



## EXECUTIVE DIRECTOR'S RECOMMENDATION

Commission Meeting: October 1, 2015

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<b>PROJECT</b> <b>Perimeter Security Improvements</b> Harry S Truman Federal Building United States Department of State 2201 C Street NW Washington DC 20520	<b>NCPC FILE NUMBER</b> 6541
<b>SUBMITTED BY</b> United States Department of State	<b>NCPC MAP FILE NUMBER</b> 1.34(38.40)44197
<b>REVIEW AUTHORITY</b> Approval per 40 U.S.C. § 8722(b)(1) and (d)	<b>APPLICANT'S REQUEST</b> Preliminary approval of site and building plans
	<b>PROPOSED ACTION</b> Approve with comments
	<b>ACTION ITEM TYPE</b> Staff Presentation

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### PROJECT SUMMARY

The United States Department of State (DOS) has submitted preliminary site and building plans for the perimeter security improvements at the Harry S Truman (HST) Building, located at 2201 C Street, NW. The HST Building is the 2.5 million square-foot headquarters of the DOS, located on an 11.8-acre site. The site is bounded by 21<sup>st</sup> Street to the east, C Street to the south, 23<sup>rd</sup> Street to the west, D Street, the E Street Expressway ramp and Virginia Avenue to the north. The HST building was constructed in two separate phases, almost twenty years apart. The original portion, referred to as the "Marshall Wing," was built in 1941 to serve the War Department and encompasses the northeast quadrant of the HST Building. A significant L-shaped building expansion was completed in 1960. The expansion, referred to as the "New State," occupies the remainder of the four-square-block site and wraps around the original building. The HST building is eligible for the National Register of Historic Places and is a contributing element to the Northwest Rectangle Historic District. The American Pharmacist Association and the National Academy of Sciences are located directly to the south; the Old Naval Observatory is located to the west; the Federal Reserve Martin Building is located to the east; the Pan American Health Organization and the Retired Foreign Services Officers Club are located to the north. The site is located within close proximity to George Washington University Campus, and adjacent to the National Mall.

As an Interagency Security Committee (ISC) Level V building, the HST building requires an increased level of protection. The plan's objectives are to secure the building, protect employees and visitors, and improve the streetscape by creating an attractive environment for pedestrians. The project entails relocating employee and visitor screening from the interior of the building to new security pavilions at four of the building entrances; providing guard booths for vehicular security screening; increasing the sidewalk width; developing a protective barrier system; relocating the existing truck inspection facility; realigning curbs to address vehicular standoff

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distances and significant landscape improvements, including low impact development (LID) features. The proposed perimeter security will replace temporary security barriers with permanent security measures to enhance the aesthetic appearance and pedestrian environment consistent with the civic character of the context.

The construction of the perimeter security improvements will be implemented in two phases. NCPC is reviewing preliminary plans for Phase I of the project, which consists of a 5,100 square-foot security pavilion along D Street, and perimeter site improvements along D, 21<sup>st</sup>, C, 22<sup>nd</sup> and 23<sup>rd</sup> Streets. Phase II, which will be submitted at a future date, includes additional security pavilions along 23<sup>rd</sup>, C, and 21<sup>st</sup> Streets, and restoration of adjacent lobbies to their original condition. The design team is led by the firms Karn Charuhas Chapman & Twohey (KCCT) and Rhodeside and Harwell.

## KEY INFORMATION

- The HST Building was designated as a Level V facility by the Department of Justice, in its June 28, 1995, *Vulnerability Assessment of Federal Facilities*. The report states that “the missions of level V facilities require that agencies secure the site according to their own requirements.”
  - Unlike some other Level V facilities, the proposed perimeter security would not restrict pedestrians and bicycles from using the public space surrounding the HST Building.
  - The HST Building contains the Office of the Secretary of State, foreign dignitaries, over 8,000 employees and 1,000 visitors each day.
  - The DOS headquarters is vital to the nation’s foreign affairs mission, with national security responsibilities.
  - In December 2004, the Commission commented favorably on the perimeter security improvements design concept for the HST building. The major improvements since the 2004 concept include the relocation of the truck inspection facility from 21<sup>st</sup> Street to D Street, relocation of the bollard line and street curbs to provide additional public space along 23<sup>rd</sup> Street and incorporation of low impact development (LID) features to improve stormwater management around the site.
  - The Perimeter Security Improvements at the HST Building has been coordinated with related projects previously reviewed by the Commission, including the United States Diplomacy Center (USDC) and the Perimeter Security and Site Improvements at the American Pharmacists Association (APhA) Headquarters Building.
  - A Programmatic Agreement (PA) was developed to identify adverse effects on historic resources, stipulate mitigation measures, and prescribe a review process for all phases to ensure compliance with the concept plan. Five consulting parties meetings held between January 15, 2013 and June 19, 2015 focused on the most recent changes to the concept design and the development of the PA. The PA is expected to be fully executed within the next few weeks.
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## RECOMMENDATION

The Commission:

**Approves** the preliminary site and building plans for the perimeter security improvements at the Harry S Truman Building, located at located at 2201 C Street, NW.

**Recommends** the applicant consider the following site and building plan modifications prior to submitting for final review:

### Landscape Elements

- Ensure sufficient planting space for proposed and mature trees by evaluating the placement of security element foundations within planting areas in an effort to maintain healthy root systems.
- Consider placing trees in the proposed planting areas on both sides of the Diplomacy Center entry to provide shade for the proposed benches, if feasible.

### Protective Barrier System

- Promote pedestrian flow by aligning bollards consistently with architectural elements to minimize disruption of pedestrian circulation and achieve a graceful transition between different security and architectural elements.
- Further develop the design for the proposed benches, bollards and railings to ensure a seamless integration of streetscape and security elements.
- Consider the design and integration of the proposed perimeter security elements, particularly at corner conditions, to avoid constricting pedestrian circulation.

### Streetscape Elements

- Provide additional seating to enhance the pedestrian experience, including outside of the jogger's entrance.
- Integrate wayfinding and interpretive signage throughout the site to express the agency's diplomatic mission, and highlight the history of the building.

### Pocket Park

- Further explore the function and character of the proposed pocket park as a gateway along 23<sup>rd</sup> Street and consider amenities, such as sculptural elements, to celebrate the mission of the agency.
- Explore a more interesting and intimate seating arrangement, and consider relocating the bicycle rack facility in order make the corner more visible and inviting.
- Explore an alternative security treatment around the northwest planting area to avoid redundant layers of solid walls that obstruct visibility.

**Adopts** the U.S. Department of State Finding of No Significant Impact for the Harry S Truman Building Perimeter Security Improvements Final Environmental Assessment; signed by DOS on August 27, 2015.

**Requests** a stormwater management plan, prepared in accordance with the Commission submission guidelines, that addresses compliance with the District Department of Energy and Environment (DOEE) and Section 438 of the Energy Independence and Security Act (EISA) regulations.

**Notes** that the relocation of the truck inspection activities from 21st Street, NW to the proposed location at D Street, NW requires a Transfer of Jurisdiction from the National Park Service for the use of Reservation 104. The Transfer of Jurisdiction will be submitted to the Commission at a later date.

## PROJECT REVIEW TIMELINE

<b>Previous actions</b>	<p><b>June 2004</b> – Approval of preliminary and final site and building plans for temporary vehicle access security control measures, for a period not to exceed two years.</p> <p><b>December 2004</b> – Approval of comments on the concept design for the perimeter security improvements at Harry S Truman Building.</p> <p><b>December 2007</b> – Approval of preliminary and final site and building plans for renewal and modification of temporary vehicle access control devices, for a period not to exceed two years.</p> <p><b>January 2009</b> – Approval of preliminary and final site and building plans for the exterior alterations, primarily the replacement of windows to improve security, associated with the Phase IB Modernization of the U.S. Department of State's Harry S Truman Building</p> <p><b>June 2011</b> – Approval of comments on the concept design for the United States Diplomacy Center (USDC) located in the Harry S Truman Building.</p> <p><b>November 2011</b> – Approval of preliminary and final site and building plans for the United States Diplomacy Center (USDC), noting that the historic lobby of the Harry S Truman Building mural will be made publicly accessible and that permanent security for the USDC would be integrated into the future HST building perimeter security improvement plan.</p>
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	<p><b>April 2014</b> – Approval of preliminary site and building plans for perimeter security and site improvements at the American Pharmacists Association.</p> <p><b>January 2015</b> – Harry S Truman Building Perimeter Security Improvements Information Presentation</p>
<p><b>Remaining actions</b> (anticipated)</p>	<p>March 2016 – Final Approval</p>

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## PROJECT ANALYSIS

### Executive Summary

Staff recommends that the Commission **approve the preliminary site and building plans for the perimeter security improvements at the Harry S Truman Building**. The proposed perimeter security improvements have been designed in accordance with NCPC's *Urban Design and Security Plan Objectives and Policies*, and is not inconsistent with the *Comprehensive Plan for the National Capital*. The perimeter security elements will replace temporary and unattractive security elements to enhance the aesthetic appearance and pedestrian environment consistent with the civic character of the context. Staff supports goals to integrate permanent elements into the streetscape in an unobtrusive manner and improve pedestrian circulation. In addition, integrating the perimeter security with street furniture, such as benches, light fixtures, and bicycle racks, creates a more attractive streetscape surrounding the HST Building. The applicant has worked closely with NCPC staff and other interested federal and District agencies to fully coordinate the project. In addition, in accordance with the National Environmental Policy Act and Section 106 of the National Historic Preservation Act, the applicant has provided opportunities for the public to provide input into the project.

### Analysis

Overall, a key goal with this project is to reduce the impact of the perimeter security on public space to the greatest extent possible through the location, material selection, and design of the individual elements. In addition, with the location of the American Pharmacists Association (APhA) Building directly to the south across C Street, the location and arrangement of perimeter security barriers has been coordinated between the two projects to ensure compatibility and minimize impacts on adjacent public space, particularly the perimeter security improvements along the north and south sides of C Street fall within the HST perimeter security improvements project area. The APhA perimeter security improvements is a separate but related project that includes perimeter security measures and site improvements along 22<sup>nd</sup> and 23<sup>rd</sup> Streets. In addition, the current project includes permanent security measure for the US Diplomacy Center, located within the Marshall Wing of the HST Building along 21<sup>st</sup> Street.

The design minimizes impacts on the L'Enfant Plan and public space and is an improvement over the existing temporary precast concrete barriers and planters. The existing temporary security measures have a negative presence along the sidewalk, while the proposed perimeter security improvements will have a more pleasant, varied and open appearance.

In December 2004, the Commission commented favorably on the perimeter security improvements design concept for the HST building. At that time, NCPC directed the DOS to develop specific agreements with DDOT regarding elimination of on-street parking, modification to curb lines and street alignments, vehicular access restriction on C Street, and perimeter security elements in public space. In addition, NCPC directed DOS to develop agreements with adjacent property owners, NAS and APhA, regarding access along C Street; coordinate with the Federal Highway Administration and the Kennedy Center regarding modifications to E Street; and coordinate with NPS regarding reservation 720. Furthermore, NCPC directed DOS to further develop the design of bollards, walls rails, corner markers, and the entry pavilions to reflect the character of the building architecture and ensure that they were located within the building yard, between the face of the building and the public sidewalk, and that they did not intrude into the view corridor of the adjacent historic streets. Finally, the Commission directed the DOS to further study the impacts of proposed trees within the 23<sup>rd</sup> Street right-of-way on viewsheds to and from the Lincoln Memorial. Since 2004, the applicant has been coordinating the concept with neighbors, community groups, local and federal agencies and the current design reflects these extensive negotiations and addresses previous review comments.

The major improvements since the 2004 concept include the relocation of the truck inspection facility from 21st Street to D Street, relocation of the bollard line and street curbs to provide additional public space along 23rd Street and incorporation of low impact development (LID) features to improve stormwater management around the site. Also, when the perimeter security plan was submitted in 2004, the plan included a new security pavilion at each of the five existing entrances to the HST building, including the 21<sup>st</sup> Street entrance. However, the previous concept did not include the United States Diplomacy Center (USDC) or a museum as part of the security program. The function of the security pavilion along 21<sup>st</sup> Street that was described in the perimeter security plan has been incorporated into the Diplomacy Center as a separate submission which was approved by the Commission in 2011. At that time, the USDC did not include any permanent security measures. Permanent security measures for the USDC will be implemented as part of the HST Perimeter Security Improvements.

#### Street Realignment and Reconfiguration

Due to strict security requirements necessary to comply with DOS Bureau of Diplomatic Security and Interagency Security Committee criteria for a Level V facility located in a dense historic context, the HST perimeter improvements includes the realignment of streets to maximize vehicular standoff and improve security controls. The design maintains the same amount of existing street lanes and direction, improves traffic flow, accommodates a wider sidewalk, and street trees. The realignment of the curb matches the current alignment of adjacent blocks to achieve a more uniform road system. The DOS has coordinated with federal and local agencies to mitigate and avoid adverse effects of the historic right-of-ways.

The design provides a consistent sidewalk with a minimum width of 10 feet and tree canopy around the HST building. This is an improvement over the existing conditions, since the current sidewalk is inconsistent around the site. Increasing the sidewalk will benefit those walking north from the National Mall toward the Northwest Rectangle as well as those who will travel south from Foggy Bottom Metro station to the HST Building and the National Mall.

The design reinforces a sense of hierarchy and identity among the existing streets, reestablishes north-south and east-west connections, and improves circulation:

- 23<sup>rd</sup> Street, located to the west of the HST building, is the most publicly transited street, and an important corridor that connects the Foggy Bottom Metro station with Constitution Avenue and the Lincoln Memorial. It is also the second most important entry at the HST building, and serves as the access to the Dean Acheson Auditorium. The east curb of 23<sup>rd</sup> Street will be relocated to align with the adjacent block, at the American Pharmacists Association (APhA), between C Street and Constitution Avenue.
- 21<sup>st</sup> Street, located to the east of the HST building, has two entrances, including the Diplomacy Center and the Jogger's entrance. The Diplomacy Center will be a destination while the Jogger's entrance will remain for service and employees. The proposal includes reconfiguration of 21<sup>st</sup> Street with its historical center line, and relocation of the truck inspection facility from 21<sup>st</sup> to D Street to improve traffic flow.
- C Street, located to the south of the HST Building, is the ceremonial entrance for VIP and emergency, and the most vulnerable section of the building. The curb on the south side of C Street would be relocated to the north to align with the south curb of the adjacent block to the east, at the S. Eccles Federal Reserve Board Building.
- D Street, located to the north of the HST building, includes the truck inspection facility, a security pavilion and the proposed pocket park. The proposal includes realigning the road to the north further away from the building to provide additional security. The ramp from E Street expressway would be realigned slightly to accommodate modifications to D Street and associated security elements. To enable construction of the D Street truck inspection on NPS property, a transfer of jurisdiction will be required. The applicant plans submit the Transfer of Jurisdiction to the Commission in February 2016.
- 22<sup>nd</sup> Street, located to the south of the HST building, perpendicular to C Street and the ceremonial entrance. Retractable bollards will be placed at the intersection of C and 22<sup>nd</sup> Street. The southern portion of 22<sup>nd</sup> Street will be restriped for metered angled parking on the west side and for taxi service on the east side. The northern portion will be restriped for no parking on both sides.

### Landscape Elements

The proposal includes significant landscape improvements, including a total of approximately 164 new trees, ground covers and shrubs. The new trees, combined with removal of approximately 78, constitutes an overall gain of 86 trees within the project boundary. As the design develops further, plant species will be selected in accordance with District of Columbia low impact development requirements and pollinator-friendly species will be considered in accordance with the June 20,

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2014 Presidential Memorandum – *Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators*.

Low impact development (LID) features are incorporated into the streetscape design to capture and filter stormwater runoff. The project is required to comply with the District of Columbia Stormwater Management Regulations, which requires a stormwater retention volume of 1.2” of rainfall to the Maximum Extent Possible (MEP). This project proposes two methods of Stormwater Best Management Practices (BMP’s) to treat stormwater: bioretention open areas and tree planters. The concept design for the stormwater management facilities was formally submitted to the DC Public Space Committee (PSC) on March 31, 2014 in conjunction with the Preliminary Design Review Meeting (PDRM) process managed by DDOT and DOEE. On June 24, 2014, the PSC approved the concept design with the condition that further design elements must be worked out prior to revising and resubmitting final drawings for issuance of the construction permit.

*DDOT Policy for the Use of Public Right of Way for Security Related Purposes* includes that perimeter barriers should be located minimum two feet from the curb line to allow for opening car doors. As part of the negotiations with DDOT, the proposal include the placement of security barriers six feet from the curb line to allow for a planting area. Staff supports the design intent which will soften the appearance of the security elements and improve the pedestrian experience, but offers the following comments:

- Ensure sufficient planting space for proposed and mature trees by evaluating the placement of security element foundations within planting areas in an effort to maintain healthy root systems.
- Consider placing trees in the proposed planting areas on both side of the Diplomacy Center entry to provide shade for the proposed benches, if feasible.

#### Protective Barrier System

Rather than providing a repetitive row of bollards, the design includes a perimeter security barrier system, consisting of freestanding bollards, bollards with rails, and stone-clad walls that complement the building architecture and is consistent with local standards. This variation helps achieve a rhythm that breaks the building monumental scale. The consistent streetscape approach weaves different architectural styles into a cohesive complex. The placement of solid walls is minimized to provide visual clues to signify major building entrances and street corners.

In general, staff supports the design intent for the placement of the protective barrier system, but encourages the applicant to continue developing the transition of different security and architectural elements and minimize interruption of pedestrian circulation. An example of where the barrier should be refined is at the parking/loading entry along 21<sup>st</sup> Street. The bollards located perpendicular to the curb, near the cross walks, on both sides of the parking and loading access are not aligned with other security or architectural elements, and may cause pedestrians to maneuver between them. Barriers that are needed should be located to allow safe pedestrian waiting areas and pedestrian movement.

Another example of where the barriers need to be revisited is at the corner of 21<sup>st</sup> and C as well as 23<sup>rd</sup> and C. The transition between the proposed chamfered walls at the building yard corner and the adjacent building yard curb needs careful articulation. The perimeter security design should strive for continuity, consistency and enhancement of the overall streetscape and be integrated into the urban landscape to minimize their visual impact. The mass and form of security barriers should minimize the contrast between security and streetscape elements and respond to the architectural and landscape concept in which they are located to complement and aesthetically enhance the special character of the HST building.

Staff is supportive of the perimeter security strategy, but offers the following comments:

- Promote pedestrian flow by aligning bollards consistently with architectural elements to minimize disruption of pedestrian circulation and achieve a graceful transition between different security and architectural elements.
- Further develop the design for the proposed benches, bollards and railings to ensure a seamless integration of streetscape and security elements.
- Consider the design and integration of the proposed perimeter security elements, particularly at corner conditions, to avoid constricting pedestrian circulation.

### Streetscape Elements

Overall, staff finds that the proposal includes streetscape amenities that will improve the neighborhood experience and the identity of the DOS. The proposal includes benches to accommodate 297 people and provides 146 bike parking spaces. The HST building contains 8,000 employees and 1,000 daily visitors. In addition, the Diplomacy Center, located within the “Marshall Wing” along 21st Street, will serve as a museum and educational center and will attract approximately 225,000 annual visitors. The proposed perimeter security barriers incorporate significant amenities such as benches, bike racks, lighting and landscape into the streetscape.

With regards to streetscape amenities, we offer the following comments:

- Provide additional seating to enhance the pedestrian experience, including outside of the jogger’s entrance.
- Integrate wayfinding and interpretive signage throughout the site to express the agency’s diplomatic mission, and highlight the history of the building.

### Pocket Park

A new pocket park will be constructed at the intersection of D and 23rd Streets, at the northwest corner of the HST site, the park will be accessible to the public and will enhance the public realm by providing a new gathering space. The park will include seating and new planting areas, integrated into security elements. This park will replace an existing and underutilized park north of the proposed D Street alignment in a more accessible location and will serve as gateway from 23rd Street.

Staff supports the park location but recommends to explore the park's function and character. The park could become an urban oasis for employees, improve the character of D Street, and provide a safe and comfortable pedestrian experience. The proposed design has too much hardscape and the seating layout is too far apart to promote intimacy. The solid walls surrounding the northwest planting area redundant and obstruct views to the landscape. Finally, staff recommends to consider the incorporation of public amenities along the pocket park such as sculptural elements, and water features to celebrate the mission of the agency and steer pedestrians towards the Diplomacy Center.

With regards to the pocket park, we offer the following comments:

- Further explore the function and character of the proposed pocket park as a major gateway along 23<sup>rd</sup> Street and consider amenities, such as sculptural elements, to celebrate the mission of the agency.
- Explore a more interesting and intimate seating arrangement, and consider relocating the bicycle rack facility in order make the corner more visible and inviting.
- Explore an alternative security treatment around the northwest planting area to avoid redundant layers of solid walls that obstruct visibility.

## **CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE**

### **Comprehensive Plan for the National Capital**

As noted above, the perimeter security improvements at the HST Building is consistent with the policies in the Federal Elements of the *Comprehensive Plan for the National Capital*. In particular, the project meets the objectives of the Federal Workplace, and Preservation and Historic Features Elements.

The Federal Workplace encourage the incorporation of building hardening and blast-resistant glazing into new and existing construction to minimize the impact of perimeter security on the public realm. The exterior walls and windows of the "Marshall Wing" have been renovated to meet blast protection standards, this modernization project was approved by the Commission in 2009. The DOS is in the process of renovating the "New State" to meet blast protection standards. In addition, the Federal Workplace promotes coordinating the planning, design, and construction of building perimeter security for neighboring federal buildings that share frontage on a street. The HST perimeter security improvements has been coordinated with the proposed perimeter security at APhA and the USDC. Lastly, the proposal is consistent with the policies that encourage the incorporation of security needs into the streetscape in a manner that enhances the public realm, resulting in coherent and welcoming streetscape, does not restrict or impede operational use of sidewalks or pedestrian, handicap, and vehicular mobility.

The Preservation and Historic Features includes policies to protect and enhance vistas and views that are an integral part of the national capital's image, encourage the practice of good design principles throughout the region to continuously strengthen the image of the nation's capital. The proposal is consistent with those policies by removing temporary concrete planters that had a

continuous, negative presence along the HST complex and replacing them with a permanent barrier system that creates a more open appearance and complements the architecture.

In addition, the Preservation and Historic Features includes policies to construct building facades to the street right-of-way lines (building lines) to reinforce the spatial definition of the historic street plan; take into account the historic spatial significance of the L'Enfant right-of-way and reservations when designing and locating physical security measures along L'Enfant streets and reservations; and provide and maintain street trees to help frame axial views and reinforce the historic green character of the nation's capital. The proposal is generally consistent with these policies by keeping the majority of pavilions and guard booths out of public space. However, due to standoff requirements for this Level V facility, the protective barrier systems (bollards, rails and solid walls) are located within public space, as well as the security pavilion and guard booths along D Street. The proposed guard booths along C Street are located in the center of the road to control road access. The applicant has coordinated extensively with district and federal agencies to avoid and mitigate adverse effects on the rights of way of five streets that contribute to the significance of the L'Enfant-Mc Millan Plan. Finally, the proposal includes street trees along the curb, and an integration of barriers and planting areas.

### **National Capital Urban Design and Security Plan Objectives and Policies**

The project is consistent with the *National Capital Urban Design and Security Plan Objectives and Policies*. In particular, there are three objectives that directly apply to the proposed HST Building perimeter security improvements.

The first objective strives “to protect the design principles inherent in DC’s historic plan and its historic resources and minimize the physical and visual intrusion of security barriers into public space.” In order to satisfy strict security requirements at the HST Building, which is a Level V facility, DOS plans to reconfigure 21st, 23rd, C and D Street lane widths, while installing new curbs and providing a wider and continuous sidewalk around the site. The plan minimizes the physical and visual intrusions of security barriers into the right-of-way to the maximum extent practicable, however due to complex security requirements, the protective barrier system is located along the public space while maintaining a consistent tree canopy along the curb. The protective barrier system is set back six feet or more from the curb along 21<sup>st</sup> and 23<sup>rd</sup> to allow street trees along the curb and soften the perception of security elements. The planting areas will include LID strategies to improve stormwater treatment. The protective barriers will be setback two feet from the curb along C and D Street to comply with minimum DDOT standards.

The second objective includes “to encourage a multi-faceted approach to selection of appropriate security measures that considers intelligent information, operation and procedural measures and design strategies.” The HST proposal includes relocation of the truck inspection screening facility from 21<sup>st</sup> to D Street in order to enhance traffic flow and the streetscape environment along 21<sup>st</sup> Street. This entails realignment of D Street to maximize vehicular setback and improve security control. Implementation of an inspection management plan would mitigate potential queues spilling from the proposed truck inspection area. An inspection management plan would schedule and manage truck arrivals as well as facilitate security measures.

The third objective that relates to the project is “to strike a balance between physical perimeter security and the vitality of the public realm.” The project includes amenities such as benches, bike racks, trees, wider sidewalks and a pocket park, to improve the overall character of the streetscape.

In addition, one of the policies include to locate perimeter security barriers within the building yard when the face of the sensitive building to the outside edge of the building yard is a minimum of 20 feet. Perimeter security may be permitted in public space if the distance from the face of the building to the outside edge of the building yard is less than 20'. Due to strict standoff requirements, the HST project includes the placement of security barriers in public space.

### **Monumental Core Framework Plan**

The project site is located within the Northwest Rectangle precinct of the Monumental Core Framework Plan. The Northwest Rectangle is an enclave of major government headquarters and monumental institutions adjacent to the National Mall. The HST Building Perimeter Security will advance the Framework Plan's initiative to connect the Kennedy Center with the White House and President's Park by establishing the E Street corridor as a commemorative linear park. One of the plan's key goals within this area is to establish a series of connected parks centered on E Street and Virginia Avenues between the Kennedy Center on the west and the White House on the east. The proposed perimeter improvements project would not impede this vision from moving forward and will provide a pocket park along D Street and significant streetscape enhancements. The project is also consistent with the Framework plan's strategy of improving pedestrian movement between the Foggy Bottom Metro station and the National Mall along Virginia Avenue, 21<sup>st</sup>, and 23<sup>rd</sup> Streets, through street and park beautification, and improved signage and wayfinding. The HST perimeter security improvements will encourage pedestrians to move easily between the Northwest Rectangle and the National Mall by strengthening the public realm, improving the sidewalk and open space. Furthermore, the proposed project is consistent with some of the strategies included in the Framework Plan, such as improving stormwater management, promoting bicycle use, designing great streets, eliminating visual obstructions, restoring corridors, removing psychological barriers and reestablishing the tree urban canopy.

The Framework Plan makes a specific recommendation to develop approximately 250,000 square feet of infill development opportunity for the DOS's northern building yard on the south side of E Street. The goal of this additional federal office space was to transform the Northwest Rectangle into a more desirable workplace and destination for visitors and residents. Although the proposed project does not include this additional federal office space, the project is consistent with the goals and strategies in the Framework Plan related to the Northwest Rectangle.

### **National Historic Preservation Act**

NCPC and DOS each have an independent responsibility to comply with the National Historic Preservation Act (NHPA); NCPC's responsibility stems from its review and approval authority over the project. NCPC designated DOS as lead agency to fulfill its obligation for Section 106 consultation.

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The DOS completed consultation with the District of Columbia State Historic Preservation Officer (DC SHPO). The HST building is individually eligible for the National Register of Historic Places and is a contributor to the Northwest Rectangle Historic District. DOS, in consultation with the SHPO, determined that the Perimeter Security Improvements at the HST Building would result in adverse effects on historic properties. NCPC has been an active participant in the project's Section 106 consultation process and has been working with the consulting parties to avoid and minimize potential adverse effects on historic properties. Adverse effects include: removal of or alterations to original design elements of the building, including the canopies, vestibules, paving, planters, and other features of its five entrances; narrowing the roadways and constructing security features in the rights of way of five streets that contribute to the significance of the L'Enfant-McMillan Plan of the City of Washington National Register documentation; and additions to or alteration of character-defining features that interrupt or interfere with views of the HST building and views along L'Enfant-McMillan streets. A Programmatic Agreement (PA) among the DOS, GSA, DC SHPO, ACHP, NCPC and NPS was developed to identify the adverse effects, stipulate measures to mitigate those effects, prescribe a process for review of each phase and ensure compliance with the concept plan. The PA is expected to be executed within the next few weeks.

Stipulation in the PA included hiring a construction monitor and implementing mitigation measures. Mitigation included the stipulation that DOS would revise and update the National Register Nomination for the Northwest Rectangle Historic District. Other mitigation included developing interpretive signage for incorporation into the perimeter security elements along 23<sup>rd</sup> Street, retaining in place the historic stone paving at each entrance pavilion and reusing it in the new entrances to the maximum extent possible.

### **National Environmental Policy Act (NEPA)**

NCPC and DOS each have an independent responsibility to comply with the National Environmental Policy Act (NEPA); NCPC's responsibility stems from its approval authority over the project. In accordance with the Council on Environmental Quality's rules for implementing NEPA, and the Commission's Environmental and Historic Preservation Policies and Procedures, DOS prepared an Environmental Assessment (EA) for the project. NCPC and GSA were cooperating agencies on the EA. The EA analyzed a "Build Alternative" and "No Build Alternative;" the preferred alternative was identified as the "Build Alternative." Topics analyzed in the EA included: transportation and parking, public safety, utilities, community facilities, historic resources, archeological resources, land use and ownership, local and regional planning context, public space, population, economy and employment, visual resources, noise, solid waste, hazardous waste, topography, geology, soils, wetlands and floodplain, stormwater/groundwater, air quality, vegetation, wildlife, threatened or endangered species, and environmental justice. DOS issued a Finding of No Significant Impact (FONSI).

NCPC staff has reviewed the EA and FONSI and determined that the information and analysis provided meets the standards for an adequate EA as set forth in NCPC's Environmental and Historic Preservation Policies and Procedures and that a FONSI is warranted based on the information contained in the EA. Therefore, staff recommends **the Commission adopt DOS's**

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**finding of No Significant Impact for the Harry S Truman Building Perimeter Security Improvements; signed by DOS on August 27, 2015.**

**CONSULTATION**

**Coordinating Committee**

The Coordinating Committee reviewed the proposal at its September 9, 2015 meeting. The Committee forwarded the proposal to the Commission with the statement that it has been coordinated with all participating agencies. The participating agencies were: NCPC; the District of Columbia Office of Planning; the State Historic Preservation Officer; the District of Columbia Department of Transportation, the General Services Administration; the National Park Service and the Washington Metropolitan Area Transit Authority.

**U.S. Commission of Fine Arts**

The U.S. Commission of Fine Arts reviewed the project and approved the updated concept in November 2014. In their approval, CFA commented that the plan was responsive to its previous comments and requested further refinement of details. CFA requested additional study of the public space elements, such as benches. In addition, CFA recommended to modify the awkward detail of the horizontal rail as it attaches to the cylindrical bollards, possibly using shrubbery instead of rails to discourage walking through the planted areas. Acknowledging the contemporary best practices of low-impact design, CFA suggested that the planted areas along the curb support the formal character of the State Department complex. The applicant anticipates to submit to CFA for final review at its February 18, 2016 meeting.

On November 2004, CFA approved the Perimeter Security Improvements concept. Due to the time lapse since the original approval, the concept was resubmitted on October 2010 for renewal of its original approval. However, further negotiations between DOS and the District of Columbia related to street alignments and public space encroachments of security elements resulted in another time lapse. The current plan is the final result of those negotiations.

**Coordination with local agencies**

The applicant has coordinated closely with the District of Columbia Office of Planning throughout the design development process. In addition, the applicant attended a Preliminary Design Review Meeting (PDRM). The PDRM is a function of the District Department of Transportation's Public Space Management, its purpose is to discuss and facilitate the review of proposed streetscape improvements related to complex or large-scale projects. The PDRM provides a mechanism for the applicant to receive feedback from DDOT in relation to the project. PDRMs generally occur prior to the Public Space Committee or required permit review and approval.

The District of Columbia Public Space Committee (PSC) reviewed and approved the concept design in June 2014. Within its comments, the PSC requested that any special paving must comply with general DC standards, tree canopy must be consistently maintained along C Street, 21<sup>st</sup> Street,

---

and 23<sup>rd</sup> Street. The PSC requested that security elements be predominantly open in design (fewer walls, more bollards and fencing) and recommended incorporating more landscape at the entrance to the Diplomacy Center on 21<sup>st</sup> Street to reduce the amount of paving, but allowing an additional amount wider than the sidewalk appropriate for the entrance of a large facility. PSC recommended that the curb cut on C Street could be maintained and requested further design of security elements to appear to be more a part of the public space and not the building. Additional items to be worked out include LID infrastructure, location, materials and specific street trees prior to issuance of the public space permit. The applicant has incorporated most of the comments into the current design and plans to submit revised drawings to the PSC next summer.

### **ONLINE REFERENCE**

The following supporting documents for this project are available online:

- Preliminary Design - Submission Package
- Finding of No Significant Impact (FONSI)
- Programmatic Agreement

Prepared by Vivian Lee  
9/10/2015

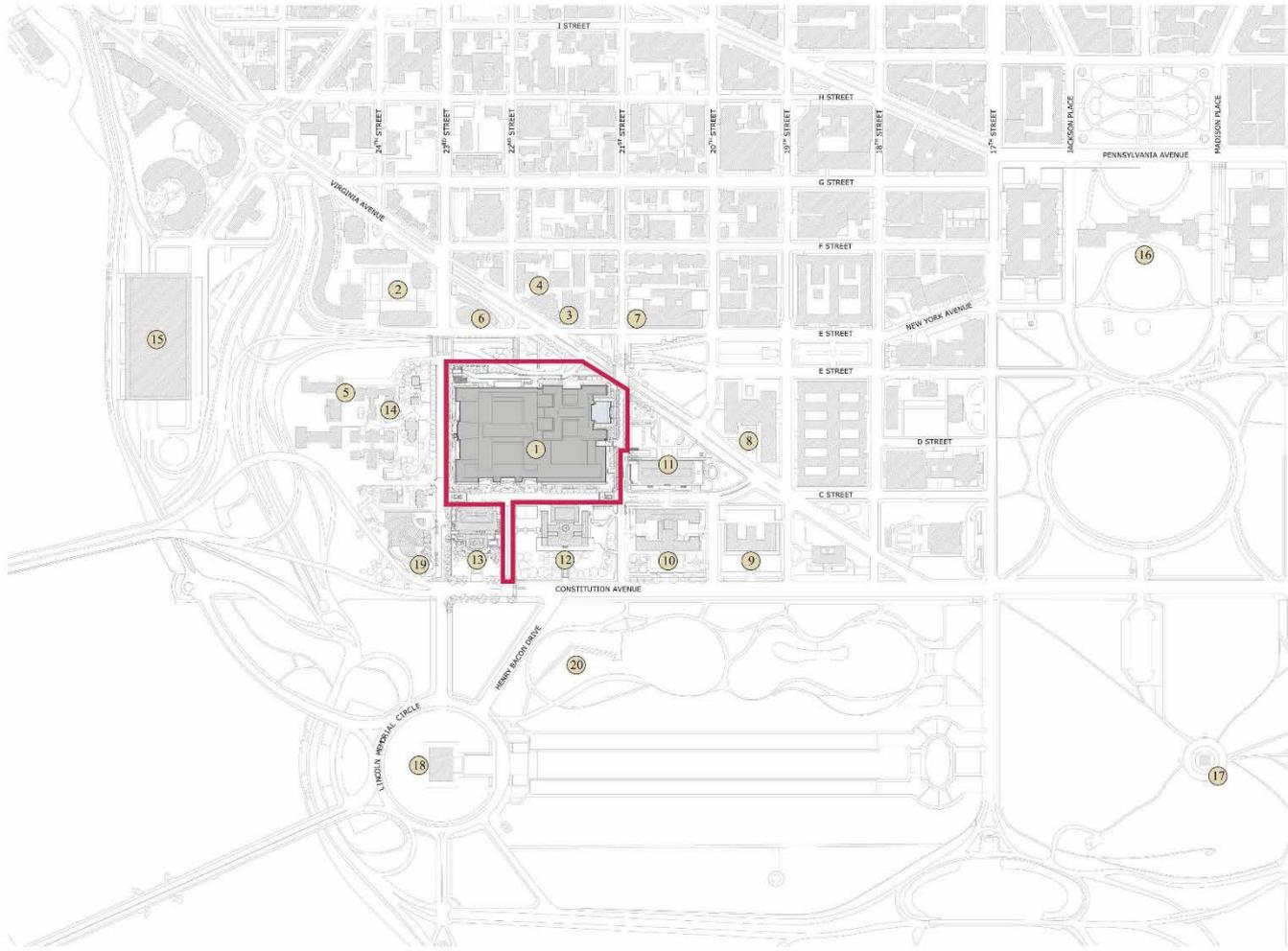
### **POWERPOINT (ATTACHED)**

6541

Preliminary Submission

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October 1, 2015



**LEGEND**

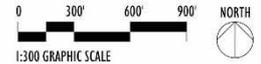
1. Department of State Harry S. Truman Building
2. SA-01 Columbia Plaza Annex
3. SA-02
4. SA-03
5. SA-04
6. Pan American Health Organization
7. American Red Cross D.C. Chapter House
8. Office of Personnel Management
9. Department of Interior South
10. Federal Reserve Board Eccles Building
11. Federal Reserve Board Martin Building
12. National Academy of Sciences
13. American Pharmacists Association
14. Old Navy Observatory
15. Kennedy Center
16. White House
17. Washington Monument
18. Lincoln Memorial
19. U.S. Institute of Peace
20. Vietnam Memorial Visitor Center

Project Boundary ———



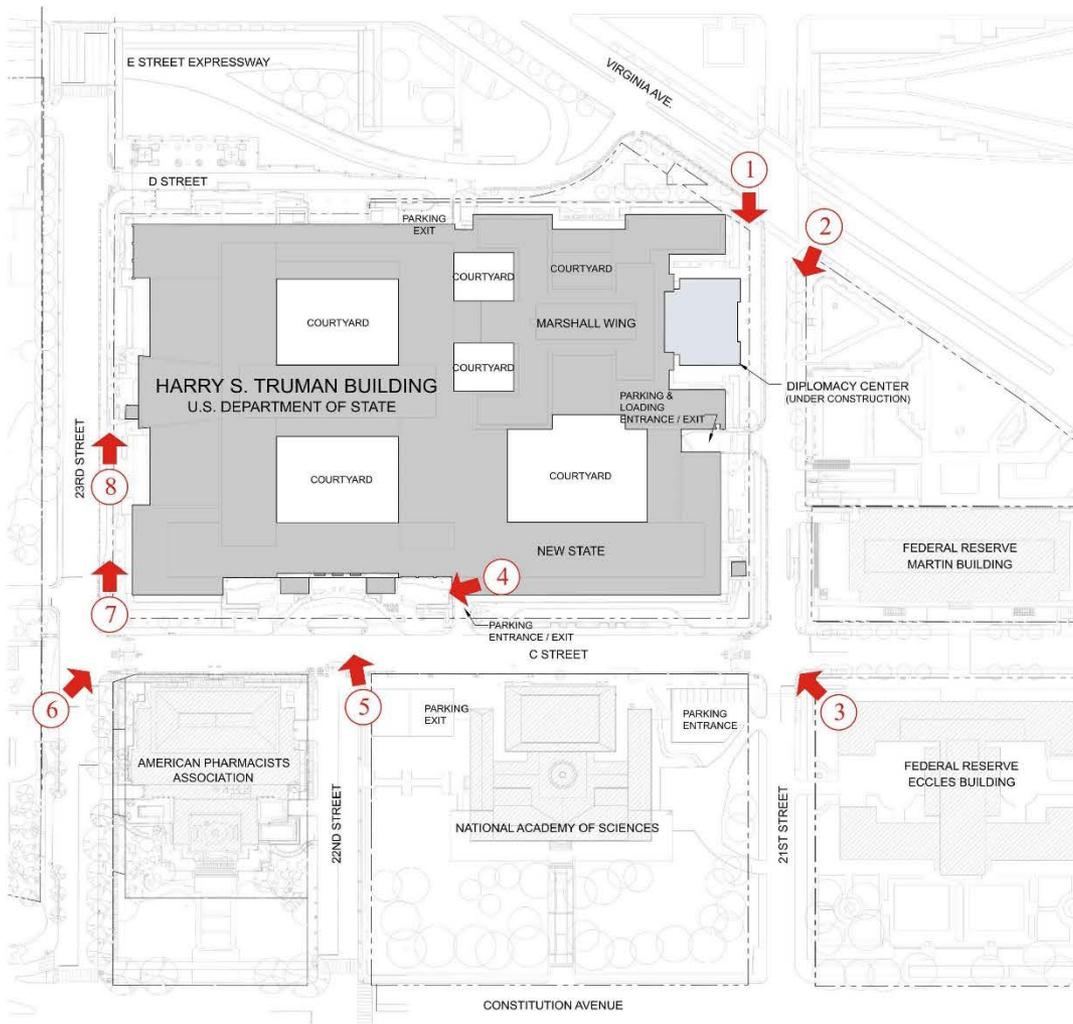
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Vicinity Map

Drawing 2.01  
28 August 2015



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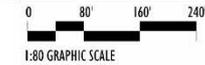
Rhodeside & Harwell, Inc.



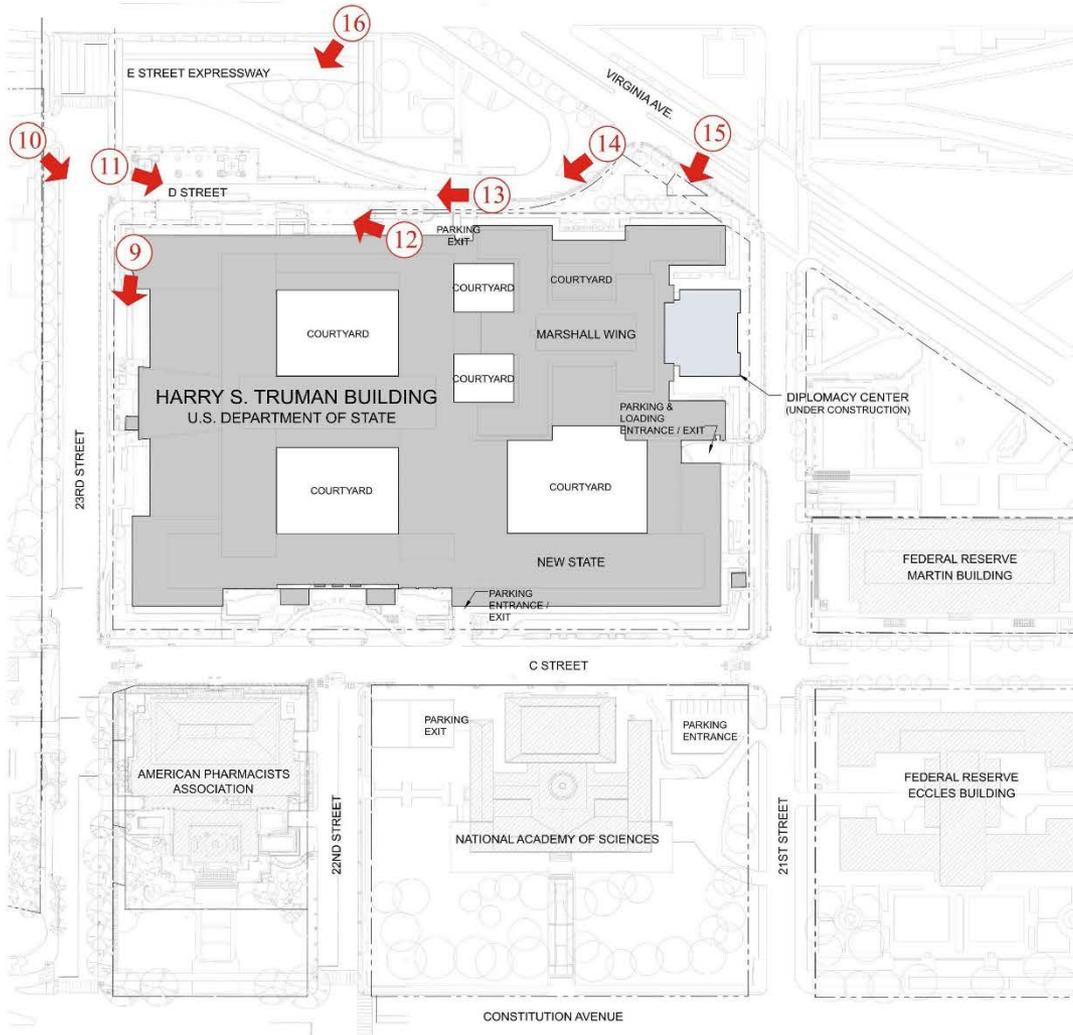
Drawing 4.01  
28 August 2015



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Existing Site Plan & Photos (1 of 2)

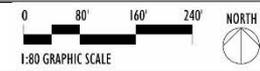


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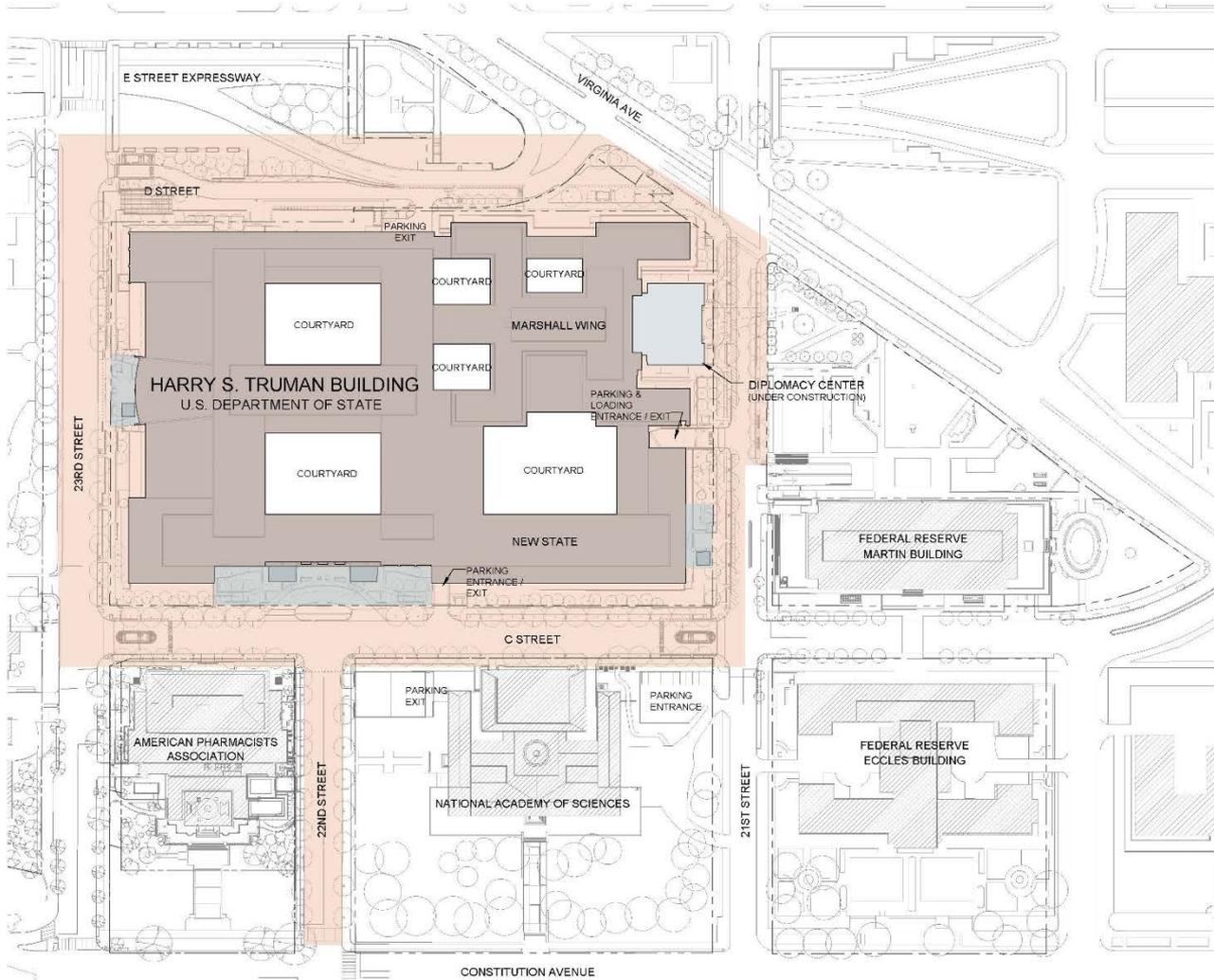
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Existing Site Plan & Photos (2 of 2)

Drawing 4.02  
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## LEGEND

- Phase I   
Construction estimated to begin in Spring 2016.
- Phase II   
Design of 23rd Street Pavilion estimated to begin 2017. C Street and 21st Street (Jogger's Entrance) are yet to be determined



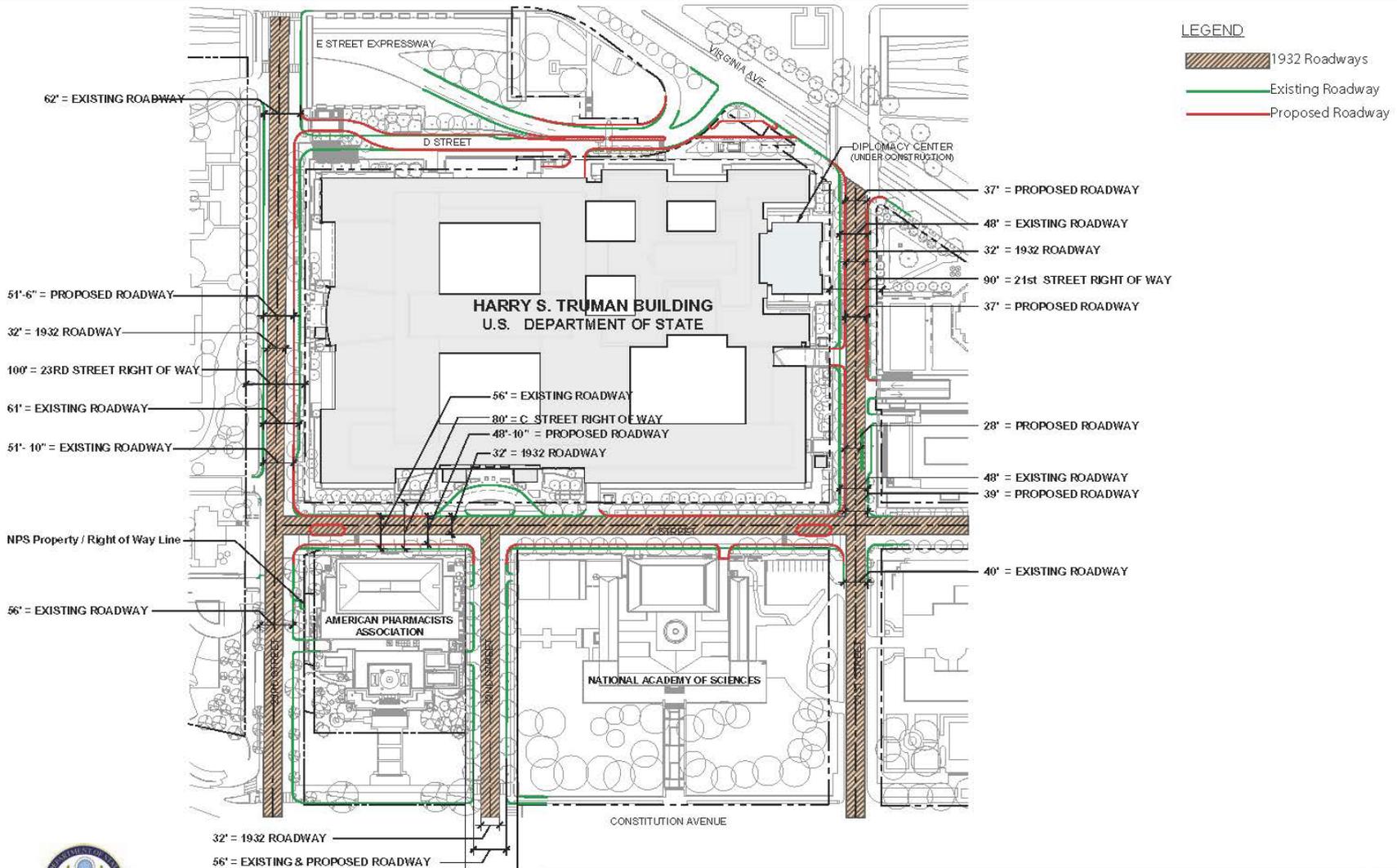
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Proposed Phasing Plan



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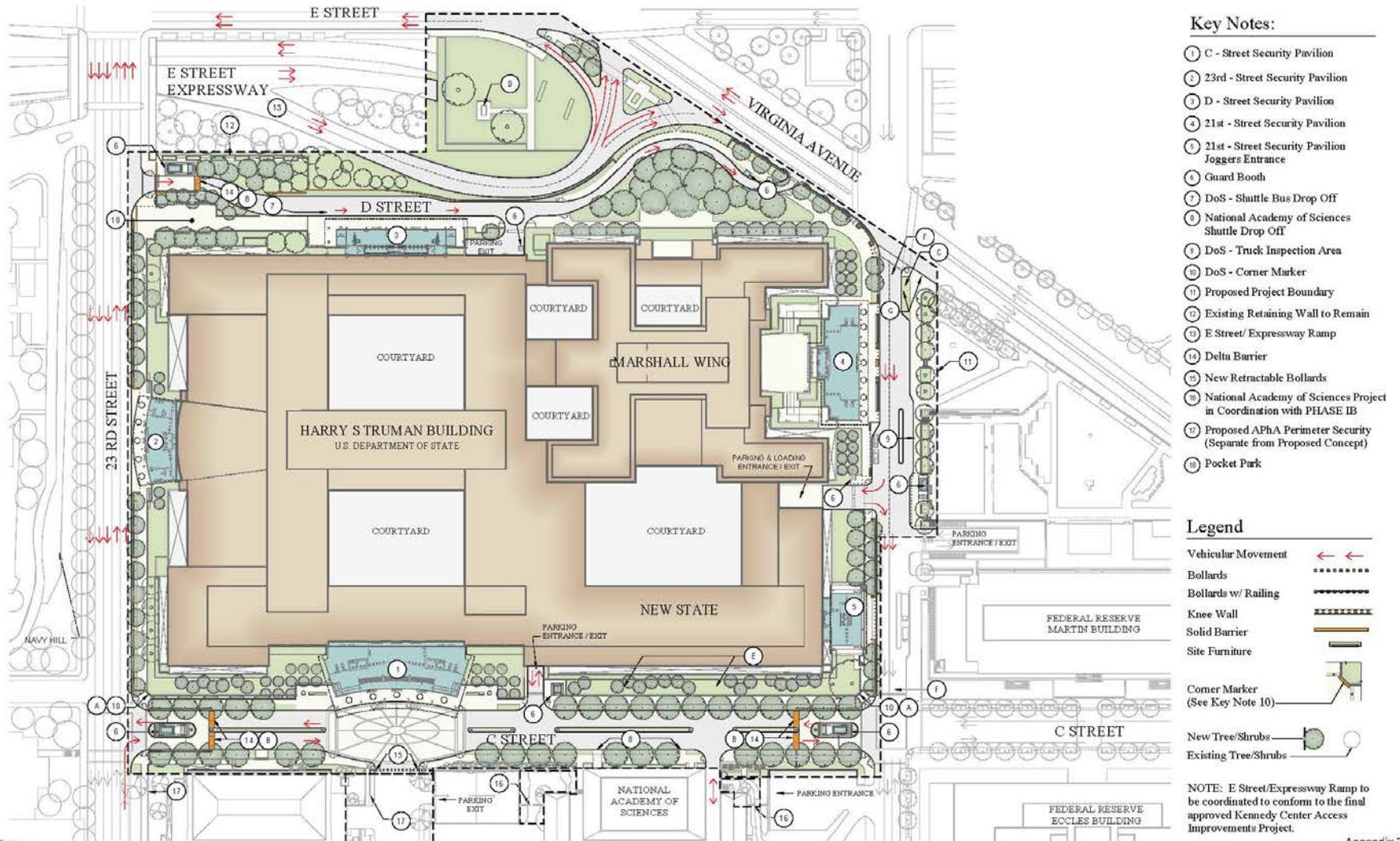
Drawing 5.01  
28 August 2015

# Existing and Proposed Roadway Widths



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Comparative Roadway Widths: 1932, Existing and Proposed





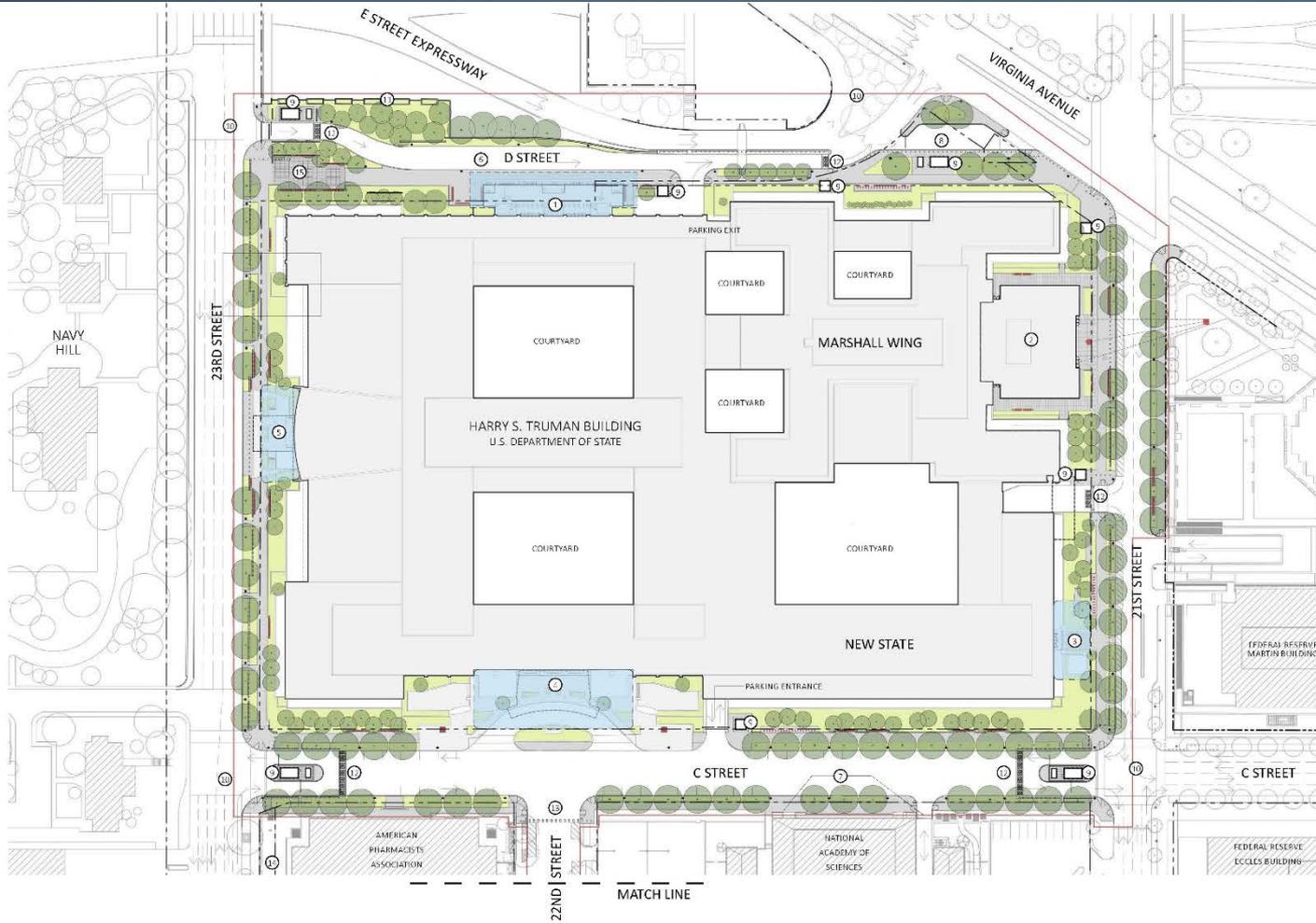
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Site Plan (Previously Submitted for CFA Review on October 7, 2010)



Appendix 2  
28 August 2015

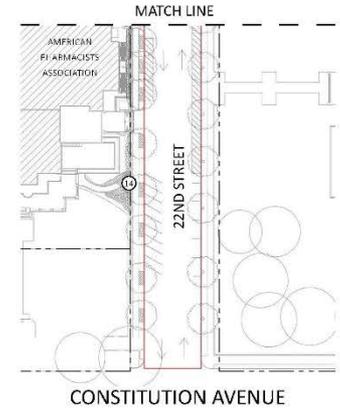
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**Key Notes:**

- ① D Street Security Pavilion
- ② U.S. Diplomacy Center (Under Construction)
- ③ 21st Street Jogger's Entrance
- ④ C Street Diplomatic Entrance
- ⑤ 23rd Street Entrance
- ⑥ DoS- Shuttle Bus Drop off
- ⑦ National Academy of Sciences Shuttle Drop Off
- ⑧ DoS- Truck Inspection Area
- ⑨ Guard Booth
- ⑩ Proposed Project Boundary
- ⑪ Existing Retaining Wall to Remain
- ⑫ Delta Barrier
- ⑬ New Retractable Bollards
- ⑭ Proposed APhA Perimeter Security (Separate from Proposed Concept)
- ⑮ Pocket Park

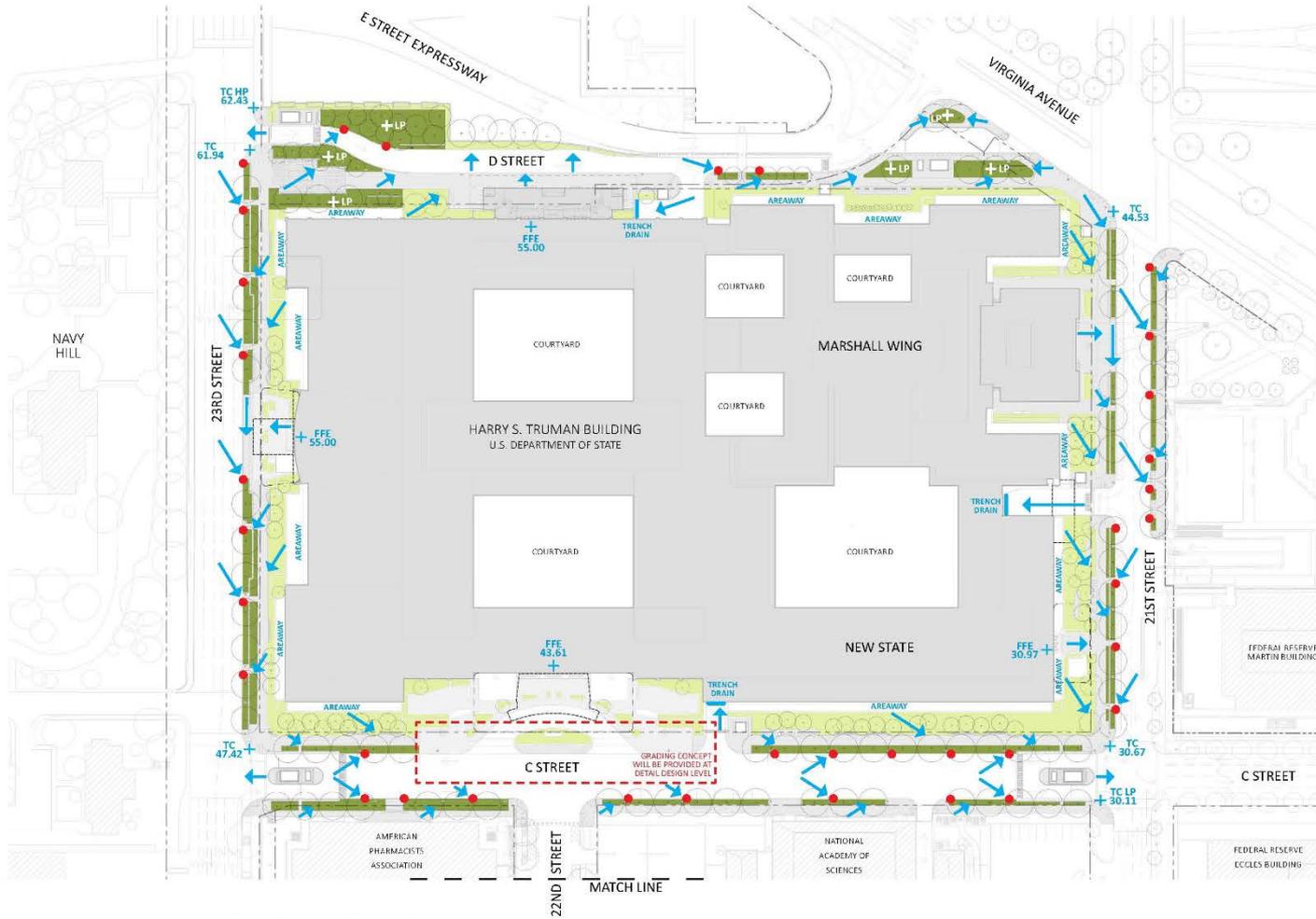


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Site Plan

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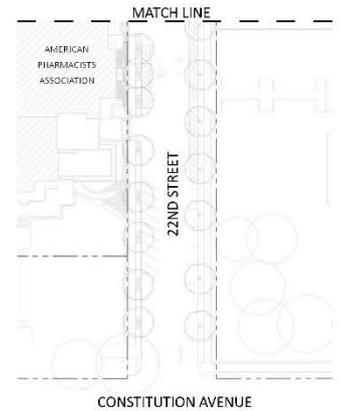
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Landscape Architects

# Grading and Drainage Concept



## Grading and Drainage Concept Key

-  Direction of Drainage
-  Trench Drain
-  L.I.D. Curb Cut
-  L.I.D. Planting
-  Garden Planting



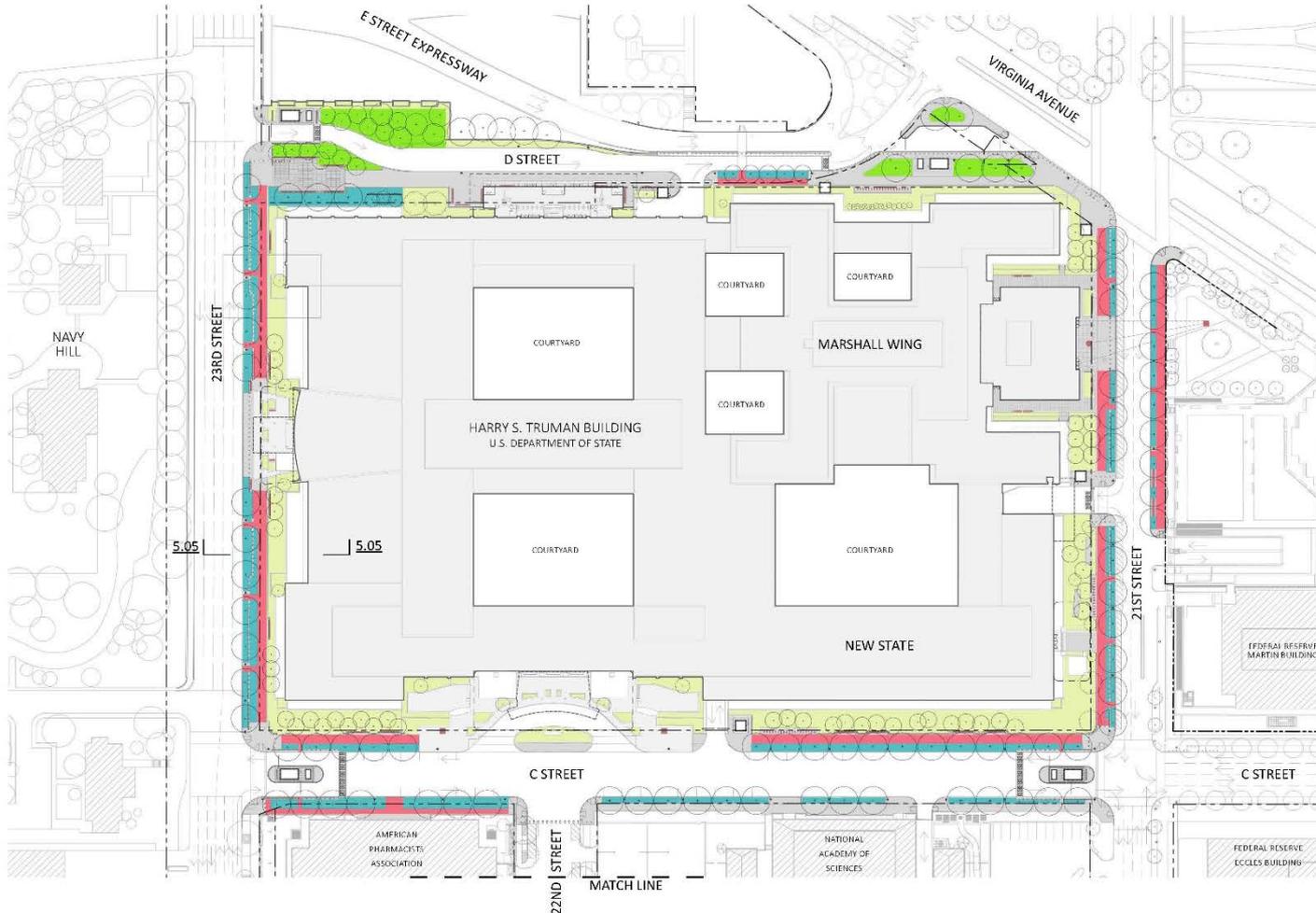
NOTE: Grading and drainage subject to change upon more detailed grading studies



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Grading and Drainage Concept

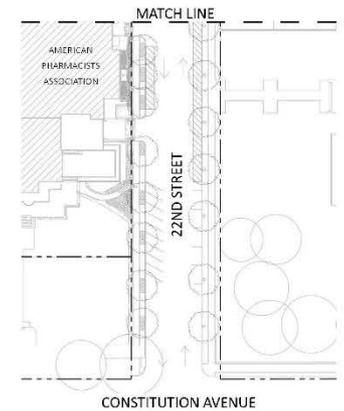
0' 80'  Drawing 5.03  
28 August 2015

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**L.I.D. Opportunities Key**

- Bio-Retention Open Areas
- Bio-Retention Tree Planters
- Cell-Type Supports For Tree Pit Soil Under Sidewalks



NOTE: L.I.D. areas subject to change upon more detailed grading studies



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: L.I.D. Scheme Plan

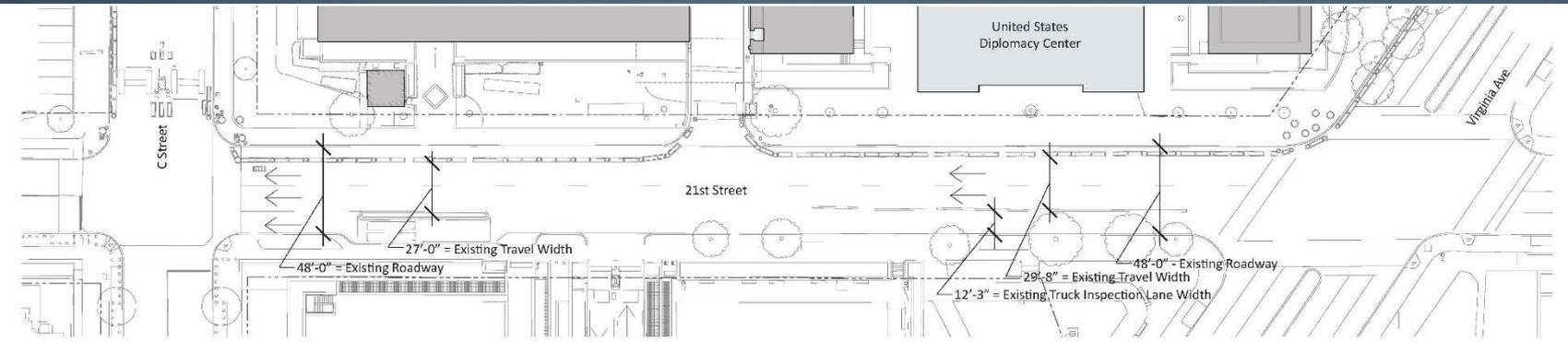
0' 80' **Drawing 5.04**  
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# Typical LID Section and Precedents





21st Street Existing Conditions

## Existing



PLAN



ELEVATION



# 21<sup>st</sup> Street Section – Diplomacy Center Entrance



19" Diplomacy Center Plaza      10' Sidewalk      4'-8" Seating Area      5'-9" L.I.D. Planting Area      21st Street Roadway      6'-4" L.I.D. Planting Area      10' Sidewalk      Infill Planting



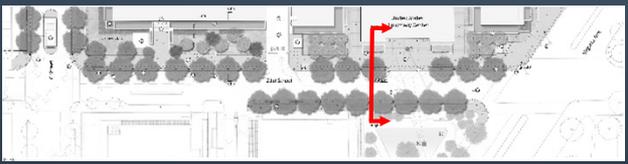
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: 21st Street Cross Section - Diplomacy Center Entrance



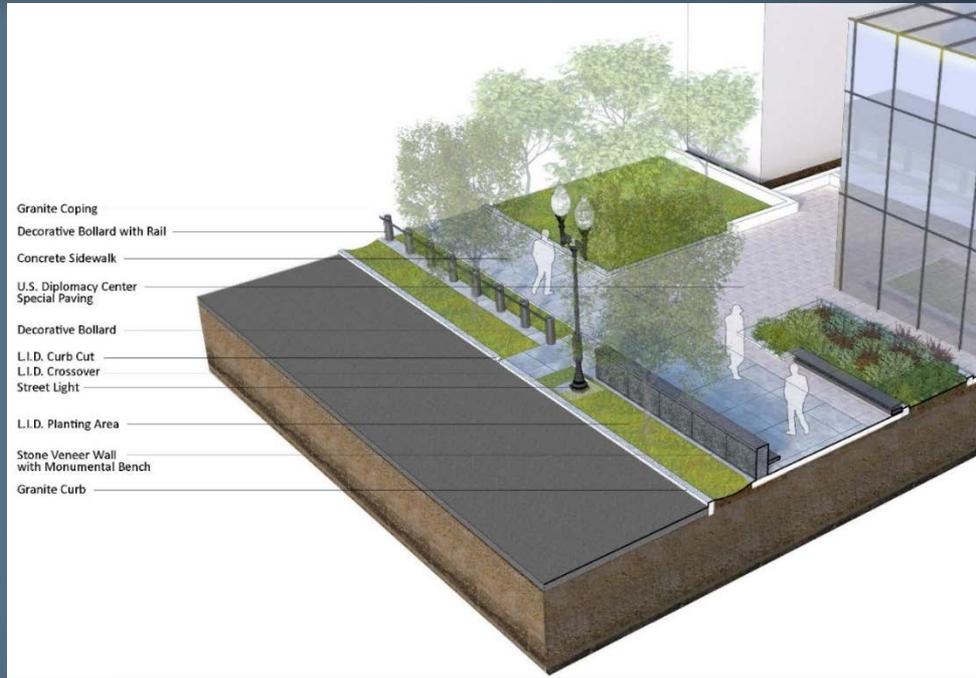
Drawing 5.08  
28 August 2015

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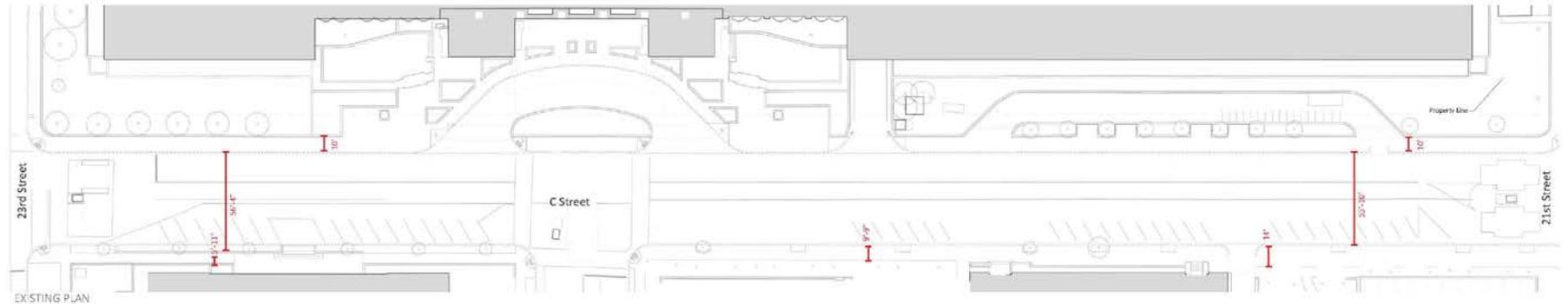
# 21<sup>st</sup> Street Section and Axonometric



# 21<sup>st</sup> Street Visualization – Diplomacy Center Entrance



# C Street Plan and Elevation



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: C Street Existing and Proposed Dimensions

Drawing S.12.A  
28 August 2015



- Site Elements**
- Existing Planter (Typ.)
  - Existing Flag Pole
  - Existing Temporary Screening Pavilion
  - Existing Building Canopy Above
  - Existing Evergreen Tree (Typ.)
  - Existing Tree (Typ.)
  - Existing Asphalt Paving (Typ.)
  - Existing Concrete
  - Existing Crosswalks (Typ.)
  - Existing Curb Ramps (Typ.)
  - Existing Standard Granite Curb (Typ.)
  - Existing Concrete Coping (Typ.)
  - Existing Street Light (Typ.)
  - Existing Decorative Bollard (Typ.)
  - Existing Decorative Bollard with Rail (Typ.)
  - Existing Structural Bollard (Typ.) (No Decorative Cover)
  - Existing Retractable Bollards
  - Existing Stone Veneer Wall (Typ.)
  - Existing Seat Wall (Typ.)
  - Existing Seat Wall with Bench (Typ.)
  - Existing Monumental Bench (Typ.)
  - Existing Bench (Typ.)
  - Existing Standard Concrete Sidewalk (Typ.)
  - Existing New Planting Area (Typ.)
  - Existing Ornamental Tree (Typ.)
  - Existing Shade Tree (Typ.)
  - Existing Evergreen Shrubs (Typ.)
  - Existing 1-9 (Hedera) Crossover (Typ.)
  - Existing New Curb Alignment
  - Existing No Parking Zone (Typ.)
  - Existing Partial Parking (Typ.)
  - Existing Truck Inspection Station
  - Existing Swing Arm Gate (Typ.)
  - Existing Vehicle Barriers (Typ.)
  - Existing Shuttle Bus Pickup/Dropoff
  - Existing Bicycle Rack
  - Existing Relocated Capital Staircase
  - Existing Awesway (Typ.)
  - Existing Parking & Entrance/Exit
  - Existing 15 Street Entrance Pavement
  - Existing 21st Street Entrance
  - Existing Pocket Park - Concrete with Special Acid Pattern
  - Existing Future Entrance Pavilion Zone
  - Existing Edward J. Kelly Park
  - Existing DecoBee Statue

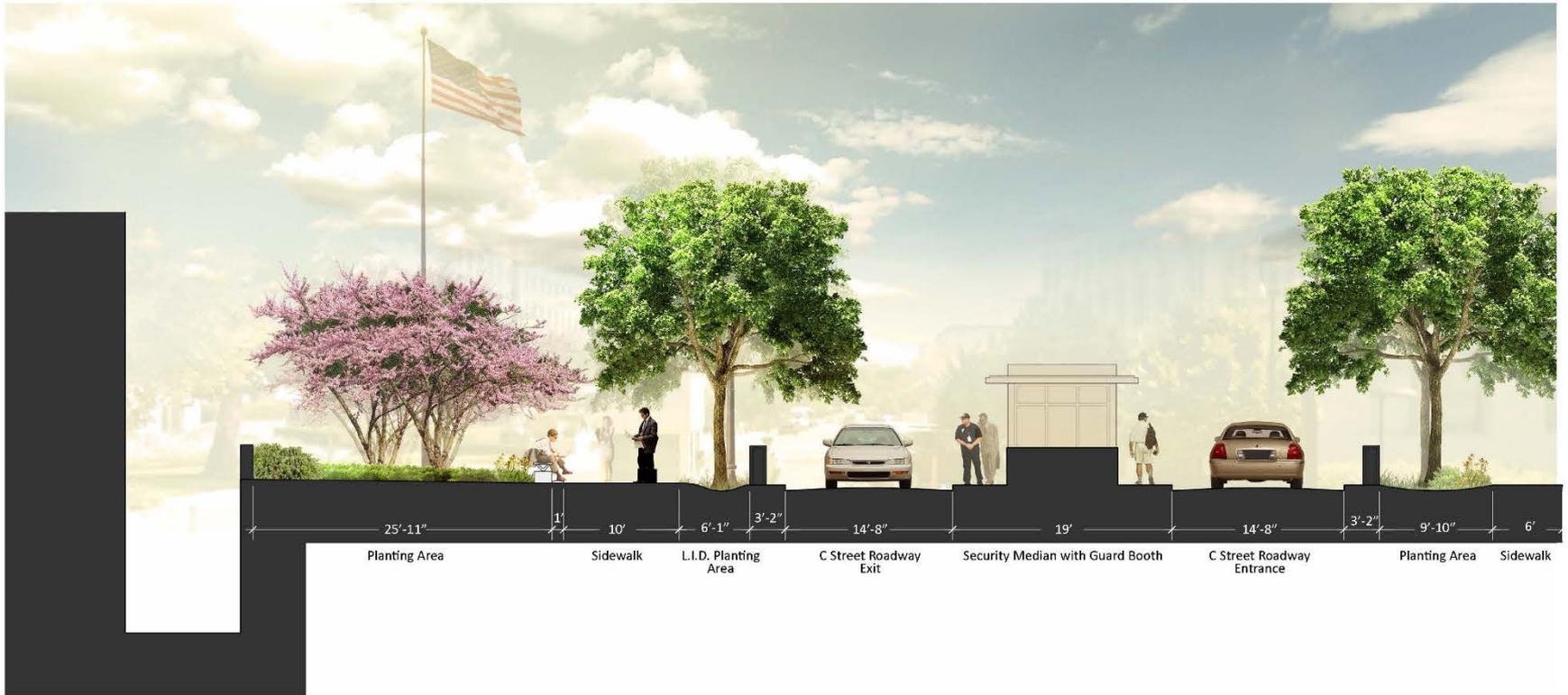


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: C Street Plan and Elevation

Drawing S.12  
28 August 2015



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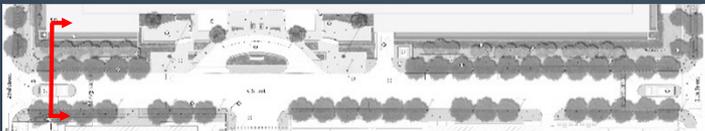


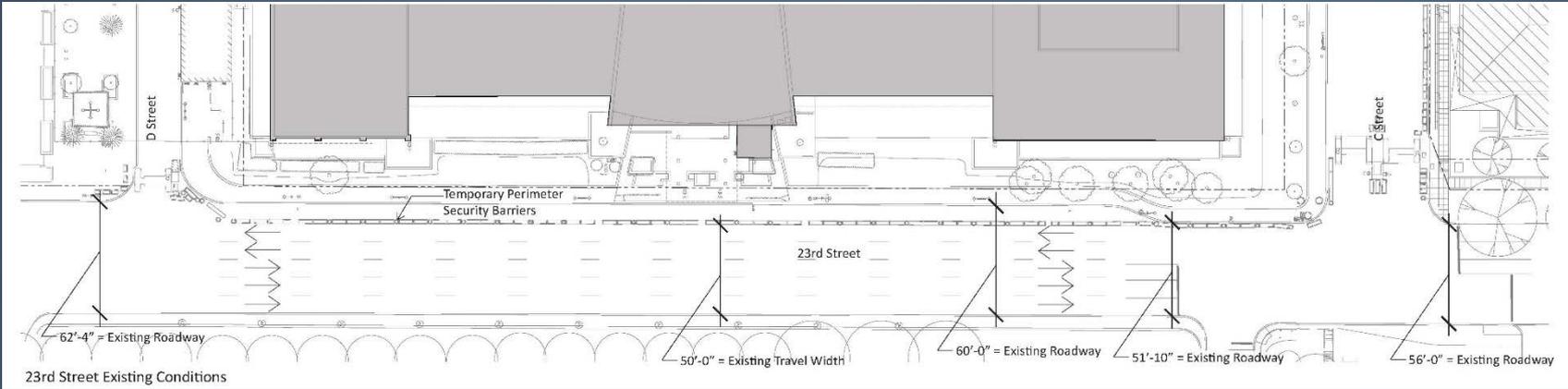
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: C Street Cross Section - Guard Entrance

0' 8' Drawing 5.13  
28 August 2015

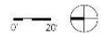
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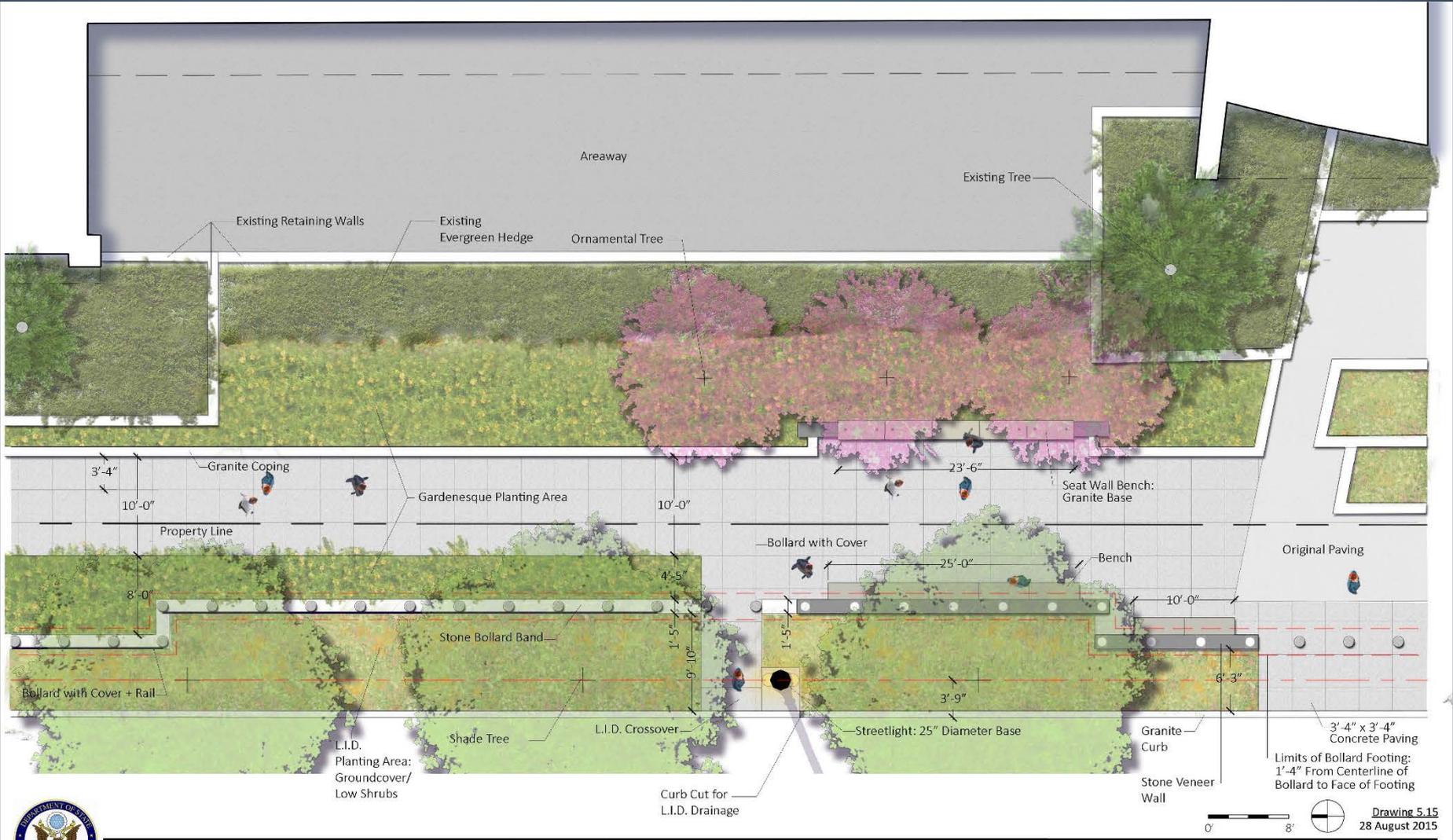




## Existing



# 23rd Street Typical Plan Enlargement



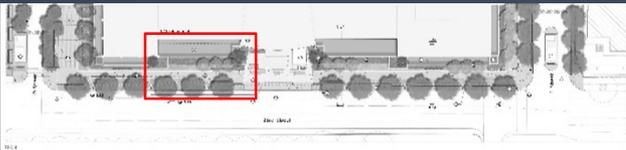
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: 23rd Street Typical Plan Enlargement

0' 8'

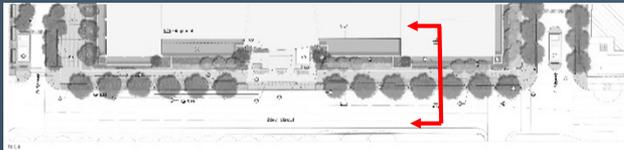
Drawing 5.15  
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# 23rd Street Section – Wall and Bench



# 23rd Street Streetscape Axonometric

- Granite Coping
- Concrete Sidewalk
- Decorative Bollard with Rail
- Decorative Bollard
- L.I.D. Crossover
- Street Light
- L.I.D. Curb Cut
- L.I.D. Planting Area
- Granite Curb



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: 23rd Street Streetscape Axonometric

Drawing 5.18  
28 August 2015

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# 23rd Street Visualization – Pocket Park

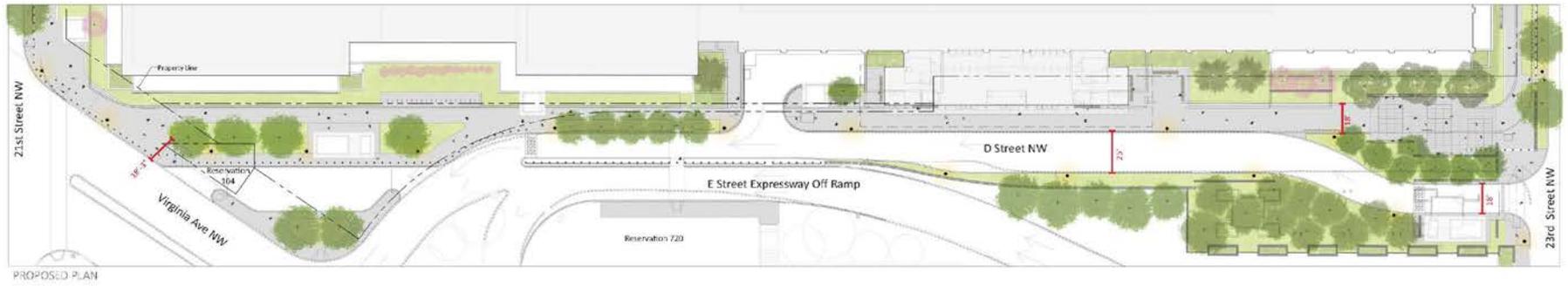
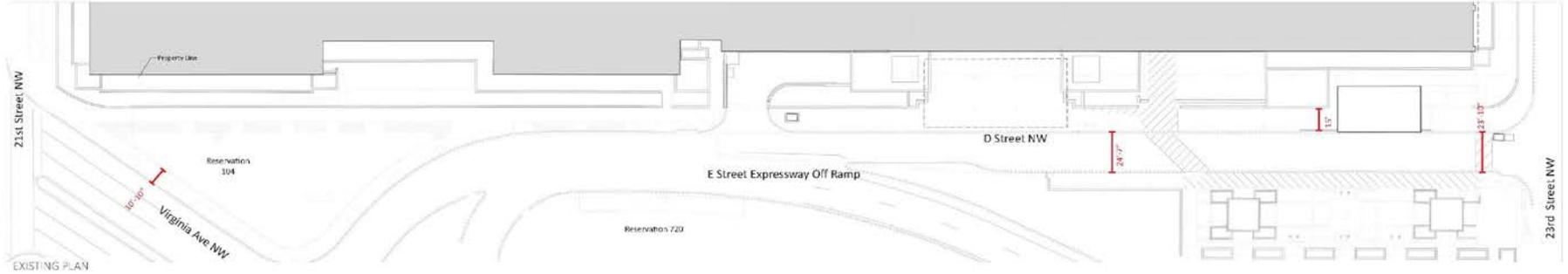


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: 23rd Street Visualization - Pocket Park

Drawing 5.19  
28 August 2015

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# D Street Plan and Elevation



 U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: D Street Existing and Proposed Dimensions

Scale: 0' 10' 20'

DATE: 28 August 2015

Drawn: S.20 A

Checked: S.20 A

Approved: S.20 A

Project: U.S. Department of State, Harry S Truman Building

Location: 21st Street NW, Washington, DC

Scale: 1" = 10'-0"

North Arrow

Legend:

- Site Plan
- Proposed
- Existing



- Site Elements**
- |  |  |   |   |  |   |   |  |
|--|--|---|---|--|---|---|--|
| <ul style="list-style-type: none"> <li>○ Existing Planter (Typ.)</li> <li>○ Existing Flag Pole</li> <li>○ Existing Temporary Screening Pavilion</li> <li>○ Existing Building Canopy Above</li> <li>○ Existing Evergreen Tree (Typ.)</li> <li>○ Existing Tree (Typ.)</li> </ul> | <ul style="list-style-type: none"> <li>○ Existing Historic Paving (Typ.)</li> <li>○ Social Paving (Typ.)</li> <li>○ Guard Booth</li> <li>○ Crosswalk (Typ.)</li> <li>○ Curb Ramp (Typ.)</li> <li>○ Standard Granite Curb (Typ.)</li> </ul> | <ul style="list-style-type: none"> <li>○ Granite Coping (Typ.)</li> <li>○ Street Light (Typ.)</li> <li>○ Decorative Bollard (Typ.)</li> <li>○ Decorative Bollard with Rail (Typ.)</li> <li>○ Structural Bollard (Typ.) (No Decorative Cover)</li> <li>○ Retractable Ballards</li> </ul> | <ul style="list-style-type: none"> <li>○ Stone Veneer Wall (Typ.)</li> <li>○ Seat Wall (Typ.)</li> <li>○ Seat Wall with Bench (Typ.)</li> <li>○ Monumental Bench (Typ.)</li> <li>○ Bench (Typ.)</li> <li>○ Standard Concrete Sidewalk (Typ.)</li> </ul> | <ul style="list-style-type: none"> <li>○ New Planting Area (Typ.)</li> <li>○ Ornamental Tree (Typ.)</li> <li>○ Shade Tree (Typ.)</li> <li>○ Evergreen Shrub (Typ.)</li> <li>○ Landscape Struc. (Typ.)</li> <li>○ New Curb Alignment</li> </ul> | <ul style="list-style-type: none"> <li>○ No Parking Zone (Typ.)</li> <li>○ Formal Parking (Typ.)</li> <li>○ Truck Inspection Station</li> <li>○ Swing Arm Gate (Typ.)</li> <li>○ Vehicle Barriers (Typ.)</li> <li>○ Shuttle Bus Pick-up/Drop-off</li> </ul> | <ul style="list-style-type: none"> <li>○ Landscape Plan</li> <li>○ Relocated Curb &amp; Bikeshare</li> <li>○ Archway (Typ.)</li> <li>○ Parking &amp; Entrance Exit</li> <li>○ D Street Entrance Pavilion</li> <li>○ 21st Street Entrance</li> </ul> | <ul style="list-style-type: none"> <li>○ Paved Park Concrete with Special Joint Pattern</li> <li>○ Future Entrance Fawn on Zone</li> <li>○ Fdwalk Lolly Park</li> <li>○ Bikeshare Station</li> </ul> |
|--|--|---|---|--|---|---|--|

 U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: D Street Plan and Elevation

Scale: 0' 10' 20'

DATE: 28 August 2015

Drawn: S.20

Checked: S.20

Approved: S.20

Project: U.S. Department of State, Harry S Truman Building

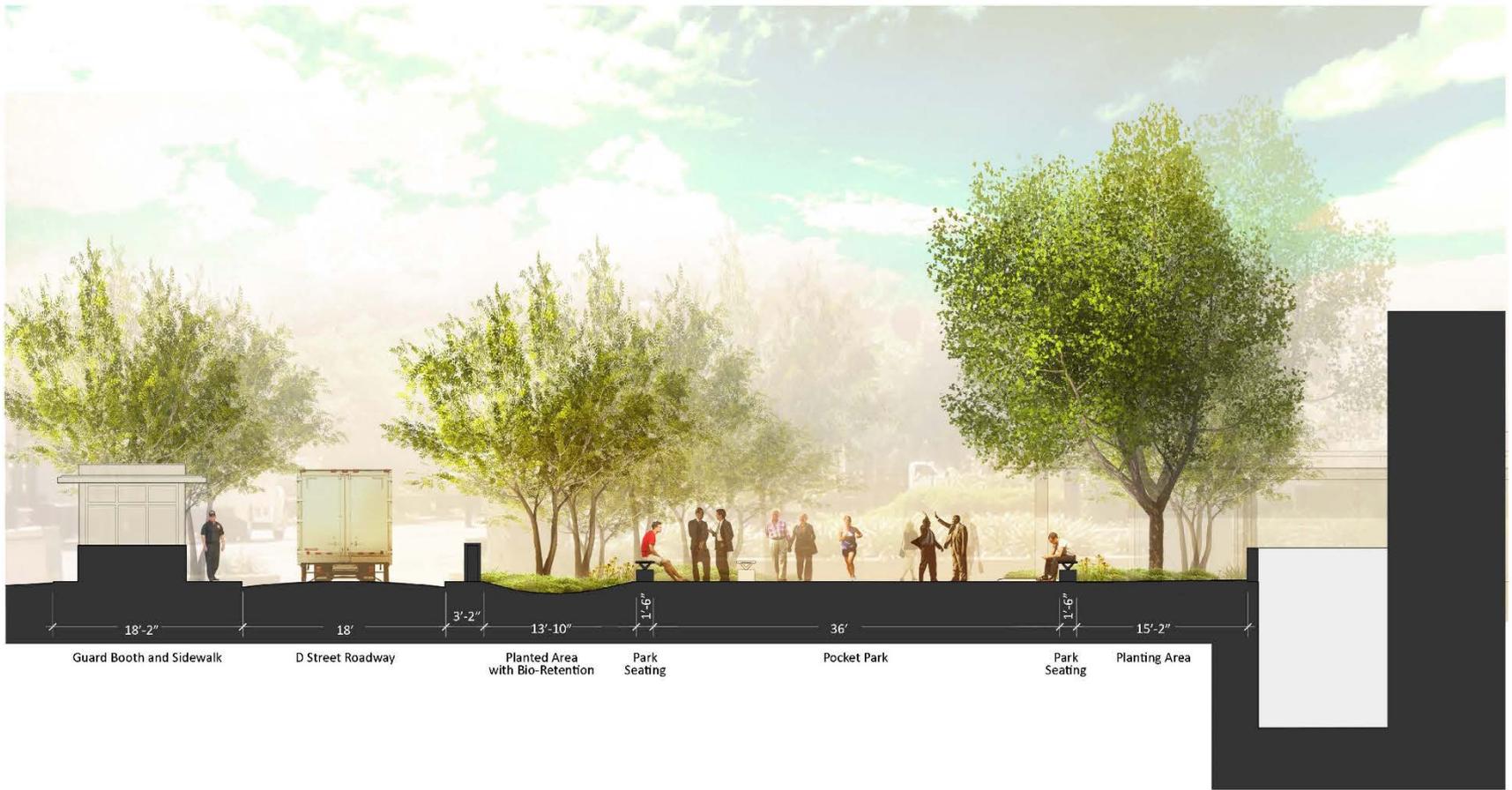
Location: 21st Street NW, Washington, DC

Scale: 1" = 10'-0"

North Arrow

Legend:

- Site Plan
- Proposed
- Existing

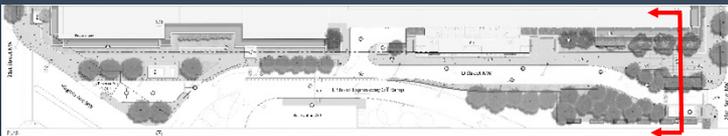


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: D Street Cross Section - Pocket Park

0' 8' **Drawing 5.21**  
28 August 2015

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Landscape Architects



# D Street Section – Truck Inspection Area



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: D Street Cross Section - Truck Inspection Area



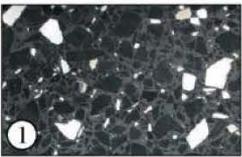
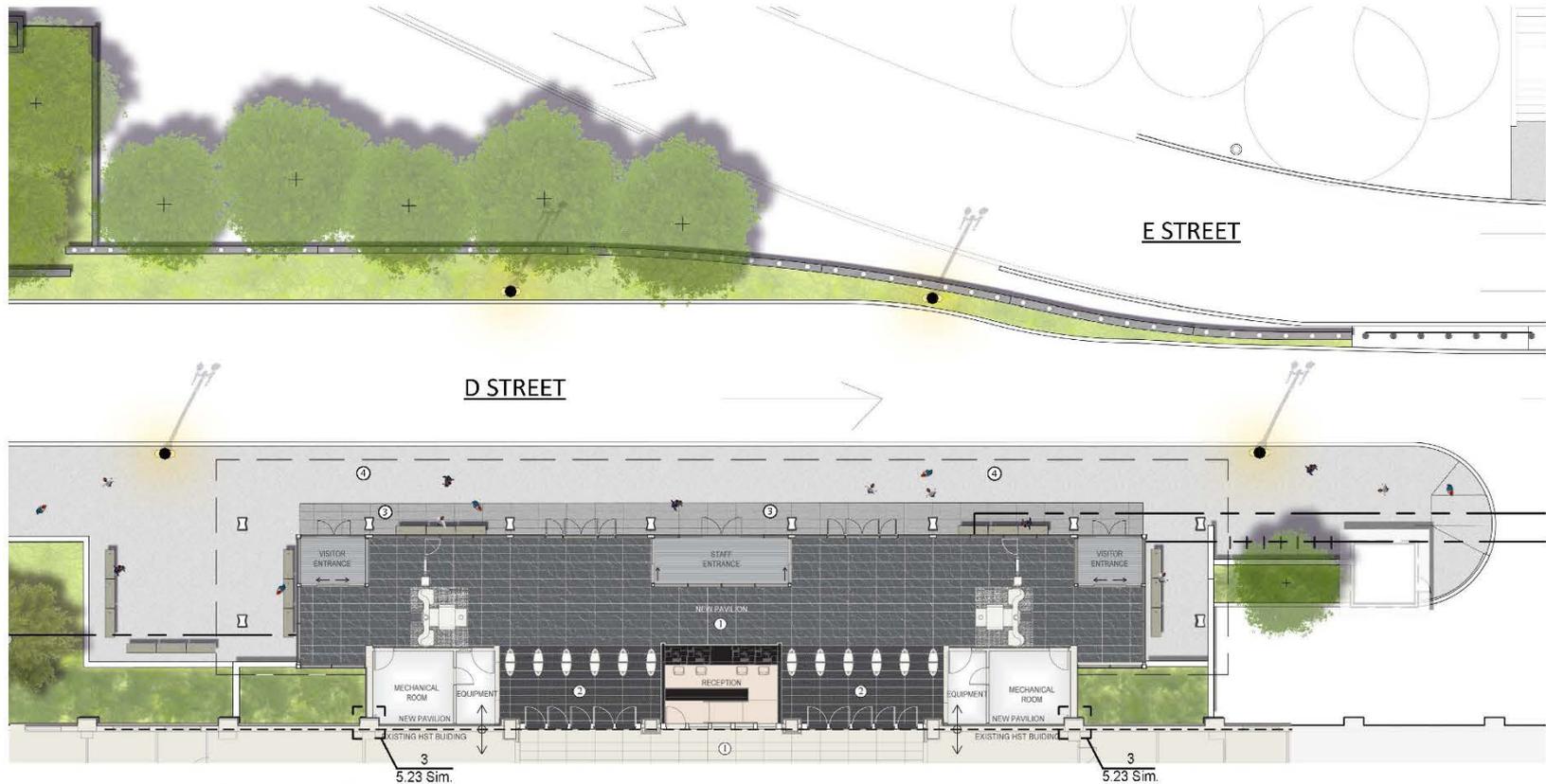
Drawing 5.22  
28 August 2015

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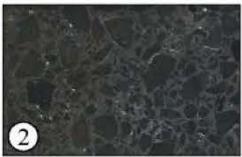
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# D Street Pavilion Floor Plan



**1**  
Terrazo Flooring,  
Black with White Aggregate



**2**  
Terrazo Flooring,  
Black with Black Aggregate



**3**  
Black Granite Paver,  
Textured Finish



**4**  
Scored Concrete per  
DDOT Standards

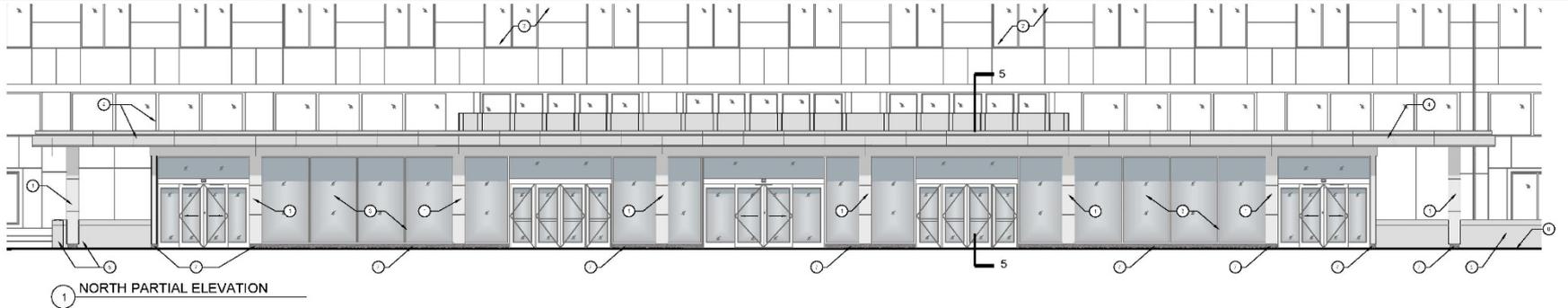


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: D Street Pavilion Floor Plan

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Drawing 5.24  
28 August 2015

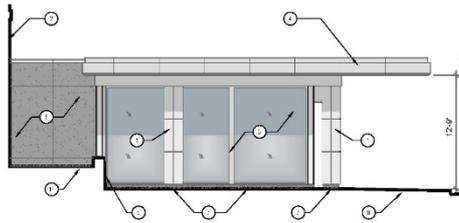
# D Street Pavilion Elevations and Sections



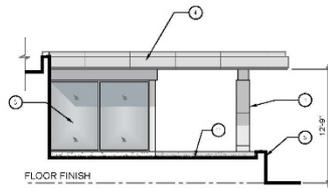
1 NORTH PARTIAL ELEVATION



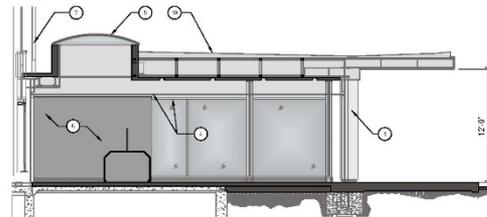
2 INTERIOR ELEVATION



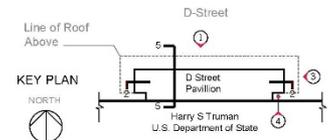
3 EAST ELEVATION



4 SOUTH PARTIAL ELEVATION



5 BUILDING SECTION



- KEY NOTES** ①
1. Stainless Steel Column Cover
  2. Exist HST Building
  3. Storefront System
  4. Stainless Steel Cladding
  5. Granite Site Wall to Match Existing
  6. Black Granite Cladding
  7. Black Granite Base
  8. New Grade
  9. New Skylight
  10. New Membrane Roof
  11. Raised Planter

Drawing 5.25  
28 August 2015



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: D Street Pavilion Elevations & Sections

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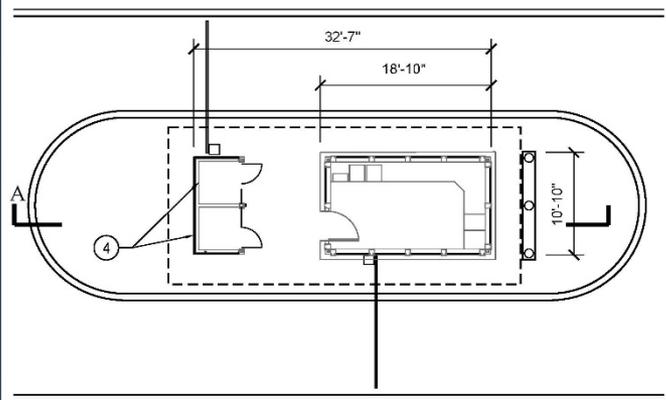
Drawing 5.26

28 August 2015

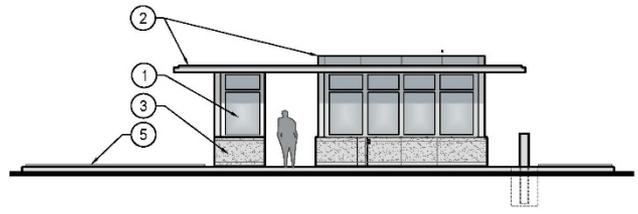


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: D Street Pavilion Perspective

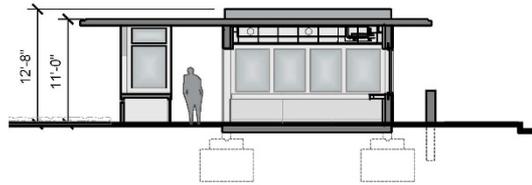
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Three - Person Guard Booth



Side Elevation



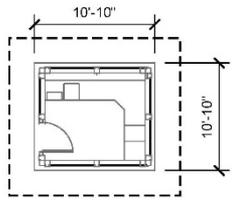
Section -A



Front Elevation



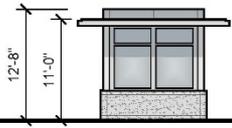
Rear Elevation



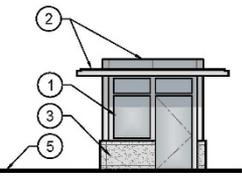
Two - Person Guard Booth



Side Elevation



Front Elevation



Rear Elevation

**Key Notes:**

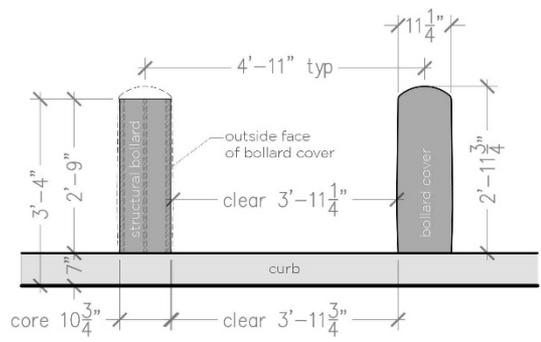
- ① Stainless Steel Window System
- ② Stainless Steel Cladding
- ③ Granite Cladding
- ④ Kennel
- ⑤ Finish Grade



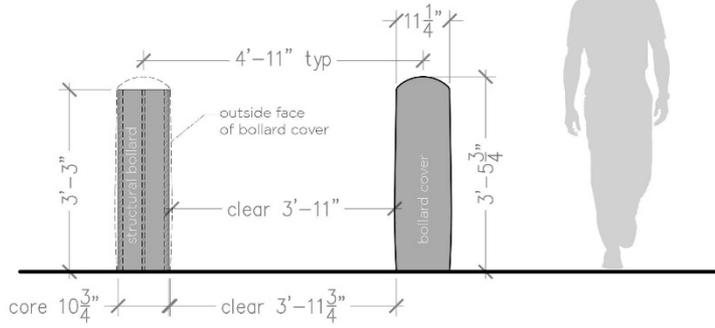
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Guard Booths

Drawing 5.27  
28 August 2015

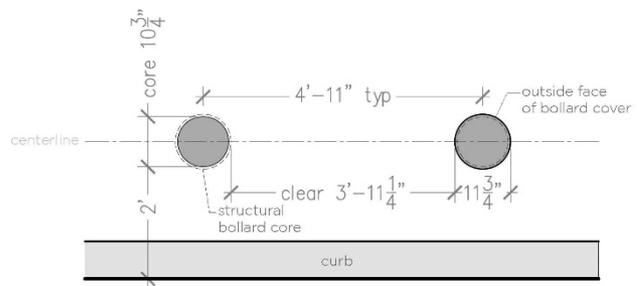
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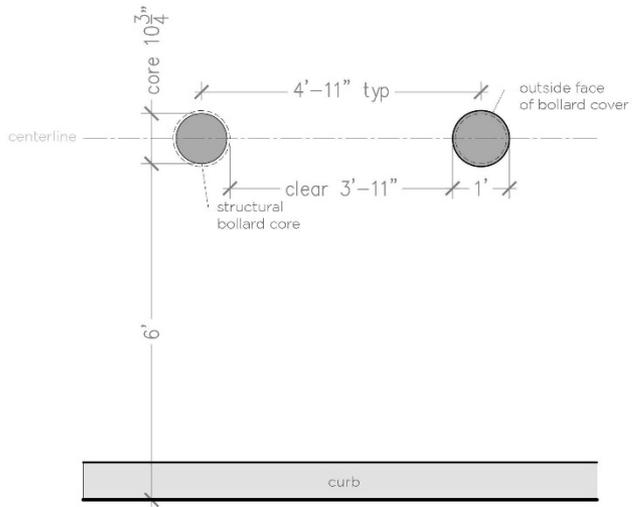
**Bollard Elevation - 2'-0" nominal offset**  
1/2" = 1'-0'



**Bollard Elevation - More than 2'-0" from curb**  
1/2" = 1'-0'



**Bollard Plan Layout - 2'-0" nominal offset**  
1/2" = 1'-0'



**Bollard Plan Layout - More than 2'-0" from curb**  
1/2" = 1'-0'



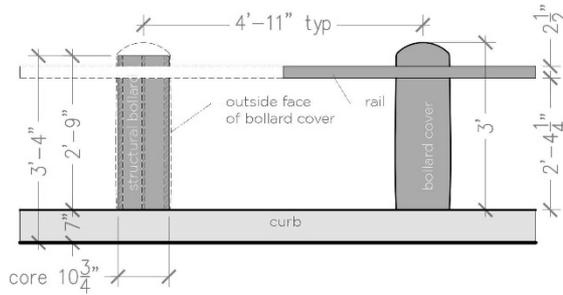
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Typical Bollard Layout

Drawing 5.28  
28 August 2015

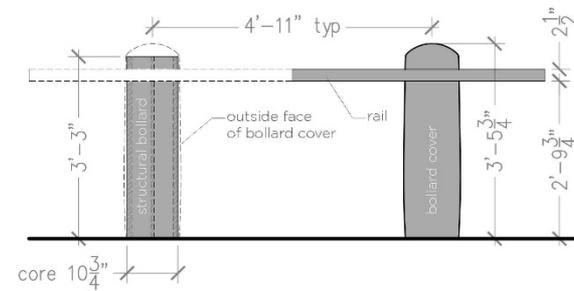
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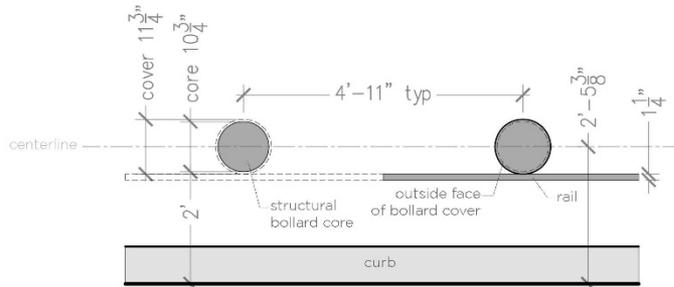
# Typical Bollard and Rail Layout



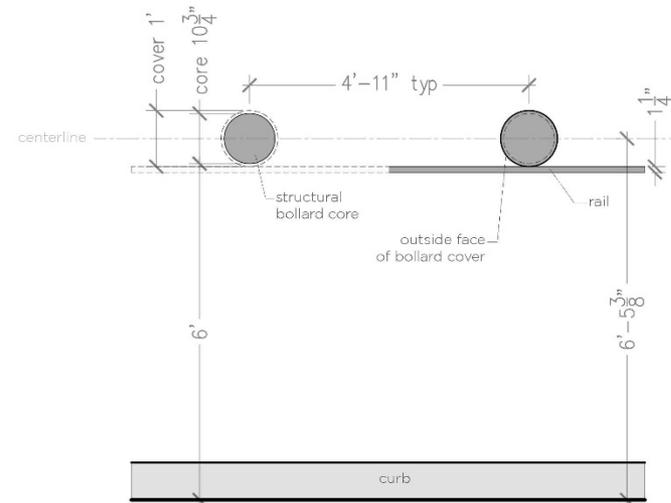
**Bollard + Rail Elevation - 2'-0" nominal offset**  
1/2" = 1'-0'



**Bollard + Rail Elevation - More than 2'-0" from curb**  
1/2" = 1'-0'



**Bollard + Rail Plan Layout - 2'-0" nominal offset**  
1/2" = 1'-0'



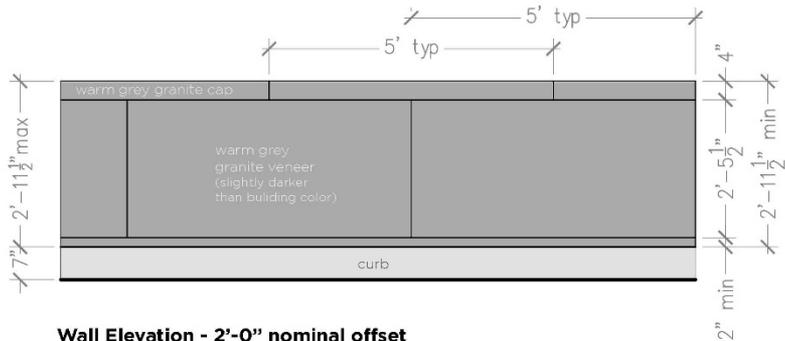
**Bollard + Rail Plan Layout - More than 2'-0" from curb**  
1/2" = 1'-0'



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Typical Bollard & Rail Layout

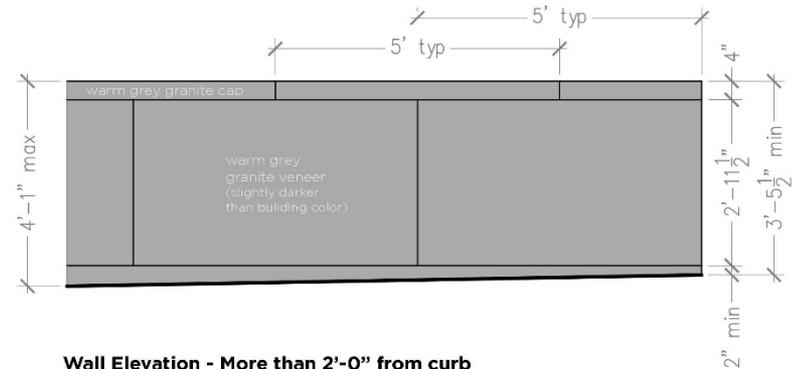
Drawing 5.29  
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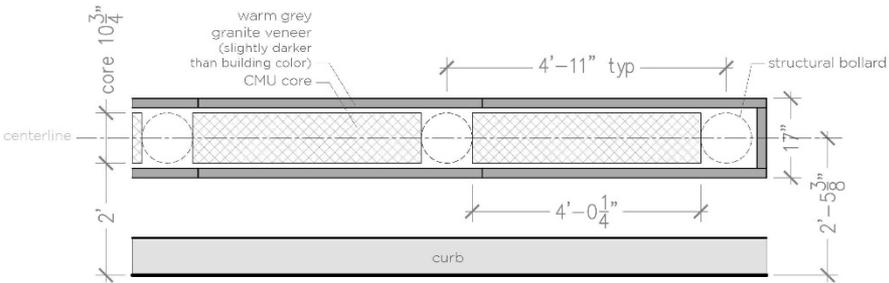
**Wall Elevation - 2'-0" nominal offset**

1/2" = 1-0'



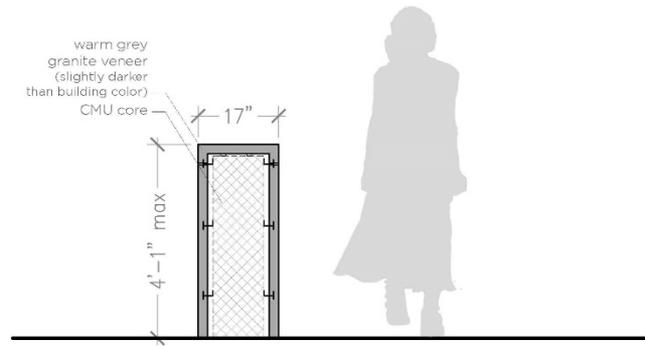
**Wall Elevation - More than 2'-0" from curb**

1/2" = 1-0'



**Wall Plan Layout - 2'-0" nominal offset**

1/2" = 1-0'



**Wall Cross Section - More than 2'-0" from curb**

1/2" = 1-0'



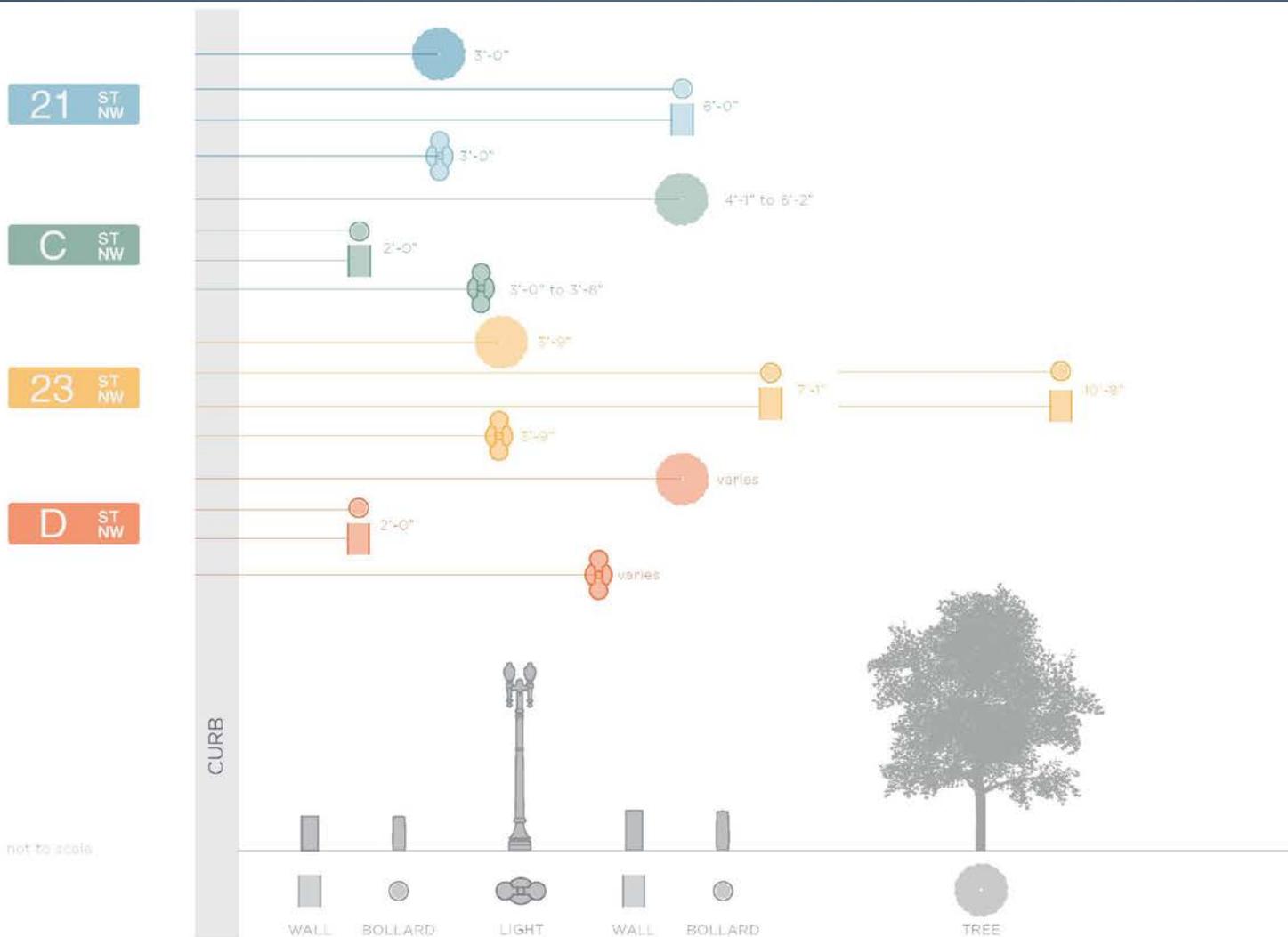
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Typical Wall Layout

Drawing 5.30  
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# Standard Site Elements Measurements: Perpendicular to Curb



not to scale



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Perimeter Security Improvements Plan: Standard Site Elements Measurements: Perpendicular to Curb

Drawing 5.31  
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# Standard Site Elements Measurements: Along the Curb

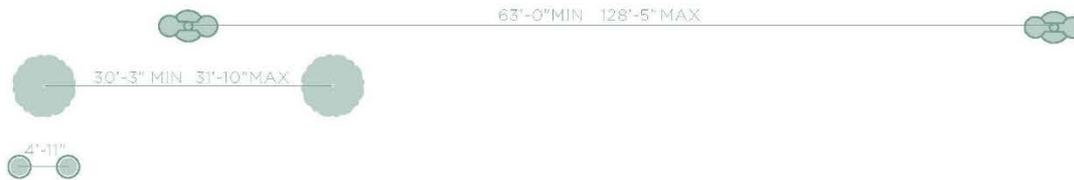
not to scale

CURB

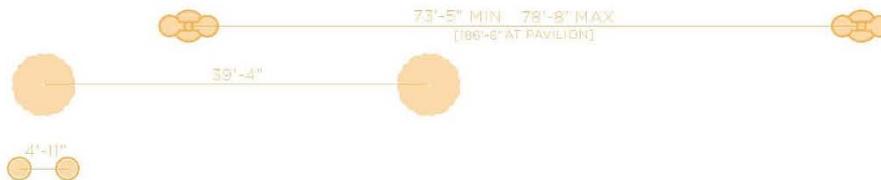
21 ST NW



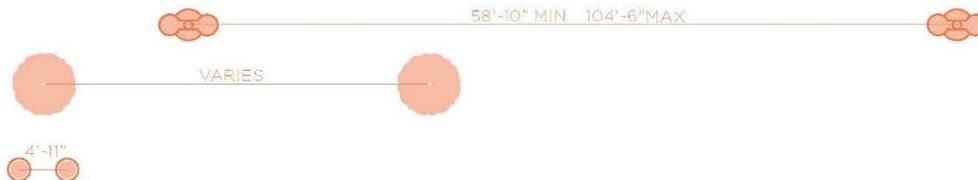
C ST NW



23 ST NW



D ST NW

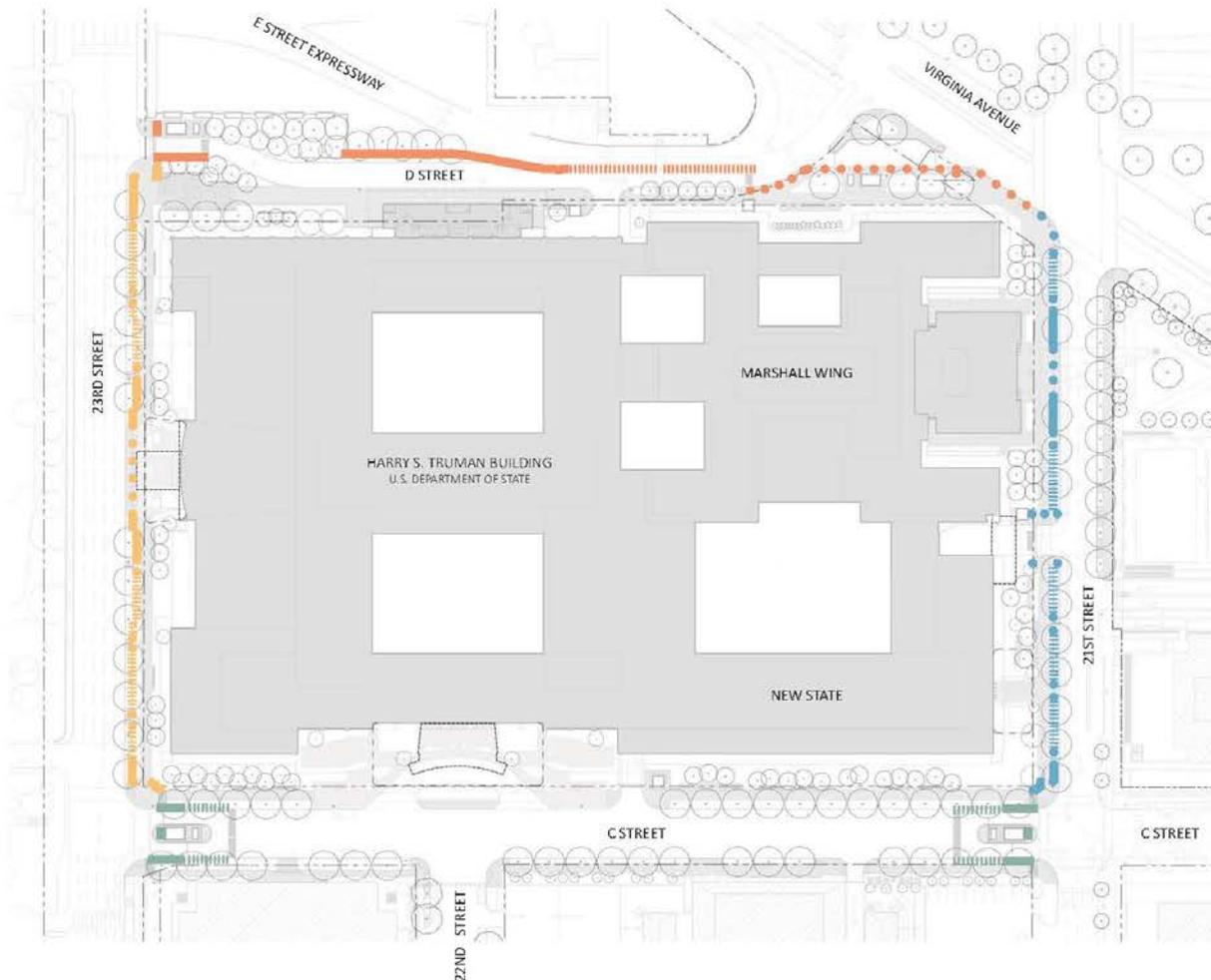


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Standard Site Elements Measurements: Along the Curb

Drawing 5.32  
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- Composite**
- 21st Street**
- Bollard
  - Bollard + Rail
  - Bollard + Wall
- C Street**
- Bollard
  - Bollard + Rail
  - Bollard + Wall
- 23rd Street**
- Bollard
  - Bollard + Rail
  - Bollard + Wall
- D Street**
- Bollard
  - Bollard + Rail
  - Bollard + Wall

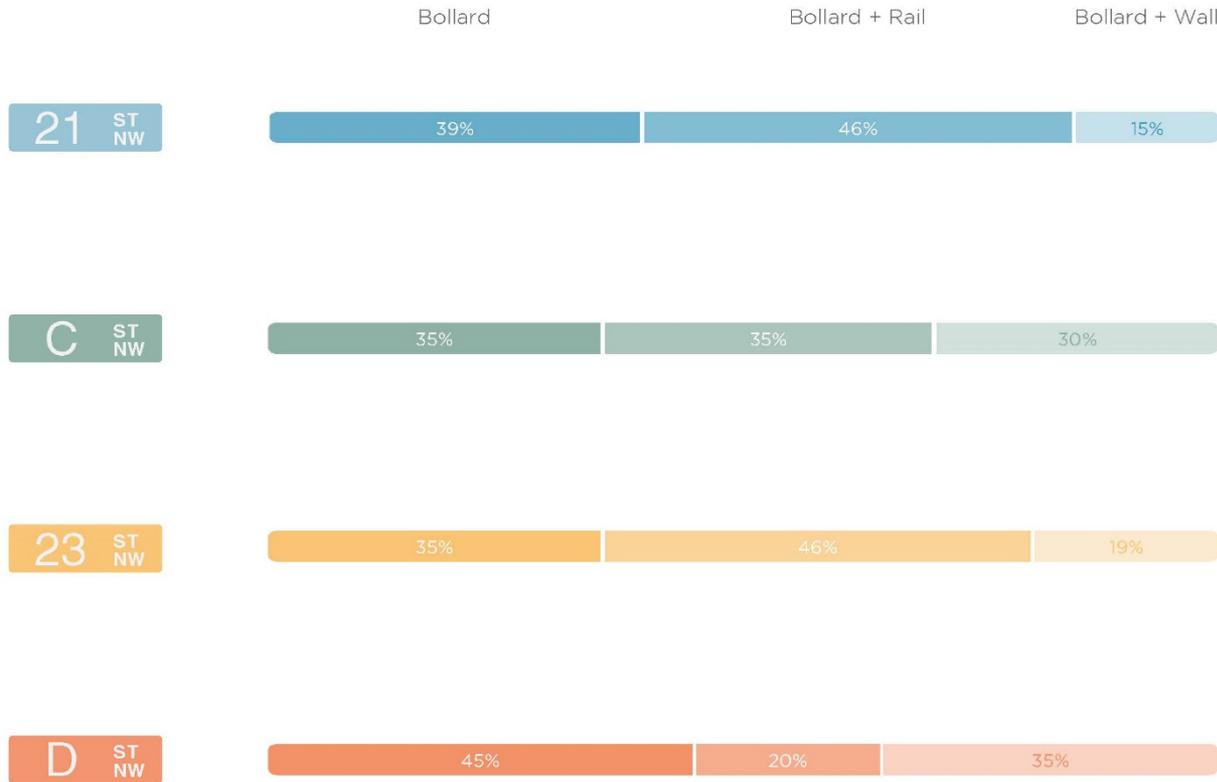


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Security Elements Diagram - Composite

0' 80' Drawing 5.33.D  
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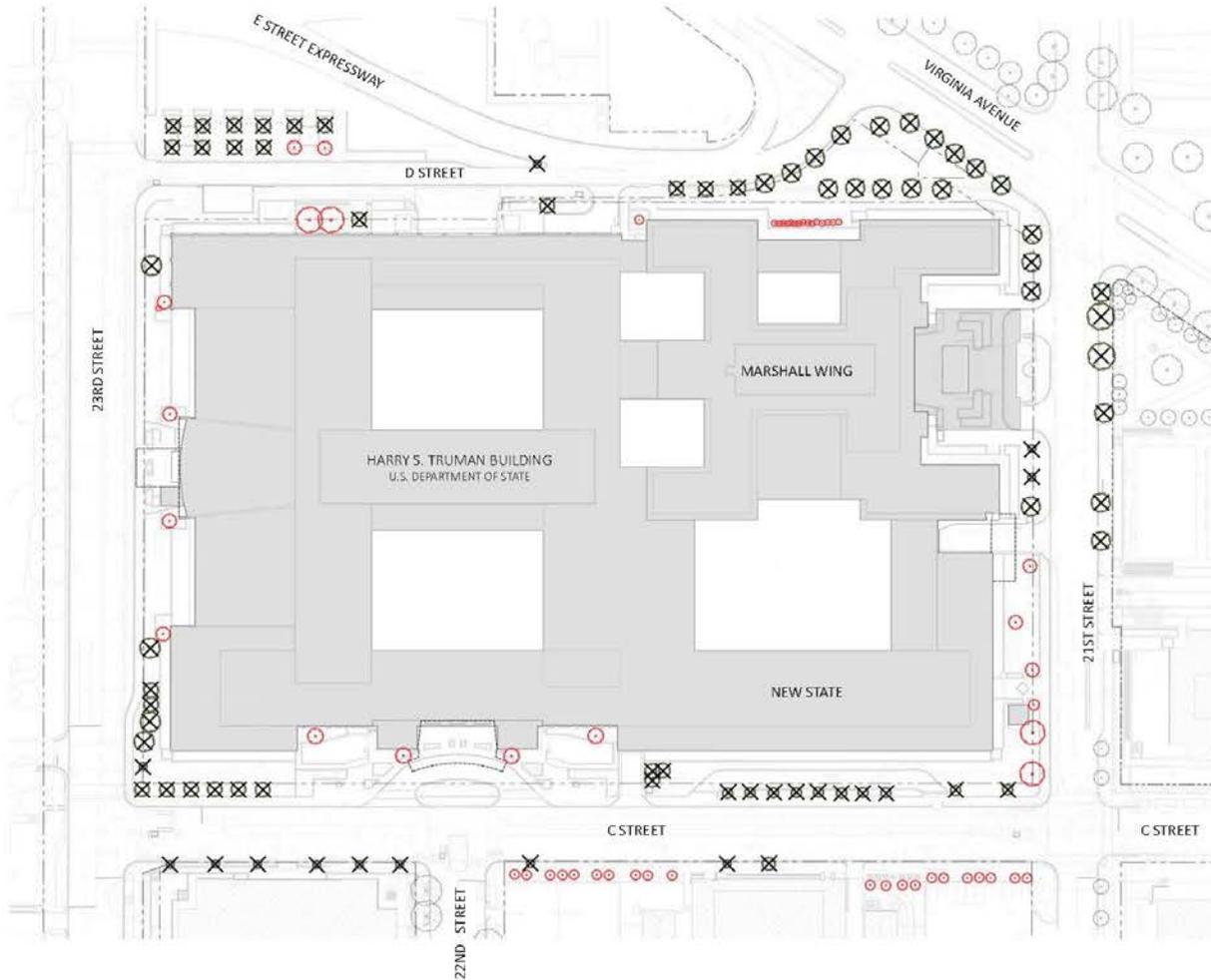
not to scale



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Linear Security Elements: Bollard / Bollard+Rail / Bollard+Wall Usage

Drawing 5.33  
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**Existing Planting**

-  Tree to be Removed - 78
-  Tree to Remain - 56

Existing Pervious Area - 10.6%  
Existing Impervious Area - 89.4%



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Existing Conditions - Planting Typology

0' 80'  Drawing 5.34 X  
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Proposed Planting

Garden Planting

L.I.D. Planting

+ Proposed Street Tree - 87

○ Proposed Garden Tree - 77

○ Existing Tree to Remain - 56

Proposed Pervious Area - 11.9%

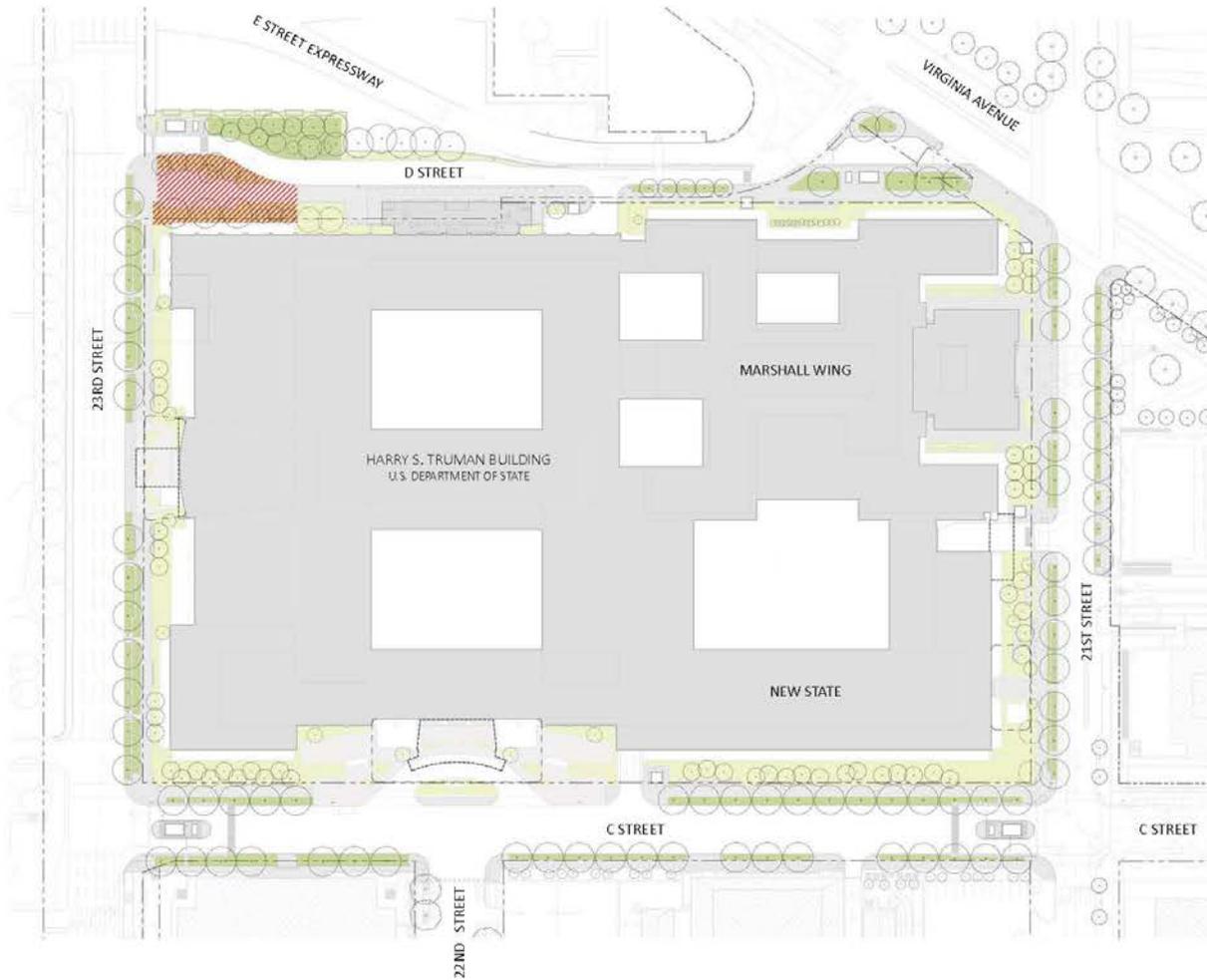
Proposed Impervious Area - 88.1%



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Perimeter Security Improvements Plan: Amenity Diagram - Planting Typology

0' 80' Drawing 5.34  
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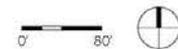
**Pocket Park**



Area: 8564 SF



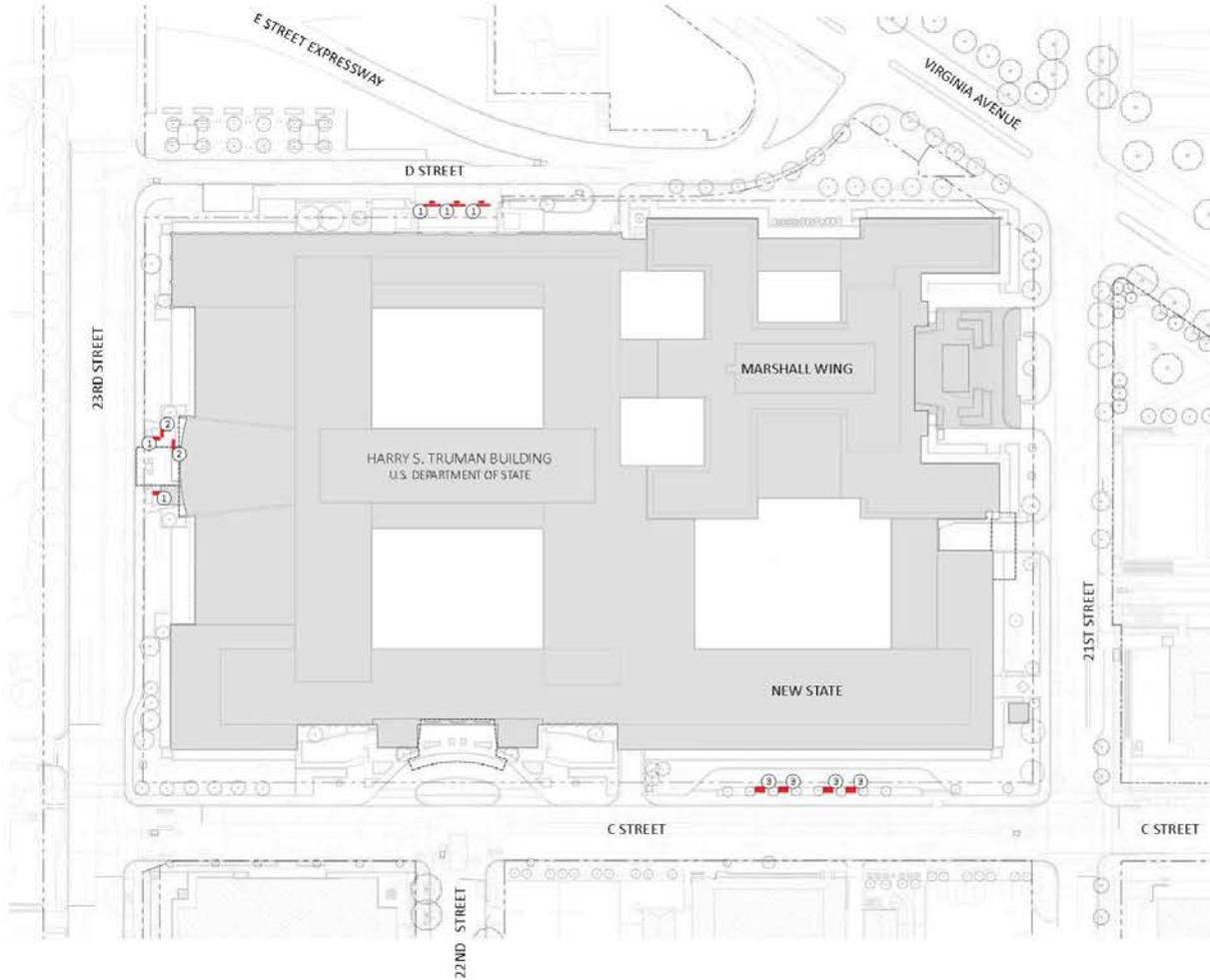
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Amenity Diagram - Pocket Park



Drawing 5.3.5  
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### Existing Benches

- 21st Street - 0' (linear feet) (~0 people)
- C Street - 30' (~15 people)
- 23rd Street - 29'-10" (~14 people)
- D Street - 60' (~30 people)
- TOTAL - 119'-10" (~59 people)

- ① Built-in Granite Bench
- ② Wooden Bench
- ③ Metal Shuttle Stop Bench

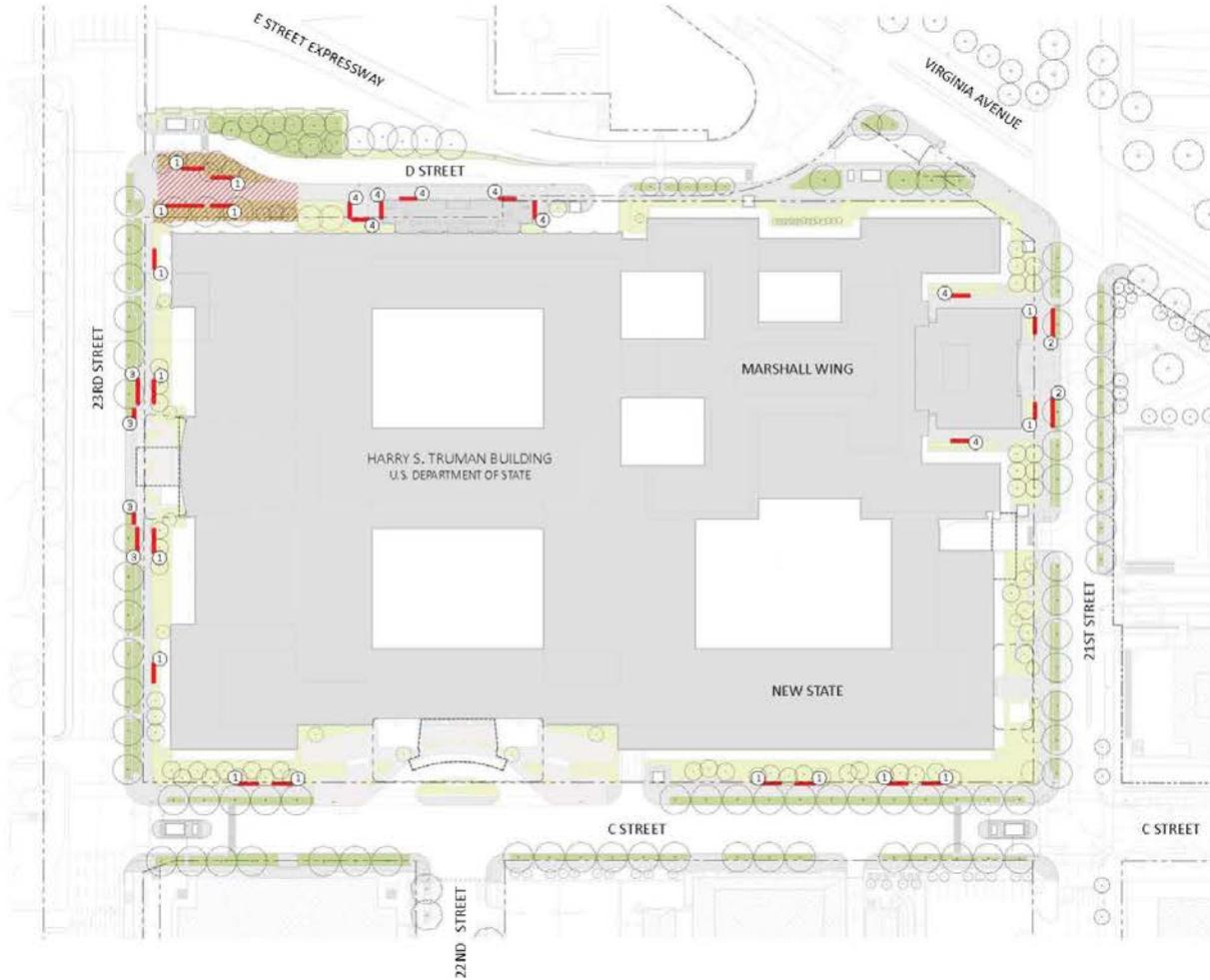


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Existing Conditions - Benches

0' 80'  Drawing 5.36 X  
28 August 2015

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### Proposed Benches

- 21st Street - 124' (linear feet) (~60 people)
- C Street - 113' (~56 people)
- 23rd Street - 168' (~83 people)
- D Street - 197' (~98 people)
  
- TOTAL - 602' (~297 people)

- ① Backless Bench on wall
- ② Granite Bench with back (integral with security)
- ③ Wood Bench with back (integral with security)
- ④ Backless Bench - free standing



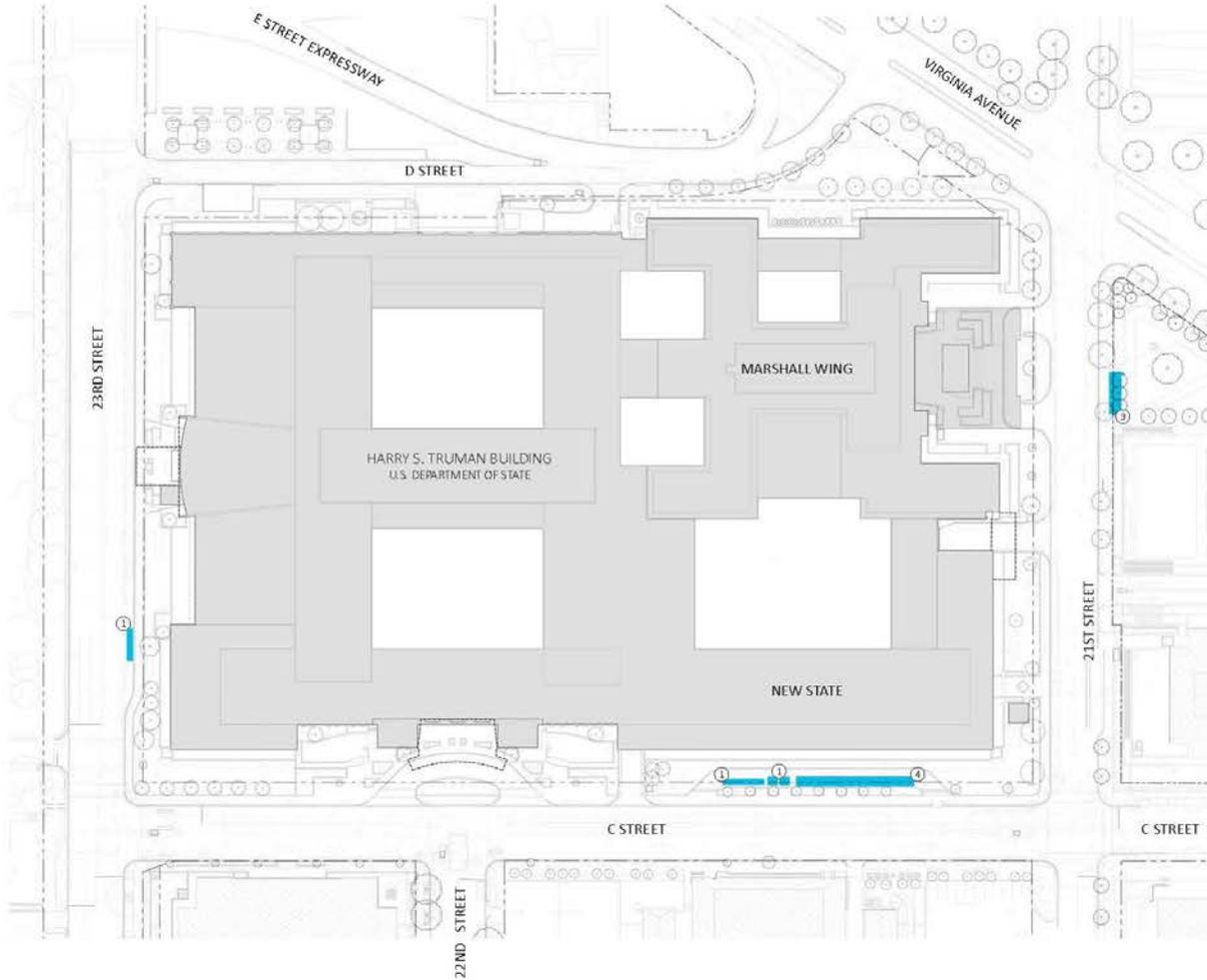
U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Amenity Diagram - Benches



Drawing 5.36  
28 August 2015

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### Existing Bike Racks

- 21st Street - **15 racks** (15 bikes)
- C Street - **16 racks** (50 bikes)  
**28 motorcycle spaces**
- 23rd Street - **6 racks** (12 bikes)
- D Street - **0 racks** (0 bikes)

TOTAL - 37 racks (77 bikes)  
28 motorcycle spaces

- ① Public Space Bike Rack
- ② Private Space Bike Rack (none)
- ③ Bike Share (to be relocated)
- ④ Motorcycle Parking (28 spaces)

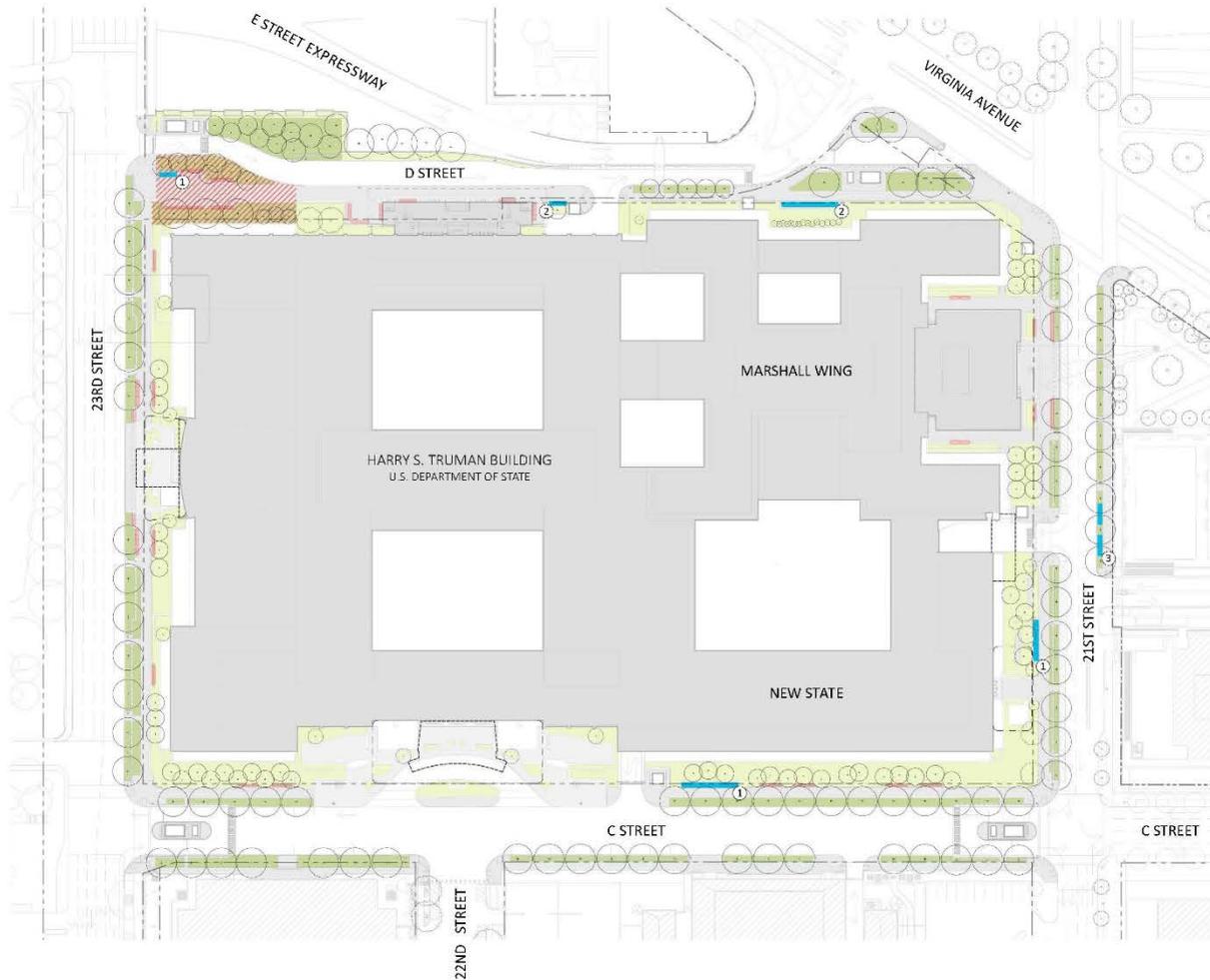


U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Existing Conditions - Bike Racks

0' 80' Drawing 5.37.X  
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### Bike Racks

- 21st Street - 30 racks (44 bikes)
- D Street - 32 racks (64 bikes)
- 23rd Street - 0 racks
- C Street - 19 racks (38 bikes)
  
- TOTAL - 81 racks (146 bikes)

- ① Public Space Bike Rack
- ② Private Space Bike Rack
- ③ Bike Share (relocated)



U.S. Department of State, Harry S Truman Building  
Perimeter Security Improvements Plan: Amenity Diagram - Bike Racks

0' 80' Drawing 5.37  
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# Planting Images – Shrubs and Groundcovers



*Ilex crenata* 'helleri'

*Abelia grandiflora* 'Edward Goucher'

*Clethra* - dwarf variety

*Hemerocallis*

*Perovskia atriplicifolia*

*Caryopteris clandonensis*

Dwarf spirea

*Hydrangea quercifolia* 'pee wee'

*Potentilla fruticosa*

*Deutzia gracilis* 'nikko'

Hellebore varieties

sweet woodruff

*Sarcococca hookeriana*



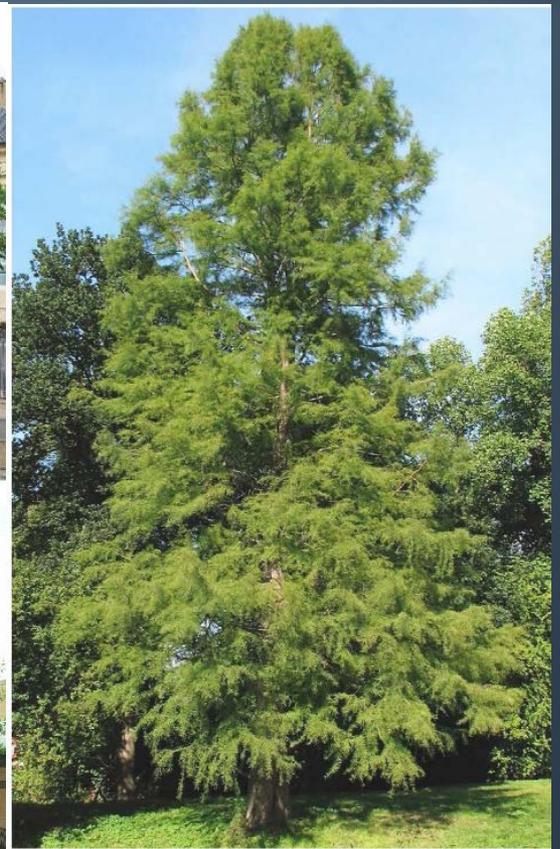
*Platanus x acerifolia* (London Plane)



*Quercus phellos* (Willow Oak)



*Tilia americana* (Linden Tree)



*Taxodium distichum* (Bald Cypress)



*Quercus rubra* (Red Oak)



*Ulmus americana* (American Elm)



*Halesia carolina* (Carolina Silverbell)



*Magnolia x soulangeana* (Saucer Magnolia)



*Styrax japonicus* (Japanese Snowbell)