STAFF RECOMMENDATION

J. McIntyre

NCPC File No. 6423

SMITHSONIAN INSTITUTION
MALL-WIDE BUILDING PERIMETER SECURITY PRELIMINARY DESIGN
The Mall, between Constitution Avenue, NW and Independence Avenue, SW
and 7th Streets &14th Street
Washington, DC

Submitted by the Smithsonian Institution

September 27, 2004

Abstract

The Smithsonian Institution (SI) has submitted preliminary design plans for Mall-wide building perimeter security for nine of the museums located on or near Constitution Avenue, NW and Independence Avenue, SW in Washington, DC. The project replaces the temporary security elements with a variety of landscape elements and site amenities and will provide more attractive vehicular access control points. The proposal includes realignment of Jefferson Drive in front of the Smithsonian Castle.

Commission Action Requested by Applicant

Approval of preliminary site plans for Mall-wide perimeter security pursuant to 40 U.S.C. § 8722(d) and Section 5 of the National Capital Planning Act (40 U.S.C. § 8722(b)(1))).

Executive Director's Recommendation

The Commission:

Approves the preliminary Mall-wide building perimeter security plans for nine buildings of the Smithsonian Institution between Constitution Avenue, NW and Independence Avenue, SW and 7th Street &14th Street in Washington, DC, as shown on NCPC Map File No.1.71(05.17)-41438 **except** for:

- the low free-standing walls at the north entrance fountain and along 14th Street, NW at the National Museum of American History
- the line of bollards along Jefferson Drive, SW north of the entrances of the Freer Gallery and the Arts and Industries Building.

Recommends that in the development of the final site plans the Smithsonian Institution:

For The National Museum of Natural History

- Provide additional openings through the low free-standing walls to the lawn areas adjacent to the north entrance.
- Further develop the north entrance sign panel design to distinguish it in scale and profile from the height of the adjacent low free-standing walls. Replace solid wall sections flanking the sign panel with benches facing Constitution Avenue, NW.
- Relocate the perimeter security line along Madison Drive, NW and 12th Street, NW to incorporate and modify the existing parking retaining walls and plinths.
- Relocate the bollards in front of the south entrance to minimize conflicts with pedestrian movement along the sidewalk.

For The National Museum of American History

- Redesign the north entrance area to incorporate and/or modify the existing fountain as part of the perimeter security.
- Relocate the perimeter security line along 14th Street, NW and incorporate it into the landscape of the building yard.

For The Quad: Smithsonian Castle, S. Dillion Ripley Center, the Freer Gallery of Art, the Arthur M. Sackler Gallery of Art, the Museum of African Art, the Arts and Industries Building, the Haupt Garden and the Ripley Garden.

- Continue development of the Jefferson Drive curving wall and landscape design in collaboration with NPS, NCPC, CFA and DCSHPO to ensure compatibility with the Mall and the Smithsonian Castle.
- Minimize continuous lines of bollards along the north entrances of the Freer Gallery and Arts and Industries Building. Incorporate alternative streetscape and site elements into security perimeter line and confine placement of security elements to the building yard.
- Eliminate the lay-by at the south entrance of the Freer Gallery, along Independence Avenue, SW., and reduce the number of bollards by introducing alternative streetscape and site elements. Eliminate bollards that extend across the sidewalks and consider moving the security line to the edge of the building yard.
- Relocate the west portion of the perimeter security line between the curb line and the Haupt garden wall at the Arts and Industries Building to a location east of the garden walkway, and reduce the number of bollards by introducing alternative streetscape and site elements.

* * *

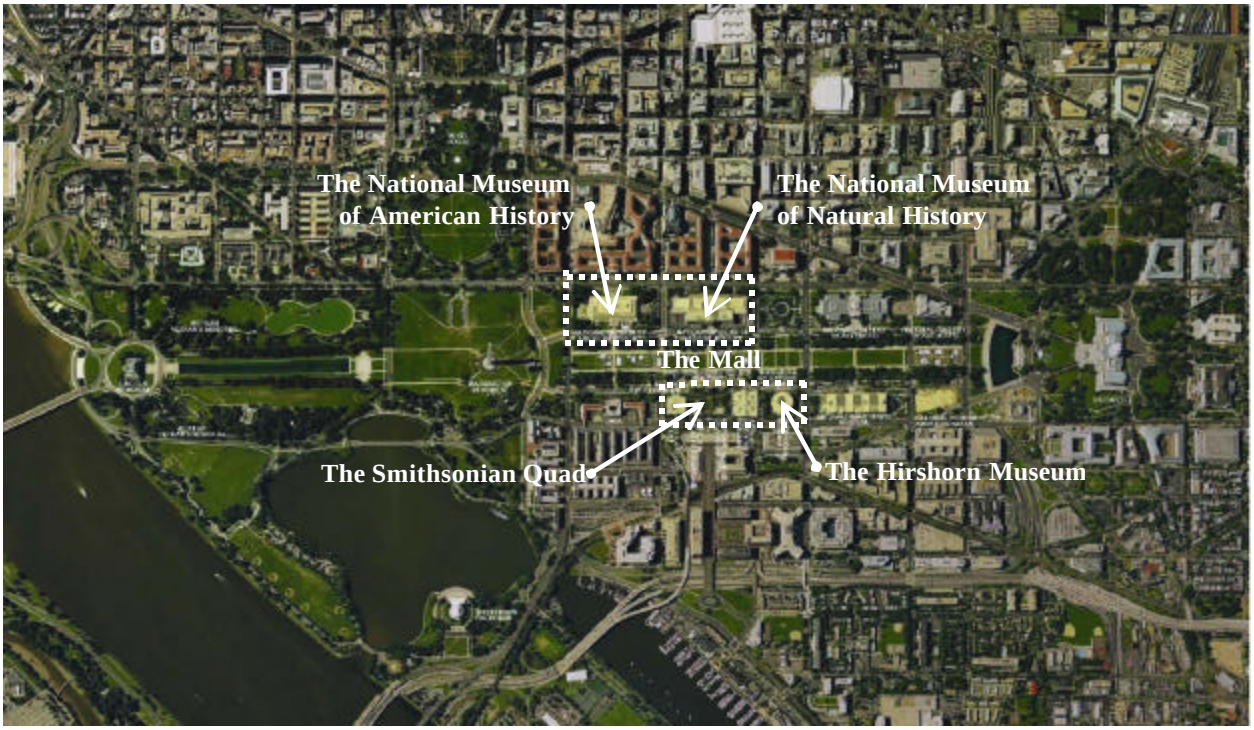
PROJECT SUMMARY

Site Description

The project site encompasses the portion of the National Mall between Constitution Avenue, NW and Independence Avenue, SW and 7th & 14th Streets (NW and SW). Nine of the fourteen buildings within the project area are included in the submission. The buildings included are as follows:

- The National Museum of American History
- The National Museum of Natural History
- The Quad: the Smithsonian Castle, the S. Dillion Ripley Center, the Freer Gallery of Art, the Arthur M. Sackler Gallery of Art, the Museum of African Art, and the Arts and Industries Building
- The Hirshhorn Museum

Neither the National Gallery of Art, east and west wings, nor the Department of Agriculture are part of this submittal. These entities are not a part of the Smithsonian Institution. Of the remaining Smithsonian Institution buildings, the National Museum of the American Indian obtained final approval for perimeter security from the Commission in July 2003 and the National Air and Space Museum obtained preliminary and final approval from the Commission in September 2004. A design concept for the Department of Agriculture was approved by the Commission in May 2004.



Project Location

Background

February 5, 2004
The Commission approved the Smithsonian Institution Mall-Wide Perimeter Security Improvements concept design. The Commission recommended the following refinements during development of the preliminary site and building designs:

- Redesign the security line at the entry islands in front of the Museums of American History and Natural History on Constitution Avenue, NW to incorporate security into the design of an entry feature or site amenity, and to accentuate the entries to the museums and break-up the expanse of the low freestanding walls.

- Design openings in the freestanding walls to allow access to the lawn areas at the Museums of American History and Natural History to allow pedestrians to access the lawns for sitting.

- Redesign the security barrier at the entry stairs at the Museum of Natural History on Madison Drive by modifying the design to relocate bollards from the curb line to the base of the stairs to reduce the visual and physical impact of security at this location.

- Reconsider and/or redesign the bollard line in front of the Quad's decorative fence that runs across the lawn and sidewalk on Independence Avenue and consider hardening the fence in order to avoid adding elements to the landscape that detract from the fence.

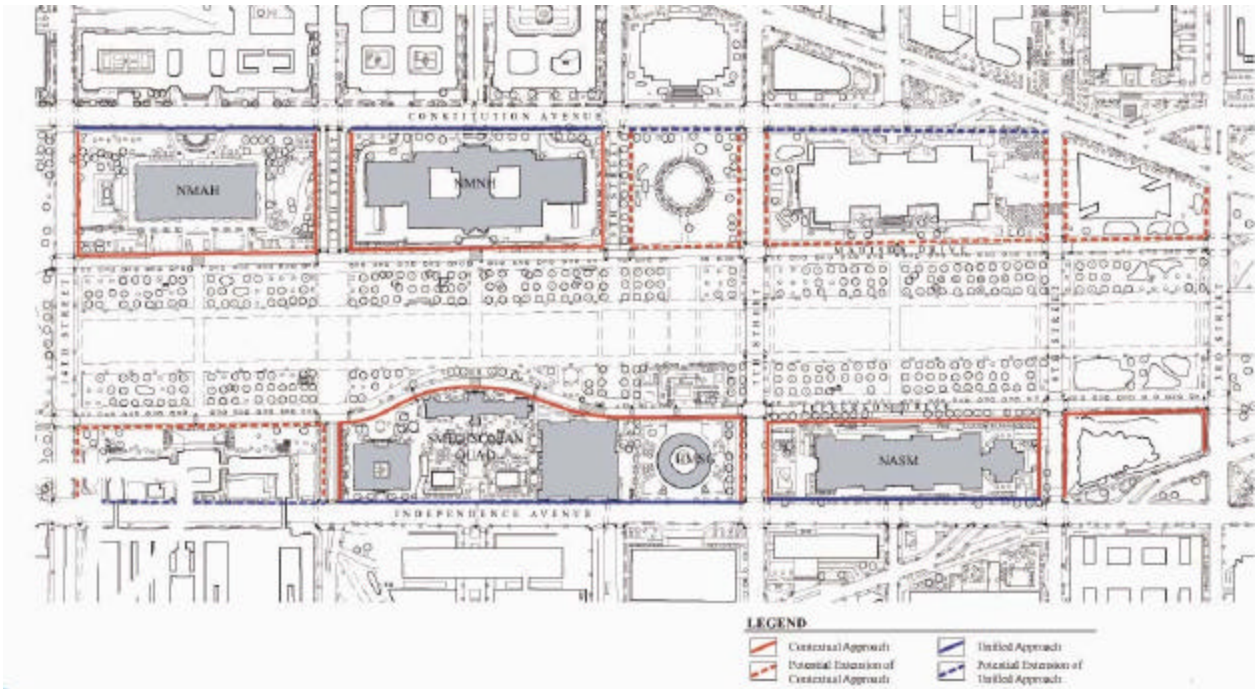
- Redesign the bollard placement at outer sidewalks near the Freer Gallery and the Arts and Industries Building on Independence Avenue to reduce unnecessary turns and improve bollard placement relative to corners.

- Consider integrating the guard booths into low retaining walls, and integrating signage and trash receptacles into the security line as hardened elements where possible to avoid redundant elements and reduce clutter along the street.

- Design a structural soil system, or equivalent planting detail, in those areas where significant new tree planting is proposed.

- Propose a method to improve the appearance of the cable beam barrier to be used at the inside barrier line of the proposed sally ports. Consider painting the cable beam mechanical box to reduce its visual presence in the landscape and incorporate signalization into the design of the security booths or cable beam barriers, versus mounting the equipment as an appendage.

- Detail and submit design details for the realignment of Jefferson Drive and for the various security elements to be used on each block including sketches or cross sections to convey visual impacts and spatial relationships.



Site Plan

Proposal

The Smithsonian Institution is designing permanent site improvements to replace temporary perimeter security measures currently installed. The Smithsonian design team has refined the concept design based on most of the Commission's recommendations and by further developing site details and security element design.

Most of the security barriers consist of rated structural assemblies, but a number of proposed security components may require further study during detail development in the final design phase. Specific detailing will respond to site constraints and technical issues.

The heights for the new perimeter walls and bollards are generally the minimum heights that comply with the structural requirements for security. In a few instances the heights have been lowered slightly to achieve a better aesthetic appearance and scale. Heights of elements range from 30 inches to 40 inches depending on the location and the element used.

Since the concept submission, spacing between bollards increased from 1.2 meters (3 feet 11 inches) to 1.5 meters (4 feet 11 inches). This will reduce the overall number of bollards and improve space for pedestrian movement and accessibility.

Almost all of the sally ports have been modified to use remotely-activated retractable bollards to control employee and service vehicular access. This has been done to simplify the sally port and site design. Two locations are using beam barriers as the internal barrier due to technical issues. One location is using pop-up barriers.

A single prototype for the guard booths is proposed at all of the Mall facilities. Guard booth finishes will vary in response to the specific museum and/or adjacent low free-standing wall materials.

The following descriptions are organized by museum site. Drawings, figures and photos are located at the conclusion of this report.

The National Museum of Natural History (Fig. 1., Page 15.)

Perimeter Security Elements

A cast bronze, custom designed sleeve, with an octagonal form, fits over a structural bollard meeting security requirements. A custom designed low fence incorporates solid piers, clad in Bethel Granite, with cast bronze posts (similar to bollard design) and decorative metal fence panels. (Fig. 5. & 6.) The proportions, detailing and materials of the wall components are inspired from building facade elements. The wall typically will be located behind the existing historic lawn curbs (to remain). The Smithsonian is investigating if special foundations will be required to bridge over existing locations of significant elm tree roots.

Constitution Avenue, NW

Free-standing low walls will follow the curb of the historic lawn. The wall will have two openings responding to two existing sidewalks coming from the museum. The entrance island will feature a solid low wall with an inscribed sign panel. (Fig. 2.) The northeast corner of the site will be protected by large geological specimen boulders acting as barriers and strategically placed to preserve significant trees. The boulders will provide an entrance transition to the Butterfly Garden.

Retractable bollards will be installed at the employee/service driveway sally ports and at the circular entry drive. A guard booth at the employee and service vehicular entrance and exit will be incorporated into the adjacent low freestanding wall design. The base of the booths will be clad in Bethel Granite. The window system finish will complement the bollard and fence panel finish.

12th Street NW

Free-standing low walls will follow the curb of the existing sidewalk and museum lawn strip. The fence panel and pier heights will adjust to grade changes. (Fig. 3.)

Madison Drive, NW

Free-standing low walls will follow the edge of the existing side walk curb and museum lawn strip. The fence panel and pier heights will adjust to grade changes. The southeast corner of the site will be protected by large geological specimen boulders acting as barriers. The boulders will provide an entrance transition to the Butterfly Garden.

A combination of fixed and retractable bollards will span the front of the south entrance staircase. (Fig. 4.) The bollard line will project from the base of the existing steps, crosses

the sidewalk and follows the curb line (approximately 2 feet from the curb edge) the entire width of the grand stair case

9th Street, NW
The existing 9th Street ramp walls serve as the perimeter barrier.

The National Museum of American History (Fig. 7., Page 18.)

Perimeter Security Elements
A series of "post-and-lintel" low free-standing walls, matching the form and finish of the existing south entrance terrace balustrade, are the principal components of the perimeter security around the National Museum of American History. (Fig. 11.) Custom designed benches are also integrated within segments of the wall design. Generally the walls are located adjacent to the existing surrounding sidewalks. The segmented walls and benches provide numerous openings for pedestrian access into the surrounding lawn areas.

A square aluminum, custom designed sleeve has been developed to fit over a structural bollard meeting security requirements for fixed and retractable bollards.

Constitution Avenue, NW
"Post-and-lintel" low free-standing low walls and benches follow the perimeter of the existing lawn and sidewalk along Constitution Avenue, NW. (Fig. 8.) Retractable bollards, at the north entrance driveway, and fixed bollards, across the adjacent entry sidewalks, will continue the perimeter security line. A continuous "post-and-lintel" low wall crosses north edge of the existing entry fountain.

14th Street, NW
"Post-and-lintel" free-standing low walls and benches will follow the edge of the existing lawn sidewalk. (Fig. 9.) The wall segments will step down in height to absorb the grade change. The employee vehicular drive is surrounded on either side by solid low walls. Retractable bollards will be installed at the employee driveway sally port. The base of a freestanding guard booth will be clad to match the adjacent low walls. The window system will match the existing museum window frame finish. (Fig. 10.)

Madison Drive, NW
The existing "post-and-lintel" terrace balustrades will be hardened. Portions of existing retaining walls meet security requirements. A row of fixed bollards will span across the bottom of south entrance terrace steps. (Fig. 12.) A row of operable bollards will go across the smaller pedestrian passages leading to the terrace.

12th Street, NW
"Post-and-lintel" low free-standing low walls will follow the edge of the existing lawn and sidewalk. The wall segments will step down in height to absorb the grade change. A free-standing guard booth at the service drive ends the "post-and-lintel" low wall. Retractable bollards will be installed at the service driveway sally port. The base of a free-standing guard booth will be clad to match the adjacent low walls. The window system will match

the existing museum window finishes. A solid low wall, at the northeast corner of the site, steps back to preserve an existing stand of trees.

The Quad: Smithsonian Castle, S. Dillion Ripley Center, the Freer Gallery of Art, the Arthur M. Sackler Gallery of Art, the Museum of African Art, the Arts and Industries Building, the Haupt Garden and the Ripley Garden. (Fig. 13., Page 20.)

Perimeter Security Elements

A dark gray, stainless steel, custom designed sleeve will fit over a structural bollard meeting security requirements. The bollard profile will begin as a circle at the base and then transition square shape at the top. (Fig. 20.) Cylindrical bollards, similar in finish, will be used in retractable bollard locations.

Jefferson Drive, SW

The realignment of Jefferson Drive will shift it further into the Mall and will provide increased standoff distance from the Smithsonian Castle. (Fig. 14, 15 & 16.) The design preserves of all but one National Park Service (NPS) tree. The new road profile follows existing grade conditions. Along the Freer Gallery, Jefferson Drive will narrow in width, will curve out and will drop down in front of the Castle. Then it will curve back and return back up to the existing grade and expand in width along the front of the Arts and Industries Building. Two new drop-off areas will be provided in front of the Freer Gallery and Arts and Industries Building.

Also the realignment provides space for wide pedestrian paths leading to a plaza area in front of the Castle. The Joseph Henry Statue is relocated and integrated into the plaza design. A curved granite site walls and terraced landscape serves as the perimeter barrier between Jefferson Drive and the Castle. Stone bollards continue east and west along the sidewalks in front of the Freer Gallery and the Arts & Industries Building. A low planter wall will continue east from the steps of the Arts & Industries Building and joins an existing raised planter wall. Bollards will be placed across the Ripley Garden entrance, east of the Arts & Industries Building.

12th Street, SW

The existing 12th Street ramp walls serve as the perimeter barrier.

Independence Avenue, SW

A sally port, made from a combination of retractable and fixed bollards and a cable beam barrier, will control access to the parking lot east of the Arts and Industries Building. A free-standing guard booth, finished with a red sandstone base and black window frames, will blend with the existing museum brickwork and window frames.

Custom bollards run along the curb side of the sidewalk in front of the Arts & Industries Building. Custom designed low fences will surround three sides of tree pits. (Fig. 19.) The fence will be made from dark gray, stainless steel posts (similar to custom bollard design) and decorative metal fence panels. The fence panel design responds to building facade elements from the Castle.

On the west side of the Arts and Industries Building, bollards return to the existing Haupt Garden wall. Inside the existing Haupt Garden gates, a row of bollards matching the existing gate stops, will be installed. (Fig. 17.) The fence panels flanking the gates will be replaced and hardened to match the existing design.

Custom bollards and tree pit fences run in and along the sidewalk in front of the Freer Gallery. An existing lay-by area provides access for loading and unloading for special events and artwork. (Fig. 18.). The existing lawn parterre has been reduced slightly to increase the sidewalk width.

A guard booth will be placed between the Quad service driveway and the Freer Gallery ornamental fence. (Fig. 21.) Due to limited subsurface conditions a beam barrier will be used to control the service driveway.

East Side
The existing west wall of the Hirshorn Museum will serve as a perimeter barrier.

The Hirshorn Museum (Fig. 22., Page 25)

Perimeter Security Elements:
The existing surrounding site walls will serve as the major perimeter barrier for the museum. The Smithsonian is considering "Commissioned Art" for the bollards at the north and south plaza entrances. The custom designed sleeve will fit over a structural bollards meeting security requirements. (Note that the attached figures are illustrative only for this preliminary submission.)

Jefferson Drive, SW
The custom designed, fixed bollards will span the base of the north entrance steps. (Fig. 23 & 24.)

Independence Avenue, SW
The custom designed, fixed and retractable bollards will span along the plaza entrance opening. (The illustrative design suggests a varied bollard height and spacing width depending upon its relationship with between the security requirements and site installation.) (Fig. 25, 26 & 27)

West Side (adjacent to Arts & Industries Building)
The existing site wall serves as perimeter barrier.

7th Street, SW
The existing site walls serve as perimeter barrier. The SI has determined that a guard booth is not required at the existing service driveway. A pop-up barrier will be installed at the base of the service ramp.

PROJECT ANALYSIS

As the federal government's central planning agency for the National Capital Region, NCPC reviews projects for both the individual and cumulative impacts that a proposed project will have, as well as evaluates a project in the context of planning principles established by the Commission. In a post-September 11, 2001 climate, NCPC's consideration of how buildings and environments are designed and modified in response to security needs is one of its most significant responsibilities. The Commission seeks an appropriate balance between providing secure environments and maintaining openness and an attractive public realm in areas in which they are located.

Staff recommends approval of the preliminary design plan for Smithsonian Institution's Mall-wide building perimeter security. *The National Capital Urban Design and Security Plan* (Plan) was used in evaluating the proposal. While some modifications are necessary, the overall preliminary design is creative, thoughtful and well executed, and substantially meets the goals of the Plan.

The National Museum of Natural History
The proposed security element designs respond to the building context and details. The north entrance perimeter element has been designed as a sign feature. The sally ports have been refined and unified with fixed and retractable bollards. In general, the Smithsonian responded to concept recommendations except for the bollard placement in front of the south entrance. The bollards in this location intrude on the sidewalk and confine pedestrian traffic. Staff suggests that the existing parking area retaining wall be modified to become the perimeter security line. This would minimize the impact of low wall along sidewalks and protect the existing landscape buffer areas on the south and west sides. The applicant should provide increased pedestrian access through openings in the low walls to the historic lawn areas along Constitution Avenue, NW.

<u>Constitution Avenue, NW</u>

- Provide additional openings through the low free-standing walls for public access into the museum lawn areas flanking the north entrance. Reconsider openings adjacent to employee/service driveways.
- Further develop the north entrance sign panel design to distinguish it in scale and profile from the datum of the adjacent low free-standing walls. Replace solid wall sections flanking the sign panel with benches.
- Fence posts (bollards) appear to be out of scale with the low free-standing fence panel and pier composition. Minimize the width of typical fence posts.

<u>12th Street, NW</u>

- Relocate and redesign the line of perimeter security from the sidewalk to the existing parking retaining wall.

<u>Madison Drive, NW</u>

- Redesign the perimeter security along the south entrance staircase, as the Commission recommended in the concept submission. As shown, bollards clutter the sidewalk and reduce the pedestrian path from the curb line and from the east/west direction.
- Relocate the bollards in front of the south entrance to minimize conflicts with pedestrian movement along and across the sidewalk.

- Relocate and redesign the line of perimeter security from the sidewalk to the existing parking retaining wall and staircase plinths.

The National Museum of American History

The proposed security element designs respond to the building context and details. The sally ports have been refined and unified with fixed and retractable bollards. The low wall provides many pedestrian openings for access into the building yard. However the placement (stand off distance) of the low perimeter wall varies greatly around the building. In particular there is a large distance between the building and the low wall at the edge of the lawn along 14th Street, NW. Staff feels that the security line should be moved into the building yard and incorporated into the site. In general, the Smithsonian responded to concept recommendations except for incorporation of the perimeter design element along the existing fountain edge at the north entrance.

Constitution Avenue, NW

- Discuss how perimeter security design will be integrated with concepts for the north and south entry additions (which have not gone under review by the Commission).
- Redesign the security line at the north entry island to incorporate an entry feature or site amenity that accentuates the museum entry and helps to break-up the expanse of the low freestanding walls, as the Commission recommended in the concept submission. Design and integrate security modifications into the existing fountain and site conditions. Consider how the fountain design responds to seasonal conditions.

14th Street, NW

- There is a significant stand off distance between the museum and the low freestanding wall, adjacent to the sidewalk, compared to other locations around the museum. Relocate and incorporate the line of perimeter security into the landscape.

Madison Drive

- Consider alternative bollard arrangement at the south entrance terrace steps which incorporate/modify existing planters.

The Quad: Smithsonian Castle, S. Dillion Ripley Center, the Freer Gallery of Art, the Arthur M. Sackler Gallery of Art, the Museum of African Art, the Arts and Industries Building, the Haupt Garden and the Ripley Garden.

The proposed security element designs respond to the building context and details. Bollards have been incorporated into the Haupt Garden gate entrance. Jefferson Drive has been realigned to increase stand off distance for the Castle while pedestrian areas and circulation have been improved in front of the Castle. In general, the Smithsonian responded to concept recommendations except the preliminary design has replaced streetscape and site elements, shown in the concept plan, with rows of bollards along the north side of the Freer Gallery and Arts and Industries Building. Staff does not approve of this direction and prefers the design direction shown in the concept. Staff also feels that the south entrance of the Freer Gallery suffers from too many bollards along the sidewalk entrance area.

Jefferson Drive, SW

- Continue development and collaboration of the Jefferson Drive curving wall and landscape design with NPS, NCPC, CFA and DCSHPO to ensure compatibility with the Mall and the Smithsonian Castle.
- Minimize the line of bollards running along the curbside and sidewalks in front of the Freer Gallery and the Arts and Industries Building. Introduce and develop alternative streetscape and site elements to achieve perimeter security similar to what was shown in the concept phase.

Independence Avenue, SW

- Bollard placement along the sidewalk front of the Freer Gallery and the existing lay-by reduces and crosses the pedestrian path. Create additional pedestrian space by eliminating the existing lay-by. Minimize the run of bollards along the south entrance area by incorporating alternative streetscape and site elements to achieve perimeter security. Eliminate bollards that extend across the sidewalks. sidewalks.
- The row of bollards returning from the curb line to the Haupt garden wall, along the west side of the Arts and Industries Building, interrupts the lawn area in front of the wall. The perimeter security elements should be incorporated into the landscape design by relocating it and by using a variety of streetscape and site elements.

The Hirshorn Museum

The proposed security element designs respond to the building context. The Smithsonian is proposing that the details be developed under an art commission. The Smithsonian generally responded to concept recommendations; however, the following change is recommended:

Independence Avenue, SW

- Provide addition space between the existing perimeter wall and the proposed bollard design.

PROJECT CONFORMANCE

Comprehensive Plan for the National Capital

The proposed concept is consistent with the Comprehensive Plan for the National Capital, in particular the Federal Facilities and the Visitors Elements. The design balances security requirements with visitor accessibility and integrates security into the existing landscape, thus preserving it wherever possible.

Federal Capital Improvements Program

Security Improvements for the Smithsonian Institution was included in the Federal Capital Improvements Program for Fiscal Years 2003-2008, adopted by the Commission at its meeting on July 11, 2002. The project cost was noted at $32,000,000.

National Environmental Policy Act

NCPC staff has analyzed, in conformance with the requirements of the National Environmental Policy Act (NEPA) the prepared Environmental Assessment (EA) completed by the Smithsonian Institution (SI) for planning and construction of perimeter security improvements at Smithsonian Museums on the Mall. Staff prepared a Finding of No Significant Impact (FONSI) that was completed on July 13, 2004, based on adoption of the EA. The staff's independent review found that the EA conclusions represented an effective analysis of the potential environmental impacts of the plans submitted to the Commission by the SI and conformed to the Commission's Environmental and Historic Preservation Policy and Procedures.

The proposed alternative, presented as the preferred action in the EA, identifies the SI completing a variety of new security improvements for the SI facilities. A contextual approach to perimeter security would be employed along Jefferson Drive, Madison Drive, and the numbered streets; while a consistent approach would be pursued along Constitution and Independence Avenues, NW. In addition, Jefferson Drive adjacent to the Smithsonian Institution Building would be realigned to provide an increased setback of the building from the road. The alternative is designed to mitigate the threat of attack on the buildings by explosive-laden vehicles. The improvement of existing security measures for the structures is a critical issue. SI requirements for upgrading of physical building protection have, in recent months, included more stringent "hardening" regulations and increased standoff distances. Temporary barriers have been employed in many locations around the Mall including "jersey" and planter barriers and now will be removed with more permanent solutions. These temporary barriers, necessarily defensive, are visually incompatible with the aesthetic character of the SI buildings and the open vistas of the Mall.

Staff finds the minor environmental effects and their mitigation supportable and fully defined by the EA evaluation. Cumulative effects of the proposed action have been identified and considered in the EA.

National Historic Preservation Act

The Smithsonian Institution formally initiated consultation with the D.C. State Historic Preservation Office (DC SHPO) on October 29, 2003, indicating that it determined that the Mall perimeter security enhancement project would have an effect on the National Mall and on the L'Enfant Plan. Both historic properties are listed in the National Register of Historic Places, as are the Museum of Natural History and the Freer Gallery of Art. The Castle and the Arts and Industries Building are both National Historic Landmarks. The SI and the DC SHPO anticipate that either a Memorandum of Agreement or a Programmatic Agreement will be developed as the project progresses. The Advisory Council on Historic Preservation (ACHP) has suggested that a Programmatic Agreement will best help SI plan for the completion of some projects while retaining alternatives for consideration for other projects.

In the fall of 2003, SI held two meetings with consulting parties on the concept plan. SI should resume consultation with the parties, inviting comment on the analysis to date and distributing the current submission. SI held a meeting with the staffs of NCPC, the DC SHPO, and CFA on

September 8, 2004. The DC SHPO made generally favorable comments, and requested that SI pursue the appropriate framework for consultation with ACHP. The SHPO also expressed the desire for SI to coordinate its security and program planning in regard to the use of the west lawn at the National Museum of American History.

National Capital Urban Design and Security Plan

The preliminary design meets the overall intent of the *National Capital Urban Design and Security Plan* (Plan). The proposal accomplishes consistency with the Plan by incorporating building perimeter security into existing site features to the maximum extent possible, minimizing the placement of barriers in the public realm, and incorporating security into well designed landscape features and site amenities in a manner that enhances the public realm, rather than placing foreign and redundant objects in the landscape and streetscape.

CONSULTATION

Refinement and development of the preliminary design has taken place with considerable input from numerous individuals and stakeholders within the Smithsonian Institution, and with staffs of the Commission of Fine Arts (CFA), the National Capital Planning Commission (NCPC) and the National Park Service (NPS). The Smithsonian Institution has also begun coordination with the Washington Metropolitan Area Transit Authority (WMATA), District Department of Transportation (DDOT), and District of Columbia Fire Department (DCFD).

Coordinating Committee

The Coordinating Committee reviewed this item at its meeting on January 14, 2004 and forwarded the proposal to the Commission with the statement that the project has been coordinated with all agencies participating. The participating agencies were NCPC; the District of Columbia Office of Planning; the Department of Housing and Community Development; the General Services Administration; and the Washington Metropolitan Area Transit Authority.

Commission of Fine Arts

The Commission of Fine Arts (CFA) approved the concept design plans on January 15, 2004. The Smithsonian met with CFA on September 8, 2004 for consultation of the preliminary design submission. The Smithsonian Institution will submit final designs to CFA as they submit final designs to NCPC. The Smithsonian will continue consultation with CFA during the development of the final designs.

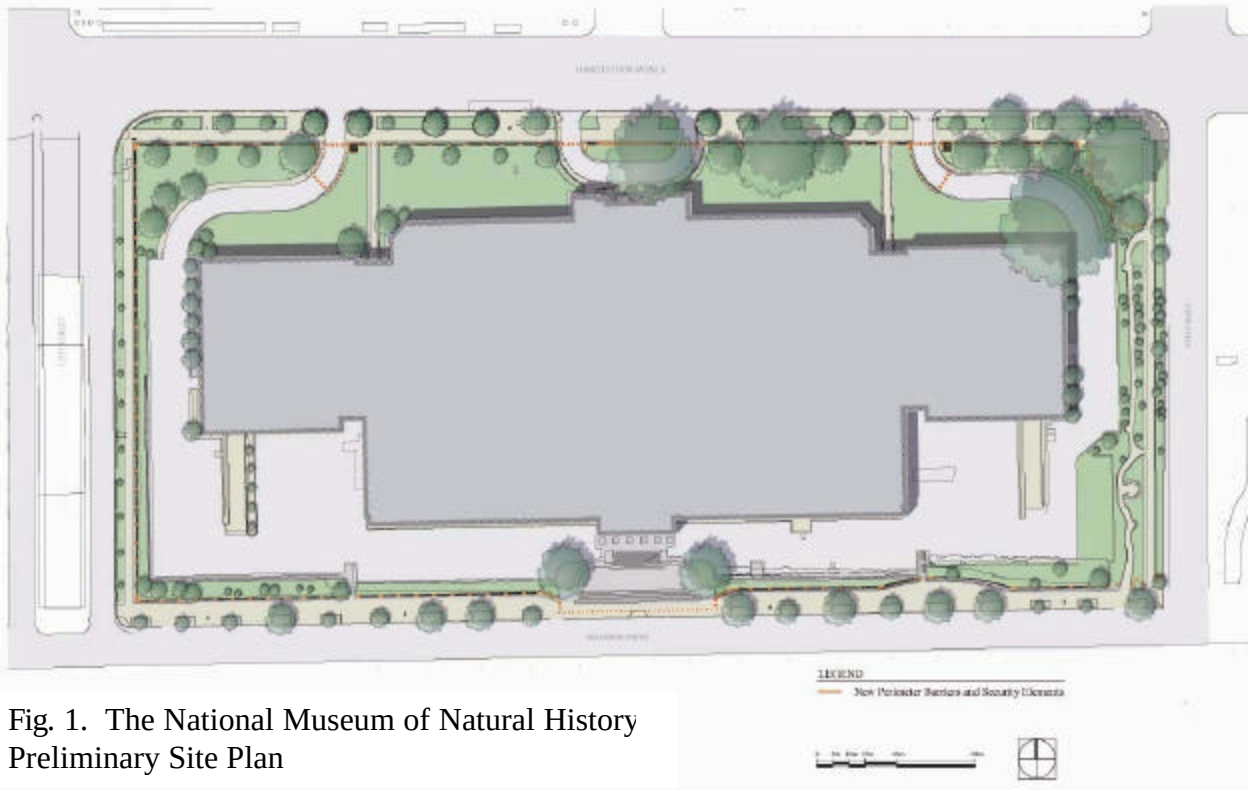


Fig. 1. The National Museum of Natural History
Preliminary Site Plan

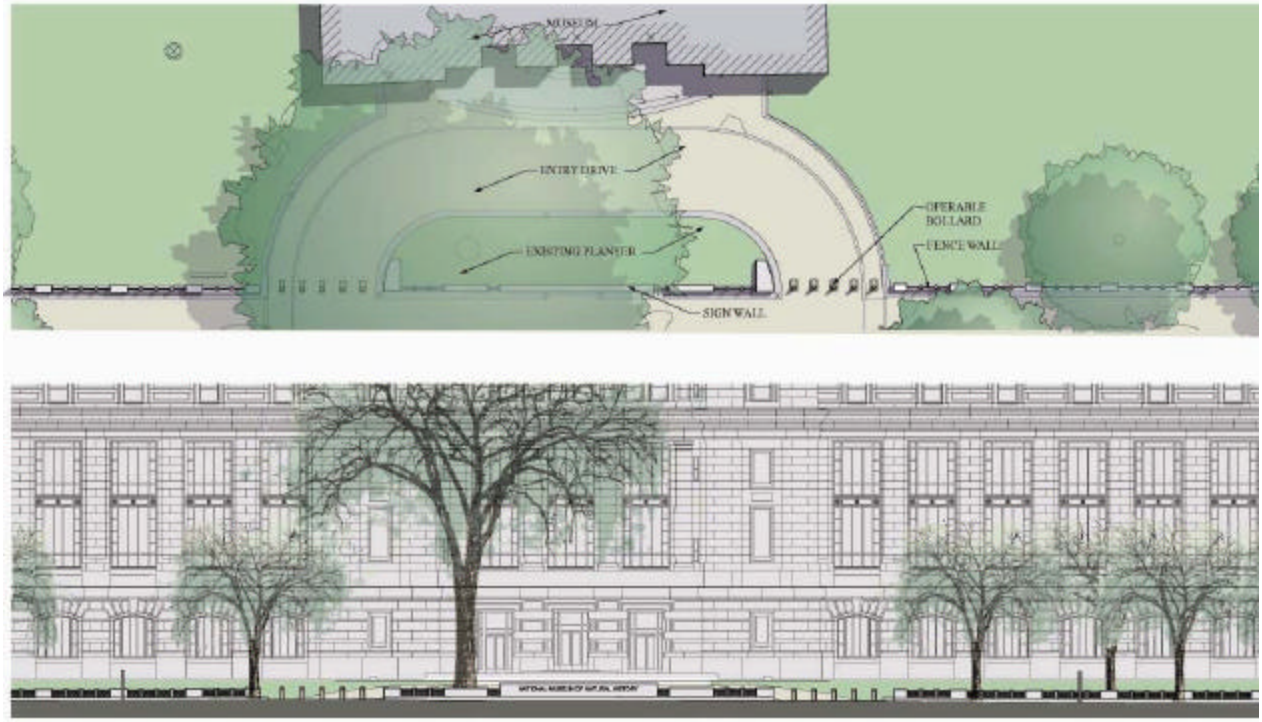


Fig. 2. The National Museum of Natural History
North Entrance (Constitution Avenue, NW) Partial Site Plan and Elevation

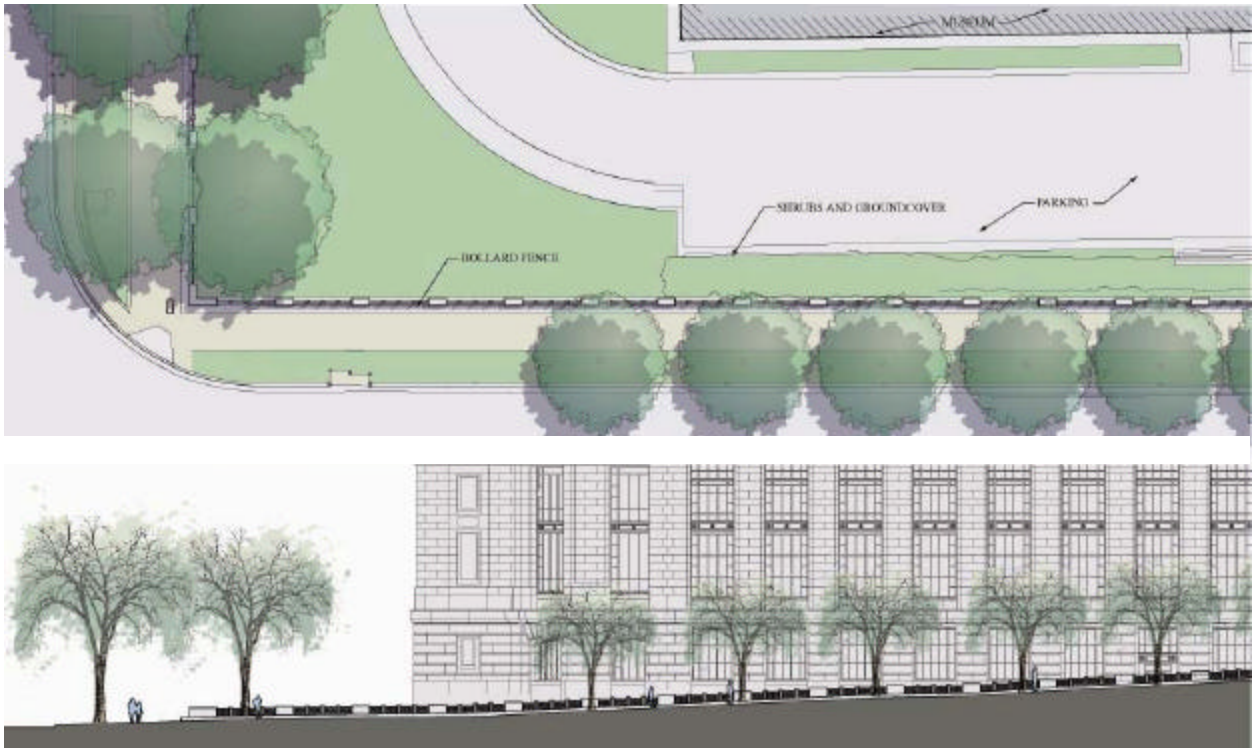


Fig. 3. The National Museum of Natural History
Partial Site Plan and West Elevation (12th Street, NW)

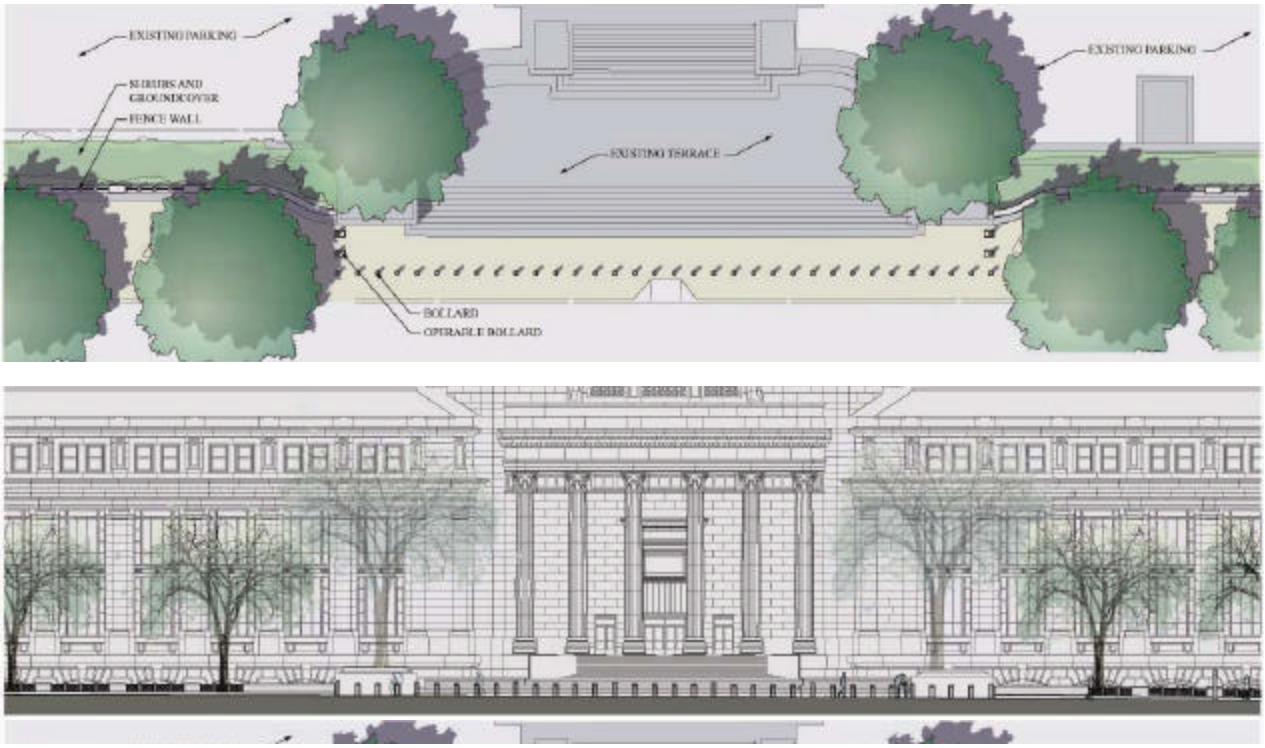


Fig. 4. The National Museum of Natural History
South Entrance (Madison Drive, NW) Partial Site Plan and Elevation

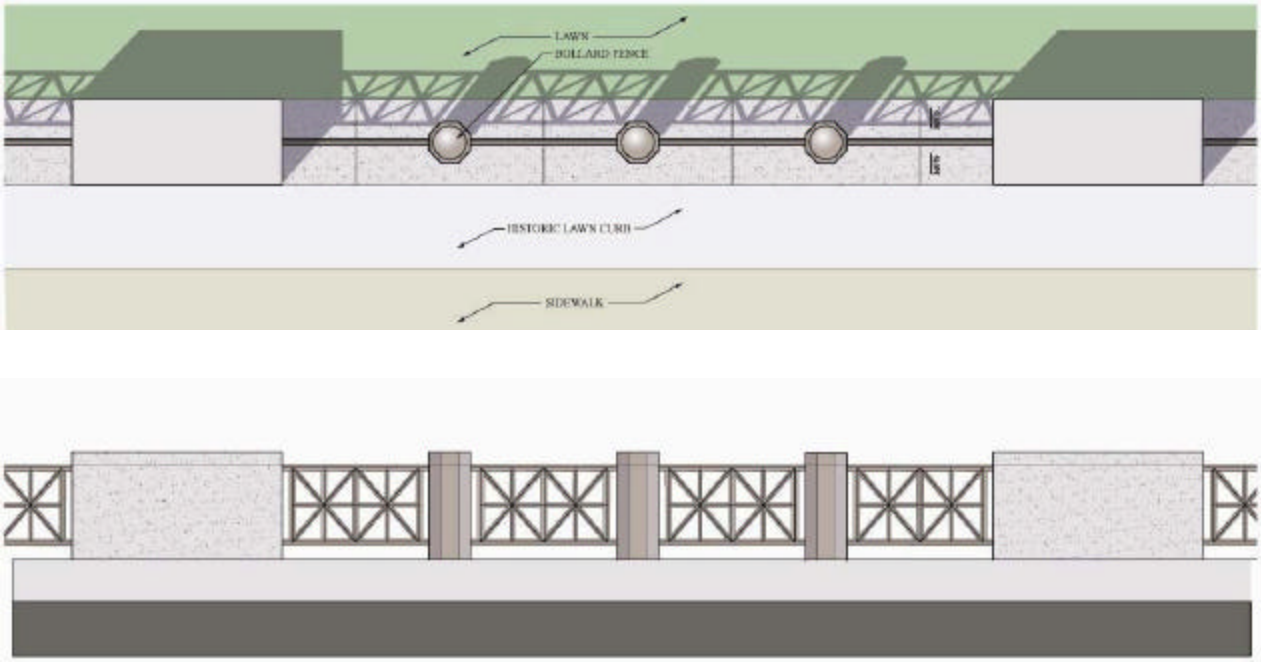


Fig. 5. The National Museum of Natural History
Detail Plan and Elevation of Typical Low Wall and Fence Panel

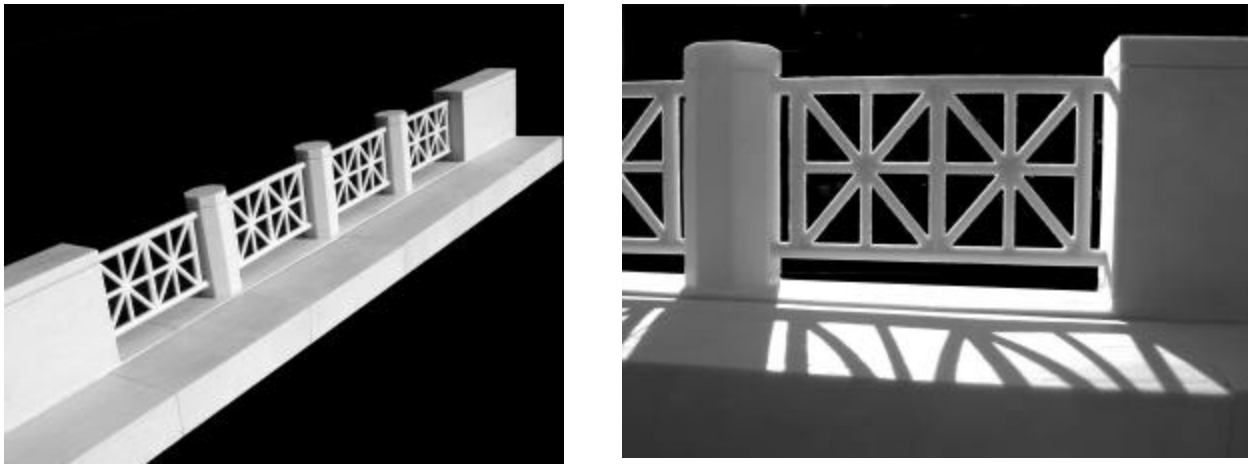


Fig. 6. The National Museum of Natural History
Model Details of Typical Low Wall and Fence Panels

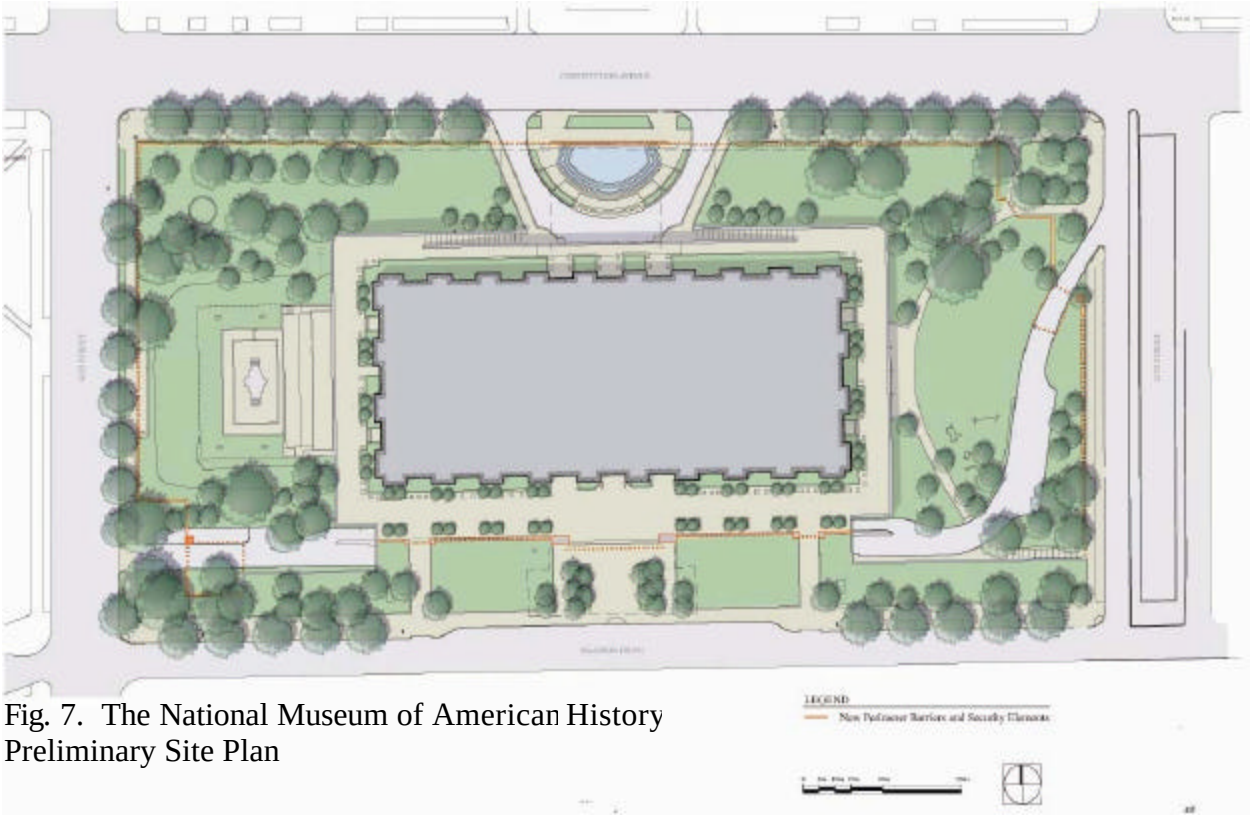


Fig. 7. The National Museum of American History
Preliminary Site Plan

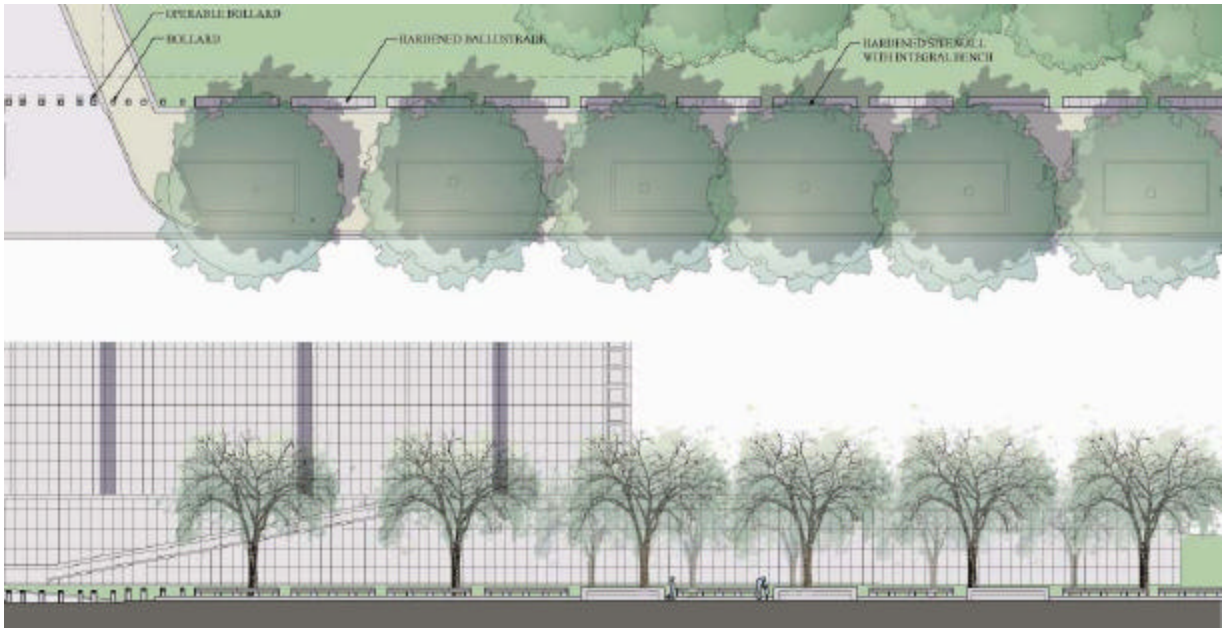


Fig. 8. The National Museum of American History
Partial Site Plan and North Elevation (Constitution Avenue, NW)

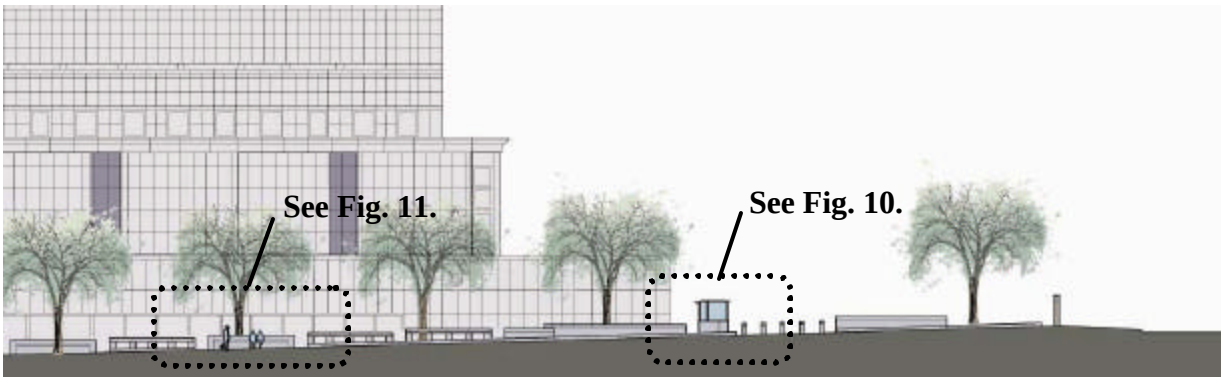


Fig. 9. The National Museum of American History
Partial West Elevation (14th Street, NW)

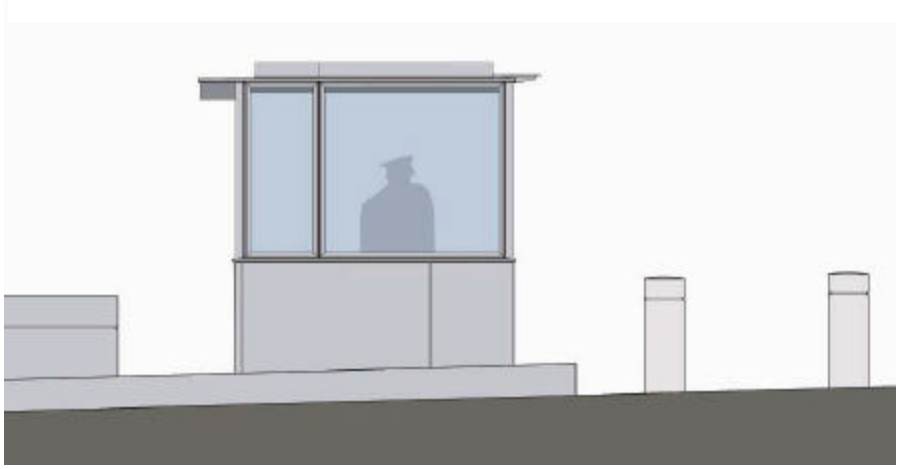


Fig. 10. The National Museum of American History
Guard Booth Elevation

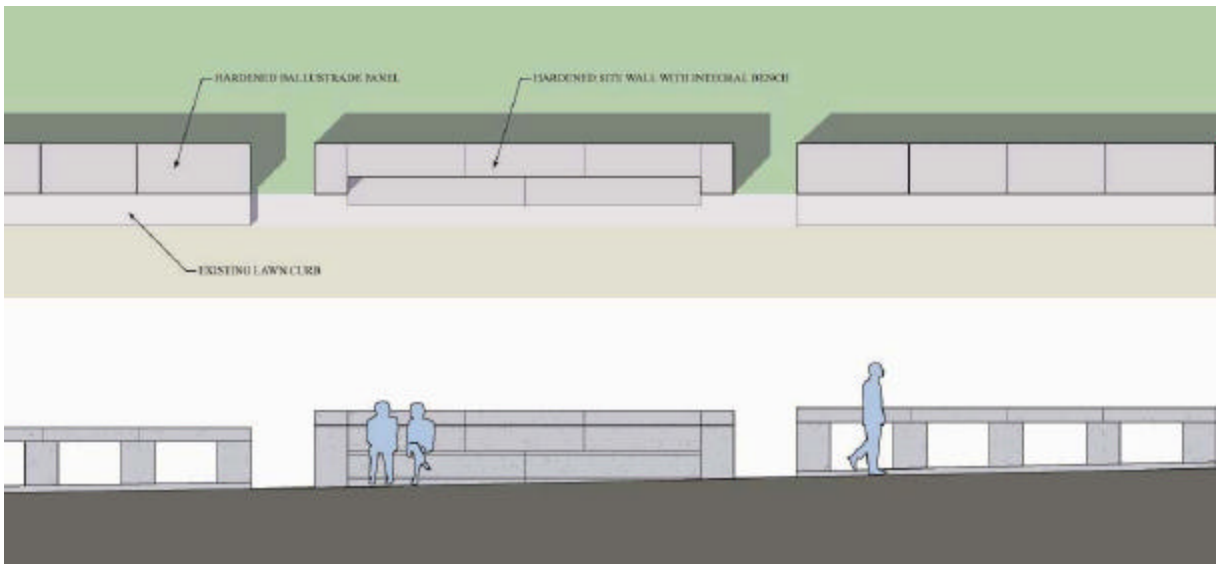


Fig. 11. The National Museum of American History
Detail Plan and Elevation of Typical Low Wall and Bench

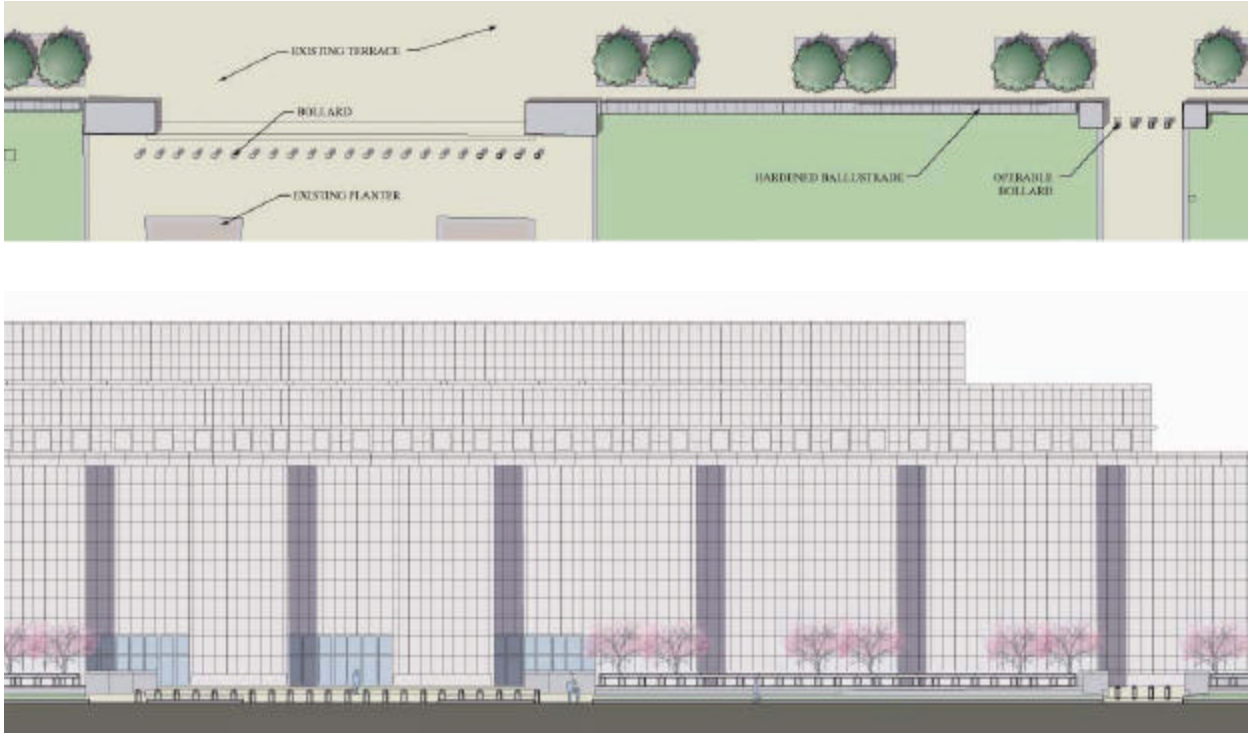


Fig. 12. The National Museum of American History
South Entrance (Madison Drive, NW) Partial Site Plan and Elevation

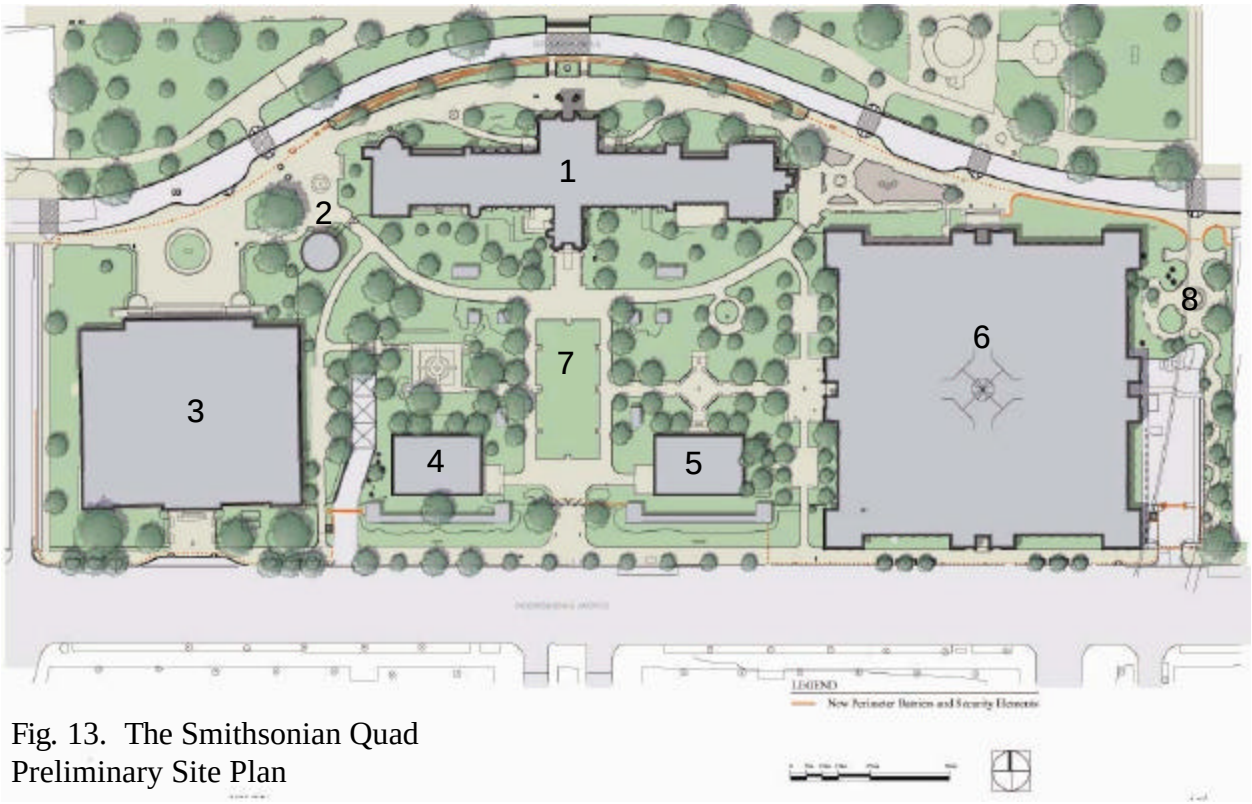


Fig. 13. The Smithsonian Quad
Preliminary Site Plan

1) The Smithsonian Castle; **2)** The S. Dillion Ripley Center; **3)**The Freer Gallery of Art; **4)** The Arthur M. Sackler Gallery of Art; **5)** The Museum of African Art; **6)** The Arts and Industries Building; **7)** Haupt Garden; **8)** Ripley Garden

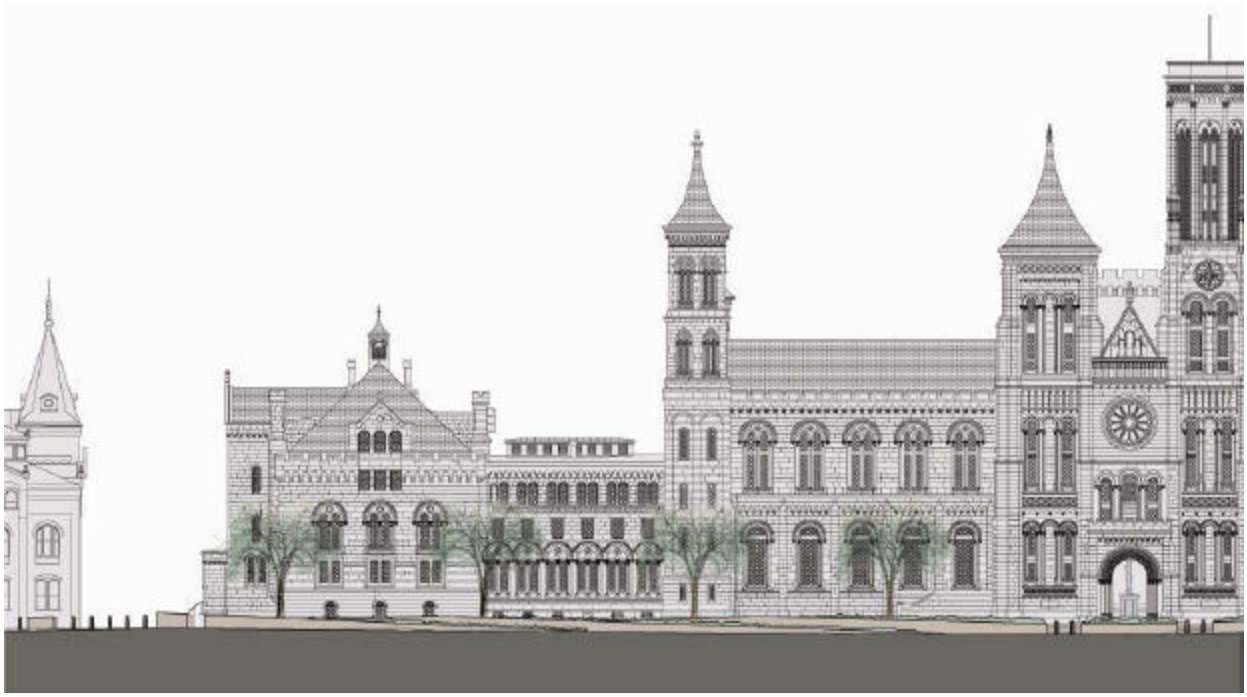


Fig. 14. The Smithsonian Castle
Partial North Elevation (Jefferson Drive)

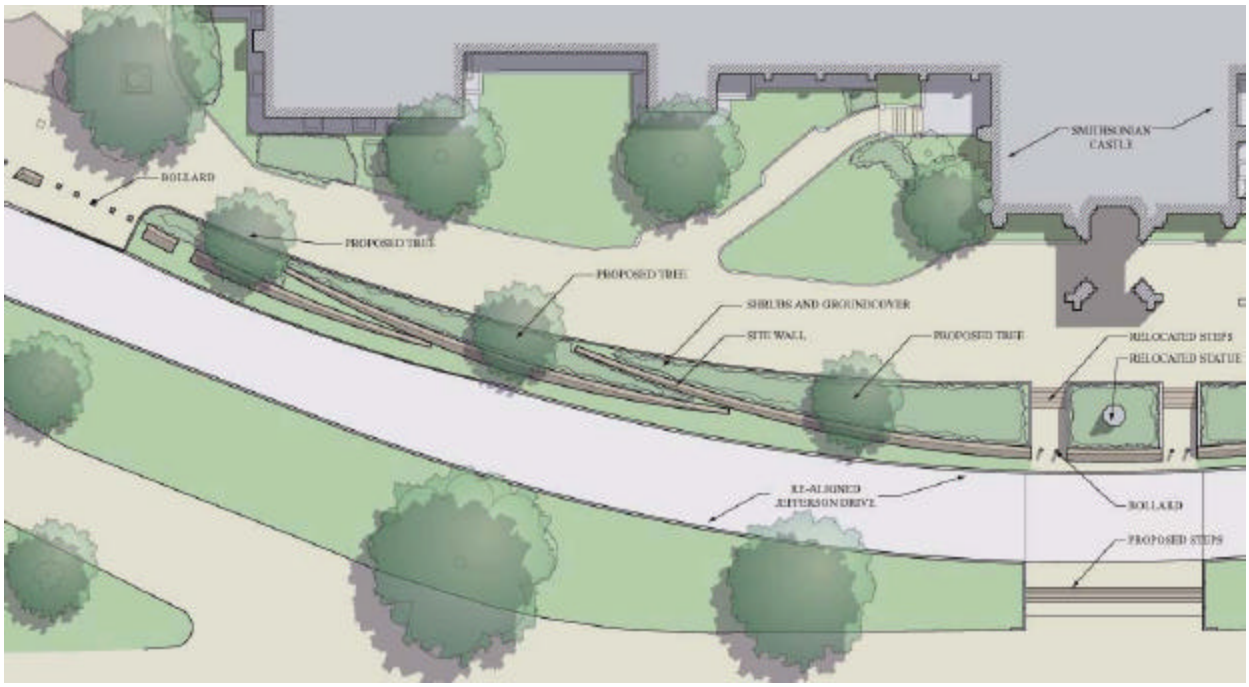


Fig. 15. The Smithsonian Castle
Partial Site Plan along Jefferson Drive

Fig. 16. The Smithsonian Castle
Perspective Rendering looking east along Jefferson Drive

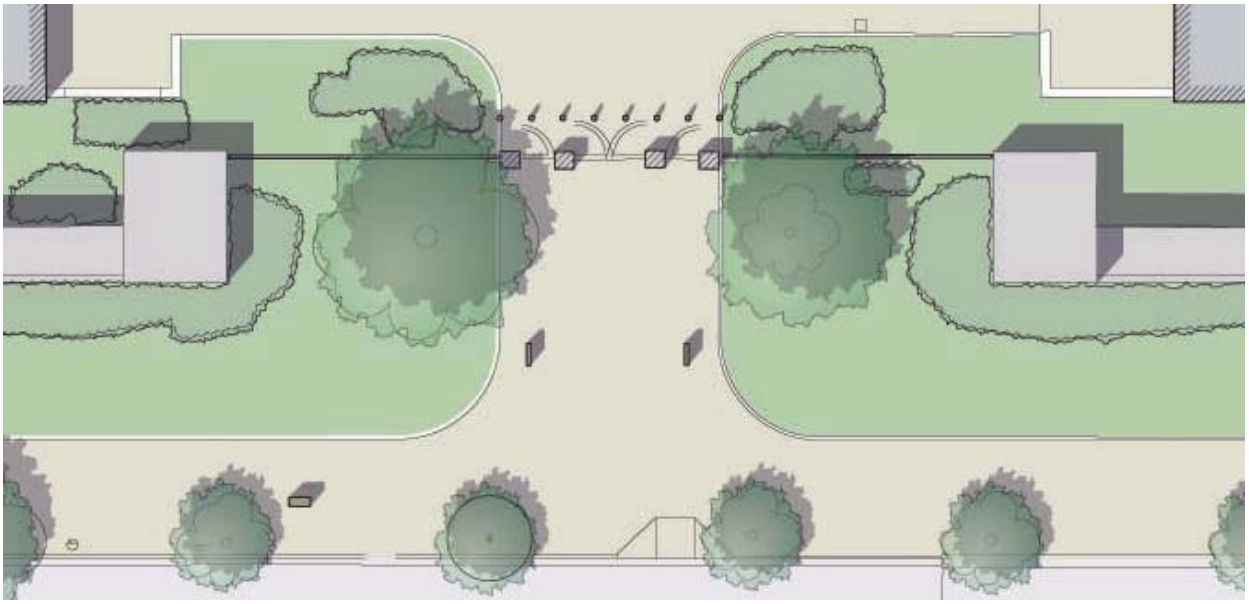


Fig. 17. The Quad
Partial Site Plan of Haupt Garden Gate along Independence Avenue, SW

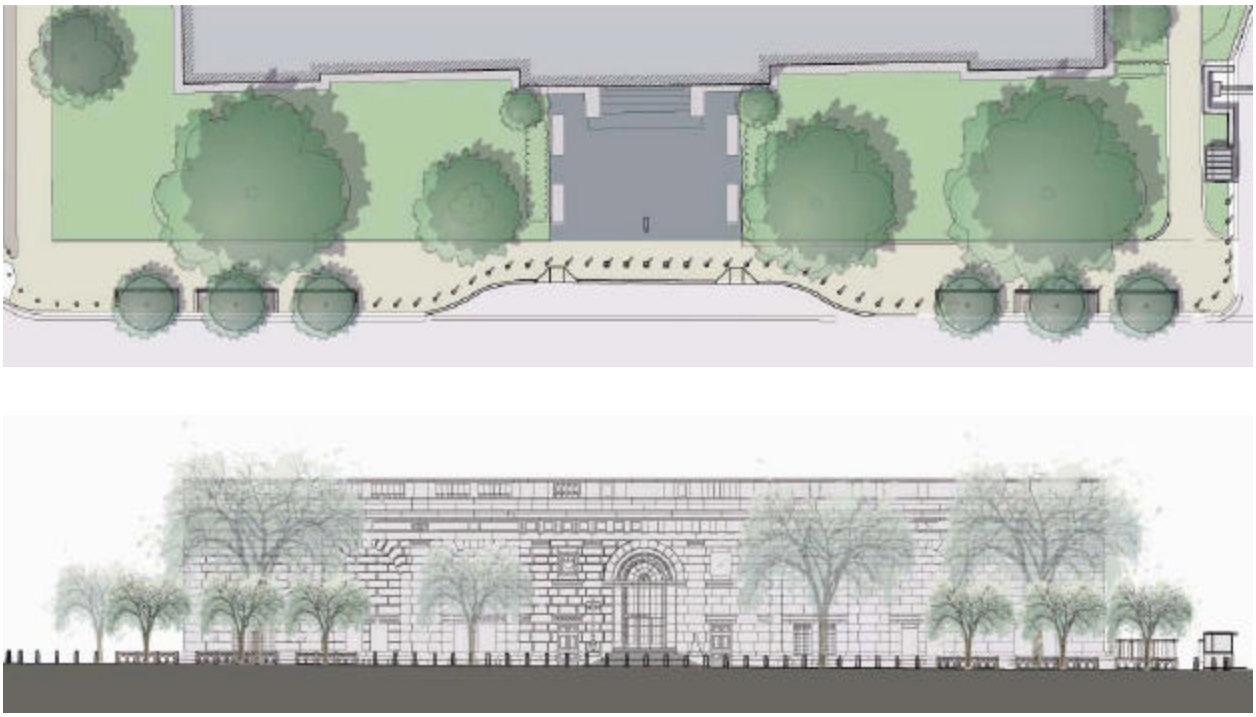


Fig. 18. The Freer Gallery of Art
South Entrance (IndependenceAvenue, SW) Partial Site Plan and Elevation

Fig. 19. The Quad
Model Details of Tree Pit Fence Panels along Independence Avenue, SW

Fig. 20. The Quad
3-D Model of Typical Bollard (Independence Avenue, SW)

Fig. 21. The Quad
Guard Booth Elevation (adjacent to the Freer Gallery along Independence Avenue, SW)

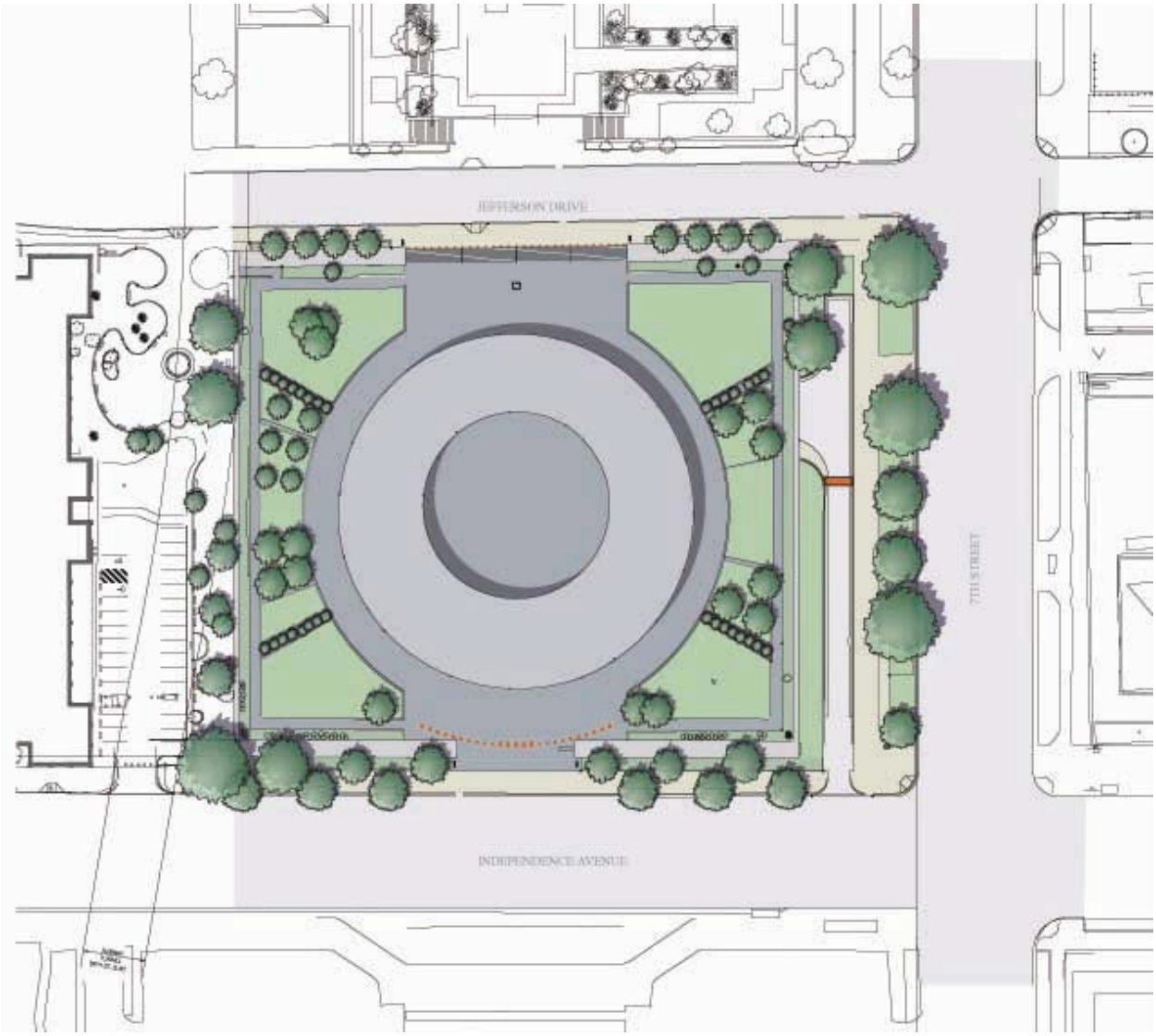


Fig. 22. The Hirshorn Museum
Preliminary Site Plan

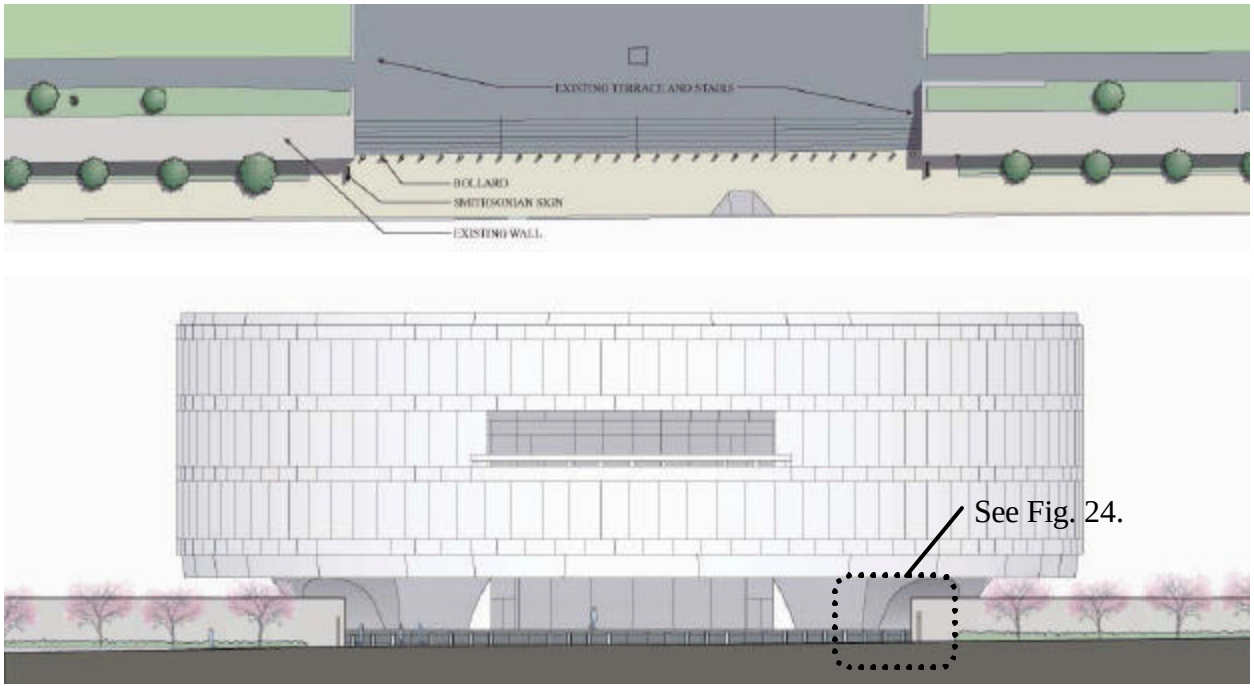


Fig. 23. The Hirshorn Museum
North Entrance (Jefferson Drive, SW) Partial Site Plan and Elevation

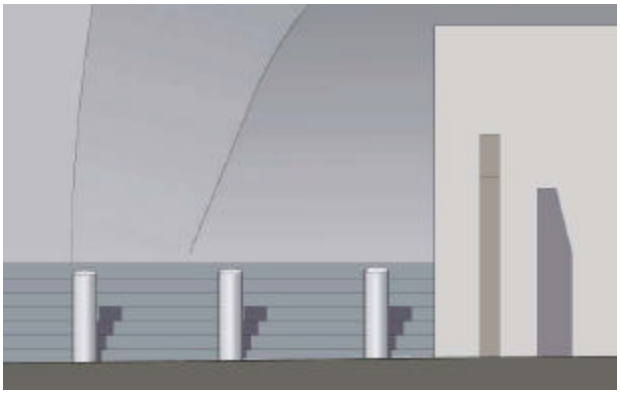


Fig. 24. The Hirshorn Museum
North Entrance Bollard Detail

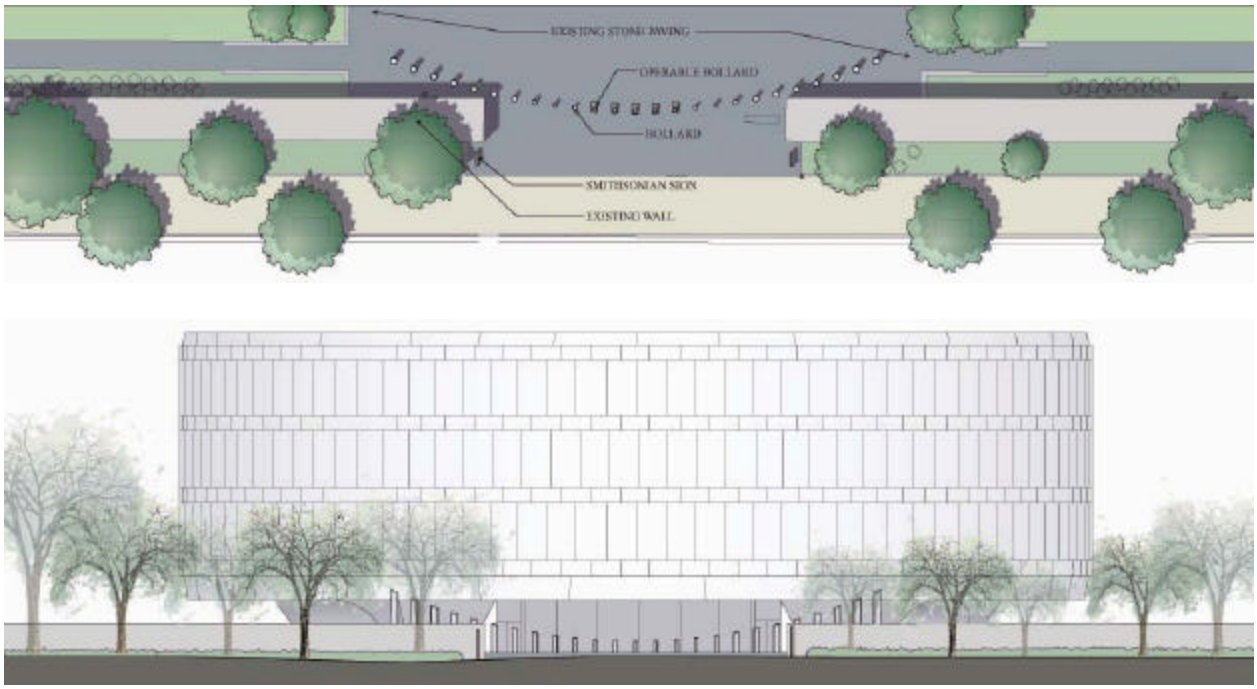


Fig. 25. The Hirshorn Museum
Partial Site Plan and South Elevation (Independence Avenue, SW)

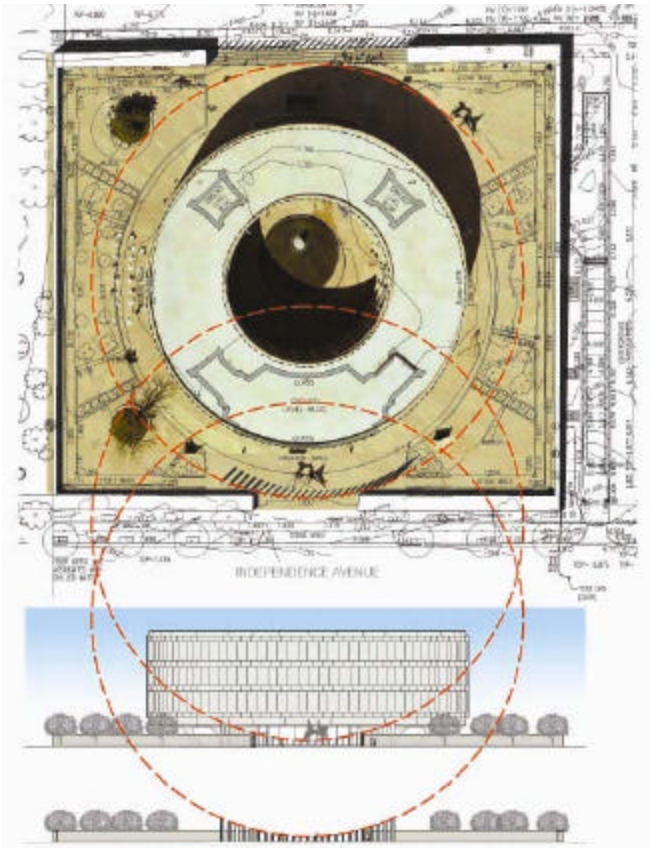


Fig. 26. The Hirshorn Museum
Site and South Elevation Illustrative Concept for
Commissioned Art Bollard

Fig. 27. The Hirshorn Museum
South Entrance Photo Montage