

**UNITED STATES DEPARTMENT OF STATE
HARRY S TRUMAN BUILDING
RENEWAL AND MODIFICATION OF TEMPORARY VEHICLE ACCESS CONTROL
DEVICES
2201 C Street, NW
Washington, D.C.**

Delegated Action of the Executive Director

November 29, 2007

Pursuant to delegation of authority for temporary perimeter security measures adopted by the Commission on January 9, 2003, I approve the request to renew the temporary measure's preliminary and final site and building plans, for a period not to exceed two years, as depicted on NCPC Map File No. 1.34(38.40)-42422.

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The Department of State has submitted a request to renew approval of the preliminary and final site and building plans for temporary security measures to control vehicle access at the Harry S Truman Building. The proposal also requests upgrading some of the barriers from jersey walls to planters at the existing perimeter security check points at the five street intersections adjacent to the building, at C, D, 21st, 22nd and 23rd Streets, NW. The upgrade measures would replace the current remaining concrete Jersey barriers located at each point, and would relocate the 23rd street guardhouse to the center of the street to provide more efficient vehicle access in and out.

The project proposes the use of large rectangular concrete planters, weighted by low shrubbery and earth, at the exact same location of the current Jersey barrier walls on D, 23rd and 21st streets. The sally ports on C and D streets would continue to use a vehicle plate barrier that would be maintained in the raised position until an approaching car is stopped and inspected. At each controlled access point, the vehicle barrier would be operated and observed by two personnel assigned to the temporary guardhouse. An additional upgrade is temporary shuttle bus shelters in the building yard of the Department on C Street.

As approved, all planters, plate barriers, and guardhouses remain in their complementary colors and finishes to provide a unified design. The metal surfaces of the guardhouse are painted a limestone color to match the planters and exterior façade of the Harry S Truman Building. The

vehicle barriers are painted to match the guardhouses except for a reflective red horizontal caution stripe at the top edge of the barrier itself. Traffic control lights are mounted low, at the top of the barrier end wall. One gate arm will be added to the 21st Street service ramp as a temporary measure. Four new temporary shuttle bus shelters will be located within the building yard on C Street, adjacent to an existing vehicle lay-by area that is secured by an existing bollard line.

The State Department completed a review of the existing and new upgraded temporary features by the DC SHPO pursuant to Section 106 of the National Historic Preservation Act on November 27, 2007. 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 review included concurrence with the location of the bus shelters, with the recommendation of the use of the new DDOT standard shelter design. However, as noted by the applicant, these features will remain only for a minimal amount of time (anticipated for three years). Staff has recently reviewed the final site design for the C Street portion of the building, and the shelters will be demolished due to the permanent site design requirements. The final permanent design for C Street will be provided to the Commission in the late spring of 2008 along with the final permanent measures at D Street.

The current submission has been analyzed by staff and it has been determined the project qualifies as a categorical exclusion under §8(C)(21) of the NCPC Environmental and Historic Preservation Policies and Procedures.

The Coordinating Committee reviewed the renewal proposal on November 14, 2007, forwarding the proposal to the Commission with the statement that the project has been coordinated with the agencies present. The participating agencies were NCPC; the District of Columbia Office of Planning; the District Department of Transportation; the General Services Administration; the National Park Service; and the Washington Metropolitan Area Transit Authority.

Marcel C. Acosta
Acting Executive Director