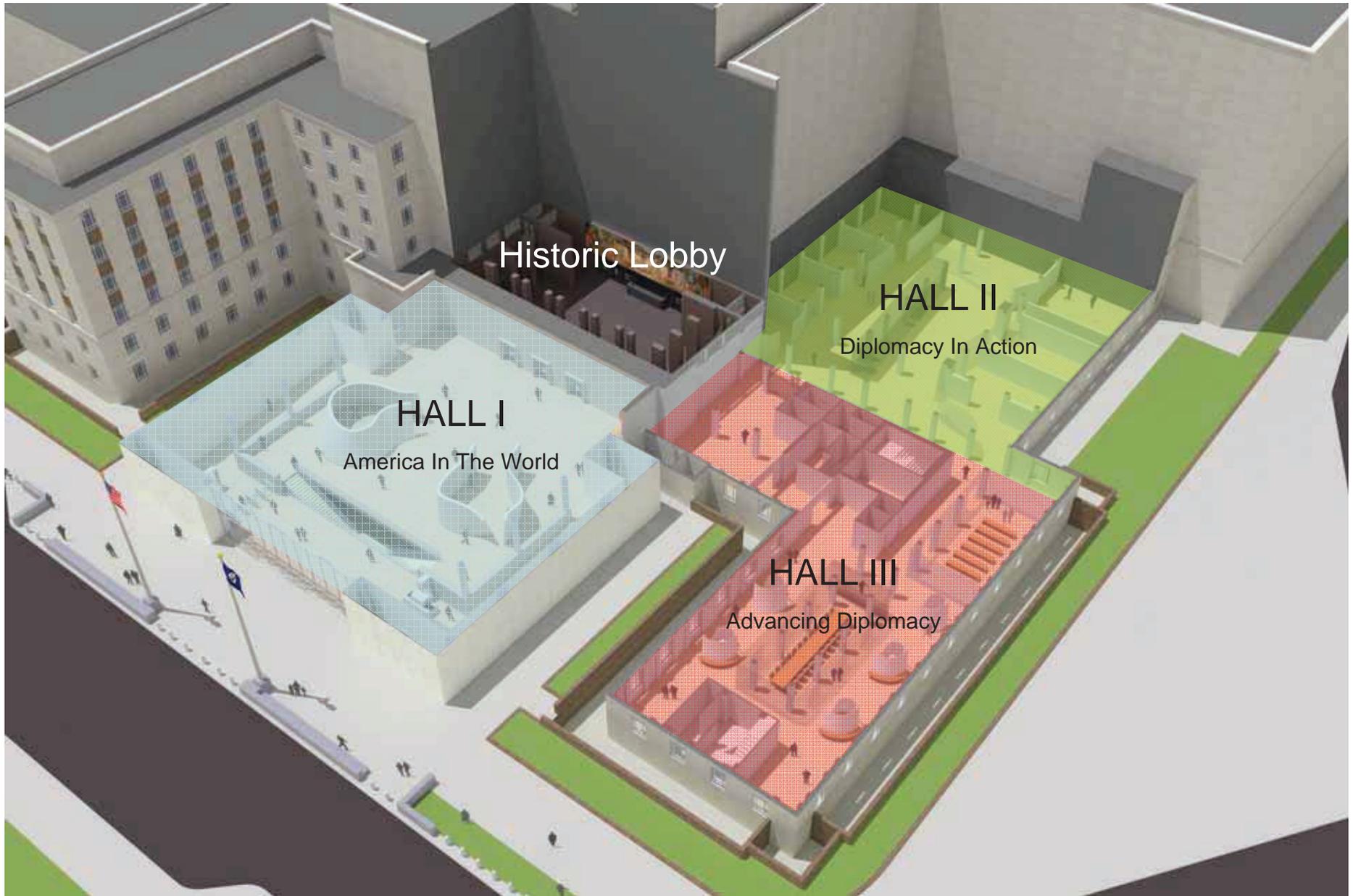


Figure 2.1 - USDC Exhibit Halls

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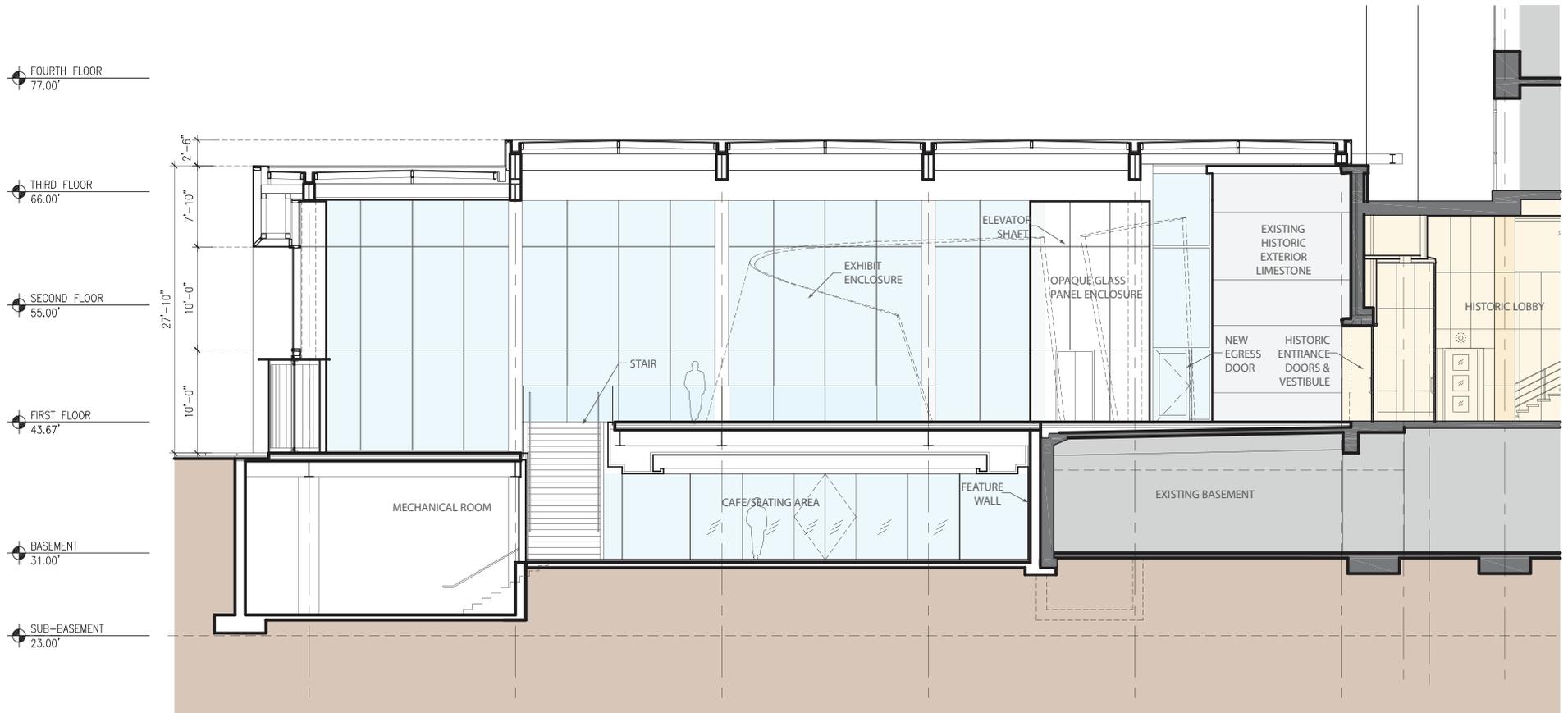


Figure 2.2 - USDC Entry Pavilion Plan

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Additional exhibition space would be located in first floor of the northern wing of the Harry S Truman Building Marshall Wing. The northwest section of the Marshall Wing would serve as Exhibit Hall II and the northeast portion of the Marshall Wing would serve as Exhibit Hall III. The Entry Pavilion would be designed and constructed first, as Phase 1, and is anticipated to be completed in 2012. Completion of Phase 1 would allow the Entry Pavilion to open separate from, but in sequence with, the second phase of construction, which would include the renovation of the first floor of the Marshall Wing for Exhibit Halls II and III. Phase 2 is anticipated to be completed in 2015.

Elevations, sections and plan views of the USDC can be found in Figures 2.3 - 2.9

All construction activities in District of Columbia are regulated by law and require approved construction permits from the District of Columbia Department of Environment prior to the start of construction. The regulations governing stormwater management, erosion and sediment control are outlined in Chapter 5 of Title 21, and Chapter 31 of Title 20, of the District of Columbia Municipal Regulations. As part of the application for a construction permit, an erosion and sediment control plan, and/or stormwater management plan, must be submitted and approved. Upon approval of construction permits, the construction site would be inspected periodically during the construction phase of the project to ensure compliance with approved plans.

2.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, construction, interior programming and associated exterior building modifications for the USDC would not be implemented; site conditions would remain as they are at present (Figure 2.10). Under this alternative, the Harry S Truman Building 21st Street NW pavilion would retain its current function of security screening.

While the No Action Alternative does not meet the purpose and need for the proposed action, it is studied in the Environmental Assessment to provide a baseline for assessing the magnitude of environmental effects associated with the Action Alternative.

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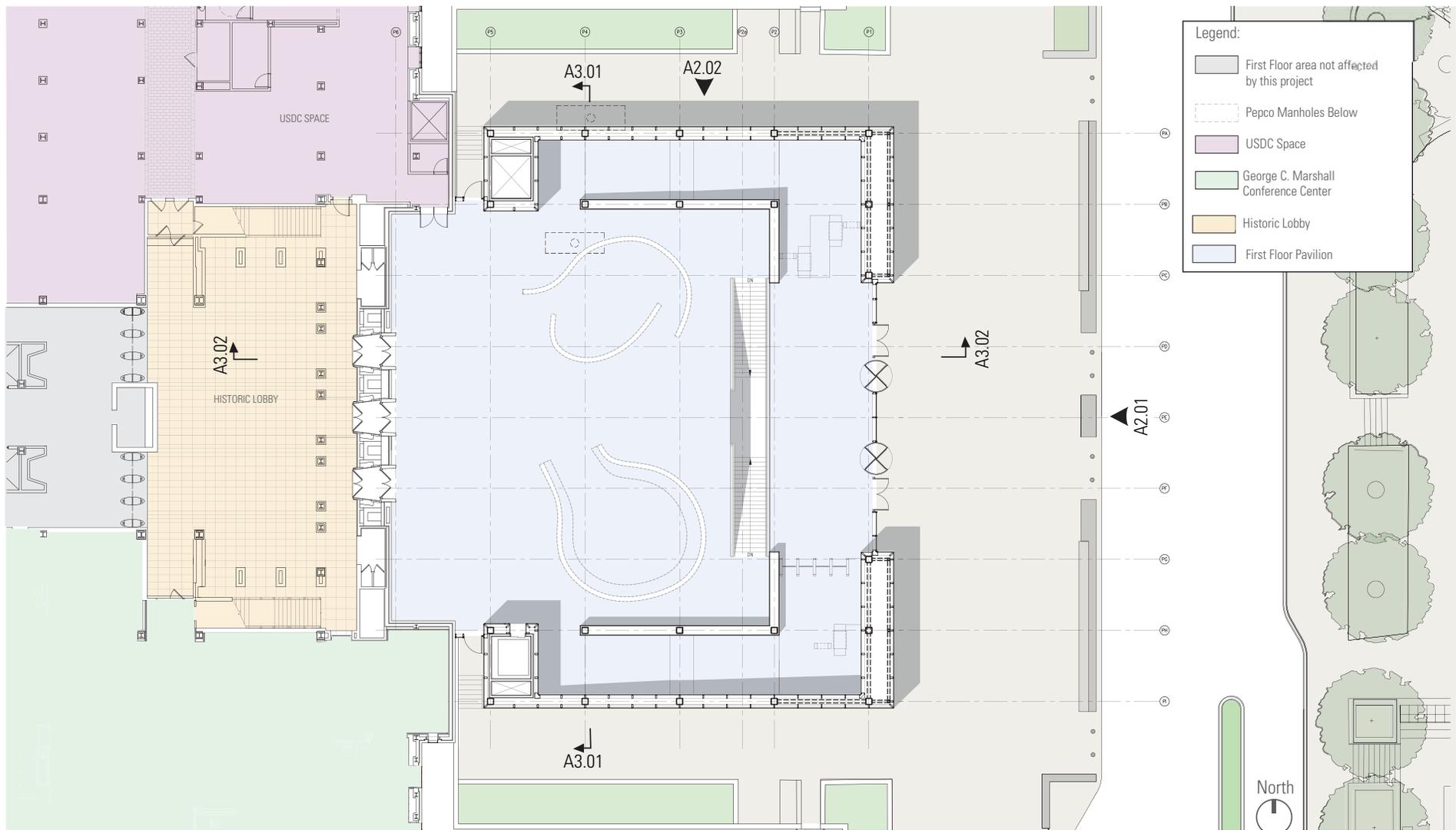


Figure 2.3 - USDC Entry Pavilion: First Floor

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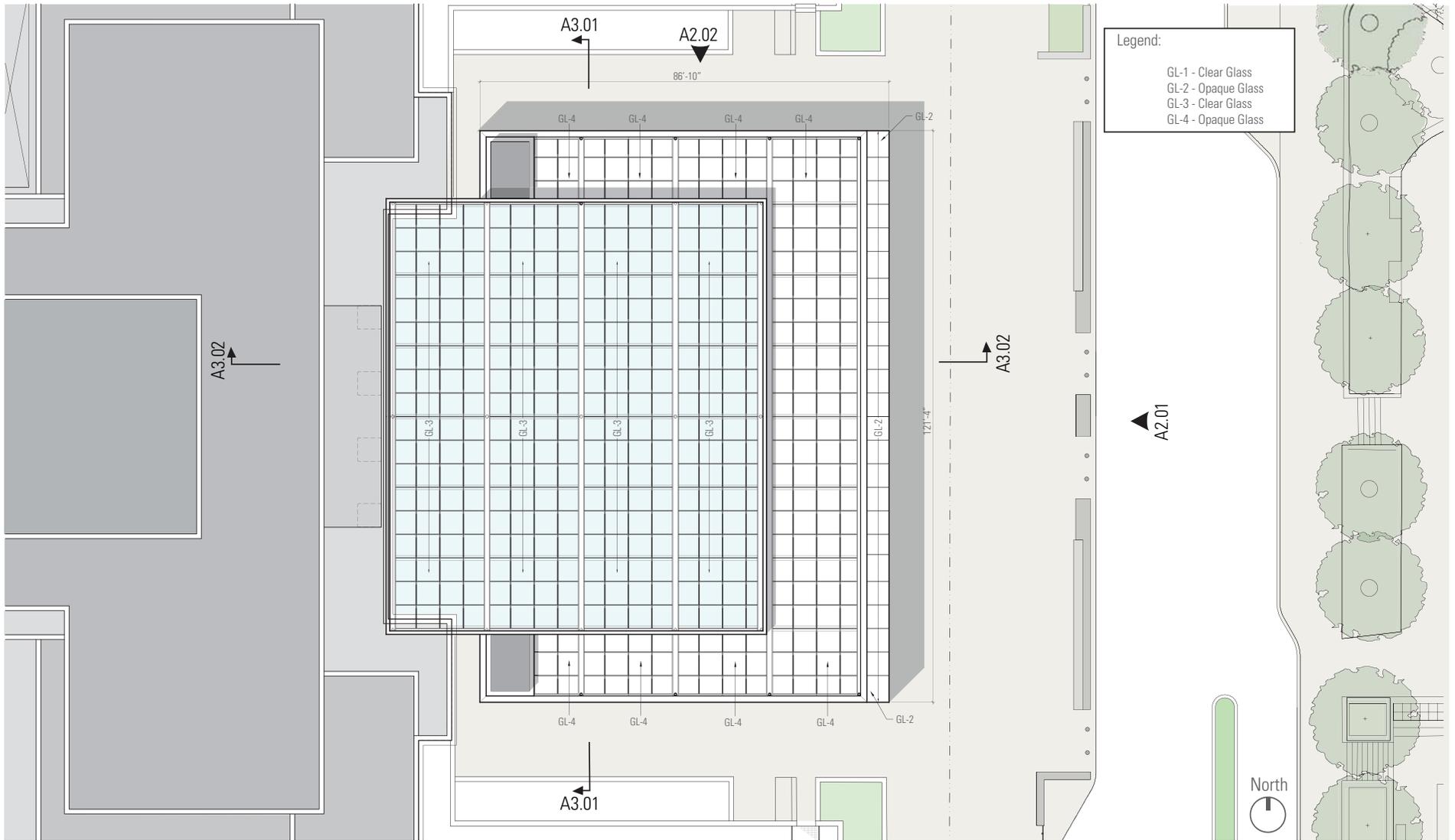


Figure 2.4 - USDC Entry Pavilion: Roof Plan

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Figure 2.5 - USDC Entry Pavilion: East Elevation

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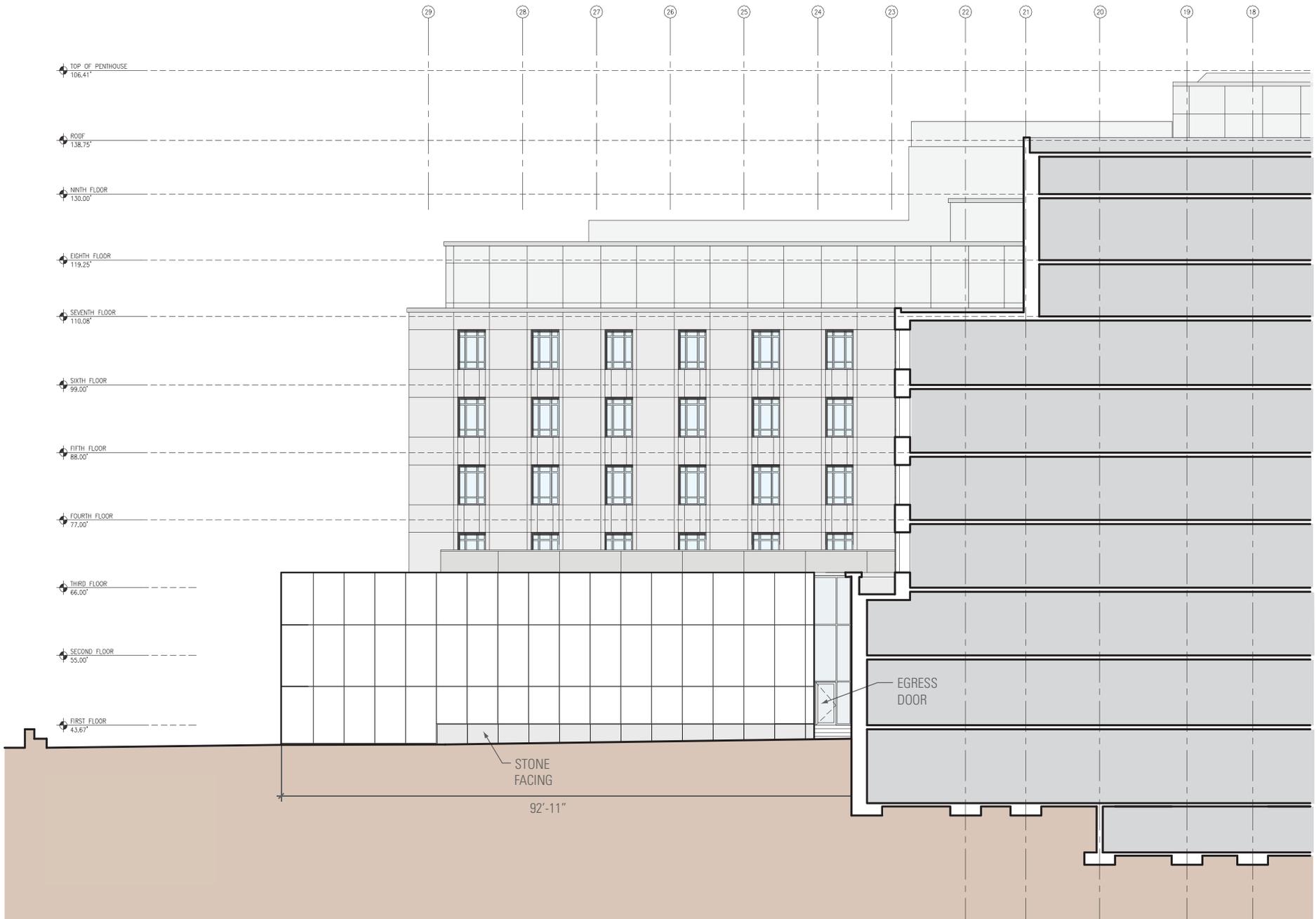


Figure 2.6 - USDC Entry Pavilion: Elevation

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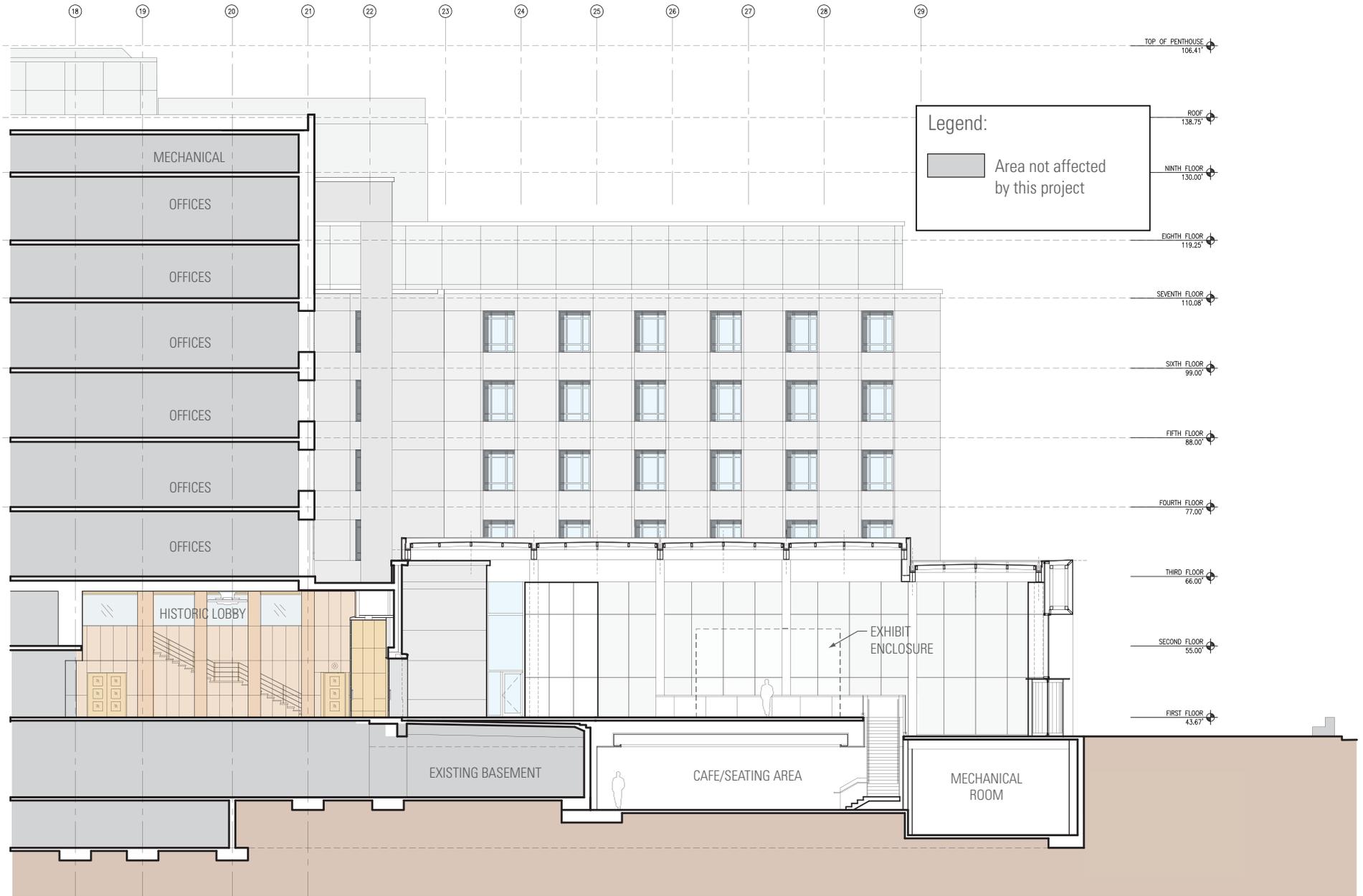


Figure 2.7 - USDC Entry Pavilion: East/West Section

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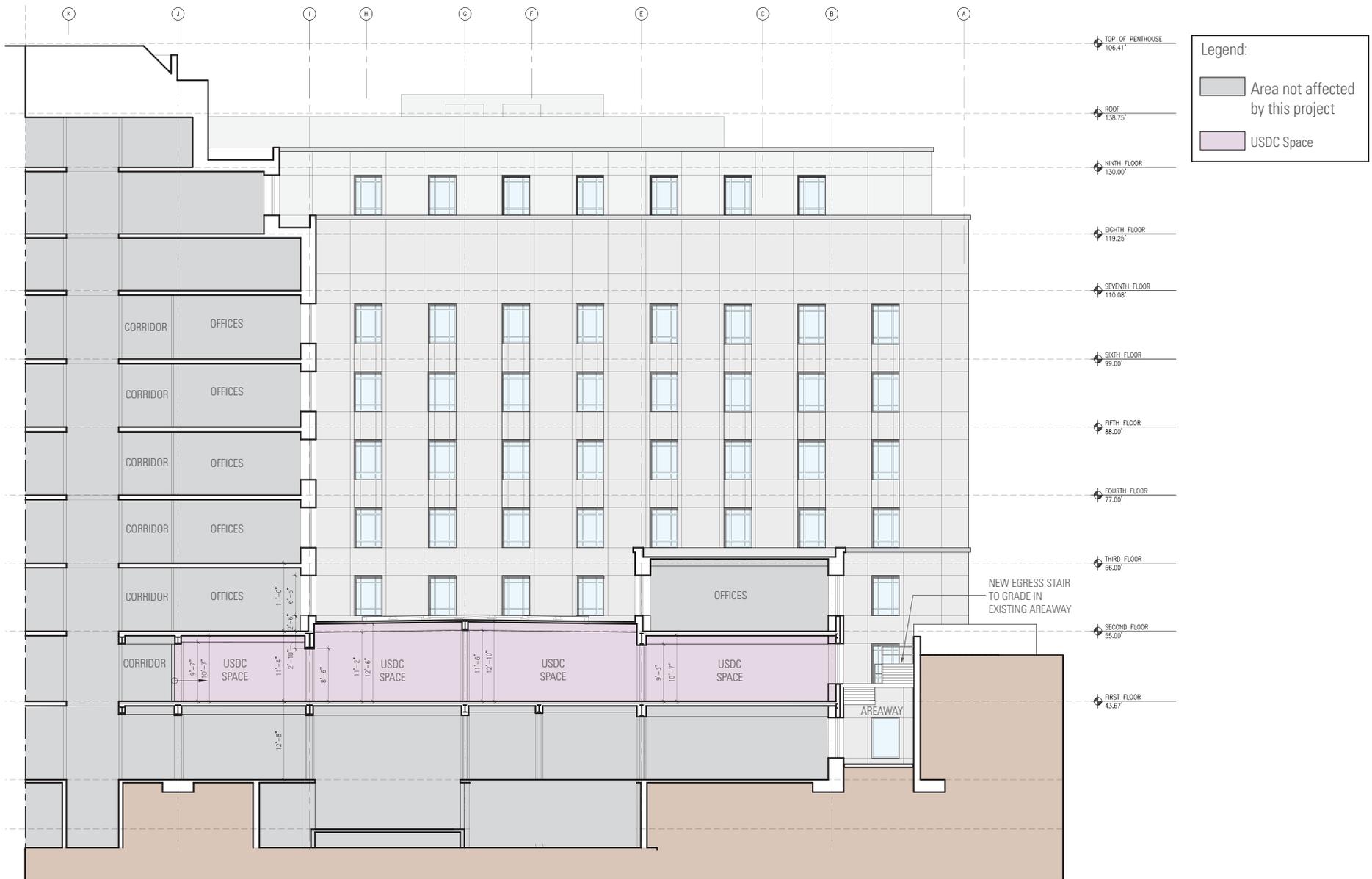


Figure 2.8 - USDC Exhibit Hall II: North/South Section

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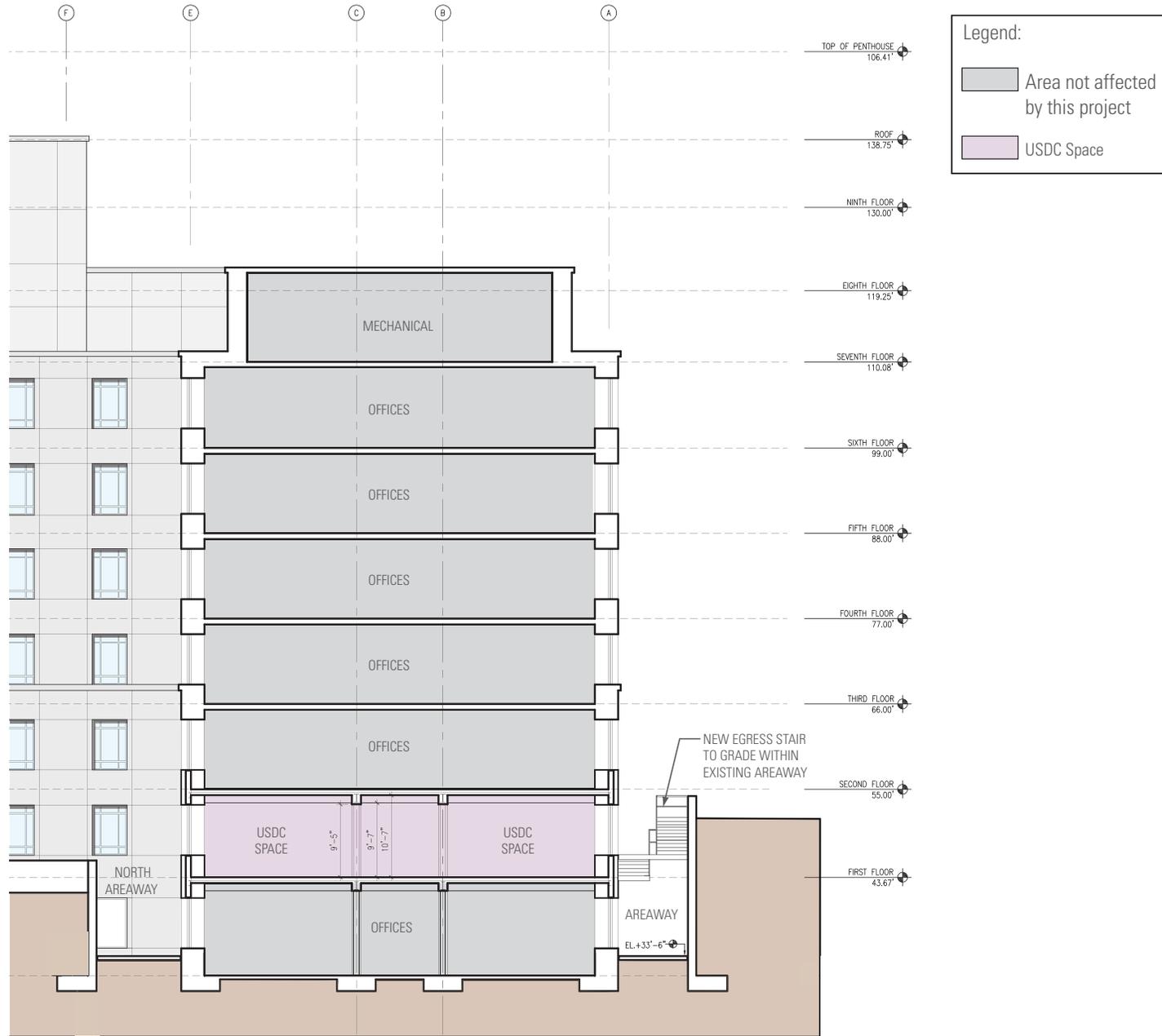


Figure 2.9 - USDC Exhibit Hall III: North/South Section

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Figure 2.10 - Existing Site Conditions (No Action Alternative)

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3.0 AFFECTED ENVIRONMENT & ENVIRONMENTAL CONSEQUENCES

The following chapter assesses the impacts of the Action Alternative and the No Action Alternative on the affected environment. These impacts are characterized by **type**, **intensity** and **duration**.

TYPE

The impact type refers to whether an impact is negative or positive (*beneficial*). Beneficial impacts would improve resource conditions and negative impacts would not. All impacts in this assessment are assumed to be negative (adverse), unless identified as beneficial.

INTENSITY

The intensity of a negative impact describes the magnitude of change that the negative impact generates. The intensity thresholds are as follows:

<i>NEGLIGIBLE:</i>	There would be no impact, or the impact does not result in a noticeable change in the resource
<i>MINOR:</i>	The impact would be slight, but detectable, resulting in a small but measurable change in the resource.
<i>MODERATE:</i>	The impact would be readily apparent and/or easily detectable
<i>MAJOR:</i>	The impact would be widespread and would substantially alter the resource. A major impact would be considered significant under NEPA.

DURATION

The duration of an impact identifies whether it occurs over a restricted period of time (*short-term*), or persists over a longer period (*long-term*). For the purposes of this analysis, it is assumed that short-term impacts would occur during the construction of the improvements, while long-term impacts would persist once the construction is complete.

3.1 GEOLOGY

AFFECTED ENVIRONMENT

The project area is located within the Coastal Plain Physiographic Province of the District of Columbia. The Coastal Plain consists of a seaward thickening wedge of unconsolidated to semi-consolidated sedimentary deposits from the Cretaceous Geologic Period to the Holocene Geologic Epoch. These deposits represent marginal-marine to marine sediments consisting of interbedded sands and clays. The Coastal Plain is bordered to the east by the Atlantic Ocean and to the west by the Piedmont Physiographic Province (GeoConcepts, 2011).

The existing fill soils of the top-most layer of soil are believed to be related to previous site grading. The natural soils assigned to the lower soil layers are believed to be Alluvial deposits associated with the nearby Potomac River and its tributaries. The alluvial soils are underlain by bedrock, which was encountered at about 51 to 53.5 feet depth below the existing ground surface (GeoConcepts, 2011).

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Implementation of the Action Alternative would result in long-term, minor impacts to the site's geology, due to the construction of the Entry Pavilion's lower level and an increase in structural load that would require increased stabilization.

Both shallow and deep foundations have been evaluated for support of the Entry Pavilion. The existing fill and alluvial soils underlying the site exhibit low to moderate shear strength and high compressibility characteristics. Accordingly, the use of conventional spread footing foundations, bearing directly upon these existing fill and alluvial soils, is not recommended for support of the proposed construction. The Entry Pavilion could be supported on spread footings bearing on soils improved with aggregate piers, or caissons bearing on bedrock. Spread footings may be used to support the building, when founded on soils improved by aggregate piers; if improved by aggregate piers, spread footings could increase the allowable bearing pressure for the design of spread foundations to 4,000 pounds per SF. If used, caisson foundations bearing on bedrock would extend through the upper soils of Strata A and B to bear on the bedrock. Lower floor slabs, supported by natural soils or new compacted fill, would be feasible at the site; however, where floor sub-grades consist of existing fill, it is recommended that existing fill be undercut to a depth of at least two feet and backfilled with new compacted fill. It is recommended that the floor slab be isolated from the footings so that differential settlement of the structure would not induce shear stresses on the floor slab. The final selection of a foundation system would be based on an economic/construction schedule comparison of the aforementioned options by the general contractor or cost estimator (GeoConcepts, 2011).

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts to geology would be negligible.

3.2 TOPOGRAPHY

AFFECTED ENVIRONMENT

A hill is located at the intersection of Virginia Avenue NW and 23rd Street NW. Slopes to the east of the hill extend down D Street NW toward 21st Street NW and follow south to C Street NW. The slopes follow eastward on C Street NW or continue south on 23rd Street NW. Additionally, slopes extend south past C Street NW, down 22nd Street NW, towards Constitution Avenue NW. The Harry S Truman Building site slopes 31 feet from the lowest point at the corner of 21st and C Streets NW, to its highest point at 23rd and E Streets NW.

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Implementation of the Action Alternative would result in long-term, minor impacts on the site's topography due to filling and grading activities for the lower floor slab areas, and as backfill against walls below grade. Unsuitable existing fill, soft or loose natural soils, organic material, and rubble would be stripped to approved subgrades, as determined by the geotechnical engineer. All subgrades would be proofrolled with a minimum 20-ton, loaded dump truck or suitable rubber tire construction equipment, approved by the geotechnical engineer, prior to the placement of new fill (GeoConcepts, 2011).

If adequate space is available for a sloped earth cut for the Entry Pavilion, the excavations could be constructed by laying back the earth with temporary slopes. Temporary excavations that may occur would generally extend through sandy soils. Any benching of excavations would be performed in accordance with Occupational Safety and Health Administration requirements. If adequate space is not available for a sloped earth cut, it would be necessary to install vertical excavation support for the proposed construction (GeoConcepts, 2011). During construction, best management practices (BMPs) would be utilized to minimize the potential for soil erosion caused by minor alterations to topography at the construction site. Those BMPs could include sediment barriers, stormdrain inlet protection and dust control measures.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts to topography would be negligible.

3.3 SOILS

AFFECTED ENVIRONMENT

The subsurface materials encountered during test borings taken in 2011 are stratified into designations, and do not imply that the materials encountered at the project area are continuous across the entire building site. Stratum designations, from the top to the lowest layers of soil, were established to characterize similar subsurface conditions based on material gradations and parent geology. The subsurface materials encountered in the test borings from the site, taken by GeoConcepts Engineering, were assigned to the following strata:

- *Stratum A* (Existing Fill): generally firm, clayey sand, lean clay with sand, clayey gravel, and well graded gravel, fill, moist, brown, black, gray, and orange, encountered to depths of about 18.5 to 23.5 feet below the existing ground surface.
- *Stratum B1* (Alluvium): soft, sandy, lean clay (CL), moist, gray.
- *Stratum B2* (Alluvium): generally firm, clayey sand (SC) with gravel, moist, gray.

The two letter designations included in the strata descriptions represent the Unified Soil Classification System (USCS) group symbol and group name for the samples based on laboratory testing. The existing fill soils of Stratum A are believed to be related to previous site grading. The natural soils assigned to Stratum B1 and B2 are believed to be Alluvial deposits associated with the nearby Potomac River and its tributaries. The alluvial soils are underlain by bedrock, which was encountered at approximately 51 to 53.5 feet depth below the existing ground surface (GeoConcepts, 2011).

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Implementation of the Action Alternative would result in long-term, minor impacts on the site's soil, due to grading of the land for construction, and resurfacing portions of the site. Materials used for compacted fill, for support of lower floor slabs and as backfill against walls below grade, would consist of coarse-grained soils composed of gravel and sand. It is expected that the majority of soils excavated at the site would be suitable for reuse as fill, based on classification; however, the top-most layer of existing fill may not be suitable for reuse, due to potential contamination by harmful, manmade materials. Additionally, the drying of excavated soils by spreading and aerating may be necessary to obtain proper compaction. Individual borrow areas, both from on- and off-site sources, would be sampled and tested to verify classification of materials prior to using them as fill (GeoConcepts, 2011). To reduce the potential impacts associated with soil disturbance, a Soil Erosion and Sedimentation Control plan for construction activities at the project site would be developed, which would incorporate BMPs, such as silt fences, to prevent the loss of soils. Additionally, grading and excavation of soils at the project site would be minimized to the greatest extent possible.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts to soil would be negligible.

3.4 STORMWATER/GROUNDWATER

AFFECTED ENVIRONMENT

The USDC is located in the Potomac River drainage basin, a sub-basin of the Chesapeake Bay watershed. There are no permanent bodies of water located on, or near, the site. The site is located in a highly impervious portion of the Potomac watershed and is largely covered with concrete with low infiltration rates. Approximately 90 percent of the 21st Street NW forecourt is impervious. Stormwater runoff from the site flows through storm drains located around the property to a system of combined municipal sewer and storm drains, flowing south to the Tiber Creek Interceptor, and then to the Blue Plains Waste Water Treatment Plant (DCWRRC, 1993). Surface water that bypasses this drainage system flows southward, overland, to the Potomac River, which is located approximately one mile southwest of the site.

Aquifers in Maryland and the District of Columbia are generally either unconsolidated aquifers of the Coastal Plain, or consolidated sedimentary and crystalline aquifers of the other physiographic provinces (termed non-Coastal Plain aquifers). The Patuxent and Patapsco aquifers, of the Potomac Group of the Coastal Plain aquifers, are the only Coastal Plain aquifers used for water supply in the District of Columbia. The District of Columbia relies mainly on surface water and has no specific legislation directed at groundwater management. There are no public or private wells located within the project area (USGS, 2010).

The groundwater system under the site is composed of unconfined and unconsolidated Coastal Plain sediments. Groundwater level observations were recorded in the field during drilling and up to one day after the completion of the test borings administered by GeoConcepts Engineering. Groundwater was encountered at depths of approximately 11 to 13 feet below the existing ground surface. Accordingly, groundwater should be at, or above, the proposed basement level elevations of the Entry Pavilion. Where more impervious Stratum B1 clay soils were encountered, the amount of water seepage into the borings was limited, and it is generally not possible to establish the location of the groundwater table through short-term water level observations (GeoConcepts, 2011).

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Implementation of the Action Alternative would result in minor, short-term and potential long-term impacts to groundwater. Since groundwater would likely be encountered during construction of the Entry Pavilion, at or above the proposed basement level elevations, temporary construction dewatering and permanent subdrainage would be recommended if groundwater is present during mass excavations or excavations for foundations. Fluctuations in groundwater levels should be expected with seasons of the year, construction activity, and changes to surface grades, precipitation, or other similar factors. It is recommended that dewatering consist of an aggressive system of individual sumps and pumps during excavation. Permanent subdrainage should consist of perimeter and underfloor subdrainage. Any building elements extending below the subdrainage system should be designed for hydrostatic and uplift pressures, and be waterproofed (GeoConcepts, 2011).

Minor, long-term impacts to stormwater would result from the provision of a new connection to the storm drain system, for the Entry Pavilion, which would utilize one of the existing storm drain lines that outfalls onto 21st Street NW. There would be no addition of impervious surface beyond what currently exists at the project site, as the Entry Pavilion would be constructed within an area that is currently impervious. Short-term, minor impacts to stormwater would likely result from construction-related activities which may cause temporary disturbance to surface soil. Potential short-term sedimentation would not have a significant adverse impact on water quality. Sediment control measures would be employed according to a Soil Erosion and Sedimentation Control plan, pursuant to the District of Columbia's building permit requirements for construction activities. This plan would incorporate BMPs to minimize the impacts on stormwater caused by construction, which would include sediment barriers, stormdrain inlet protection and dust control measures (Board, 2010).

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts on stormwater and groundwater would be negligible.

3.5 AIR QUALITY

AFFECTED ENVIRONMENT

The project area is located in the Metropolitan Washington Air Quality Control Region. The U.S. Environmental Protection Agency (EPA), under the requirements of the 1970 Clean Air Act (CAA) as amended in 1977 and 1990, has established National Ambient Air Quality Standards (NAAQS) for six criteria pollutants – ozone, carbon monoxide (CO), nitrogen oxides (NOx), particulate matter (PM_{2.5} and PM₁₀), lead, and sulfur dioxide. Primary standards protect public health with an adequate margin of safety and secondary standards protect the public welfare from the adverse effects associated with pollutants in the ambient air.

Ambient air quality data for Washington, DC, collected by the Metropolitan Washington Council of Governments (MWCOG), measured ambient air concentrations at the monitoring stations closest to the project area at well below the NAAQS, except for ozone (8-hour standard) (Table 3.1). The building is located in a PM_{2.5} nonattainment area (1997 standard) and a moderate ozone nonattainment area. Areas that meet the NAAQS criteria for pollutants are designated as being “in attainment;” areas where a criteria pollutant level exceeds the NAAQS are designated as being “in nonattainment” and are based on the severity of their pollution problem—marginal, moderate, serious, severe, or extreme. The area is a maintenance area for CO, meaning that it was previously designated as nonattainment and subsequently redesignated as in attainment, subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.

Existing sources of air emissions from the Harry S Truman Building include combustion emissions from water - and space-heating units and emergency generators (stationary sources), and emissions from motor vehicles traveling to and from the building, including employee, visitor and delivery vehicles (mobile sources). Steam heat for the Harry S Truman Building is provided by the General Services Administration, via an underground pipeline from a central steam plant located at another site.

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Implementation of the Action Alternative could result in short-term, minor impacts to air quality, due to proposed construction activities, and long-term, minor impacts associated with facility operations. Impacts on local and regional air quality associated with construction activities would not likely occur past the construction phase; therefore, ambient air quality modeling has not been performed.

Air quality impacts during the construction phase of the project would occur primarily as a result of engine exhaust from diesel- and gas-fueled generators, personal vehicles (construction workers), diesel-fueled mobile sources (such as heavy trucks), and heavy-duty construction equipment (such as bulldozers, backhoes, and cranes). These emissions would primarily consist of NO_x, SO₂, PM, CO, VOCs, and greenhouse gases, which are common at construction sites. Emissions from operating equipment and vehicles during hot summer months could contribute to ozone formation. Any congestion resulting from construction-related traffic would temporarily increase emissions in the area surrounding the construction site. Fugitive PM₁₀ and PM_{2.5} emissions could result from activities that include site preparation, demolition, ground excavation, grading, cut-and-fill operations, structure erection, construction-related traffic, and wind erosion of uncovered demolition and excavation areas.

During construction, fugitive dust emissions would be minimized by:

- Applying water, soil stabilizers or vegetation to exposed soil and demolition debris to control dust
- Using enclosures, covers, silt fences or wheel washers and suspension of earth-movement activities during high wind conditions
- Maintaining a speed of less than 15 mph for construction equipment on unpaved surfaces, as well as utilizing fuel with a low sulfur content
- Employing a construction management plan to minimize interference with regular motor vehicle traffic
- Using electricity from power poles instead of generators whenever possible
- Repairing and servicing construction equipment according to the regular maintenance schedule recommended for equipment
- Incorporating energy-efficient supplies, whenever feasible

Table 3.1 - NAAQS and Washington, DC Monitoring Data

NATIONAL AMBIENT AIR QUALITY STANDARDS AND WASHINGTON, DC MONITORING DATA				
Pollutant & Averaging Time	2008 Monitored Data	Monitoring Site Location	Primary Standard (ppm)	Secondary Standard (ppm)
Carbon Monoxide 8- hour concentration ^a 1- hour concentration ^a	2.6 ppm 6.0 ppm	Verizon Phone Company	9 ppm 35 ppm	None
Nitrogen Dioxide Annual Arithmetic Mean ^c	0.013 ppm	Arlington	0.053 ppm	Same as primary
Ozone 8- hour concentration ^c	0.086 ppm	Arlington	0.075 ppm	Same as primary
Particulate Matter <u>PM2.5:</u> Annual Arithmetic Mean ^d 24- hour Maximum ^e <u>PM10:</u> 24- hour Maximum ^a	13.3 µg/m ³ 31.5 µg/m ³ 49 µg/m ³	Arlington Alexandria	15 µg/m ³ 35 µg/m ³ 150 µg/m ³	Same as primary Same as primary
Lead Quarterly	(f)	(f)	1.5 µg/m ³	Same as primary
Sulfur Dioxide Annual Arithmetic Mean ^b 24- hour concentration ^a 3- hour concentration ^a	0.003 ppm 0.015 ppm 0.041 ppm	Alexandria	0.03 ppm 0.14 ppm -	- - 0.50

Source: USEPA AirData Website, <http://www.epa.gov/air/data/index.html>. Accessed December 10, 2009.

Notes:

- a Not to be exceeded more than once in a given year at any monitor. ;
- b Not to be exceeded at any monitor.
- c The fourth highest daily concentration each year (averaged over 3 consecutive years) is not to exceed the standard.
- d The 3-year average of the weighted annual mean concentration at each monitor must not exceed the standard.
- e The 3-year average of the 98th percentile at each monitor must not exceed the standard.
- f Lead is no longer monitored in Washington, DC area, because concentrations consistently remain well below the NAAQS.

ppm = parts per million

µg/m³ = micrograms per cubic meter

The CAA Conformity Regulations (40 CFR Parts 6, 51, and 93) require federal agencies that propose federally-funded actions to demonstrate conformity with the CAA if located in, or affecting, nonattainment or maintenance areas. The proposed construction of the USDC requires that General Conformity be met. If the increased emissions of the criteria pollutant (or its precursors) do not exceed a defined *de minimis* level, the federal action has minimal air quality impact, and therefore, the action is determined to conform for that pollutant, and no further analysis is required. The USDC would be located in an attainment area for all NAAQS pollutants except ozone (8-hour standard) and PM_{2.5} (annual standard). It is also in a maintenance area for CO. The *de minimis* values for each of these three pollutants are summarized in Table 3.2. Increases in emissions that are associated with the Action Alternative would occur only during construction. While a quantitative analysis could not be performed at the current planning stage, it is presumed that the Action Alternative is exempt from the CAA conformity requirements, because the scale of proposed construction activity is highly unlikely to generate over 50 tons per year of VOC, or any other nonattainment pollutant.

Motor vehicles emit seven pollutants that EPA classifies as priority mobile source air toxics (MSATs): acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. The seven priority MSATs are known or suspected to cause cancer or other serious health effects. This project has been determined to generate minimal air quality impacts for CAA criteria pollutants and has not been linked with any special MSAT concerns. This project would not result in changes in traffic volumes, vehicle mix or any other factor that would cause an increase in MSAT impacts of the project from that of the No Action Alternative. Moreover, EPA regulations for vehicle engines and fuels would cause overall MSAT emissions to decline significantly over the next several decades. Based on current regulations, an analysis of national trends with EPA's MOBILE 6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSATs from 1999 to 2050, while vehicle-miles of travel are projected to increase by 145 percent. This would both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

Mobile source air emissions associated with the project are not expected to further impact air quality in the near- or long-term. Slight changes to traffic patterns may occur; however, it is not anticipated that these changes would result in unacceptable concentrations of mobile source air pollutants in the vicinity of the project site. No additional stationary sources of air emissions are proposed as a part of the Action Alternative. It is not anticipated that the proposed action would result in additional fuel-burning equipment for heating. Moreover, the servicing of the new pavilion should not result in a significant increase in air emissions.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts to air quality would be negligible.

3.6 VEGETATION

AFFECTED ENVIRONMENT

The project area is located in a highly urbanized area. The area surrounding the building is comprised primarily of maintained flower/shrub beds and mowed grass areas with trees lining the sidewalks. Trees planted within the perimeter of 21st Street NW consist of American elms (*Ulmus americana*) planted and American sycamores (*Platanus occidentalis*).

Table 3.2 - De Minimis

DE MINIMIS THRESHOLD IN THE WASHINGTON DC AREA (TONS PER YEAR)		
Pollutant	Degree of Nonattainment Level	De Minimis^a
Ozone (VOCs)	Moderate, inside an ozone transport region	50
Ozone (NOx)	Moderate, inside an ozone transport region	100
Carbon Monoxide	All Maintenance	100
Particulate Matter (PM _{2.5})	Moderate	100
	Serious	70
NO _x = nitrogen oxides. VOCs = volatile organic compound. PM _{2.5} = particulate matter less than 2.5 microns in diameter. Source: 40 CFR 93.153(b)		

There are several, large, granite planters within the 21st Street NW forecourt. These include granite planters on each side of the temporary screening facility, and granite planters that are parallel to the interior, east-facing wall of the entrance to the Marshall Wing, on either side of the 21st Street NW entrance. Additional landscaping is provided in a granite planter along the south-facing wall of the north wing of the Marshall Wing, also within the 21st Street NW forecourt.

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, impacts to vegetation would be minor in the long-term, due to the removal of the granite planters around the temporary screening facility, and along the east-facing wall of the entrance to the Marshall Wing. These planters would be removed for construction of the Entry Pavilion, within the 21st Street NW forecourt, and would not be replaced. The landscaping on the south-facing wall of the north wing of the Marshall Wing would remain undisturbed, as would the existing street trees planted along the west sidewalk on 21st Street NW.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts to vegetation would be negligible.

3.7 ENERGY AND SUSTAINABILITY

AFFECTED ENVIRONMENT

Executive Order 13514, *Federal Leadership in Environmental, Energy, and Economic Performance* directs federal agencies to strengthen their sustainable practices and to reduce greenhouse gas emissions, water and energy consumption, and diversion of materials. The proposed USDC Entry Pavilion is being designed to pursue a LEED 2009 for New Construction and Major Renovations (LEED BD&C) rating of Silver. The prerequisites for this LEED rating include prevention of construction activity pollution, a reduction of potable water consumption by 20 percent more than that established as baseline by code, fundamental commissioning and minimum energy efficiency performance, refrigerant management, building recycling collection and storage, tobacco smoke control and air quality performance.

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, long-term impacts to energy and sustainability would be beneficial. Energy efficient technologies and sustainable measures that would be undertaken by the project include the following:

- Retention of the site's existing parking accommodations, as no additional parking would be provided for the USDC, resulting in the anticipated use of public transportation by visitors.
- Specification of light-colored (white) opaque panels for the majority of the roof surface of the pavilion, resulting in a reduction of heat island conditions onsite.
- Installation of sensor-driven plumbing fixtures in all public toilets and food preparation areas within the Entry Pavilion, resulting in a reduction of approximately 35 percent of the baseline water use.
- Installation of backer panels along a significant portion of the opaque, glazed portion of the pavilion, resulting in increased energy efficiency of at least 14 percent lower than the baseline performance.
- Agreement from DoS to utilize green power to provide approximately 35 percent of the energy supplied to the Entry Pavilion.
- Agreement from DoS to utilize an independent Commissioning Agent to provide enhanced commissioning of the mechanical and electrical building systems.

- Use of special refrigerants that would result in a minimization or elimination of emissions of compounds released by HVAC or refrigerant systems that contribute to ozone depletion (man-made global warming potential).
- Provision of a construction waste management plan by the contractor for the project, resulting in a diversion of a minimum of 50 percent of all construction waste from landfills.
- Fulfillment of the requirement that a minimum of 10 percent of all materials used to construct the project would constitute recycled content.
- Fulfillment of the requirement that a minimum of 20 percent of all materials used to construct the project would be extracted, harvested, manufactured or recovered within a 500-mile radius of the project address.
- Fulfillment of the requirement that all wood used to construct the project would be certified in accordance with the Forest Stewardship Council's principles and criteria for general dimensional framing and finishes.
- Installation of carbon dioxide monitors to detect when outside air intake airflow varies by 10 percent or more of the design values, resulting in an improved, indoor, environmental quality.
- Implementation of an indoor air quality plan by the general contractor during construction and before occupancy of the building addition.
- Installation of MERV 8 filters at each return air grille and building flush-out before the building is occupied by staff and the public.
- Specification of interior building products, such as paints and adhesives, as low VOC-emitting materials.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts to energy and sustainability would be negligible.

3.8 LAND USE

AFFECTED ENVIRONMENT

The project area is located in an area of medium- to high-density development in the Northwest quadrant of the District of Columbia that is primarily comprised of commercial and institutional uses. According to the District of Columbia Zoning Map, DoS is owned by the federal government and is therefore "Unzoned." The adjacent National Academy of Sciences (NAS) and American Pharmacists Association (APhA) are zoned "Special Permit-2". The designated land use of the Harry S Truman Building is "Federal," as are the Board's Eccles and Martin Buildings. The designated land use of the neighboring NAS and APhA buildings is "Institutional."

The project area is located in the District of Columbia's National Register-eligible Northwest Rectangle Historic District. The Harry S Truman Building occupies a total of 11.8 acres. The original part of the building, Old State, was constructed during the first phase of development and is located at the corner of 21st and E Streets NW. The newest portion, constructed during the second phase of development is New State; an L-shaped building bordered by 21st, 23rd, C and D Streets NW. The Harry S Truman Building faces 21st Street NW to the east, C Street NW to the south, 23rd Street NW to the west and D and E Streets NW to the north. Virginia Avenue crosses the area at the northeast corner of the lot.

According to the NCPC *Comprehensive Plan for the National Capital: Federal Elements*, the project area is located in the Central Employment Area of Washington, which includes the District of Columbia's downtown area, as defined in the District Elements of the Comprehensive Plan, concentrations of employment facilities in the central core of Washington, and adjacent areas where additional development, economic diversification and job generation are encouraged (NCPC, 2004).

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, impacts to land use would be minor in the long term, due to the conversion of internal building uses from offices to museum exhibition space. The conversion of internal building uses and the addition of the Entry Pavilion would not require a change in zoning, nor would it negatively affect the District of Columbia's land use and/or zoning guidelines and requirements for the site. Specific policies outlined in the "Federal Workplace" chapter of the *2004 Comprehensive Plan for the National Capital: Federal Elements*, and supported by the Action Alternative, include the following (NCPC, 2004):

- *Accommodate federal and national capital activities; balance accessibility and security, and preserving historic properties and important L'Enfant and McMillan Plan design features.* The USDC would balance accessibility and security by folding security functions into the Entry Pavilion, which is part of the public museum. The USDC would also preserve many of the Harry S Truman Building's original features.
- *Reinforce 'Smart Growth' and sustainable development planning principles; support pedestrian-oriented development that adds vitality and visual interest to urban areas.* The USDC would support pedestrian-oriented development as it is within proximity of several Capital Bikeshare stations, various modes of public transportation and the National Mall. The glass exterior would add vitality and visual interest to the surrounding area.
- *Associate federal workplaces in urban areas to their urban context and appropriately scale them to promote pedestrian activities.* The design of the USDC is appropriately scaled to the pedestrian environment along 21st Street NW.
- *Develop sites and buildings consistent with local agencies' zoning, land use policies and development, redevelopment, or conservation objectives, to the maximum extent feasible.* The plans for the USDC do not conflict with any local zoning or land use policies.
- *Ensure that safe and healthy working conditions continue to be provided and maintained at all sites and in all buildings occupied by the federal government.* The USDC would include an updated and enhanced security screening facility at the 21st Street NW entrance to Harry S Truman Building.
- *Incorporate security needs into the design of buildings, streetscapes, and landscapes using urban design principles in a manner that enhances and beautifies the public realm, resulting in coherent and welcoming streetscapes; does not excessively restrict or impede operational use of sidewalks or pedestrian, handicap, and vehicular mobility; and does not impact the health of existing, mature trees.* Since the USDC would be located outside of public space, and its security functions would be internal, USDC-related operations are not expected to restrict or impede pedestrian activity and handicapped access, nor are they expected to significantly impact vehicular travel.

The *2009 Monumental Core Framework Plan: Connecting New Destinations with the National Mall*, by the National Capital Planning Commission and the Commission of Fine Arts, identifies the Harry S Truman Building and site of the future USDC as being in the Northwest Rectangle of the Monumental Core. The goals of the Monumental Core Framework Plan that are supported by the design for the USDC include: protect the National Mall from overuse, create distinctive settings for cultural facilities and commemorative works, and improve connections between the National Mall, city and the waterfront.

The plan and design for the USDC accomplishes the Monumental Core Framework Plan's main initiative, "Extending the Commemorative Landscape," by capitalizing on the strategic location and existing assets of the Northwest Rectangle (NCPC, 2009). Additionally, the plan and design of the USDC support the following strategies of the Monumental Core Framework Plan:

- *Eliminate visual obstructions and restore corridors to improve primary and secondary physical connections. Where undervalued corridors exist, the public space should be redesigned to maximize its potential as a contributing element to the nation's capital, such as the setting for a federal office building or a place for commemoration, recreation, or First Amendment expression. Construction of the USDC would strengthen and define the 21st Street NW street wall. The USDC would also serve as a contributing element to the nation's capital by providing a place for commemoration.*
- *Develop underused and air-rights properties to promote compact development integrated with public open space. Infill development should be promoted on underused federal lands and surface parking lots to increase development density. Strategically located sites should be redeveloped to establish physical and symbolic connections and improve the mix of uses. Parking should be provided under new buildings in lieu of surface lots. The existing 21st Street NW forecourt contains usable space that is underused. Construction of the USDC within the forecourt would create a usable, physical and symbolic connection to the Harry S Truman Building, as well as add to the mix of uses at the site.*
- *Promote mixed-use destinations to facilitate transit-oriented development without reducing available federal office space. Adaptively reuse strategically located historic buildings to create cultural destinations that are symbolic anchors within the monumental core. An appropriate percentage of ground-floor space in all types of buildings should be programmed for retail, visitor services, or cultural and educational uses to encourage complete neighborhoods and economically viable and vibrant street life. Where vertical integration of uses within a given building is not possible, uses should be mixed horizontally among multiple buildings within a destination area. The USDC would adaptively reuse an existing structure (the existing Marshall Wing) to establish a cultural destination.*
- *Invest in high-performance buildings and designed landscapes to reduce energy consumption and generate renewable energy; recycle wastewater, reduce stormwater runoff, and conserve potable water; reduce light pollution; and promote healthier working environments. All new site and building construction and modernization projects should incorporate principles of sustainable design and energy efficiency that meet or exceed existing standards. The USDC is planned to be constructed as a LEED Silver building.*
- *Promote the development of renewable energy technology within Washington's federal precincts to help accelerate the availability and use of alternative fuels. Federal agencies within central Washington can support renewable energy production regionally through shared, long-term, renewable power purchasing agreements, and locally by installing on-site renewable projects. As part of the LEED Silver qualification, the DoS would utilize green power to provide approximately 35 percent of the energy supplied to the Entry Pavilion.*
- *Upgrading infrastructure with an emphasis on green technology to modernize water and sewer systems, and develop systems that combine gray and green infrastructure to improve effective and efficient use of resources. Gray infrastructure includes water and sewer pipes and basins; green technology and other low-impact development (LID) techniques include green roofs, rain gardens, bioswales, retention basins, pervious paving, planted medians, and restored wetlands. Combined, these infrastructure systems will help to improve stormwater management and water quality, control flooding, and recharge groundwater supplies; reduce ambient air temperature and cool urban heat islands; reduce energy consumption and improve air quality; create wildlife habitat; and improve the federal workplace. As part of the LEED Silver qualification, the majority of the roof surface of the pavilion would be constructed with light-colored (white) opaque panels to reduce the heat island conditions onsite; sensor-driven plumbing fixtures would be installed in all public toilets and food preparation areas within the Entry Pavilion, resulting in a reduction of approximately 35 percent of the baseline water use; and backer panels would be installed along a significant portion of the opaque,*

glazed portion of the pavilion, resulting in increased energy efficiency of at least 14 percent lower than the baseline performance.

The *2006 District of Columbia Comprehensive Plan* identifies the project area as being located in Central Washington, which is considered the “monumental core” of DC; however, the site is not located within a policy focus area (DCOP, 2006). Specific Comprehensive Plan policies that the design for the USDC project adheres to include the following:

- Policy CW-1.1.1: Promoting Mixed Use Development
- Policy CW-1.1.6: Capturing Visitor and Employee Spending
- Policy CW-1.1.12: Reinforcing Central Washington’s Characteristic Design Features
- Policy CW-1.1.15: Increasing Central Washington’s Transit Mode Share
- Policy CW-1.2.1: Enhancing the Identity of Central Washington Neighborhoods
- Policy CW-1.2.2: Preservation of Central Washington’s Historic Resources

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts to land use would be negligible.

3.9 ECONOMY, EMPLOYMENT AND POPULATION

AFFECTED ENVIRONMENT

The 2010 U.S. Census indicated that there are eight housing units and 33 people living within Census Tract 62.02, where the project area is located. The Census Bureau’s NAICS 2009 Zip Code Business Patterns for zip code 20520 listed 19 establishments and 295 paid employees. ZIP Code Business Patterns present data on the total number of establishments, employment and payroll for ZIP Code areas nationwide. In addition, the number of establishments for nine employment-size categories is provided by detailed industry for each ZIP Code. The types of establishments included in the 2009 Zip Code Business Patterns were retail trade; finance and insurance; professional, scientific, and technical services; administrative and support and waste management and remediation services; health care and social assistance; accommodation and food services; and other services (except public administration).

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Implementation of the Action Alternative would result in short-term, beneficial impacts to DC’s economy and employment, as the number of workers would increase for the duration construction of the project. The city’s population and percentage of long-term employment is not expected to change positively or negatively for any place of business in the immediate area of the project site. Workers participating in the construction of the USDC could contribute to the DC economy by frequenting local food chains or retail stores in the vicinity of the project’s location. Fuel costs for the project could benefit DC if workers and construction vehicles use gas stations close to the project area.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Build Alternative, impacts to the economy, employment and population would be negligible.

3.10 VISUAL RESOURCES

AFFECTED ENVIRONMENT

The USDC project site is visible from all of the streets surrounding it, although partially obstructed from some vantage points due to trees, landscaping and the sloping topography. The USDC site is visible from the viewshed from the intersection of Virginia Avenue, 21st and D Streets NW, looking south toward C Street NW and Constitution Avenue NW, which leads to the Mall. The view south, along the east side of 21st Street NW, includes the front and west sides of the Board's Eccles Building, the east side of Edward J. Kelly Park, and the Board's Martin Building west plaza and associated guard booths. The view south along the west side of 21st Street NW includes the Harry S Truman Building Marshall Wing 21st Street NW forecourt, temporary security barriers, planters and guard booths, and the green space on the northeast corner of the NAS property.

The viewshed from the intersection of 21st and C Streets NW, looking north, includes the raised west plaza of the Board's Martin Building, to the east, which is bordered by plantings and hardscape, and the eastern face of Harry S Truman Building, to the west. Parallel to the sidewalk on western side of 21st Street NW, along the perimeter of the Harry S Truman Building, are concrete planters and street lights. Additional objects within this viewshed are the guard booths on both the east and west sides of 21st Street NW, on the Board and DoS properties, respectively. Several, tall street trees align the length of the sidewalk on the DoS side of 21st Street NW, and a large grouping of trees is located long the sidewalk on the Board side of 21st Street NW, at Edward J. Kelly Park.

The view west, directly across 21st Street NW, from Edward J. Kelly Park toward the 21st Street NW forecourt of the Marshall Wing, includes a series of concrete planters along the sidewalk; the flag pole and concrete island within the enclosed horseshoe drive; the temporary security screening facility and overhang area in front of the entrance to Marshall Wing; the granite planters on either side of the temporary screening facility; a line of granite bollards across the width of the screening facility and plaza area; a series of granite planters along the interior-facing walls of the Marshall Wing; and low, granite walls abutting the backs of the planters along the interior-facing walls.

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, long-term, moderate impacts would result from construction of the Entry Pavilion. The USDC Entry Pavilion would be visible from most vantage points along the east side of the Harry S Truman Building and along 21st Street NW. Specifically, the proposed Entry Pavilion would be most visible from the intersection of Virginia Avenue NW and 21st Street NW looking south and west, from E and 21st Streets NW looking south and west, and from the intersection of C Street NW and 21st Street NW looking north and west. Occupants of the Board's Martin Building's west wing and users of Edward J. Kelly Park would also have clear views of the proposed structure, when looking directly west. A compilation of existing and proposed views of the USDC site can be found in Figures 3.1a-3.1c.

At night, the Entry Pavilion would emit some light into the 21st Street NW forecourt of the Marshall Wing (Figure 3.2). The glow emitted from the opaque glass of the Entry Pavilion would be contained within the forecourt, and is not anticipated to project further out from the forecourt than the sidewalk bordering the west side of 21st Street NW. The Entry Pavilion would be more visible in the evening, due to its luminance, than it would be without the luminance; however, the light emitted from the structure is not likely to encroach into adjacent properties, and thereby is not anticipated to detract from the architectural integrity of neighboring structures.

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Existing view southwest, from the intersection of Virginia Avenue NW and 21st Street NW.



Proposed view southwest, from the intersection of Virginia Avenue NW and 21st Street NW.



Figure 3.1a - Existing and Proposed Views of the USDC Project Site from the Intersection of Virginia Avenue NW and 21st Street NW

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Existing view south, from the intersection of E and 21st Streets NW.



Proposed view south, from the intersection of E and 21st Streets NW.



Figure 3.1b - Existing and Proposed Views of the USDC Project Site from the Intersection of E and 21st Streets NW

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Existing view directly west, across 21st Street NW, from Edward J. Kelly Park.



Proposed view directly west, across 21st Street NW, from Edward J. Kelly Park.



Figure 3.1c - Existing and Proposed Views of the USDC Project Site from Edward J. Kelly Park

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Figure 3.2 - United States Diplomacy Center Entry Pavilion - Evening View

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The design of the USDC mitigates some of the visual impacts of the Entry Pavilion. The proposed transparent glass ceiling design would provide visitors and employees within the Entry Pavilion with views of the face of the Marshall Wing of the Harry S Truman Building (Figure 3.3). These views would be enhanced in the evenings, after the sun sets, due to the illumination of the face of the Harry S Truman Building by the glow of the opaque and semi-transparent glass structure. Although the traditional openness of the 21st Street NW forecourt would be compromised by the Entry Pavilion, the position of the pavilion, adjacent to the public space, would further frame the 21st Street NW streetscape. The pedestrian experience along 21st Street NW would be enhanced by views of the soft opacity of the modern, glass Entry Pavilion, which would juxtapose the hard surface of the adjacent Harry S Truman Building. The partially transparent entrance of the Entry Pavilion would allow pedestrians to see into the structure, which, in combination with the structure's low setting and presence of the existing, remaining street trees, would create an inviting and publicly-accessible addition to the 21st Street NW streetscape and Harry S Truman Building landscape.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Build Alternative, impacts to visual resources would be negligible.

3.11 NOISE

AFFECTED ENVIRONMENT

Vehicular traffic constitutes the largest source of noise in the vicinity of the project area. Other sources of noise include sirens from emergency vehicles, aircraft flyovers, construction equipment operations at nearby sites, and the operation of other equipment used for building or landscape maintenance (GSA, 2003). In general, potentially sensitive noise receptors include residences, hospitals, libraries, schools, day care centers, recreation areas, and other similar uses. In vicinity of the proposed action, sensitive noise receptors include the National Mall and memorials such as the Lincoln Memorial, the Vietnam Veterans Memorial, the George Washington University Hospital, George Washington University and the Korean War Memorial (Board, 2010).

Chapter 28 of the District of Columbia Noise Control Act of 1977 requires that “[from] 7:00 a.m. to 7:00 p.m. on any weekday, noise levels resulting from construction or demolition (excluding pile driver devices) shall not exceed 80 dB(A) unless granted a variance under §2705 of Chapter 27 of this subtitle.” Further, it states that issuance of permits for construction or demolition are contingent on written assurances that construction activities would comply with the above restrictions (Section 5 of the District of Columbia Noise Control Act of 1977, DC Law 2-53, 24 DCR 5293, 5308). In addition, the federal Occupational Safety and Health Administration regulates noise as an occupational hazard and provides its own standards based on decibel levels and hours of duration (29 CFR Parts 1910.5 and 1926.52) (Board, 2010).

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, short-term, minor impacts would result from construction activities; however, these construction activities would be required to comply with local noise ordinances. During construction, all applicable noise regulations would be adhered to, and measures to ensure that all construction equipment is maintained regularly and fitted with mufflers would be employed. All efforts would be made to keep stationary noise-generating equipment enclosed. In the long-term, the Action Alternative would not significantly alter building operations or traffic patterns, and therefore, would not create any new sources of noise, resulting in negligible long-term impacts.

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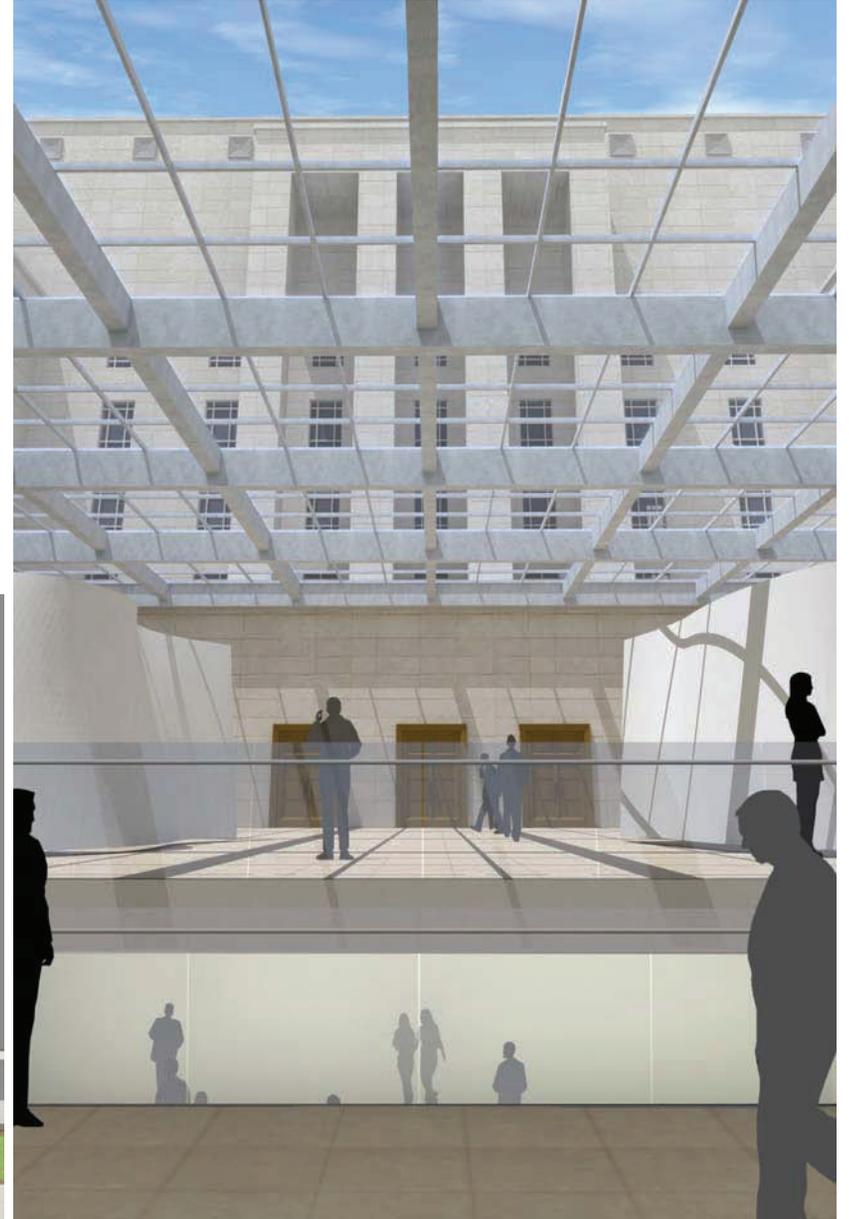
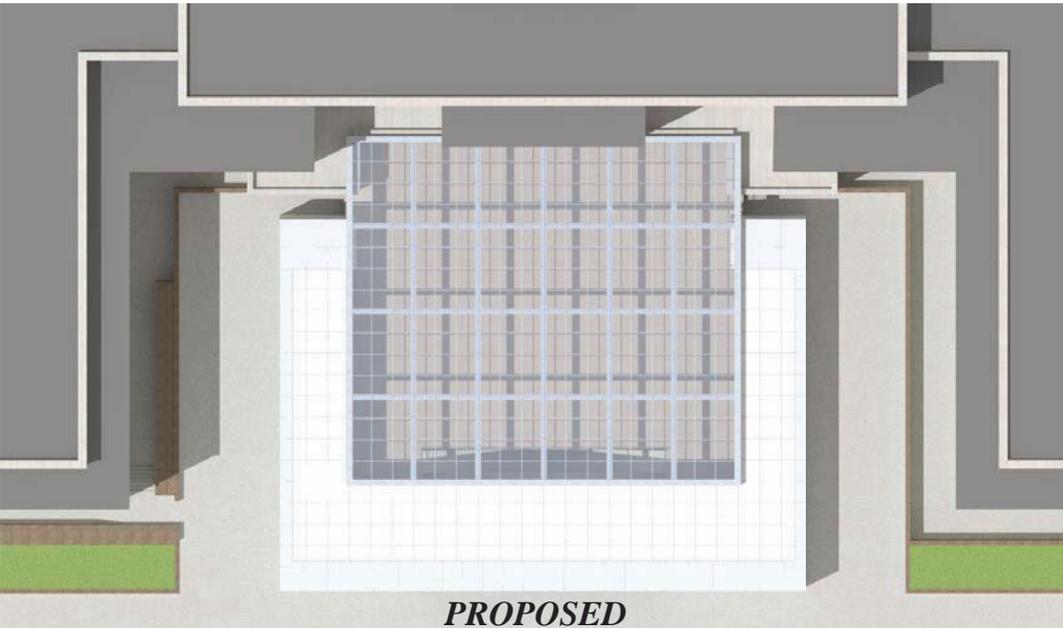


Figure 3.3 - United States Diplomacy Center Entry Pavilion - Roof Detail and Interior Visualization

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ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts on the site's noise would be negligible.

3.12 CULTURAL RESOURCES

Section 106 of the National Historic Preservation Act of 1966 (as amended) requires federal agencies to take into account the effects of their undertakings on historic properties. Included in these requirements, as defined by regulations issued by the ACHP (36 CFR § 800), is the obligation to consult with the relevant state historic preservation office (SHPO) and involve the public in the Section 106 process.

DoS, as lead agency for consultation, initiated the Section 106 process for the USDC with the District of Columbia State Historic Preservation Office (DCSHPO) by letter dated May 20, 2011. The initiation letter indicated that the undertaking would have the potential for adverse effects on historic resources. Informal discussions of the project subsequently took place between DoS, the DCSHPO, ACHP, and the National Capital Planning Commission (NCPC), and the undertaking was submitted at the concept level to NCPC and the U.S. Commission of Fine Arts (CFA).

DoS determined to conduct Section 106 consultation for the USDC separately from that of the Perimeter Security Improvements Project. The reasons for this determination include 1) USDC funding, which is distinct from that of the Perimeter Security Improvements Project, and 2) USDC schedule, which is unrelated to the Perimeter Security Improvements Project schedule. DoS clarified this approach in a letter to the DCSHPO dated July 26, 2011, and both the DCSHPO and the ACHP have agreed to the separate consultation. DoS also notified ACHP on July 26 that it had applied the criteria of adverse effects to the undertaking and determined that adverse effects would occur as a result of its implementation. Adverse effects of the USDC will be resolved through a memorandum of agreement (MOA).

DoS held a formal consultation meeting with consulting parties on August 3, 2011. In addition to the DCSHPO, ACHP, and NCPC, these consulting parties included the CFA, the Pan American Health Organization, the U.S. Institute of Peace, and George Washington University. The DC Preservation League subsequently determined to participate in the consultation.

AFFECTED ENVIRONMENT

The Harry S Truman Building occupies a two-square-block area in northwest Washington, DC, bounded by C Street NW on the south, D Street NW on the north, 23rd Street NW on the west, and 21st Street NW on the east. The building, one of the largest in the vicinity, occupies the majority of the land area within these boundaries, with narrow strips of green space fronting each façade. The USDC would be located in the northeast corner of the site, in the forecourt of the George C. Marshall Wing of the Harry S Truman Building and within the Marshall Wing itself. The Marshall Wing was determined potentially eligible for the National Register of Historic Places in 1992 by the General Services Administration (GSA). The Harry S Truman Building as a whole also contributes to the significance of the National Register-eligible Northwest Rectangle Historic District.

The Area of Potential Effects (APE) for the USDC is bounded by the east side of 20th Street NW on the east (including the Office of Personnel Management), the east side of 23rd Street NW on the west, the north side of C Street NW and the north property boundary of the Federal Reserve Martin Building on the south, and the north side of E Street NW on the north (including the American Red Cross, DC Chapter House) (Figure 3.4). The USDC APE includes one vista associated with the L'Enfant and McMillan

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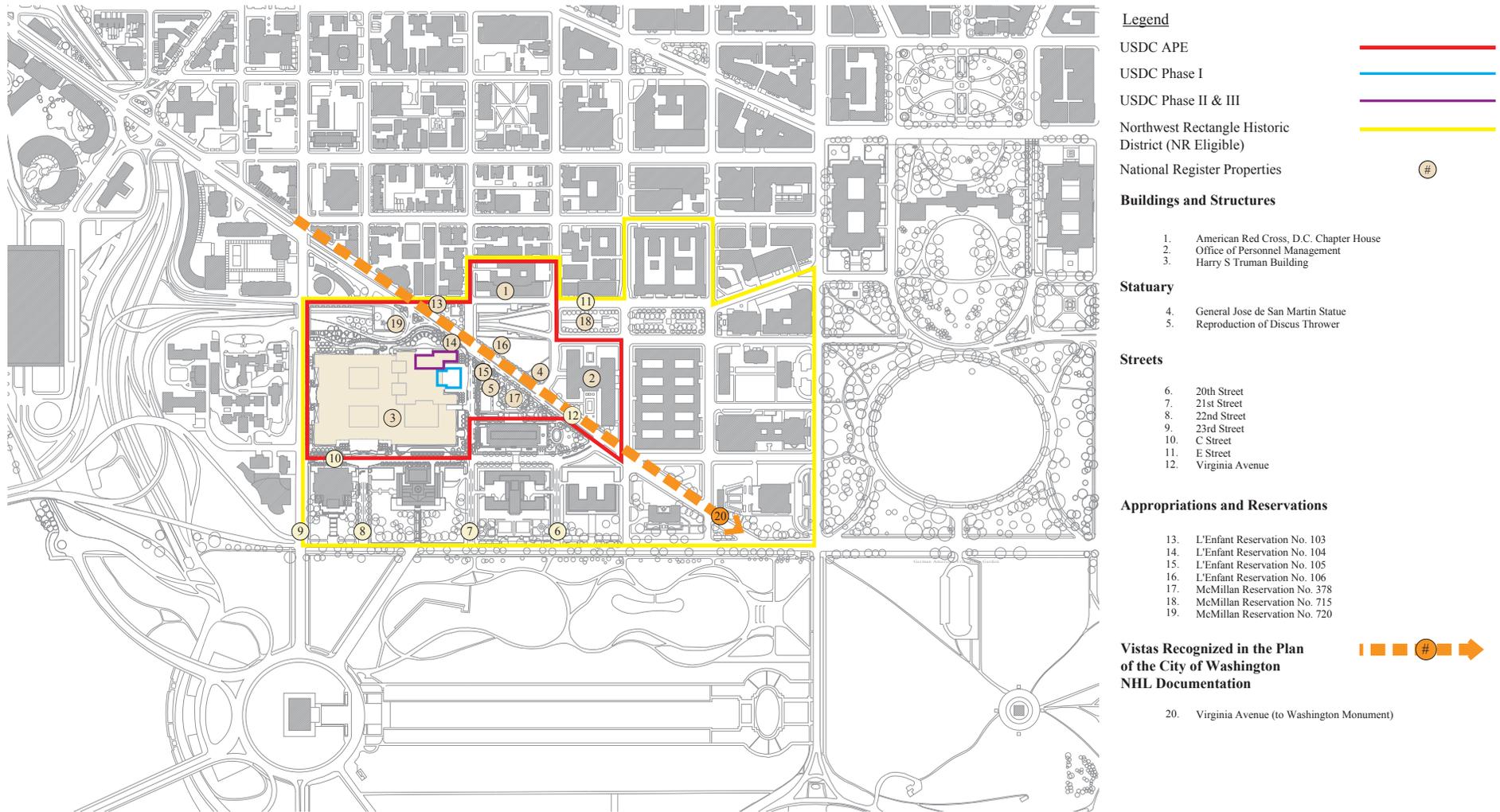


Figure 3.4 - Area of Potential Effects and Contributing Resources

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plans for Washington: the view southeast along Virginia Avenue NW to the Washington Monument. Historic resources included in the APE are listed below.

Properties Individually Listed in or Eligible for the National Register

1. American Red Cross, DC Chapter House, 2025 E Street NW – DC Inventory of Historic Sites, October 24, 1996
2. War Department (George C. Marshall Wing, State Department), 21st and E Streets NW – determined potentially eligible for the National Register by GSA, April 23, 1992

Contributing Resources in the Northwest Rectangle Historic District¹

Buildings

1. American Red Cross, DC Chapter House, 2025 E Street NW
2. State Department (New State), 21st and E Streets NW
3. War Department (George C. Marshall Wing, State Department), 21st and E Streets
4. Office of Personnel Management, 19th and E Streets NW

Structures

1. Discus Thrower (reproduction), Virginia Avenue NW and 21st Street NW (Reservation 105)
2. General Jose de San Martin Statue, Virginia Avenue NW and 20th Street NW (Reservation 106)

Contributing Elements of the Plan of the City of Washington NHL Documentation²

Reservations

1. Reservation No. 103, east side of Virginia Avenue NW above E Street NW
2. Reservation No. 104, Virginia Avenue NW and 21st Street NW, west side
3. Reservation No. 105, east side of 21st Street NW, below Virginia Avenue NW
4. Reservation No. 106, west side of 20th Street NW, above Virginia Avenue NW
5. Reservation No. 378, Virginia Avenue NW, C and 21st Streets NW
6. Reservation No. 715, E Street NW, between 19th and 20th Streets NW
7. Reservation No. 720, west side of Virginia Avenue NW, below E Street NW

Streets

1. 20th Street NW
2. 21st Street NW
3. 22nd Street NW
4. 23rd Street NW
5. C Street NW
6. E Street NW
7. Virginia Avenue NW

Views and Vistas

1. Virginia Avenue NW

The statue of General Jose de San Martin has also been listed in the DC Inventory and the National Register as part of the Memorials in Washington, DC, multiple property documentation (D.C. Inventory of Historic Sites, February 22, 2007; National Register of Historic Places, October 12, 2007).

¹ The Northwest Rectangle Historic District was determined eligible for the National Register by the District of Columbia State Historic Preservation Office, per the *DC Inventory of Historic Sites*, 2009 alphabetical edition.

² Robinson & Associates, Inc., National Historic Landmark-Nomination Form, “Plan of the City of Washington” (draft), Washington, D.C.: January 4, 2001. The NHL nomination updates and amends Sara Amy Leach and Elizabeth Barthold, National Register of Historic Places-Registration Form, “L’Enfant Plan of the City of Washington, D.C. (Washington, D.C.: Department of the Interior, National Park Service, April 24, 1997).

In 1990, Short and Ford, Architects, produced a historic structures report (HSR) for the Harry S Truman Building. The study determined treatment levels and identified contributing and noncontributing features of the Harry S Truman Building, including the Marshall Wing. Listed below are existing significant spaces and details derived from the HSR that are potentially affected by the undertaking, some of which are shown in Figure 3.5. Because the DoS Extension (“New State”) portion of the Harry S Truman Building will not be physically affected by the USDC project, only contributing features of the Marshall Wing are listed.

Exterior

East

- tripartite division of façade into base, shaft, and crown
- bilaterally symmetrical, C-shaped building footprint and entrance forecourt
- copper flagpole mounted on Dun Mountain pink granite base in forecourt
- Dun Mountain pink granite facing of basement walls and cheek walls at entrance
- Carnelian granite facing of areaway retaining walls
- limestone facing of walls above basement
- limestone string courses, cornices, door surrounds, and window sills and jambs
- square limestone grilles on seventh floor
- architectural bronze and glass doors at entrance
- window pattern of base and central pavilion
- vertical window strips of wings, including Carnelian granite spandrels
- central portico
- architectural bronze third-floor balcony doors and frames

North

- tripartite division of façade into base, shaft, and crown
- Dun Mountain pink granite facing of basement walls
- Carnelian granite facing of areaway retaining walls
- limestone facing of walls above basement, limestone string courses, cornices, window sills and jambs
- window pattern of central pavilion, base
- vertical window strips of wings, including recessed Carnelian granite spandrels
- square windows on seventh floor

Interior

East Lobby Vestibules

- terrazzo flooring
- architectural bronze wall and ceiling panels, diffusers, ceiling lights, doors, and transoms

East Lobby

- terrazzo flooring and brass dividing strips
- Colorado Colorosa travertine walls and piers
- plaster ceiling
- architectural bronze ceiling molding and lights
- circular pendant uplights
- 1942 Kindred McLeary mural “The Defense of Human Freedoms” and associated fluorescent cove lighting
- open stairs with terrazzo treads and risers
- architectural bronze handrails, brackets, balusters, and stair rails



George C. Marshall Wing, central pavilion, east façade
(Robinson & Associates, 2011)



Historic lobby, looking north
(Beyer Blinder Belle, 2010)



North façade areaway wall and typical window
(Robinson & Associates, 2011)



North wing corridor, looking north
(Robinson & Associates, 2011)

Figure 3.5 - Existing Contributing Features of the George C. Marsall Wing of the Harry S Truman Building

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Telephone Alcoves

- architectural bronze doors, telephone booth hardware, phone book lectern, light sconce, and ceiling molding
- terrazzo flooring and brass dividing strips
- Colorado Colorosa marble walls
- acoustic plaster ceiling

Corridors

- Napoleon gray Missouri marble and Morocco black marble flooring
- Missouri Ozark gray vein marble baseboards
- plaster walls

Stairs

- greenstone landings and treads
- plaster walls

Since the completion of the historic structures report in 1990, the following original features identified as contributing in the HSR have been removed, replaced, or do not exist in the project area:

Exterior

East

- bronze window frames (replaced in kind)
- glass window panes (replaced in kind)

North

- bronze window frames (replaced in kind)
- glass window panes (replaced in kind)

Interior

Corridors

- painted steel doors with translucent glass panels
- stainless steel drinking fountains with marble backs
- some plaster walls

Restrooms

- pigmented structural glass wainscoting and stall dividers
-

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, impacts to cultural resources would be moderate in the long term, due to the impacts associated with the proposed Entry Pavilion on the originally open forecourt of the Marshall Wing and on views of the east façade, as well as interior building modifications.

Exhibit Hall 1 - Entry Pavilion

The USDC Entry Pavilion design is compatible with the simplicity, formal geometry, and materials of the Marshall Wing. It is centered within the forecourt, maintaining the Marshall Wing's classical symmetry, and its roof line at the east façade would continue the horizontal line of the string course marking the base of the building's tripartite division. The clear glass at the center of the pavilion's east façade is intended to provide views of the Marshall Wing's original doors and maintain an understanding of the Marshall Wing's façade when viewed from 21st Street NW. The pavilion is intended to touch the limestone façade of the Marshall Wing lightly, and the west edge of the roof, where the pavilion meets the historic façade,

would tie into the four columns of the portico on their north and south sides. This intersection of the two structural systems would not be visible from the street.

The USDC Entry Pavilion would have moderate adverse impacts on the originally open forecourt of the Marshall Wing and on views of the east façade (Figure 3.6). The original granite cheek walls flanking the entrance would be removed. The visual impacts are due to the opaque panels framing the entrance and the opaque elements within the pavilion itself (including the exhibit enclosures), which would interfere with views of the façade from the street. Along with these elements, the taller roof of the exhibit space, which would rise above the Marshall Wing's base and interrupt views of its string course, would partially block views of the characteristic division of the building into three parts.

Exhibit Halls II and III

East and North Facades

The USDC proposes a small number of changes to the Marshall Wing façade in order to achieve life safety goals in the implementation of Exhibit Halls II and III, which will be part of USDC Phase 2. One new egress door would be cut into the limestone facing of the east façade, north of and perpendicular to the existing entrance doors. The new door would provide emergency egress from Exhibit Hall III into the new entry pavilion. The exterior of the door is intended to be clad in limestone and would generally remain closed. However, its installation would remove original materials and would have minor adverse effects on views of the east façade from within the entry pavilion.

Three new emergency egress doors would be located on the north façade of the Marshall Wing, two on the first floor and one in the basement below ground level. These doors would replace existing windows. The new egress locations on the north façade, a secondary elevation of the building, would require alterations of the window and door pattern of the Marshall Wing, remove some original limestone facing, and walks from these doors would breach the Carnelian granite of areaway retaining walls in two locations. The new means of emergency egress would therefore have minor adverse impacts on original materials of the building, as well as its characteristic arrangement of windows and walls, solids and voids. Two instances of similar alterations of an existing window into a door were implemented for previous Marshall Wing projects. The breaches in the areaway walls also have precedents.

East Lobby Vestibules

No changes to the East Lobby Vestibules are contemplated.

East Lobby

The undertaking would introduce an additional door in the northeast corner of the East Lobby, resulting in the removal of some original Colorado Colorosa travertine walls and altering the original circulation of the building. The new door would, however, match the extant door opening on the opposite side of the lobby. Also contemplated is the replacement in kind of the original double doors in the northwest corner of the lobby with duplicates that would provide adequate fire separation and egress. The USDC proposal also recommends directional graphics to guide visitors to the museum. The design of the directional graphics and signage has not yet been finalized, but would be reviewed by signatories to the USDC MOA. The impacts are therefore expected to be negligible.

Telephone Alcoves

No changes to the telephone alcoves are contemplated.

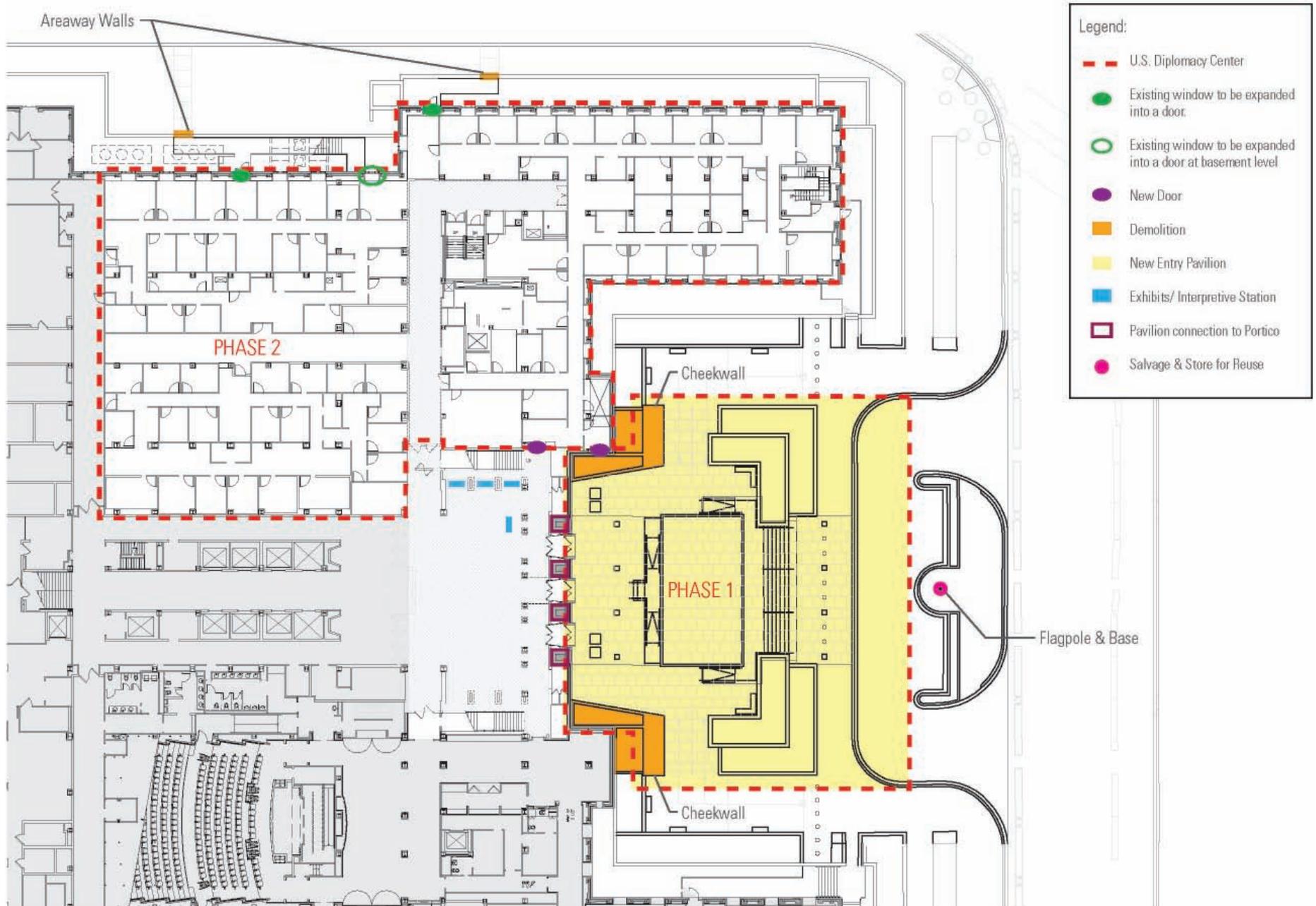


Figure 3.6 - Location of Adverse Effects to Contributing Features

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Corridor

To create an open exhibition area in Exhibit Hall III, the extant walls on the west side of the L-shaped corridor from the lobby doors to the stairs in the northeast wing of the Marshall Wing would be removed. While the walls themselves do not contribute to the Marshall Wing's significance, original marble baseboards, which are contributing features, would also be removed on the west side of the corridor. The gray and black and marble flooring, which is also original material, would be retained, as would the baseboards on the east side of the corridor. The corridor walls and ceiling were altered in a previous renovation. Alterations to the corridor would result in a minor adverse impact.

Stairs

The proposal would block access to original existing Stair 8D on the first floor, which contains contributing greenstone risers and treads and plaster walls. This action would alter in a small way the building's historic circulation pattern, but the overall impact would be negligible.

Mitigation

An MOA is being prepared to resolve adverse effects resulting from the implementation of the USDC. The MOA specifies the following mitigation measures for adverse effects to historic resources:

- The historic lobby of the Marshall Wing, now closed to the general public, would become accessible to visitors.
- Models of the buildings that have housed the Department of State would be reencased and displayed in the historic lobby of the Marshall Wing.
- Content on the USDC website, including text, photographs, and drawings, would document and interpret the Harry S Truman Building and other buildings that have housed DoS.
- An interactive station would be installed in the lobby to interpret Kindred McLeary's 1942 mural, "The Defense of Human Freedom."
- The status and location of the bas relief that was once installed over the entrance doors to the Marshall Wing would be investigated with the intention of graphic reproduction and display (with interpretive information) within the USDC.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, construction, interior programming and associated exterior building modifications for the USDC would not be implemented; site conditions would remain as they are at present. By itself, implementation of the No Action Alternative for the USDC would have long-term, moderate adverse impacts on historic resources. The existing temporary security measures – including planters, barriers, and the temporary security screening – would continue under this alternative, resulting in moderate adverse impacts to the spatial organization of the Marshall Wing forecourt and views of the historic building.

3.13 UTILITIES

AFFECTED ENVIRONMENT

Two drainage structures are located in the vehicular lay-by lane along 21st Street NW, both of which are filled with debris that covers the outlet pipe. The outfall pipes for these structures are each 12 inches in diameter and run perpendicularly to the 36-inch sewer main within 21st Street NW (Wiles Mensch, 2011).

The primary electric service for the Marshall Wing is provided by two duct banks that run just north of the existing pavilion, perpendicular to the street and the building façade. Two manhole structures, approximately 14 feet in depth, are located north of the pavilion and provide access to the electric services. Documents indicate that the duct banks may have approximately six feet of cover through the courtyard area. It is assumed that the northern duct bank has a fiber optic communication line in one of the conduits; while not a common practice of Pepco, telecommunications and cable video services are often found in the same duct bank. An existing steam tunnel/trench is located along the north areaway of the 21st Street NW forecourt. Discussions with staff indicate that the utility is not a full steam tunnel, but a smaller structure (Wiles Mensch, 2011).

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, long-term, minor impacts would result from the provision of a new connection to the storm drain system, proposed modification of the existing electric service and modification of two existing manhole structures. The proposed storm drain connection for the pavilion would utilize one of the existing storm drain lines that outfalls onto 21st Street NW. The potential modifications to the electric service are associated with the impacts of the proposed USDC footprint on the main electric service for DoS (Wiles Mensch, 2011).

Minor modifications to two manhole structures would be required to provide Pepco with access to these structures. The design team has met with Pepco staff at the project site to discuss the provision of alternate access to the two manholes that would be impacted by the new building footprint. Because the proposed building footprint would completely cover the south manhole, the design team has incorporated access to the structure through the building. There is a possibility that the structure may need to be replaced, but the intent is to leave the service lines and the conduits active, as they exist today. The north manhole, located along the north wall, may need to be relocated in order to maintain accessibility to the structure. If relocation of the structure is required, then a replacement structure would likely be constructed just north of the existing structure. Pepco is currently reviewing the proposed sketches and details of these solutions (Wiles Mensch, 2011).

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts on the site's utilities would be negligible.

3.14 CIRCULATION AND PARKING

AFFECTED ENVIRONMENT

It is anticipated that the USDC would not generate new peak hour vehicle trips on the adjacent road network during the weekday or weekend peak periods. The proposed USDC would be well served by public transportation and not provide any new public or private parking spaces. The USDC would also displace existing office space and generally operate during the off-peak traffic periods. Most visitors to the USDC would be attracted from visitors already in the area visiting the National Mall and neighboring attractions. It is not anticipated the operations for the USDC would adversely impact future peak period levels of service at intersections or vehicle queues.

Even though the USDC is not anticipated to generate new peak hour vehicle trips, for informational purposes only; existing vehicular traffic counts, pedestrian counts, bicycle counts, existing lane use and traffic controls, existing signal timings, and field visits were obtained from the December 2010 Final EA for the Federal Reserve Board located adjacent to the USDC. This information provides a summary of intersection level of service and queuing results for current conditions and future conditions that consider other new development projects and regional growth.

The existing peak period traffic counts were collected in 2009, from 7 AM to 10 AM and 4 PM to 7 PM, as noted in the Board’s Final EA document. Peak period traffic counts typically have an evaluative shelf life of one year, but for purposes of the USDC’s general off-peak use, this analysis is meant to serve as a representation of area conditions. The existing lane use and traffic controls are shown in Figure 3.7. The following study intersections from the Board’s Final EA operate under signal control:

- 1) 21st Street NW/Constitution Avenue NW
- 2) 20th Street NW/Constitution Avenue NW
- 3) 21st Street NW/C Street NW
- 4) C Street NW/Virginia Avenue NW
- 5) 20th Street NW/Virginia Avenue NW
- 6) 21st Street NW/ Virginia Avenue NW

The following study intersections currently operate under stop sign control:

- 1) 20th Street NW/C Street NW
- 2) 21st Street NW/Board (Eccles) Driveway
- 3) 20th Street NW/Board (Eccles) Driveway
- 4) Board (Martin) Driveway/C Street NW
- 5) 21st Street NW/Board (Martin)/Department of Interior (DOI) Driveway
- 6) 20th Street NW/Interior Department Driveway
- 7) 21st Street NW/National Academy of Sciences (NAS) Exit
- 8) 21st Street NW/NAS Driveway
- 9) 21st Street NW/Department of State Driveway

Individual intersection peak hours varied throughout the study area. For the purposes of the baseline analysis, it was determined that the peak hours of adjacent street traffic generally occurred from 8:15 to 9:15 AM, and from 4:45 to 5:45 PM. Thus, the vehicular traffic counts were adjusted or balanced to reflect these periods (Figure 3.8). Existing peak hour pedestrian counts can be found in Figure 3.9, and existing peak hour bicyclist counts can be found in Figure 3.10.

AM and PM peak hour counts on 21st and 20th Streets NW, and Constitution and Virginia Avenues NW, are presented below:

Table 3.3 – AM/PM Peak Hour Counts

Street	AM	PM
21 st Street NW, North of Constitution Avenue NW	420	621
20 th Street NW, North of Constitution Avenue NW	212	359
Virginia Avenue NW, between 20 th and C Streets NW	1,182	1,175
Constitution Avenue NW between 20 th and 21 st Streets NW	3,338	4,019

The highest numbers of pedestrians were observed crossing Virginia Avenue NW, on the west side of 21st Street NW, and crossing 21st Street NW on both sides of Virginia Avenue NW. In comparison, the highest bicycle volumes were observed along 21st Street NW and Virginia Avenue NW.

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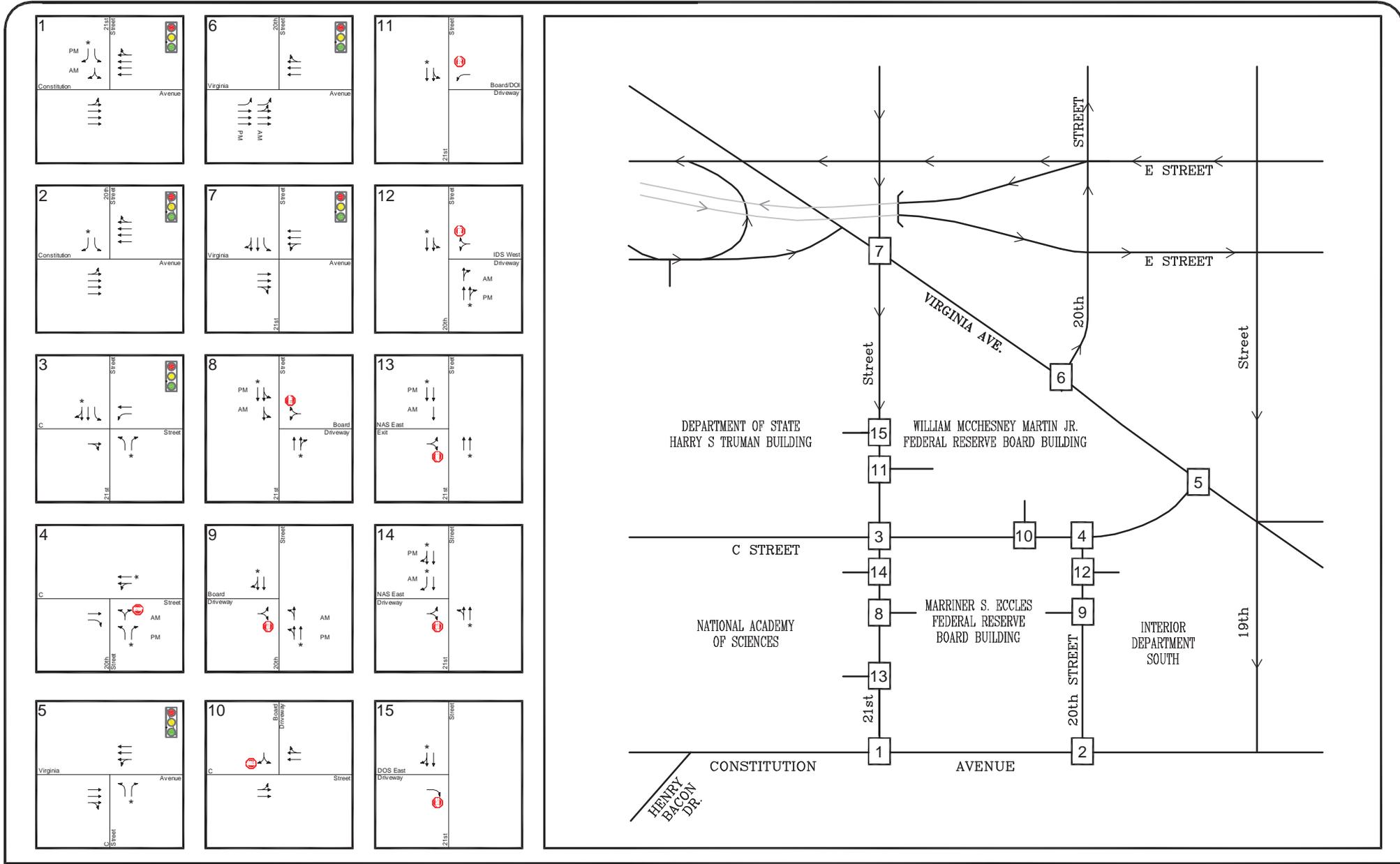


Figure 3.7 - Existing Lane Use and Traffic Controls

* Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010

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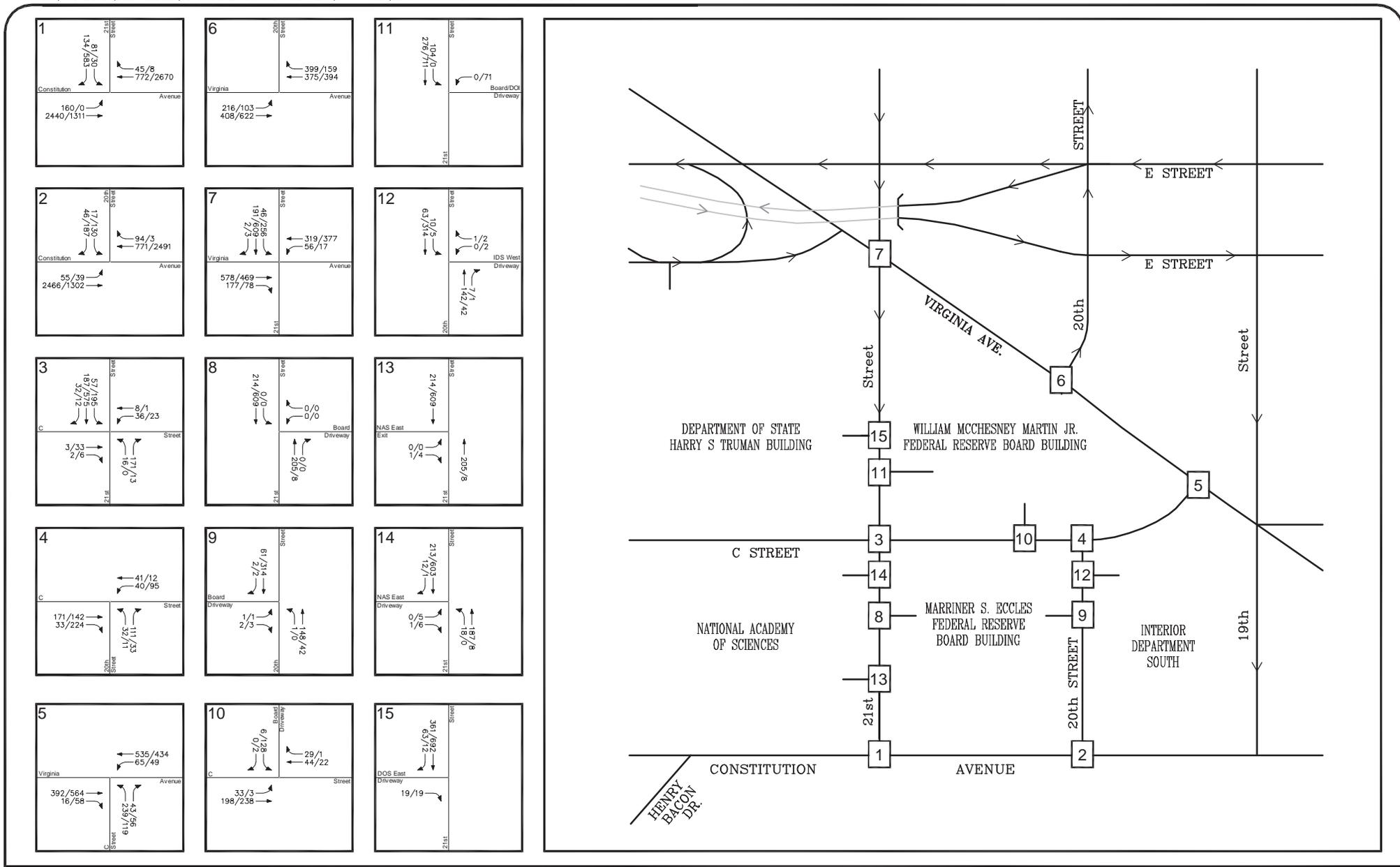


Figure 3.8 - Existing Peak Hour Vehicular Traffic Counts (8:15 - 9:15 AM & 4:45 - 5:45 PM)

AM PEAK HOUR
(8:15 - 9:15 AM)
PM PEAK HOUR
(4:45 - 5:45 PM)
000/000



* Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010

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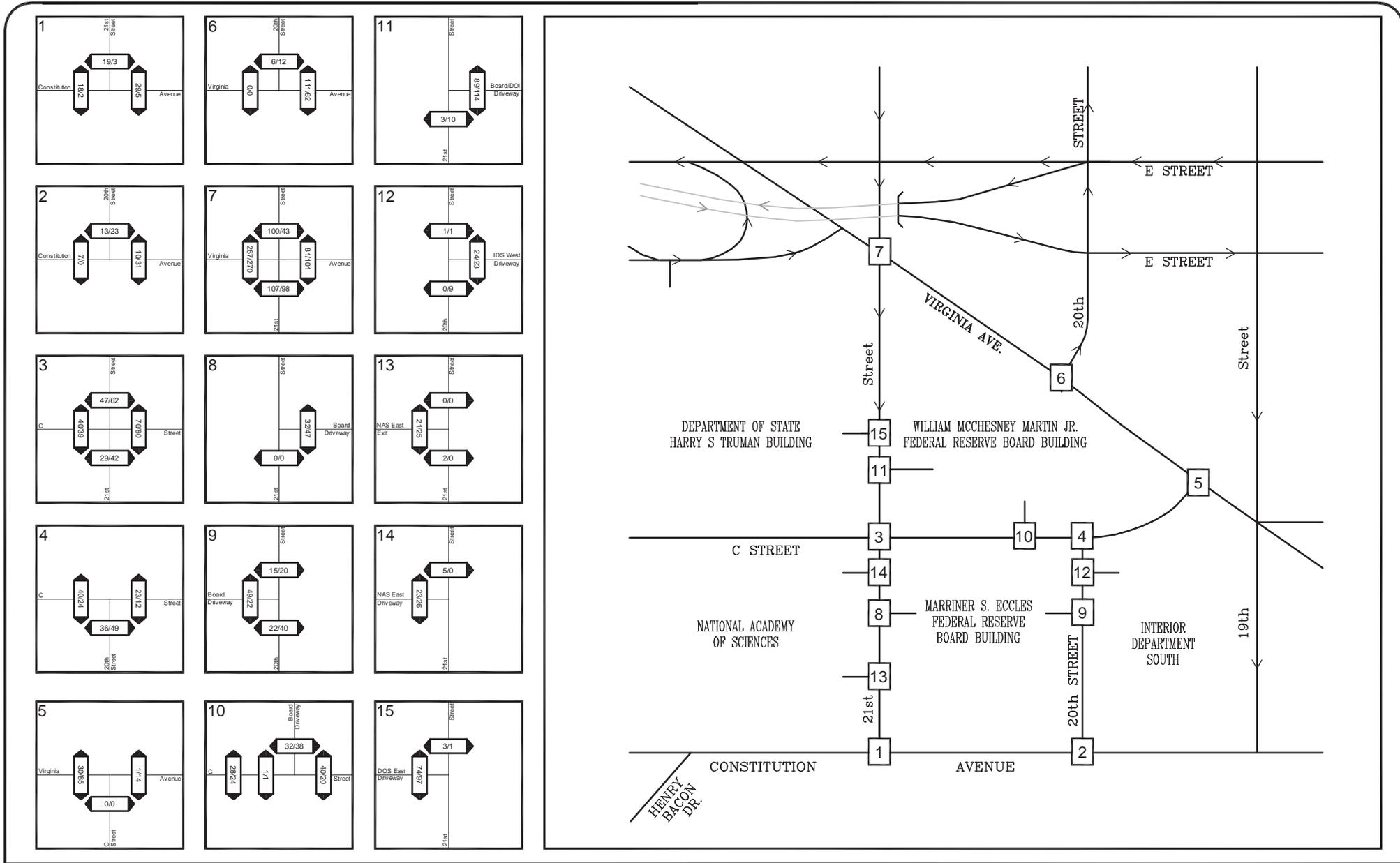


Figure 3.9 - Existing Peak Hour Pedestrian Counts (8:15 - 9:15 AM & 4:45 - 5:45 PM)

AM PEAK HOUR
(8:15 - 9:15 AM)
PM PEAK HOUR
(4:45 - 5:45 PM)
000/000



North

* Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010

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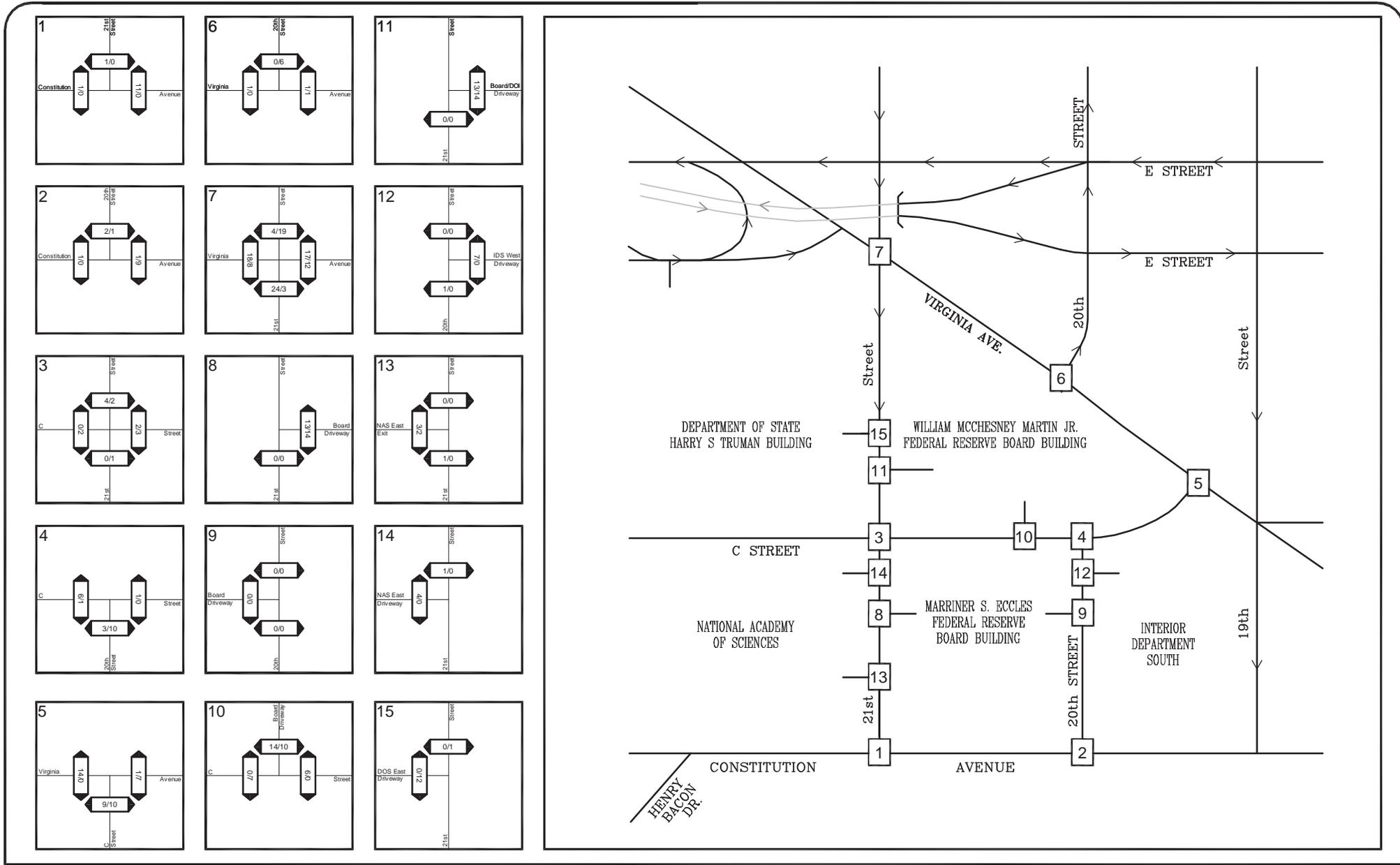


Figure 3.10 - Existing Street Peak Hour Bicycle Counts (8:15 - 9:15 AM & 4:45 - 5:45 PM)

AM PEAK HOUR (8:15-9:15 AM)
 PM PEAK HOUR (4:45-5:45 PM)
 000/000

North

* Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010

Harry S Truman Building - USDC
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Existing intersection levels of service were calculated at the study intersections based on existing lane use and traffic controls, existing peak hour vehicular traffic counts, existing pedestrian counts, existing bicycle counts, existing traffic signal timings obtained from the District Department of Transportation (DDOT), and the Synchro capacity analysis technique (Highway Capacity Manual methodologies). The capacity results are shown in Table 3.4. All of the study intersections currently operate at LOS “D” or better during all of the peak study hours, with the exception of the 21st Street NW/ Constitution Avenue NW signalized intersection. During the AM peak hour, the westbound approach of the 21st Street NW/Constitution Avenue NW intersection operates near capacity (LOS “E”). The southbound right-turn lane group operates at capacity (LOS “F”) during the PM peak hour, due to the heavy volume of vehicles turning right onto Constitution Avenue NW.

It is noted that Constitution Avenue NW experiences heavy eastbound traffic during the AM peak hour and heavy westbound traffic during the PM peak hour. Traffic is regulated by the progression of vehicles through the system of signalized intersections. Field observations indicate that there are occasions when queuing occurs between intersections and limits the number of vehicles that traverse the intersection during these periods. Thus, calculated delay times for some vehicles may be longer than those reported. During the AM peak hour, the majority of traffic is oriented eastbound on Constitution Avenue NW. Eastbound queues on Constitution Avenue NW at 20th Street NW extend back to 21st Street NW. During the PM peak hour, the majority of traffic is oriented westbound on Constitution Avenue NW. Westbound queues on Constitution Avenue NW at 20th Street NW extend back to 19th Street NW. The southbound queue on 21st Street NW extends back past upstream driveways during peak periods, due to the heavy volume of vehicles turning right onto Constitution Avenue NW. Side street queues at the signalized study intersections on Virginia Avenue NW extend back to adjacent intersections during one or more peak periods. A summary of the vehicle queues is presented in Table 3.5.

The existing 21st Street NW entrance currently serves the Marshall Conference Center and provides a secondary pedestrian access point for DoS employees and visitors. According to DoS, the Marshall Conference Center averages approximately 1,400 visitors per month. DoS also indicated that the existing 21st Street NW entrance has two peak entry times: 7 AM to 9 AM and 5 PM to 7 PM.

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, short-term, minor impacts would result from construction-related activities associated with the reconfiguration of interior space and construction of the new Entry Pavilion. The reconfiguration of interior space would displace some existing office space and employees, which may result in a short-term reduction of personal vehicle trips to the Harry S Truman Building. In the long-term, peak period conditions would remain consistent, as represented in the future “No Action” section, due to the predominantly off-peak operations for the USDC. The USDC would be open to the public seven days a week, from approximately 10 AM to 6 PM. The proposed USDC operating hours would generally occur during weekends and the weekday off-peak traffic period, which is generally defined from 10 AM to 4 PM. The final two operating hours (4 PM to 6 PM) of the proposed USDC facility would begin to encroach into the PM peak traffic period.

Adjusted visitor calculations, based on a study commissioned by the USDC in February 2005, indicate that the USDC could attract approximately 225,000 visitors annually, and that many of these visitors would be tourists coming from the National Mall and other neighboring attractions (Figure 3.11). Assuming the USDC peak daily visitor’s accounts for 0.5% of the total 225,000 annual visitors, the USDC would draw approximately 1,125 peak daily visitors from the National Mall and other neighboring attractions over an eight hour period.

Table 3.4 - Existing Level of Service Summary (1) (2) (3) (4)

Intersection	Traffic Control	Lane Group	2009 Existing	
			AM	PM
1. 21 st Street NW/ Constitution Avenue NW	Signal	EBLT WBTR SBLR/SBL SBR Overall	B (12.9) E (60.4) D (54.7) N/A C (26.0)	A (9.3) A (2.2) B (19.1) F (369.5) D (50.9)
2. 20 th Street NW/ Constitution Avenue NW	Signal	EBLT WBTR SBL SBR Overall	C (20.6) C (21.4) C (22.0) C (27.3) C (20.9)	A (7.3) C (22.0) C (26.8) C (21.4) B (17.4)
3. 21 st Street NW/ C Street NW	Signal	EBTR WBL WBT NBL NBR SBL SBTR Overall	C (23.3) C (27.4) C (25.7) B (11.6) B (13.9) A (7.4) A (6.9) B (11.3)	C (23.9) C (31.5) C (30.9) A (0.0) A (4.4) A (4.3) A (4.6) A (6.2)
4. 20 th Street NW/ C Street NW	STOP	WBLT NBLR NBL NBR	A [6.2] B [12.7] N/A N/A	A [8.6] N/A B [13.6] B [10.3]
5. C Street NW/ Virginia Avenue NW	Signal	SETR NWLT NEL NER Overall	D (37.2) A (9.2) D (39.1) C (22.4) C (24.0)	D (36.7) A (9.8) C (25.3) A (9.7) C (24.3)
6. 20 th Street NW/ Virginia Avenue NW	Signal	SEL SET NWTR Overall	A (9.3) A (0.6) C (24.7) B (14.9)	B (18.7) A (6.8) A (9.8) A (9.0)
7. 21 st Street NW/ Virginia Avenue NW	Signal	SBL SBTR SETR NWLT Overall	C (20.9) C (21.6) B (12.7) A (6.7) B (12.6)	B (15.5) B (15.4) C (20.4) C (21.8) B (18.3)
8. 21 st Street NW/ Board (Eccles) Driveway	STOP	WBLR SBLT	A [0.0] A [0.0]	A [0.0] A [0.0]
9. 20 th Street NW/ Board (Eccles) Driveway	STOP	EBLR NBLT	A [9.7] A [0.1]	B [10.4] A [0.0]
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT SBLR	A [2.7] B [11.1]	A [0.3] B [11.3]
11. 21 st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL SBLT	A [0.0] A [4.6]	B [12.0] A [0.0]
12. 20 th Street NW/ Interior Department Driveway	STOP	WBLR SBLT	A [9.5] A [2.6]	A [9.5] A [0.4]
13. 21 st Street NW/ National Academy of Sciences Exit	STOP	EBLR	A [9.8]	A [9.5]
14. 21 st Street NW/ National Academy of Sciences Driveway	STOP	EBLR NBLT	A [9.7] A [1.9]	B [10.8] A [0.0]
15. 21 st Street NW/ Department of State Driveway	STOP	EBR	B [10.8]	B [10.7]

Notes:

(1) Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010

(2) Analysis performed using Synchro software, version 7

(3) Values in parentheses, (), represent signalized delay in seconds

(4) Values in brackets, [], represent unsignalized delay in seconds

Table 3.5 - Existing Intersection Queue Summary (1) (2) (3) (4)

Intersection	Traffic Control	Lane Group	Available Storage	2009 Existing	
				AM	PM
1. 21 st Street NW/ Constitution Avenue NW	Signal	EBLT WBTR SBLR/SBL SBR	290 410 145 145	285 210 174 N/A	125 31 43 #833
2. 20 th Street NW/ Constitution Avenue NW	Signal	EBLT WBTR SBL SBR	410 320 280 280	457 144 28 37	85 453 124 97
3. 21 st Street NW/ C Street NW	Signal	EBTR WBL WBT NBL NBR SBL SBTR	N/A 190 190 20 20 180 180	10 50 m18 m10 m109 27 34	41 m32 m3 0 m5 33 43
4. 20 th Street NW/ C Street NW	STOP	WBLT NBLR NBL NBR	180 60 60 60	3 26 N/A N/A	9 N/A 2 4
5. C Street NW/ Virginia Avenue NW	Signal	SETR NWLT NEL NER	320 75 200 200	135 70 252 26	210 60 113 12
6. 20 th Street NW/ Virginia Avenue NW	Signal	SEL SET NWTR	160 410 320	131 0 151	90 73 57
7. 21 st Street NW/ Virginia Avenue NW	Signal	SBL SBTR SETR NWLT	150 140 170 420	46 73 116 24	158 170 115 56
8. 21 st Street NW/ Board (Eccles) Driveway	STOP	WBLR SBLT	N/A 50	0 0	0 0
9. 20 th Street NW/ Board (Eccles) Driveway	STOP	EBLR NBLT	N/A 280	0 0	0 0
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT SBLR	125 N/A	2 1	0 19
11. 21 st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL SBLT	N/A 20	0 7	12 0
12. 20 th Street NW/ Interior Department Driveway	STOP	WBLR SBLT	N/A 60	0 1	0 0
13. 21 st Street NW/ National Academy of Sciences Exit	STOP	EBLR	N/A	0	0
14. 21 st Street NW/ National Academy of Sciences Driveway	STOP	EBLR NBLT	N/A 50	0 1	2 0
15. 21 st Street NW/ Department of State Driveway	STOP	EBR	N/A	3	3

Notes:

- (1) Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010
- (2) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 7.
- (3) "H" - 95th percentile volume exceeds capacity, queue may be longer.
- (4) "m" - Volume for 95th percentile queue is metered by upstream signal.

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Figure 3.11 - Location of Nearby Attractions



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Based on the National Park Service (NPS) Visitor Transportation Survey dated November 2003, the following summarizes the estimated percent modal-split for visitors to nearby attractions with the corresponding USDC daily person trip breakdown:

	<u>Mode-Split</u>	<u>Daily Person Trips</u>
<i>Car</i>	= ±8%	90 persons
<i>Taxi</i>	= ±1%	11 persons
<i>Sightseeing Bus</i>	= ±12%	135 persons
<i>Public Bus</i>	= ±1%	11 persons
<i>Metrorail</i>	= ± 9%	101 persons
<i>Walk</i>	= ±58%	653 persons
<i>Charter/School Bus</i>	= ±9%	101 persons
<i>Other (bike)</i>	= ±2%	23 persons
Total	= ±100%	1,125 persons

The proposed USDC would not have a substantial vehicular impact on the adjacent road network during the weekday or weekend peak periods based on the following key factors:

- The USDC would generally be in operation during off-peak traffic hours.
- The USDC is not proposing any public or private parking spaces with its facility.
- The USDC anticipates scheduling approximately one charter/school bus per day that would specifically arrive to the area to visit the USDC.
- The USDC would attract other charter/school bus groups that drop-off/pick-up at other nearby attractions that may visit the USDC through trip chaining visits of various attractions.
- The USDC would predominantly attract from visitors already in the area visiting the National Mall and nearby attractions.
- The USDC would implement a transportation program to enhance non-auto mobility to/from the center.

As described above, the majority of USDC visitors would be drawn from those arriving to the area by non-auto modes of transportation (tour bus, Metrobus, Metrorail, walk, charter/school bus, and/or bike). Limited parking is available on the surrounding streets, but more on-street parking options become available during the off peak traffic hours when on-street parking restrictions are lifted (Figures 3.12 and 3.13). There are also a limited number of public parking garages in the vicinity of the site that would expect to reach capacity early in the morning during the work week, but would begin to provide available parking spaces later in the day as daily commuters return home. It is anticipated that more parking garage spaces would be available on the weekends.

The Entry Pavilion would provide 35.5 feet of sidewalk width along the west side of 21st Street NW, which would support a pedestrian queuing area in front of the Entry Pavilion, while maintaining the north-south movement of pedestrians along the 21st Street NW. The existing sidewalk network surrounding the USDC is expected to experience an increase in pedestrian activity. The additional pedestrian traffic would be disbursed over the USDC hours of operation and various pedestrian routes. A graphic demonstrating the various pedestrian routes is shown in Figure 3.14, and below is a list of area origins/destinations served by those routes:

- | | |
|---|---|
| <ul style="list-style-type: none"> - Foggy Bottom-GWU Metrorail station - White House/President’s Park South - Washington Monument - Constitution Gardens | <ul style="list-style-type: none"> - World War II Memorial - Vietnam Memorial - Lincoln Memorial - United States Institute of Peace |
|---|---|

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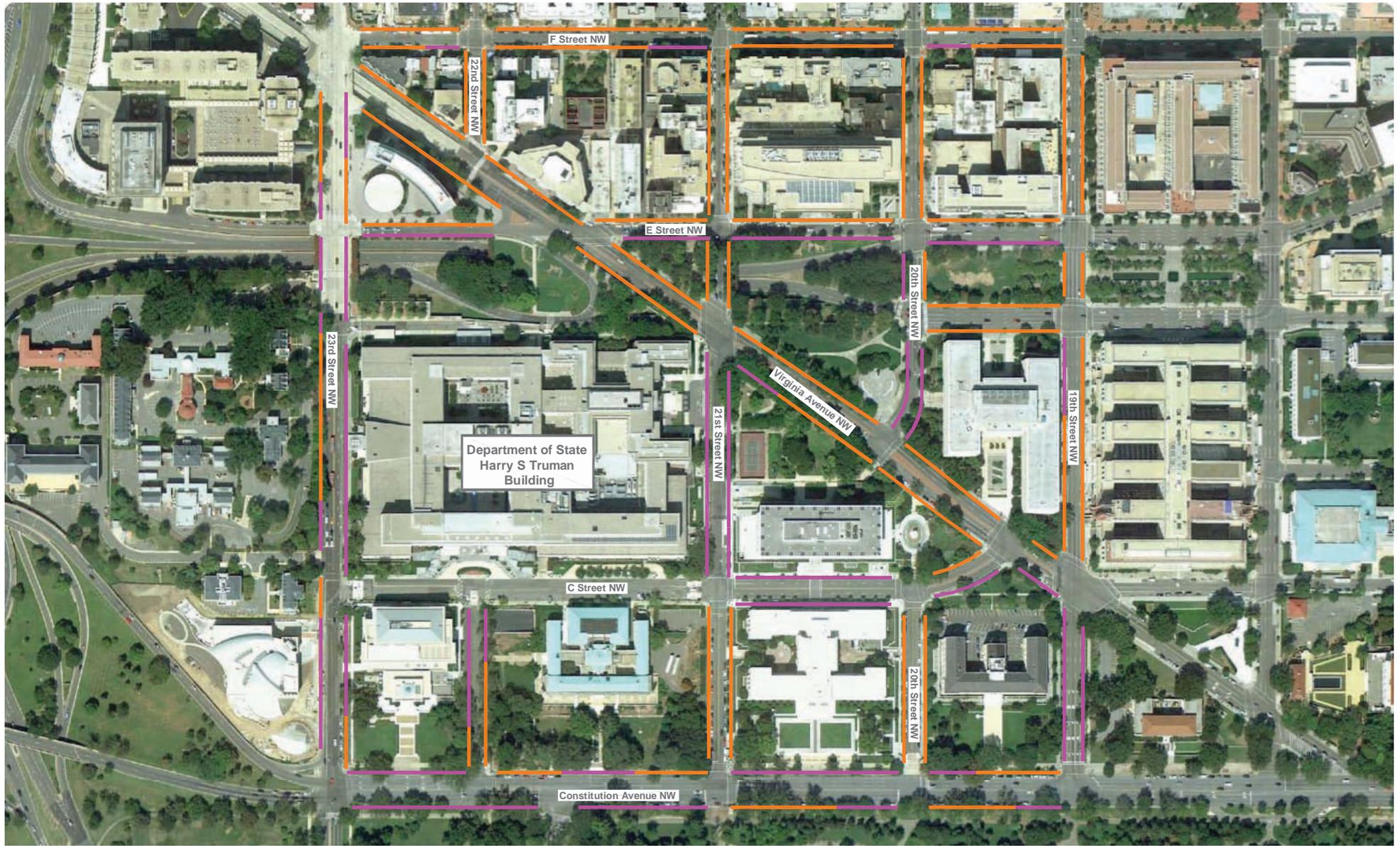


Figure 3.12 - On-Street Parking Opportunities

Orange line: Parking Permitted with Possible Restrictions
Purple line: No Parking Anytime



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Figure 3.13 - Public Parking Facility Locations



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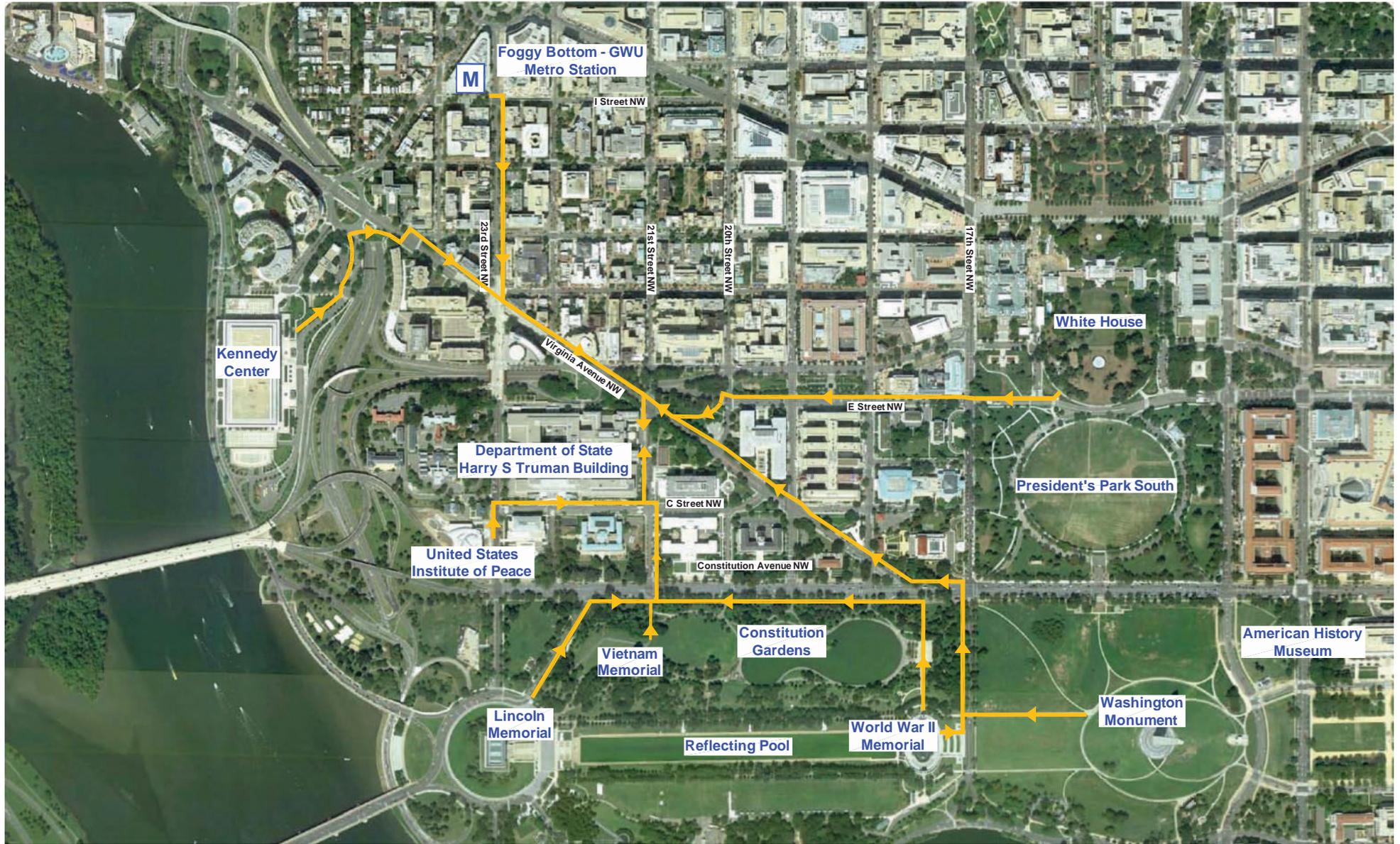


Figure 3.14 - Anticipated Pedestrian Routes



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Currently, no designated bicycle lanes or routes exist within the immediate vicinity of the proposed USDC; however, the Proposed Bicycle Facilities Map in the 2005 *District of Columbia Bicycle Master Plan* indicates that bicycle lanes are proposed along Virginia Avenue NW and 21st Street NW (Figure 3.15). Recently, the District of Columbia implemented a successful bicycle share program, Capital Bikeshare, which provides modern bicycle sharing facilities to members and non-members at key locations throughout DC. According to the Capital Bikeshare facilities map (Figure 3.16), a bike sharing station is located on 21st Street NW, immediately proximate to the proposed USDC site.

The proposed USDC would be well served by public transportation. The Harry S Truman Building is currently served by multiple WMATA Metrobus routes and commuter buses. There are approximately 14 Metrobus lines (13A, 13B, 13F, 13G, 32, 36, 39, 80, S1, H1, L1, N3, P1, and X1) serving the subject vicinity on Constitution Avenue NW, Virginia Avenue NW, C Street NW, and E Street NW (Figures 3.17 and 3.18). The nearest WMATA Metrorail station is Foggy Bottom-GWU, which is a half-mile walk northwest of the proposed USDC, located at 23rd and Eye Streets, NW. The Foggy Bottom-GWU Metrorail station is served by the Blue and Orange lines.

Charter/school bus groups specifically visiting the USDC would require coordination with USDC and DoS Diplomatic Security to schedule its arrival time. As shown in Figure 3.19, the proposed bus loading/unloading area would be located on the west side of 21st Street NW, just south of the proposed USDC Entry Pavilion and north of the existing 21st Street NW DoS driveway. At this location on 21st Street NW, the roadway currently operates as a single, wide lane that travels one-way, southbound, between Virginia Avenue NW and C Street NW. At this location on 21st Street NW, the roadway is not striped, and on-street parking is not permitted. The approximate travel way width for 21st Street NW at this location is at least 24 feet. Typical travel lanes range in width between ten and 12 feet, which would permit the temporary loading/unloading of a charter/school bus on the west side of 21st Street NW, without impeding vehicular through traffic. Additional motorcoach parking locations, as provided by DDOT, are shown in Figure 3.20 for groups generally visiting the area attractions.

An additional, convenient method of transportation for USDC visitors would be sightseeing tour buses, such as Old Town Trolley, Open Top Sightseeing Tours, and Tourmobile. Many of these tour buses serve destinations within the area surrounding the project site, including the Vietnam Memorial, the World War II Memorial and the Lincoln Memorial, which is less than a half-mile walk from the proposed USDC (Figure 3.21). Located within approximately one quarter mile of the USDC are Tourmobile tour bus service and Open Top Sightseeing – Yellow Line service stops, which are proximate to the intersections of Constitution Avenue NW at 21st and 22nd Streets NW, respectively.

Future weekday peak period intersection level of service and queuing are not included for the USDC because the USDC is not anticipated to generate new trips.

DoS currently operates various transportation measures in order to reduce peak hour trips made by employees and visitors to the Harry S Truman Building. The following potential recommendations were developed to enhance mobility to/from the proposed USDC:

- Provide a Facility Transportation Coordinator to assist USDC visitors, schedule and direct groups visiting by charter/school bus to use designated bus standing areas, and periodically review transportation operations to determine if any adjustments or enhancements are warranted.
- Include on the USDC website information that encourages visitors/groups to visit the site as a pedestrian, with a bicycle, by public transportation, or charter/school/tour bus.
- Provide adequate bicycle facilities for visitors choosing to arrive by bicycle.
- Coordinate with Capital Bikeshare to potentially expand its existing nearby facility based on a periodic review of its demand.

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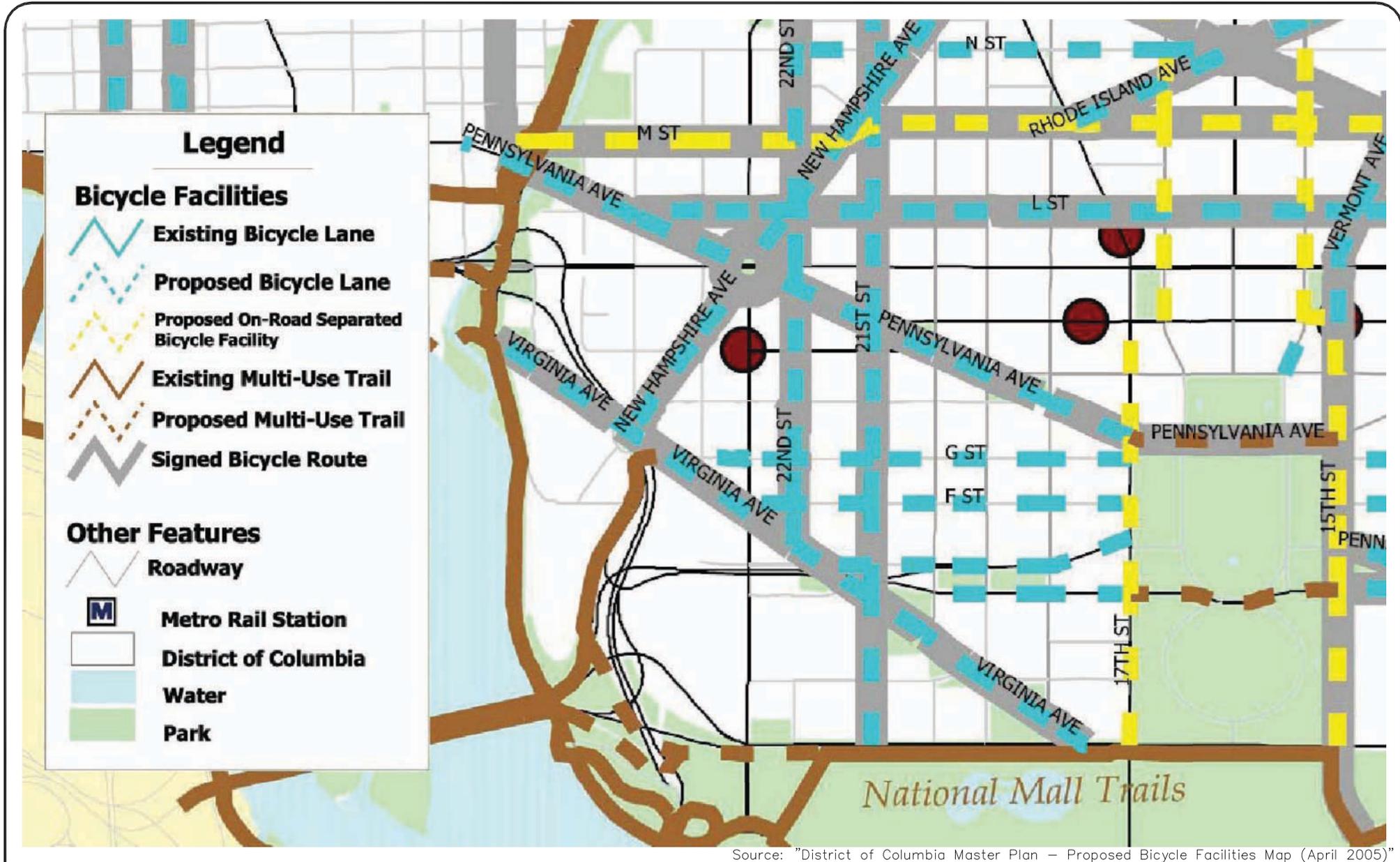


Figure 3.15 - District of Columbia Bicycle Master Plan - Proposed Bicycle Facilities Map



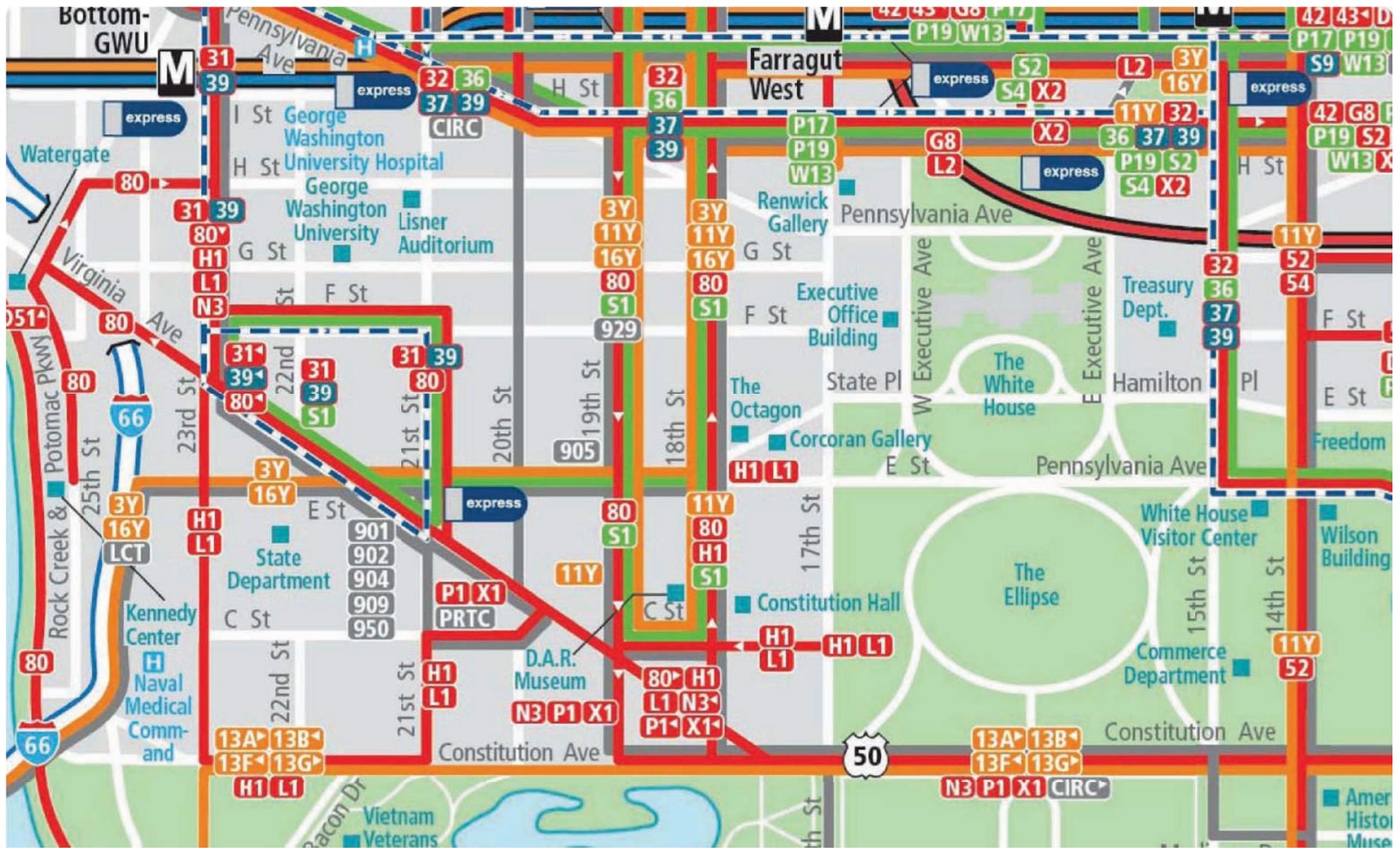
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Figure 3.16 - Capital Bikeshare Facilities Map



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Source: Washington Metropolitan Transit Authority (WMATA)

Figure 3.17 - Commuter Bus Route Map



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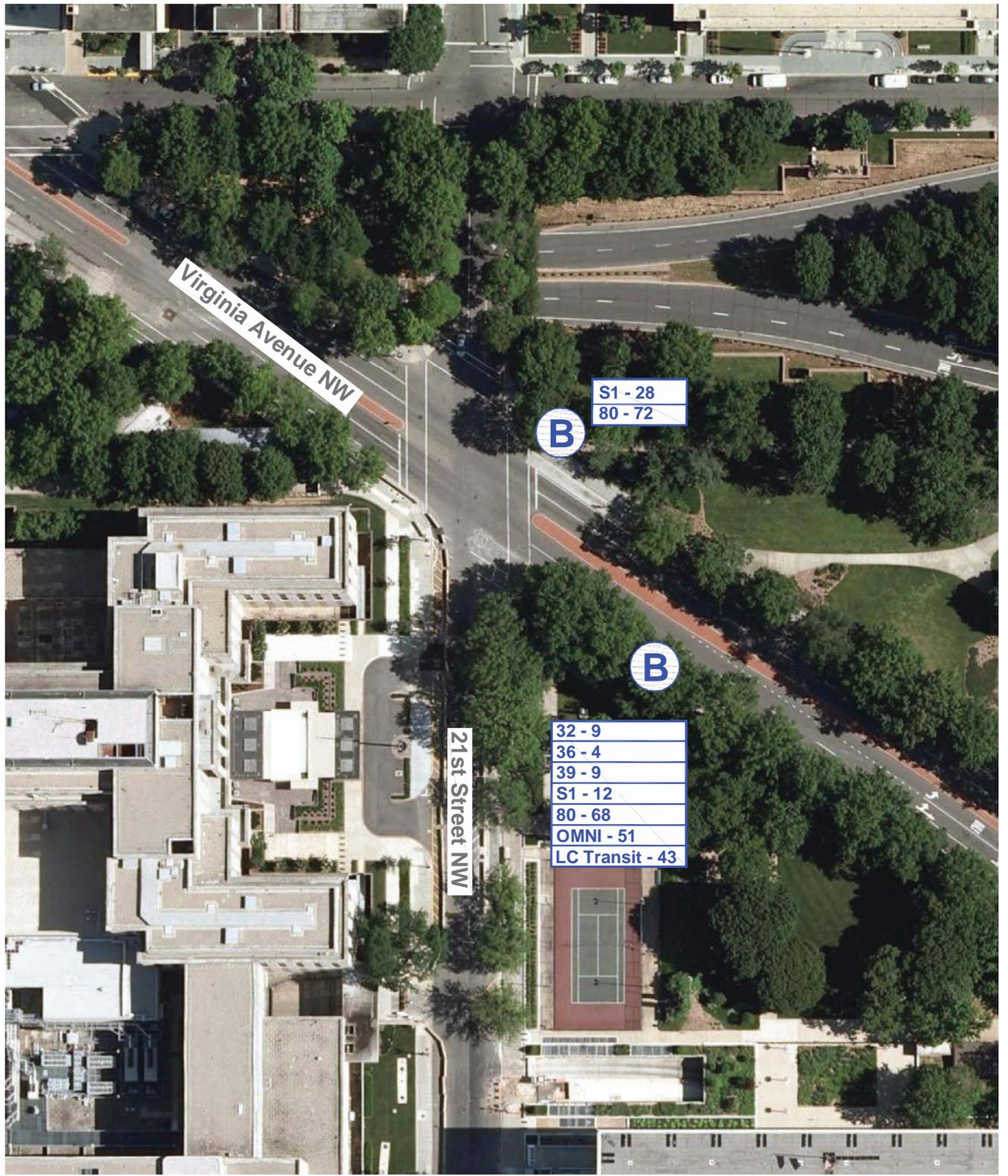


Figure 3.18 - Commuter Bus Stop Locations

 Bus Stop
 
 North

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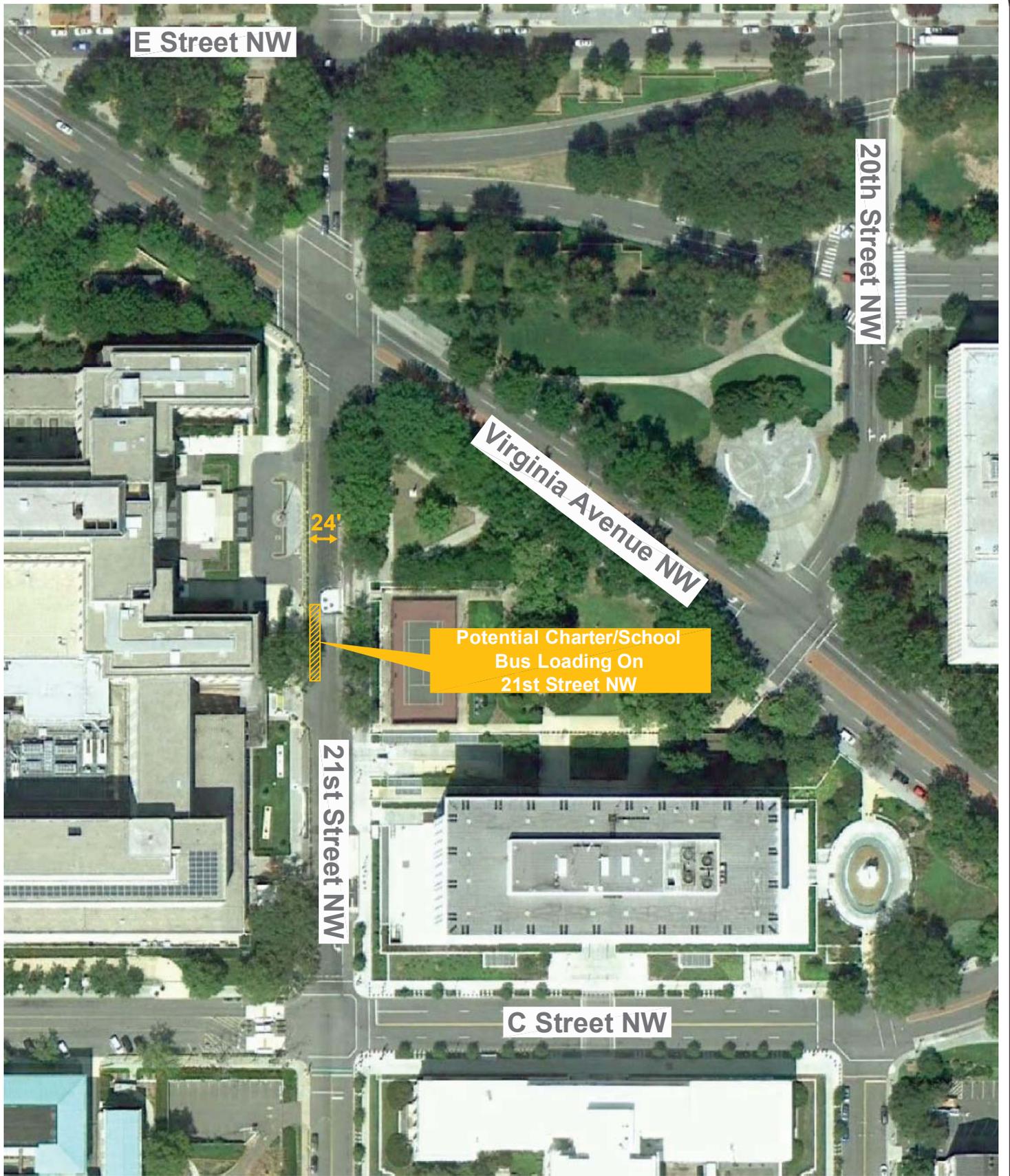


Figure 3.19 - Proposed Charter/School Bus Loading Location



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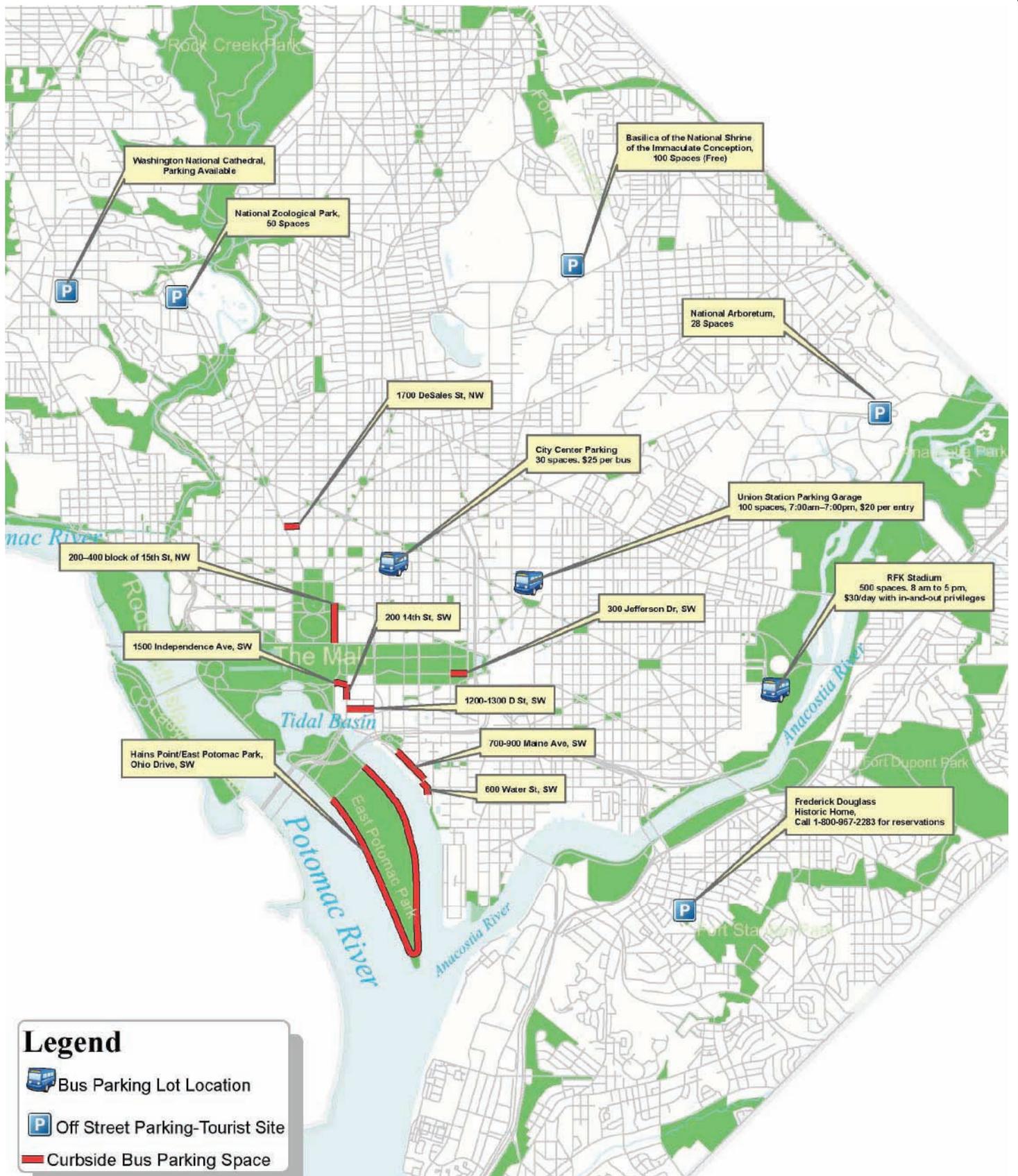


Figure 3.20 - Existing Motorcoach Parking Locations



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Figure 3.21 - Tour Bus Route Map



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- Coordinate events with the USIP and potentially share its lay-by lane on 23rd Street NW.
- Encourage specific arrival/departure routes for charter/school bus groups.
- Restrict arrival/departure of charter/school bus groups to occur during non-commuting peaks as to not conflict with existing bus operations.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts would be minor in the long-term, due to future traffic growth patterns. Based on the Board’s Final EA described under the Action Alternative, the evaluation of future transportation conditions under the “No Action” does not include the proposed USDC. To forecast future traffic, a regional traffic growth rate was used to account for near-term future developments in the District of Columbia and general background traffic growth. Consistent with previous studies for this area in the District of Columbia, a one percent annual vehicular growth rate was applied for six years, from 2009 to 2015. Future (2015) traffic forecasts under the No Action were developed as a composite of existing vehicular traffic counts, regional traffic growth, and pipeline development trips/adjustments. Consistent with the Board’s Final EA, the pipeline development traffic/adjustments were based on the following projects not yet constructed/ occupied at the time of the 2009 traffic counts:

- United States Institute of Peace
- American Pharmacists Association expansion
- Trip re-distributions resulting from the DoS Perimeter Security Proposal to reconfigure the E Street NW off-ramp to Virginia Avenue NW
- Board’s proposed Visitor Screening Center and Conference Center

No Action future intersection LOS were calculated at the study intersections using existing lane use and traffic controls, pedestrian counts, bicycle counts, No Action peak hour vehicular traffic forecasts (Figure 3.22), existing signal timings and the Synchro capacity analysis technique. As shown in Table 3.6, all the study intersections would operate at LOS “D” or better during all the peak study hours, with the exception of the 21st Street NW/ Constitution Avenue NW signalized intersection. This intersection would operate at an overall LOS “E” during the PM peak hour with some movements operating near, or at capacity, during both peak periods. The southbound right-turn movement at the Constitution Avenue NW/21st Street NW intersection would continue to degrade as a result of new pipeline trips and the heavy through movements on Constitution Avenue NW. A summary of the queues, as calculated by the Synchro software from the Board’s Final EA, is presented in Table 3.7.

3.15 PUBLIC SAFETY

AFFECTED ENVIRONMENT

Visitors to the DoS currently enter through temporary screening facilities located outside the entry lobbies to the Harry S Truman Building and the Marshall Wing. Currently, there are two temporary screening facilities on 21st Street NW, located at the Marshall Wing entrance and the Jogger’s entrance. The concentration of security measures inside the building has made the entrance cluttered and inhibitory in the case of an emergency. Safety measures require all visitors to be checked twice inside the building. The DoS perimeter is secured by guards, temporary precast planters, retractable gates, and vehicles. Guards, barricades, and the truck checkpoint control access to the parking garage/loading dock driveway on 21st Street NW (Concept Submission, 2011).

Table 3.6 - 2015 Future (“No Action”) Level of Service Summary (1) (2) (3)

Intersection	Traffic Control	Lane Group	2009 Existing		2015 "No Action" Future	
			AM	PM	AM	PM
1. 21 st Street NW/ Constitution Avenue NW	Signal	EBLT WBTR SBLR/SBL SBR Overall	B (12.9) E (60.4) D (54.7) N/A C (26.0)	A (9.3) A (2.2) B (19.1) F (369.5) D (50.9)	B (14.9) E (60.9) E (60.7) N/A C (28.5)	A (9.6) A (2.6) C (20.5) F (435.6) E (60.0)
2. 20 th Street NW/ Constitution Avenue NW	Signal	EBLT WBTR SBL SBR Overall	C (20.6) C (21.4) C (22.0) C (27.3) C (20.9)	A (7.3) C (22.0) C (26.8) C (21.4) B (17.4)	C (22.0) C (22.0) C (21.6) C (27.2) C (22.0)	A (7.7) C (24.6) C (26.9) C (21.4) B (19.0)
3. 21 st Street NW/ C Street NW	Signal	EBTR WBL WBTR NBL NBR SBL SBTR Overall	C (23.3) C (27.4) C (25.7) B (11.6) B (13.9) A (7.4) A (6.9) B (11.3)	C (23.9) C (31.5) C (30.9) A (0.0) A (4.4) A (4.3) A (4.6) A (6.2)	C (23.3) C (28.8) C (25.7) B (11.9) B (14.5) A (8.1) A (7.6) B (12.8)	C (24.0) C (34.9) C (34.5) A (0.0) A (4.6) A (4.8) A (5.1) A (7.3)
4. 20 th Street NW/ C Street NW	STOP	WBLT NBLR NBL NBR	A [6.2] B [12.7] N/A N/A	A [8.6] N/A B [13.6] B [10.3]	A [5.8] B [13.9] N/A N/A	A [8.4] N/A B [14.5] B [10.5]
5. C Street NW/ Virginia Avenue NW	Signal	SETR NWLT NEL NER Overall	D (37.2) A (9.2) D (39.1) C (22.4) C (24.0)	D (36.7) A (9.8) C (25.3) A (9.7) C (24.3)	D (37.4) A (9.4) D (41.6) C (24.3) C (24.7)	D (36.9) A (10.0) C (25.6) A (8.6) C (24.4)
6. 20 th Street NW/ Virginia Avenue NW	Signal	SEL SET NWTR Overall	A (9.3) A (0.6) C (24.7) B (14.9)	B (18.7) A (6.8) A (9.8) A (9.0)	A (9.4) A (0.7) C (24.9) B (14.9)	B (19.1) A (6.7) B (10.1) A (9.3)
7. 21 st Street NW/ Virginia Avenue NW	Signal	SBL SBTR SETR NWLT Overall	C (20.9) C (21.6) B (12.7) A (6.7) B (12.6)	B (15.5) B (15.4) C (20.4) C (21.8) B (18.3)	C (21.0) C (21.7) B (13.0) A (6.4) B (12.7)	B (15.9) B (15.7) C (20.9) C (21.2) B (18.6)
8. 21 st Street NW/ Board (Eccles) Driveway	STOP	WBLR SBLT	A [0.0] A [0.0]	A [0.0] A [0.0]	A [0.0] A [0.0]	A [0.0] A [0.0]
9. 20 th Street NW/ Board (Eccles) Driveway	STOP	EBLR NBLT	A [9.7] A [0.1]	B [10.4] A [0.0]	A [9.8] A [0.1]	B [10.5] A [0.0]
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT SBLR	A [2.7] B [11.1]	A [0.3] B [11.3]	A [2.6] B [11.5]	A [0.3] B [11.8]
11. 21 st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL SBLT	A [0.0] A [4.6]	B [12.0] A [0.0]	A [0.0] A [4.4]	B [12.1] A [0.0]
12. 20 th Street NW/ Interior Department Driveway	STOP	WBLR SBLT	A [9.5] A [2.6]	A [9.5] A [0.4]	A [9.7] A [2.3]	A [9.6] A [0.3]
13. 21 st Street NW/ National Academy of Sciences Exit	STOP	EBLR	A [9.8]	A [9.5]	B [10.1]	A [9.6]
14. 21 st Street NW/ National Academy of Sciences Driveway	STOP	EBLR NBLT	A [9.7] A [1.9]	B [10.8] A [0.0]	A [9.9] A [1.8]	B [11.2] A [0.0]
15. 21 st Street NW/ Department of State Driveway	STOP	EBR	B [10.8]	B [10.7]	B [10.8]	B [10.8]

Notes:

- (1) Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010
- (2) Analysis performed using Synchro software, version 7
- (3) Values in parentheses, (), represent signalized delay in seconds
- (4) Values in brackets, [], represent unsignalized delay in seconds

Table 3.7 - 2015 Future (“No Action”) Intersection Queue Summary (1) (2) (3)

Intersection	Traffic Control	Lane Group	Available Storage	2009 Existing		2015 "No Action" Future	
				AM	PM	AM	PM
1. 21 st Street NW/ Constitution Avenue NW	Signal	EBLT WBTR SBLR/SBL SBR	290 410 145 145	285 210 174 N/A	125 31 43 #833	323 232 #235 N/A	140 33 55 #913
2. 20 th Street NW/ Constitution Avenue NW	Signal	EBLT WBTR SBL SBR	410 320 280 280	457 144 28 37	85 453 124 97	495 164 34 41	94 510 133 105
3. 21 st Street NW/ C Street NW	Signal	EBTR WBL WBT NBL NBR SBL SBTR	N/A 190 190 20 20 180 180	10 50 m18 m10 m109 27 34	41 m32 m3 0 m5 33 43	10 79 m18 m9 m117 31 38	43 m56 m3 0 m6 39 48
4. 20 th Street NW/ C Street NW	STOP	WBLT NBLR NBL NBR	180 60 60 60	3 26 N/A N/A	9 N/A 2 4	3 34 N/A N/A	10 N/A 4 4
5. C Street NW/ Virginia Avenue NW	Signal	SETR NWLTL NEL NER	320 75 200 200	135 70 252 26	210 60 113 12	144 75 #277 30	224 65 127 11
6. 20 th Street NW/ Virginia Avenue NW	Signal	SEL SET NWTR	160 410 320	131 0 151	90 73 57	141 1 165	107 77 65
7. 21 st Street NW/ Virginia Avenue NW	Signal	SBL SBTR SETR NWLTL	150 140 170 420	46 73 116 24	158 170 115 56	51 77 130 24	170 184 130 56
8. 21 st Street NW/ Board (Eccles) Driveway	STOP	WBLR SBLT	N/A 50	0 0	0 0	0 0	0 0
9. 20 th Street NW/ Board (Eccles) Driveway	STOP	EBLR NBLT	N/A 280	0 0	0 0	0 0	1 0
10. Board (Martin) Driveway/ C Street NW	STOP	EBLT SBLR	125 N/A	2 1	0 19	2 1	0 21
11. 21 st Street NW/ Board (Martin)/DOI Driveway	STOP	WBL SBLT	N/A 20	0 7	12 0	0 7	12 0
12. 20 th Street NW/ Interior Department Driveway	STOP	WBLR SBLT	N/A 60	0 1	0 0	0 1	0 0
13. 21 st Street NW/ National Academy of Sciences Exit	STOP	EBLR	N/A	0	0	0	0
14. 21 st Street NW/ National Academy of Sciences Driveway	STOP	EBLR NBLT	N/A 50	0 1	2 0	0 1	2 0
15. 21 st Street NW/ Department of State Driveway	STOP	EBR	N/A	3	3	3	3

Notes:

- (1) Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010
- (2) Queue length is based on the 95th percentile queue in feet as reported by Synchro, Version 7.
- (3) "#m" - 95th percentile volume exceeds capacity, queue may be longer.
- (4) "m" - Volume for 95th percentile queue is metered by upstream signal.

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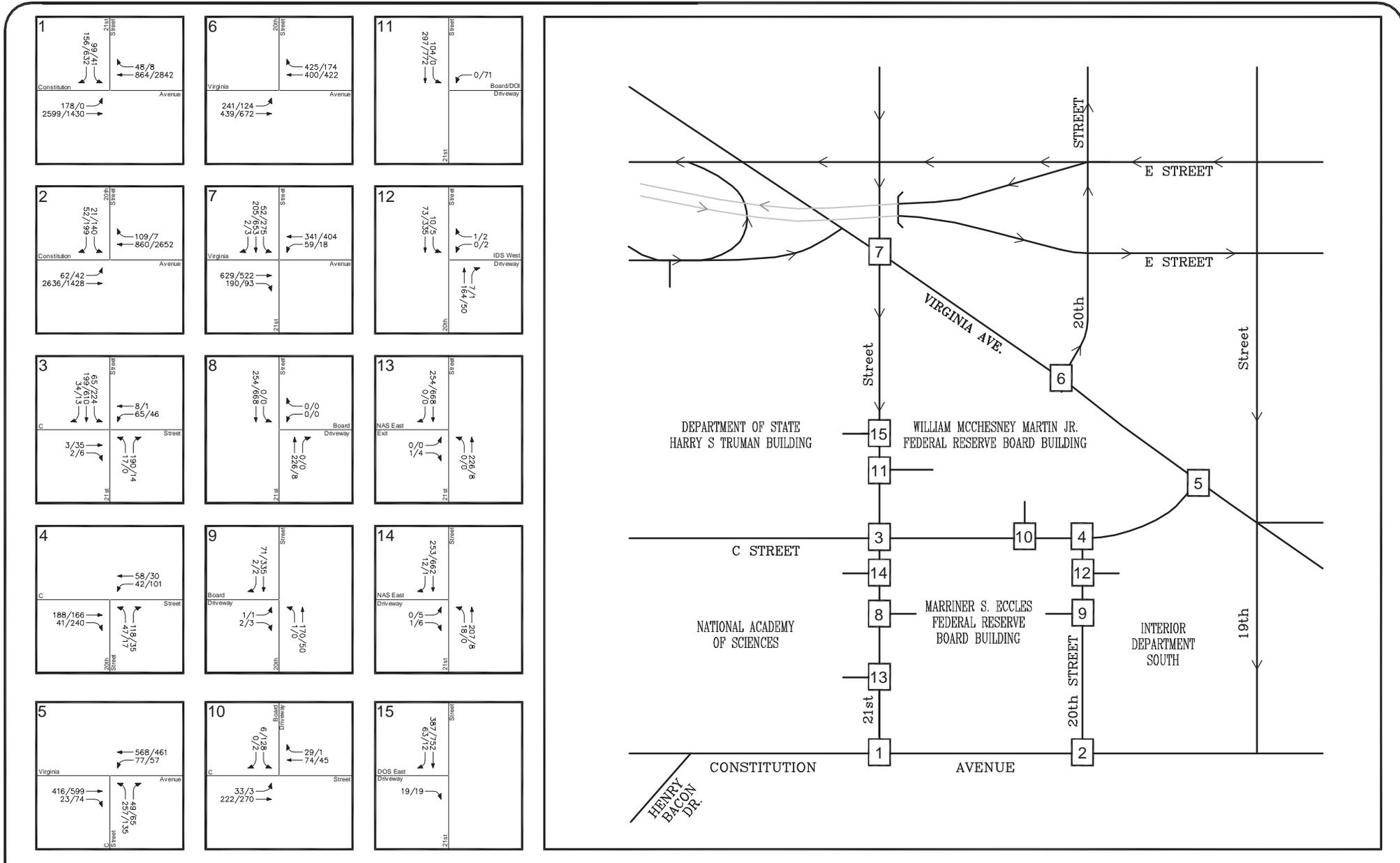


Figure 3.22 - 2015 "No Action" Future Traffic Forecasts (8:15 - 9:15 AM & 4:45 - 5:45 PM)

AM PEAK HOUR
(8:15-9:15 AM)
PM PEAK HOUR
(4:45-5:45 PM)
000/000

North

* Obtained from the "Final Environmental Assessment" for the Board of Governors of the Federal Reserve System ("Board") dated December 1, 2010

Harry S Truman Building - USDC
Washington, D.C.



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The Department of Health is the primary local agency tasked to promote and protect the health, safety, and quality of the life of residents, visitors, and those doing business in Washington, DC. Within the project area, police protection is provided through the Metropolitan Police Department District 2, Police Service Area 207. The Washington, DC Fire and Emergency Medical Services, Engine Company #1, provides fire protection and medical attention to residents and visitors in the project area. George Washington Medical Hospital is also nearby (Board, 2010).

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Implementation of the Action Alternative would result in long-term beneficial impacts to public safety. Two screening pavilions would be located in the Entry Pavilion – one to the north and one to the south of the main entrance. The south station would be for employees and visitors to the Marshall Center and would contain one magnetometer and one x-ray machine. The north screening station would be for USDC visitors and would have two magnetometers and two x-ray machines, along with one stationed guard to check employee identification. The south screening station would also serve as the exit for museum guests and staff (Concept Submission, 2011).

Upon entering the Entry Pavilion, museum visitors would turn right and pass through the security screening, and staff and special visitors would turn left. Staff would show their badges and proceed to the historic lobby where they would pass through dual authorization turnstiles. Special/escorted visitors would pass through security screening to the left and would also proceed to the historic lobby desk to be further escorted (Concept Submission, 2011).

The 21st Street NW entrance would be maintained as an exit during construction due to its critical location as a point of egress for the Marshall Wing. Careful planning for short-term construction impacts would take place as the design progresses to guarantee the safety of building occupants during construction. Similarly, the perimeter security of the site would not be jeopardized during construction. The continuous existing perimeter security line would be maintained during construction to maintain the safety of building occupants. Failure to recognize the importance of these measures could result in short-term, and potentially major, impacts to public safety (Concept Submission, 2011).

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, safety would continue as is, which would result in long-term, minor impacts. Implementation of the No Action Alternative would result in the maintenance and operation of existing safety features.

3.16 ENVIRONMENTAL JUSTICE

AFFECTED ENVIRONMENT

The project area is zoned for government and special uses, and therefore contains only a small residential population. There are a number of public transportation options in the area that serve workers and residents.

ENVIRONMENTAL CONSEQUENCES: ACTION ALTERNATIVE

Under the Action Alternative, impacts to low-income or minority populations would be negligible. Occupants of nearby buildings may experience nuisance noise or dust during the construction phase, but these impacts would be temporary and not disproportionately felt by minority/low-income populations. Additionally, existing transit routes that serve the project area would not be altered in any way, so as to negatively impact the nearby population.

ENVIRONMENTAL CONSEQUENCES: NO ACTION ALTERNATIVE

Under the No Action Alternative, impacts to low-income or minority populations would be negligible.

4.0 CUMULATIVE IMPACTS

According to Section 1508.7 of the National Environmental Policy Act:

Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

(NEPA, the Environmental Quality Improvement Act of 1970, as amended (42 U.S.C. 4371 et seq.), sec. 309 of the Clean Air Act, as amended (42 U.S.C. 7609), and E.O. 11514 (Mar. 5, 1970, as amended by E.O. 11991, May 24, 1977))

This chapter analyzes other ongoing or planned projects in the vicinity of the proposed action that may contribute cumulatively to the effects of the *United States Diplomacy Center*. The following ongoing or planned projects were considered in the cumulative impact analysis for the proposed USDC (Figure 4.1). Categories of impact include ‘neutral’ (none), ‘beneficial’ (positive), and ‘detrimental’ (negative).

United States Institute of Peace is located at the corner of 23rd Street and Constitution Avenue NW, just north of the Lincoln Memorial and the Vietnam Veterans Memorial. The newly constructed headquarters facility consists of a training center for professional conflict managers, conference space for public and private meetings, office space for staff, and a 20,000 SF Public Education Center (PEC). More than 500,000 visitors are expected to visit the PEC each year.

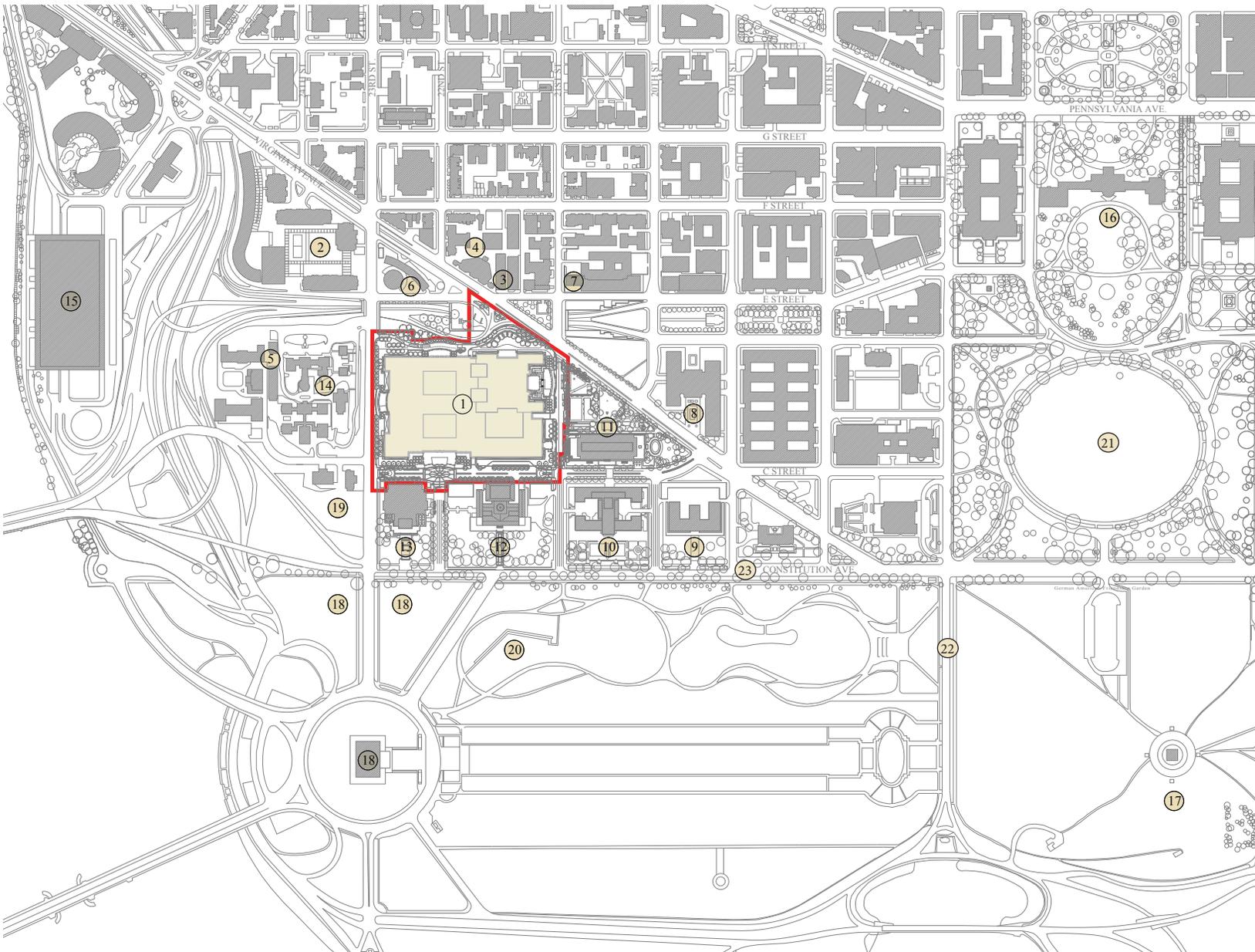
Lincoln Memorial Circle Rehabilitation and Security Improvements

The National Park Service constructed a vehicular barrier system, and improved visitor services at the Lincoln Memorial in Washington, DC. As part of this project, rehabilitation of Lincoln Circle to improve traffic conditions occurred. A vehicular barrier wall was constructed from Daniel French Drive along the west side to Henry Bacon Drive and bollards were constructed along the outer ring of the Memorial. A secure access gate was constructed on the west side of the Memorial and two visitor services areas were constructed on the north and south sides of the Memorial. These actions improved traffic flow, parking for tour buses, safety to visitors, the cultural integrity of the Lincoln Memorial and the overall visitor experience.

United States Department of State is in the process of completing the environmental process for proposed perimeter security improvements to the *Harry S Truman Building*, along C, D, 21st and 23rd Streets NW. The proposed improvements include the relocation of curbs to maximize building setback distance from the street, the placement of walls, fences and bollards to limit the potential for ramming of the building by vehicles, construction of new security pavilions and guard booths, re-alignment of D Street to control vehicular access, elimination of street-side parking, and preservation of the distinct character of the building and the surrounding area.

United States Department of State is in the process of completing the environmental process for proposed perimeter security improvements to the new addition to the *American Pharmacists Association*, located on C Street NW, between 22nd and 23rd Streets NW. The proposed perimeter security improvements would include construction of security barriers along the building’s 22nd and 23rd Streets NW perimeters, in addition to guard booths, landscaped setback areas, and retractable barriers at vehicular entrances and exits.

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Legend

1. Department of State Harry S Truman Building
2. SA-01 Columbia Plaza Annex
3. SA-02
4. SA-03
5. SA-04
6. World Health Organization
7. American Red Cross D.C. Chapter House
8. Office of Personnel Management
9. Department of Interior South
10. Federal Reserve Board
11. Federal Reserve Board
12. The National Academies
13. American Pharmacists Association
14. Old Navy Observatory
15. Kennedy Center
16. White House
17. Washington Monument
18. Lincoln Memorial
19. US Institute of Peace
20. Vietnam Memorial Visitor Center
21. President's Park South
22. 17th Street NW Levee Project
23. Constitution Avenue NW Improvements

Figure 4.1 - Vicinity Map

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Vietnam Veterans Memorial Visitor Center will be built northwest of the Vietnam Memorial Wall and northeast of the Lincoln Memorial, bounded by Constitution Avenue NW, 23rd Street NW, and Henry Bacon Drive.

Board of Governors of the Federal Reserve System Martin Building Conference and Visitor Screening Centers have been designed and an environmental study has been completed. The proposed 11,000+ SF Visitor Screening Center would be located at the main entrance to the Martin Building on C Street NW. The new 35,000+ SF Conference Center would provide approximately 25,000+ SF of reprogrammed space within the existing podium level of the Martin Building as well as two new 5,000+ SF pavilions, one each on the east and west sides of the building.

National Academy of Sciences began a major restoration of its building at 2101 Constitution Avenue NW in June 2010. The project will restore and improve the building's historic spaces, increase accessibility, and bring the building's aging infrastructure and facilities into the 21st century.

17th Street NW Levee Project is underway and is anticipated to be completed in late 2011. The levee is located on 17th Street NW, between Constitution and Independence Avenues NW, within the Constitution Gardens and the Washington Monument grounds. The project will require the installation of permanent walls on both sides of 17th Street and a removable barrier system in the street to allow insertion of post and panel flood control structure. Construction will require lane closures on 17th Street, but a minimum of one lane of traffic in each direction will remain open at all times. Occasional sidewalk closures on 17th Street NW and along the Washington Monument grounds and Constitution Gardens are likely.

President's Park South includes Sherman Park, the First Division Monument, the Ellipse and its side panels, as well as the associated roadways in the area, including E Street, NW, which has been closed to unauthorized traffic for the past decade. The National Capital Planning Commission recently awarded the design of President's Park South to Rogers Marvel Architects. The firm's designs, as well as an EIS, will inform the development of alternatives for President's Park South that will be undertaken by the National Park Service and the United States Secret Service.

Nearby Road Improvements:

- The Federal Highway Administration and Eastern Federal Lands Highway Division have begun the rehabilitation and improvement of Constitution Avenue, between 23rd and 15th Streets NW. The roadway rehabilitation will start from 23rd Street NW and move eastward toward 15th Street NW, with work to be done in one-block sections. Work activities will include rehabilitating sections of roadway, replacement of the storm drainage system, granite curb installation, lighting replacement, fire hydrant replacement and new sidewalks on both sides of Constitution Avenue. At Virginia Avenue, the sidewalk will be extended to provide a safer pedestrian crossing.
- Continued work on the rehabilitation of Ohio Drive from Independence Avenue and 23rd Street NW to Old Constitution Avenue NW and the resurfacing of Old Constitution Avenue NW. The work on Ohio Drive includes pavement reconstruction and curb and sidewalk replacements. The work on Old Constitution Avenue includes asphalt pavement milling, selective full-depth patching, and Superpave asphalt concrete pavement overlay. Both roadways include drainage improvements and other miscellaneous work.

WATER RESOURCES

Cumulative impacts on water resources at the USDC site and vicinity would be beneficial in the long-term, and minor and adverse in the short-term, due to construction. The Harry S Truman Building perimeter security improvements would result in an increase in pervious area in the vicinity of the USDC and would therefore have beneficial impacts on overall stormwater management and groundwater in the area.

AIR QUALITY

Cumulative impacts on air quality at the USDC site and in the surrounding area would be minor in the long-term. Construction activities at the USDC would result in minor impacts on air quality in the short-term, as they would generate emissions in quantities below *de minimis* levels. Similarly, other projects in the project area, such as those for the Harry S Truman Building Perimeter Security Improvements (future), Board (future) and APhA (future) have been determined to have minimal impact on air quality. Typically, short-term adverse cumulative impacts on air quality are expected, due to multiple construction projects occurring at the same time, in the same area. Although some or all of these nearby projects could occur concurrently with the proposed action, the cumulative impacts are not expected to be above the impact of normal construction activities occurring throughout the city.

VEGETATION

Cumulative impacts on vegetation at the Harry S Truman site and vicinity would be beneficial in the short- and long-term. The Build Alternatives for perimeter security at the Harry S Truman Building and APhA would have temporary detrimental impacts on vegetation in the immediate vicinity due to construction activities. In the long-term, the Harry S Truman Building perimeter security improvements would more than compensate for the loss of existing planters as a result of the USDC project, due to the proposed increase in the number of trees and other vegetative cover at the site.

LAND USE

The concentration of new public museum/educational uses at the USDC and the United States Institute of Peace would have a cumulative beneficial impact on land use by creating new cultural destinations that would potentially draw tourists from the National Mall and into the Foggy Bottom neighborhood. In doing so, the USDC and the United States Institute of Peace would contribute to the *2009 Monumental Core Framework Plan* goals of “extending the commemorative landscape,” improving connections between the National Mall and the city, and capitalizing on the Northwest Rectangle’s location close to the National Mall.

ECONOMY, EMPLOYMENT AND POPULATION

The concentration of new public museum/educational uses at the USDC and the United States Institute of Peace, which both focus on aspects of international diplomacy and peace, would have a cumulative beneficial impact economy and employment, as both institutions would have the option to coordinate their programming and leverage the potential for each destination to attract visitors. Additionally, the USDC, located directly adjacent to the Board, stands to attract visitors attending conferences and events planned at the Board’s proposed, future conference facility.

VISUAL RESOURCES

The combined impact of construction on 21st Street NW, between C Street NW and Virginia Avenue NW, as a result of the proposed action, the construction of the Harry S Truman Building Perimeter Security Improvements and the west pavilion of the Board's Martin Building, would alter the visual character of 21st Street NW, between C Street NW and Virginia Avenue NW. Compared to existing conditions, beneficial cumulative impacts to the aesthetics along 21st Street NW would occur in the long-term through the removal of the temporary security measures around the Harry S Truman Building, including the temporary screening pavilion and perimeter security elements, which currently clutter the streetscape. In combination with the USDC Entry Pavilion, the proposed, permanent, perimeter security improvements would replace the existing, incongruent and obtrusive security features with a family of elements that better integrate into the public realm, both in scale and choice of materials. Additionally, the combined impact of the proposed USDC Entry Pavilion and the Martin Building's west pavilion on 21st Street NW would result in enhanced street walls and framed, channelized views south down 21st Street NW, to the National Mall.

More broadly, the amount of new construction underway or proposed in the area would change the overall visual character of the area by introducing new elements to the built environment, altering existing views and vistas, and changing the visual rhythm of the street walls along 21st Street NW and surrounding streets. The combined effect of perimeter security improvements in the immediate area, including the DoS, APhA, United States Institute of Peace Headquarters and Board, would collectively have a moderate adverse impact on the visual character of the area, due to the construction of new security elements and the removal of street elements, such as trees. While some of these changes could be considered beneficial in that new architectural and urban design elements would be created, the combined effect of the all new construction would be a long-term change in visual character throughout the surrounding blocks.

CULTURAL RESOURCES

The DCSHPO concluded, on January 22, 2010, that the proposed Visitor Screening and Conference Center at the Board's Martin Building would have no effect on historic properties, including historic districts, individually landmarked buildings, and the Plan of the City of Washington. Certain other projects in the vicinity of the USDC, such as the rehabilitation and improvement of Constitution Avenue NW and the restoration and rehabilitation of NAS, would be likely to have long-term, minor beneficial cumulative impacts on cultural resources in the area.

Cumulative impacts on cultural resources in the vicinity of the USDC derive chiefly from perimeter security improvements at the Harry S Truman Building and the APhA headquarters. The security improvements include construction on DOS, APhA, and NAS property and in the rights-of-way of C, 21st, 22nd, and 23rd Streets NW (roadways, sidewalks, open space). The streets are all contributing features of the Plan of the City of Washington, a historic property listed on the National Register of Historic Places. Placing security elements in the rights-of-way of the L'Enfant-McMillan Plan streets would cumulatively impact the open setting of portions of these streets and the characteristic relationship of roadway to flanking public space and adjacent buildings. Because the USDC Entry Pavilion remains within the DoS property line, the USDC does not contribute to these cumulative impacts.

Due to its confined location relative to the entire scope of the L'Enfant and McMillan designs, the security construction surrounding the Harry S Truman and APhA Buildings does not prevent an understanding of the overall character of the Plan of the City of Washington, and its cumulative effect on the city plan as a whole is deemed long-term, adverse, and minor. On individual streets, however, the adverse impact varies. Long-term, adverse impacts to C Street NW are judged to be moderate to major

because the street itself is closed to traffic between 21st and 23rd Streets NW, because it received more security construction (bollards, cheeks walls, guard booths) than other streets, and because the contributing segment of the street is only five blocks long in the area.

Twenty-first Street NW remains open, but is narrowed significantly, and traffic islands and security construction obscure the intended open, symmetrical disposition of the street. Twenty-second Street NW is closed with bollards at its intersection with C Street NW, and APhA security barriers would also intrude on the street's right-of-way. Impacts to both streets are judged to be long-term, moderate, and adverse. The DOS Perimeter Security Improvement Project proposed relocation of the curb on 23rd Street NW to the west restores the roadway between C and D Streets NW to the center of the right-of-way, its location during the period of significance, but security construction impinges on the east side of the right of way. The DOS security construction, along with encroachments on the 23rd Street NW right-of-way resulting from APhA security improvements and the construction of the U.S. Institute of Peace, combine to create long-term, minor, adverse impacts on views toward the Lincoln Memorial.

The principal building adversely impacted by the security construction is the Harry S Truman Building. The Harry S Truman Building would receive security barriers on all four sides. In addition, new pavilions at the entrances to the Harry S Truman Building would remove original building fabric and impact views of its facades. Impacts to the Harry S Truman Building are also judged to be long-term, moderate, and adverse overall.

The most significant facades of APhA, NAS, and the Board's Eccles Building are the south facades facing West Potomac Park. These facades are set back from Constitution Avenue NW and provide dignified and spacious framing for the Lincoln Memorial and the Reflecting Pool. They receive negligible impacts from the security construction, which occurs along the northern margin of their sites. The C Street NW façade of John Russell Pope's APhA building has already been obscured by a large addition, and those of NAS and the Eccles Building are secondary facades. The north NAS façade is a windowless addition constructed in 1969-70 in the same materials as the original building. The Eccles Building's north façade stands a block beyond the security construction. Barriers in the forms of garden walls on the east and west sides of NAS impact that building's setting. Due to the relatively minor significance of the affected facades and the small scale of the security improvements, the adverse cumulative impacts to APhA, NAS, and the Eccles Building are judged to be long-term and minor.

Four other undertakings in the monumental core of Washington also involve alterations to the existing landscape. These projects include the Lincoln Memorial Circle Rehabilitation and Security Improvements, the Vietnam Veterans Memorial Visitor Center, the 17th Street NW Levee Project, and the security improvements in President's Park South. The Lincoln Memorial terminates the vista south along 23rd Street NW. The improvement included a low stone retaining wall at the inner edge of Lincoln Memorial Circle, but bollards and other barriers remained out of the vista. The Vietnam Veterans Memorial Visitor Center is closest to the USDC (23rd Street NW, Constitution Avenue NW, and Henry Bacon Drive) and consists of below-grade construction reached by ramps descending from street-level along. The Levee Project proposes a stone-clad, concrete, post-and-panel barrier system on the Washington Monument Grounds and in West Potomac Park near the World War II Memorial. The President's Park South construction includes slight grade changes, construction of benches and security features, tree planting, and added paving. The grade changes of these projects, the insertion of above-grade barriers into the landscape, and the utilization of individual palettes of materials and forms for each project, along with the DOS Perimeter Security Improvements, tends to distinguish these project areas from their surroundings, resulting in a cumulative, long-term, minor adverse impact on an understanding of the L'Enfant-McMillan plans for Washington.

CIRCULATION AND PARKING

Cumulative transportation impacts from nearby projects (e.g. USIP, Board) would add additional traffic to the local surrounding network, but are not expected to significantly impact the area proximate to the proposed USDC. The current Jersey barrier system and closure of C and D Streets NW for the DoS and Board perimeters have already affected area traffic patterns. These nearby projects and their future security improvements result in the elimination of a small number of on-street parking spaces, leading to a reduction in public parking in the area.

The proposed USDC evaluated herein is not anticipated to add new vehicular trips during the weekday peak periods, change existing curb cuts along the site perimeter, or change the function of existing driveways or roadways. The sidewalk area in front of the proposed Entry Pavilion on 21st Street NW would be widened to a width of more than 30 feet. The function and operation of USDC was evaluated for potential operation solutions to best improve mobility of existing visitors already in the area to/from the proposed USDC. It could be assumed that a general increase in pedestrian traffic and the need for additional parking would occur as a result of development of the surrounding projects. It is anticipated that the majority of new Veterans Memorial Visitor Center and President's Park South pedestrians would be realized on holidays, weekends, and the off-peak weekday periods, concurrent with the proposed USDC. The establishment of pedestrian circulation routes and way-finding between the enhanced and existing attractions would improve pedestrian mobility.

Short-term, minor adverse traffic and pedestrian impacts may result if construction for the National Park Service's proposed rehabilitation of Constitution Avenue NW should coincide with construction and/or operations for the proposed action. Potential partial or full street closures for USDC-related construction activities could directly affect C Street NW, 21st Street NW, Constitution Avenue NW, E Street NW and parts of Virginia Avenue NW. Accordingly, these impacts could affect the Constitution Avenue NW improvements, future construction at the Board's Martin Building and ongoing improvements at NAS. Therefore, USDC construction activities would need to be coordinated with neighboring construction projects, in order to mitigate potential construction-related impacts.

PUBLIC SAFETY

Cumulative impacts on safety and security in the vicinity of the USDC site would be beneficial in the short- and long-term. The combined effect of the Harry S Truman Building Perimeter Security Improvements Project and the APhA perimeter security improvements, in addition to improved screening facilities and emergency exit capabilities at the USDC, would result in a safer and more secure environment as a whole for DoS employees.

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(Wiles Mensch, 2011) Wiles Mensch Corporation. Civil Engineering Design Narrative. 2011.

(Workgroup, 2008) The Harmonizing Workgroup. *Coordinating the National Environmental Policy Act with Other Federal Environmental Laws*. 2008.

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APPENDIX:

1. *EA Scoping Letter*
2. *EA Scoping Letter Distribution List*
3. *Comments/Response Matrix*
4. *Responses to Scoping Letter*
5. *Section 106 Initiation Letter*
6. *Section 106 Finding of Adverse Effect*
7. *Responses to Section 106 Consultation*

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USDC EA SCOPING LETTER

July 26, 2011

Dear _____:

Please be advised that the U.S. Department of State (DOS), in cooperation with the U.S. General Services Administration (GSA), intends to prepare an Environmental Assessment (EA) for the proposed U.S. Diplomacy Center (USDC) at the Harry S. Truman Building (HST) for DOS Headquarters. The purpose and need for the proposed action is to provide a place of learning and inspiration where the public can gain knowledge of the history, practice and challenges of American diplomacy. The EA is being prepared in accordance with Section 102 of the National Environmental Policy Act (NEPA). NEPA requires a Federal agency to provide the public with an opportunity to participate in the process of analyzing impacts to the human environment that could result from the proposed Federal action. DOS also intends to initiate consultation under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. 470f.

The purpose of this letter is to initiate the scoping process for the EA and to notify members of the community and other stakeholders of an opportunity to assist DOS in identifying potential resource issues that may be impacted as a result of the Proposed Action. Your participation in this process is greatly appreciated.

The actions to be analyzed in the EA include the construction and operation of the USDC at HST. The USDC would be accommodated in a new entrance pavilion added to the 21st Street NW entrance of the George C. Marshall Wing of the HST. The entrance pavilion is proposed to serve as both a security screening facility for DOS Staff and Museum Visitors and a public entrance to the Museum and the George C. Marshall Conference Center. The USDC would allow for open public visitation to the HST that currently is not permitted. A no action alternative will also be analyzed. Preliminary issues to be studied in the EA include: historic and cultural resources, visual quality, topography, soils, geology, noise, utilities, population, economy and employment, public safety, environmental justice, vegetation, circulation/parking, land use planning, sustainability and stormwater management.

DOS is accepting comments regarding the scope of the EA for 15 calendar days from the date stamped on this letter. Comments received during the scoping period will be used to refine alternatives and issues to be analyzed in the EA. Comments received after the scoping period has concluded will be addressed to the extent feasible. Please submit your comments related to the scope of the EA to:

Mr. Robert H. Sanders
Chief, Office of Real Property Management - Special Projects Division
United States Department of State
2201 C Street NW
Washington, DC 20520
- or -
SandersRH@state.gov

After the public scoping period, DOS will analyze the comments submitted and prepare the EA. DOS will not be preparing separate responses to scoping comments, but rather will respond to comments in the EA. The public will be informed of the availability to review and comment on the analysis in the EA. Should you have any questions regarding the EA and proposed action, please call me at 202-736-7827 or email me at SandersRH@state.gov.

USDC EA SCOPING LETTER

Sincerely,

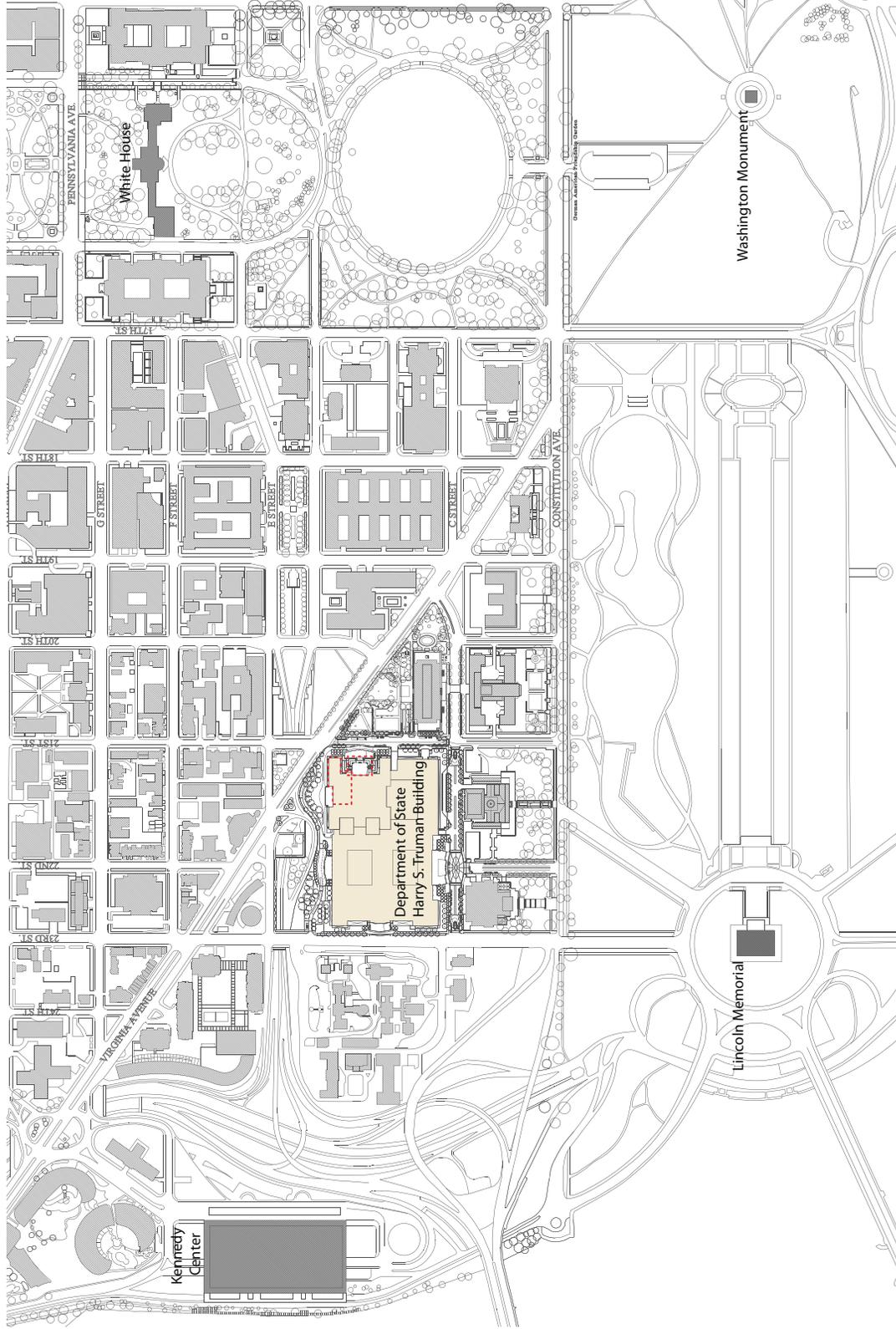
Robert H. Sanders

Enclosures:

Location Map

Project Site Plan

USDC FOOTPRINT

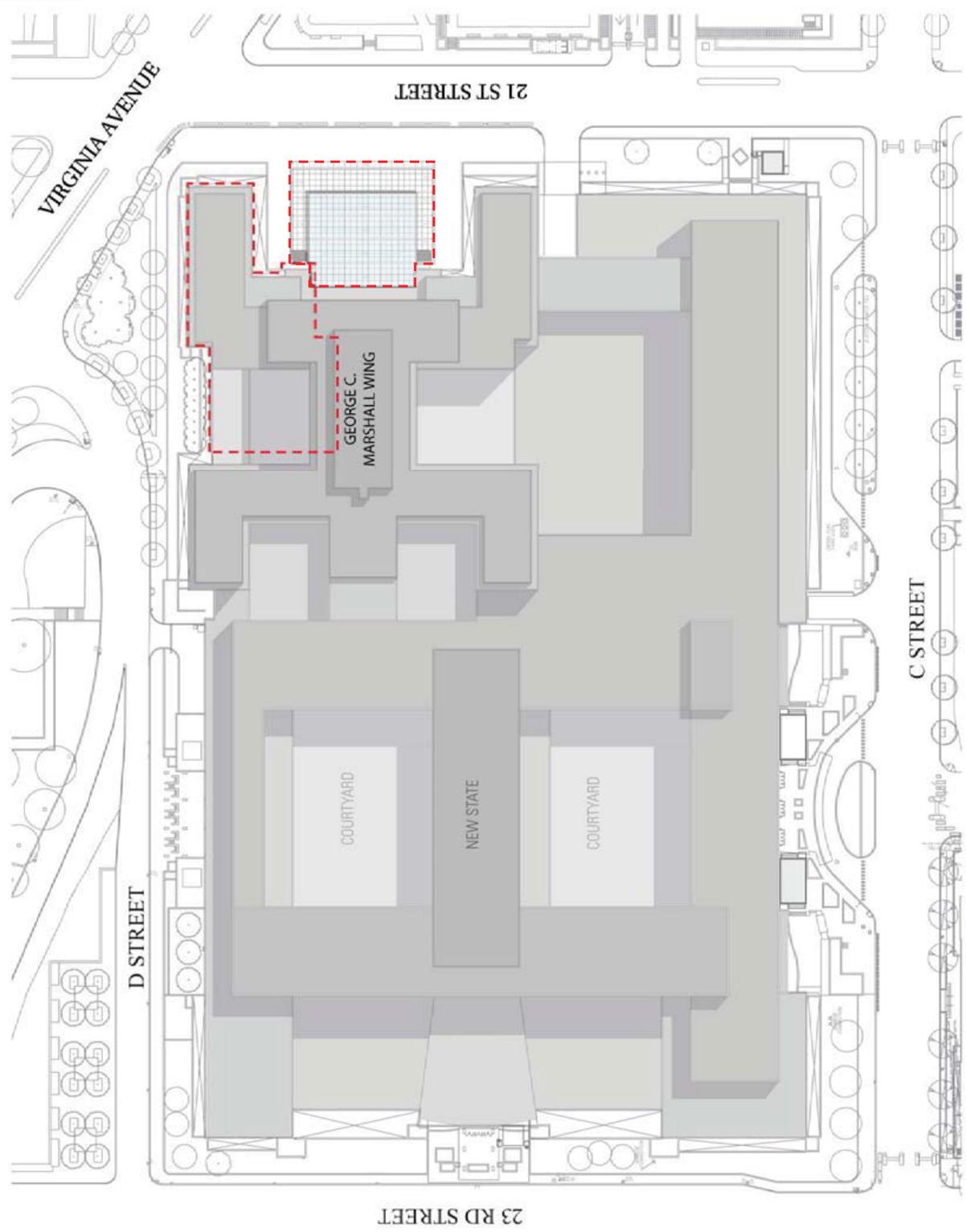


LOCATION MAP

United States Diplomacy Center

Legend:

- USDC Footprint



USDC EA Scoping Letter Distribution List

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USDC EA SCOPING COMMENTS & RESPONSES

#	Agency	Resource	Comment	Response
1	NCPC	Historic	<p>The Harry S Truman Building is eligible for the National Register of Historic Places and there are several other historic properties in the immediate vicinity of the site. NCPC looks forward to working with the DoS, the GSA, and the District of Columbia State Historic Preservation Officer to avoid, minimize, and mitigate the adverse effects through Section 106 consultation process. NCPC requests that the EA incorporate the results of the Section 106 consultation and evaluate the impacts to historic resources.</p>	<p>The NEPA team has documented the findings of the Section 106 process in the USDC EA.</p>
2	NCPC	Transportation	<p>The construction and operation of the USDC may have impacts on transportation resources. The estimated number of annual visitors to the USDC is 225,000. In addition, with the introduction of the USDC, there will be a new museum directly adjacent to the National Mall, as well as a new use at the Harry S Truman Building. The USDC will attract groups of visitors travelling by tour bus, which may be a new mode of transport to the site, or increase the number of buses driving to the site. NCPC requests that the EA evaluate the potential impacts that the USDC will have on the surrounding transportation network, including impacts to traffic volumes, levels-of-service at nearby intersections, queuing, public transit, access to nearby parking garages, on-street parking and pedestrian circulation.</p>	<p>The NEPA team has addressed these transportation concerns in the Circulation and Parking section of the EA. Additionally, the NEPA team met with DDOT on August 12, 2011 to discuss the scope of the preferred transportation analysis.</p>

3	NCPC	Cumulative Impacts	<p>The construction and operation of the USDC is related to other Department of State projects that have the potential to have cumulative impacts on the environment. The Perimeter Security Plan for the Harry S Truman Building is directly related to the USDC and together there is the potential for the projects to have a cumulative impact. Other projects in the immediate vicinity include the perimeter security for the American Pharmacists Association, the Lincoln Memorial Rehabilitation and Security Improvements, the Vietnam Veterans Memorial Visitor Center, the screening pavilion at the Federal Reserve Board and adjacent roadway improvements. NCPC requests that the EA identify any other projects in the area and evaluate the potential for cumulative impacts that may result.</p>	<p>The NEPA team has addressed these projects in the Cumulative Impacts section of the EA.</p>
4	DC Fire and EMS Dept.	Public Safety	<p>As the project moves forward, we would appreciate consideration of fire protection features, fire department access and egress as well as coordination of emergency response needs of the project. It is our goal to provide unequalled customer service, and working together helps accomplish this goal.</p>	<p>The USDC design team has considered and provided for fire protection features and fire department access/egress. The USDC and DoS will coordinate appropriate emergency response needs with the DC Fire and EMS Department.</p>
5	US Fish & Wildlife Service	T/E Species; Biological Resources	<p>Except for occasional transient individuals, no proposed or federally listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment of further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or should additional information on the distribution of listed or proposed species become available, this determination may be reconsidered.</p>	<p>Comment acknowledged.</p>

6	US Fish & Wildlife Service	T/E Species; Biological Resources	<p>Limited information is currently available regarding the distribution of other rare species in the District of Columbia. However, the Nature Conservancy and National Park Service (NPS) have initiated an inventory of rare species within the District. For further information on such rare species, you should contact Mary Pfaffko of the National Park Service at (202) 535-1739.</p>	<p>Comment acknowledged.</p>
7	US Fish & Wildlife Service	T/E Species; Biological Resources	<p>Effective August 8, 2007 under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal list of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8, 2007, if your project may cause "disturbance" to the bald eagle, please consult the "National Bald Eagle Management Guidelines" dated May 2007. If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance.</p>	<p>Comment acknowledged.</p>

8	US Fish & Wildlife Service	T/E Species; Biological Resources	<p>An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall new loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetlands impacts. All wetlands within the project area should be identified, and if alterations of wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contracted for permit requirements. They can be reached at 410-962-3670.</p>	No wetlands have been documented in the project area.
9	EPA	Purpose and Need	<p>Based on the information provided in your letter, the purpose of the Proposed Action is to construct and operate the USDC at the HST Building. The USDC would require a new entrance pavilion added to the 21st Street NW entrance of the George C. Marshall Wing of the HST Building. "The entrance pavilion is proposed to serve as both a security screening facility for DoS staff and Museum visitors and a public entrance to the Museum and the George C. Marshall Conference Center. The USDC would allow for open public visitation to the HST Building that is currently not permitted." The HST Building is designated as a Level Five security facility which is comparable to the Pentagon and the White House. The EA should identify the need for the Proposed Action as well as the need to have the USDC located in the HST Building. The EA should discuss how public access will compromise security at the HST Building as well as specify proposed security measures to ensure protection of the facility and those working in the HST Building.</p>	<p>The USDC project was first initiated by former Secretary of State Madeleine Albright, and has since been a goal of each successive Secretary. Because the Department of State Harry S Truman Building is home to the Secretary of State and the source of diplomatic relations, the logical location for the museum is the Department of State. Please refer to the Public Safety section of the EA for a discussion of short- and long-term safety measures to be taken at the USDC.</p>

10	EPA	Alternatives	<p>As described in the regulations for the Council on Environmental Quality (CEQ) (40CFR 150214), the examination and comparison of the alternatives under consideration is the heart of the environmental document. It is through this comparison that the lead agency is able to incorporate agency and public input to make informed decisions with regard to the merits of the project and the advantages and disadvantages of each of the alternatives being studied. Consequently, the CEQ regulations require that the details of each alternative, including the "no action" alternative be clearly presented in a comparative form for easy analysis by the reader. The rationale for the selection of the preferred alternative should be clearly stated in the analysis. For those alternatives that are eliminated from consideration, the reasons for their elimination should be given.</p>	<p>The USDC EA only analyzes the No Action and Action (Preferred) Alternatives. No other alternatives were considered or eliminated.</p>
11	EPA	Alternatives	<p>Your letter states that the "actions to be analyzed in the EA include the construction and operation of the USDC at HST." However, it is through comparative analysis of alternative location sites to house the USDC that allows for informed decision making. Did DOS consider alternative location sites for the USDC? The EA should clearly discuss and compare alternative location sites that may have been evaluated to house the USDC and the reasons for their elimination as well as the rationale for locating the USDC at HST, the Preferred Alternative.</p>	<p>No other locations were considered for the USDC. Further information has been provided regarding the rationale for locating the USDC at the HST.</p>

12	EPA	Environmental Impacts	<p>DoS requests assistance in identifying potential resource issues that may be impacted as a result of the Proposed Action. DoS states, "Preliminary issues to be studied in the EA include historic and cultural resources, visual quality, topography, soils, geology, noise, utilities, population, economy and employment, public safety, environmental justice, vegetation, circulation/parking, land use planning, sustainability and stormwater management." In addition to these resources, the EA should examine the potential direct and indirect impacts of the project on the environment. Mitigation measures for any adverse environmental impacts should be described.</p>	<p>The EA provides an analysis of the direct impacts associated with the proposed action in Section 3, and an analysis of the indirect impacts associated with the proposed action in Section 4. Mitigation measures are provided, where appropriate, in Section 3.</p>
13	EPA	Air Quality	<p>The Clean Air Act mandates that state agencies adopt State Implementation Plans (SIPs) that target the elimination or reduction of the severity and number of violations of the NAAQS. The EA should identify areas that meet the NAAQS standard for a criteria pollutant as well as those areas where a criteria pollutant level exceeds NAAQS.</p>	<p>Per the Air Quality section: "Ambient air quality data for Washington, DC, collected by the Metropolitan Washington Council of Governments (MWWCOG), measured ambient air concentrations at the monitoring stations closest to the project area at well below the NAAQS, except for ozone (8-hour standard) (Table 3.1). The building is located in a PM_{2.5} nonattainment area (1997 standard) and a moderate ozone nonattainment area. Areas that meet the NAAQS criteria for pollutants are designated as being "in attainment;" areas where a criteria pollutant level exceeds the NAAQS are designated as being "in nonattainment" and are based on the severity of their pollution problem—marginal, moderate, serious, severe, or extreme. The area is a maintenance area for CO, meaning that it was previously designated as nonattainment and subsequently redesignated as in attainment, subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended."</p>

14	EPA	Air Quality	<p>A general conformity rule analysis should be conducted according to the guidance provided by the EPA in Determining Conformity of General Federal Actions to State or Federal Implementation Plans. Under the general conformity rule, reasonable foreseeable emissions associated with all operational and construction activities, both direct and indirect, must be quantified and compared to the annual de minimis levels for those pollutants in nonattainment for that area.</p>	<p>Per the Air Quality section: "The proposed construction of the USDC requires that General Conformity be met. If the increased emissions of the criteria pollutant (or its precursors) do not exceed a defined de minimis level, the federal action has minimal air quality impact, and therefore, the action is determined to conform for that pollutant, and no further analysis is required. The USDC would be located in an attainment area for all NAAQS pollutants except ozone (8-hour standard) and PM_{2.5} (annual standard). It is also in a maintenance area for CO. The de minimis values for each of these three pollutants are summarized in Table 3.2. Increases in emissions that are associated with the Action Alternative would occur only during construction. It is presumed that the Action Alternative is exempt from the CAA conformity requirements, because the scale of proposed construction activity is highly unlikely to generate over 50 tons per year of VOC, or any other nonattainment pollutant."</p>
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15	EPA	Air Quality	<p>In an effort to eliminate the NAAQS violation, DoS should control or minimize construction emissions through use of the following typical Best Management Practices (BMPs) in association with the proposed project as it involves on-site construction: utilize appropriate dust suppression methods during on-site construction activities, including application of water, soil stabilizers or vegetation, use of enclosures, covers, silt fences or wheel washers and suspension of earth-movement activities during high wind conditions; maintain a speed of less than 15 mph with construction equipment on unpaved surfaces as well as utilize fuel with lower sulfur content; employ a construction management plan in order to minimize interference with regular motor vehicle traffic; use electricity from power poles instead of generators whenever possible; repair and service construction equipment according to the regular maintenance schedule recommended for each individual equipment; and incorporate energy-efficient supplies whenever feasible.</p>	<p>The EA sites these BMPs in the Air Quality section.</p>
16	EPA	Groundwater	<p>The principal aquifers in the region should be identified and described. All wells, both public and private, that could potentially be affected by the project must be identified. Area of groundwater recharge in the vicinity should be identified and any potential impacts from the proposed action examined.</p>	<p>Per the Stormwater/Groundwater section: "Aquifers in Maryland and the District of Columbia are generally either unconsolidated aquifers of the Coastal Plain, or consolidated sedimentary and crystalline aquifers of the other physiographic provinces (termed non-Coastal Plain aquifers). The Patuxent and Patapsco aquifers, of the Potomac Group of the Coastal Plain aquifers, are the only Coastal Plain aquifers used for water supply in the District of Columbia. The District of Columbia relies mainly on surface water and has no specific legislation directed at groundwater management. There are no public or private wells located within the project area."</p>

17	EPA	LID	<p>Federal agencies are required to reduce the impacts on watershed hydrology and aquatic resources. This effort commonly referred to as low impact development (LID), implements environmentally and economically beneficial landscape practices into landscape programs, policies and practices by using a natural approach to land development and stormwater management. Federal agencies are required by EO 13148 to incorporate the principles put forth in a Guidance dated August 10, 1995. This Guidance is intended to promote principles of "sustainable landscape design and management" which recognizes the interconnection of natural resources, human resources, site design, building design, energy management, water supply, waste prevention, and facility maintenance and operation. It is important to incorporate LID efforts to mitigate the effects of development through traditional stormwater management practices which have proven to not be entirely successful.</p>	<p>LID measures can be found in the Energy and Sustainability section.</p>
18	EPA	Socioeconomic Impacts	<p>Discuss the socioeconomic and cultural status of the area, including the number of people, employees and/or jobs impacted as a result of the proposed project. The EA should address the decrease or increase of people/employees/jobs in relation to its effect on tax base, local housing, job markets, schools, utilities, businesses, etc.</p>	<p>Please refer to the Economy, Employment and Population; Cultural Resources and Environmental Justice sections in Section 3 for this information. A small number of existing employees will be displaced to other DoS facilities in the DC Metro area, as a result of the proposed action; however, the exact number of employees to be displaced is unknown at this time.</p>

19	EPA	Cumulative Impacts	<p>Cumulative impacts can result from individually minor, but collectively significant actions taking place over a period of time. The CEQ in 40 CFR 1508.7 defines cumulative impacts as impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Therefore, a cumulative impacts assessment should be an integral part of the EA for the proposed action.</p>	<p>Please refer to Section 4 for an assessment of Cumulative Impacts.</p>
20	EPA	Traffic & Transportation	<p>The EA should address traffic and transportation as it relates to the proposed project. It may be necessary to provide an evaluation of existing roads specifying existing levels of service at major intersections near the project area as well as accident data. If appropriate, an evaluation of the impacts associated with an increased number of employees and visitors should be provided. The EA should discuss existing and proposed public transportation to the area under consideration and provide estimates of expected usage. Traffic projections should then be made to show expected conditions for a completed project.</p>	<p>Please refer to Section 3 for a complete analysis of Circulation and Parking impacts.</p>

21	EPA	Energy Efficiency	<p>EO 13514 was signed on October 5, 2009. The purpose of EO 13514 is "to establish an integrated strategy towards sustainability in the Federal Government and to make reduction of greenhouse gas emissions (GHG) a priority for Federal agencies." The EO does not rescind/eliminate the requirements of EO 13423. Instead, it expands on the energy reduction and environmental performance requirements for the Federal agencies identified in EO 13423. EO 13514 sets numerous Federal energy requirements in several areas. Please refer to the full text of EO 13514 for specific numerical and non-numerical targets for Federal agencies to reach and show how project planning incorporates EO 13514 requirements, where applicable.</p>	<p>Please refer to Section 3 for an analysis of Energy and Sustainability impacts.</p>
22	EPA	Distribution List	<p>An EA should include a Distribution List of agencies, organizations and persons to whom copies of the document were sent as indicated in 40 CFR 1502.10 under "Recommended format" and 1502.19. A Distribution List identifies those parties who have been given the opportunity to comment and reveals that those not included on the list may need to be given the opportunity to review and provide input to the impacts of the proposed action.</p>	<p>Please refer to the Appendix for the Distribution List.</p>

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IN REPLY REFER TO:
NCPC File No. 7246

August 4, 2011

Mr. Robert H. Sanders
U.S. Department of State
Harry S Truman Building
2201 C Street, NW
A/OPR/RPM/SP – Room 1420
Washington, DC 20520

Re: Scoping Comments for the Environmental Assessment on the United States Diplomacy Center

Dear Mr. Sanders:

Thank you for the opportunity to provide scoping comments for the preparation of an Environmental Assessment (EA) for the proposed United States Diplomacy Center (USDC) at the Harry S Truman Building, 2201 C Street NW, Washington, DC. As a new museum and educational center in the Northwest Rectangle, the USDC will contribute to the vision of this portion of the city becoming a cultural destination as illustrated in NCPC's Monumental Core Framework Plan.

According to your letter dated July 26 2011, the U.S. Department of State (DOS), in conjunction with the U.S. General Services Administration (GSA), is preparing an EA to analyze the construction and operation of the USDC. The USDC will provide an educational resource for the public to gain knowledge of the history, practice and challenges of American diplomacy. The USDC will be housed in a new entry pavilion at the 21st Street NW entrance of the George C. Marshall Wing of the Harry S Truman Building and in renovated space adjacent to the new pavilion. The entry pavilion will also serve as a security screening facility for DOS staff and visitors of the USDC and as a public entrance for the George C. Marshall Conference Center.

Along with the topics identified in your letter, NCPC requests that the EA assess the potential direct, indirect, and cumulative impacts of the project on the following topic areas:

Historic Resources

The Harry S Truman Building is eligible for the National Register of Historic Places and there are several other historic properties in the immediate vicinity of the site. We are aware of your finding of adverse effect to historic properties for the USDC. NCPC looks forward to working with the DOS, the GSA, and the District of Columbia State Historic Preservation Officer to avoid, minimize, and mitigate the adverse effects through the Section 106 consultation process. NCPC requests that the EA incorporate the results of the Section 106 consultation and evaluate impacts to historic resources.

Transportation

The construction and operation of the USDC may have impacts on transportation resources. The estimated number of annual visitors to the USDC is 225,000. In addition, with the introduction of the USDC there will be a new museum directly adjacent to the National Mall as well as a new use at the Harry S Truman building. The USDC will attract groups of visitors travelling by tour bus which may be

a new mode of transport to the site or increase the number of buses driving to the site. NCPC requests that the EA evaluate the potential impacts that the USDC will have on the surrounding transportation network including impacts on traffic volumes, levels-of-service at nearby intersections, queuing, public transit, access to nearby parking garages, on-street parking, and pedestrian circulation.

Cumulative Impacts

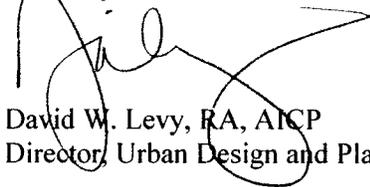
The construction and operation of the USDC is related to other Department of State projects that have the potential to have cumulative impacts on the environment. The Perimeter Security Plan for the Harry S Truman Building is directly related to the USDC and together there is the potential for the projects to have a cumulative impact. Other projects in the immediate vicinity include the perimeter security for the American Pharmacists Association, the Lincoln Memorial Rehabilitation and Security Improvements, the Vietnam Veterans Memorial Visitor Center, the screening pavilion at the Federal Reserve Board, and adjacent roadway improvements. NCPC requests that the EA identify any other projects in the area and evaluate the potential for cumulative impacts that may result.

These comments have been prepared in accordance with NCPC's Environmental and Historic Preservation Policies and Procedures, and reflect the information that NCPC will require to take a final action on the project. To ensure a full and proper analysis of the proposed project, NCPC requests that the preparation of the EA be coordinated with the following agencies and organizations: District of Columbia Office of Planning, District of Columbia Department of Transportation, District of Columbia State Historic Preservation Office, U.S. Commission of Fine Arts, Board of Governors of the Federal Reserve System, American Pharmacists Association, National Academy of Sciences, U.S. Institute of Peace, U.S. Navy, Pan American Health Organization, Foggy Bottom Association, George Washington University, and the local Advisory Neighborhood Commission.

In addition to your consideration of our scoping comments, we request that you include NCPC as a cooperating agency in the preparation of the EA.

We look forward to working with you on this project. If you have any questions, please contact Ms. Jennifer Hirsch at (202) 482-7239 or jennifer.hirsch@ncpc.gov.

Sincerely,



David W. Levy, RA, AICP
Director, Urban Design and Plan Review

cc: Ronald Lucas, General Services Administration
Nancy Witherell, General Services Administration
Suzanne Hill, General Services Administration



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

August 8, 2011

Mr. Robert H. Sanders
U.S. Department of State
Harry S. Truman Building
2201 C Street, NW
A/OPR/RPM/SP – Room 1420
Washington, D.C. 20520

Re: Scoping Comments for the Proposed U.S. Diplomacy Center at the Harry S. Truman Building for the U.S. Department of State Headquarters Environmental Assessment

Dear Mr. Sanders:

In accordance with the National Environmental Policy Act (NEPA) of 1969 and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) has reviewed your letter dated July 26, 2011 requesting scoping comments for the proposed Environmental Assessment on the U.S. Diplomacy Center (USDC) to be located at the Harry S. Truman Building (HST) for the U.S. Department of State (DOS) Headquarters in Washington, D.C.

EPA has provided information which should be included in the proposed EA. This information is outlined in the enclosure titled, "General Comments." In addition, EPA requests that the EA address how the proposed project will impact the previous EA on the Harry S. Truman Building Perimeter Security Improvements issued in the spring of 2010.

Thank you for the opportunity to review and comment on this project. If you have questions regarding these comments, please feel free to contact Karen DelGrosso, the staff contact for this review, at 215-814-2765.

Sincerely,

A handwritten signature in black ink, appearing to read "Barbara J. Rudnick".

Barbara J. Rudnick
NEPA Team Leader
Office of Environmental Programs

Enclosure (1)

GENERAL COMMENTS

Purpose and Need

Based on the information provided in your letter, the purpose of the Proposed Action is to construct and operate the USDC at the HST Building. The USDC would require a new entrance pavilion added to the 21st Street NW entrance of the George C. Marshall Wing of the HST Building. “The entrance pavilion is proposed to serve as both a security screening facility for DOS Staff and Museum Visitors and a public entrance to the Museum and the George C. Marshall Conference Center. The USDC would allow for open public visitation to the HST Building that currently is not permitted.” The HST Building is designated as a Level Five security facility which is comparable to the Pentagon and the White House. The EA should identify the need for the Proposed Action as well as the need to have the USDC located in the HST Building. The EA should discuss how public access will compromise security at the HST Building as well as specify proposed security measures to ensure protection of the facility and those working in the HST Building.

Alternatives

As described in the regulations for the Council on Environmental Quality (CEQ) (40 CFR§1502.14), the examination and comparison of the alternatives under consideration is the heart of the environmental document. It is through this comparison that the lead agency is able to incorporate agency and public input to make informed decisions with regard to the merits of the project and the advantages and disadvantages of each of the alternatives being studied. Consequently, the CEQ regulations require that the details of each alternative, including the “no action” alternative be clearly presented in a comparative form for easy analysis by the reader. The rationale for the selection of the preferred alternative should be clearly stated in the analysis. For those alternatives that are eliminated from consideration, the reasons for their elimination should be given.

Your letter states that the “actions to be analyzed in the EA include the construction and operation of the USDC at HST.” However, it is through a comparative analysis of alternative location sites to house the USDC that allows for informed decision making. Did DOS consider alternative location sites for the USDC? The EA should clearly discuss and compare alternative locations sites that may have been evaluated to house the USDC and the reasons for their elimination as well as the rationale for locating the USDC at HST, the Preferred Alternative.

ENVIRONMENTAL IMPACTS

DOS requests assistance in identifying potential resource issues that may be impacted as a result of the Proposed Action. DOS states, “Preliminary issues to be studied in the EA include: historic and cultural resources, visual quality, topography, soils, geology, noise, utilities, population, economy and employment, public safety, environmental justice, vegetation, circulation/parking, land use planning, sustainability and stormwater management.” In addition to these resources, the EA should examine the potential direct and indirect impacts of the project

on the environment. Mitigation measures for any adverse environmental impacts should be described. Additional areas that mandate individual attention are described below.

Air Resources

Attainment/Non-attainment

EPA, under the requirements of the 1970 Clean Air Act (CAA) as amended in 1977 and 1990, has established National Ambient Air Quality Standards (NAAQS) for six contaminants, referred to as criteria pollutants (40 CFR 50). The NAAQS include primary and secondary standards. The primary standards were established at levels sufficient to protect public health with an adequate margin of safety. The secondary standards were established to protect the public welfare from the adverse effects associated with pollutants in the ambient air. The Clean Air Act mandates that state agencies adopt State Implementation Plans (SIPs) that target the elimination or reduction of the severity and number of violations of the NAAQS. The EA should identify areas that meet the NAAQS standard for a criteria pollutant as well as those areas where a criteria pollutant level exceeds the NAAQS.

Conformity Analysis

A general conformity rule analysis should be conducted according to the guidance provided by the EPA in Determining Conformity of General Federal Actions to State or Federal Implementation Plans. Under the general conformity rule, reasonable foreseeable emissions associated with all operational and construction activities, both direct and indirect, must be quantified and compared to the annual de minimis levels for those pollutants in nonattainment for that area.

Construction Permit Requirements/Temporary Impacts (6d)

In an effort to eliminate the NAAQS violation, DOS should control or minimize construction emissions through use of the following typical Best Management Practice (BMPs) in association with the proposed project as it involves on-site construction:

- Utilize appropriate dust suppression methods during on-site construction activities. Available methods include application of water, soil stabilizers, or vegetation; use of enclosures, covers, silt fences, or wheel washers; and suspension of earth-movement activities during high wind conditions;
- Maintain a speed of less than 15 mph with construction equipment on unpaved surfaces as well as utilize fuel with lower sulfur content;
- Employ a construction management plan in order to minimize interference with regular motor vehicle traffic;

- Use electricity from power poles instead of generators whenever possible;
- Repair and service construction equipment according to the regular maintenance schedule recommended for each individual equipment type;
- Use low-VOC architectural materials and supplies equipment; and
- Incorporate energy-efficient supplies whenever feasible.

Groundwater Resources

The principal aquifers in the region should be identified and described. All wells, both public and private, that could potentially be affected by the project must be identified. Areas of groundwater recharge in the vicinity should be identified and any potential impacts from the proposed action examined.

Low Impact Development

Federal agencies are required to reduce the impacts on watershed hydrology and aquatic resources. This effort commonly referred to as low impact development (LID), implements environmentally and economically beneficial landscape practices into landscape programs, policies and practices by using a natural approach to land development and stormwater management. Federal agencies are required by Executive Order 13148 to incorporate the principles put forth in a Guidance dated August 10, 1995. This Guidance is intended to promote principles of "sustainable landscape design and management" which recognizes the interconnection of natural resources, human resources, site design, building design, energy management, water supply, waste prevention, and facility maintenance and operation.

It is important to incorporate LID efforts to mitigate the effects of development through traditional stormwater management practices which have proven to not be entirely successful. For more comprehensive LID information, please refer to the following web sites.

LID Manuals:

- http://www.epa.gov/owow/nps/lid_hydr.pdf
- <http://www.epa.gov/owow/nps/lid/lidnatl.pdf>
- <http://www.bmpdatabase.org>
- <http://www.epa.gov/ednrmrl/>
- Combined Sewer Overflows Guidance for Monitoring and Modeling Document Type, Published: 1/1/99 <http://www.epa.gov/npdes/pubs/chap05-sco.pdf>

Socioeconomic Impacts

Discuss the socioeconomic and cultural status of the area, including the number of people, employees and/or jobs impacted as a result of the proposed project. The EA should address the decrease or increase of people/employees/jobs in relation to its effect on tax base, local housing, job markets, schools, utilities, businesses, etc.



Cumulative Impacts

Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time. The Council on Environmental Quality in 40 CFR 1508.7 defines cumulative impacts as impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Therefore, a cumulative impacts assessment should be an integral part of the EA for the proposed action.

Traffic and Transportation

The EA should address traffic and transportation as it relates to the proposed project. It may be necessary to provide an evaluation of existing roads specifying existing levels of service at major intersections near the project area as well as accident data. If appropriate, an evaluation of the impacts associated with an increased number of employees and visitors should be provided. The EA should discuss existing and proposed public transportation to the area under consideration and provide estimates of expected usage. Traffic projections should then be made to show expected conditions for a completed project.

Energy Efficiency

Executive Order (EO) 13514 *Federal Leadership in Environmental, Energy, and Economic Performance* was signed on October 5, 2009. The purpose of EO 13514 is “to establish an integrated strategy towards sustainability in the Federal Government and to make reduction of greenhouse gas emissions (GHG) a priority for Federal agencies.” The EO does not rescind/eliminate the requirements of EO 13423, *Strengthening Federal Environmental, Energy, and Transportation Management*. Instead, it expands on the energy reduction and environmental performance requirements for Federal agencies identified in EO 13423. EO 13514 sets numerous Federal energy requirements in several areas, including:

- Accountability and Transparency
- Strategic Sustainability Performance Planning
- Greenhouse Gas Management
- Sustainable Buildings and Communities
- Water Efficiency
- Electronic Products and Services
- Fleet and Transportation Management
- Pollution Prevention and Waste Reduction

Please refer to the full text of EO 13514 for specific numerical and non-numerical targets for Federal agencies to reach and show how project planning incorporates EO 13514 requirements, where applicable.



Distribution List

An EA should include a Distribution List of agencies, organizations, and persons to whom copies of the document were sent as indicated in 40 CFR §1502.10 under “Recommended format” and §1502.19. A Distribution List identifies those parties who have been given the opportunity to comment and reveals that those not included on the list may need to be given the EA for review. This information is critical to ensuring all necessary parties are given the opportunity to review and provide input to the impacts of the proposed action.





United States Department of the Interior



FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, Maryland 21401
<http://www.fws.gov/chesapeakebay>

August 10, 2011

U.S. Department of State
Harry S Truman Building
2201 C Street, NW
Attn: Robert H Sanders
A/OPR/RPM/SP – Room 1420
Washington, D.C. 20520

RE: Proposed U.S. Diplomacy Center (USDC) at the Harry S Truman Building for DOS Headquarters

Dear Robert H. Sanders:

This responds to your letter, received July 26, 2011, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened in the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no proposed or federally listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or should additional information on the distribution of listed or proposed species become available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. Limited information is currently available regarding the distribution of other rare species in the District of Columbia. However, the Nature Conservancy and National Park Service (NPS) have initiated an inventory of rare species within the District. For further information on such rare species, you should contact Mary Pfaffko of the National Park Service at (202)-535-1739.

Effective August 8, 2007, under the authority of the Endangered Species Act of 1973, as amended, the U.S. Fish and Wildlife Service (Service) removed (delist) the bald eagle in the lower 48 States of the United States from the Federal List of Endangered and Threatened Wildlife. However, the bald eagle will still be protected by the Bald and Golden Eagle



Protection Act, Lacey Act and the Migratory Bird Treaty Act. As a result, starting on August 8, 2007, if your project may cause “disturbance” to the bald eagle, please consult the “National Bald Eagle Management Guidelines” dated May 2007.

If any planned or ongoing activities cannot be conducted in compliance with the National Bald Eagle Management Guidelines (Eagle Management Guidelines), please contact the Chesapeake Bay Ecological Services Field Office at 410-573-4573 for technical assistance. The Eagle Management Guidelines can be found at:

<http://www.fws.gov/migratorybirds/issues/BaldEagle/NationalBaldEagleManagementGuidelines.pdf>.

In the future, if your project can not avoid disturbance to the bald eagle by complying with the Eagle Management Guidelines, you will be able to apply for a permit that authorizes the take of bald and golden eagles under the Bald and Golden Eagle Protection Act, generally where the take to be authorized is associated with otherwise lawful activities. This proposed permit process will not be available until the Service issues a final rule for the issuance of these take permits under the Bald and Golden Eagle Protection Act.

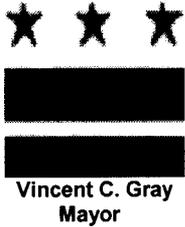
An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin’s remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin’s wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if alterations of wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,



Leopoldo Miranda
Field Supervisor



**Government of the District of Columbia
Fire and Emergency Medical Services Department
Washington, D.C. 20001**



August 11, 2011

US Department of State
Harry S. Truman Building
2201 C Street NW
Attn: Robert H. Sanders
A/OPR/RPM/SP-Room 1420
Washington, DC 20520

Mr Sanders,

The District of Columbia Fire and EMS Department has reviewed your letter dated July 26, 2011 regarding the proposed USDC Project, and the ongoing environmental assessment. We are unaware of any cultural or environmental resources located within the project area, and have no concerns at this time.

As the project moves forward, we would appreciate consideration of fire protection features, fire department access and egress as well as coordination of emergency response needs of the project. It is our goal to provide unequalled customer service, and working together helps accomplish this goal.

Thank you for including our agency in this process.

Sincerely,

Bruce D. Faust
Deputy Fire Chief
Fire Marshal

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United States Department of State

Washington, D.C. 20520

July 26, 2011

Mr. David Maloney
State Historic Preservation Officer
D.C. Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024

RE: Clarification of Section 106 Consultation for the United States Diplomacy Center

Dear Mr. Maloney:

We are writing to update your office on the status of and process for consultation under Section 106 of the National Historic Preservation Act on the proposed United States Diplomacy Center (USDC). As you know, the Diplomacy Center will be located in the George C. Marshall Wing of the U.S. Department of State's Harry S Truman Building on 21st Street, N.W. The Department of State (DOS) is the lead agency for Section 106 consultation, which was initiated with the District of Columbia State Historic Preservation Office by letter dated May 20, 2011. Since that time, we have had the opportunity to present the design and discuss Section 106 issues with Anne Brockett of your office, Kirsten Brinker Kulis of the Advisory Council for Historic Preservation (ACHP), and Jennifer Hirsh of the National Capital Planning Commission at a meeting on June 15, 2011.

The consultation process agreed to at that meeting called for the USDC to be included in the ongoing Section 106 consultation for the Department of State's Perimeter Security Improvements project and to be incorporated into the programmatic agreement planned for that undertaking. Since that time, however, the resolution of issues related to security improvements in public space has been delayed. After discussions of this situation between Nancy Witherell, regional historic preservation officer for the National Capital Region of the General Services Administration (GSA), and Ms. Brockett, DOS has determined to conduct Section 106 consultation on the USDC separate from the Perimeter Security Improvements. ACHP concurred with this approach in correspondence with GSA on July 21, 2011. GSA is a cooperating agency for the USDC for NEPA and Section 106 purposes.

This approach is supported by several factors. While visitors and employees entering the building through the USDC entrance pavilion will be screened as part of the overall security operations for the Truman Building, the Diplomacy Center has no other security-related function. It also does not intrude into public space and therefore is not subject to

the resolution of that issue, and its funding is distinct from the security improvements project.

An environmental assessment for the USDC will also be undertaken separate from that being developed for the Perimeter Security Improvements project. In addition, the USDC will be referenced in both the programmatic agreement and the EA for the Security Improvements Project.

DOS plans to begin formal Section 106 consultation with a consulting parties meeting on August 3. An invitation will be distributed to consulting parties in the near future. (A draft list of organizations to be invited to the consultation was sent along with the May 20 initiation letter.) A Section 106 Summary report for the project will be provided to consulting parties prior to the meeting. The meeting will address the area of potential effects (APE), contributing resources within the APE, the design process and current design, and adverse effects and their resolution through the MOA. DOS has notified ACHP that the undertaking will have adverse effects on Old State.

At our meeting on June 15, Ms. Brockett notified us that the DCSHPO has already determined that there are no archaeological concerns in the area of the Truman Building. Section 106 consultation will therefore not address archaeological issues, but the MOA can include stipulations regarding potential discoveries during excavation.

We look forward to working with you, other agencies, and interested organizations as this project proceeds. Please contact either Bennett Varghese at 202-647-7454, or me at 202-736-7827 if you have any further questions.

Sincerely,



Robert Sanders
Chief, Special Projects Division
Federal Preservation Officer
U.S. Department of State

cc: Anne Brockett, District of Columbia State Historic Preservation Office
Kirsten Brinker Kulis, Advisory Council for Historic Preservation
Jennifer Hirsh, National Capital Planning Commission
Thomas Luebke, U.S. Commission of Fine Arts
Steve Lorenzetti, National Mall and Memorial Parks, National Park Service
Gary Porter, National Capital Region, General Services Administration
Hany Hassan, Beyer Blinder Belle
Jim Shepherd, Beyer Blinder Belle
Judith Robinson, Robinson & Associates, Inc.
Deana Rhodeside, Rhodeside & Harwell



United States Department of State

Washington, D.C. 20520

July 26, 2011

Ms. Kirsten Brinker Kulis
Advisory Council on Historic Preservation
Old Post Office Building
1100 Pennsylvania Avenue, N.W., Suite 809
Washington, DC 20004

RE: Department of State U.S. Diplomacy Center – Finding of Adverse Effect

Dear Ms. Kulis:

The purpose of this letter is to notify the Advisory Council on Historic Preservation, per its regulations (36 CFR 800.6 (a)(1)), of a finding of adverse effect for the concept plan for the United States Diplomacy Center (USDC) at the Department of State's Harry S Truman Building, 2201 C Street, N.W. The Department of State (DOS) is lead agency for Section 106 review. A Section 106 Summary report for the undertaking, intended to satisfy ACHP's documentation standards (36 CFR 800.11(e)), will follow shortly. A Section 106 consulting parties meeting for the USDC will be held on August 3, 2011, and the ACHP will be invited to attend. A list of organizations to be invited to the consultation is attached.

Constructed in two distinct building campaigns – the George C. Marshall Wing, also known as “Old State,” between 1939 and 1941 and the State Department Extension (“New State”) between 1955 and 1960 – the Truman Building occupies a two-square-block site bounded by 21st and 23rd streets on the east and west, and C and D streets on the south and north. The Diplomacy Center will be located in a new entrance pavilion constructed in the forecourt of the Marshall Wing and in the north side of the first floor of the Marshall Wing. The two-level entrance pavilion will house security screening, reception area, and exhibit space above grade and amenities and mechanical and electrical rooms below grade. The Marshall Wing spaces will house additional exhibit galleries and interactive classrooms. The USDC will be constructed in two phases. The entry pavilion will constitute Phase I, and the exhibit spaces within the Marshall Wing will be built in Phase II. The USDC will not physically impact New State.

The General Services Administration (GSA) determined that the Marshall Wing was potentially eligible for the National Register of Historic Places in 1992. The Truman Building as a whole also contributes to the significance of the National Register-eligible Northwest Rectangle Historic District that stretches from 17th Street to 23rd Street between Constitution Avenue and E Street. Several properties in the immediate vicinity of the building are individually listed in the National Register and are contributing buildings in the Northwest Rectangle Historic District. The Plan of the City of Washington National Historic Landmark documentation identifies the orthogonal street grid of the area and Virginia Avenue, as well as several public reservations, as contributing elements. Vistas in the neighborhood, including the view along Virginia Avenue toward the Washington Monument, were also identified in the NHL documentation. A draft area of potential effects for the visitor center project has been identified and is bounded by C Street on the south, 20th Street on the east, E Street on the north, and 23rd Street on the west.

DOS initiated Section 106 consultation for the Diplomacy Center with the District of Columbia State Historic Preservation Office by letter dated May 20, 2011. The initiation letter indicated that the undertaking would have the potential for adverse effects on historic resources. Informal discussions of the project have taken place with the DCSHPO, ACHP, and the National Capital Planning Commission (NCPC). The U.S. Commission of Fine Arts approved the design at the concept stage at its May 19, 2011, meeting. While the Diplomacy Center includes security screening among its functions, it is being funded separately from and carried out on a different schedule than the DOS Perimeter Security Improvements project, which also included a pavilion in this location and consultation for which is ongoing. The DCSHPO and ACHP have agreed with DOS to conduct Section 106 consultation for the Diplomacy Center separately from the Perimeter Security Improvements project and to seek a memorandum of agreement (MOA) to resolve the USDC's adverse effects. The programmatic agreement planned to conclude consultation for the DOS Perimeter Security Improvements project will incorporate the USDC and its MOA by reference.

DOS has applied ACHP's criteria of adverse effects to the USDC concept plan, per 36 CFR 800.5 (a)(1), and has determined that the undertaking, while compatible with the architecture of the Marshall Wing and having a lesser impact than the pavilion proposed in DOS's Perimeter Security Improvement project, does have adverse effects on the spatial organization, views, and, in a small number of instances, the fabric of the Marshall Wing. Details of this determination can be found Section 106 Summary.

At an informal meeting held on June 15, which included ACHP and NCPC, Anne Brockett of the DCSHPO notified us that the city archaeologist has already determined that there are no archaeological concerns in the area of the Truman Building. Section 106 consultation will therefore not address archaeological issues, but the MOA can include stipulations regarding potential discoveries during excavation.

We look forward to working with you, other agencies, and interested organizations as this project proceeds. Please contact either Bennett Varghese at 202-647-7454, or me at 202-736-7827 if you have any further questions.

Sincerely,



Robert H. Sanders
Chief, Special Projects Division
Federal Preservation Officer
U.S. Department of State

cc: Nancy Witherell, General Services Administration
Jennifer Hirsh, National Capital Planning Commission
Anne Brockett, District of Columbia State Historic Preservation Office
Thomas Luebke, U.S. Commission of Fine Arts
Steve Lorenzetti, National Mall and Memorial Parks, National Park Service
Hany Hassan, Beyer Blinder Belle
Jim Shepherd, Beyer Blinder Belle
Judith Robinson, Robinson & Associates, Inc.
Deana Rhodeside, Rhodeside & Harwell

Attachment: U.S. Diplomacy Center Section 106 Consulting Parties (draft)

U.S. Diplomacy Center Section 106 Consulting Parties (draft)

Advisory Council on Historic Preservation (ACHP)

Kirsten Brinker Kulis,

GSA Liaison

Advisory Council on Historic Preservation

Old Post Office Building

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Washington, D.C. 20004

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c/o West End Library

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#D-1207

Washington, DC 20037

(202) 418-0995

ericmdc@yahoo.com

American Pharmacists Association

Ann Dubas

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(202) 429-7529

adubas@aphanet.org

Board of Governors of the Federal Reserve System

Keith Bates, Assistant Director, Management Division

Board of Governors of the Federal Reserve System

20th Street and Constitution Avenue NW

Washington, DC 20551

(202) 452-3720

keithbates@frb.gov

Committee of 100 for the Federal City

George Clark, Chair

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Washington, DC 20005

(202) 681-0225

info@committeeof100.net

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Rebecca Miller, Executive Director

401 F Street, NW

Room 324

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(202) 783-5144

rebecca@dcpreservation.org

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Foggy Bottom Association

Asher Corson, President
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lashercorson@gmail.com

George Washington University

Kent G. Springfield
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National Academy of Sciences

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National Capital Planning Commission (NCPC)

David Levy, Urban Design and Plan Review
401 9th Street, NW,
North Lobby
Suite 500
Washington, DC 20004
(202) 482-7247

David.Levy@ncpc.gov

National Park Service

Steve Lorenzetti, Deputy Superintendent for Planning
National Mall and Memorial Parks
900 Ohio Dr., S.W.
Washington, D.C. 20242
(202)245-4660

Steve_Lorenzetti@nps.gov

Doug Jacobs, Deputy Associate Regional Director
for Lands, Resources and Planning

National Capital Region
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242
(202) 619-7025

Doug_Jacobs@nps.gov

National Trust for Historic Preservation

Southern Field Office
1785 Massachusetts Avenue, NW
Washington, DC 20036-2117
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sfo@nthp.org

Pan American Health Organization

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525 23rd Street NW
Washington, D.C. 20037
(202) 974-3000

harkness@paho.org

U.S. Commission of Fine Arts (CFA)

Thomas Luebke, Secretary
401 F Street NW, Suite 312
Washington, DC 20001

tluebke@cfa.gov

U.S. Institute of Peace

Charles Nelson
2301 Constitution Avenue, NW
Washington, D.C. 20037
(202) 457-1700

cnelson@usip.org

U.S.Navy (USN)

Mr. Donald R. Schregardus

Federal Preservation Officer

Deputy Assistant Secretary of the Navy (Environment)

1000 Navy Pentagon

Room BF986

Washington, DC 20350-1000

fpo@navy.mil

Milford Wayne Donaldson
Chairman

John M. Fowler
Executive Director



Preserving America's Heritage

August 8, 2011

The Honorable Hillary Clinton
Secretary of State
Office of the Secretary
United States Department of State
Harry S Truman Building
2201 C Street, NW, Room 7226
Washington, D.C. 20520

Ref: *Proposed Design and Construction of the U.S. Diplomacy Center at the
U.S. Department of State, Harry S Truman Building, Washington, D.C.*

Dear Ms. Secretary:

In response to a notification by Mr. Robert Sanders, Chief of the Special Projects Division of the U.S. Department of State and Federal Preservation Officer, the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a Memorandum of Agreement for the subject undertaking. Our decision to participate in this consultation is based on criteria contained within our regulations, "Protection of Historic Properties" (36 CFR Part 800).

The *Criteria for Council Involvement in Reviewing Individual Section 106 Cases* are met for the proposed undertaking because it presents substantial impacts on important historic properties. The George C. Marshall wing of the Harry S Truman Building was determined by the U.S. General Services Administration (GSA) as eligible for listing on the National Register of Historic Places, and the property is a contributing element in the Northwest Rectangle Historic District, which is also eligible for listing on the National Register.

Section 800.6(a)(1)(iii) of our regulations require that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter we are also notifying Mr. Sanders of our decision. Our participation in this consultation will be handled by Ms. Kirsten Kulis, GSA Liaison, who can be reached at (202) 606-8517 or via e-mail at kkulis@achp.gov.

We look forward to working with your agency and other consulting parties to consider and agree upon alternatives to avoid, minimize, or mitigate potential adverse effects on historic properties.

Sincerely,


John M. Fowler
Executive Director