

**UNITED STATES DEPARTMENT OF STATE
HARRY S TRUMAN BUILDING
TEMPORARY VEHICLE ACCESS CONTROL
2201 C Street, NW
Washington, DC**

Delegated Action of the Executive Director

May 28, 2004

Pursuant to delegation of authority for temporary perimeter security measures adopted by the Commission on January 9, 2003, I approve the preliminary and final site and building plans to construct and operate, for a period not to exceed two years, the temporary vehicle access security control measures at the Harry S Truman Building, as depicted on NCPC Map File No. 1.34(38.00)-41368.

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The Department of State has submitted preliminary and final site and building plans for temporary security measures to control vehicle access to the Harry S Truman Building. The proposal provides temporary improvements to existing perimeter security check points at five street intersections adjacent to the building, at C, D, 21st, 22nd and 23rd Streets, NW. The security measures would replace the current assemblage of concrete Jersey barriers and State Department security vehicles located at each point.

The submitted project identifies security elements at each location comprised of large concrete planters, weighted by low shrubbery and earth, which would be arranged to create a sally port. The sally port would be fortified by a vehicle plate barrier that would be maintained in the raised position until an approaching car is stopped and inspected (except at C and 21st Streets—where two barriers are proposed). At each controlled access point, the vehicle barrier would be operated and observed by two personnel assigned to the temporary guardhouse.

All planters, plate barriers, and guardhouses would exhibit complementary colors and finishes to provide a unified design. The metal surfaces of the guardhouse would be painted a limestone color to match the planters and exterior façade of the Harry S Truman Building. The prefabricated guard structures would be constructed with a metal wall enclosure, a small roof

parapet, and a sliding door with a fixed glass panel in the top half. Each structure will be mounted on a six-inch concrete slab serving as the anchoring foundation for the guardhouse. The vehicle barriers will be painted to match the guardhouses except for a reflective red horizontal caution stripe at the top edge of the barrier itself. Traffic control lights will be mounted low, at the top of the barrier end wall.

The State Department completed a review of the proposal by the DC SHPO pursuant to Section 106 of the National Historic Preservation Act on May 3, 2004. The DC SHPO concurred that the construction would have no adverse effect on the historic building or historic street viewsheds as a temporary measure.

The submission has been analyzed by staff and it has been determined the project qualifies as a categorical exclusion under Section 8 of the NCPC Environmental Procedures.

The Coordinating Committee reviewed the proposal on May 12, 2004, forwarding the proposal to the Commission with the statement that the project has been coordinated with the agencies present.

The project qualifies as a delegated action with the new small guardhouses comprising less than 50,000 square feet of floor area. As security measures, the Department of State acknowledges the proposal adheres to the temporary construction and operational time limit of two years. The Executive Director, by this action, directs the applicant to report back to the Commission, no later than one year from the approval date, indicating the schedule for design and construction of permanent perimeter security measures at the Harry S Truman Building. Moreover, the permanent perimeter security measures shall be developed in accordance with the guidance included in the Commission's Urban Design and Security Plan adopted on October 3, 2002.

Patricia E. Gallagher, AICP
Executive Director