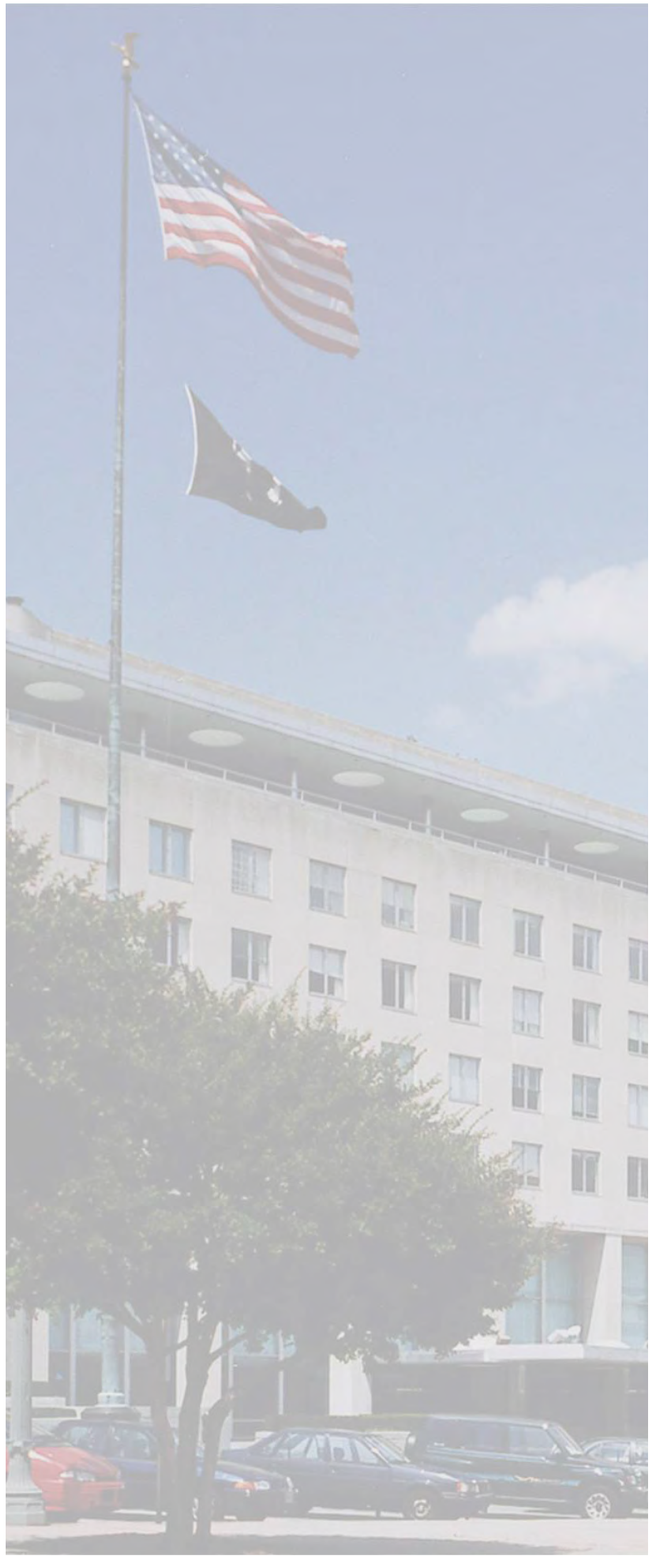
PERIMETER SECURITY IMPROVEMENTS

UNITED STATES DEPARTMENT OF STATE
HARRY S TRUMAN BUILDING

NATIONAL CAPITAL PLANNING COMMISSION

Final Submission for NCPC Approval
5 August 2016

KARN CHARUHAS CHAPMAN & TWOHEY
Architecture | Planning | Interiors
1120 Connecticut Avenue NW, Suite 1250
Washington, DC 20036 202 659 5600 www.kcct.com



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Prepared for:
The United States Department of State
KCCT Project 2010260.05

Prepared by:
Karn Charuhas Chapman & Twohey
1120 Connecticut Avenue, NW
Suite 1250

In Association with:

Rhodeside & Harwell Incorporated
Landscape Architects
510 King Street, Suite 300
Alexandria, VA 22314

Robinson & Associates
Historic Preservation Consultants
1909 Q Street, NW
Washington, DC 20009

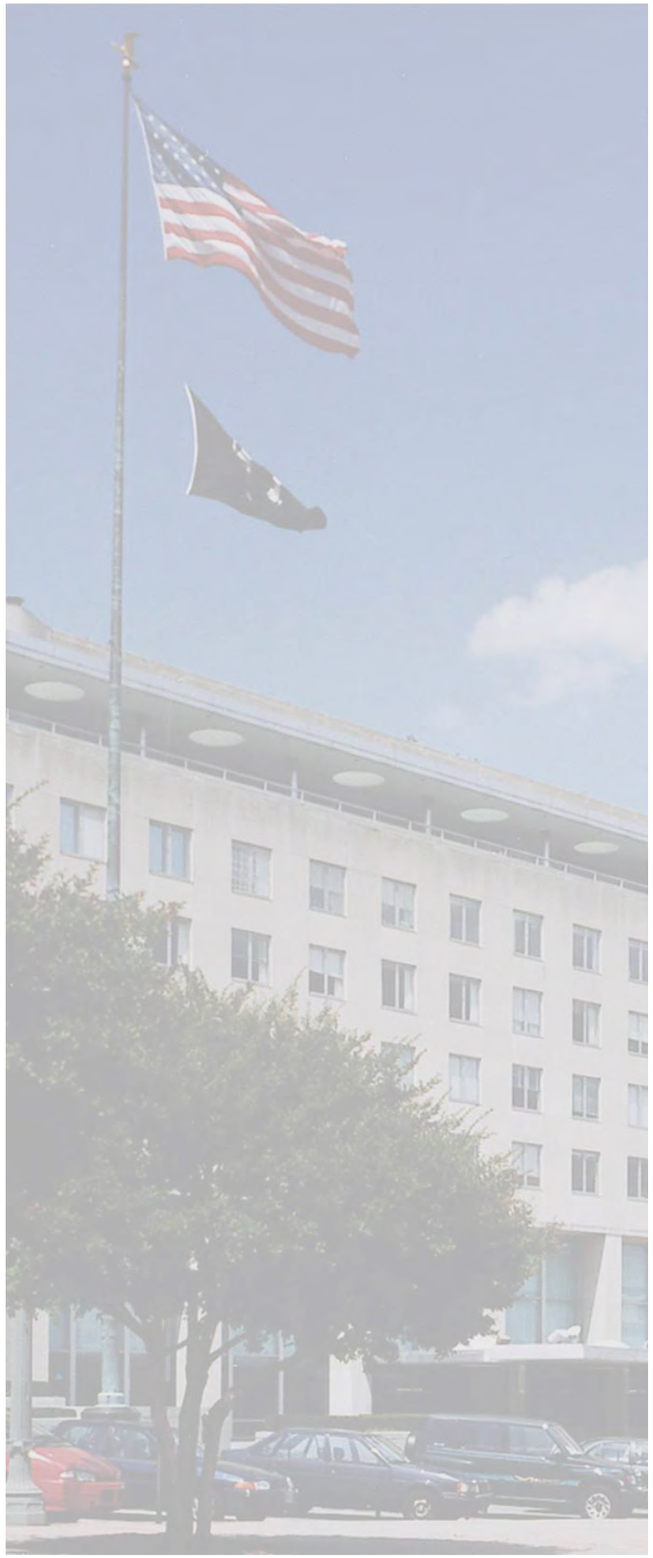
Contributing Consultants:

Wells & Associates
Traffic Consultants
1420 Spring Hill Road, Suite 600
McLean, VA 2210

E.K. Fox & Associates
Mechanical Electrical Plumbing Engineers
4035 Ridge Top Road, Suite 650
Fairfax, VA 22030

Wiles Mensch Corporation
Civil Engineers
11860 Sunrise Valley Drive
Suite 200
Reston, VA 20191

Johns & Bhatia Engineering Consultants, Ltd.
Structural Engineers
77 South Washington St. Suite 208
Rockville, MD 20850



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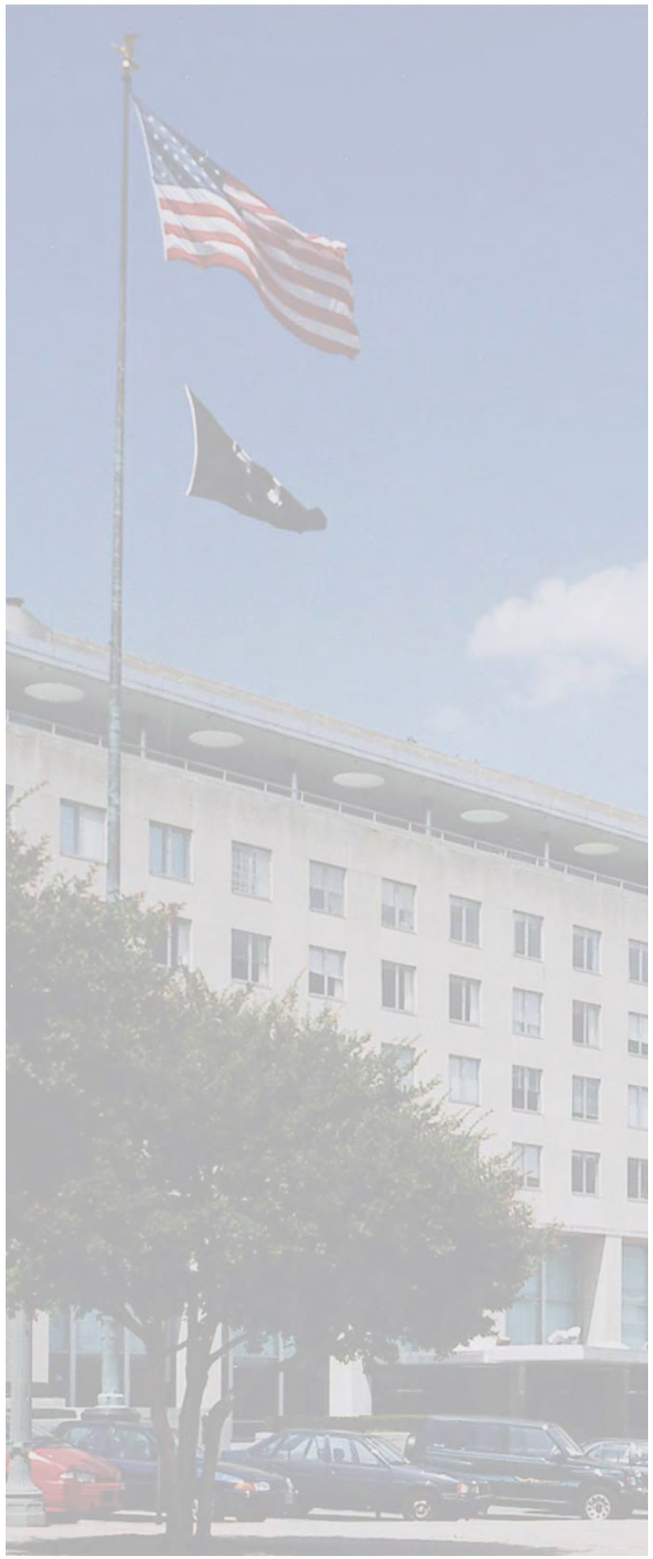

Section 1 - Letter Requesting Review & Previous Approval Letters

United States Department of State

Washington, D.C. 20520

August 5, 2016

Mr. Marcel Acosta, Executive Director
National Capital Planning Commission
401 9th Street NW, North Lobby, Suite 500
Washington, DC 20004

Re: Harry S Truman Building (U.S. Department of State Headquarters)
Perimeter Security Improvements; Final Submission for NCPC Approval

Dear Mr. Acosta,

The Unites States Department of State (DOS) is seeking Final Approval, for the perimeter security improvements planned at the Harry S Truman (HST) Building, by the Commission at the September 8, 2016 public meeting. Preliminary site and building plans were approved by the Commission at the October 1, 2015 meeting.

Per the Interagency Security Committee Standards, the DOS Bureau of Diplomatic Security established a Facility Security Committee, who classified HST, the Headquarters of DOS, as a Level V facility. The architectural firm of Karn, Charuhas, Chapman, and Twohey (KCCT) was retained to prepare perimeter security improvement plans that propose permanent solutions to address vehicular stand-off distances for building hardening calculations, relocate the employee and visitor screening activities from within the interior of the building to new security pavilions, and control vehicular site access through dedicated check points.

The Final Submission for NCPC Approval reflects years of coordination with District and Federal Agencies and incorporates the recommendations suggested by the Commission regarding landscape elements, protective barrier systems, streetscape elements, and the 23rd Street pocket park. The details associated with low-impact design (LID) strategies are shown in greater detail, the amenities within the D Street pocket park are refined so that it is a more inviting pedestrian experience, and materials selections for hardscape, streetscape, and the exterior of the D Street pavilion are proposed.

We are looking forward to presenting our Final Submission for NCPC Approval to the Commission and incorporating your remaining comments. Please direct any questions to David Grossweiler, Engineer, Special Projects Divisions at 202-647-2095 or grossweilerdj@state.gov.

Sincerely,

Robert H. Sanders, Chief
Special Projects Division, Office of Real Property Management

Attachment: Final Submission for NCPC Approval

U.S. COMMISSION OF FINE ARTS
ESTABLISHED BY CONGRESS 17 MAY 1910
401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

22 July 2016

Dear Mr. Sanders:

In its meeting of 21 July 2016, the Commission of Fine Arts reviewed and approved the following project on the Consent Calendar, with accompanying staff recommendation:

CFA 21/JUL/16-b
U.S. Department of State
Harry S Truman Building (main headquarters)
2201 C Street, NW
Perimeter security barriers, north screening pavilion, and streetscapes
Final

RECOMMENDATION: No objection to the final design for the proposed perimeter security barriers, north screening pavilion, and streetscapes for the Department of State headquarters in the Harry S Truman Building, as shown in materials received and dated 7 July 2016. Final design conforms to the Commission's previous approvals and recommendations. Refer to DC Historic Preservation Office. (Previous: CFA 20/NOV/14-5)

Sincerely,

Thomas E. Luebke, FAIA
Secretary

Robert H. Sanders, Chief, Special Projects Division
U.S. Department of State, Office of Real Property Management
A/OPR/RPM/SP HT
2201 C Street, NW
Washington, DC 20520

cc: Enrique Bellini, KCCT Architects
Faye Harwell, Rhodeside & Harwell

National Capital Planning Commission

401 9th Street, NW North Lobby Suite 500 Washington, DC 20004 Tel 202.482.7200 Fax 202.482.7272 www.ncpc.gov

Commission Members

Presidential Appointees
L. Preston Bryant, Jr., Chairman
Elizabeth A. White

Mayoral Appointees
Arrington Dixon
Geoffrey Griffis

Ex Officio Members
Secretary of Defense
The Honorable Ashton Carter

Secretary of the Interior
The Honorable Sarah Jewell

Acting Administrator
General Services Administration
The Honorable Denise Roth

Chairman
Committee on Homeland Security
and Governmental Affairs
United States Senate
The Honorable Ron Johnson

Chairman
Committee on Oversight
and Government Reform
U.S. House of Representatives
The Honorable Jason Chaffetz

Mayor
District of Columbia
The Honorable Muriel Bowser

Chairman
Council of the District of Columbia
The Honorable Phil Mendelson

Executive Director
Marcel C. Acosta

IN REPLY REFER TO:
NCPC FILE No. 6541

OCT 06 2015

Mr. David Grossweller
United States Department of State
Harry S Truman Federal Building
2201 C Street, NW
Washington, DC 20520

Dear Mr. Grossweller:

The National Capital Planning Commission, at its October 1, 2015 meeting, approved the enclosed action on the preliminary site and building plans for the perimeter security improvements at the Harry S Truman Building. A copy of the Executive Director's Recommendation for the project is also enclosed.

Sincerely,

Marcel C. Acosta
Executive Director

Enclosures

cc: Eric Shaw, Director, DC Office of Planning
Frederick Lindstrom, Commission of Fine Arts

National Capital Planning Commission

EXECUTIVE DIRECTOR'S RECOMMENDATION

Commission Meeting: October 1, 2015

PROJECT
Perimeter Security Improvements
Harry S Truman Federal Building
United States Department of State
2201 C Street NW
Washington DC 20520

SUBMITTED BY
United States Department of State

REVIEW AUTHORITY
Approval
per 40 U.S.C. § 8722(b)(1) and (d)

NCPC FILE NUMBER
6541

NCPC MAP FILE NUMBER
1.34(38.40)44197

APPLICANT'S REQUEST
Preliminary approval of site and building plans

PROPOSED ACTION
Approve with comments

ACTION ITEM TYPE
Staff Presentation

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 21st Street to the east, C Street to the south, 23rd 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

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, 21st, C, 22nd and 23rd Streets. Phase II, which will be submitted at a future date, includes additional security pavilions along 23rd, C, and 21st 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 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.
- 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.

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 23rd 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

Previous actions	**June 2004** – Approval of preliminary and final site and building plans for temporary vehicle access security control measures, for a period not to exceed two years. **December 2004** – Approval of comments on the concept design for the perimeter security improvements at Harry S Truman Building. **December 2007** – 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. **January 2009** – 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 **June 2011** – Approval of comments on the concept design for the Unites States Diplomacy Center (USDC) located in the Harry S Truman Building. **November 2011** – 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.

	April 2014 – Approval of preliminary site and building plans for perimeter security and site improvements at the American Pharmacists Association. **January 2015** – Harry S Truman Building Perimeter Security Improvements Information Presentation
Remaining actions (anticipated)	March 2016 – Final Approval

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 22nd and 23rd 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 21st 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 23rd 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 21st 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 21st 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:

- 23rd 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 23rd Street will be relocated to align with the adjacent block, at the American Pharmacists Association (APhA), between C Street and Constitution Avenue.
- 21st 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 21st Street with its historical center line, and relocation of the truck inspection facility from 21st 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.
- 22nd 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 22nd Street. The southern portion of 22nd 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 approximately164 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,

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 21st 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 21st and C as well as 23rd 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 23rd 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 21st and 23rd 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 21st to D Street in order to enhance traffic flow and the streetscape environment along 21st 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, 21st, and 23rd 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.

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 23rd 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**

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, 21st Street, and 23rd 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 21st 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)

U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

1 December 2014

Dear Mr. Sanders:

In its meeting of 20 November, the Commission of Fine Arts reviewed the revised concept plan for perimeter security barriers and streetscapes surrounding the main headquarters building of the U.S. Department of State, located at 23rd and C Streets, NW. Commenting that the plan was responsive to its previous comments, the Commission approved the revised concept and requested further refinement of details.

The Commission members endorsed the proposal as a well-integrated and seemingly effortless response to a highly complex program. They observed that the variable spatial conditions within the design will create credible and inviting public spaces; they requested additional study of the elements of these spaces, such as the design of benches. They also recommended modifying 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, they suggested that these planted areas along the curb remain support the formal urban character of the State Department complex.

The Commission looks forward to reviewing details and specifications, including plant species as part of the final design for this project. As always, staff is available to assist you with the next submission.

Sincerely,

Thomas E. Luebke, FAIA
Secretary

Robert H. Sanders
A/OPR/RPM/SP HT
Office of Real Property Management
U.S. Department of State
2201 C Street, NW
Washington, DC 20520

cc: Enrique Bellini, KCCT
Faye Harwell, Rhodeside & Harwell

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DISTRICT DEPARTMENT OF TRANSPORTATION

Public Space Regulation Administration

July 1, 2014

U.S. Department of State
Office of Real Property Management
2201 C Street, NW – Room 1420
Washington, DC 20520

Re: **2201 C Street, NW**

Dear Property Owner:

On **June *24, 2010,*** the District of Columbia Public Space Committee (PSC) approved the concept design for a installing a various fixtures in public space at **2201 C Street, NW,** under the following conditions:

1) Any new special paving proposed must comply with DC standards and must be filled with the office of the Recorder of Deeds (no more than one third can be paved at entryways).
2) The applicant must work out further design elements with the Office of Planning prior to issuance of this permit.
3) Tree canopy must be consistently maintained on C Street, 21st Street, and 23rd Street.
4) Applicant must revise and resubmit drawings prior to issuance of this permit.

Sincerely,

Matthew Marcou
Executive Secretary, PSC
cc: ***ANC-2A01***

U.S. COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

401 F STREET NW SUITE 312 WASHINGTON DC 20001-2728 202-504-2200 FAX 202-504-2195 WWW.CFA.GOV

29 October 2010

RECEIVED

NOV 01 2010

KCCT ARCHITECTS

Dear Mr. Sanders:

In its meeting of 21 October, the Commission of Fine Arts reviewed and reaffirmed its previous approval of an overall concept plan for perimeter security barriers and streetscape alterations for the Department of State headquarters in the Harry S Truman Building located in the block bound by 23rd, 21st, D, and C Streets, NW. The Commission agreed that the previous multi-phased plan, whose 2004 approval had expired in 2008, was fundamentally the same as the current submission and that the minor differences between the plans are improvements. In the same meeting, the Commission also reviewed the proposed final design for phases 1A and 1B, which begin the implementation of the building security and landscape plan for the C and D Street frontages. The Commission did not approve the plans, raising concerns regarding the design of the D Street entrance pavilion and the appearance of several proposed security barrier elements, and requested that the project team return with a revised submission.

Noting the heaviness of the roof on the D Street entrance pavilion, the Commission members questioned the value of including a green roof on this structure, which had the detrimental effect of making the roof structure thicker and appear heavier than necessary—and contrary to the floating character associated with many of the building's historic canopies. They recommended that the pavilion roof be refined to create a thinner appearance—possibly by eliminating the green roof, lowering the roof parapet, introducing a stepped section in the roof, or reconfiguring the angle and profile of the eave. They noted that the environmental benefit of this application would be minimal due to its small scale and is therefore more symbolic than practical, and is likely to be seen by very few people.

In contrast, the Commission criticized the use of black-and-yellow striped delta-type barriers at vehicular check points as a typical treatment, as they are far more visible and representative of this country's image than a small green roof. Noting the unsightly and repellent character of these barriers, the Commission members suggested that either operable bollards or another type of lift barrier, similar to the one installed at the National Gallery of Art, be considered so as to minimize their intrusive and defensive appearance. In their review of the other details of the perimeter landscape design, the Commission members recommended that the pavers in the narrow horizontal surface between the street curbs and the outer edge of the perimeter barriers be changed from the proposed granite to concrete, which would be more appropriate and similar to the adjacent sidewalks. They also recommended that bollards shown in tree boxes and lawns be set within masonry, rather than emerging directly from the landscape.

The Commission looks forward to resolving these architectural and landscape details for Phases 1A and 1B in consideration of how the physical design of Department of State facilities—in Washington and abroad—presents an image of the United States to the world. As always, the staff is available to assist you with the next submission.

Sincerely,

Thomas E. Luebke, AIA
Secretary

Robert H. Sanders
Chief, Special Projects Division
United States Department of State
Washington, DC 20520

cc: Enrique Bellini, KCCT
Faye B. Harwell, Rhodeside & Harwell

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS 17 MAY 1910

NATIONAL BUILDING MUSEUM
401 F STREET, N.W., SUITE 312
WASHINGTON, D.C. 20001-2728

202-504-2200
202-504-2195 FAX

6 December 2004

Dear Mr. Butowsky:

During its meeting of 18 November 2004, the Commission reviewed and approved the proposed concept for the perimeter security barriers for the U.S. State Department Main Headquarters Building at 23rd and C Streets. The project is well-developed and respectful of the existing architecture, while improving the existing streetscape. The corner elements require more extensive design, perhaps leading to an object with some vertical dimension and a smaller footprint.

The Commission encourages and strongly supports efforts to secure a better design for a flat-plate barrier and looks forward to further review of this and other projects for the U.S. State Department. Our next meeting is scheduled for Tuesday the 25th of January 2005, with a submission deadline on the 6th of January. As always, the staff is available should you require guidance.

Sincerely,

Frederick J. Lindstrom
Acting Secretary

Mr. Mark Butowsky
Chief, Special Projects Division
United States Department of State
Washington, DC 20520

cc: Enrique Bellini, KCCT
Faye B. Harwell, Rhodeside & Harwell

NCPC
NATIONAL CAPITAL PLANNING COMMISSION

401 9th Street, NW
North Lobby, Suite 500
Washington, DC 20576
Tel 202 482-7200
Fax 202 482-7272
www.ncpc.gov

Commission Members

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Richard L. Friedman
Jose L. Galvez, III

Mayoral Appointees
Arrington Dixon
Dr. Patricia Elwood

Ex Officio Members
Secretary of Defense
The Honorable Donald H. Rumsfeld

Secretary of the Interior
The Honorable Gale A. Norton

Administrator
General Services Administration
The Honorable Stephen A. Perry

Chairman
Committee on Governmental Affairs
United States Senate
The Honorable Susan M. Collins

Chairman
Committee on Government Reform
U.S. House of Representatives
The Honorable Tom Davis

Mayor
District of Columbia
The Honorable Anthony A. Williams

Chairman
Council of the District of Columbia
The Honorable Linda W. Cropp

Executive Director
Patricia E. Gallagher, AICP

IN REPLY REFER TO:
NCPC File No. 6541

DEC 13 2004

Mr. Mark Butowsky
Chief, Special Projects Division
U.S. Department of State
Washington, D.C. 20520

Dear Mr. Butowsky:

The National Capital Planning Commission, at its meeting on December 2, 2004 approved the enclosed action on the design concept for improving perimeter security at the Harry S Truman Building at 2201 C Street, NW. Also enclosed, for your information, is a copy of the Staff Recommendation for the project.

Sincerely,

Patricia E. Gallagher, AICP
Executive Director

Enclosures

COMMISSION ACTION

NCPC File No. 6541

NCPC
NATIONAL CAPITAL PLANNING COMMISSION

U.S. DEPARTMENT OF STATE
HARRY S TRUMAN BUILDING
PERIMETER SECURITY IMPROVEMENTS
2201 C Street, NW
Washington, DC

Submitted by the U.S. Department of State

December 2, 2004

Commission Action Requested by Applicant

Approval of design concept pursuant to 40 U.S.C. § 8722(d) and Section 5 of the National Capital Planning Act (40 U.S.C. § 8722(b) (1))).

Commission Action

The Commission:

- **Commends** the Department of State for closely following the recommendations included in the Commission's Urban Design and Security Plan, as well as for its thorough coordination and early consultation of this proposal with NCPC, the Commission of Fine Arts, the Advisory Council on Historic Preservation, the District of Columbia State Historic Preservation Office, and the District of Columbia Department of Transportation.

- **Approves** the design concept for perimeter security improvements, Harry S Truman Building, 2201 C Street, NW, as shown on NCPC Map File No. 1.34(38.40)41490.

- **Directs** the Department of State to undertake the following as the design development proceeds:

  - Develop specific agreements with the District Department of Transportation regarding elimination of on-street parking, modification to curb lines and street alignments, vehicular access restriction on C Street NW, and perimeter security elements in public space along the sidewalks adjacent to 21st and 23rd Streets including policies for use of traffic barricades on 21st Street.

  - Develop specific agreements with adjacent property owners, including the American Pharmacists Association and the National Academy of Sciences, regarding access from C Street, and circulation at the intersection of 22nd and C Streets.

- Coordinate with the Federal Highway Administration and the John F. Kennedy Center for the Performing Arts regarding proposed modifications to E Street, which could affect access improvements to the Kennedy Center.

- Coordinate with the National Park Service regarding the possible relocation of the Bernardo de Galvez statue currently located on U.S Reservation 720.

- Further develop the design of bollards, walls, rails and corner markers along with adjacent landscaping.

- Further develop the design of the entry pavilions to reflect the character of the building's architectural era and ensure that they are located within the building yard, between the face of the building and the public sidewalk, and that they do not intrude into the view corridor of the adjacent historic streets.

- Eliminate the two proposed trees that intrude into the historic 21st Street right-of-way and further study the impacts of proposed street trees within the 23rd Street right-of-way on viewsheds to and from the Lincoln Memorial.

Deborah B. Young
Secretary to the National Capital Planning Commission

STAFF RECOMMENDATION

NCPC File No. 6541

NCPC
NATIONAL CAPITAL PLANNING COMMISSION

U.S. DEPARTMENT OF STATE
HARRY S TRUMAN BUILDING
PERIMETER SECURITY IMPROVEMENTS
2201 C Street, N.W.
Washington, D.C.

Submitted by the U.S. Department of State

November 24, 2004

Abstract

The U.S. Department of State (State) has submitted a design concept for improving perimeter security at the Harry S Truman Building at 2201 C Street N.W. The development of this perimeter security plan is the culmination of ongoing design efforts and studies by the Department of State to improve overall security at the Harry S Truman building. The plan's objectives are to secure the Harry S Truman Building, protect employees and visitors, and improve the streetscape by creating an attractive environment for pedestrians and neighbors.

Commission Action Requested by Applicant

Approval of design concept 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:

- **Commends** the Department of State for closely following the recommendations included in the Commission's Urban Design and Security Plan, as well as for its thorough coordination and early consultation of this proposal with NCPC, the Commission of Fine Arts, the Advisory Council on Historic Preservation, the District of Columbia State Historic Preservation Office, and the District of Columbia Department of Transportation.

- **Approves** the design concept for perimeter security improvements, Harry S Truman Building, 2201 C Street, NW, as shown on NCPC Map File No. 1.34(38.40)41490.

- **Directs** the Department of State to undertake the following as the design development proceeds:

  - Develop specific agreements with the District Department of Transportation regarding elimination of on-street parking, modification to curb lines and street alignments, vehicular access restriction on C Street NW, and perimeter security elements in public space along the sidewalks adjacent to 21st and 23rd Streets including policies for use of traffic barricades on 21st Street.

  - Develop specific agreements with adjacent property owners, including the American Pharmacists Association and the National Academy of Sciences, regarding access from C Street, and circulation at the intersection of 22nd and C Streets.

  - Coordinate with the Federal Highway Administration and the John F. Kennedy Center for the Performing Arts regarding proposed modifications to E Street, which could affect access improvements to the Kennedy Center.

  - Coordinate with the National Park Service regarding the possible relocation of the Bernardo de Galvez statue currently located on U.S Reservation 720.

  - Further develop the design of bollards, walls, rails and corner markers along with adjacent landscaping.

  - Further develop the design of the entry pavilions to reflect the character of the building's architectural era and ensure that they are located within the building yard, between the face of the building and the public sidewalk, and that they do not intrude into the view corridor of the adjacent historic streets.

  - Eliminate the two proposed trees that intrude into the historic 21st Street right-of-way and further study the impacts of proposed street trees within the 23rd Street right-of-way on viewsheds to and from the Lincoln Memorial.

* * *

BACKGROUND AND STAFF EVALUATION

DESCRIPTION OF PROPOSAL

Site Description

The Truman Building, located in the Northwest Rectangle Historic District, is bounded on the north by D Street, the E Street Expressway on ramp, E Street, and Virginia Avenue; on the south by C Street; on the east by 21st Street; and on the west by 23rd Street. The Potomac Annex Historic District is adjacent to the west, the Potomac Parks Historic District is located to the

immediate south, and the Seventeenth Street Historic District is located to the east. The Truman Building was constructed in two building phases, which together, occupy 11.8 acres. The original section of the building constructed for the War Department (Old State) and occupies the northeast quadrant of the site at the corner of 21st and E Streets. New State was completed in 1960 and was constructed in an L shape to wrap around the south and west sides of the original building and fill the four blocks bordered by 21st, 23rd, C, and D Streets. The site slopes 31 feet from its lowest spot at the corner of 21st and C Streets to its highest level at 23rd and E Streets. The building has five major entrances, two on 21st Street and one each on 23rd, D, and C Streets.

Background

After the Oklahoma City bombing in 1995, the Department of Justice determined that the Truman Building is a high threat Level 5 building, which is comparable to the Pentagon and the CIA Headquarters, containing functions that are critical to national security.

The Department of State based the extended perimeter requirements of the plan on the Blast Assessment Study for the U.S. Department of State, Harry S Truman Building, 2004. The blast analysis study found that greater stand-off distances and improved protective barriers were needed. Further, it was determined that the visitor screening process should take place outside of the building to prevent the possibility of someone carrying explosives into the building and mitigate the impact of an explosion on the building.

State also referenced the NCPC Urban Design and Security Plan, October 2002. The study recommended greater stand-off distances, the removal of some street parking, and reconfiguring the E Street Expressway. Additionally, State conducted traffic studies and gathered data to evaluate the impact of street restrictions on the neighborhood. State advises that the C Street restrictions proposed in the plan are completely reversible.

Design Concept

The Department of State has an overall threefold plan to secure the Truman Building:

- Replace windows to incorporate blast resistant glass and reinforcement of walls.
- Extend and reinforce the site perimeter.
- Add security screening pavilions at all entrances.

The replacement of windows to incorporate blast resistant glass and reinforcement of walls is being incorporated in the Old State building as part of the Old State Modernization Project. Subsequent work would coincide with the future modernization of the New State. The current design concept focuses on reinforcing and extending the perimeter and adding security screening pavilions at all entrances.

Extend and Reinforce Site Perimeter

The objective of the site improvements is to increase the building's security perimeter and enhance the area surrounding the Truman Building. The major features of the site plan include replacing drop-off and /or parking lanes with additional sidewalk and protective fencing, reconfiguring the ramp from the E Street Expressway on the building's north side, installing retractable security devices in selected streets, revising the truck delivery inspection area, and providing significant landscaping and street furniture. More specifically, the major features of the plan are:

- Drop-off and /or parking lanes would be replaced with additional sidewalk and protective fencing along 21st and 23rd Streets and Virginia Avenue.
- At 21st Street, there would be two truck inspection areas, the existing truck inspection area would be redesigned for the Department of State and a new truck inspection area would be provided for the Federal Reserve.
- Recessed security barriers would be located near the intersections of 21st Street with both C Street and Virginia Avenue.
- The ramp from the E Street Expressway would be reconfigured. A fifth leg would be added to the Virginia Avenue/E Street intersection. Traffic on D Street would be limited to Department of State traffic.
- C Street would be redesigned to restrict traffic and would include a landscape median that would provide a continuous design along C Street from the Federal Reserve to the Department of State.
- Retractable bollards would be placed at the C Street/22nd Street intersection.
- New guard booths would be installed at D and 23rd Streets, D Street and Virginia Avenue, the Truck Inspection area on 21st Street, C and 21st Streets. And C and 23rd Streets.
- Significant landscaping and street furniture would be introduced to create a pedestrian friendly site.

The protective fencing or railing proposed in the concept would be comprised of structural bollards that would be concealed within a system of decorative cladding and covers. The system includes stone clad walls, steel cover posts and semi-transparent steel fence panels that in combination intend to create a unified family of street furnishings that are complimentary to the building. The stone clad elements would be granite similar to the granite on the building and the steel covers and railings would be stainless steel and be removable to allow for repair and cleaning. At the entrance on 23rd Street, the railing would be designed with an emergency break away feature. A significant amount of low plantings would be combined with the new railing to enhance the pedestrian walkway and streetscape.

Guard booths would be placed on C Street, D Street, and 21st Street. The design would contain elements of the original building's architecture – stone, glass, stainless steel, and extending canopies with receding columns. The booths would also incorporate landscaped areas, signage, and kennels. The larger guard booths located on C, D, and 21st Streets would accommodate three guards and two guard dogs. The booths on C and D would be vehicle check points and the one on 21st Street would house the guards that inspect delivery trucks. Smaller booths would house one person and be located at entry points to the garage on 21st Street, the exit at the garage on D Street, and the exit point of D and C Streets.

New benches, light fixtures, flag poles and other architectural elements have been designed to integrate with the perimeter railing components and to compliment their appearance. Some would also serve to conceal structural bollards. The new amenities would be concentrated near entry pavilions and pedestrian gathering areas. Landscaping would be provided in a park like manner along D Street where much of the existing roadway is being altered. New street trees would be planed on both sides of C Street and a new planted median would be created to continue the scheme suggested in the Commission's Urban Design and Security Plan. Additional street trees would be planted along 21st Street in the newly created planting areas between the sidewalk and roadway. The full length of the 23rd Street façade would also be planted with new street trees.

Pavilions

As mentioned, there are five entrances to the Truman Building and new entrance pavilions would be constructed at each entrance. It is intended that the design of the pavilions incorporate the spirit of the current canopies (sculptural forms, linear floating structure, and receding columns). Each pavilion would house three main functions that State determined would be needed at each entrance:

- Employee entry
- Visitor check-in and screening
- Ceremonial entrance for dignitaries, heads of state etc.

The pavilions would feature stainless steel clad columns and large projecting canopies. Each entry point would be highlighted with round frosted skylights in the style of the original building. A glass and stainless steel storefront system would enclose each pavilion. All pavilions would include a reception desk that could accommodate four receptionists; turnstiles to be used by employees and visitors to the Department of State; and screening equipment that includes an x-ray machine and magnetometers.

The overall concept for the Truman Building would be implemented in phases that include:

- Phase I – design and construct guard booths at C Street and locate retractable bollards at the intersection of C and 22nd Streets.
- Phase II – add a guard booth at the corner of 23rd and D Streets, reconfigure the entry at D Street and construct a pavilion at the D Street building entrance.

- Phase III – incorporate bollards and fencing at the perimeter, reconfigure D Street and the E Street Expressway exit ramp, extend the sidewalk perimeter at 21st and 23rd Streets.
- Phase IV – design and construct a pavilion at the main 21st Street entrance.
- Phase V – design and construct a pavilion at the secondary 21st Street entrance.
- Phase VI – design and construct the pavilion at 23rd Street.
- Phase VII – design and construct the pavilion and plaza on C Street.

Development Program

Applicant:	U.S. Department of State
Architects:	Karn Charuhas Chapman & Twohey
Acreage:	11.8 acres
Estimated Cost:	53.5 million
Schedule:	Project design is scheduled to begin in October 2005 and implementation will be over a 5 year period with Phase VII completion slated for September 2010.

Previous Commission Action

At its June 3, 2004 meeting, the Commission approved the preliminary and final site and building plans to construct and operate, for a period not to exceed two years, the temporary vehicle access security control measures at the Harry S Truman Building.

PROJECT ANALYSIS

Staff is particularly pleased with the manner that the Department of State has coordinated this proposal and consulted with NCPC Staff and the progress made in Section 106 consultation prior to the development of preliminary design plans. Additional consultation was undertaken with the Advisory Council on Historic Preservation, the District of Columbia State Historic Preservation Office, and the Commission of Fine Arts, as well as with the District of Columbia Department of Transportation. Much progress has been made in refining the concept. The Department of State should be highly commended for these efforts of consultation and coordination.

The design concept would provide a visually cohesive environment for the Old and New State portions of the Harry S Truman Building as well as greatly improve the overall streetscape for pedestrians. The close adherence to the majority of recommendations contained in the Commission's Urban Design and Security Plan for this area would provide a model for other federal agencies seeking to enhance perimeter security.

The provision of the perimeter barriers and entry pavilions are proposed as a result of the blast analysis conducted by the State Department. The external pavilions are intended to provide a contained delay and response time in the event of terrorists activities.

The widening of sidewalks along 21st and 23rd Streets, planting street trees, and providing pedestrian amenities should transform the surrounding sidewalks into a pedestrian friendly environment. Staff recommends continuing study of the placement of new street trees and their impact on historic L'Enfant rights-of-way and viewsheds along 21st and 23rd Streets. Eliminating the drop-off lanes and parking lanes along these streets should not adversely impact on traffic movements.

Although the staff is very pleased with the development of the design concept it is recommended that the Department of State further demonstrate:

- Develop specific agreements with the District Department of Transportation regarding elimination of on-street parking, modification to curb lines and street alignments, vehicular access restriction on C Street NW, and perimeter security elements in public space along the sidewalks adjacent to 21st and 23rd Streets including policies for use of traffic barricades on 21st Street.
- Develop specific agreements with adjacent property owners, including the American Pharmacists Association and the National Academy of Sciences, regarding access from C Street.
- Coordinate with the Federal Highway Administration and the John F. Kennedy Center for the Performing Arts regarding proposed modifications to E Street, which could affect access improvements to the Kennedy Center.
- Coordinate with the National Park Service regarding the possible relocation of the Bernardo de Galvez statue currently located on U.S Reservation 720.
- Further develop the design of bollards, walls, rails and corner markers along with adjacent landscaping.
- Further develop the design of the entry pavilions to reflect the character of the building's architectural era and ensure that they are located within the building yard, between the face of the building and the public sidewalk, and that they do not intrude into the view corridor of the adjacent historic streets.
- Eliminate the two proposed trees that intrude into the historic 21st Street right-of-way and further study the impacts of proposed street trees within the 23rd Street right-of-way on viewsheds to and from the Lincoln Memorial.

Although the proposed trees at 21st Street and Virginia are to partially screen the redesigned truck loading area, they would intrude on the historic 21st Street right-of-way and should be eliminated. Staff generally doesn't support the closure, even on a temporary basis, of a public

street, however, we support the restriction of vehicle access to C Street as long as it continues to provide access to adjacent property owners, is thoughtfully designed, and is easily reversible.

Staff also does not generally support the use of concrete traffic channeling as is being done on 21st Street, but find it acceptable here because we recognize the need to screen trucks outside of the building.

We do not generally support the elimination of curbside parking, but accept the need for a 50-foot stand-off along 23rd Street given the fact that it will not adversely affect vehicular traffic and will enhance the pedestrian experience.

We commend the design's palette of perimeter security elements, particularly at the corners of 21st, 23rd, and C Streets, and along 23rd Street, and the limited use of free-standing bollards.

Staff recommends approval of the design concept for perimeter security improvements.

CONSULTATION

The Department of State has met several times with NCPC staff, the Commission of fine Arts Staff, the Advisory Council on Historic Preservation, and the State Historic Preservation Office and the D.C. Department of Transportation in the development of this proposal. This consultation process has been on-going and has resulted in the proposal now before the Commission. Earlier in the consultation process, staff made recommendations regarding several aspects of the proposal, for example, the perimeter fence system along 23rd Street has been modified from a continuous wall to a system to one with more visual porosity allowing for views to the Truman Building from vehicles. Staff is currently in consultation with State regarding the design of the entry pavilions to ensure that they reflect the character of the building's architectural heritage and remain within the building yard so as to not intrude in the public space.

CONFORMANCE

Comprehensive Plan

The proposed concept is consistent with the Comprehensive Plan for the National Capital. The Federal Workplace: Location, Impact, and the Community element states that federal agencies should:

- Be "Guided by the National Capital Urban Design and Security Plan, federal agencies should integrate building perimeter security in a manner that enhances and beautifies the public realm. Security elements should not be separate or redundant systems that unnecessarily clutter or impede access to public spaces."

- "Incorporate building hardening into new and existing construction to meet blast resistance requirements when it is important to maintain a building line that provides accessible ground floor uses..."

- "Coordinate the planning, design, and construction of building perimeter security for neighboring federal buildings that share frontage on a street."

- "Does not excessively restrict or impede operational use of sidewalks or pedestrian handicap and vehicular mobility."

The proposal is consistent with all of the above policies.

National Capital Urban Design and Security Plan

As mentioned earlier in this report, the development of the design concept for providing enhanced security for the Truman Building evolved from recommendations contained in the Commission's National Capital Urban Design and Security Plan. The proposed widening of sidewalks, providing a median along C Street, the use of a fence/railing system rather than a continuous row of bollards, the provision of street furnishings, heavy landscaping and addition of street trees, and use of an architectural vocabulary that is consistent with the Truman Building are all included in the Urban Design and Security Plan. Additionally, the Department of State is continuing to extensively coordinate this proposal with review agencies as design development continues.

COORDINATION

Coordinating Committee

The Coordinating Committee reviewed the proposal on November 10, 2004. The Committee forwarded the proposal to the Commission with the statement that the project had been coordinated with all agencies represented except the General Services Administration. The representative from GSA did not coordinate pending further resolution of coordination issues between GSA and State Department staff regarding procedures for joint NCPC submissions. GSA subsequently agreed to coordinate. The participating agencies were NCPC; the District of Columbia Office of Planning, Department of Housing and Community Development, and Department of Transportation; the National Park Service, General Services Administration; and the Washington Metropolitan Area Transit Authority.

National Environmental Policy Act

The current submission, as a concept design proposal, does not require the Commission to complete its NEPA determination at this stage of project review. Based on the initial information by the Department of State, it will be undertaking preparation of an environmental assessment prior to submission of preliminary plans and in accordance with the Commission's Environmental and Historic Preservation Policies and Procedures.

In developing the submission of preliminary project plans to the Commission, the Department of State should prepare an environmental assessment that should include public scoping, distribution for review and comment, and response to any substantive comments on the environmental assessment prior to the submission of the project for NCPC review. NCPC staff

emphasizes that the Department must determine the findings of its environmental review and develop a conclusion and mitigation of any adverse impacts of the planned action prior to submitting any phase of the security proposal.

Historic Preservation Act

The Department of State, with the General Services Administration as co-lead agency for Section 106 review, formally initiated Section 106 consultation with the D.C. State Historic Preservation Office (SHPO) and with the Advisory Council on Historic Preservation on October 26, 2004. Both agencies, interested organizations, and NCPC staff and CFA staff have already been consulting on the proposed security design for some months. DOS and GSA have determined that the potential adverse effects arise from four sources: security barriers proposed for the perimeter of the site; permanent guard booths in street rights-of-way; potential demolition of the current entrance canopies at the various entrances and their replacement with new, larger enclosed entrance pavilions for screening equipment at the entrances; and public space alterations to accommodate a new traffic pattern around the building. The DC SHPO concurred with the determination of adverse effect in a meeting on August 4, 2004.

Potentially affected historic resources include the Truman Building, a contributing historic element in the Northwest Rectangle Historic District, which has been determined eligible for listing in the National Register of Historic Places; the L'Enfant Plan streets and views and public reservations; and adjacent historic properties within and near the historic district, including the Old Naval Observatory (a National Historic Landmark), the American Pharmacists Association, the National Academy of Sciences, the Federal Reserve, and West Potomac Park. Views from and along 23rd Street, Virginia Avenue, and Constitution Avenue are elements of the L'Enfant Plan.

The Truman Building was constructed in two phases. The original building, Old State, was built for the War Department between 1939-1941 and comprises the northeast corner of the current building, which was subsequently expanded. The original portion of the building was determined eligible for the National Register of Historic Places in its own right in 1992, with the concurrence of the D.C. SHPO. The canopies that are under study for replacement with pavilions are on the newer portion of the building, although a new entrance pavilion is proposed for the Old State entrance on 21st Street, as well.

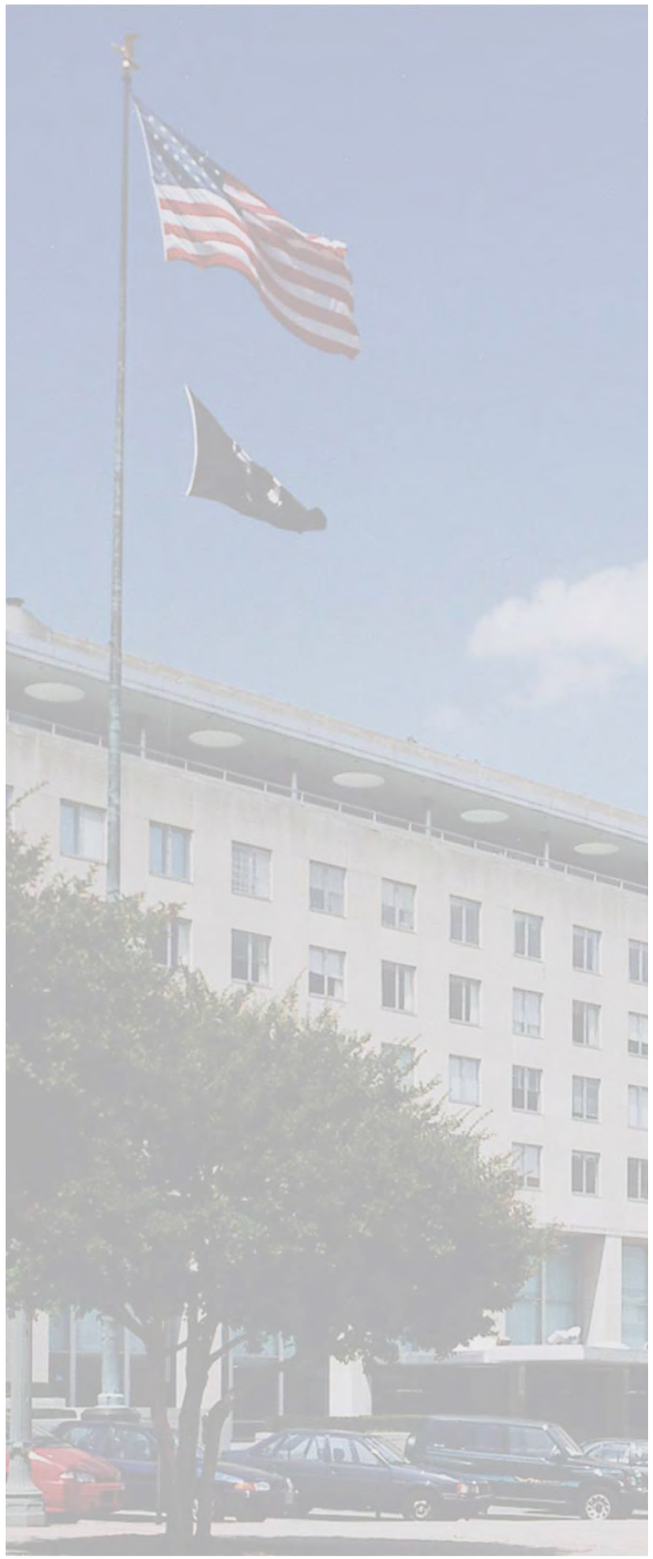
Staff highly commends DOS and GSA for the level of consultation and constructive discussion to date and anticipates a successful conclusion to the Section 106 review through the eventual execution of a Memorandum of Agreement. DOS and its design team have been highly responsive to suggestions and comments made during the consultation to date. In addition to NCPC, the SHPO, and the Advisory Council, DOS is also consulting with the Commission of Fine Arts, the Committee of 100 on the Federal City, the D.C. Preservation League, Advisory Neighborhood Commission 2A, and the National Coalition to Save Our Mall, as well as with adjacent and neighboring institutions.

The consultation meetings to date have focused primarily on the perimeter security design and location. At the most recent consultation meeting on November 9, 2004, however, the proposed

replacement of the entrance canopies with enclosed pavilions was discussed at great length. Everyone acknowledges that further study and discussion of the pavilion designs will occur as they are developed. The parties have made the assumption that new pavilions will be constructed so that security equipment can be placed on the exterior of this Level 5 building. The proportion of each pavilion in relation to the building and the architectural style of the new pavilions are very much under discussion and are being studied by the design team. DOS would like the pavilions to be consistent in their overall style, although each entrance condition is unique.

In particular, the C Street entrance, which is visible from Constitution Avenue and from 23rd Street, and which is the primary entrance and the one used by dignitaries, requires particular consideration because the existing canopy is the most architecturally expressive and representative of the Truman Building's architectural era. If it is at all possible to preserve the canopy itself, in concert with an enclosed pavilion, staff would urge that as a solution. The C Street entrance pavilion is scheduled for the final phase of a seven-phase project, and staff anticipates that answers to how to reconcile program and security requirements with the best possible design solutions for the building and its setting will soon become clear. For staff, the 21st Street entrance to Old State is another entrance requiring particular study, since this part of the building is different and the entrance is typical of an earlier architectural era. Further, DOS anticipates a museum with public visitors in this corner of the building.

In summary, staff is very pleased with the nature and depth of the consultation to date and commends DOS, their design team, and their GSA partner for the promising start of Section 106 consultation on this very visible security design project in a historic and well-designed area of Washington.



Section 2 - Executive Summary

The Department of State Perimeter Security Improvements Plan (the Plan) is the culmination of ongoing design efforts and studies by the Department of State (DoS) to improve security at the Harry S Truman (HST) Building. The Plan's objectives are to secure the building, protect employees and visitors and improve the streetscape by creating an attractive environment for pedestrians and neighbors. The estimated total project cost is $62,130,000 and the project has received $29,130,000 in prior funding. It consists of two (2) phases, with Phase 1 Construction estimated to begin in the Spring of 2017 and completed in the Spring of 2019. Phase 2 construction is estimated to be completed in the Fall of 2022.

The HST perimeter is bound by 21st Street to the east, C Street to the south, 23rd Street to the west, and D Street / Virginia Avenue to the north (see Drawing 2.01). The building itself was constructed in two separate phases. The original portion was built to serve the War Department between 1939 and 1941. It encompasses the northeast quadrant of the HST Building at the corner of 21st Street and Virginia Avenue. This portion is referred to as the Marshall Wing. Between 1957 and 1960 the building was expanded to fill the remainder of the four square blocks of the Foggy Bottom neighborhood currently occupied. The expansion is referred to as New State. Together the Marshall Wing and New State compose the HST Building.

The Plan is critical to the DoS's strategic security goals. It will allow the agency to strengthen security and improve the environment surrounding the building. It will incorporate two layers of protection:

1. Prevent bomb laden vehicles from striking the building
2. Prevent persons with the intent to harm from entering the building.

To fully achieve these objectives, the DoS established a strategy with four major components; one pertaining to building security and three pertaining to perimeter security:

Building Security Improvements:

1. Replace windows to incorporate blast resistant glass and reinforcement of walls

Perimeter Security Improvements:

1. Extend and reinforce the site perimeter through a series of security barriers using a contextually sensitive design and materials palette
2. Add security screening pavilions at all entrances so that screening processes could occur outside of the interior lobby spaces
3. Relocate the truck inspection station on 21st Street to D Street.

Item one above has been incorporated in the Marshall Wing as part of the modernization project. Subsequent work will coincide with the ongoing modernization of New State. The Perimeter Security Improvements Plan consists of items two, three, and four above.

In response to the matters of concern to the U.S. Commission of Fine Arts (CFA), the DoS submitted a conceptual design titled "Perimeter Security Improvements" for the HST Building (the Concept) addressing items 2 and 3 above. On November 18, 2004, the CFA granted its approval of the Concept. Subsequently, the National Capital Planning Commission (NCPC) granted its approval on December 2, 2004. Due to the time lapse since the original approval by CFA, the Concept was resubmitted on October 7, 2010 for renewal of its original approval. It remained largely unchanged from that submitted in 2004 with the exception of design improvements which include those in response to CFA and NCPC comments. The approval was reaffirmed in its meeting of October 21, 2010; however, another time lapse has ensued due to further negotiations between the DoS and the District of Columbia related to street alignments and public space encroachments of security elements. The current plan is the final result of those negotiations, rendering the previous concept null and void. The major improvements since the 2004 concept include 1) relocating the truck inspection facility from 21st Street to D Street, 2) Relocation of the bollard line and street curbs to provide additional public space along 23rd Street, and 3) incorporation of low impact design (LID) features to improve the storm water management around the site.

On March 31, 2014, DOS submitted the concept plan to DDOT Public Space Committee and received preliminary approval with comments on June 24, 2014. A "Concept Refresh" presentation to the U.S. Commission of Fine Arts took place on November 20, 2014, and was approved with comments.Soon after, an informational presentation to NCPC occurred on January 8, 2015.

The procedures required by the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) resulted in a "Finding of No Significant Impact" on the quality of the human environment, adopted by NCPC on October 1, 2015 with its approval and comments on the preliminary design submission, and a final Programmatic Agreement (PA) between the signatories, delivered to NCPC on January 13, 2016. The relocation of the truck inspection station to D Street was possible by the official transfer of jurisdiction for US Reservation 104 from the National Park Service to the U.S. Department of State through delegated action by NCPC on May 5, 2016. This culminated into the final design submission to the CFA with consent calendar approval on July 21, 2016, and this final submission to NCPC for its approval.

Per the provisions of the PA, NCPC exercised its commitment to review the 65% set of Construction Documents and provided comments to which the State Department responded. Refer to "Document 2.02 – NCPC Comments on the 65% set of Construction Documents with DOS Responses" at the end of this summary for an explanation of how the comments have been addressed and incorporated into this submission. Refer to "Section 1 – Letter Requesting Review & Previous Approval Letters" for a record of the aforementioned agency approvals.

Approach

The DoS based the extended perimeter requirements of the Plan on the Blast Assessment Study for the U.S. Department of State, Harry S Truman Building, 2004. The study found that greater stand-off distances and improved protective barriers were needed. Further it was determined that the visitor screening process should take place outside of the building to prevent the possibility of someone carrying explosives into the building, and mitigate the impact of an explosion on the building.

Department of State also referenced the National Capital Planning Commission's study, The National Capital Urban Design and Security Plan, October 2002. The study recommended greater standoff distances, the removal of some street parking, and reconfiguring the E Street Expressway. In the current scheme, however, the E Street Expressway will not be reconfigured, only modified in an inconsequential way. In addition, The DoS conducted traffic studies and gathered data to evaluate the impact of street restrictions on the neighborhood.

Once the initial concept design was established, the DoS coordinated with its neighbors, community groups, and government agencies for review and feedback. The agency also met with staff at the National Capital Planning Commission, the Commission of Fine Arts, the Advisory Council on Historic Preservation, the State Historic Preservation Office, The National Park Service, and the District's Department of Transportation and Office of Planning at various stages of the design to seek input.

Alternatives Considered

In the design of the perimeter security screening pavilions several options were considered. A significant alternative that was studied was the re-use of the existing canopies. Several schemes were developed in an effort to salvage the canopies on C and D Street. The team studied the option of raising the existing canopies and extending them to fit the required program. Leaving the canopies at the existing height was not an option because of the space needed to air condition the pavilion. Also, the low height of the canopies was out of proportion with the building once they were enlarged.

Simply enclosing the existing canopies was also studied. However, the existing footprint could not accommodate all programmed areas and necessitated space within the current lobbies. Therefore, this option did not meet the requirements of the security plan.

The alternative of allowing screening to occur within interior lobby spaces was considered. However this would allow someone with the intent to harm inside the hardline perimeter. At this point an explosive detonated would have the ability to cause significant damage and loss of life. Since this option would not meet the recommended security level of protection it was determined unfeasible.

As a result of careful study, it was concluded that a more suitable solution would be to design new entrance pavilions that used elements from the existing canopies. The addition of new pavilions would remove all screening from within the protected hardline, eliminate the need for the existing temporary screening buildings and permit the lobbies to be restored to original condition and function.

The perimeter security bollard design was also carefully considered. The team did not want the bollards to overwhelm the exterior of the building. As such a solid wall configuration was studied on the 23rd Street elevation. After review it was determined that this needed to be more visually open and as a result the team revised the design to combine the solid and open portions.

Several options regarding extending the site perimeter were considered. One such option, restricting traffic on 21st Street, was considered and a preliminary traffic study was completed. The results indicated that closing this street would have too great of an impact on traffic flow; consequently, 21st Street will remain open to the public.

Proposed means of extending the perimeter, as well as other major features of the Plan, are explained below.

Key Elements of the Concept Plan

- Security pavilions will be located at four of the building entrances in order to eliminate the temporary screening pavilions and remove the visitor badging process from the building. The D Street pavilion will be addressed in this submission as part of Phase I. The other pavilions will be designed and submitted in the future during Phase II.
- Drop-off and/or parking lanes will be replaced with additional sidewalk, and a protective barrier system at 21st and 23rd streets and Virginia Avenue to increase the building's secured perimeter.
- The existing truck inspection area along 21st Street will be relocated to D Street.
- The ramp from the E Street Expressway will be realigned slightly to accommodate modifications to D Street.
- C Street will be redesigned to restrict vehicular traffic while allowing pedestrian access.
- Retractable bollards will be placed at the intersection of C and 22nd Streets.
- New guard booths will be constructed to control vehicular access to C and D Streets as well as access to the HST parking garage and loading dock
- Significant landscape elements, including new street trees, furniture and low impact development features will be introduced to enhance the pedestrian friendly character throughout the site.

Project Phasing

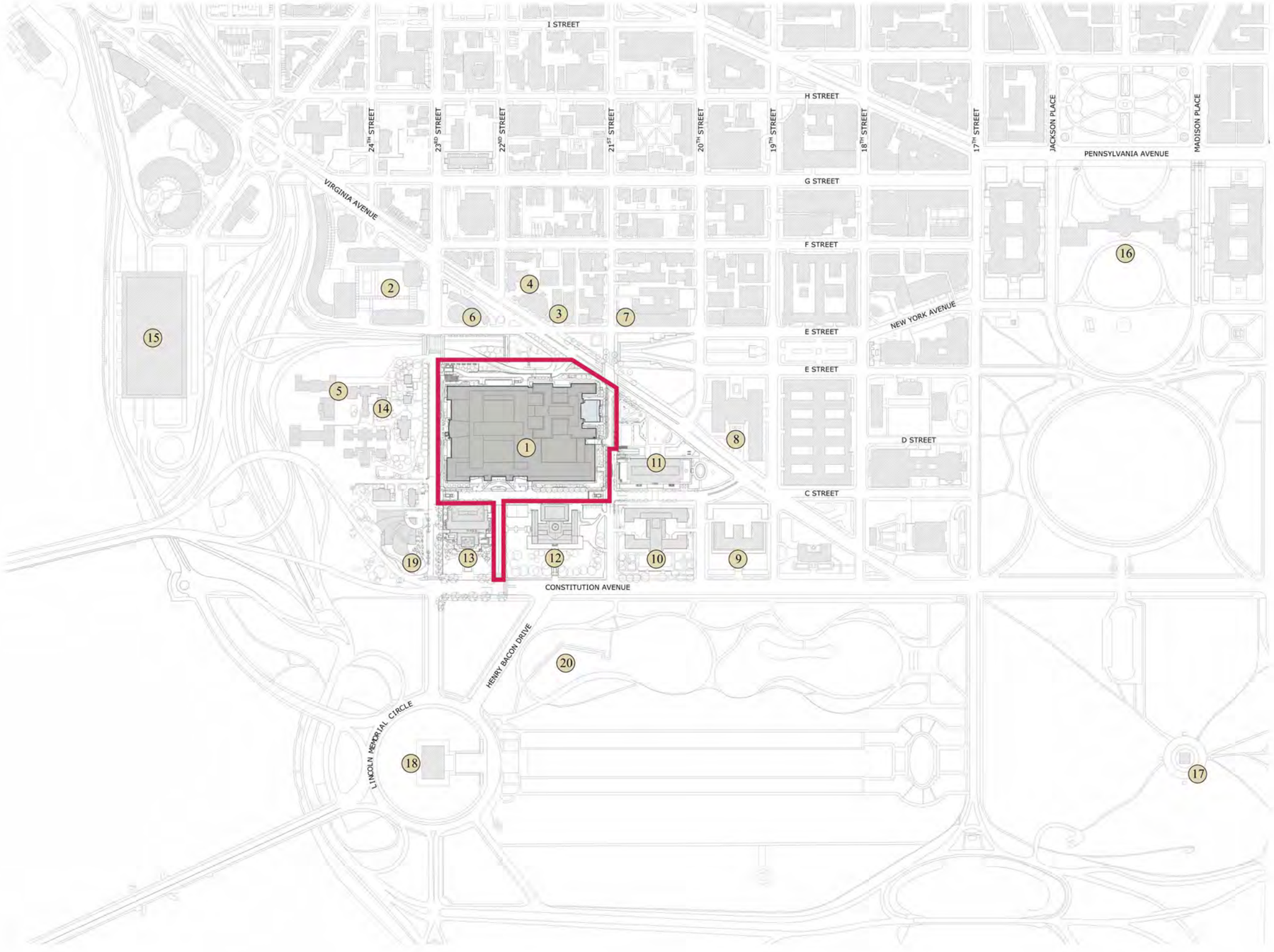
The Department of State intends to implement the plan in two phases (refer to Drawing 5.01 in Section 5). The phases are based on available funding.

<u>Phase I:</u>

- D Street: Realignment of the street, construct a guard booth and vehicular barrier for entry on D Street near 23rd Street, construct the D Street entrance pavilion, install perimeter and landscape improvements including creation of a pocket park, construct the truck inspection station on D Street near Virginia Avenue with a guard booth, and construct two smaller guard booths with a vehicle barrier at the exit.
- 21st Street: Realignment of the street, construct two smaller guard booths: one to facilitate truck inspection operations near Virginia Avenue and one at the garage / loading dock entrance, and install perimeter and landscape improvements
- C Street: Realign the south curb with the adjacent curb east of 21st Street at the Federal Reserve Eccles Building, construct the guard booths and vehicular barriers at the intersections of 21st and 23rd Streets, replace the congressional parking on the northeast side of the street with a new planted park area, construct the guard booth at the garage entrance, provide striping for parallel parking on both sides of the street, and install perimeter and landscape improvements
- 22nd Street: Install retractable bollards at intersection of C Street, restripe the north end to restrict parking on the east and

west sides, restripe the southwest side for nine angled parking spaces, and restripe the southeast side for taxi cab standing.
- 23rd Street: Realign the east curb with the adjacent curb south of 23rd Street at the American Pharmacists Association Building, and install perimeter and landscape improvements.

Phase II:
- Replacement of the original entrance canopies and temporary screening pavilions on 23rd Street and C Street with permanent screening pavilions
- The addition of a screening pavilion at the 21st Street Jogger's Entrance
- Provide opportunity to restore the adjacent lobbies to their original condition and function



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

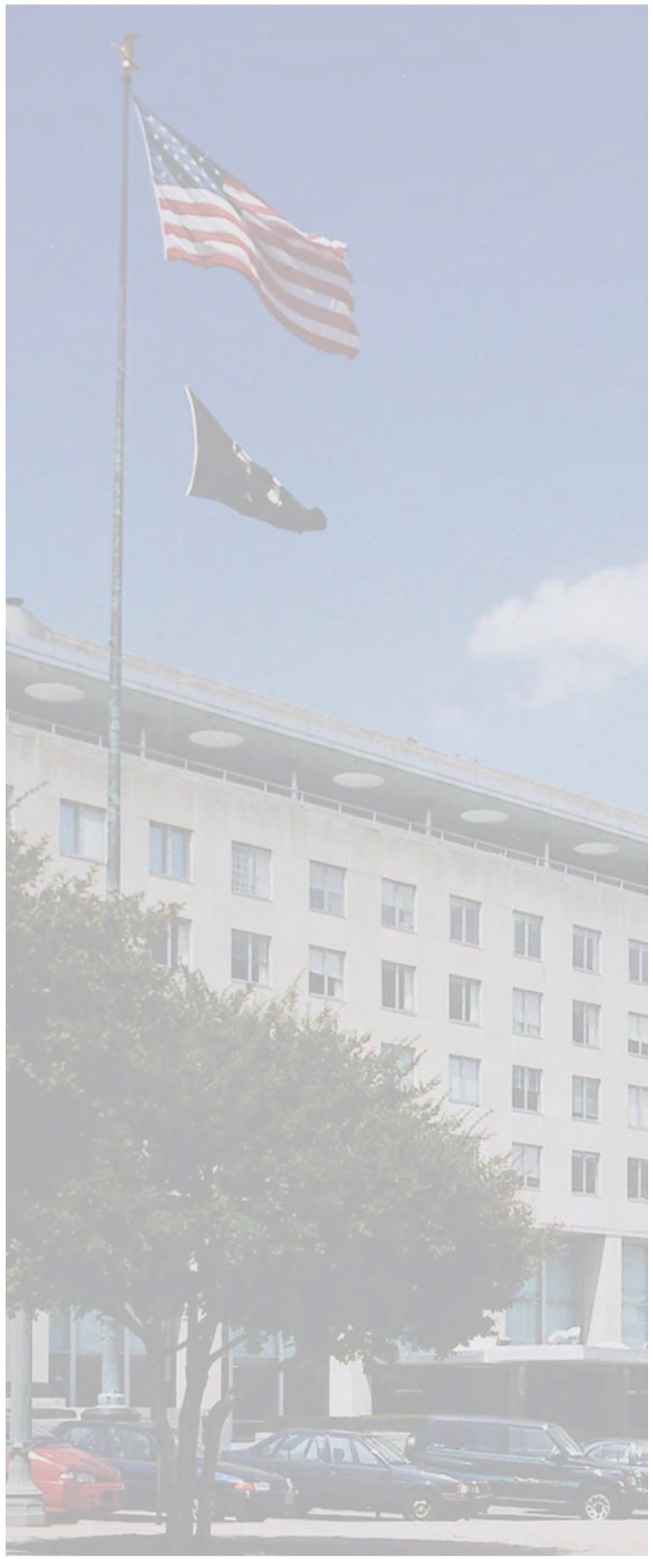
Project Boundary

Drawing 2.01
05 August 2016

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

0 300' 600' 900' NORTH
1:300 GRAPHIC SCALE

KARN CHARUHAS CHAPMAN & TWOHEY
Architecture | Planning | Interiors
1120 Connecticut Avenue NW, Suite 1250
Washington, DC 20036 202 659 5600 www.kcct.com



Document 2.02

NCPC Comments on the 65% Set of Construction Documents with DOS Responses

United States Department of State

Washington, D.C. 20520

August 3, 2016

Ms. Vivian Lee, AICP, LEED AP BD+C
National Capital Planning Commission
Urban Design and Plan Review Division
401 9th Street, N.W.; North Lobby, Suite 500
Washington, D.C. 20004

RE: Harry S Truman Building (U.S. Department of State Headquarters) Perimeter Security Improvements; A Summary of the Actions Taken to address the Preliminary Site and Building Plan Recommendations from the October 1, 2015 Commission Action

Ms. Lee:

In support of the Department of State's Final Submission for NCPC Approval, I've compiled a summary of the changes to the project plans that were a result of the Commission's recommendations as outlined in the Commission Action dated October 1, 2015.

As usual, some of the recommendations were straightforward and resolved through an exchange of written correspondence between NCPC and U.S. Department of State (DOS) staff. Solutions for the moderately complex comments were determined at coordination meetings between NCPC, DOS, and the Karn, Charuhas, Chapman, & Twohey (KCCT) design team. Finally, the most challenging recommendations required the involvement of experts from the District Department of Transportation, District Department of Energy & Environment, and General Services Administration. Ultimately, these written exchanges, face-to-face discussions, and the review of the 60% Construction Documents dated December 15, 2015 are summarized in my attachment. I believe it may assist the Commission with understanding how their feedback was incorporated into the Final Submission, the iterative process and exchange of ideas between NCPC and DOS over the past ten months, and most importantly how the design has been improved based on their Preliminary Submission feedback.

Should you require additional information, please feel free to contact me at (202) 647-2095 or grossweilerdj@state.gov.

Sincerely,

David Grossweiler, P.E., PMP
U.S. Department of State

Attachment: The NCPC October 1, 2015 Commission Action Recommendations and Summary of Project Revisions

The NCPC October 1, 2015 Commission Action Recommendations; Summary of Project Revisions

Landscape Elements

1. *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.*

DOS Response, October 23, 2015 letter: It is critical for DOS to maintain the location of security elements (bollard, rails, and fences) as the building hardening calculations have been based on specific setbacks. The design team will alter foundations if it will aid the growth of landscaping. The design team is currently anticipating use of root paths through the security system foundation, structural cells under sidewalks, and other design solutions applicable to enhancing tree root growth.

NCPC 65% Review Comment: Based on the *Landscape Vegetation Removal and Protection Plans,* (Sheets L-101 through L-107), the existing trees located along the curb will be removed, while the existing trees to remain and protect are mostly located within the building yard. Although we consider that the roots of the new trees along the curb adjacent to security barriers will adapt more easily than established roots from existing trees, we are concerned about the limited availability of rooting space, and that the size of the security bollard concrete footing will interfere with tree growth and health as shown in the *Landscape LID Sections* (Sheets L-30I and L-302), specifically the *LID Planter Section, Barrier in Tree Pit* configuration along 23rd, 21st, and C Streets. Staff recommends to explore breaks along the continuous foundation and provide longitudinal and transversal sections along the concrete footing to clarify how the open soil tree areas are connected to the cell-type support under sidewalks.

Given the proposed planting list as shown in the *Landscape Site Tree Planting Plan* (Sheet L-002), staff recommends to reduce the size of the bollards foundation as much as possible, analyze what type of foundation fits better with the landscape and ensure that the proposed trees have the ability to grow and thrive. Staff recommends to consider the selected tree species at full maturity and provide appropriate soil volume to ensure better tree health. In addition, staff supports exploring a combination of design methods to work around utilities and security system foundations, achieve greater soil volume and enhance tree root growth. Design methods may include:

- Root paths to connect soil areas to adjacent green spaces within the building yard, and
- Covered soil areas, including structural soil, sidewalk support and soil cells.

Lastly, staff recommends to provide additional information including narrative and drawings to describe the use of the above design methods.

DOS Response to 65% Review Comment (May 5, 2016): The planting space and soil volumes have been maximized yet are still constrained by the barrier foundations, the proposed street curbs and pedestrian sidewalks, and the desire to incorporate low-impact development (LID) technologies in the storm water management solution. We have worked with DDOT to provide the widest tree planting area possible as evidenced by the shift in the 23rd Street curb being made for the sole benefit of tree and landscape soil volume, and not as an opportunity to extend the barrier systems farther from the building façade.

In order to facilitate root development and increase the available soil volume, we are providing footing breaks at street trees as shown on sheets in the L-120/L-130/L-140 series drawings. Footing breaks are shown on drawing L-111 per keynote #225, but were not shown or labeled on the remaining drawings in the L-110 series. Those plans will be revised accordingly so that the footing breaks are provided wherever a street tree may benefit from the additional soil volume on the building-side of the barrier system. In general, the footing breaks correspond to street tree locations, are between 6”-12” wide but dependent on the structural requirements of the barrier system, are co-located with structural cells under the sidewalks, and are connected to the building yard to provide additional root growth area.

Diplomatic Security has investigated alternative barrier systems that may be more accommodating of tree root development. These ‘shallow foundation’ systems typically utilize spread footings that remain within 2 feet of the surface, but require a large mat to redistribute the vehicle impact forces. The three largest detractors of these barriers are 1) the large footing is filled with concrete and creates a significant obstruction for water infiltration; 2) their effectiveness is increased when located in arrays of 3 or more bollards to distribute the impact forces over a larger area. The bollard spacing is reduced to effect this load sharing and generally doesn’t meet the 48” clear requirement of the District; and 3) the bollards are generally between 3” to 12” taller depending on the design configuration. DOS is considering the use of these shallow foundation systems in locations where immovable utility conflicts, such as the GSA steam tunnel under 21st Street, are encountered, but as a method to increase soil volumes, the visual impact to public space likely precludes their use. Examples of shallow foundation barriers can be provided upon request. Currently, the most suitable foundation barrier appears to be the DSC-600 (http://deltascientific.com/high-security/bollards/dsc600/) manufactured by Delta Scientific Corporation.

Utilizing barrier foundation, structural cells under adjacent sidewalks, and bioretention soil in the LID planter sections, the typical soil volume per tree is approximately 1,000 cubic feet, but at isolated areas, the lowest soil volume approaches 500 cubic feet. We

will review the street tree selections prior to the 95% submittal to make sure the selected species can thrive in the available soils. DOS and the KCCT design team will continue to study options to increase the soil volumes, and is committed to adding soil volume whenever possible. A narrative and supportive drawings describing soil volumes will be included in the NCPC Final Submission documents.

DOS Update based on the July 7, 2016 CFA Submission for Final Approval:
The design team has determined that the footing breaks, which were previously expected to be between 6”-12” in length, can be larger and will approach 24” depending on the specific location. This increase should improve the success of the LID plant roots to reach additional soil volume on the other side of the bollard foundation. The Final Submission booklet includes a narrative and drawings for the foundation breaks and the anticipated soil volumes for the LID plantings.

2. *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.*

DOS Response October 23, 2015 letter: The glass that flanks the building entrance incorporates building signage and the architecture is a major aesthetic statement on the street. DOS and the architect for the Diplomacy Center believe the plantings in this area should be kept low so as to not block the Center's Signage. Most of the site benches will be in shaded locations, so the two benches noted, flanking the Diplomacy Center entrance provide an alternative opportunity to catch sun during spring, early summer, and fall.

NCPC 65% Review Comment: NCPC staff endorses the landscape design approach in front of the Diplomacy Center given the solar orientation of the proposed benches facing east. However, we encourage the team to develop the landscape in a more comprehensive way, and include the planting areas to the north and south of the Diplomacy Center. We understand that there will be some non-native species in this area, however, the latest drawings, *Landscape Site Tree Planting Plan* (Sheet L-002) and enlarged Landscape *Layout Plan 21st Street* (Sheet L-125), do not show any landscape in these areas.

DOS Response to 65% Review Comment (May 5, 2016): The raised planting beds, north and south of the US Diplomacy Center (USDC) as depicted on drawing L-125, are not included in the scope of the HST perimeter security design as they are currently being constructed in coordination with the U.S. Diplomacy Center. It is DOS’ intent that these planting beds remain reserved for possible landscape dedications from diplomatic partners such as Japan. When those dedications are confirmed, DOS is willing to inform NCPC staff in case the Commission wishes to consult on the dedication plant material. In the interim, the planting beds will be maintained by the horticulturalist, under contract by GSA, who is responsible for the other planting beds that surround HST.

The planting beds, that flank the entrance to the USDC and fronted by free-standing stone benches as shown on drawing L-115, will be populated with shrubs and perennials. Those plants will be selected in consultation with the GSA Horticulturalist and shown in the NCPC Final Submission.

Protective Barrier System

1. *Promote pedestrian flow by aligning bollards consistently with architectural element· to minimize disruption of pedestrian circulation and achieve a graceful transition between different security and architectural elements.*

DOS Response, October 23, 2015 letter: The location of security elements was developed with the concurrence of numerous Federal and City agencies. Bollard spacing was based on security requirements and per ASTM tested standards, and when crossing pedestrian paths, bollards are placed perpendicular to pedestrian movement to allow the maximum spacing. The design team will continue to be sensitive to this issue as we address construction detailing as the bollard covering also impacts the clear dimension between adjacent bollards.

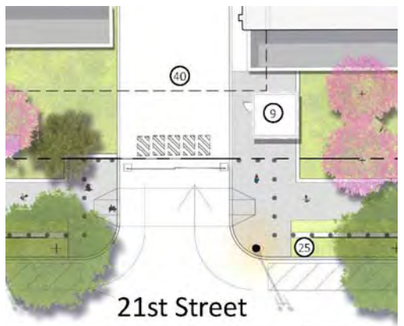
NCPC 65% Review Comment: The following comment refers to specific conditions along 21st Street on each side of the parking loading entrance; refer to *Landscape Layout Plan 21st Street* (Sheet L-125). We recognize that aligning bollards in both directions with the existing granite coping along the building yard is not feasible due to security and circulation constraints. We encourage the design team to look for opportunities to minimize the number of bollards and provide a more graceful transition with the existing architecture features where possible.

DOS Response to 65% Review Comment (May 5, 2016): Similar to the use of shallow foundation bollards for increasing tree soil volume, DOS is investigating alternative barrier structures that will maximize the clear distance in support of pedestrian flow. To date, we haven't identified an alternative that improves the shown clearances, but we will continue to explore opportunities and brainstorm for bollard configurations that encourage the stated goal of a graceful transition with existing architecture.

DOS Update based on the July 28, 2016 Coordination Meeting with NCPC Staff:
The use of shallow foundation bollards has been studied by DOS and Delta Scientific Corporation (Delta), a DOS approved manufacturer of barricade systems. While Delta does manufacture shallow foundation bollard systems, their use would adversely impact the LID tree pits by substantially changing the surrounding areas from landscape to hardscape. There are also slight dimensional differences from the traditional bollard design which uses steel pipes interlaced through a continuous footing as shown in the submission. Currently, there are no known conflicts with the utilities to warrant the

alternate shallow foundation system, but the slight dimensional changes when utilizing the shallow foundations and the impact to the LID design doesn't justify their present use.

A minor adjustment of the bollard line was also made at the 21st Street loading dock entrance for pedestrian safety considerations. The previous layout attempted to align the bollards with the adjacent 2-man guard booth, but unnecessarily created a dog-leg in the bollard layout in order to tie-in with the vehicle barrier. The change is highlighted below with the before/after comparison.



Cropped from Drawing 5.07
NCPC Submission (Preliminary Approval)
28 August 2015

Cropped from Drawing 5.06
CFA Submission (Final Approval)
07 July 2016

2. *Further develop the design for the proposed benches, bollards and railings to ensure a seamless integration of streetscape and security elements.*

DOS Response, October 23, 2015 letter: DOS intends to advance the design and detailing of all site elements during the construction documents phase and will provide more advanced details at the NCPC final submission stage. Colors and details will be developed to integrate streetscape and security elements, and will be discussed in detail with the Commission of Fine Arts.

NCPC 65% Review Comment: We recommend to provide more information about materials of different streetscape elements as shown in the *Landscape Details* (Sheets L-502 and L-503) to ensure a compatible and durable material palette and an attractive urban landscape.

DOS Response to 65% Review Comment (May 5, 2016): NCPC staff will be included on the meeting invitations when the draft material selections are discussed with CFA staff in preparation for the CFA Final Submission. A full and complete selection of

streetscape elements and materials will be included in the CFA Final Submission, and the revisions as required from CFA guidance will be documented in the NCPC Final Submission.

3. Consider the design and integration of the proposed perimeter security elements, particularly at corner conditions, to avoid constricting pedestrian circulation.

DOS Response, October 23, 2015 letter: Comer conditions are particularly challenging because historical analysis supports that greater than 75% of attacks take place at intersections. Although DOS needs to maintain the security elements where shown at street corners, the design team will endeavor to refine the elements during construction detailing, particularly considering the corners of C Street at 21st and 23rd Streets.

NCPC 65% Review Comment: We acknowledge the security restrictions at the corners of C and 21st Streets and C and 23rd Streets. Given that the Ceremonial Entrance is located along C Street, and this is the most sensitive area of the building, staff supports the design as shown in the *Landscape Layout Plans* (Sheets L-122 and L-124).

DOS Response to 65% Review Comment (May 5, 2016): Although DOS does not expect to change the corner conditions, DOS will specifically state any revisions in the NCPC Final Submission in the event that DOS is able to improve the corner configuration.

DOS Update based on the July 7, 2016 CFA Submission for Final Approval:
At corner locations where the perimeter security (walls, bollard/rail, or bollards) makes a 90 degree turn and becomes perpendicular to the sidewalk (D Street/23rd Street, C Street/23rd Street, and C Street/21st Street), the set of bollards that crosses the sidewalk is set in a stone band to differentiate it from the typical scored concrete for sidewalk paving material, and this is unchanged since the Preliminary Submission.

The typical bollard is spaced at 4'-11" on center around the perimeter, but there are locations where the length of the bollard run is not an exact increment of the 4'-11" spacing. The corner conditions at D Street/23rd Street, C Street/23rd Street, and C Street/21st Street are examples of this condition, so the middle bollards towards the center of the sidewalk, where most people will walk, are spaced at 4'-11", and one or both of the bollards, adjacent to the corner is spaced less than 4'-11".

Regarding the walls at the pocket park, the veneer was pulled from the wall adjacent to the west side of the park to visually open the area. The bollards within the wall weren't moved, but the extensions were trimmed back that it aligns with the bollard footing below. The other corners will be revised to reflect the same adjustments.

Streetscape Elements

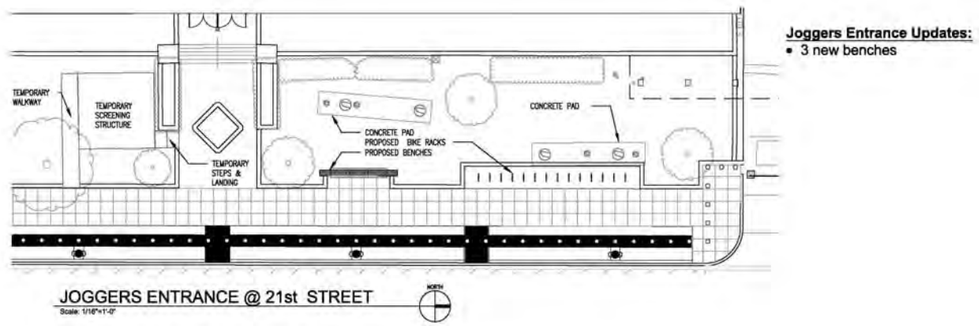
1. Provide additional seating to enhance the pedestrian experience, including outside of the jogger's entrance.

DOS Response, October 23, 2015 letter: The design team will explore and add seating opportunities, including outside the joggers' entrance.

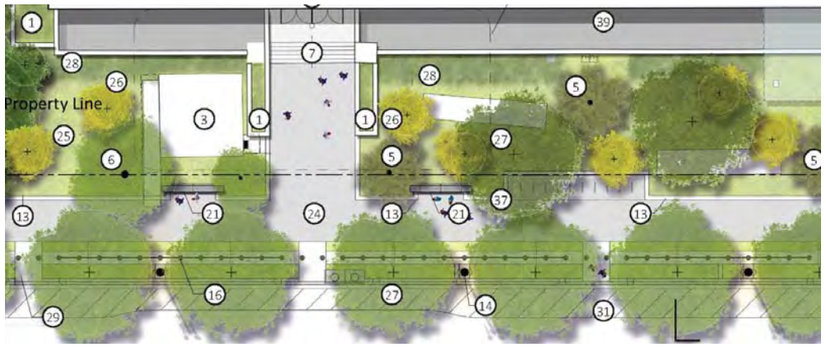
NCPC 65% Review Comment: The latest drawings do not show additional seating opportunities outside the jogger's entrance; refer to enlarged plan along C Street East, *Landscape Layout Plan* (Sheet L-124). NCPC staff recommends to explore seating opportunities in this area to benefit DOS employees as well as pedestrians walking along 21st Street.

DOS Response to 65% Review Comment (May 5, 2016): In drawing 5.36 (Amenity Diagram – Benches) dated 28 August 2015 in the NCPC Preliminary Submission, DOS had identified 602 feet of bench material that could support an occupancy of 297 people. Revisions have been made at the following locations to increase the bench count to 612 feet (or a 302 person occupancy).

1. Pocket park per 65% CD drawing L-117 in lieu of previously shown bike racks on Preliminary Submission drawing 5.37 (Amenity Diagram – Bike Racks).
2. The Jogger's Entrance at 21st Street per the inserted snapshot which reflects a series of 3 benches side-by-side.



DOS Update based on the July 7, 2016 CFA Submission for Final Approval:
The Final Submission includes two (2) seat walls with benches that flank both sides of the 21st Street Jogger's Entrance and a reconfigured bike rack that required an adjustment to deconflict with underground storage fuel tanks just to the north. The diagram below was cropped from drawing 5.06 (CFA Submission for Final Approval).



2. *Integrate wayfinding and interpretive signage throughout the site to express the agency's diplomatic mission, and highlight the history of the building.*

DOS Response, October 23, 2015 letter: The design team will identify opportunities for interpretive and wayfinding signage that can be incorporated into Phase 2 of the project, under Section 106 Mitigation. Opportunities might include engraved messages on site walls, vertical freestanding signage, signage incorporated into security barriers, pavement markings, or other similar techniques integrated into the hardscape and softscape.

NCPC 65% Review Comment: NCPC understands that the PA describes the agreed-upon mitigation to resolve adverse effects to the HST Building, and includes Interpretive Signage during Phase 2. Based on the PA, the signage will inform the public regarding the history and architecture of HST, and the mission of DOS. Since the 65% drawings only include Phase I, staff recommends to explore wayfinding and interpretive signage opportunities not only along 23rd Street but throughout the site during Phase II.

DOS Response to 65% Review Comment (May 5, 2016): The wayfinding will be addressed in the Phase II consultations associated with entrance pavilions at 23rd Street, C Street, and the Jogger's Entrance on 21st Street.

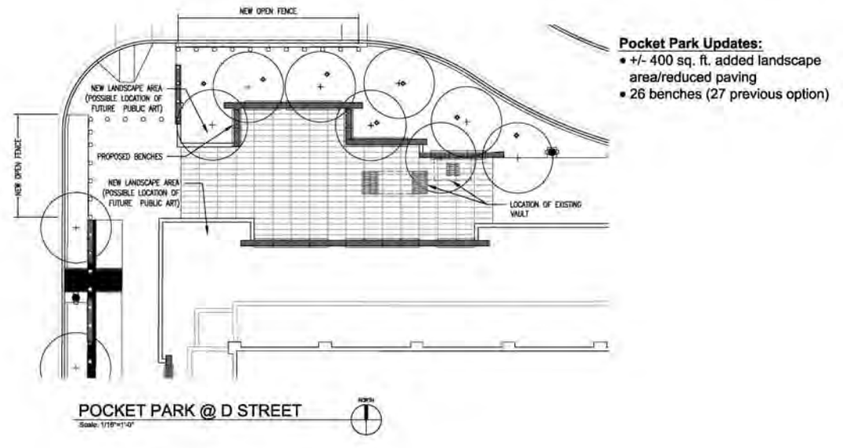
<u>Pocket Park</u>

1. Further explore the function and character of the proposed pocket park as a gateway along 23rd Street and consider amenities, such as sculptural elements, to celebrate the mission of the agency.

DOS Response, October 23, 2015 letter: The design team will be refining the pocket park design during construction documents preparation. Incorporation of sculptural or art amenities, or interpretive signage, will be considered, and places suggested where these elements can be provided at a later date if the District of Columbia permits them in the public space.

NCPC 65% Review Comment: We recommend considering more landscape areas and amenities to ensure that the pocket park is attractive, inviting and welcoming. Amenities may include exhibit areas for rotating art installations to showcase the foreign mission of the agency. We would like to have a better sense of the direction and plans for the park design prior to construction and at final review. While a sculptural element may come later, the scale, location and configuration of the major permanent elements, such as seating, landscaping and open spaces, should be presented at final.

DOS Response to 65% Review Comment (May 5, 2016): Drawing L-117 (Materials and Hardscape – D Street) and drawing L-127 (Landscape Layout Plan – D Street) are accurate reflections of the balance between hardscape and landscape that DOS is trying to accomplish at this significant pedestrian intersection. As it is public space, DOS has looked to DCOP and DDOT for guidance, and developed the identified treatments to include paving materials, street trees, and site furnishings according to District standards. A fully-detailed drawing L-147 (Landscape Planting Plan – D Street) will be submitted with the NCPC Final Submission in order to inform how DOS intends, through the use of specific shrubs, perennial, and annual plantings, to make this space as attractive, inviting, and welcoming as possible. The design team has studied the pocket park to determine if slightly more planting area can be added without compromising pedestrian flow, and is proposing the following modification to hardscape and landscape.



The entire pocket park and most of the area that appears as HST building yard is public space. DOS has discussed the placement of sculptural element in the pocket park with Mr. Leslie Shepherd, GSA's Chief Architect, who is responsible for GSA's Design Excellence and the Art-in-Architecture programs. Mr. Shepherd recently visited HST and stated that although the statuary in the pocket park was a good suggestion, the Art-in-Architecture program currently doesn't have the funding for an exterior piece of art, which is generally more expensive than an interior piece. He was receptive to a identifying a dedication site, in case GSA/DOS or the District of Columbia Government wanted to propose a later addition. Two (2) locations for the possible location of future public art are shown in the previous snapshot of the modified Pocket Park @ D Street.

Included in the NCPC Preliminary Submission was a rendering (Drawing 5.19 – 23rd Street visualization – Pocket Park) of the hardscape and landscape for the pocket park. DOS will revise the rendering to reflect the proposed adjustments to the pocket park as noted above for the NCPC Final Submission.

DOS Update based on the July 7, 2016 CFA Submission for Final Approval:
The bench seating arrangement was revised after consultation with NCPC and CFA staff and appears to accomplish the objective of creating an attractive and inviting area for pedestrians. A Pocket Park Visualization will be included in the Final Submission and provides a realistic view looking northeast towards the pocket park from 23rd Street. Although not shown in the diagram below, there are two (2) locations, just to the east of the 23rd Street sidewalk, which can be used for sculptural elements. They are presently shown as planted with either shade or ornamental trees. As these locations are in Public Space, any sculptural elements would be coordinated with and approved by the District. The diagram below was cropped from drawing 5.20 (CFA Submission for Final Approval)

2. Explore a more interesting and intimate seating arrangement, and consider relocating the bicycle rack facility in order make the corner more visible and inviting.

DOS Response, October 23, 2015 letter: The KCCT design team will reassign the bicycle parking spaces elsewhere on the site to allow more open views into the park.

Regarding the seating, during morning and afternoon rush hours, there is an extremely high volume of pedestrian traffic flowing through this area, which historically fills most of its available space. This is the reason for leaving a large unencumbered central open area. There are also very large underground utilities restricting the placement of footings for amenities. Additionally, we believe the long linear benches best reflect a sophisticated urban setting, as has been done in Central Park, NYC, parks in Europe, and the City Center, DC development. As we learn more about the subsurface conditions, we will consider providing some 90 degree seating, if appropriate.

NCPC 65% Review Comment: Removing the bicycle rack facility and extending the low stone base/bench to the west to provide additional seating on the northwest comer of the pocket park minimizes visual clutter and improves efficiency. Staff recommends to provide additional bike racks within the building yard, consistent with the proposed bike racks around the building.

Given that the pedestrian traffic will be coming mostly from the north along 23rd Street (Foggy Bottom Metro Station), and the opening of D Street will encourage east-west pedestrian circulation; staff recommends making the park visually and physically accessible.

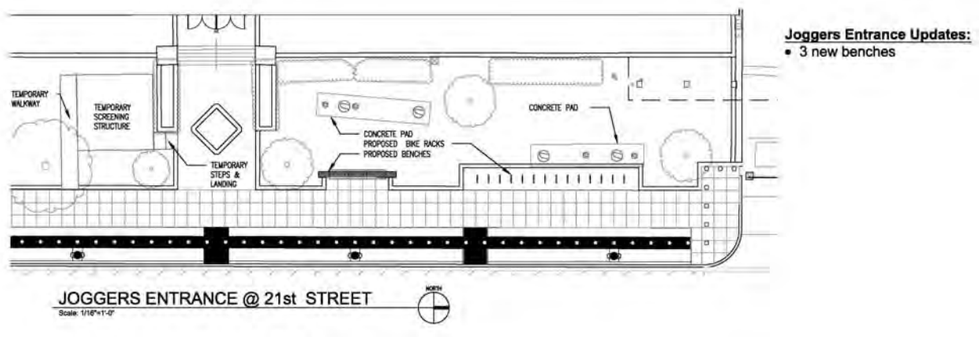
The *Layout Landscape Plan D Street* (Sheet L-127) shows an additional perpendicular bench on a plinth wall, staff recommends to refine the transition and details between the benches and the plinth walls at the 90 degree intersection to create a flush condition and minimize obstructions and interruption of pedestrian circulation along the park.

DOS Response to 65% Review Comment (May 5, 2016): DOS agreed with the NCPC recommendation that replacing the bike rack with bench seating at the pocket park minimizes the clutter and improves efficiency. Bicycle storage activities are better served in a location that is closer to building entrances and away from pedestrian intersections. The pocket park rendering (Drawing 5.19 – 23rd Street visualization – Pocket Park) will be revised to reflect this change as shown in the 65% CDs.

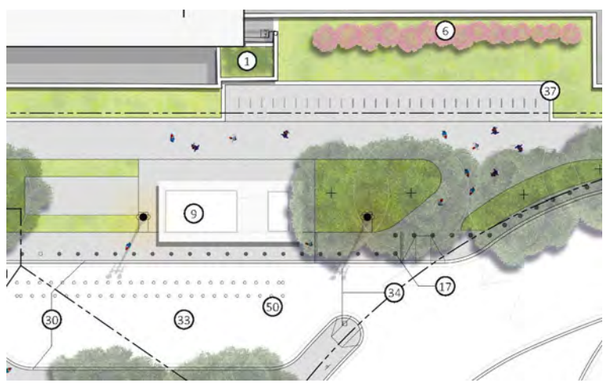
Bicycle storage is one of the threats considered when developing a site security plan. Commuter bicycles with multiple saddle bags are not uncommon and therefore don't draw attention, but numerous examples have demonstrated that bicycle storage can expose people and structures to blast events. Therefore, DOS has considered the location

of bike racks during design, and has attempted to locate them near guard booths and within eyesight of a manned uniformed officer guard booth. There is ample bicycle parking for DOS employees within the HST garage so Diplomatic Security is procedurally considering all bicycles parked on the street as a threat and monitors them accordingly. If the current bicycle capacity is insufficient, DOS would be willing to extend the current locations to increase capacity, but does not want to add new locations.

Previously shown bicycle storage located within the D Street pocket park had been removed and replaced with bench seating. In order to maintain capacity, bicycle parking had been added near the Jogger's Entrance @ 21st Street per the following snapshot.



DOS Update based on the July 7, 2016 CFA Submission for Final Approval:
As shown previously for the Streetscape Element Recommendation #1, the bench seating and bicycle rack storage was revised adjacent to the 21st Street Jogger's Entrance. Additional bicycle storage was identified for D Street, adjacent to the truck inspection station as identified below. This location meets the DOS security criteria for observation. The diagram was cropped from drawing 5.19 (CFA Submission for Final Approval).



3. Explore an alternative security treatment around the northwest planting area to avoid redundant layers of solid walls that obstruct visibility.

DOS Response, October 23, 2015 letter: The two walls north and south of the D Street access are part of site security, and also help to buffer park users from the security functions. One component in that area is actually not a wall, but is a low stone base for additional bench seating, with plantings between the benches and the security elements. With relocation of the bicycles, the wall will be reduced to make the corner more open and green. The KCCT design team will continue to review this area for redundant layers of solid wall.

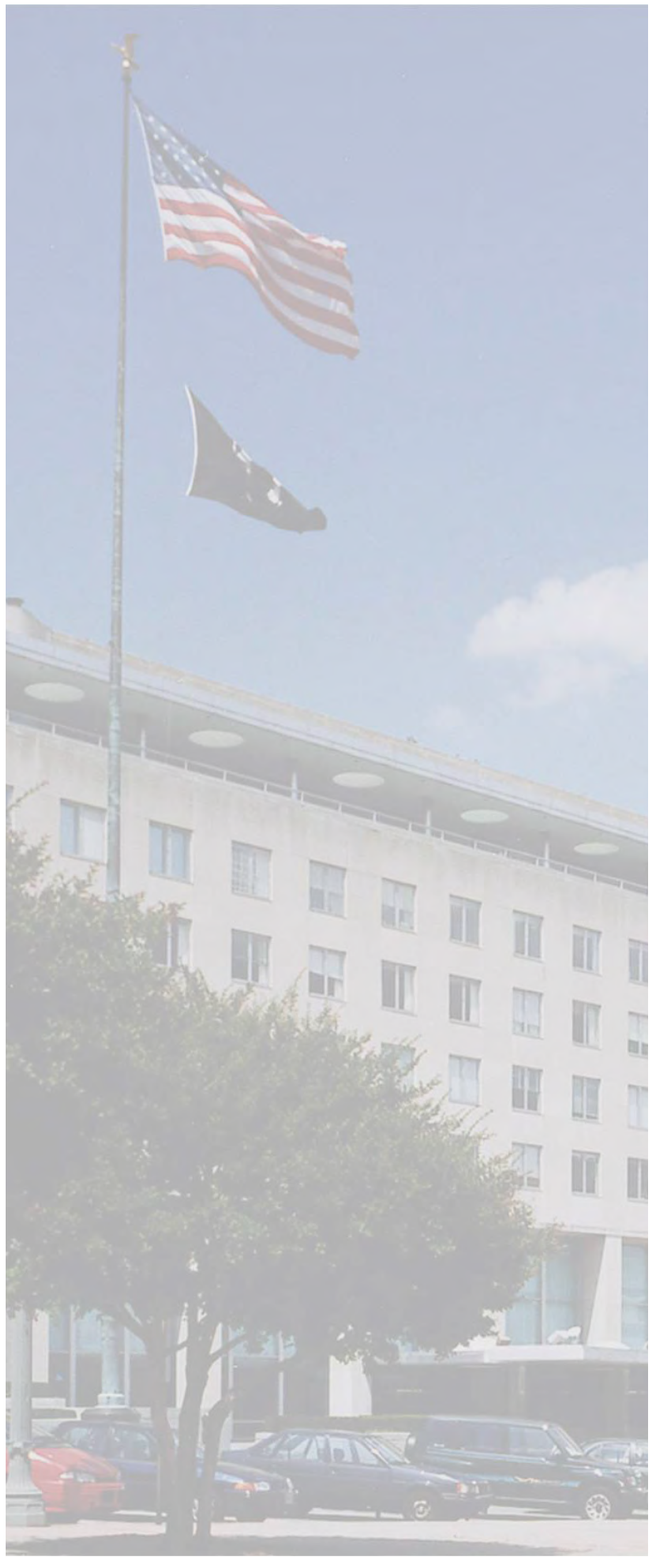
NCPC 65% Review Comment: The barrier wall that frames the west side of the planting area located at the intersection of 23rd and D Streets creates a small gap and extends to the south beyond the perpendicular free standing bollards, hence creating an awkward configuration. Staff recommends to simplify the layout, consider a flush condition and explore increasing the planting area. In addition staff encourages to provide signage along the proposed solid stone-clad wall along the west of the planting area to read more like a streetscape element and not like a security component. Staff recommends to minimize the visual impact and physical infringement of the security barrier system into the public space and avoid clutter to the pocket park.

DOS Response to 65% Review Comment (May 5, 2016): DOS agrees with the NCPC recommendation to simplify the layout at the 23rd and D Street sidewalk connection by changing the barrier wall connection to a flush condition. This change will be reflected in the NCPC Final Submission.

There is no signage in public space at the 23rd and D Street intersection. DOS supports the current locations for stone clad walls, and agrees that they may be considered for future wayfinding sign locations based on the outcome of Phase II consultations.

DOS and the design team agree that any revisions that can minimize the visual impact and physical infringements from the security barriers should be evaluated and incorporated into the design presented to CFA and NCPC in Final Submission format. DOS is agreeable to discuss possible revisions as soon as they are suggested by the design team, a Consulting Party, or a Signatory.

DOS Update based on the July 7, 2016 CFA Submission for Final Approval:
The wall extensions at the pocket park were pulled back to a minimum extension beyond the internal bollards, and are reflected in the Final Submission. The wall at the 23rd and D Street inspection booth was also changed to a bollard/rail so as to minimize the visual impact.



INTRODUCTION

The purpose of this section is to evaluate potential effects of site security improvements on the U.S. Department of State (DoS), Harry S Truman (HST) Building, 2201 C Street, N.W., as required by Section 106 of the National Historic Preservation Act of 1966 (as amended). The improvements to the HST Building constitute a federal undertaking as defined in rules and regulations governing federal protection of historic properties (36 CFR 800 §16). The General Services Administration (GSA) will serve as co-lead agency for Section 106 review with the Department of State.

The HST Building was constructed in two building campaigns. The original portion was built to serve the War Department between 1939 and 1941. Between 1957 and 1960, the building was expanded to fill four square blocks of the Foggy Bottom area of Washington, D.C. GSA determined that the War Department Building was eligible for the National Register of Historic Places in 1992, the State Department Extension (or New State), in 2010. Both the original War Department Building, now called the Marshall Wing, and New State have also been designated as contributing elements of the National Register-eligible Northwest Rectangle Historic District.

Area of Potential Effects

The potential adverse effects of the project arise from four sources: 1) removal of entrance canopies original to the design and construction of the Department of State Extension and their replacement with new entrance pavilions; 2) extension of the perimeter of the site into the rights of way of L'Enfant-McMillan Plan streets and reservations and construction of security barriers, LID features, and other elements in the rights of way that alter character-defining aspects of the historic streets and parklets, as well as the relationship of the building to its site; 3) alteration of views of the HST building resulting from the new entrance pavilions and security features; and 4) alteration of views along L'Enfant-McMillan Plan streets and reservations, including views of historic buildings and other resources, resulting from the expanded perimeter and the security construction. The security improvement project includes new landscaping, removal of some later, noncontributing construction, and redesign of current security structures to avoid or mitigate some of these effects.

Potential adverse effects occur primarily within the four-square-block area occupied by the Truman Building (11.8 acres, bordered by 21st, 23rd, C, and D streets), where new construction will have a direct impact on historic fabric, and on 22nd Street. (See delineation of the area of primary effects on Drawing 3.04, Areas of Effects and Contributing Resources Map.) Other historic resources in the vicinity of the HST Building may be indirectly affected by the plan to enhance the State Department's security, and a secondary area of potential effects has been identified accordingly to incorporate approximately nine city blocks. (See Drawing 3.04) It is bordered by the north side of E Street (including the American Red Cross District of Columbia Chapter House), the east side of 20th Street, the south side of Constitution Avenue and the Lincoln Memorial, and a line following the west side of 23rd Street and the rear facades of Potomac Annex Buildings 5 and 7 and Quarters AA and BB. Two affected vistas associated with the L'Enfant and McMillan plans for Washington are included in the APE: 1) the reciprocal views along 23rd Street between Washington Circle and the Lincoln Memorial and 2) the view southeast along Virginia Avenue to the Washington Monument. In addition to the two parts of the State Department itself, seven buildings and two statues that contribute to the significance of the Northwest Rectangle Historic District stand within the area of potential effect, and all seven buildings have also been individually listed in either the National Register of Historic Places or the D.C. Inventory of Historic Sites or determined eligible for those listings. In addition, eight streets and nine public reservations within the area of potential effects have been identified as contributing features in the Plan of the City of Washington National Register or draft National Historic Landmark documentation. Recognized historic resources are identified on Drawing 3.04.

Historic Context

The HST Building stands in an area now considered part of Foggy Bottom.[1] In 1768, however, the area now bordered by 19th and 24th streets, N.W., from H Street to the Potomac River, belonged to German immigrant Jacob Funk, who laid out 234 lots on 130 acres as the town of Hamburgh.[2] Little construction took place in Hamburgh during the eighteenth century.[3] Funk built a brick house between 22nd and 23rd streets and a church at 20th and G. A gambrel-roofed wood house, constructed about 1780 at what became 412 20th Street, remained standing until 1935. Hamburgh also had a wharf, which stood at the foot of 23rd Street on the river. By the early nineteenth century, the glass factory of George Way and Andrew Way, Jr., had been constructed at the foot of 22nd Street, and a brewery operated just a block to the east.[4]

The lack of development in the area platted as Hamburgh attracted the attention of George Washington as he considered a site for the Federal City in late 1790. Washington's expectations for the acreage needed to accommodate the seat of government were fairly modest at this time. Purchasers of Funk's lots generally lived some distance from the area and held their lots near Tiber Creek "in but little estimation," according to a letter from the president's agents in Georgetown, William Deakins and Benjamin Stoddert.[5] The owners' lack of interest may have meant that the land there could be acquired more cheaply than land actively farmed east of Hamburgh or land closer to the thriving port of Georgetown, thereby drawing Washington's interest. Consideration of the Hamburgh site proceeded to such a degree that Secretary of State Thomas Jefferson prepared a proclamation for Washington on March 11, 1791, stating that Hamburgh would be the site of the government, its highest point to be the location of the Capitol. A sketched plan for the area by Jefferson dates from approximately this time, but may or may not have been associated with the proclamation. On it, the location of the President's House appears within the outline of the Hamburgh town site, with the Capitol further east. The proclamation, however, was never issued. It is unclear why Washington's interest in Hamburgh waned. He may have been influenced by Peter (Pierre) Charles L'Enfant's preliminary reports on surveys of the entire area between the Eastern Branch of Potomac River (now the Anacostia River) and Georgetown, which were dated March 10 and 11. Those reports show that L'Enfant was especially impressed with the site he ultimately chose for the Capitol, Jenkins Hill. Washington may also have been influenced by Daniel Carroll of Rock Creek, a trustee of the unexecuted town of Carrollsburgh at the mouth of the Eastern Branch of the Potomac. Carroll was in close contact with Washington at this time.[6]

Ultimately, L'Enfant incorporated the site of Hamburgh into his 10-mile-square plan for the District of Columbia in 1791, but shifted the government's principal buildings to the east. The French emigré did, however, place two important radial avenues in Funk's planned town. L'Enfant's radial streets provided vistas of prominent sites in the city, and these two streets, which became Virginia and New York avenues, fulfilled that promise. (See Figure 2-A.) Virginia Avenue was laid out from northwest to southeast, providing a view of the site planned for an equestrian statue of Washington. The Washington Monument was eventually built at the end of the vista on the Mall. New York Avenue traveled from southwest to northeast and focused on the site of the President's House. L'Enfant's plan also shows a rectangular public space oriented north to south at the intersection of New York and Virginia avenues. The purpose of this particular space was not specifically identified in either L'Enfant's plan or that of his successor, Andrew Ellicott, and building footprints, visible in other reservations in the plans, are absent.[7]

L'Enfant's plans also set aside land on the bluffs overlooking the Potomac River, near the mouth of Tiber (or Goose) Creek, as a public reservation (Original Appropriation No. 4). This land, south of what is now E Street between 23rd and 25th streets, was acquired and, due to its strategic location, considered as a site for military fortifications. Marines occupied the site, which became known as Camp Hill, for about two years before their barracks were built in 1802 in southeast Washington near the Navy Yard. Militia took up positions on Camp Hill during the War of 1812. Otherwise, however, the 21.5-acre site remained little used until 1842 when it was chosen by the Secretary of the Navy as the location of a building to house the Navy's charts and instruments. The Naval Observatory was subsequently constructed there, opening in 1844 and continuing in use until 1893, when the site was given over to the Navy's Bureau of Medicine and Surgery.[8]

East of the observatory, the former site of Hamburgh remained sparsely populated throughout the nineteenth century. A connecting channel between the Chesapeake and Ohio Canal in Georgetown and the Washington City Canal, where Constitution Avenue now runs, was carved through the marshland along the Potomac and completed by 1850, spurring some growth. The intersection of Pennsylvania Avenue and 23rd and K streets was chosen as the site of Clark Mills' statue of George Washington in 1860 and subsequently called Washington Circle. During the Civil War, barracks were constructed south of Washington Circle along 23rd Street, and horse corrals stood along the Potomac at the southern termini of 21st and 22nd streets.[9] As a photograph from the end of the century shows, however, most of the

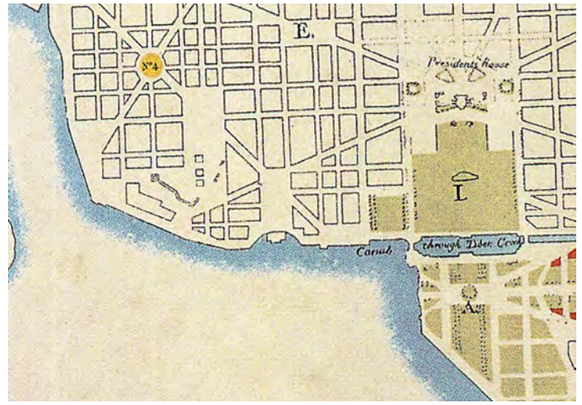


Figure 3-A. A detail from a facsimile of the L'Enfant Plan of 1791. An oblong public square occupies the space at the intersection of the radial streets that became Virginia and New York avenues. ("Plan of the City intended for the Permanent Seat of The Government of the United States," 1887, Library of Congress, reproduced in Iris Miller, Washington in Maps,1606-2000, New York: Rizzoli International, 2002, 34.)

Figure 3-B. Looking northwest along Virginia Avenue from the Washington Monument. This photograph, taken about 1894, shows the lack of development in the area where the Truman Building was eventually built. (Reproduced in Charles Suddarth Kelly, *Washington, D.C., Then and Now*, New York: Dover Publications, 1984, 122.)

growth that occurred in Washington's west end took place north of E Street and west of 23rd Street.[10] (See Figure 3-B.) German and Irish immigrants were the predominant ethnic groups in this area.[11]

Even by the early twentieth century, judging from fire insurance maps and photographs of the area, the blocks between 20th and 23rd streets south of E Street were not densely built up.[12] (See Figure 3-C.) By that time, the Army Corps of Engineers had changed the nature of the neighborhood's southern boundary. To relieve navigational problems in the Potomac River caused by the accumulation of silt, the Corps of Engineers began dredging in 1882 to create a navigable channel. The Corps then used the dredged material to extend the Mall westward from the Washington Monument. By the end of the century, the dredging and filling had created the landforms that became East and West Potomac parks, completely erasing Goose Creek and Hamburgh's former shoreline.[13] The Senate Park Commission, also known as the McMillan Commission, took advantage of this added park land to extend the Mall's classically inspired design as well, calling for a water feature and a memorial to Abraham Lincoln in its 1901-02 plans for the redesign of Washington's monumental core. Both these features – the Reflecting Pool and the Lincoln Memorial – were completed by 1922.[14]

The McMillan Plan also addressed the area north of the mall and west of the White House, where the Truman Building now stands. Semi-public buildings were planned to line 17th Street facing the Ellipse. West of those buildings, south of New York Avenue, the commission planned an informal wood threaded with formal roads and paths, much like the Bois de Bologne in Paris. (See Figure 3-D.) A traffic circle was planned to mark the intersection of New York and Virginia avenues, and a radial drive from the planned memorial to Abraham Lincoln (now Henry Bacon Drive) would intersect this circle as well.[15]

The McMillan Commission plan for the area north of the Mall between 17th Street and the intersection of New York and Virginia avenues was followed only in so far as semi-public buildings were constructed along 17th Street. The McMillan Plan had also called for grouping the departments of the executive branch of the government near the White House. The plan had specified Lafayette Square as the likely location, but the first departmental building constructed after the McMillan Plan was published was the Old Interior Department (1915-17), occupying the block bordered by E, F, 18th, and 19th streets. The Old Interior Building not only established the monumental presence of the executive branch of the government in the area west of 17th Street; it also provided an architectural model for subsequent buildings in the area – a modern office building influenced by classical design principles but with limited architectural ornament.[16]

Construction of the Federal Triangle ensemble between 1928 and 1937 concentrated executive departments east of the White House. Some departments, such as the War and Navy departments, had not been accommodated by the Federal Triangle buildings, however, and continued to occupy rented space west of 17th Street. To satisfy current and anticipated space requirements of these departments, the National Capital Park and Planning Commission in 1931 recommended that a group of architecturally related office buildings should be built in what it described as "the northwest building area," later to be known as the Northwest Rectangle. The northwest building area was bordered by the Mall on the south, E Street on the north, 17th Street on the east, and 23rd Street on the west. At the time of the NCPPC recommendations, this area contained numerous temporary government buildings constructed during World War I, along with brick apartment blocks, commercial buildings, and row houses. (See Figure 3-E.) The new buildings planned for the northwest building area would take their design cues from already extant structures – the Pan American Union, the D.A.R. Building, and the Red Cross headquarters, all of which had been constructed in modernized classical forms along 17th Street. NCPPC's recommendations included discussion of space allocation, automobile circulation, and aesthetic considerations. In addition to the War and Navy departments, five other buildings were planned for imminent construction.[17] A 1935 NCPPC plan for the Northwest Rectangle shows the War and Interior departments each occupying a pair of buildings on either side of an open space at the intersection of New York and Virginia avenues. (See Figure 3-F.) The War Department occupies the western side of the site.[18]

Funding for the first section of the War Department to be constructed was not appropriated until 1938, and the design process took almost 18 months to complete. (See below.) While the designs were being developed, land was acquired for the entire site, securing the west side of the Northwest Rectangle. By the end of World War II, three sides of the planned building area were occupied principally by the kind of public buildings anticipated a decade earlier. Land acquisition on the north side of the rectangle continued through the 1930s, but difficulties in purchasing the lots in this area led to the ultimate abandonment of NCPPC's plan. The only building constructed on the north side of the rectangle was the American Red Cross District of Columbia Chapter House, designed by Eggers and Higgins and finished in 1953. The chapter house, which faces E Street between 20th and 21st streets, represents a compromise in the NCPPC recommendations: It is a semi-public building like those facing Constitution Avenue, rather than the home of a government agency, as the planning commission intended. The chapter house originally faced an open space that was planned to be part of a long, narrow, east-west park that came to be known as the "Little Mall." First appearing on an NCPPC map published in 1947, the Little Mall was intended to extend Rawlins Park west to Virginia Avenue, separating E Street into north and south segments and providing green space for the Northwest Rectangle. The difficulty in acquiring the land, however, led to the abandonment of the Little Mall concept by 1949.[19] On a limited basis, the concept of the Little Mall can be understood today in the current configuration of E Street between 18th and 21st streets. The construction of the Office of Personnel Management (1960-63) and the E Street Expressway (begun 1964) erased two blocks of New York Avenue and separated E Street into north and south portions, as the Little Mall plan had envisioned, although the planned pedestrian green space was not created.[20]

Design and Construction of the War Department Building

By 1935, Secretary of the Interior Harold Ickes hired prominent Washington architect Waddy B. Wood to develop preliminary designs for a new Interior Department building, which was completed in 1936 closely following Wood's ideas. It was the footprint of Wood's building that appeared on the 1935 NCPPC plan for the northwest building area, and the War Department footprint on the same plan matched it. Wood further elaborated the scheme in 1937, at the request of President Franklin D. Roosevelt. The architect's proposal for the War Department building once again followed his design for the Interior building: a block-long, north-south spine flanked by six pairs of matching wings. The site was the present location of the State Department between 21st and 23rd streets and C and E streets. The concept of matching War and Interior buildings was not implemented, perhaps due to the current and anticipated needs of the expanding War Department. However, design and materials were intended, according to the Public Buildings Service of the U.S. Treasury Department, which was responsible for contracting and executing the design, to harmonize with the Interior Building. Preliminary studies of the War Department Building submitted to NCPPC in December 1935 called for a steel-framed structure with limestone sheathing above a granite base. It would be constructed in two phases. A 450,000-square-foot building would be constructed first on the east side of the site, and a 1,330,000-square-foot building on the west would be built later

Funding for the first section to be constructed was not appropriated until 1938, at which time the preliminary studies informed the design by consulting architects Gilbert S. Underwood and William Dewey Foster, with input from Supervising Architect of the Treasury Louis A. Simon and the War Department. Washington's design review agencies, NCPPC and the Commission of Fine Arts, also influenced the design, directing Simon's office, for instance, to close 22nd Street and New York Avenue as they ran through the building site.[21] Design and review required 18 months to complete, and original drawings for the building as constructed are dated December 2, 1939. Like other classically inspired buildings in Washington, Underwood and Foster's eight-story building was bilaterally symmetrical, was horizontally divided into base, shaft, and capital, and included a monumental portico at the entrance. Like the Federal Triangle buildings, limestone panels surfaced the interior skeleton. Unlike those buildings, however, the War Department eschewed the classical orders for ornamentation and relied on proportions and massing to reveal its classical influences. In this way, Underwood and Foster's design resembled both the old and new Interior Department buildings, as well as other New Deal-era government buildings, illustrating a style often called Stripped Classicism.

Once the plans were approved by review agencies, demolition of existing buildings took place, and construction began by June 1940 and was completed by July 1941. (See Figure 3-G.) Some units of the War Department moved into the new building on its completion in the summer of 1941, but by that time the department had determined to build a new, larger building – which has come to be known as the Pentagon – in Arlington County, Virginia, and those units moved

Figure 3-C. Looking northwest along Virginia Avenue, circa 1914. The Pan American Union building, B Street (now Constitution Avenue), and West Potomac Park are all in existence by this time, but few buildings stand in the area where the Truman Building was constructed. (Reproduced in *Washington, D.C., Then and Now;* 123.)

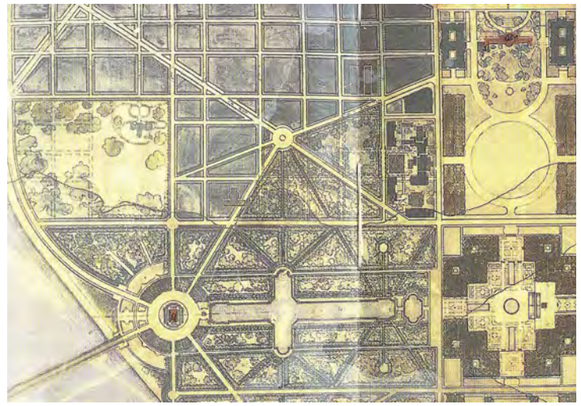


Figure 3-D. The McMillan Plan of 1901-02 addressed the area north of the mall and west of the White House, where the Truman Building now stands. Semi-public buildings were planned to line 17th Street facing the Ellipse. West of those buildings, south of New York Avenue an informal wood with formal roads and paths were planned. (Reproduced in Washington in Maps, 1606-2000).

across the Potomac in 1944. In 1943, an auditorium was constructed in the War Department's south court.

While Underwood and Foster developed the design, the Commission of Fine Arts began pressing for a program of art works for the War Department. The program proposed by the Public Buildings Service included two statues flanking the main entrance, a frieze over the main doors, three sculptures over the entrance pavilion, and murals in the lobby. The program called for the figure of an American eagle to be centrally located above the main entrance facing 21st Street. Figures representing the three branches of the Army would flank the eagle. Henry Kreis won a competition for the three sculptures over the entrance pavilion and created full-size maquettes, but the sculptures themselves were never produced. Earl Thorpe won the competition to design figures representing War and Peace to flank the entrance, and full-size models were created, but the actual sculptures were never commissioned. Sculptor Jean de Marco designed the relief, titled "Peaceful Pursuits of American Life," that was installed above the main doors. Kindred McLeary won the competition for a mural for the west wall of the entrance lobby, which was installed in 1942. A second mural, by James McCreery, was installed in the lobby of the executive suite on the fifth floor.[22]

Although a landscaping plan was produced in 1941, it is not clear how much of the plan was implemented. Photographs taken near the time of completion show large boxwoods surrounded by grass flanking the main entrance on 21st Street and American elms between the sidewalk and the street. Special lampposts were designed for the site as well, but their construction is doubtful. None of this landscaping remains.[23]

Expansion of Facilities for the State Department

Planning for the expansion of the War Department Building to fill the purchased site began as soon as the first unit was completed. Supervising Architect Simon and consulting architect Foster submitted plans to the Commission of Fine Arts for the addition in September 1941. The expansion conformed to the style of the first unit, and further studies and models were presented to the CFA in November. With the United States' entry into World War II in December 1941, however, the proposed expansion of the building was abandoned.

World War II saw a continued increase in the responsibilities and the size of both the War and State departments. By the end of the war, the State Department occupied space in 47 different buildings. Some State personnel moved into the former War Department Building at 21st and E streets in January 1947. Four years later, Dewey and Foster's building was the department's headquarters, although in 1955 the department still occupied offices in 23 different buildings. That year President Dwight D. Eisenhower requested funding from Congress to plan the State Department's expansion. Harley, Probst Associates – a joint venture of Harley, Ellington, & Day of Detroit and Graham, Anderson, Probst, & White of Chicago – won the contract for the design of the addition in January 1956. Graham, Anderson, Probst, & White were the lead design team, with Washington architect A. R. Clas as the local liaison. The architects quickly prepared plans and models for review by the successor to NCPPC, the National Capital Planning Commission (NCPC), and the Commission of Fine Arts, but were directed by CFA to revisit aspects of its design, such as its size and mass. CFA approval came about when Harley, Probst began to treat the extension as a distinct architectural entity, rather than attempting to replicate aspects of Dewey and Foster's design. The design team, while adhering to the materials used in the War Department construction, drew its inspiration from the International Style, the influence of which had spread in corporate and institutional architecture in the United States throughout the 1950s. The style emphasized horizontality, regularity and balance rather than symmetry, high-quality finishes of modern materials rather than carved ornament, and setbacks to disguise the building's mass. Plans for the extension were approved by the CFA on September 13, 1956, and by NCPC on January 31-February 1, 1957.

Since the entire four-block site of the present-day State Department had been acquired when the War Department building project had begun in 1939, several buildings stood along C, E, 22nd, and 23rd streets in 1956. Some of these were temporary buildings constructed during the war. Others were large brick apartment blocks and smaller brick and frame commercial buildings that had been converted to government use. Demolition of these buildings began in September 1956. Eisenhower and Secretary of State John Foster Dulles laid the new building's cornerstone on January 6, 1957. The first State Department employees moved into the extension in November 1959; 8,000 were expected to occupy the building by June 1960 although work on the interior was not completed until the end of the year.

As was the case with the original portion of the building, a program of art work was prepared for the extension. Marshall A. Fredericks was selected to create a sculptural program for the north and south entrances and the south courtyard. Four artists were retained to submit designs to implement the program, but only a sculpture and fountain by Fredericks in the south courtyard – entitled "The Expanding Universe" – were executed.

Because the State Department Extension included nearly the entire four-block site, landscaping opportunities were restricted to the site's edges and the building's courtyards. Concrete sidewalks (10 feet wide on the east and south, 8 feet wide on the west, and 15 feet wide on the north) bordered the site, and existing streetlights were retained, although some were moved. The streetlights consisted of double, glass globes supported by torch-shaped brackets on either side of a receded pole. Many of these streetlights remain or have been replaced in kind. The spaces between the sidewalks and retaining walls for the extension's areaways were planted with grass and trees, with hedges and low shrubs along the retaining walls. The general planting scheme of grass and trees remains today, although it is uncertain whether or not original plant materials still exist.

Inventory of Significant Features

In their historic structures report, Short and Ford characterize all elevations of the Truman Building as restoration zones, defined by General Services Administration guidelines as areas of high architectural and/or historical significance that should be restored to their appearance at the time of initial fit-out.24 In addition to the GSA guidelines, the Secretary of the Interior's Standards for the Treatment of Historic Properties acknowledge a number of factors that are helpful in determining what kind of treatment best suits a building, façade, or interior space.

They include:

1. the building's relative importance in history
2. its physical condition
3. its proposed use
4. mandated code requirements.[25]

Both the GSA's zoning guidelines and the Secretary of the Interior's Standards have guided the evaluation of the architectural features of the HST Building that would potentially be affected by the security improvements. All features listed are original to the Truman Building's two primary building campaigns, 1939-41 and 1957-60.

EAST ELEVATION

Marshall Wing

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

New State

- composition of elevation elements, including setbacks and projections
- Rockville granite areaway walls
- secondary entrance, including granite coping, Oxford gray granite paving, steps, and pillars and glass and aluminum doors, sidelights, and transom
- granite coping along sidewalk
- limestone walls, Iridian granite spandrels, standard
- aluminum and glass windows of lowest three floors
- limestone walls and standard aluminum and glass windows and frames of upper floors
- glass, ceramic-covered glass, and aluminum frame of connector
- aluminum-covered plywood canopy over driveway,
- aluminum frame, and stainless steel-clad reinforced concrete columns

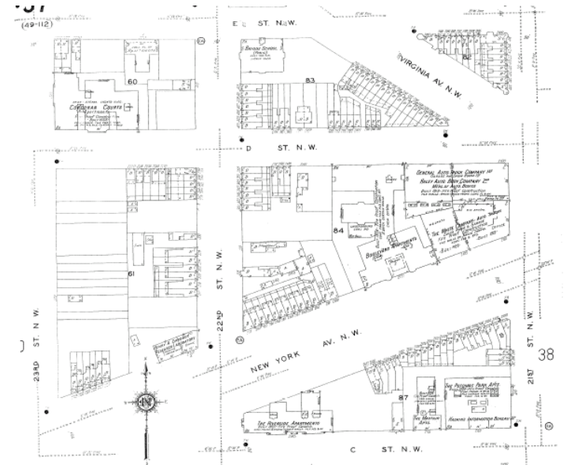


Figure 3-E. The site of the Truman Building, circa 1928. Prior to construction of the War Department building, the area was the site of row houses and apartment buildings, and New York Avenue and 22nd Street still ran through the area. (http://sanborn.umi.com, map of 1928, sheet 37.)

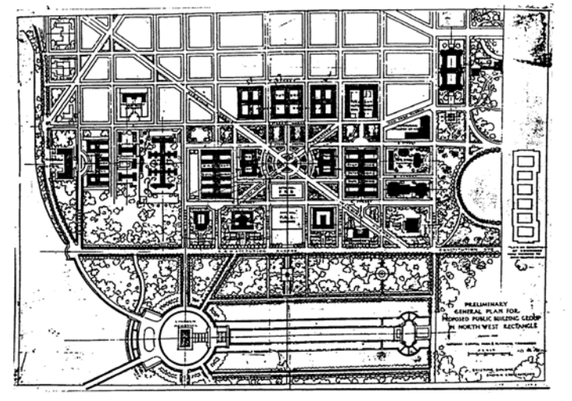


Figure 3-F. Plan of the Northwest Rectangle, 1935, National Capital Park and Planning Commission. The War Department buildings mirror those of the Interior Department on either side of the intersection of New York and Virginia avenues. (Reproduced in Short and Ford Architects, "Historic Structure Report and Preservation Manual for Department of State: Final Report," August 1990, 61.)

NORTH ELEVATION

Marshall Wing

- tripartite division of façade into base, shaft, and crown
- pink granite facing of basement walls, Carnelian granite
- facing of areaway retaining walls
- limestone facing of walls above basement, limestone string courses, cornices, window jambs
- bronze window frames, limestone sills
- vertical window strips of wings, including recessed bronze window frames and Carnelian granite spandrels

New State

- square windows on seventh floor
- composition of elevation elements, including setbacks and projections
- Rockville granite areaway walls
- north entrance, including granite coping; Oxford gray granite, Sunset red granite and Rockville granite paving; Rockville granite retaining walls and original planters; granite sculpture bases; aluminum-covered plywood canopy and stainless steel-clad reinforced concrete columns; Veined Ebony granite vestibules; glass and aluminum doors; and glass and aluminum curtain wall
- granite coping along sidewalk
- limestone-clad post and lintel construction of lowest three floors, including Iridian granite panels, aluminum and glass windows and frames, and four-light horizontal window strips
- limestone walls and standard aluminum and glass windows and frames of upper floors
- glass, ceramic-covered glass, and aluminum frame of connector

WEST ELEVATION

New State

- composition of elevation elements, including setbacks and projections
- Rockville granite areaway walls
- west entrance, including granite coping; Oxford gray granite, Sunset red granite and Rockville granite pavers; Rockville granite retaining walls and original planters; aluminum-covered plywood canopy and stainless steel-clad reinforced concrete columns; glass and aluminum vestibules; glass and aluminum doors; and glass and aluminum curtain wall
- granite coping along sidewalk
- auditorium projection, including wedge shape, limestone sheathing, and curved Iridian granite and aluminum west face
- one-story curtain wall of glass, ceramic-covered glass, and aluminum flanking entrance
- limestone-clad post and lintel construction of lowest three floors of north wing, including Iridian granite panels, standard aluminum and glass windows, and four-light horizontal window strips
- limestone walls, Iridian granite spandrels, standard aluminum and glass windows and frames of lowest floors of south wing
- limestone walls and standard aluminum and glass windows and frames of upper floors
- limestone cladding and metal grilles of eighth floor

SOUTH ELEVATION

New State

- composition of elevation elements, including setbacks and projections
- Rockville granite areaway walls
- south entrance, including entrance drive and central island; granite coping; Oxford gray granite, Sunset red granite, and Rockville granite pavers; original bronze flagpoles and bases; Rockville granite retaining walls and original planters; granite sculpture bases; slate-surfaced terraces; curved and rectangular, aluminum-covered plywood canopy and stainless steel-clad reinforced concrete columns; Veined Ebony granite vestibules; glass and aluminum doors; and glass and aluminum curtain wall
- granite coping along sidewalk
- limestone-clad post and lintel construction of 13 bays of lowest three floors, including Iridian granite panels, standard aluminum and glass windows and frames, and four-light horizontal window strips
- limestone walls, Iridian granite spandrels, standard aluminum and glass windows and frames of lowest three floors at east and west ends of elevation
- limestone walls and standard aluminum and glass windows and frames of upper floors
- eighth-floor terrace, including limestone parapet wall and aluminum railing, Verde Antique marble walls, limestone pavers, and aluminum-covered plywood canopy and stainless steel-clad reinforced concrete columns with limestone bases

EFFECTS OF SECURITY IMPROVEMENTS ON HISTORIC RESOURCES

This section of the report provides an evaluation of the effects of the planned perimeter security improvements on historic resources. Standards for evaluating potential effects on historic resources derive from the National Historic Preservation Act of 1966. These regulations define "effect" as "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register" (36 CFR § 800.16). Further, an "adverse effect" occurs "when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association" (36 CFR § 800.5). This criterion has been applied in the "area of potential effects," defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (36 CFR § 800.16). The area of potential effects is described earlier in this section and illustrated in Drawing 3.04.

As required under 36 CFR § 800.3, the Department of State (DoS) has conducted consultation on the potential effects of the Harry S Truman Building Perimeter Security Improvements Concept Plan on historic resources, beginning with a meeting on August 4, 2004, between DoS, the lead agency for Section 106 review, the District of Columbia State Historic Preservation Office (DCSHPO), the Advisory Council on Historic Preservation (ACHP), and the National Capital Planning Commission (NCPC). Consultation with the DCSHPO, ACHP, NCPC, the National Park Service (NPS), as well as neighbors and concerned organizations, continued through submission and approval of the design concept by NCPC. The National Capital Planning Commission (NCPC) approved the design concept for the overall security improvement program on December 2, 2004.

Subsequent to NCPC approval, Section 106 consultation continued with the development of a draft programmatic agreement (PA) to cover all phases of the perimeter security improvements project. The PA is intended to govern the submission and review of each phase of construction and ensure compliance with the concept plan. A consulting parties meeting on the PA was held on August 29, 2006. As consultation continued, the scope of the undertaking evolved to include alterations to 22nd Street, N.W., and minor construction on the property of NAS. Section 106 consultation was reinitiated on January 22, 2010, to reflect these changes to the undertaking. Security construction associated with the addition to the APhA Building also emerged as a related, though separate undertaking. A Section 106 meeting was conducted on May 10, 2010, to update consulting parties on the undertaking, to present the proposed alterations on 22nd Street, and to discuss the programmatic agreement. The PA included a Section 106 Summary outlining the design and potential impacts to historic resources. A revised draft PA was circulated to signatories for review in May 2011.

On December 11, 2012, DOS clarified the HST Perimeter Security Improvements undertaking through letters to the DCHSPO and ACHP. The clarification acknowledged the addition of the U.S. Diplomacy Center at the 21st Street entrance of the Marshall Wing of the Truman building and changes to the concept design required by an agreement between DOS and the District of Columbia regarding the relationship between security needs at HST and surrounding city streets. Section 106 consultation for the Diplomacy Center was handled as a separate undertaking and concluded with a memorandum of agreement signed on August 26, 2011. Changes to the concept design resulting from the agreement between DOS and the District were the subject of Section 106 consulting parties meetings held on January 15, 2013, and March 5, September 9, October 27, 2014, and June 19, 2015. During this process, DOS and NPS agreed to execute a Transfer of Jurisdiction and Declaration of Covenants regarding U.S. Reservation 104 for the purpose of relocating truck inspection activities from 21st Street to the proposed location at D Street in accordance with the National Environmental Policy Act (NEPA).

The programmatic agreement, which identifies the undertaking's adverse effects, stipulates measures to mitigate those effects, and prescribes a process for review of Phase II work, was revised in consultation with the signatories to reflect changes to the concept design as it progressed. It was circulated for signatures in August 2015. The Advisory Council on Historic Preservation provided the final PA signature on December 22, 2015. By carrying out the terms of the programmatic agreement, the Department of State will satisfy its responsibilities under Section 106 of the National Historic Preservation Act and Advisory Council regulations.

Figure 3-G. The east façade of the War Department Building, circa 1943. The original entrance, visible behind the tree in the center of the photograph, consisted of three doorways beneath the central portico. (Library of Congress, Prints and Photographs Division, LC-USW36-750, http://lcweb2.loc.gov.)

Summary of Effects

The perimeter security improvements plan proposes the following primary alterations to the building and site:

Phase I

- Extension of the site perimeter on 21st and 23rd streets to provide additional setback distance.
- A system of related design elements to improve perimeter security at the extended site edges. The standard structural member of the perimeter barrier is a bollard, which would be clad as individual steel posts, steel fencing, granite knee walls, or a combination thereof to vary the articulation of the perimeter in accordance with NCPC guidelines. In addition, street furniture, trees, and LID features will be established at the perimeter of the site.
- Guard booths of consistent design to replace the existing temporary booths on C Street and to be added at other locations.
- Alteration of curbs and traffic patterns in some locations to separate traffic types.
- Construction of a truck inspection station at the intersection of D Street and Virginia Avenue.
- Replacement of the current entrance canopy on D Street with a new security screening pavilion in order to remove the temporary screening buildings and to provide the opportunity to restore the lobby to its original condition and function.

Phase II

- Replacement of the original entrance canopies on 23rd Street and C Street with screening pavilions and the addition of a screening pavilion on 21st Street, in order to remove the temporary screening buildings and to provide the opportunity to restore the lobby to its original condition and function.

At a staff-level review of the proposed action on August 4, 2004, the DCSHPO and the ACHP agreed that the actions proposed under this alternative have potential adverse effects on the Harry S Truman Building and on other historic resources associated with the site, while also reversing some inappropriate earlier construction. Through the consultation process, these adverse effects have been minimized where possible. In summary, the plan has the following principal potential effects:

Phase I

- Extends the perimeter of the site into the rights of way of L'Enfant-McMillan Plan streets and reservations and constructs security barriers, street furniture, LID features, and other elements within the public space. This construction alters character-defining aspects of the historic streets and parklets (openness, width, and symmetry), as well as the relationship of the building to its site.
- Constructs a new entrance pavilion on D Street, resulting in the removal of original features of the HST design, including the entrance canopy, paving, planters, sculpture bases, and coping.
- Alters views along L'Enfant-McMillan Plan streets and reservations, including views of HST, historic buildings, and other resources, as a result of the expanded perimeter and the new security and landscape elements.
- Alters views of the D Street façade of HST as a result of the new entrance pavilion.
- Accomplishes perimeter security improvements employing materials related to the HST Building itself.

Phase II

- Removes entrance canopies and other entrance features original to the construction of the Department of State Extension (New State) at 23rd Street and at C Street, replacing them with new entrance pavilions.
- Adds a new entrance pavilion on 21st Street, removing original features of the existing entrance
- Alters views of the HST building as a result of the new entrance pavilions.
- Removes temporary security barriers.

Affected resources are shown in Drawing 3.04.

The historic setting of the contributing buildings of the Northwest Rectangle Historic District included ample green space around monumental buildings set within the open urban framework provided by the broad streets and flanking public spaces of the L'Enfant and McMillan plans for Washington. Examples of these buildings within the areas of potential effects include the APhA, the NAS, and the Federal Reserve Board (Eccles Building). Additions to the APhA, NAS, the construction of the HST Building, and the Federal Reserve's Martin Building have reduced the open setting along C Street. Changes have also taken place in the widths of the roadways in the Northwest Rectangle. In general, roadways were widened after 1965, eliminating portions of the open space flanking the roadways and placing the roadways off center relative to their rights of way. Until the construction of temporary security features around the HST Building; however, these streets remained open without medians, vegetation, guard booths, or other built features within the roadways. As a result of security construction in the roadways, the open setting of the L'Enfant and McMillan plan streets receives adverse impacts.

These effects are addressed in further detail below.

East Elevation

Phase I

The relocation of the curb on both sides of 21st Street would alter the view corridor of this L'Enfant and McMillan plan street and the flanking open space. The new curb locations would replace dropoff and/or parking lanes with additional sidewalks, in which security barriers, street furniture, and plantings would be located. The work would reduce the width of the roadway by approximately 11 feet for most of the block between C and D streets. (The width of the roadway has changed over time. Between C Street and Virginia Avenue it was widened from 32 feet in 1932 to 48 feet by 1965. This widening placed the roadway off center in relation to the right of way.)

The relocated curbs and proposed construction would result in adverse effects to views in both directions along 21st Street and on the public spaces (Reservations 104 and 105) flanking the street. The relocated curbs and security construction, as well as two two-person guard booths within the HST property line, would also have adverse effects on views of the HST Building. The palette for the security barriers and guard booths is derived from materials used in the HST Building itself in order to lessen its visual impact.

Phase II

A security pavilion attached to the secondary entrance (partially below grade and known as the Jogger's Entrance) would likely remove original granite paving, steps, posts, and coping, as well as noncontributing granite planters installed in 1985 for security considerations. The size of the new pavilion would probably obscure the secondary entrance, which dates from the construction of New State between 1957 and 1960. The design of the new pavilion has not been finalized, but its effects on the HST Building will be reviewed under the terms of the programmatic agreement.

South Elevation

Phase I

The curb relocation on the south side of C Street narrows the existing 56-foot roadway of this L'Enfant Plan street by approximately 7 feet but aligns the curbs with the block of C Street to the east. (The existing roadway was established by 1968; between 1932 and the mid-1960s, the roadway was 32 feet wide and centered in the right of way. The widening placed the roadway off center.) In addition, two three-person guard booths are planned for C Street (near its intersections with 23rd and 21st streets). Associated with the guard booths are security barriers parallel to the street within the relocated curbs. Retractable bollards are planned to cross 22nd Street where it intersects C Street. The HST Building perimeter security improvements also envisions minor changes to parking areas on 22nd Street. The current roadway width (56 feet, which was established by 1968) of 22nd Street remains unchanged and remains in the center of the right of way. Between 1932 and 1965 the roadway was 32 feet wide and centered in the right of way.

The combination of security structures and guard booths results in adverse effects on C Street and its associated pubic space and on views in both directions. The materials of the new guard booths relate to the materials used in the HST Building, but their location, combined with security features along the street edges and the narrowing of the street, would adversely impact views of the south elevation of the building (conceived of as the building's primary ceremonial entrance). The bollards across 22nd Street also constitute an adverse effect on that street, which is a contributing element in the Plan of the City of Washington National Register documentation.

Phase II

The construction of the pavilion at the south entrance would adversely affect the HST Building in that it would replace the current stainless steel canopy and granite and glass vestibules that date from the building's original construction. The new entrance would likely also adversely affect the original entrance drive, paving, terraces, sculpture bases, planters, and other features at the C Street entrance. The new south pavilion is planned to be larger than the original canopy, resulting in adverse effects to views of the south elevation from C, 21st, 22nd, and 23rd Streets. The design of the new pavilion has not been finalized, but its effects on the HST Building will be reviewed under the terms of the programmatic agreement. The granite planters constructed at the south entrance in 1985 would also be removed when the south pavilion is constructed.

Relocation of C Street's south curb would result in minor construction on the property of the APhA and NAS since the current sidewalk on the south side of C Street stands on APhA and NAS property. The curb relocation would effectively give those organizations more open space at their north boundaries, but also would also locate a few elements of the security construction on this expanded border. The integrity of these properties, especially toward the rear of the original buildings, where the barriers would be located, has been compromised with the construction of rear additions. These alterations limit the adverse impacts of the proposed barriers.

West Elevation

Phase I

The perimeter security plan envisions the relocation of the east curb of 23rd Street nearly 10 feet to the west to align with the curb in the block south of C Street. The relocation would narrow the roadway and create additional setback distance and space for security features such as bollards, knee walls, and trees, as well as LID implementation. (The roadway was widened from 32 feet to 56 feet between 1932 and 1956. North of the intersection with C Street, the roadway was further widened to 66 feet sometime after 1956, perhaps in connection with the construction of New State. This widening placed the roadway off center in relation to the right of way.) The new curb and security construction would result in direct adverse effects on 23rd Street and to views along the street in both directions. It is unlikely that the view of the Lincoln Memorial would be impaired due to the distance of this block from the memorial, its elevation above the Lincoln Memorial site, and the existing tree canopy south of C Street. The curb extension and security construction would replace the temporary precast planters that have closed the drop-off lane since 2001. The security construction at the edge of the site on 23rd Street would also result in direct adverse effects on views of New State's west elevation.

Phase II

The construction of the new west entrance pavilion would result in the replacement of the current stainless steel canopy and glass and aluminum vestibules that date from the building's original construction. The new pavilion would likely have impacts on other original features of the west entrance, including paving, planters, and coping. The pavilion would be larger than the original one-story canopy, resulting in adverse impacts on views of the west façade from 23rd and C Streets. The design of the new pavilion on 23rd Street has not been finalized, but its effects on the HST Building will be reviewed under the terms of the programmatic agreement. Construction of the new pavilion would remove the granite planters that were added in 1985.

North Elevation

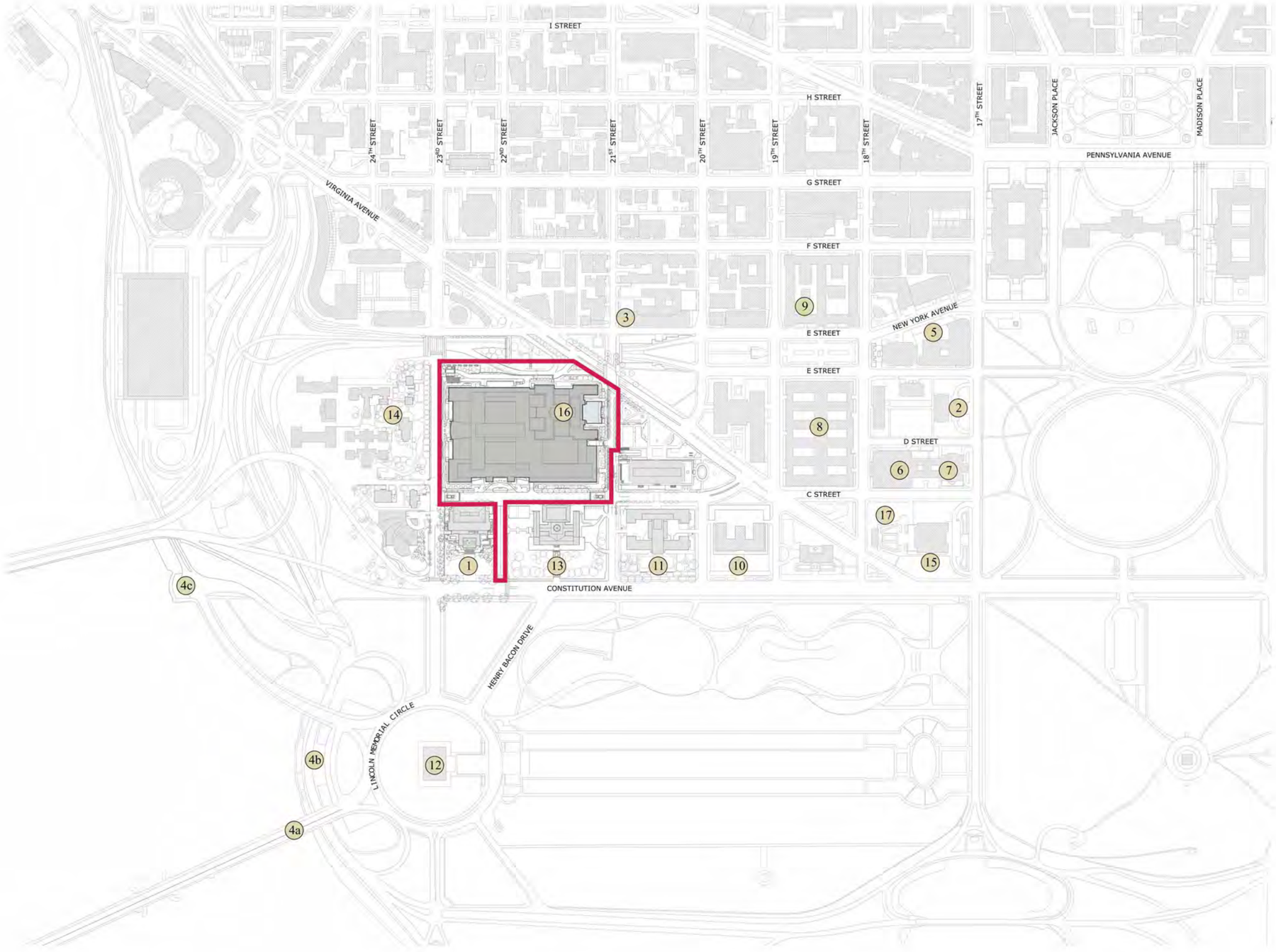
Phase I

The addition of a three-person guard booth at D and 23rd Streets, a two-person guard booth at the parking ramp, the installation of a truck inspection station at Virginia Avenue and D Street, the slight alteration of the course of D Street, security features, and the new entrance pavilion on D Street would have adverse effects on views of the north façade of the Harry S Truman Building. The materials of the guard booths and the entrance pavilion would relate to the materials used in the HST Building itself. D Street between 23rd Street and Virginia Avenue is not a contributing element of the Plan of the City of Washington National Register documentation; any alteration to the street itself in this location therefore has no impact on L'Enfant plan elements.

Construction of the new entrance pavilion on D Street would result in the demolition of the current stainless steel canopy and granite and glass vestibules that date from the building's original construction. The original granite paving and coping, planters, and sculpture bases would also be removed. As a result, construction of the new pavilion would result in direct adverse effects to the Truman building. The new pavilion would also remove granite planters and benches from the north entrance that were added in 1985.

Endnotes

1. Definitions of Foggy Bottom's boundaries vary. Suzanne Sherwood Unger's description of the area in *Washington at Home* uses 23rd Street, N.W., as its eastern border, with Pennsylvania Avenue, Rock Creek, and the Potomac River as the north, west, and south boundaries, respectively. The District of Columbia Historic Preservation Office, however, extends the eastern border to 17th Street in its publication Foggy Bottom Historic District.
2. Suzanne Sherwood Unger, "Foggy Bottom: Blue-Collar Neighborhood in a White-Collar Town," in *Washington at Home: An Illustrated History of Neighborhoods in the Nation's Capital,* Kathryn Schneider Smith, editor (Washington [?]: Windsor Publications, 1988), 55-56; James M. Goode, *Capital Losses: A Cultural History of Washington's Destroyed Buildings*, second edition (Washington: Smithsonian Books, 2003), 3; E.H.T. Traceries, Foggy Bottom Historic District (Washington: District of Columbia State Historic Preservation Office, no date), 1. Unger dates Funk's purchase to 1765, Traceries to 1763.
3. John W. Reps, *Monumental Washington: The Planning and Develoment of the Capital Center* (Princeton, N.J.: Princeton University Press, 1967), 10
4. Unger, 56-57; *Capital Losses,* 3. Goode states that the site of the Hamburgh house is currently occupied by the statue of South American liberator Simon Bolivar. This statement appears to be in error, however, since that statue is on C Street between 18th and 19th streets. The 1903 Sanborn Insurance map for this area shows 412 20th Street in the location of what is now Reservation 106, the current site of the statue of General Jose de San Martin. See http://sanborn.umi.com, map of 1903, sheet 37.
5. Allen C. Clark, "Origin of the Federal City," *Records of the Columbia Historical Society* 35-36 (1935), 28.
6. Louis Dow Scisco, "A Site for the 'Federal City': The Original Pro prietors and Their Negotiations with Washington," *Records of the Columbia Historical Society* 57-59 (1957-59), 130-135; Clark, 34-38; Reps, 10-13.
7. Iris Miller, *Washington in Maps*, 1606-2000 (New York: Rizzoli International, 2002), 34-37, 44-47; Historic American Buildings Survey, "New York Avenue," HABS No. DC-716, U.S. Department of the Interior, National Park Service, 1-2; Historic American Buildings Survey, "Virginia Avenue," HABS No. DC-712, U.S. Department of the Interior, National Park Service, 2.
8. Robinson & Associates, National Historic Landmark Nomination, "The Plan of the City of Washington" (draft), May 25, 2001, prepared for the U.S. Department of the Interior, National Park Service, 54; Foggy Bottom Historic District, 3-4.
9. Unger, 58; James M. Goode, *The Outdoor Sculpture of Washington, D.C.* (Washington: Smithsonian Institution Press, 1974), 384.
10. Charles Suddarth Kelly, *Washington, D.C., Then and Now* (New York: Dover Publications, 1984), 122.
11. Unger, 59.
12. http://sanborn.umi.com. See map of 1903, sheets 37, 38, and 49. See also Charles Suddarth Kelly, Washington, D.C., Then and Now (New York: Dover Publications, 1984), 122-123.
13. Robinson & Associates, National Register of Historic Places Nomination – East and West Potomac Parks Historic District, July 16, 1999, prepared for the U.S. Department of the Interior, National Park Service, National Capital Region, 8:60-61
14. Ibid., 8:66-67.
15. Reps, 126-127.
16. Reps, 131-132; E.H.T. Traceries, D.C. Historic Preservation Review Board Application for Historic District, "Northwest Rectangle," District of Columbia State Historic Preservation Office, no date, 8:21-24.
17. Frederick Gutheim, *Worthy of the Nation: The History of Planning for the Nation's Capital* (Washington: Smithsonian Institution, 1977), 202-205; "Northwest Rectangle," 8:29-31; Kelly, 124; http://sanborn.umi.com, 1928, sheet 38.
18. Gutheim, 204; Short and Ford Architects, "Historic Structure Report and Preservation Manual for the State Department: Final Report," prepared for the General Services Administration, August 1990, 13-14. sReport," prepared for the General Services Administration, August 1990, 13-14.
19. "Northwest Rectangle," 8:41-46.
20. Historic American Buildings Survey, "New York Avenue," HABS No. 716, U.S. Department of the Interior, National Park Service, Washington, D.C., 5.
21. Twenty-second Street was not closed until the State Department expansion was constructed.
22. Short and Ford, Architects, "Historic Structure Report and Preservation Manual for the State Department," prepared for the General Services Administration, National Capital Region, Washington, D.C., August 1990, 13-24.
23. Short and Ford, 71-73.
24. Short and Ford, 530; www.gsa.gov/Portal/gsa/cm_attachments/GSA_DOCUMENT/ Preservation_Note_38. The Short and Ford report includes a detailed inventory of significant features arranged by material. The inventory contained in this preservation report is arranged by elevation and architectural feature and focuses on the features of the Truman Building affected by the proposed security improvements.
25. Weeks, Kay D., and Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (Washington: U.S. Department of the Interior, National Park Service, 1995), 1.



LEGEND

DC District of Columbia
NR National Register of Historic Places
NHL National Historic Landmark

1. American Pharmacists Association (DC, NR)
2. American National Red Cross (DC,NR, NHL)
3. American Red Cross, D.C. Chapter (DC)
4. Arlington Memorial Bridge (DC, NR)
   a. Bridge
   b. Watergate
   c. Rock Creek & Potomac Parkway Terminus
5. Corcoran Gallery (DC, NR, NHL)
6. DAR Constitution Hall (DC, NR, NHL)
7. DAR Memorial Continental Hall (DC, NR, NHL)
8. New Interior Building (DC, NR)
9. Interior Department Offices / GSA (NR)
10. Interior Department South (potentially eligible)
11. Federal Reserve Board Eccles Building (DC)
12. Lincoln Memorial (DC, NR)
13. National Academy of Sciences (DC, NR)
14. Old Naval Observatory (DC, NR, NHL)
15. Pan American Union / Organization of American Statues (DC, NR)
16. State Department (War Department) (potentially eligible)
17. Van Ness House Stables (DC)

Project Boundary

Drawing 3.01
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Individually Listed Historic Properties

0 300' 600' 900'
1:300 GRAPHIC SCALE

NORTH

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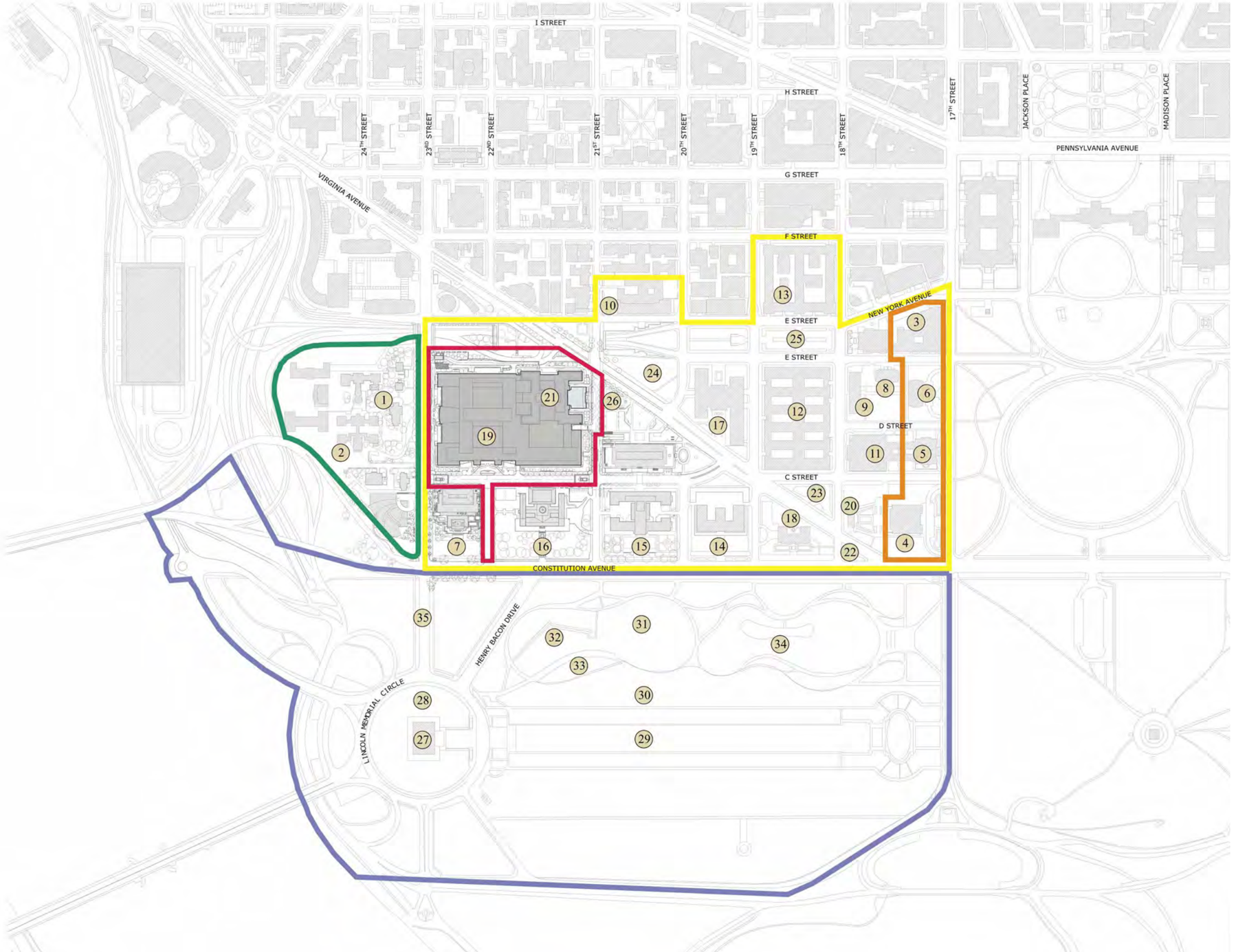
Architecture | Planning | Interiors
1120 Connecticut Avenue NW, Suite 1250
Washington, DC 20036 202 659 5600 www.kcct.com
Robinson & Associates



Potomac Annex Historic District

Contributing Buildings

1. Old Naval Observatory
2. Potomac Annexes nos. 1-7

Seventeenth Street Historic District

Contributing Buildings

3. Corcoran Gallery of Art
4. Pan American Union (Organization of American States)
5. DAR Memorial Continental Hall
6. American National Red Cross

Northwest Rectangle Historic District

Contributing Buildings

3. Corcoran Gallery of Art
4. Pan American Union (Organization of American States)
5. DAR Memorial Continental Hall
6. American National Red Cross
7. American Pharmacists Association
8. American National Red Cross Administration Building
9. American National Red Cross Office
10. American Red Cross D.C. Chapter House
11. DAR Constitution Hall
12. New Department of Interior Building
13. Old Department of Interior Building (GSA)
14. Department of Interior South
15. Federal Reserve Board Eccles Building
16. National Academy of Sciences
17. Office of Personnel Management
18. Pan American Union Annex
19. Department of State Extension
20. Van Ness House Stable
21. War Department

Contributing Statuary

22. Jose Artigas Statue
23. Simon Bolivar Statue
24. General Jose de San Martin Statue
25. Major General John A. Railins Statue
26. Reproduction of Discus Thrower

Potomac Parks Historic District [partial]

Structure

27. Lincoln Memorial

Site

28. Lincoln Memorial Grounds
29. Reflecting Pool
30. Elm Trees
31. Constitution Gardens

Objects

32. Vietnam Veterans Memorial
33. Vietnam Women's Memorial
34. 56 Signers Memorial

Vistas

35. 23rd Street from Constitution Avenue

Project Boundary

Drawing 3.02
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Historic District Boundaries and Contributing Elements

0 300' 600' 900'
1:300 GRAPHIC SCALE

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1120 Connecticut Avenue NW, Suite 1250
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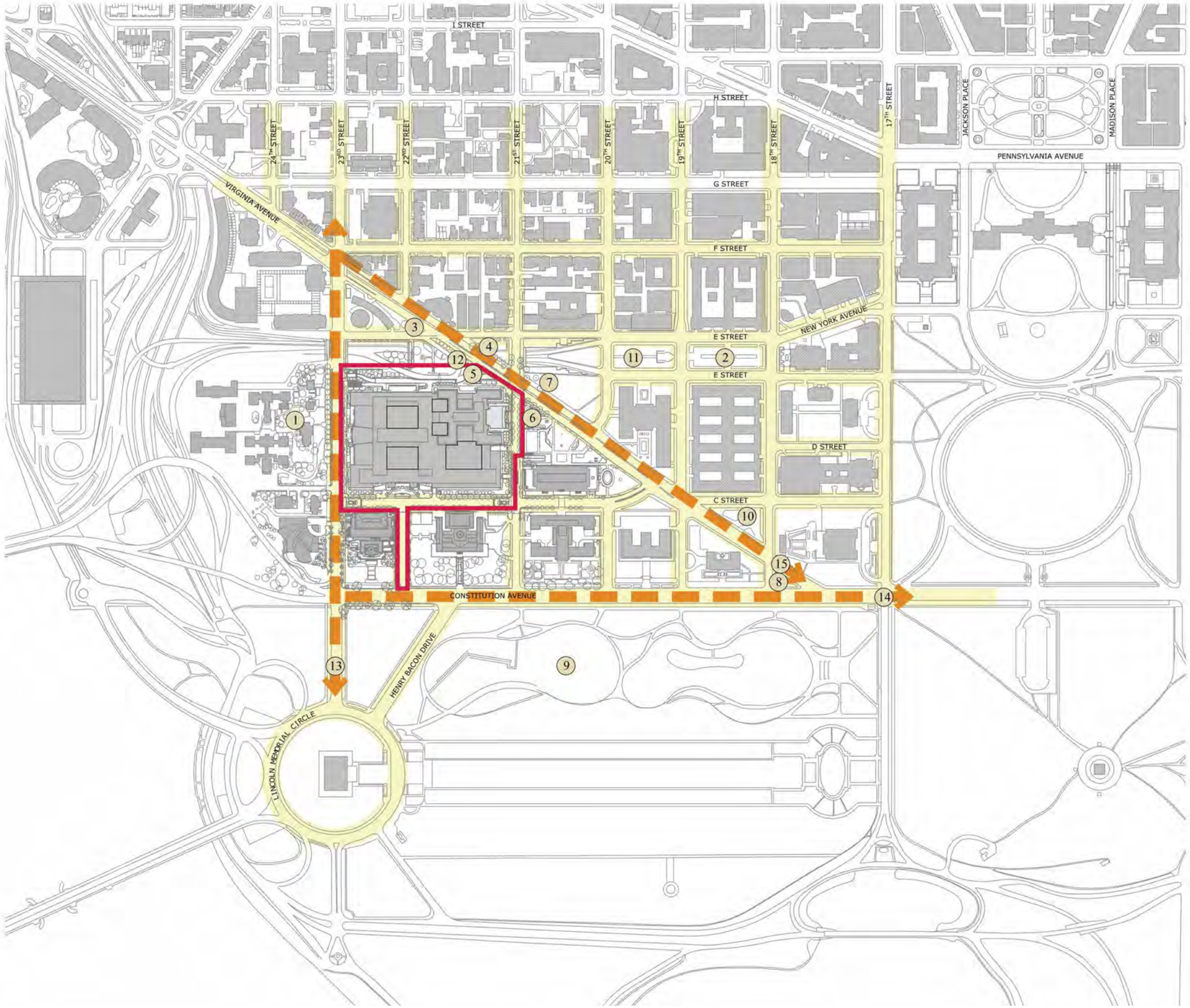
Robinson & Associates.



LEGEND

Streets

Appropriations and Reservations

1. L'Enfant Original Appropriation No. 4
2. L'Enfant Reservation No. 13
3. L'Enfant Reservation No. 102
4. L'Enfant Reservation No. 103
5. L'Enfant Reservation No. 104
6. L'Enfant Reservation No. 105
7. L'Enfant Reservation No. 106
8. L'Enfant Reservation No. 110
9. McMillan Reservation No. 332
10. McMillan Reservation No. 383
11. McMillan Reservation No. 715
12. McMillan Reservation No. 720

Vistas

13. 23rd Street (between Washington Circle and the Lincoln Memorial)
14. Constitution Avenue
15. Virginia Avenue (to Washington Monument)

Project Boundary

Drawing 3.03
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: NR/NHL Documentation of Contributing Elements

0 300' 600' 900' NORTH
1:300 GRAPHIC SCALE

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1120 Connecticut Avenue NW, Suite 1250
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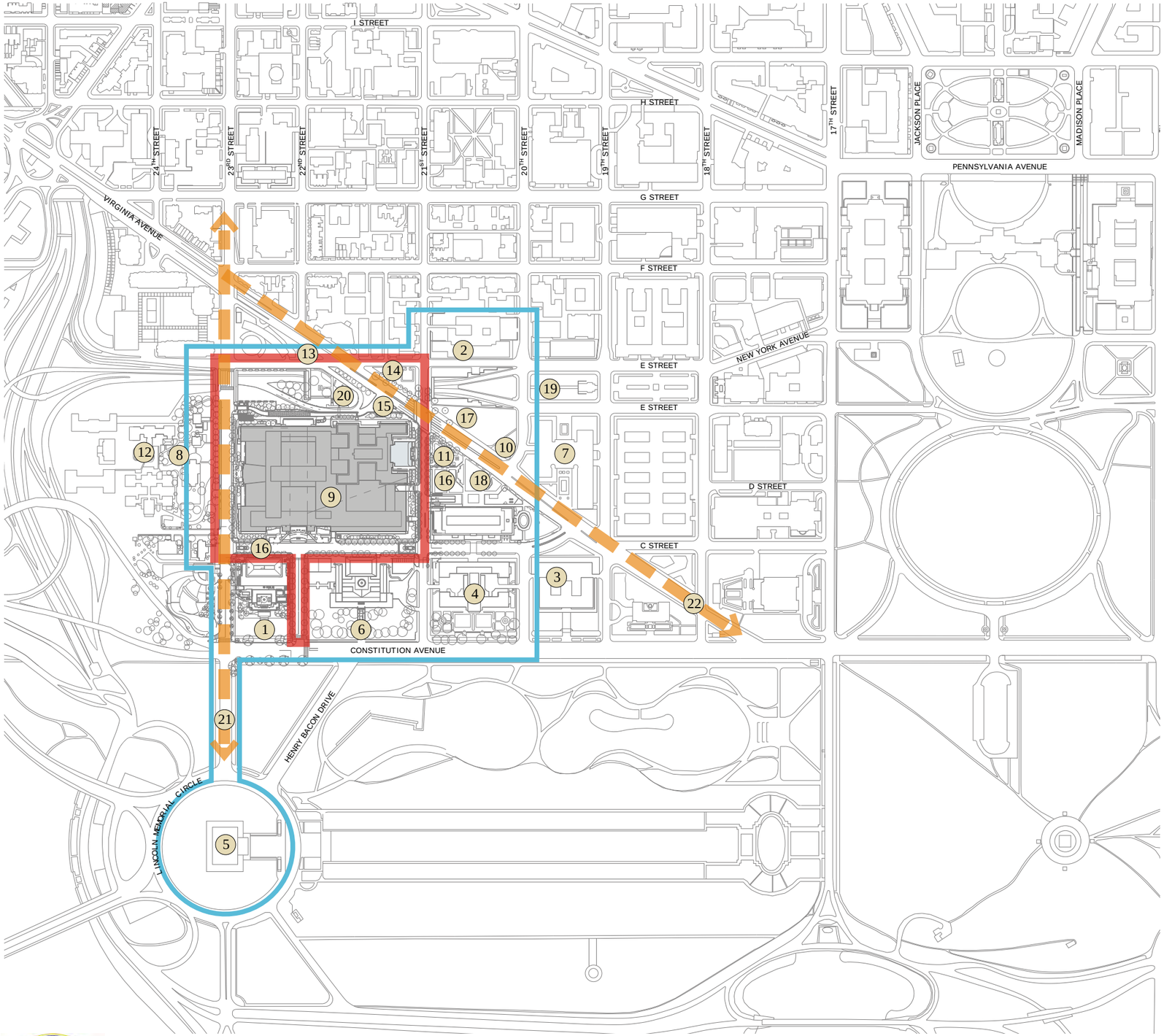

LEGEND

Primary effects

Secondary effects

Historic Properties

1. American Pharmacists Association
2. *American Red Cross, D.C. Chapter House
3. Department of Interior South
4. Federal Reserve Board, Eccles Building
5. Lincoln Memorial
6. National Academy of Sciences
7. Office of Personnel Management
8. Potomac Annex, Building 5 + 7, Quarters AA + BB
9. Harry S. Truman Building

*The Red Cross D.C. Chapter House was determined eligible for the National Register in 1998. Subsequent alterations have, however, called that eligibility into question. The NR status of the building was under review at the time this document was prepared.

Statuary

10. General Jose de San Martin Statue
11. Reproduction of Discus Thrower

Streets

20th Street
21st Street
22nd Street
23rd Street
C Street
E Street
Constitution Avenue
Virginia Avenue

Appropriations and Reservations

12. L'Enfant Original Appropriation No. 4
13. L'Enfant Reservation No. 102
14. L'Enfant Reservation No. 103
15. L'Enfant Reservation No. 104
16. L'Enfant Reservation No. 105
17. L'Enfant Reservation No. 106
18. McMillan Reservation No. 378
19. McMillan Reservation No. 715
20. McMillan Reservation No. 720

Vistas 21

21. 23rd Street (between Washington Circle and the Lincoln Memorial)
22. Virginia Avenue (to Washington Monument)

Drawing 3.04
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Areas of Potential Effects and Contributing Resources Map

0 300' 600' 900' NORTH
1:300 GRAPHIC SCALE

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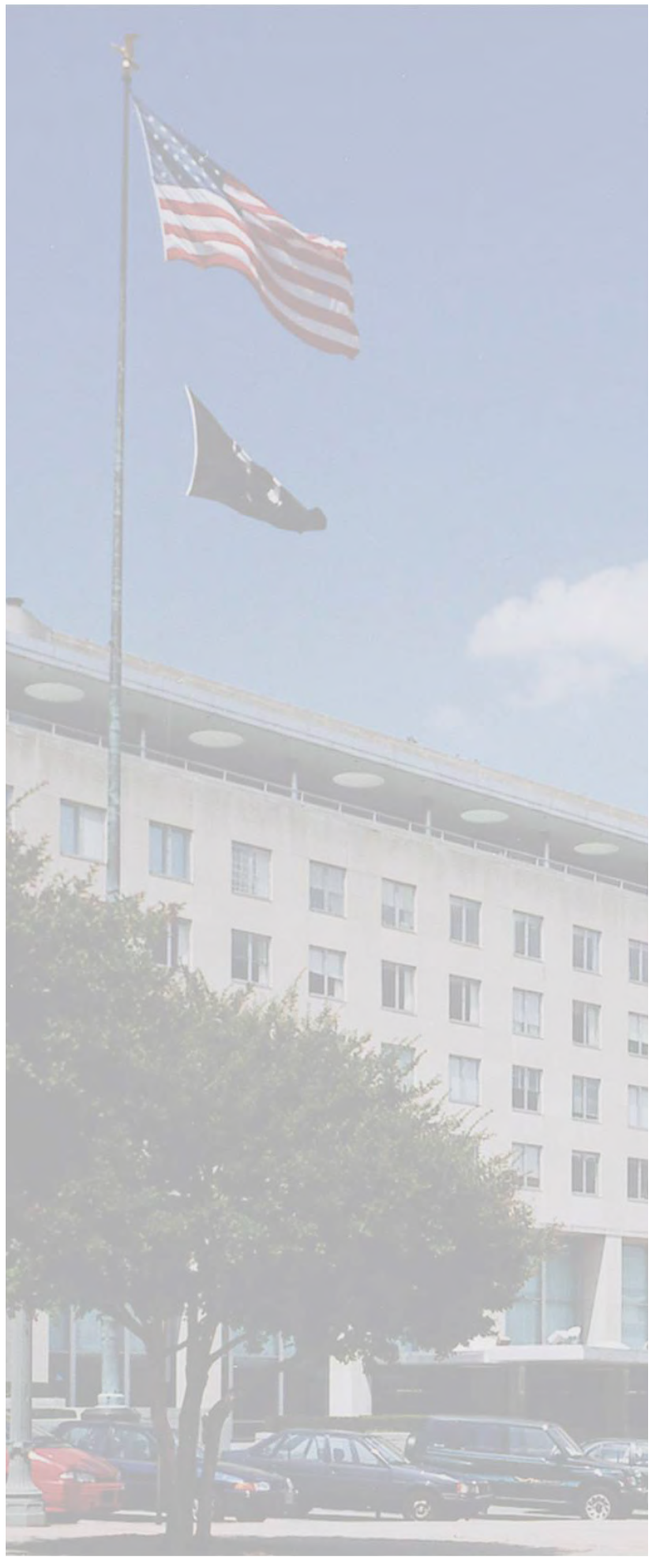


ARCHITECTURE

The Harry S Truman (HST) Building consists of two distinct parts that, together, occupy nearly its entire 11.8-acre site.[1] The original section of the building, constructed for the War Department between 1939 and 1941, stands in the northeast quadrant of the site, at the corner of 21st and E streets. The remainder of the HST Building, completed in 1960, was constructed in an L shape to wrap around the south and west sides of the original building and fill the four blocks bordered by 21st, 23rd, C, and D streets. The site slopes 31 feet from its lowest spot at the corner of 21st and C streets to its highest level at 23rd and E. For the sake of clarity, the two sections of the building will be referred to as the Marshall Wing (corresponding to the original portion) and New State in this description. The two parts of the building were constructed in two different architectural idioms. The Marshall Wing adheres to the principles of Stripped Classicism, employing classical proportions, massing, and compositional devices while eliminating most ornament. The massing of the extension, following the precepts of the International Style, is based on a functional analysis of the building's program. Its orientation is predominantly horizontal, and a variety of materials are used to differentiate principal and minor spaces, vary the surfaces, and emphasize entrances. Few changes have been made to the building's exterior since its completion.

East Elevation

The east elevation of the HST Building encompasses facades of both the Marshall Wing and New State. The east elevation, facing 21st Street, includes the original main entrance to the Marshall Wing. This portion of the building is divided into three parts as a classical building would be: The base consists of the basement and two floors, the shaft rises from the third floor through the sixth, and the seventh floor caps the building visually. A penthouse level is stepped back from the east elevation and is invisible from the ground. Granite is used at the basement level and in the string course dividing it from the floors above. Limestone surfaces the walls above the basement. The shaft portion of the building is given vertical emphasis through the use of vertically oriented strips of windows in the wings and a five-story central portico of square piers. The windows and Carnelian granite spandrels between them are recessed slightly from the wall surface. The lighter limestone walls contrast with the darker window strips, suggesting the rhythm of solid and void created by a colonnade. Square, stone grilles on the seventh floor halt the vertical movement in a classical balance of vertical and horizontal emphases. The bilaterally symmetrical east façade is C-shaped, projecting wings on the north and south flanking the recessed entrance. This entrance is also located on the central axis, beneath the portico. Originally, the entrance was approached by two granite steps from a red granite platform. The entrance consisted of three doorways with plain stone architraves and jambs. Glass double doors in bronze frames filled the openings. Above the doors was mounted Jean de Marco's bas relief "Peaceful Pursuits of American Life." The relief has been removed, and a Carnelian granite canopy was attached to the building's original entrance in 1985. A second, free-standing Carnelian granite canopy, centered on the entrance between the first canopy and 21st Street, was also constructed in 1985. In order that security screening could be removed from the Marshall Wing lobby, a temporary screening building was constructed in between the two Carnelian granite canopies.

The east elevation of New State consists of two parts: a limestone-surfaced section at the southern portion of the elevation and a transparent glass, ceramic-covered glass, and aluminum-frame connector between this southern wing and the Marshall Wing. The lowest three floors of the limestone-clad section of the façade extend 16 bays along 21st Street from its intersection at C Street. Granite areaway retaining walls shield a portion of the basement level, and a secondary entrance to the basement consists of aluminum and glass doors with sidelights and transom. The colonnade rhythm of the Marshall Wing is hinted at on the first and second floors of the extension through the use of vertical strips of aluminum-framed windows and polished granite spandrels slightly recessed from the limestone walls. The Iridian granite of the extension, however, is much lighter than the Carnelian granite of the Marshall Wing so that the solid and void rhythm is not emphasized. Floors three through seven, set back from the lower floors, stretch four bays along the east elevation. An eighth floor is stepped back from this façade. The glass and aluminum connector is set back from 21st Street, behind both parts of the limestone section of the building, and rises seven floors from street level. Beneath the connector, between Marshall Wing and the limestone-surfaced portion of the extension is a ramp that descends to a parking level. A canopy, its vertical elements clad in stainless steel, its horizontal elements in aluminum, stretches across this opening along 21st Street. All these elements are original to the period of the extension's construction. A Rockville granite planter has been placed diagonally in front of the basement entrance as a security device. Additionally, just south of the granite planters a temporary building was constructed to screen visitors prior to entering the building.

North Elevation

Like the east elevation, the north elevation encompasses both the Marshall Wing and New State. The Marshall Wing section of the building occupies the eastern half of the elevation and shares the classical, tripartite division of the east elevation. Horizontally, the north elevation of the Marshall Wing also consists of three parts: The building's wings on the east and west and a recessed central section. The east wing consists of 11 bays, the west wing eight, and the shaft sections of both exhibit the vertical movement created by the colonnade rhythm of solid and void in the wings. Between the north elevation's wings, the recessed central section spans eight bays. On the lowest three floors, this central section is shallowly recessed from the plane of the wings. Above the third floor, the central section is recessed eight bays.

The north elevation of New State comprises 18 bays. A post-and-lintel system of construction is suggested across these bays through the use of limestone-sheathed vertical members, two stories tall, linked with a limestone beltcourse. The spaces between the vertical members are filled, except at the north entrance, with polished granite panels pierced by two aluminum and glass windows below and a horizontal strip of four square windows above. The north entrance is located between the sixth and eighth bays. Three vestibules of Veined Ebony granite at the entrance each contain two pairs of aluminum and glass doors. Sheltering the entrance is a rectangular canopy clad with aluminum and supported by stainless steel-clad, reinforced concrete columns. Three rectangular glass block skylights as well as plastic domed skylights, illuminate the space below the canopy. Multicolored glass mosaic tiles cover the soffit of the canopy. The forecourt to the entrance is paved with Oxford gray and Sunset red granite. Cheek walls at the entrance are constructed of Rockville granite and include built-in planter boxes. The two bays on either side of the entrance continue the limestone-clad post and lintel construction that characterizes the lowest two floors of the north elevation. The space between the posts is filled with polished Iridian granite cladding below and a horizontal strip of four windows above. All these features are original to the initial period of the extension's construction. Planters and bench seats of Rockville granite set into the forecourt paving to act as security barriers were added later.

Between the fourth and seventh floors, the surface consists of limestone walls pierced by double aluminum and glass windows that are typical of these floors in the extension. A seven-story glass and aluminum connector, like that on the east elevation but much narrower, is set back from the building plane to link the extension to the Marshall Wing. The 13-bay-long eighth floor is set back from the building plane of the other floors.

West Elevation

In plan, the west façade of New State consists of wings projecting from the main block on the north and south and an entrance projecting from slightly north of center. The composition of both wings is nearly identical to the adjacent sections of the north and south elevations. On the north wing, post and lintel construction is suggested from the basement through the second floors, limestone-surfaced walls are pierced by double aluminum windows in floors three through seven, and the eighth floor is set back from the seventh. The lowest three floors of the south wing consist of Rockville granite areaway retaining walls and vertical strips of aluminum-framed windows and polished granite spandrels slightly recessed from the limestone walls.

The off-center projection of the entrance also expresses the location and form the Dean Acheson Auditorium. The entrance-auditorium projection is wedge-shaped in section, three stories high, and sheathed in limestone. In plan, the projection's western edge is a segmental curve. The entrance level consists a glass curtain wall in aluminum framing and stainless steel-clad columns. The west face at the auditorium level is surfaced with polished Iridian granite in an aluminum frame. Extending from the entrance is a canopy employing the same materials as the north canopy (aluminum clad, stainless steel-clad columns, mosaic tile soffit, glass block skylights). The west canopy, however, is square in plan. Paving of Oxford gray and Sunset red granite covers the area beneath the canopy. Between the canopy and the curtain wall is a one-story vestibule of glass in a heavy aluminum frame. All these materials and forms date from the extension's original construction. Granite planters have since been added as security features. Furthermore, just south of the existing canopy a temporary building was constructed to screen visitors prior to entering the building.

The façade between the wings and the entrance-auditorium projection consists of a one-story curtain wall of clear glass and ceramic-coated spandrel glass in aluminum framing. Floors four through eight are set back from the glass and aluminum curtain wall. Floors four through seven are surfaced with limestone pierced by the extension's typical, upper floor windows. The eighth floor continues the limestone sheathing, but is pierced by six metal grilles.

South Elevation

The historic structures report by Short and Ford characterizes the south elevation as New State's most important. The report notes that the building's main ceremonial entrance, principal lobby, and major departmental offices, including the office of the Secretary of State, are all located on the south side of the extension.[2] The south elevation's entrance is the most elaborate, a curved drop-off lane, flanking slate-surfaced terraces, and curved canopy added to the palette of forms and materials employed at the other extension entrances. The entrance is located west of center in the south elevation and is set back from the wall plane of the lowest two stories of the building to create a forecourt. This recessed section of the façade is 13 bays wide and exhibits the same three-story, limestone-faced, pier and lintel composition as the north elevation. A glass curtain wall fills the central seven bays of the recessed section, corresponding to the three-story south lobby. In the three bays on either side of the curtain wall, polished Iridian granite panels, pierced by standard aluminum and glass windows on the first two floors and a horizontal strip of four windows on the third, fill the space between the vertical elements. The entrance itself is located in the center three bays of the curtain wall, each bay consisting of a Veined Ebony granite vestibule containing two pairs of aluminum and glass doors on each end. This composition matches the north entrance. As at the other entrances of the extension, granite planters have been introduced since the initial construction to act as security barriers. In addition, two temporary buildings at the east and west ends of the existing canopy were constructed to screen visitors prior to entering the building.

On either side of the recessed section of the south façade, the two floors are composed as are the corresponding floors of the southern section of the east façade: Standard windows and Iridian granite spandrels are slightly recessed between limestone-faced piers, and the whole is crowned with a limestone beltcourse. Floors four through seven lay in the same vertical plane as the entrance, and their south walls consist of the standard windows set in sheer, limestone-clad walls. The south elevation's eighth floor is set back from this plane to create a terrace. A canopy similar to those of the ground level (except for circular limestone bases to the stainless steel columns) projects from the inner wall of the terrace, the walls of which are surfaced of black Serpentine marble alternating with glass in aluminum frames. The terrace itself is paved with limestone. An aluminum railing surmounts a limestone parapet wall on the south side of the terrace. A two-level

penthouse, clad in limestone, is set back from the vertical plane of the eighth floor.

BUILDING STRUCTURE

To evaluate the existing conditions of the HST Building (i.e., structural, and site conditions), we conducted on site surveys and reviewed existing drawings. Existing architectural and structural drawings of the building were collected, including a site plan, for use in our evaluation. Data obtained during our site visit was based on visual observations of exposed portions of the existing building only, no exploratory demolition or disassembly of the wall or window systems was performed. Copies of the existing structural drawings for the Marshall Wing as well as New State were obtained from GSA. These drawings show structural framing plans for the basement level through the roof level for both the Marshall Wing and New State buildings. The west and south face of the Marshall Wing structure are connected to the New State structure with matching floor level elevations. Because of the building's size the floor plans of the existing structure are separated into four quadrants, Q1, Q2, Q3 and Q4. The facility is irregular in shape and contains courtyards of various sizes. There are a variety of exterior wall types and window systems in the existing facility.

The primary structural system of the Marshall Wing consists of a concrete encased steel framed structure with structural steel beams, girders and columns. The floor slabs are reinforced concrete. The perimeter walls are also reinforced concrete. The primary structural system of New State consists of a reinforced concrete framed structure with concrete slabs, beams, girders and columns. The exterior walls are primarily infill masonry walls. The existing structural drawings indicate that deep foundations were used for both the New State and Marshall Wing structures. Caissons were shown being used for the New State structure. Both caisson and pile foundation systems were shown on the existing structural drawings for the Marshall Wing. The exterior columns and foundation walls are supported on continuous reinforced concrete grade beams. These grade beams are in-turn supported by the deep foundation systems.

There is a protective vehicular barrier system at the perimeter of the site consisting primarily of concrete planters, but it also includes bollards, benches, and delta type barriers at the entrances to parking and loading areas.

C Street Entrance

The existing canopy at the C street entrance is a single story steel framed structure located south of New State building between column grids 11 and 14. It has a footprint of approximately 75 feet in the east-west direction and 42 feet in the north-south direction. The framing consists of lightweight concrete supported on 1 ½" metal deck. The thickness of the concrete varies between 1 to 3 inches. The metal deck is supported on a system of steel beams and channels. There are four main framing beams and they run in the north-south direction and span between twenty-five and thirty feet. These beams cantilever over their supporting columns to the south approximately eleven feet to form the front of the canopy (south face). Single story W8x31 wide flange steel columns provide support for these beams at the south end. The main building columns provide support for these beams at the north end. There are a total of four single story canopy columns and four main building columns supporting the canopy framing. The main building foundation wall provides support for two of the W8 steel columns. Independent caissons provide support for the other two W8 columns. The actual layout of the framing and the size of the beams and columns could not be determined. The front of the canopy is curved with small wings to the east and west. The clear ceiling height of the canopy is 10'-1½".

At the location of the canopy the south face of the main building structure from the first floor framing to the upper floor levels is located at existing column grid Y. The exterior window wall between the first and third floor at the canopy is inset approximately five feet from column grid Y. At the first floor level the main building structure steps south 25 feet from column line Y to a concrete foundation wall at column line Z. The canopy framing starts 8½" south of the window wall and then continues south approximately 42 feet. As a result, the canopy is covering the portion of the main building structure from Y to Z. The existing framing of the main building structure being covered by the canopy consist of a one-way reinforced concrete slab supported by concrete beams. The beams run in the north-south direction and are supported to the south by the foundation wall and to the north by additional concrete beams.

Below the canopy at column line Y there are three existing entry vestibules. The roof over a typical vestibule is framed with a lightweight steel structure using metal deck and steel beams of different shapes, WF, tubes, etc. In one location at the roof over the vestibule there is a W8x17 steel beam that provides support for the exterior window wall. The roof beams span east to west and are supported by eight inch masonry bearing walls, the east and west walls of the vestibule. These walls are generally 8'-5" long.

23rd Street Entrance

The existing canopy at the 23rd Street entrance is a single story steel framed structure independent of New State building structure. It is located just west of the existing auditorium between existing column grids L and M. It has a footprint of 38'-10" in the north-south direction and 39'-4" in the east-west direction. The framing consist of lightweight concrete supported on 1 ½"-18 gauge metal deck. The thickness of the concrete varies between 1 to 3 inches. Steel beams and channels provide support for the metal deck. Typically W8x31 steel columns provide support for the steel beams and channels. The first row of canopy columns is located approximately 3'-5" west of the perimeter foundation wall of the New State structure. The columns are spaced 13'-0" apart in the east-west direction and 26'-0" in the north-south direction. The columns are symmetrical and there are a total of six columns. The columns are supported on caisson foundations, and are inset from the perimeter of the canopy slab and the canopy framing cantilevers over and out the perimeter parts of the slab. The canopy slab cantilevers 6'-6" at the north and south ends, 9'-11" at the west end and 3'-3" at the east end. The main canopy beams span in the north south direction and are supported by double C12 channels at the column grids. The beams cantilever over the channels with proper moment connections provided. The double channels are welded to the side flanges of the columns. The canopy contains six 4 ft. by 4 ft. skylights framed with 4"x4" steel angles spanning between the main beams. The height of the canopy above grade is approximately 11 ft.

The face of the existing window wall (entrance) between column grids #1 and #2 is curved with a radius of 180'-0½". There are ten existing W8 steel support columns spaced equally in the window wall framing system. These columns are supported by the second floor reinforced concrete two-way floor slab. There are no beams below these columns.

In the area of the canopy, the interior face of the perimeter foundation wall of the New State building is located two inches east of the existing column grid #1. The entrance wall is offset to the east from the foundation wall and because the wall is curved the distance from the entrance wall to the foundation wall varies. At the midpoint of the lobby entrance the wall is located approximately 9'-0" from column grid #1. The canopy cantilevers approximately 3'-6" east beyond existing column grid #1 toward the face of the existing window wall.

Marshall Wing - 21st Street Entrance

Existing structure at this location was not evaluated in detail since the U.S. Diplomacy Center was designed for this area and is presently under construction.

New State - Secondary Entrance at 21st Street

The existing entrance into the building is located at the basement level between column grids W and X. The existing basement level slab along the perimeter of the existing building at column grid 34 between column grids V and Y consists of a continuous fourteen-inch thick reinforced concrete slab-on-grade beam six feet wide. Beyond the band the slab reduces to an eight in thick slab. At the perimeter of the slab there is a raised 1'-3" wide concrete curb 1'-0" above the slab. This curb supports the perimeter wall of the building, which is an eight-inch thick reinforced concrete wall. This wall is punched with perimeter windows. The main building columns are located along column grid 34 at a typical spacing of 25'-0" on center. Caissons provide support for these columns.

D Street Lobby Entrance

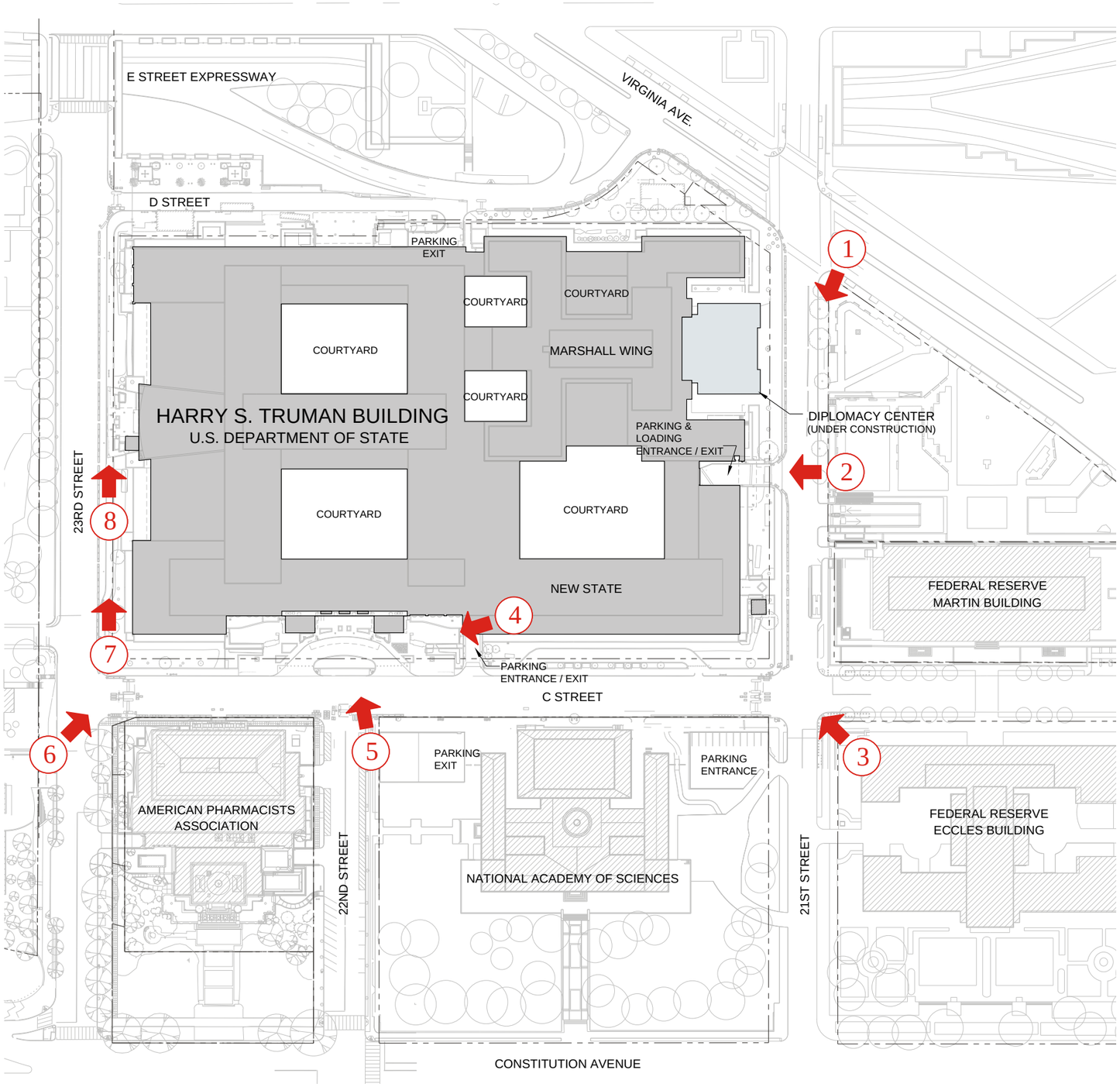
The existing canopy at the D street lobby is a single story steel framed structure located north of the main New State building between column grids 11 and 14. It has a footprint of approximately 86 feet in the east-west direction and 42 feet in the north-south direction. The actual framing of this canopy could not be determined through a visual inspection or from the existing structural or architectural drawings. However, we feel the framing will be consistent with the framing found for the other entrance canopies such as the one located on C Street. Therefore, the following is based on this assumption. The framing consists of lightweight supported on 1½" metal deck. The thickness of the concrete varies between 1 to 3 inches. The metal deck is supported on a system of steel beams and channels. There are four main framing beams, they run in the north-south direction and span 18'-6" between supporting columns. These beams cantilever over the columns to the south and north 11'-9" to form the front and rear of the canopy. Single story W8x31 wide flange steel columns provide support for these beams at the south and north ends. There are a total of eight single story W8 canopy columns supporting the canopy framing. The canopy roof also cantilevers past the column grids 5'-6" on the east and west ends. The first row of columns supporting the canopy framing is located 17'-9" north of column line B and is supported by reinforced concrete beams that are part of the New State terrace level framing. The main building structure extends north 21'-5¼" from column grid B at the D street terrace level and below. This area is covered by the canopy and is framed with a one-way reinforced concrete slab spanning in the east-west direction. The top of slab is at elevation 54'-7½" and the slab is supported on a series of concrete beams spaced at 8'-4" on center. These are the same beams that support the first row of W8 canopy columns. The exterior foundation wall of the main building provides support for the beams to the north. To the south a concrete wall provides support. The other canopy columns are outside the envelope of the main building and are supported on caissons.

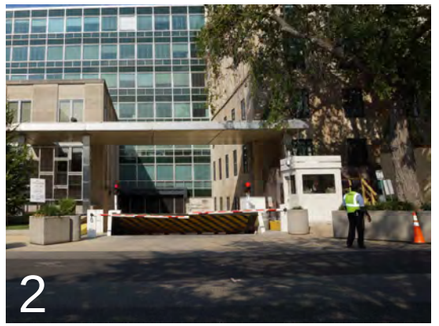
The canopy roof contains a series of 18 existing skylights. To the east and west of the D street canopy at the terrace level there are 16'x16' square planters that are raised 4'-0" above the terrace slab. The terrace slab is not continuous below the planter. There are additional planters in this area also.

Below the canopy at column line B there are three existing entry vestibules. The roof over a typical vestibule, we assumed is framed similar to the C street vestibules. It should be framed with a lightweight steel structure using metal deck and steel beams of different shapes, WF, tubes, etc. In one location at the roof, there should be a W8x17 steel beam that provides support for the exterior window wall. The roof beams span east to west and are supported by eight inch masonry bearing walls, the east and west walls of the vestibules. The bearing walls are typically 8'-5" long. There are two masonry walls for each pedestal.

Endnotes

1. For a more complete description of the HST Building, please see the historic structure report (HSR) by Short and Ford, Architects, referenced above. The HSR includes detailed information on the entire building, including landscaping, window and door systems, mechanical systems, roofing, art work, alterations, and the interior. The description in the current preservation report will concentrate on general characteristics of the building and specific details related to the proposed alterations of the security improvement project.
2. Short and Ford, 104.





Drawing 4.01
05 August 2016

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

0 80' 160' 240'
1:80 GRAPHIC SCALE

NORTH

KARN CHARUHAS CHAPMAN & TWOHEY
Architecture | Planning | Interiors
1120 Connecticut Avenue NW, Suite 1250
Washington, DC 20036 202 659 5600 www.kcct.com
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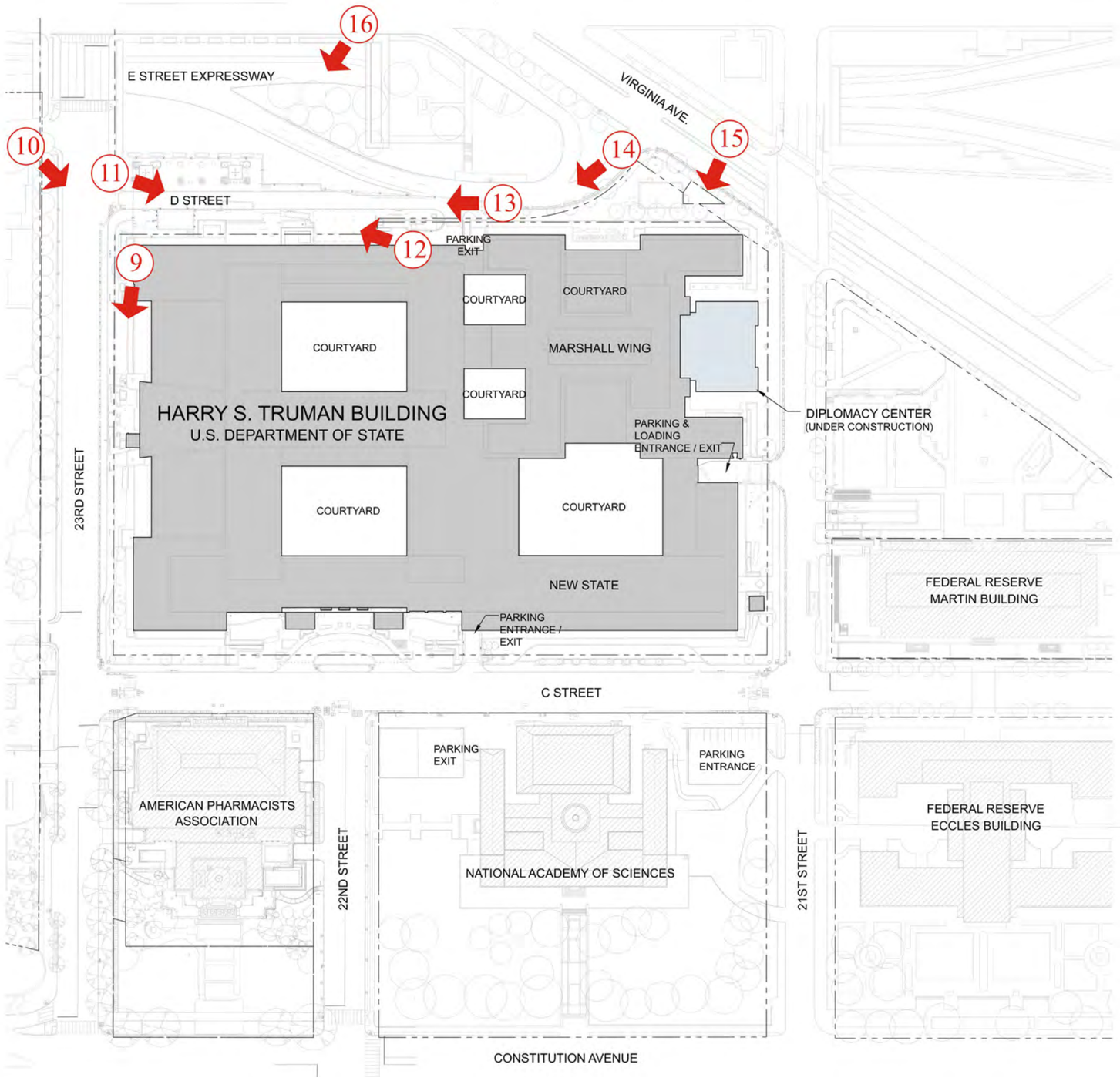

Drawing 4.02
05 August 2016

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

0 80' 160' 240'
1:80 GRAPHIC SCALE

NORTH

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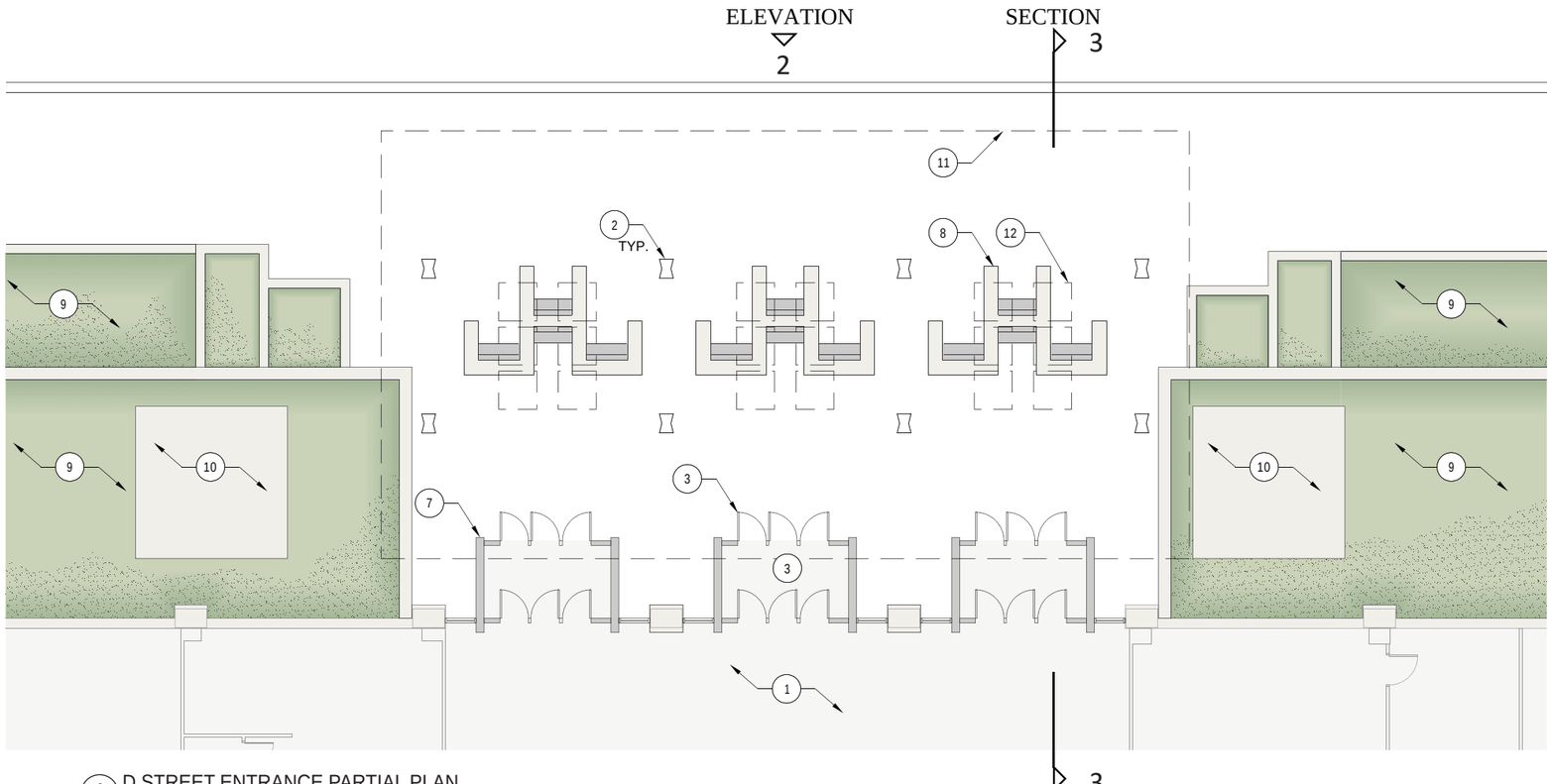
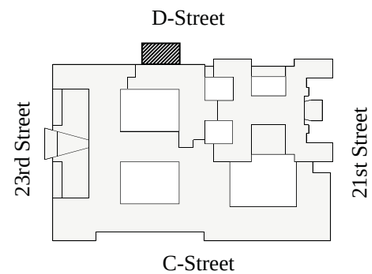


1 D STREET ENTRANCE PARTIAL PLAN

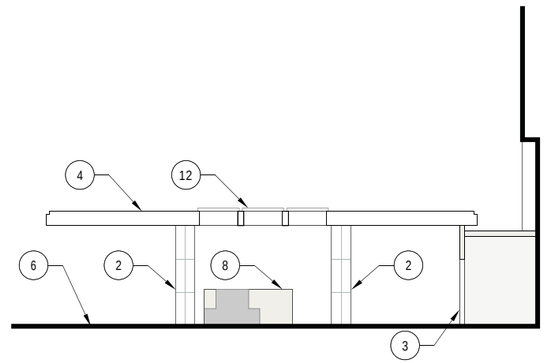
KEY NOTES

1. HST BUILDING LOBBY
2. COLUMN WITH STAINLESS STEEL CLADDING
3. ENTRANCE VESTIBULE
4. STAINLESS STEEL CLADDED CANOPY
5. GRAY GRANITE PLANTER WALL
6. FINISH GRADE
7. BLACK GRANITE VESTIBULE WALL
8. GRAY GRANITE BENCH
9. LANSCAPED PLANTER
10. CONCRETE PLATFORM
11. EDGE OF CANOPY ABOVE
12. SKYLIGHT

KEY PLAN



2 D STREET ENTRANCE PARTIAL EXTERIOR ELEVATION

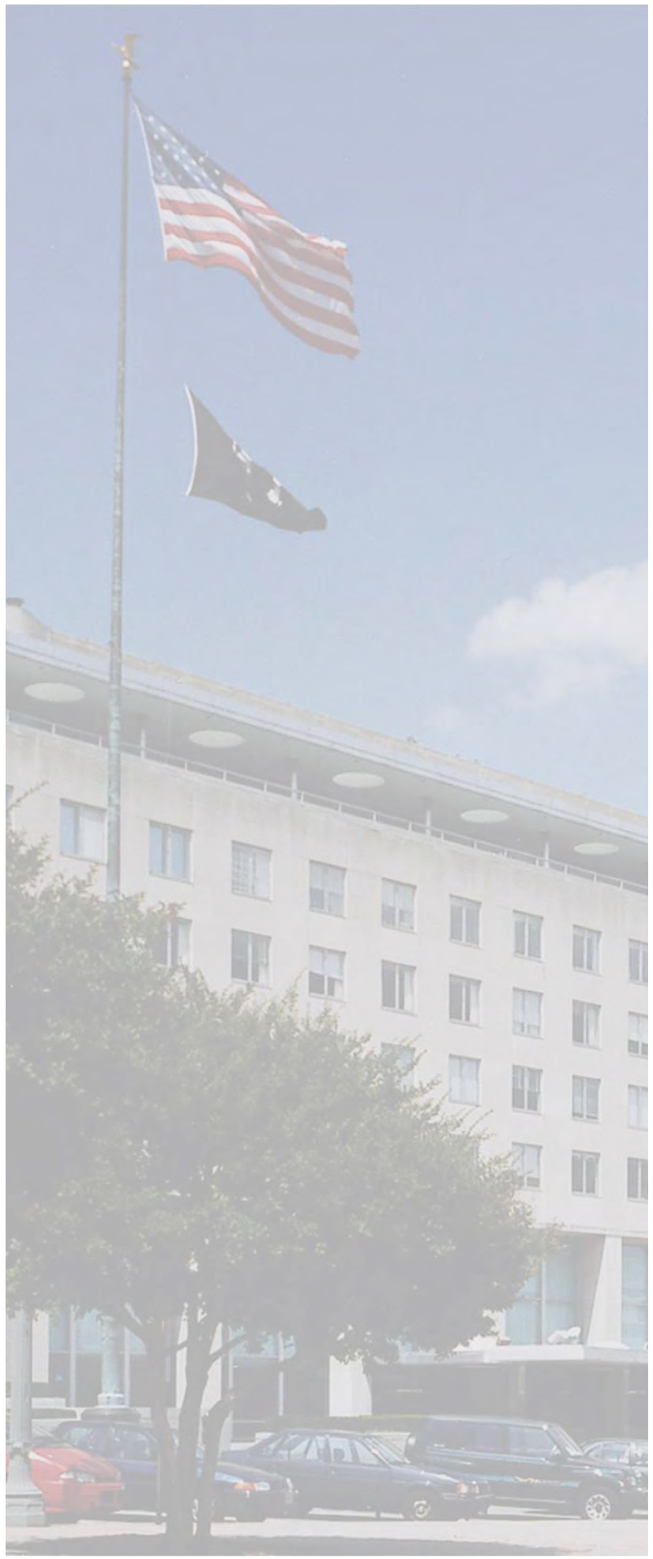


3 D STREET ENTRANCE SECTION

Drawing 4.03
05 August 2016

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

KARN CHARUHAS CHAPMAN & TWOHEY
Architecture | Planning | Interiors
1120 Connecticut Avenue NW, Suite 1250
Washington, DC 20036 202 659 5600 www.kcct.com



INTRODUCTION

The Department of State (DoS) recognizes the challenge of securing a building within an existing urban setting. After a careful evaluation of the existing conditions and threat level, the DoS has established a strategy with three major components; one pertaining to building security and two pertaining to perimeter security:

Building Security Improvements:

1. Replace windows to incorporate blast resistant glass and rein forcement of walls

Perimeter Security Improvements:

2. Extend and reinforce the site perimeter through a series of security barriers using a contextually sensitive design and materials palette. Relocate the 21st Street Truck Inspection Station to D Street.
3. Add security screening pavilions at all entrances so that screening processes could occur outside of the interior lobby spaces. This concept design will address the D Street screening pavilion which is incorporated into Phase I design and construction. Future Phase 2 design and construction is planned for the screening pavilions at the other 3 main entrances on 23rd Street, 21st Street, and the Diplomatic Entrance on C Street.

The First element of the strategy, blast protection, has been completed at the Marshall Wing through the replacement of windows and reinforcement of walls. Blast upgrades for the remainder of the HST Building are ongoing. The second element, the extension of the perimeter, is currently accomplished through unsightly concrete planter barriers and temporary vehicle access controls. The third item, adding security pavilions, is critical to the plan as visitor reception and security screening currently occurs in temporary buildings adjacent to each entrance. The fourth item, relocating the truck inspection station from 21st Street to D Street, will improve traffic flow and rehabilitate part of the streetscape along the northeast side of 21st Street.

The Security Improvement Plan incorporates many of the recommendations contained in NCPC's The National Capital Urban Design and Security Plan and has been coordinated with the neighboring institutions. In addition to the security pavilions, the major features of the plan include providing guard booths for vehicular security screening, replacing drop-off and/or parking lanes with additional sidewalk and protective fence, reconfiguring D Street to include a vehicle inspection station on the building's north side, installing retractable security devices in selected streets, revising the existing delivery inspection area, and providing significant landscaping and street furniture.

The extension of the site perimeter security is designed to protect the building from the threat of possibly explosive laden vehicles. The building is secured through a series of protective fences, guard booths, additional sidewalks in lieu of parking or drop-off lanes, parking and street restrictions and improved truck inspection area. These elements facilitate the extension of the perimeter to protect the building. Presently, temporary guard booths, known as the Temporary Vehicle Access Controls Project, have been installed by the Department. NCPC and DC DOT (DDOT) approved the project with the agreement that they will be replaced with a permanent solution. The D Street security pavilion and future Phase 2 pavilions will reduce the threat of an individual carrying explosive into the building. The pavilions would allow all visitors to be screened outside of the secured hard-line of the building. An individual entering the building with the intent to harm would not be able to enter beyond the security checkpoint therefore, lessening the damage from a blast event.

The plan provides a significant increase in landscaping and street furniture. Low plantings and trees are proposed at the extended sidewalk along with additional benches near the building entrances.

1. BLAST PROTECTION

The Harry S Truman Building is an extremely large and complex facility. A blast assessment study (Blast Assessment Study for the U.S. Department of State, Harry S Truman Building, 2004) has been conducted to determine vulnerabilities and propose retrofit measures.

In order to comply with the project blast requirements, all of the street facing reinforced concrete walls in the Marshall Wing that are either less than the required thickness, or have vertical control joints which must be retrofitted.

Level of Protection

The Department of State is considered a Level 5 building and as such has a higher threat level than most other government buildings. This is the same level as buildings such as the White House, the Pentagon and the Capitol. Non-structural damage is allowed, but structural collapse should be avoided. Non-structural walls and windows should be designed to sustain blast loads relevant to Level 5 protection criteria. Heavy damage to non-structural wall systems is allowed at the design load as long as the system does not completely fail. Window systems are allowed to fail and enter the occupied space, but should land within 10 feet of the window opening (GSA window testing standard condition 3b). This criterion was used to develop preliminary retrofits of the blast resistant windows.

For the protective vehicular barrier system around the perimeter of the site, Higher Protection Level criteria specify that barriers must fully resist a moving vehicle of a maximum weight and speed.

Completed Measures – Marshall Wing

At present one aspect of the Department of State Security Improvement plan has been implemented. The exterior walls and windows of the Marshall Wing have been renovated to meet the blast protection standards.

Ongoing Measures - New State

The DoS is in the process of renovating all portions of New State to meet the blast protection standards.

2. EXTEND AND REINFORCE PERIMETER

The second element of Department of State's three layer plan is to extend and reinforce the perimeter of the site during Phase 1. (Refer to Drawing 5.01, Proposed Phasing Plan and Section 2, Executive Summary, Project Phasing). These improvements address the protection of employees and visitors, storm water management and pedestrian circulation around the site. Through close consultation with national and local stakeholders, the final plan integrates a new screening pavilion, permanent guard booths at the property entrances, a relocated truck inspection facility, an open perimeter barrier system, and enhanced landscaping which creates an attractive and pleasant pedestrian experience through the public realm. The stakeholders and influential parties include NCPC, U.S. Commission of Fine Arts (CFA), Advisory Council on Historic Preservation, National Park Service, U.S. General Services Administration (GSA), DC State Historic Preservation Office, DC Office of Planning, DDOT and other nearby federal organizations.

The processes required by the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) resulted in a "Finding of No Significant Impact" on the quality of the human environment, adopted by NCPC on October 1, 2015 with its approval and comments on the preliminary design submission, and a final Programmatic Agreement between the signatories, delivered to NCPC on January 13, 2016. The transfer of jurisdiction for US Reservation 104 from the National Park Service to the U.S. Department of State through delegated action by NCPC on May 5, 2016 officiated the relocation of the truck inspection station to D Street, culminating in the final design submission to the CFA with consent calendar approval on July 21, 2016. Other recent formal presentations directly related to the final design include: 1) DDOT Public Space Committee submission on March 31, 2014 with preliminary approval with comments on June 24, 2014, 2) U.S. Commission of Fine Arts "Concept Refresh" presentation on November 20, 2014 with approval with comments and 3) an informational presentation to NCPC on January 8, 2015.

Site Improvements

The object of the site improvement is to increase the building's security perimeter while creating high quality enhancement of the public realm at the Department of State. Major features of the site plan include replacing drop-off and/or parking lanes with additional sidewalk, free-standing security bollards as well as protective railing and stone clad walls, reconfiguring D Street to include a vehicle inspection station on the building's north side and installing retractable security devices in selected streets. These features are integrated into streetscapes focused on public amenity, respecting existing historic fabric, and including street furniture, lighting, and intensive plantings. All street realignments and locations of security elements in public space have been reviewed and approved by DDOT and the District of Columbia Office of Planning (DCOP).

More specifically, the major features of the plan are as follows:

1. Drop-off and/or parking lanes will be replaced with additional sidewalk and protective fences, walls and free-standing bollards along 21st and 23rd Streets and Virginia Avenue to increase the building's secured perimeter.
2. At 21st Street, the existing truck inspection area will be relocated to D Street.
3. 21st Street has been realigned off the historic centerline to be 37' wide: an 8'-6" wide no parking drop-off zone on the west side, two 10' wide southbound traffic lanes and one 8'-6" metered parking zone on the west side.
4. The D Street intersection at 23rd Street will shift north to accommodate a pocket park at the northwest corner of the HST site. It will gradually curve back into its current alignment. The northeast end, which intersects Virginia Avenue, will be modified to include a vehicle inspection station. This will impact Reservation 104, presently owned by the US Department of Interior, National Park Service, which has agreed to the proposed site revisions. Traffic will be restricted between 23rd Street and the inspection station, maintaining unrestricted access to Virginia Avenue.
5. The ramp from the E Street Expressway on the building's north side will be slightly realigned to accommodate a secure median with protective fencing, separating it from D Street. This will involve slight modifications to the southeast portion of Reservation 720. E Street will continue to merge into D Street, maintaining its present access to Virginia Avenue, while also allowing entrance into the proposed inspection station.
6. The east curb of 23rd Street will be relocated to align with the curb in the adjacent block south of the site, The American Pharmacists Association (APhA), between C Street and Constitution Avenue. This permits a 51'-6" roadway width, allowing the security bollards to be a minimum distance of 7' away from the curb. Street trees will be planted between the curb and the bollards.
7. C Street will be redesigned to restrict traffic while allowing pedestrian access. The south curb will be relocated north to align with the south curb of the adjacent block at the Marriner S. Eccles Federal Reserve Board Building. This alignment will enable the placement of all security elements to be in public space, opposed to being inside the neighboring properties of APhA and the National Academy of Sciences (NAS).
8. Retractable bollards will be placed at the C Street/22nd Street intersection.
9. The southern portion of 22nd Street will be restriped for metered angled parking on the west side and for taxi service on the east side (5 parallel spaces). The northern portion will be restriped for no parking on both sides.
10. New three-person guard booths will be installed at D and 23rd Streets, the Truck Inspection area at D Street and Virginia Avenue, C and 21st Streets and C and 23rd Streets. New two-person guard booths will be installed on D Street (2), 21st Street (2) and C Street (1).
11. Significant landscape elements and low impact development (LID), including 205 new trees and street furniture and bicycle racks will be added to create a pedestrian friendly site.

Street Furniture and Amenities

New benches, light fixtures, bicycle racks, and other architectural elements have been proposed to enliven the sidewalk and streetscape and to complement the appearance of the perimeter security components. About 612 linear feet of benches will be added, accommodating approximately 306 people. Also, the addition of 77 bike racks will provide about 138 bike parking spaces. Some of the new street furnishing will also serve to conceal structural bollards. The new amenities will be concentrated near entry pavilions and pedestrian gathering areas. Along D Street where much of the existing roadway is being altered and a new entry pavilion is being constructed, seating will be located among shade and flowering trees, and other plantings with seasonal interest to create comfortable, park-like outdoor spaces. Low impact development strategies will include cell-type supports for tree pit soil under sidewalks, capture of roadway runoff through 6" curb slots, capture of sidewalk runoff through control of grades and slopes, and lowered soil elevations with absorptive soils in planted areas. Crossings from curb to sidewalks are provided for passenger drop-off and for pedestrian safety along street edges.

Overview of Landscape Design

The overall approach to the planting concept for the project respects the formal character of the vicinity of the National Mall, the historic Harry S Truman building, and the new US Diplomacy Center. In consultation with the various agencies with interest in the overall design of the site, the plantings along the street edge are organized into an arrangement that is 'of the street' while creating an appropriate environment for the buildings. Plantings along the street are arranged with formality, while at the same time softening and layering the sidewalk edges with a diverse and ecologically vibrant plant palette. As part of the security design, large areas of pavement have been reduced so that former hardscape is replaced with new street trees and understory plantings.

Low impact design techniques have been used throughout the project and include such strategies as recessed tree pits collecting storm water from adjacent streets, tree pit areas including root path breaks between security foundations at each tree, cellular subsurface structures beneath paved areas to allow tree root growth, and a selection of plants focused on tough, vigorous plant species. Within special areas, such as the D Street pocket park, more exuberant plantings are used in to provide seasonal interest and a softer, park-like character.

The overall design process has been very effective at building consensus between all stakeholders, resulting in an exemplary landscape solution for one of the largest federal perimeter security projects with LID practices within the urban context. The State Department's desire to keep the understory plantings low, for visibility, creates a pleasing street environment throughout the site, along with many sustainable amenities to improve the natural environment.

Trees

Beginning with the canopy layer, tree planting throughout the site incorporates a diverse palette, while maintaining the allee design typical of this vicinity of Washington DC (DC). The design provides eighteen different species of trees which includes the street trees along the sidewalk, perimeter trees in the planted areas immediately adjacent to the building, as well as trees in the new D Street pocket park and standalone planter areas. The process of selecting the street tree species included a review of Casey Trees and the District of Columbia's Urban Forestry Administration maps that illustrate the species of trees that are currently planted or proposed along adjacent streets. The District's Department of Transportation (DDOT) bio-retention plant recommendation list and comments from the General Services Administration concerning plant diversity are also incorporated into the design.

Along 23rd Street, since American elm trees are currently planted south of the project, the elm planting (*Ulmus americana* 'Valley Forge') is extended north along the west entrance of the building. New willow oaks (*Quercus phellos*) will also be planted on both sides of C Street in order to continue the street tree allee that is installed to the east of the project area at the Federal Reserve. An additional oak tree planting, swamp white oak (*Quercus bi-color*), will add canopy diversity on both sides of 21st Street in the newly created planting areas between the sidewalk and roadway. At D Street, groupings of trees will be introduced in more informal arrangements to extend the character of the park to the north. Along Virginia Avenue, new trees will be added that are compatible with the species and spacing of the existing street trees.

In addition to the three aforementioned canopy tree selections, the following tree species (primarily understory, flowering trees or specimen selections) are being considered for the perimeter and park areas:

1. *Acer griseum* | Paperbark maple
2. *Cercis Canadensis 'Forest Pansy'* | Forest Pansy Redbud
3. *Fagus sylvatica atropurpurea* | Copper beech
4. *Hamamelis x intermedia 'Arnold Promise'* | Witch hazel
5. *Ilex Conaf 'Oakleaf'* | Oakleaf holly
6. *Ilex opaca* | American holly
7. *Magnolia grandiflora* | Southern magnolia
8. *Magnolia stellata* | Star magnolia
9. *Cladrastis kentuckia* | Yellowwood
10. *Nyssa sylvatica* | Black gum
11. *Platanus occidentalis* | American sycamore
12. *Prunus x yedoensis* | Yoshino flowering cherry
13. *Styrax japonicas* | Japanese snowbell
14. *Tilia americana* | American linden
15. *Taxodium distichum* | Bald cypress

The footing for the perimeter security bollard system presents a challenge for the street trees. With the security perimeter pushed as far away as possible from the building, the L.I.D. street tree planters hold both the bollard footings and the trees. In general, the street trees are located between the curb and the bollard footing. Soil volume and root zone are always areas of concern with street trees. To maximize the available soil for each tree, two strategies are utilized depending on the site specific issues. The first strategy is root path footing breaks where trees are between the curb and footing. At the surface the footing is veneered with stone and has a section of reinforced concrete connecting the footings to provide support for the veneer. Just below that connection, the footings are separated, filled with uncompacted soil allowing roots to access the planter soil on the opposite side of the barrier. The second strategy is using structural cells under sidewalks close to street trees to provide uncompacted soil to allow water and root migration. This strategy is beneficial to both the trees planted between the curb and barrier as well as the trees planted adjacent to the sidewalk. By incorporating these strategies, the challenge of a footing within the street tree planter will be mitigated and the street trees will have a chance to thrive.

Perimeter and Park Planters

The site's design provides rich plantings around the building perimeter. In general, the planting approach for these areas creates masses of single plant species that are repeated in controlled drifts to create a rhythm along each street. As a whole, these plantings will be dense, layered and textural groupings, with flowers tending to be white or soft in color and texture. Low or dwarf shrub species have been chosen to lessen the opportunity for hiding places within the vegetation. Those shrubs that are deciduous will be under-planted to create a beautiful tapestry of groundcovers that will provide winter interest when the deciduous leaves are not present. This "green mulch" approach also helps control weeds as errant weed seeds are less likely to find bare dirt in which to germinate; it also helps hold moisture in the soil during the region's hot summers. Along the sidewalk, mixes of low perennials and grasses soften and define the edge. In addition, numerous pollinator-friendly species are included in the plant palette throughout the site, reinforcing the approach discussed in the 2014 Presidential Memorandum – *Creating a Federal Strategy to Promote the Health of Honey Bees and Other Pollinators.*

Special planting areas are also incorporated into the design. On C Street, a new park-like area, including new trees and benches, is proposed on the north side of the street in place of the existing Congressional parking lane. On D Street, the plants that will enclose the pocket park will be a low tapestry of shade-loving perennials, grasses and groupings of small shrubs. Enclosing the truck inspection area will be a simple mass of fragrant sumac (Rhus aromatica 'Gro Low'). The planters flanking the entrance to the US Diplomacy Center are framed with two clusters of paperbark maples (Acer griseum) behind the stone benches. More formal in design, these planters have large groupings of boxwoods (Buxus x 'Green Velvet' and Buxus x microphylla var. japonica 'Green Beauty') surrounding a slightly softer, more garden-scale perennial planting.

In addition to those discussed above, a selection of the proposed plants for the perimeter and park planters includes

1. *Deutzia 'Nikko Gracilis'* | Slender deutzia
2. *Fothergilla gardenia* | Dwarf fothergilla
3. *Hydrangea quercifolia* 'Pee Wee' & 'Sikes Dwarf' | Dwarf oakleaf hydrangea
4. *Hydrangea quercifolia* 'Pee Wee' & 'Sikes Dwarf' | Dwarf oakleaf hydrangea
5. *Ilex verticillata* 'Nana' | Dwarf Winterberry
6. *Itea virginica 'sprich'* Little Henry | Little Henry sweetspire
7. *Cornus alba* 'Bailhalo' | Red twig dogwood
8. *Kerria japoponica* 'Picta' | Japanese kerria
9. *Prunus laurocerasus* 'Otto Luyken' | Otto Luyken laurel
10. *Taxus sp.* | Yew
11. *Spiraea japonica* 'Double Play Artist' | Double Play spirea
12. *Pinus mugo* | Mugo pine
13. *Asarum canadense* | Wild ginger
14. *Acanthus hungaricus* | Bears breeches
15. *Carex* | Sedges
16. *Epimedium x youngianum* 'Niveum' | Snowy barrenwort
17. *Geranium macrorhizum* 'Ingerwersen's Variety' | Bigroot geranium
18. *Galium odoratum* | Sweet woodruff
19. *Helleborus orientalis* | Lenten rose
20. *Iris x* _____ | Bearded iris
21. *Sarcococca* | Sweet box
22. *Heuchera macrorhiza* 'Autumn Bride' | Coral bells
23. *Hosta* 'Blue Elegans' | Hosta
24. *Phlox stolonifera* 'Sherwood Purple' | Creeping phlox
25. *Stachys* 'Helen Von Stein' | Lambs ear
26. *Pycnanthemum muticum* | Short-toothed mountain mint
27. *Pachysandra procumbens* | Allegheny spurge

Stormwater and Streetscape Planters

In compliance with DC's stormwater regulations, low impact, bio-retention planters have been created along the site perimeter. The design for these planters is simple, with repeated groupings of plants which include species with a proven track-record in other DC bio-retention planters, and those recommended in DDOT's Green Infrastructure Standards.

The planters all include evergreen shrub species (inkberry | *Ilex glabra* or dwarf bayberry | *Myrica pennsylvanica* 'Morton') as their dominant species. Because inkberry often appears 'twiggy' at the bottom of the plant, a low mix of groundcovers has been added which will grow to cover the bottom of the planters and includes sedges, path rush, and golden groundsel. Since the planter along 23rd Street is especially wide, an additional layer of low shrubs, dwarf black chokeberry (*Aronia melanocarpa* 'Morton'), is tucked behind the inkberry for both visual interest and ecological variety.

In addition, many of the streetscape planters contain the new perimeter barrier elements. Low shrubs and ground covers will be planted on the sidewalk side of the barriers. The purpose of the planting is not to hide these elements, but to soften them and to create a green and textured edge for pedestrians. These plantings include fragrant sumac (*Rhus aromatica* 'Gro Low'), *hakonechloa* (*macra* - straight species) and St. Johnswort (*Hypericum calycinum*).

Protective Barrier System
The primary component of the barrier system is the structural anti-ram bollard (described in detail below). It is used as a freestanding element both with and without decorative metal cladding. It is also incorporated into protective fencing with decorative metal cladding and connecting horizontal metal railings. Finally, it serves as the protective support for the stone cladded walls. When combined around the site, these elements create a unified family of street furnishings complimentary to the architecture and the standard District of Columbia street furniture. The stone clad walls will be a granite reminiscent of the stone currently used on the site but slightly darker to provide a visual base and ease of maintenance. The metal cladding and railings will be powder coated and removable to allow for repair and maintenance. A significant amount of low plantings will be combined with the barrier system to enhance the pedestrian walk and streetscape.

The proposed structural bollard is a DoS approved anti ram bollard consisting of a steel pipe, filled with concrete set in a continuous concrete footing. The total height of the bollard above the finish grade must be a minimum of 3'-3". When located within 2'-0" of the curb, the height of the bollard must be 2'-9" high plus the 6" height of the street curb, for a total height of 3'-3". The bollard spacing must be a maximum of 4'-11" from centerline to centerline, leaving a maximum clearance of 4' 0-1/4" from the face of the structural steel. With decorative covers, the clearance from cover to cover is 3'-11".

District of Columbia standards allow for vertical objects such as bollards to be 3'-6" in height from finished grade. Greater heights require a waiver.

Stormwater Management
Under D.C. Department of Energy and Environment (DOEE) and the Energy Independence and Security Act (E.I.S.A.) Section 438 regulations, any project that disturbs more than 5,000 sf of land requires stormwater management. The proposed project will disturb more than 5,000 sf of land and is thus required to fulfill all requirements of the District of Columbia Stormwater Management and E.I.S.A Section 438 regulations. All proposed construction, both in public and private space, will fall under the Major Land Disturbance Activity section of the DOEE Stormwater Management Regulations and require a stormwater retention volume of 1.2" of rainfall. To meet E.I.S.A Section 438 requirements the project is required to retain 1.7" of rainfall or to achieve a stormwater retention volume that is the maximum extent technically feasible. This project proposes two methods of Stormwater Best Management Practices (BMP's) to treat stormwater: 1) Bio-Retention and 2) Tree Planting. There are two different types of Bio-Retention facilities proposed: 1) Bio-Retention Open Areas and 2) Bio-Retention Tree planters. These facilities will be used in conjunction to treat the majority of the stormwater management requirement. In addition to stormwater management facilities, the site hydraulics have also been improved with the reduction of overall impervious surface area of the site by 0.31 acres, a reduction of 6.4%. (Calculations showing the reduction of impervious area can be found on Sheets C-112A, C-112B, and C-113)

DOEE Stormwater Requirements:
For all disturbance that falls inside the project property boundary, "private space", the final stormwater management design will be required to treat the full stormwater retention volume requirement of 1.2" of rainfall.

For all disturbance that falls outside the project property boundary, in "public space", such as improvements to 23rd Street NW, D Street NW, 21st Street NW and C Street NW the project will also be required to treat the full stormwater retention volume requirement of 1.2" of rainfall. Typically disturbed area located in "public space" is only required to treat stormwater to the Maximum Extent Possible (MEP). However since all of the stormwater management facilities are located in "public space" and the "public space" facilities will treat water from "private space" the full stormwater retention volume requirement of 1.2" of rainfall will be required for all "public space" disturbance.

Both the private space and public space stormwater management requirements will be met using BMP's located in public space. The private and public space stormwater treatment design is as follows;

1. D Street – Bio-Retention Tree Planters in public space along the western and center portion of frontage on D Street. Large expanses of Bio-Retention Open areas in public space along the western and eastern portion of frontage in D Street. In addition to Bio-Retention, Tree Planting has been proposed throughout the area.
2. 21st Street – Bio-Retention Tree Planters in public space along the entire frontage on 21st Street, on both sides of 21st street. In addition to Bio-Retention, Tree Planting has been proposed throughout the area.
3. C Street – Bio-Retention Tree Planters in public space along the entire frontage on C Street, on both sides of C Street. In addition to Bio-Retention, Tree Planting has been proposed throughout the area.
4. 23rd Street - Bio-Retention Tree Planters in public space along the entire frontage on 23rd Street, along with Tree Planting

The measures listed above are intended to meet the full amount of stormwater management requirements, 23,054 cf / 172,443 gal. (Stormwater management calculations showing the volume required to meet the 1.2" retention requirement can be found on Sheet C-113 of the plan set.) The project does not intend to utilize stormwater management credits to off-set any portion of the 1.2" DOEE requirement.

E.I.S.A Section 438 Stormwater Requirements:
E.I.S.A Section 438 requires that "The sponsor of any development or redevelopment project involving a federal facility with a footprint that exceeds 5,000 square feet shall use site planning, design, construction, and maintenance strategies for the property to maintain and restore, to the maximum extent technically feasible, the pre-development hydrology of the property with regard to the temperature, rate, volume, and duration of flow". To meet E.I.S.A requirements the site must meet the retention standard of 1.7" (32,660 cf / 244,294 gal) or prove that the stormwater strategy was designed to the maximum extent technically feasible. . (Stormwater management calculations showing the volume required to meet the 1.7" retention requirement can be found on Sheet C-113 of the plan set.)

The total storage volume of 1.7" per the E.I.S.A. standard is not attainable on this project without sacrificing or impacting the main project goals of security and landscape quality for several reasons. Security is the primary goal of this project. The perimeter security project involves extensive use of metal bollards, metal rails, and stone walls to provide the necessary security features. Due to limited space around the site, both the security features and the stormwater management facilities are design to be integral to each other. To achieve this integration the already large security bollard footing have been significantly increased in depth to accommodate the special bio-retention soil which cannot be compacted. Additional bollard footing depth increases are not technically feasible. In addition to design restriction the project design is also governed by local agency restrictions. The sidewalk, curb, and security locations have been thoroughly discussed, reviewed and approved by the Department of State and the District Department of Transportation. Based on these established locations, the stormwater facilities are also fixed in length, width and depth, causing the 1.7" retention volume to be technically unfeasible.

The other significant goal of this project is the quality of the landscape and how the security elements and streetscape elements are woven together visually. Since the function of the building is diplomacy, the project has been designed to limit the prominence of the security elements. The stormwater facilities have been designed so that they are gracefully integrated into the security elements without creating an appearance of a moat that surrounds the building. The facilities have been designed to slope from the adjacent sidewalk down to the bio-retention soil to allow a graceful transition, more visible plantings, and eliminate the need for additional metal rails at the edge of the stormwater feature. The appearance of the landscaping, security elements, and stormwater facilities has been designed to the maximum extent technically feasible.

As described above, the site constraints limit the size of the stormwater facilities to a point where the full E.I.S.A. Section 438 volume cannot be met. However, the stormwater management measures proposed have been designed to the maximum extent technically feasible, therefore the requirements set forth by E.I.S.A Section 438 have been satisfied.

Stormwater Meetings and Submittals to Public Agencies:
The concept design of the stormwater management facilities detailed above was formally submitted to the DC Public Space Committee (PSC) on March 31, 2014 (Application No. 93269) 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 conditions that further design elements must be worked out with the Office of Planning prior to revising and resubmitting final drawings for issuance of the construction permit. In preparation of the concept, preliminary and final design submissions to the CFA, NCPC and PSC, informal meetings were held with DDOT and other public stakeholders to advance the overall concept, including storm water management. Additional meetings with DOEE were held on November 12, 2015 and March 8, 2016 to further develop the storm water management design and ensure that it meets local and federal standards.

Guard Booths
A total of nine guard booths are proposed. Guard booths are placed throughout the site and provide controlled access to C and D Streets as well as the HST Building parking garage and loading dock. Their design embodies the same elements as the original architecture – stone, glass, stainless steel, and extending canopies with receding columns. The guard booths will also incorporate landscaped areas, signage, and kennels. The booths have been carefully designed so that they will fully integrate with the site. They will replace the unsightly concrete planter barriers and temporary guard booths and vehicular plate barriers that are currently installed at the vehicle checkpoints.

There are two standard guard booth designs. The larger (3 person) guard booths will accommodate three guards and two guard dogs. This booth will be located on C Street at the intersection of both 21st and 23rd Street, on D Street at the intersection of 23rd Street and the Truck Inspection area at D Street and Virginia Avenue. The booths on C & 21st streets, C & 23rd streets, and D & 23rd streets will be vehicle check points prior to entering the underground garage or outside parking/drop-off. Smaller (2 person) booths will house two guards and will be located at the 21st Street garage and loading dock entrance/exit, the C Street garage entrance/exit, the D Street garage exit, the D Street vehicle exit. Another guard booth will be located near the southwest corner of 21st Street and Virginia Avenue, to facilitate the inspection process on D Street. Vehicles leaving the inspection area will be watched from this guard booth until reaching the loading dock on 21st Street.

Materials & Finishes
Both the large and small guard booths are designed with the same materials. The guard booth exterior consists of Iridian granite stone base, similar to the granite found on the Harry S Truman building, with a glass and stainless steel storefront system above. The glass will allow maximum visibility for the guards. The stone base portion is aligned with the height of the railing. The height to the underside of the overhang is 10'-0". The larger booths contain two kennels which are also clad in granite. The column next to the kennel is clad in stainless steel. The interior of the space is conditioned and consists of a plastic laminate work surface at stand up height and space for a computer, phone, and storage. The flooring will be a resilient, durable, and easy to maintain material.

Guard Booth Structural System

The proposed concept includes four 3-Person Guard Booths, each of which is structurally identical. Each booth consists of a 18'-4"x 10'-4" enclosed guard area and a 5'-5"x 10'-4" dog kennel on the outside of the enclosed area. There is an 8'-4" open space between the guard area and the kennel (see architectural drawings). The roof covers both the guard area and kennel. The footprint of the guard booth roof structure is 37'- 5" x 15'-8". The roof is cantilevered 3'-2" in both the long and narrow direction. The framing of the roof consists of 1½" metal deck supported by 6"x2" and 6"x6" steel tube beams spanning between 6"x2" steel tube columns. There will be two rows of columns in the narrow direction and there will be seven columns in each row for a total of 14 columns. The space between the rows will be 9'-4". The spacing between the columns in the rows will be 4'-0". A continuous line of tube beams will connect all the perimeter columns. All column and beam connections will be welded solid to provide rigid frames in both directions of the booth structure. The rigid frames will provide the required lateral stability for the structure. In addition, the portion of the roof above the guard area will be raised. This raised roof will consist of similar framing as the lower roof, but instead of metal deck, the construction will consist of two layers of steel plate. The top plate will be 3/8" thick and will be welded to the top face of the tubes. The bottom plate will be ¼" thick and will be welded to the bottom face of the tubes. To support the cantilevered sections of the roof the tube beams will cantilever over supporting columns or through perimeter beams. Moment connections will be required where the beams cantilever. This will be accomplished by welding all connections of the tube beams solid.

Support for the new steel tube columns will be provided by a 12" wide concrete knee wall supported by a concrete mat foundation. The slab in the guard booth area will be a 5" thick reinforced concrete slab-on-grade. A vapor barrier and gravel base will be provided below the slab. A complete soils investigation will be required before final design.

The proposed concept includes five 2-Person Guard Booths. These guard booths will be of similar structural design to the 3-Person booth. Support for these guard booths will be provided by a reinforced concrete mat. A complete soils investigation will be required before final design.

Guard Booth Mechanical System

The two-person guard booths will be conditioned by above the ceiling packaged air conditioning units with a supply and return ceiling grille kit. The three-person guard booths will utilize similar packaged air-conditioning units with air distribution to the space through ceiling mounted linear plenum diffusers. The condenser air inlet and outlet from the packaged units will be ducted to strategically located wall louvers. Outside air will be obtained from the wall louvers as well.

Guard Booth Electrical Service

Electrical service will originate from a nearby existing low voltage substation tied into the existing site's medium voltage loop This will feed a new panelboard via conduit run through the basement or garage and underground as required. The panelboards will be located inside the guard booths, secured from public access to comply with antiterrorism requirements.

Both guard booth types will have similar electrical service requirements:

1. The guard booths' system voltage will be 208Y/120V. In general, mechanical equipment will be rated 208V, LED lighting will be rated 120V, and 120V will be provided for receptacles and convenience power.
2. A branch circuit (208Y/120V) panelboard will be provided in each guard booth. As a standard, 208Y/120V panelboards will be provided with 25% additional spare capacity and 25% spare poles to accommodate future branch circuit requirements.

Vehicular Security Barrier

Raised street security barriers will be present at each site and garage entrance. The proposed barrier is a wedge barrier that is flush with the driving surface in the down position. It meets the required security rating in its fully deployed position. The barriers will require a remote hydraulic pump, located within 100 feet. The pump will be integrated into the site and located as inconspicuously as possible.

Traffic

The following transportation studies have been submitted to analyze the impact of the perimeter security improvements in support of the Environmental Assessment (EA):

1. October 28, 2004: "Harry S Truman Building Perimeter Security Improvements Transportation Impact Study" (Included reconfiguration of the E Street/Virginia Avenue intersection)
2. October 6, 2006: "Harry S Truman Building Perimeter Security Improvements Environmental Assessment Transportation Impact Study – Reconfiguration of the E Street/Virginia Avenue Intersection"
3. December 4, 2009: "Harry S Truman Building – United States Department of State Environmental Assessment Addendum – 22nd Street Transportation Element"
4. August 29, 2011: Under a separate EA and approval, a transportation impact assessment was provided as part of the "United States Diplomacy Center – Final Environmental Assessment"
5. March 5, 2013: "Harry S Truman Building Perimeter Security Improvements Environmental Assessment Transportation Impact Study – 23rd Street, NW Assessment"
6. December 11, 2014: A transportation impact assessment evaluated the relocation of the existing vehicle inspection station along 21st Street, NW between C Street, NW and Virginia Avenue to D Street, NW proximate to the northeast corner of the Harry S Truman Building.

The proposed project would increase the building security for the Harry S Truman (HST) building perimeter with features that include providing security pavilions and guard booths to provide both visitor and vehicular security screening, replacing drop-off and/or parking lanes with additional sidewalk and protective fences, restricting vehicular access at C and D Streets, NW, providing operational improvements along 22nd Street, NW between C Street, NW and Constitution Avenue, NW, and relocating the vehicle inspection station from 21st Street, NW to D Street, NW. With the exception of the operational improvements on 22nd Street, NW and the relocation of the vehicle inspection station, all of the measures that will directly affect street capacity have been implemented with temporary measures. The previously considered reconfiguration of the E Street, NW/Virginia Avenue, NW intersection has been withdrawn in favor of relocating the vehicle inspection station.

The conclusions of these studies are as follows:

1. The public streets in the vicinity of the Harry S Truman Building are congested during typical weekday morning and afternoon peak hours. The E Street (Eastbound)/20th Street as well as various intersections along Constitution Avenue currently operate at or near capacity in the vicinity of the Harry S Truman Building.
2. Queues at these intersections were observed to back up into upstream intersections.
3. The proposed perimeter security measures would have no effect on existing intersection levels of service or delays since they effectively have been accomplished by the use of temporary barriers and guard booths.
4. The benefits of enhanced security must be weighed against the acceptable increase that may be realized due to roadway restrictions along C Street, NW and D Street, NW.
5. The operational improvements along 22nd Street, NW between C Street, NW and Constitution Avenue, NW have been coordinated with DDOT and adjacent neighbors to best accommodate the multiple functions (e.g. vehicular access, pick-up/drop-off, and loading) this roadway serves.
6. The relocation of the vehicle inspection station will return 21st Street, NW to conditions consistent with DDOT's transportation goals while providing a secure location to inspect certain vehicles destined to enter the Harry S Truman building. Other results of the assessment include:
    - Overall consistent levels of service when compared to cur rent traffic conditions.
    - An "Inspection Management Plan" will be an important-component to the operation of the relocated truck inspection station to prevent arriving vehicles from queuing back in the E Street Expressway off-ramp. An inspection manager will need to coordinate with vendors and services to manage and disperse arrivals throughout the day.
    - Future access to the relocated truck inspection station will be restricted to vehicles arriving from the E-Street Expressway versus the local grid of streets for the existing location.
    - Staffing and monitoring vehicles from the point they exit the inspection station to their final destination will likely be required to ensure security and overall public safety.

3. PAVILIONS

Architecture

Today at the Department of State all visitors enter the building through temporary screening structures adjacent to each building entrance. A total of four screening pavilions are planned, one at D Street for Phase I design and construction and 3 others at each entrance on 21st, 23rd, and C streets during Phase II. These pavilions will remove the need for temporary screening structures and be located in the vicinity of the existing HST Building canopies (C & D streets) and the unsheltered entrance on 21st Street.

The canopies at the Marshall Wing were constructed in 1985 and have been removed due to the construction of the U.S. Diplomacy Center. The other canopies at New State are original to the building. The current canopies do not meet the program and five-minute barrier requirements. The current proposal is to remove and replace the canopies with elements in the same style; of particular importance is maintaining the light quality of the lobbies. The following items were considered in the design of the pavilions:

1. The DoS is a Level 5 security building. This is the same level as buildings such as the White House, Pentagon, and as such the pavilions are key to insuring the safety of the building occupants.
2. The DoS is in the processes of installing blast resistant glass and "hardening" the exterior of the building. The Marshall Wing portions of this project have been completed remaining portions are ongoing. It is therefore necessary to keep all persons with the intent to harm on the outside of the hardline perimeter. The building is constructed using a structural column grid system. If the screening happened inside this would allow a person with the intent to harm the opportunity to damage the building structure. Therefore a pavilion design that allows for all screening to occur outside the building is critical to limiting damage and loss of life and is consistent with the threat level.
3. Constructing these pavilions will permit the lobbies to be restored to their original condition and improve the exterior building facades through the removal of the temporary screening buildings.
4. The size of the pavilions is dictated by three main functions common to all entry points: employee entry; visitor check-in; and screening and ceremonial entrance for dignitaries, heads of state, etc.

It is particularly important that each entry support all three functions. During the phasing of this project one entry will be closed and the other entries will need to absorb the additional traffic. The entrance on 23rd Street is primarily used for tour groups, press access to the briefing room and it is the entrance used by the President. C Street is used by the Secretary of State and most diplomats. The Secondary Entrance on 21st Street is commonly called the Joggers Entrance and is used primarily by employees. D Street is the primary employee entrance for those arriving by public transportation. This entrance also receives many visitors and is the main focus of this discussion.

D Street Pavilion

The design of the D Street Pavilion is inspired from the current canopy – sculptural forms, linear floating structure, receding columns and the same palette of materials. The current threat level is not considered a temporary situation; the DoS, therefore, requires a permanent structure to address these persistent circumstances. The design of the Phase II pavilions is anticipated to follow the general guidelines of the D Street Pavilion.

Materials & Finishes

The D Street pavilion at New State will feature stainless steel clad columns and a large projecting canopy. The underside will be finished in 3/4"x 3/4" ceramic tiles reminiscent of the canopy that is being removed. A glass and stainless steel storefront system will enclose the pavilion.

Generally, the finishes in the space will consist of glass, metal, and stone. The floor will be terrazzo, consistent with the existing lobby. Additionally, natural light will flood the space through the glass storefront. Furthermore, as a strategy to increase the quantity of natural light in the circulation area, skylights have been considered where appropriate and practical.

Equipment & Furniture

A reception desk that has the ability to accommodate four receptionists has been incorporated into the design. It is on a raised platform to improve the interaction of the receptionist with the visitor and includes an accessible location for persons with disabilities. The desk is also designed with an accessible ramp at the staff entry point. The reception desk will be clad with a combination of metal, stone and stainless steel highlights.

Optical turnstiles are planned for use by employees and visitors to the DoS. These turnstiles will have low glass panels that swing to open and close. The optical turnstile system monitors and restricts pedestrian traffic between the public and secure areas. Each turnstile is integrated with the building access control system minimum. The turnstiles are universally accessible; all will have a 32" minimum clear opening.

In addition to the security turnstiles there will be screening equipment. An x-ray machine and magnetometer will be used to screen visitors. Because the pavilion is mainly screening and circulation space, the amount of furnishings will be minimal. Benches will be provided at key locations for visitors awaiting an escort. The styling will be simple and appropriate to the space.

Structural Systems

The proposed D Street Pavilion will be located in the same approximate location as the existing canopy, north of existing column grid B and between existing column grids 9 and 16. The footprint of the new pavilion will be larger than the original canopy. It will extend north 48 feet from the existing column grid B and it will have a length of 180 feet in the east-west direction. The structure will extend to the face of the existing HST building.

The new structure will be designed for a live load of 30 pounds per square foot plus any additional seismic, wind, snow, impact, or drift loads as required by the latest International Building Code (IBC). The dead loads will also comply with the current IBC.

The framing for the new structure will consist of a 1½"-18-gauge metal deck supported by a raised system of 3"x2" steel tube trusses spaced at 5'-0" on center. The trusses will be supported by a lower grillage of steel beams. The beams will be supported on structural steel columns. There will be one main row of new W8 steel columns totaling 8 columns, spaced at 25'-0" on center. The columns will align with the column grids of the existing building. They will be located 35'-9" north off the face of column line B (the exterior wall of the main building). The main beams will span perpendicular to the face of the existing building. These beams will typically be W24's. The existing concrete building columns will provide support for these beams at column line B at the south ends. The new beams will cantilever 12'-0" over the new column supports. There will be a single linear skylight located along the existing face of the building within the new steel grillage. The framing to the east and west will cantilever 4'-10" over the perimeter beam supports. The typical steel beams in the east-west direction will be W12s spaced at 4'-0" on center. In the east-west direction there will be a line of beams along the row of new columns. Moment connections will be required between these beams and their supports to develop the rigid frames necessary to resist lateral loads (locations for x-bracing are limited due to the amount of glass walls contained in the new lobby design). Support for the columns will be provided by a caisson foundation system.

The pavilion slab will consist of existing and new construction. Approximately one-half of the new slab area will be located over the existing terrace level. The new floor finish will be placed directly on this slab. This slab extends 18 feet +/- from the exterior face of the main building. The remainder of the pavilion floor will consist of an 8-inch thick, framed reinforced concrete slab. The slab will span in the north-south direction. It will be supported at the north end by a concrete grade beam spanning between the new column foundations. The existing building foundation wall will provide support for the south end of the slab.

A new terrace level slab will have to be constructed where the 16'x16' raised planter slabs are removed. The infill slab will be a 4½" thick reinforced concrete slab on 2" metal deck supported on a system of continuous steel angles bolted to the existing concrete floor construction at this location and W12 beams. Some doweling into the existing concrete may be required.

There will be a number of miscellaneous walls needed to accommodate the new landscaping layout required for the new pavilion.

Two new mechanical rooms are proposed for the new pavilion. These mechanical rooms will be framed with 8-inch block walls that extend up to the underside of the new framing. The framing will act as the roof of the mechanical rooms. Support for the mechanical rooms will be provided by the existing terrace level slab.

Pavilion Mechanical Systems

The proposed D Street pavilion will use an overhead VAV air distribution system. The system will utilize a modular type air-handling unit installed in the new mechanical room adjacent to the Lobby. The unit shall consist of a mixing box with MERV 13 filters, access modules, chilled water coil, and plenum fan module with sound-lined discharge plenum. The unit will be variable air volume with an airside economizer and will utilize chilled water from the central plant of the building. Heating will be accomplished using hot water reheat coils at each VAV box in the space. The existing hot water and chilled water loops in the garage and will be extended to the new mechanical room that will house the air handling unit. Inline booster pumps will be used to provide hot water and chilled water to the Pavilion.

Conditioned supply air will be ducted from the air handling unit to the VAV boxes, and supply air to the space will be distributed by linear slot diffusers located throughout the space. Return air will be through a wall mounted louver at the Mechanical Room.

Outside air will enter the Mechanical Room from a roof mounted gravity ventilator. The outside air will mix with the return air in the Mechanical Room. Relief air will be removed from the space into a Mechanical Relief Air room, with a wall mounted louver and gravity ventilator up to the roof.

To assist the heating of the space near the reception area (near the skylight), electric floor mounted convectors will be utilized at each individual desk.

A DDC control system shall be provided and connected to the existing energy management system in the building.

Sizing Criteria / Prototype – Concept Design

1. Approx. Area: 4,900 sq. ft.
2. Linear Bar Diffusers: Titus ML-37
3. AHU: Trane MCC-21

Electrical Systems

General

The electrical design will be in accordance with the latest edition of the National Electrical Code (NEC) and State Department design requirements.

Design Criteria

The latest editions of the following publications and documents will be utilized in the design of the facility electrical systems as applicable:

- National Electrical Code (NEC), NFPA 70, 2011
- National Fire Alarm Code, NFPA 72
- Illuminating Engineering Society of North America (IESNA) Lighting Handbook
- U.S. Department of State design requirements, 2014
- NFPA 75 – Standard for the Protection of Electronic Computer/ Data Processing Equipment

Electrical Service for the D Street Security Pavilion

Normal electrical service will originate from a tap on an existing 480 volt bus duct on the second floor of the existing building to a new panelboard located in an electrical room of the Pavilion. The 480 volt panelboard will feed a step-down transformer which in turn will feed a 208 volt receptacle panel. Emergency generator power will originate from an existing distribution panel located in UPS House #1 and will terminate in a 480 volt panel. This 480 volt panel will feed a step-down transformer which in turn will feed a 208 volt panel. The panelboards will be secured from public access to comply with antiterrorism requirements.

Electrical Power Distribution System

General

1. Electrical power distribution conduit will be installed concealed in walls, floors, and above ceilings throughout the security pavilions and guard booths except in mechanical and electrical rooms. Rigid metal conduit will be used for feeder circuits, exterior work, and locations where susceptible to damage. Flexible metal conduit will be used in short lengths for connections to vibrating equipment, motors, and lighting fixtures. For all other general purposes, electrical metallic tubing will be utilized. All wire conductors will be copper with insulation type THHN, THHW, or XHHW rated for at least 600V. Minimum wire size will be #12 AWG.
2. The grounding system will be provided in accordance with NEC requirements. All feeders and branch circuits will be provided with a separate green-insulated, equipment-grounding conductor.
3. For voltage drop concerns, a typical 20 ampere, 120V receptacle branch circuit using #12 wiring will have a maximum total length of 20 m (#10 a maximum of 35 m; #8 a maximum of 60 m). A typical 20 ampere, 265V lighting branch circuit using #12 wiring will have a maximum total length of 50 m (#10 a maximum of 90m; #8 a maximum of 135 m).

D Street Security Pavilion:

1. The security pavilion's system voltage will be 460Y/265V. In general, mechanical equipment will be rated 460V, light emitting diode (LED) and fluorescent lighting will be rated 265V, and 120V will be provided for receptacles and convenience power.
2. Power/lighting (460Y/265V) panelboards and branch circuit (208Y/120V) panelboards will be provided in each pavilion in dedicated electrical rooms. The 460Y/265V panelboard will include the capability to tie into the building energy management and control system. Molded case circuit breakers will feed motor starters, a step-down transformer, lighting circuits and large mechanical loads. Dimming panels will be provided for increased flexibility in control of lighting in all of the pavilions. Dimming system(s) will be tied into the HVAC DDC system. As a standard, 208Y/120V panelboards will be rated for non-linear loads (200 percent neutral) and provided with 25% additional spare capac-

ity and 25% spare poles to accommodate future branch circuit requirements.

3. In the Mechanical Rooms, 460V motor controllers will be provided to control mechanical equipment. Typically, fan and pump motors will be controlled using individually mounted variable frequency controllers. Other motors will be controlled using combination magnetic motor starters, with NEMA rated contactors and motor circuit protector disconnects. Non-fused safety disconnect switches will be provided where motors are not within sight of the starter.

Emergency power will be provided for life safety systems via a connection to the existing building emergency electrical distribution system. Separate panelboards will be provided to distribute power to emergency and standby loads.

The emergency panel will feed emergency/egress lighting as well as a step-down transformer to feed a 208Y/120V emergency panelboard. This 208V panelboard will feed the security system, and other miscellaneous equipment. The standby panel will feed the public address system.

The guard booths will be fed with 480V emergency power to load centers with integral transformer and 208Y/120V panelboard.

Other loads will be fed as appropriate per Code and User requirements.

Lighting

In general, lighting throughout the security pavilion will be state of the art in keeping with the architectural finishes applied and the usage of the space. An effort will be made to accomplish most lighting utilizing color corrected light emitting diode (LED) fixtures.

Lighting in the guard booths will be "functional" in keeping with the architectural finishes applied and the usage of the space. An effort will be made to accomplish most lighting utilizing LED fixtures. Undercarriage lighting will be provided in the drive isle to assist with undercarriage viewing.

Control of lighting fixtures in individual spaces will be by wall mounted switches and occupancy sensors.

Exit signs will be the light emitting diode (LED) type.

Exterior lighting for the landscape, building façade, and building site will be per Department of State standards.

Lighting illumination levels will be as recommended by the Illumination Engineering Society of North America (IESNA) Lighting Handbook.

Fire Detection and Alarm System

Modifications to the existing fire alarm system will be made to accommodate the new spaces.

Initiation devices will include manual pull stations, smoke/heat detectors, duct smoke detectors, and interface modules for water flow, tamper, and pressure switches. Notification will be provided by a voice signaling system and strobe lights.

Air handling systems will be equipped with duct smoke detectors for unit shutdown upon detection where required by Code. Sprinkler flow will be alarmed using water flow switches, and sprinkler system valves will be supervised with tamper switches. Pavilion evacuation will be initiated by activation of smoke detectors, manual pull stations, and sprinkler system water flow switches.

The modifications to the existing fire alarm system will be designed to comply with American with Disabilities Act Accessibility Guidelines (ADAAG), Uniform Facilities Accessibility Standards (UFAS), and the National Fire Protection Association National Fire Alarm Code (NFPA 72) 72 code. Building annunciator panels will be located at the primary entrances.

Signal Systems

Telecommunications outlets will be provided to accommodate the architectural layout. The wire management system will consist of empty boxes and raceways. Double-gang outlet boxes will be provided for telecommunications outlets, with empty conduit and pull strings to the nearest telecommunications closet or existing cable tray.

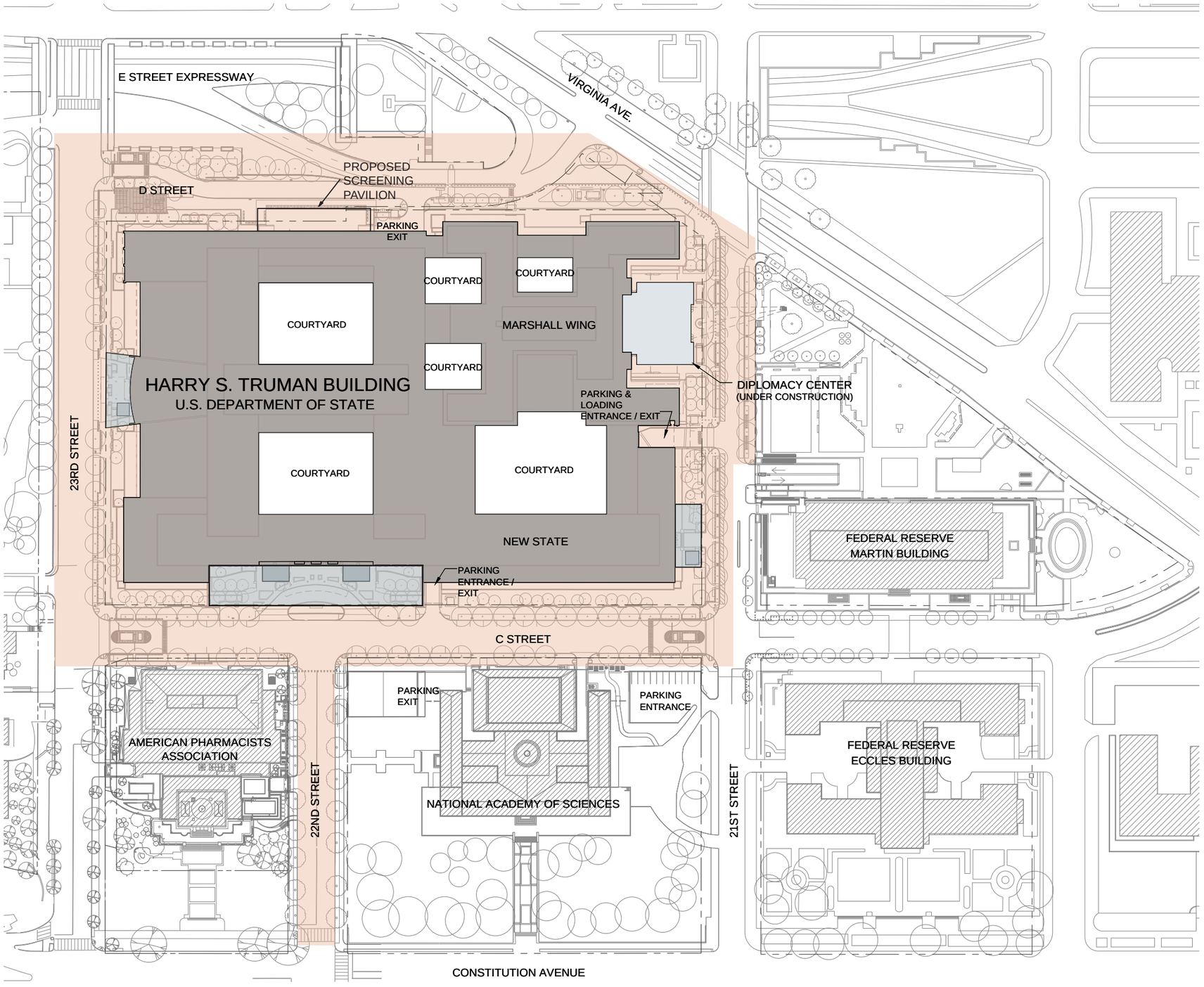
Empty conduit with pull strings, empty outlet boxes, and 120V power will be provided for installation of audiovisual system equipment.

Grounding

The grounded circuit conductor required by the NEC will be by means of an insulated "green wire" ground for all circuits in the facility.

Seismic Design

All pavilions require seismically supported equipment, light fixtures and conduit. If the acceleration factor is such that seismic bracing is not required (or if this criteria exceeds the seismic criteria, ACOE TI-809-04) then the minimum design criteria for the equipment, light fixtures and conduit will resist forces of 0.5 times its weight in any direction and 1.5 times its weight in the downward direction.



LEGEND

Phase I

Construction estimated to begin in Spring 2017.

Phase II

Design of 23rd Street Pavilion estimated to begin 2018. C Street and 21st Street (Jogger's) are yet to be determined.

Drawing 5.01

05 August 2016

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

Perimeter Security Improvements Plan: Proposed Phasing Plan

0 80' 160' 240'

1:80 GRAPHIC SCALE

NORTH

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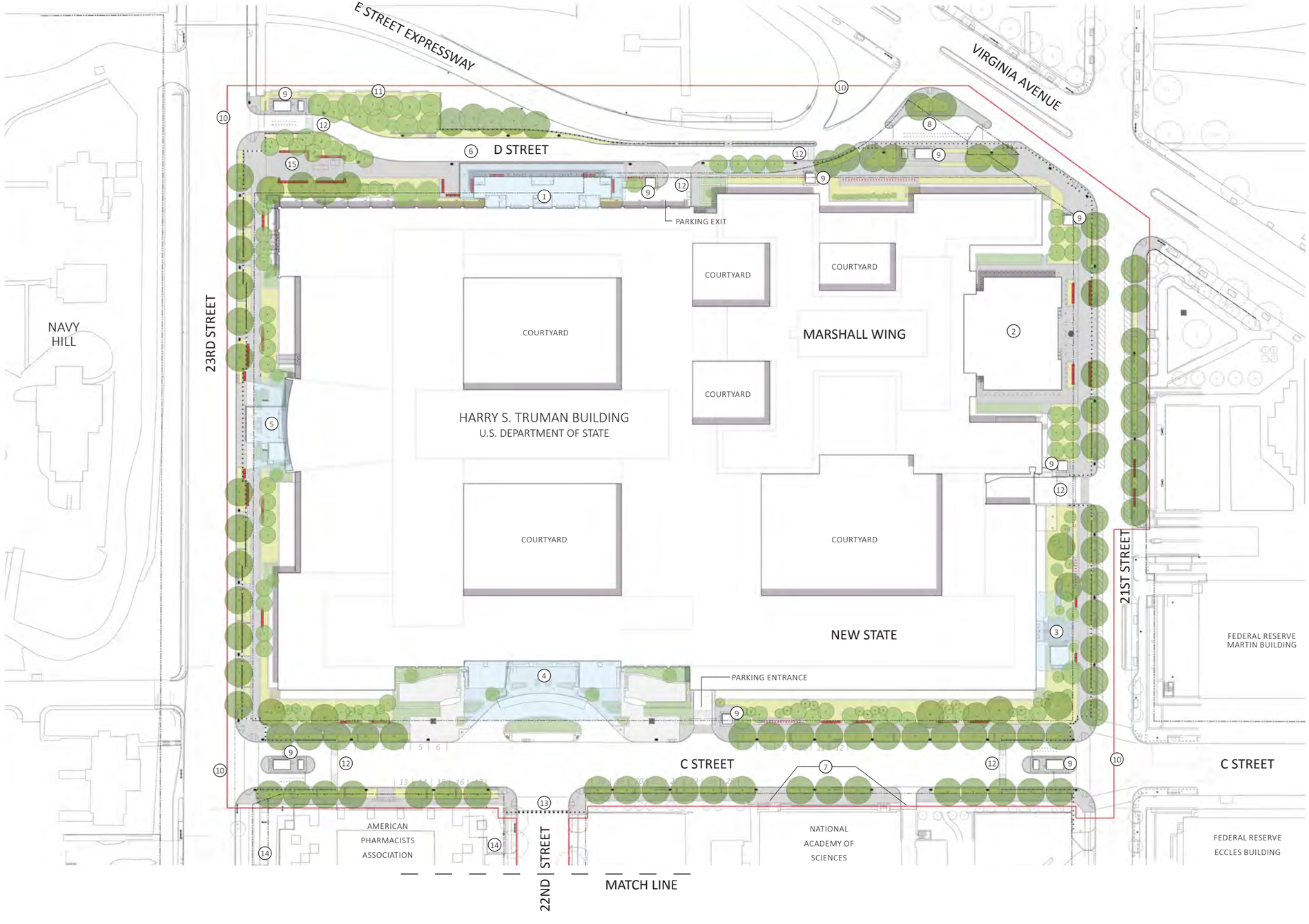

Key Notes:

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

Legend

- Planting Areas- Proposed
- Planting Areas- Not in Project
- Proposed Tree
- Existing Tree to Remain
- Existing Tree Off Site

0' 80'

Drawing 5.02
05 August 2016

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

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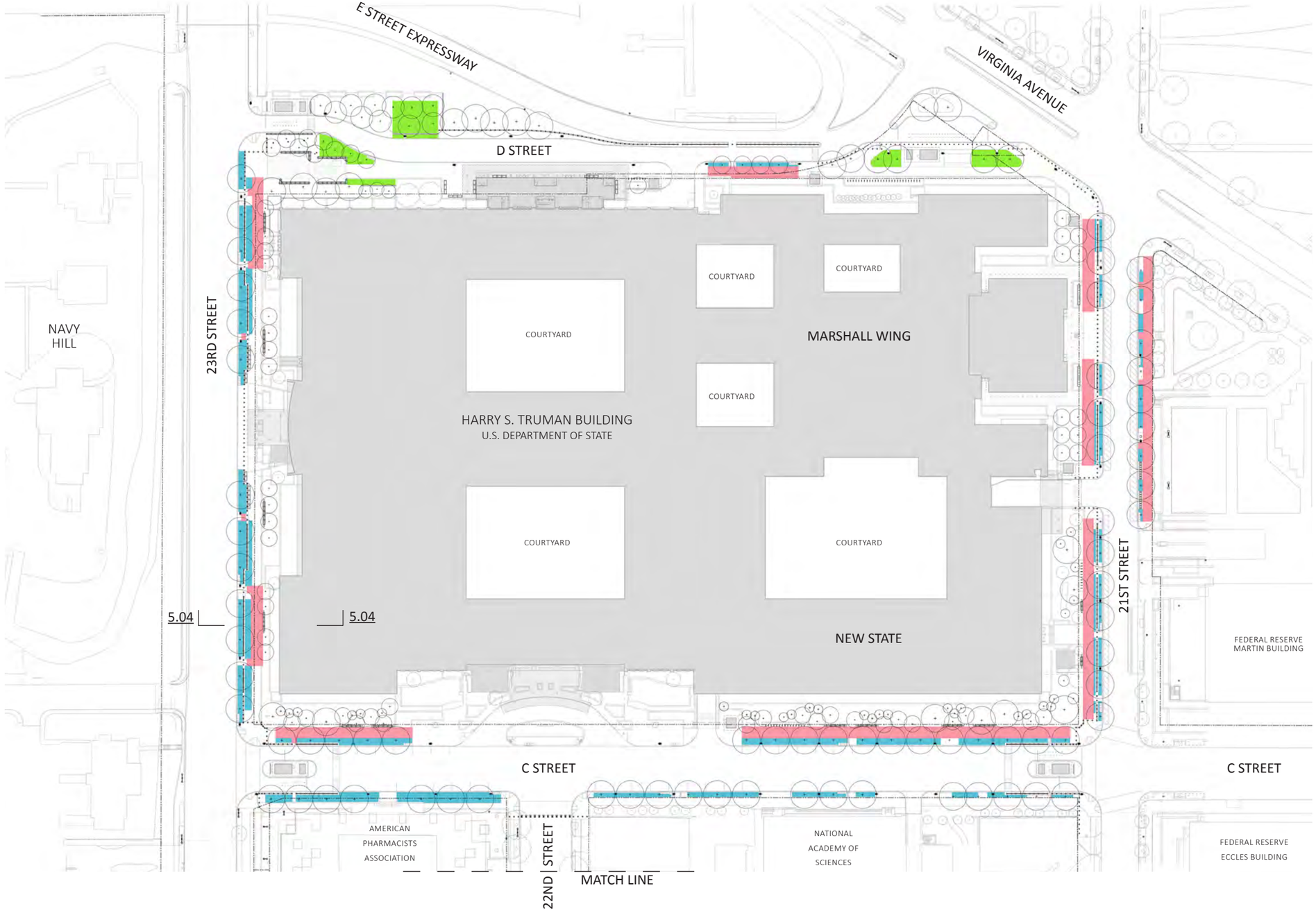

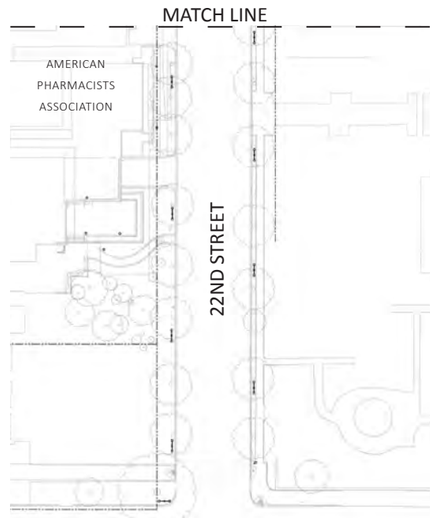

L.I.D. Opportunities Key

- Bio-Retention Soil in Open Area
- Bio-Retention Soil in Tree Planter
- Cell-Type Support For Tree Pit Soil Under Sidewalks

0′ 80′

Drawing 5.03
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Perimeter Security Improvements Plan: L.I.D. Scheme Plan

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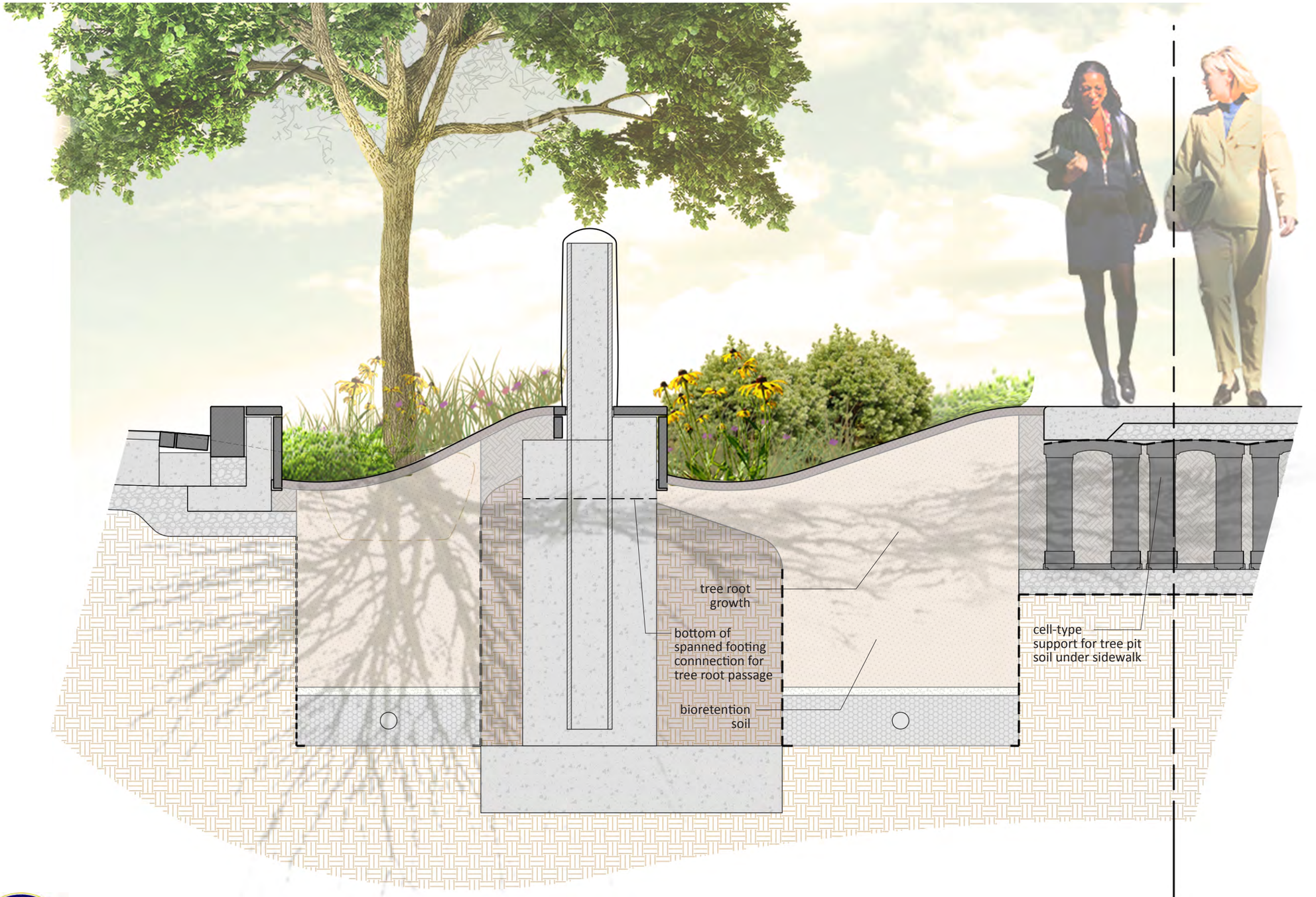

Drawing 5.04
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Perimeter Security Improvements Plan: L.I.D. Cross Section - Tree Root Path

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Drawing 5.05
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Perimeter Security Improvements Plan: Bioretention and Low Impact Development Precedent Photos

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U. S. Diplomacy Center
Special Paving
(Separate From Proposed Concept)

PLAN

ELEVATION

0' 40'

Site Elements

1. Existing Planter (Typ.)
2. Existing Flag Pole
3. Existing Temporary Screening Pavilion
4. Existing Building Canopy Above
5. Existing Evergreen Tree (Typ.)
6. Existing Tree (Typ.)
7. Existing Historic Paving (Typ.)
8. Special Paving (Typ.)
9. Guard Booth
10. Crosswalk (Typ.)
11. Curb Ramp (Typ.)
12. Standard Granite Curb (Typ.)
13. Granite Coping (Typ.)
14. Street Light (Typ.)
15. Decorative Bollard (Typ.)
16. Decorative Bollard with Rail (Typ.)
17. Structural Bollard (Typ.) (No Decorative Cover)
18. Retractable Bollards
19. Stone Veneer Wall (Typ.)
20. Seat Wall (Typ.)
21. Seat Wall with Bench (Typ.)
22. Monumental Bench (Typ.)
23. Bench (Typ.)
24. Standard Concrete Sidewalk (Typ.)
25. New Planting Area (Typ.)
26. Ornamental Tree (Typ.)
27. Shade Tree (Typ.)
28. Evergreen Shrubs (Typ.)
29. L.I.D./Pedestrian Crossover (Typ.)
30. New Curb Alignment
31. No Parking Zone (Typ.)
32. Parallel Parking (Typ.)
33. Truck Inspection Station
34. Swing Arm Gate (Typ.)
35. Vehicle Barriers (Typ.)
36. Shuttle Bus Pick-up/Drop-off
37. Bicycle Rack
38. Relocated Capital Bikeshare
39. Areaway (Typ.)
40. Parking & Loading Entrance/Exit
41. D Street Entrance Pavilion
42. 21st Street Entrance
43. Pocket Park- Concrete with Special Joint Pattern
44. Future Entrance Pavilion Zone
45. Edward J. Kelly Park
46. *Discobolus* Statue
47. Flush Curbs / Raised Sidewalk Crossing
48. Future USDC Plantings By Others
49. Special Paving USDC By Others
50. Undercarriage Lighting

Drawing 5.06
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: 21st Street Plan and Elevation

Key Plan

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0’ 8’

Drawing 5.07
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Perimeter Security Improvements Plan: 21st Street Cross Section - Diplomacy Center Entrance

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0’ 8’

Drawing 5.08
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Perimeter Security Improvements Plan: 21st Street Cross Section - Flowering Trees and Rail

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

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Perimeter Security Improvements Plan: 21st Street Streetscape Axonometric

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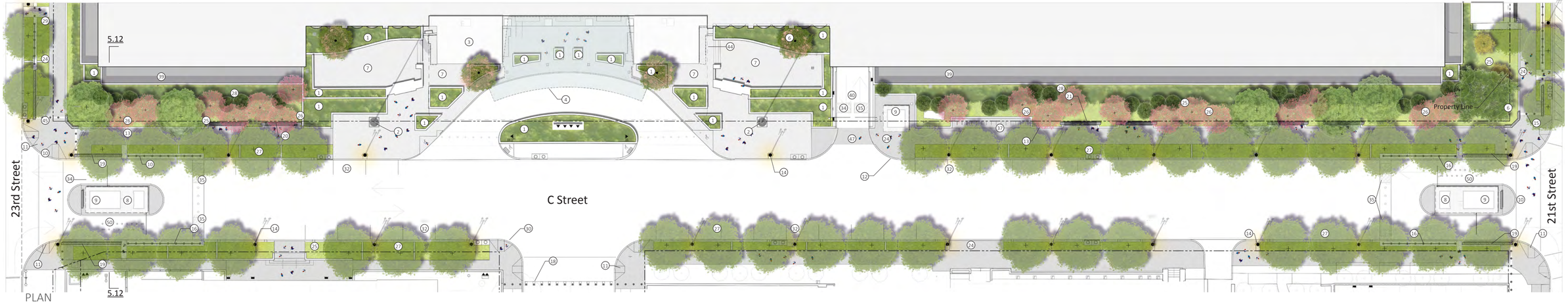

PLAN

ELEVATION

Site Elements

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47. Flush Curb / Raised Sidewalk Crossing
48. Future USDC Planting by others
49. Special Paving USDC By Others
50. Undercarriage Lighting

0′ 40′

Drawing 5.11
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: C Street Plan and Elevation

Key Plan

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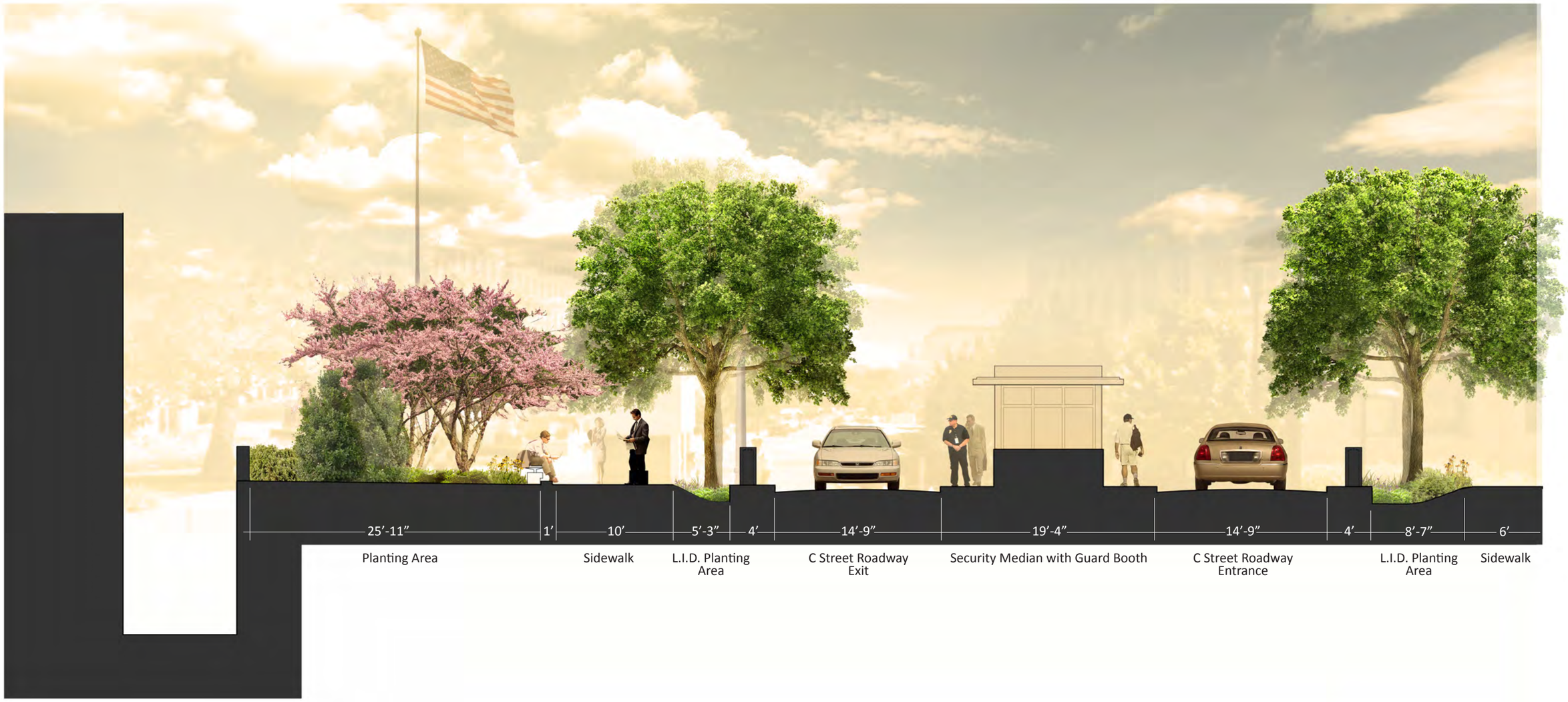

0’ 8’

Drawing 5.12
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Perimeter Security Improvements Plan: C Street Cross Section - Guard Entrance

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Drawing 5.13
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Perimeter Security Improvements Plan: C Street & 21st Street Guard Booth Perspective

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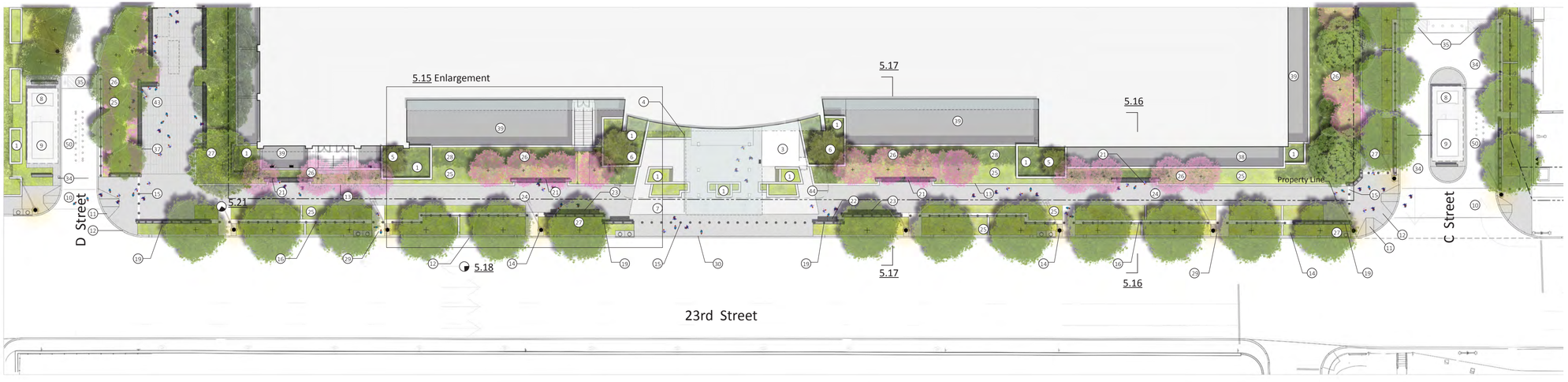

PLAN

ELEVATION

0' 40'

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45. Edward J. Kelly Park
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47. Flush Curbs / Raised Sidewalk Crossing
48. Future USDC Plantings By Others
49. Special Paving USDC By Others
50. Undercarriage Lighting

Drawing 5.14
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: 23rd Street Plan and Elevation

Key Plan

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Areaway

Existing Tree

Existing Retaining Walls

Existing
Evergreen Hedge

Lawn Clear path

Ornamental Tree

24’-10”

Seat Wall Bench:
Granite Base

3’-4”

Granite Coping

Gardenesque Planting Area

10’-0”

Property Line

Bollard with Cover

24’-10”

Bench

Original Paving

7’-2”

3’-7”

2’-3”

9’-11”

Stone Bollard Band

9’-1”

Bollard with Cover + Rail

5’-6”

3’-9”

L.I.D.
Planting Area:
Groundcover/ Low Shrubs

Shade Tree

L.I.D. Crossover

Streetlight: 25” Dia Base

Curb Cut for
L.I.D. Drainage

Granite Curb

Stone Veneer Wall

3’-4” x 3’-4”
Concrete Paving

Limits of Bollard Footing:
1’-4” From Centerline of
Bollard to Face of Footing

0’ 8’

Drawing 5.15
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: 23rd Street Typical Plan Enlargement

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0’ 8’

Drawing 5.16
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: 23rd Street Cross Section - Rail and Bench

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0′ 8′

Drawing 5.17
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: 23rd Street Cross Section - Bump Out Wall and Bench

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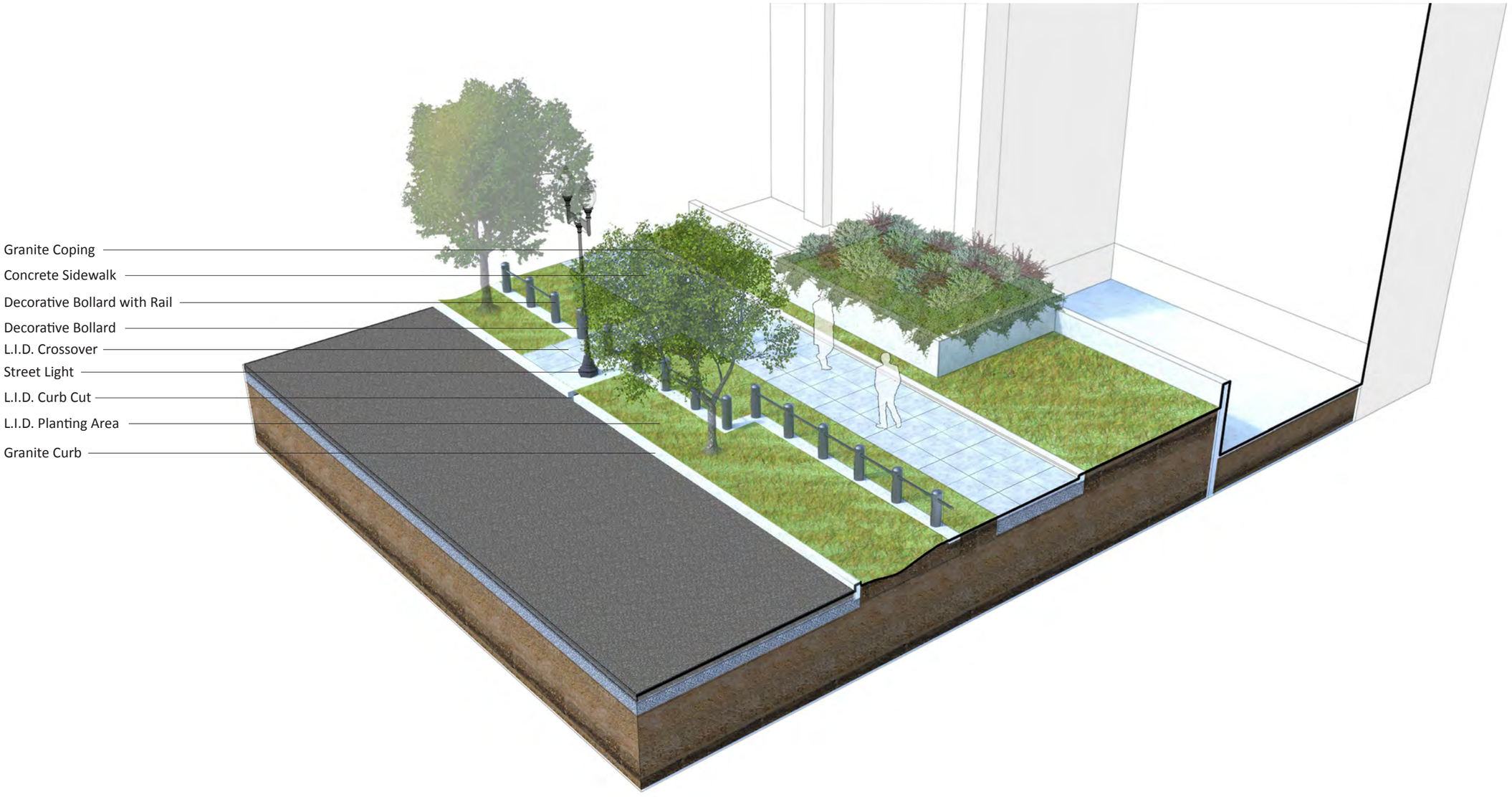

Drawing 5.18
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Perimeter Security Improvements Plan: 23rd Street Streetscape Axonometric

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PLAN

ELEVATION

Site Elements

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45. Edward J. Kelly Park
46. *Discobolus* Statue
47. Flush Curb / Raised Sidewalk Crossing By Others
48. USDC Future Planting by others
49. Special Paving USDC By Others
50. Undercarriage Lighting

0′ 40′

Drawing 5.19
05 August 2016

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

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ELEVATION

PLAN

Site Elements

- (9) Guard Booth
- (12) Standard Granite Curb (Typ.)
- (19) Stone Veneer Wall (Typ.)
- (21) Seat Wall with Bench (Typ.)
- (24) Standard Concrete Sidewalk (Typ.)
- (26) Ornamental Tree (Typ.)
- (27) Shade Tree (Typ.)
- (30) New Curb Alignment
- (37) Bicycle Rack
- (39) Areaway (Typ.)
- (43) Pocket Park- Concrete with Special Joint Pattern

0' 20'

Drawing 5.20
05 August 2016

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

Key Plan

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

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0′ 8′

Drawing 5.22
05 August 2016

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Perimeter Security Improvements Plan: D Street Cross Section - Pocket Park

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0′ 8′

Drawing 5.23
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Perimeter Security Improvements Plan: D Street Cross Section - Truck Inspection Area

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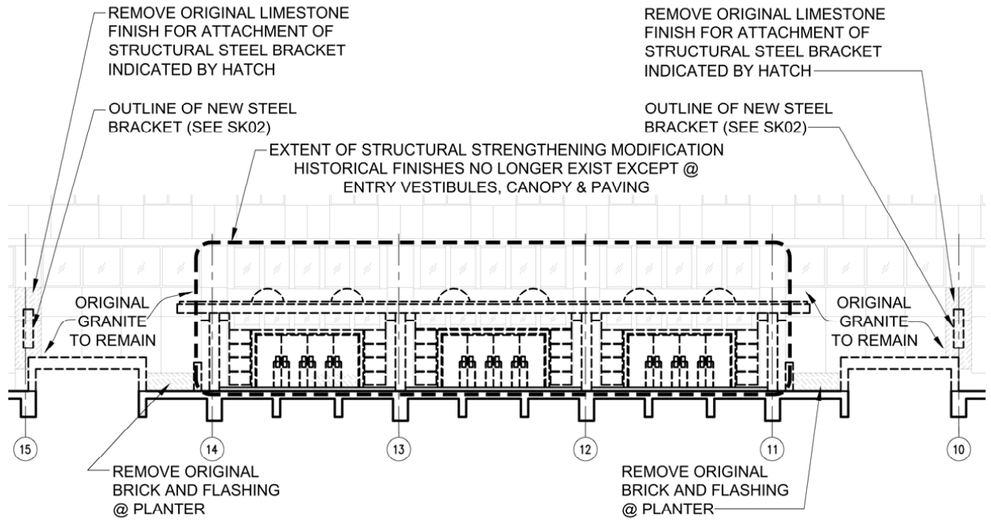
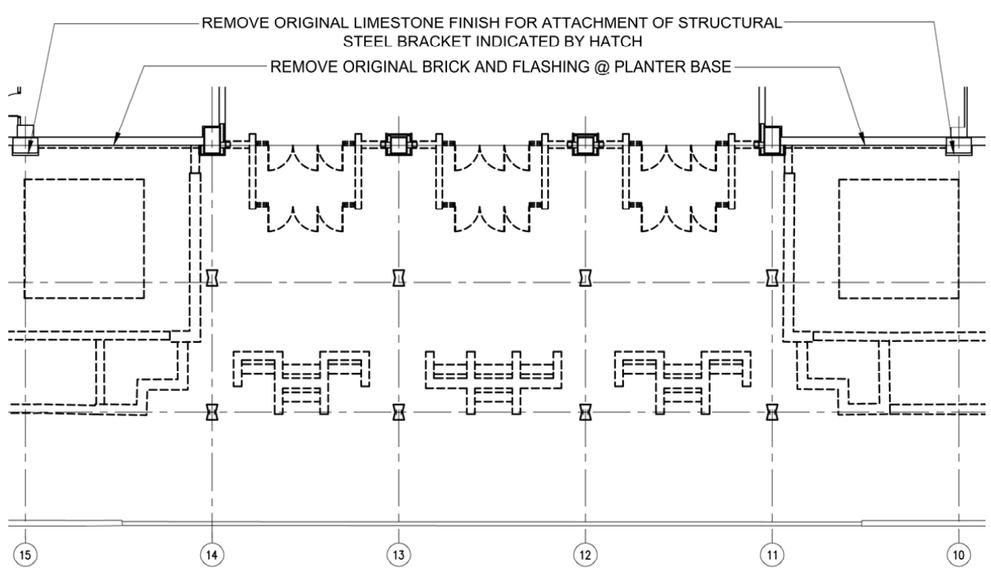


1 D STREET ENTRANCE ELEVATION - DEMOLITION



2 D STREET ENTRANCE PLAN - DEMOLITION

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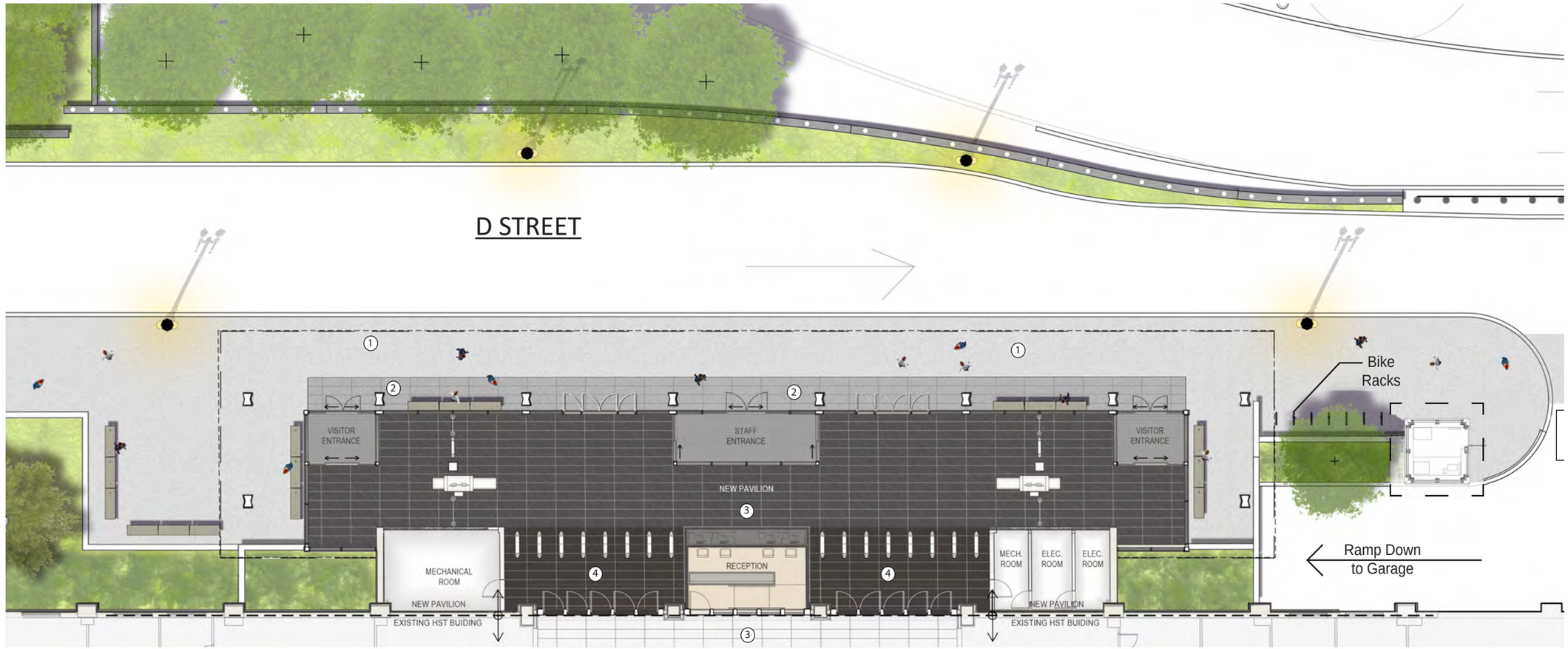
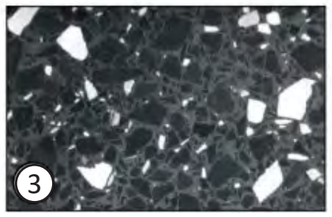


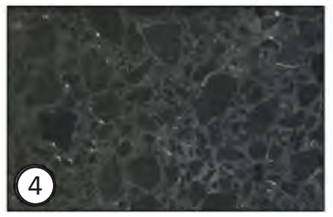
1 D STREET PAVILION FLOOR PLAN

SCORED CONCRETE PER DDOT STANDARDS

MESABI BLACK GRANITE, DIAMOND 10



TERRAZZO FLOORING, BLACK WITH WHITE AGGREGATE



TERRAZZO FLOORING, BLACK WITH BLACK AGGREGATE

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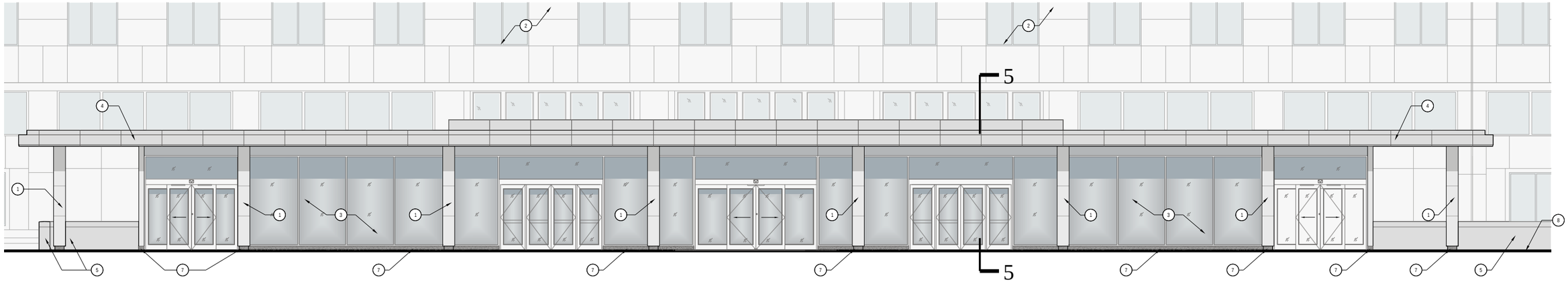
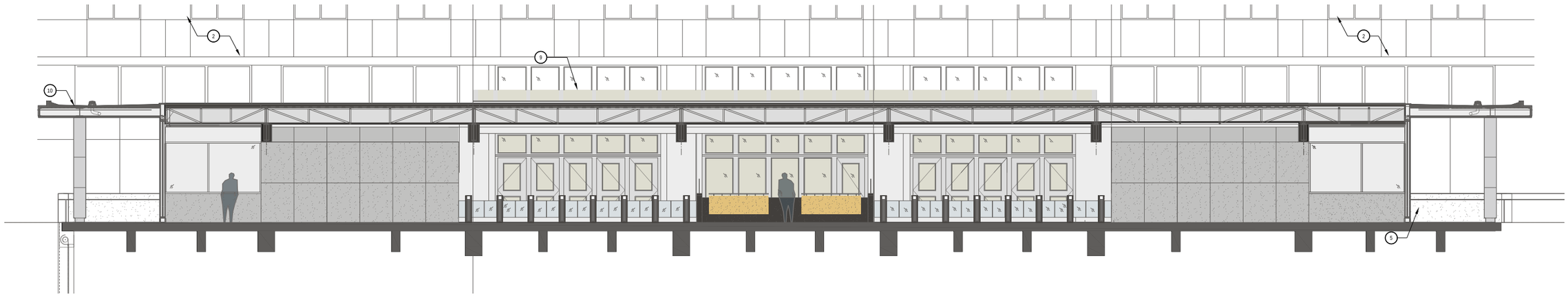
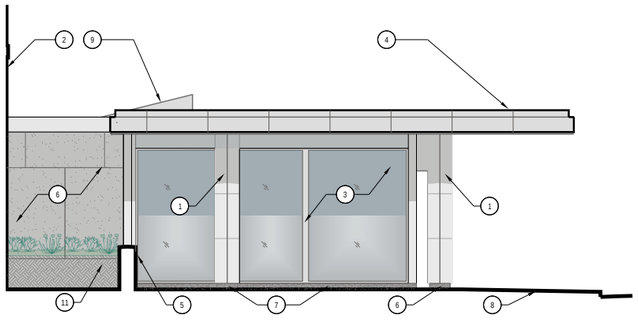


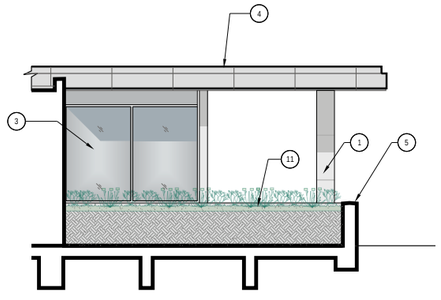
1 NORTH ELEVATION



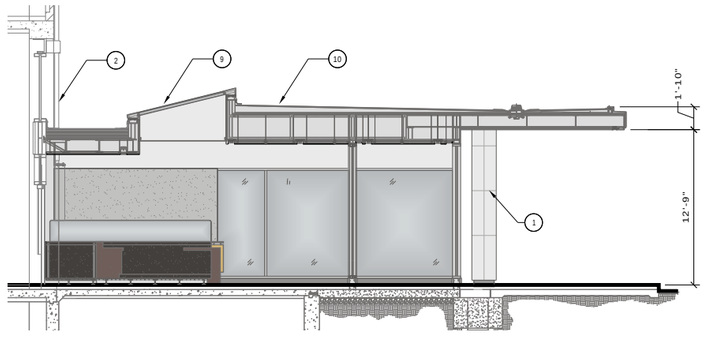
2 EAST-WEST BUILDING SECTION



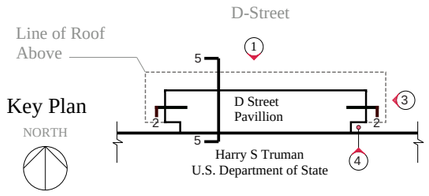
3 EAST ELEVATION



4 SOUTH ELEVATION



5 NORTH-SOUTH BUILDING SECTION



Key Plan

NORTH

Key Notes:

1. Stainless Steel Column Cover
2. Exist HST Building
3. Stainless Steel Storefront System
4. Stainless Steel Cladding
5. Rockville White Granite
6. Polished Iridian Granite Cladding
7. Polished Cold Spring Black Base
8. New Grade
9. New Skylight
10. New Membrane Roof
11. Raised Planter

Drawing 5.26

05 August 2016

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

Perimeter Security Improvements Plan: D Street Pavilion Elevations & Sections

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Drawing 5.27
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: D Street Pavilion Perspective

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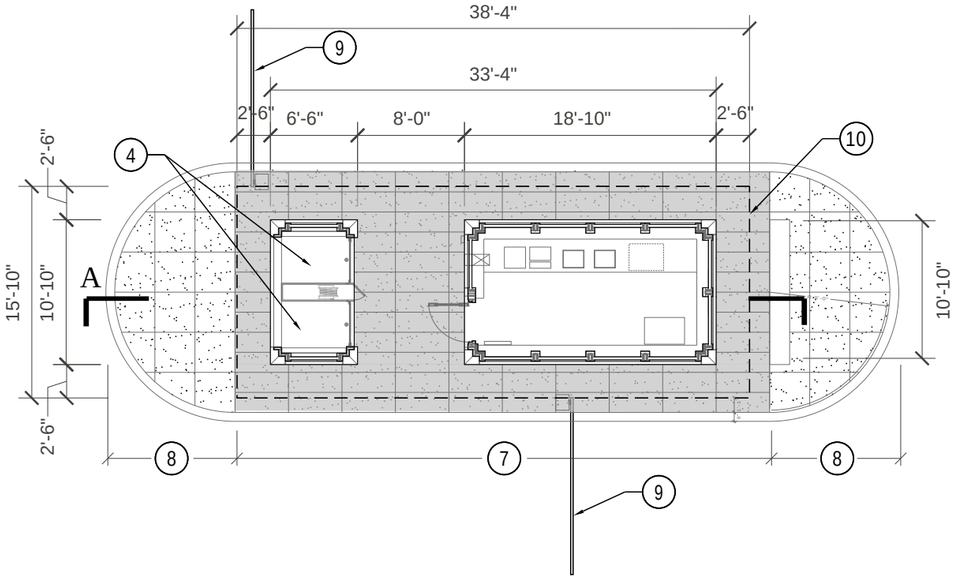
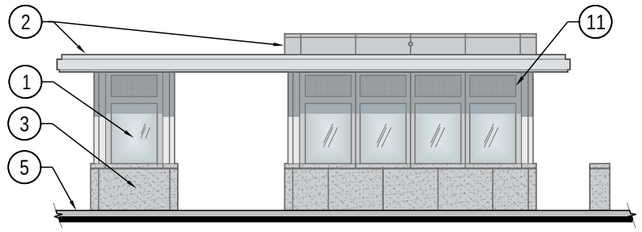
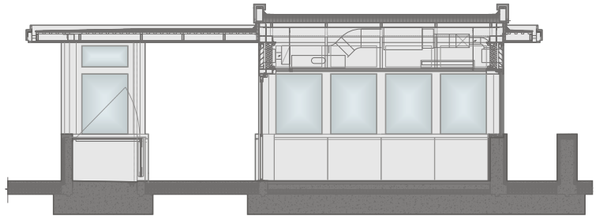


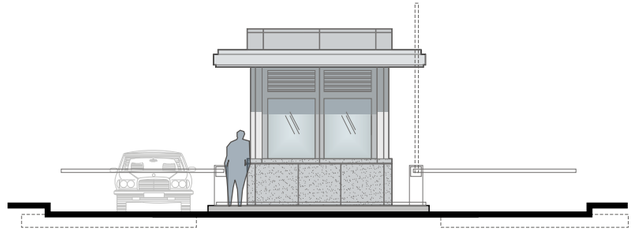
Three - Person Guard Booth



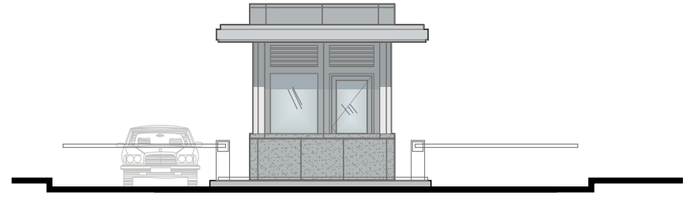
Side Elevation



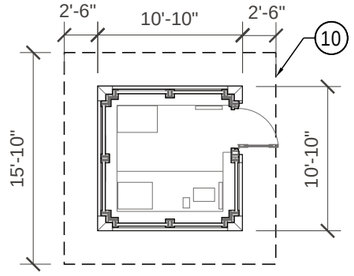
Section -A



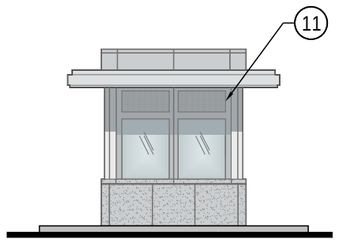
Front Elevation



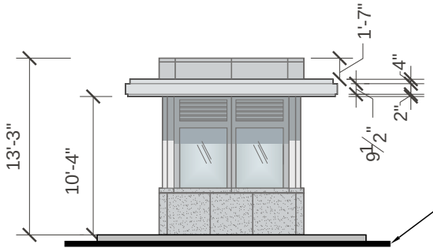
Rear Elevation



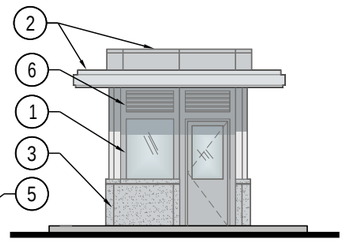
Two - Person Guard Booth



Side Elevation



Rear Elevation



Front Elevation

Key Notes:

1. Security Window System w/ S.S. Cladding
2. Stainless Steel Cladding
3. Polished Iridian Granite Cladding
4. Kennel
5. Finish Grade
6. Louvers
7. Granite Pavers: Masabi Black, Diamond 10
8. Scored Concrete
9. Traffic Control Arm
10. Roof Overhang
11. Spandrel Glass

Drawing 5.28
05 August 2016

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

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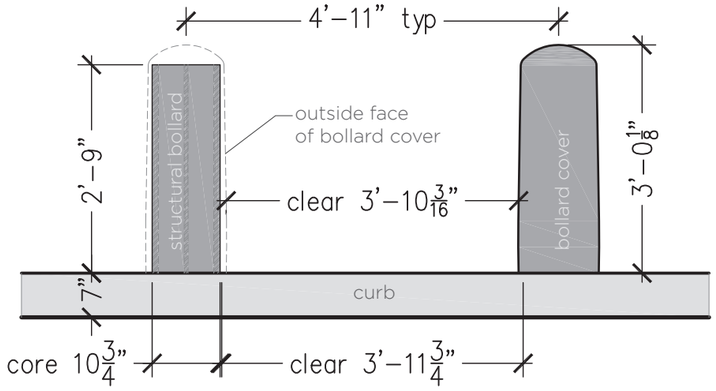
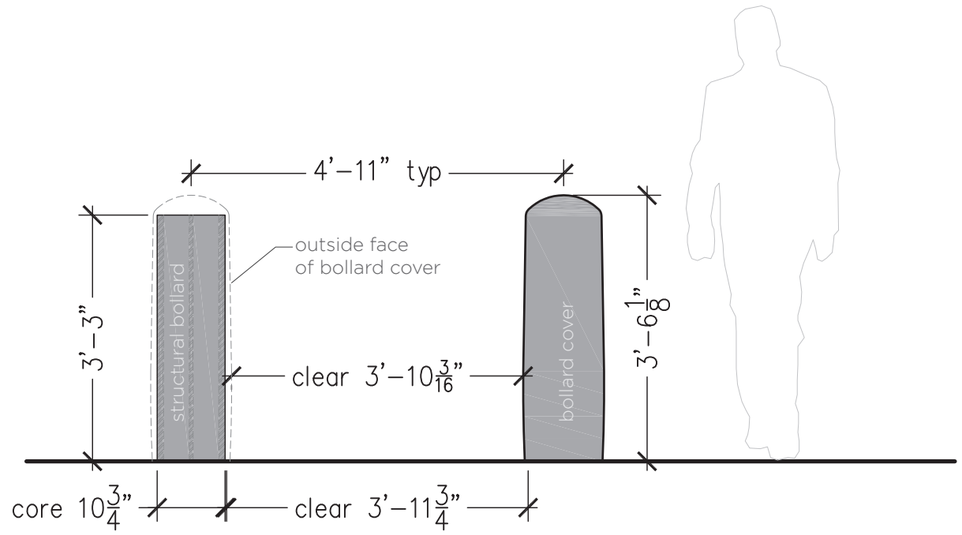
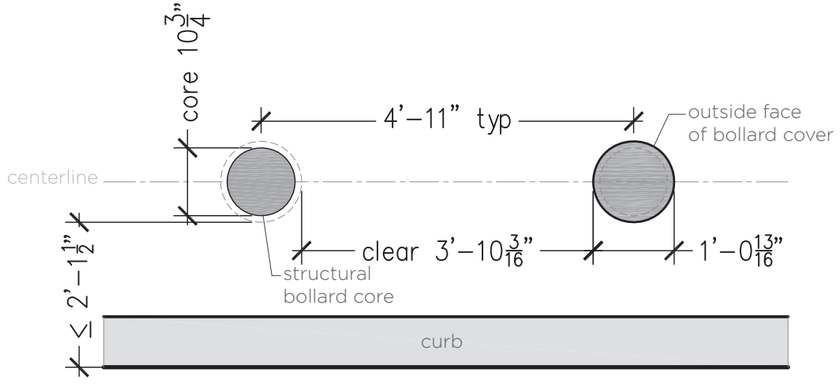
BOLLARD - TYPICAL LAYOUT



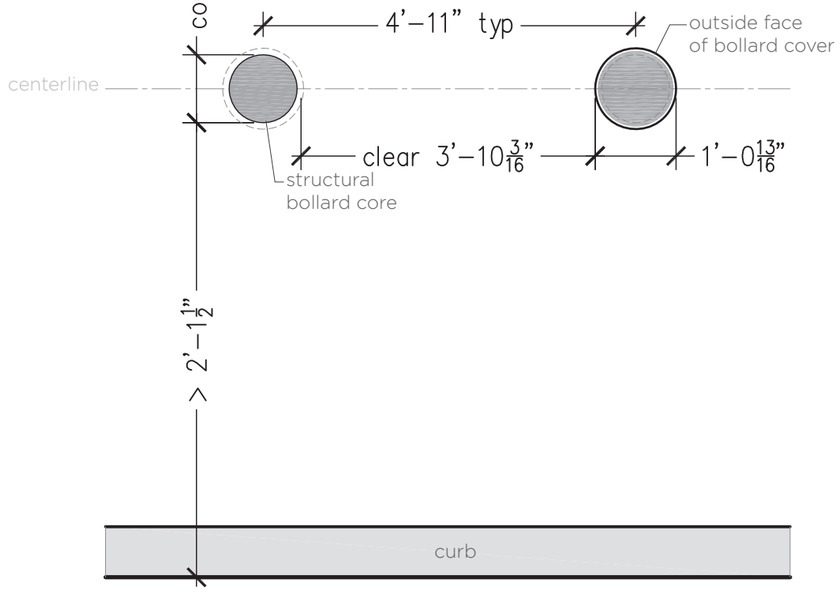
Short Bollard Elevation
1/2” = 1-0’



Tall Bollard Elevation
1/2” = 1-0’



Short Bollard Plan Layout
1/2” = 1-0’



Tall Bollard Plan Layout
1/2” = 1-0’

Drawing 5.29
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Typical Bollard Layout

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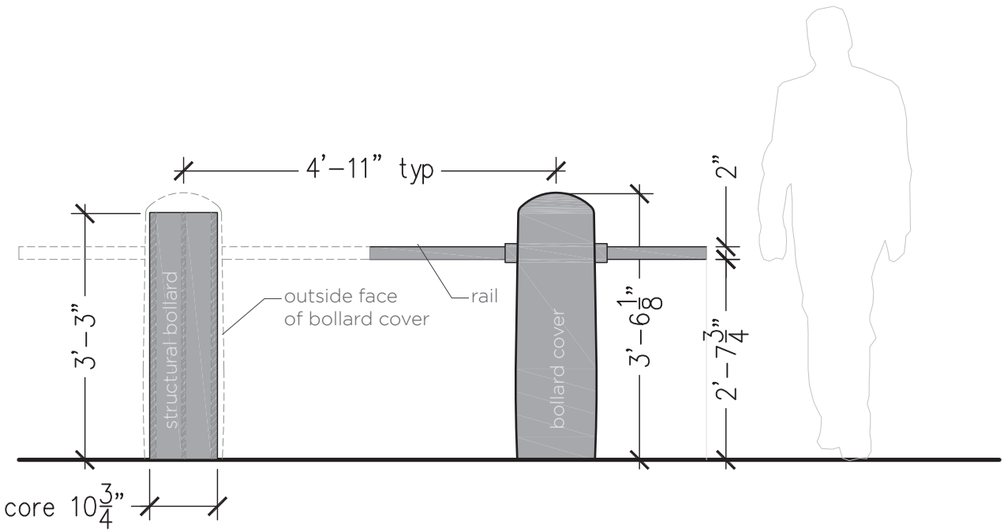
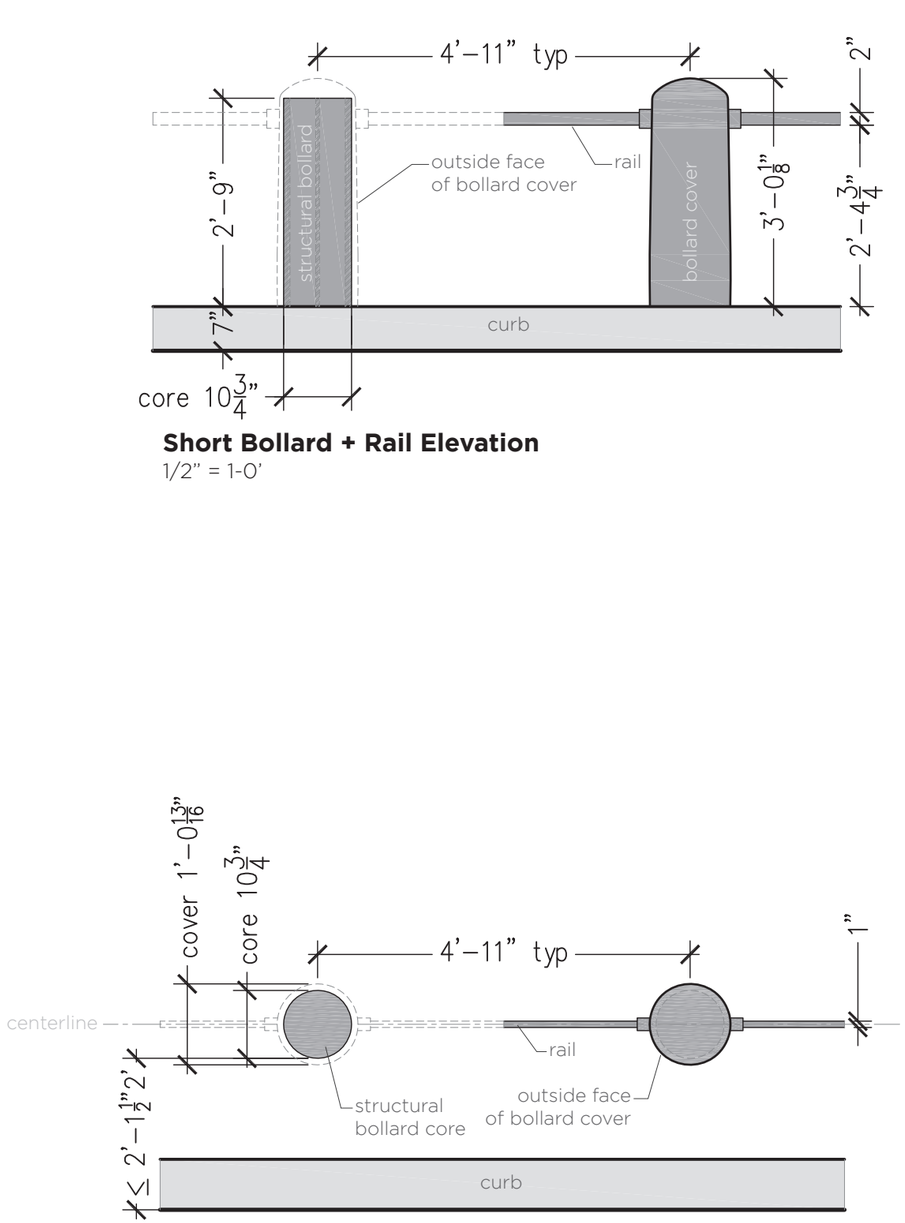
BOLLARD + RAIL - TYPICAL LAYOUT

Short Bollard + Rail Elevation
1/2” = 1-0’



Tall Bollard + Rail Elevation
1/2” = 1-0’



Short Bollard + Rail Plan Layout
1/2” = 1-0’

Tall Bollard + Rail Plan Layout
1/2” = 1-0’

Drawing 5.30
05 August 2016

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

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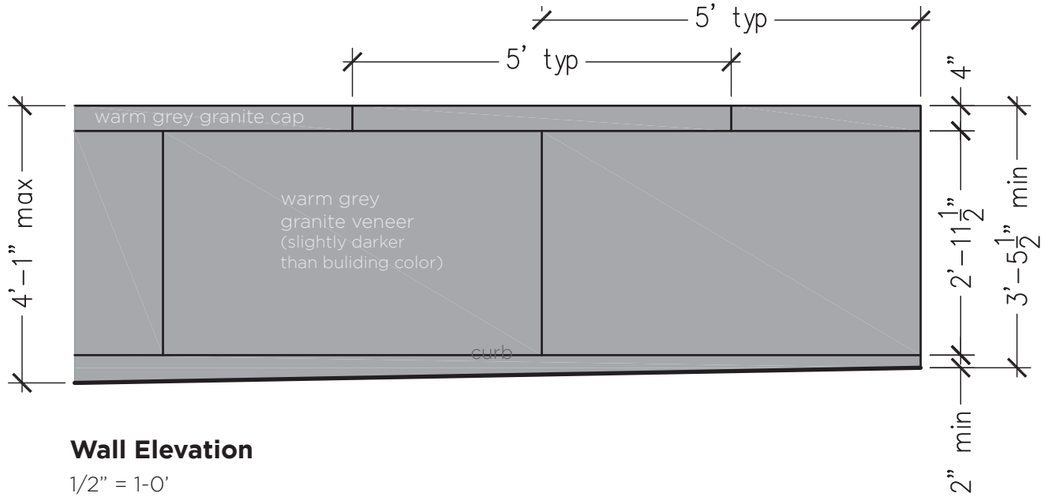
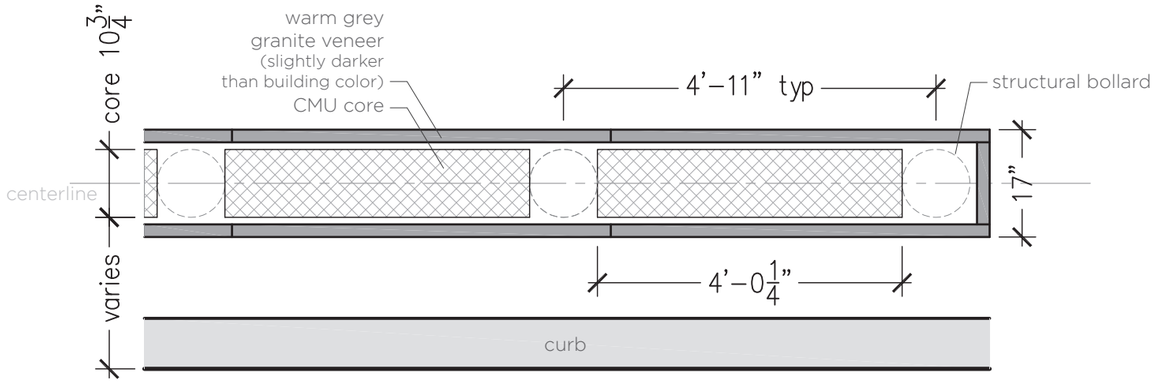
WALL - TYPICAL LAYOUT



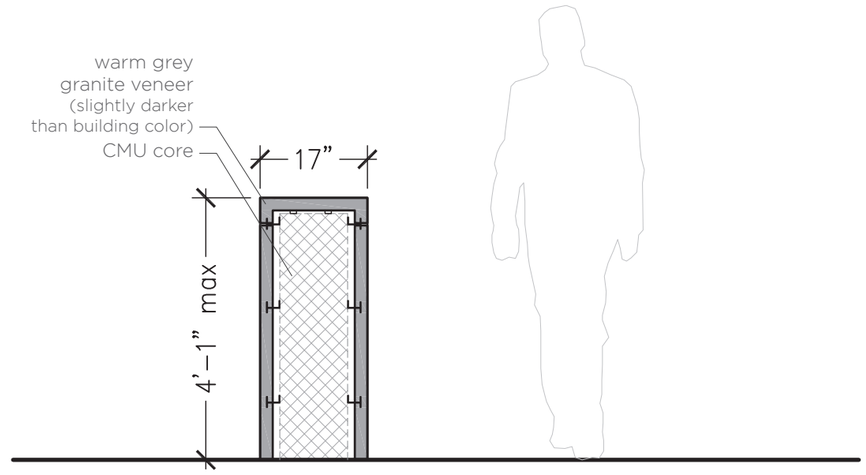
Wall Elevation

1/2” = 1-0’



Wall Plan Layout

1/2” = 1-0’



Wall Cross Section

1/2” = 1-0’

Drawing 5.31
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Typical Wall Layout

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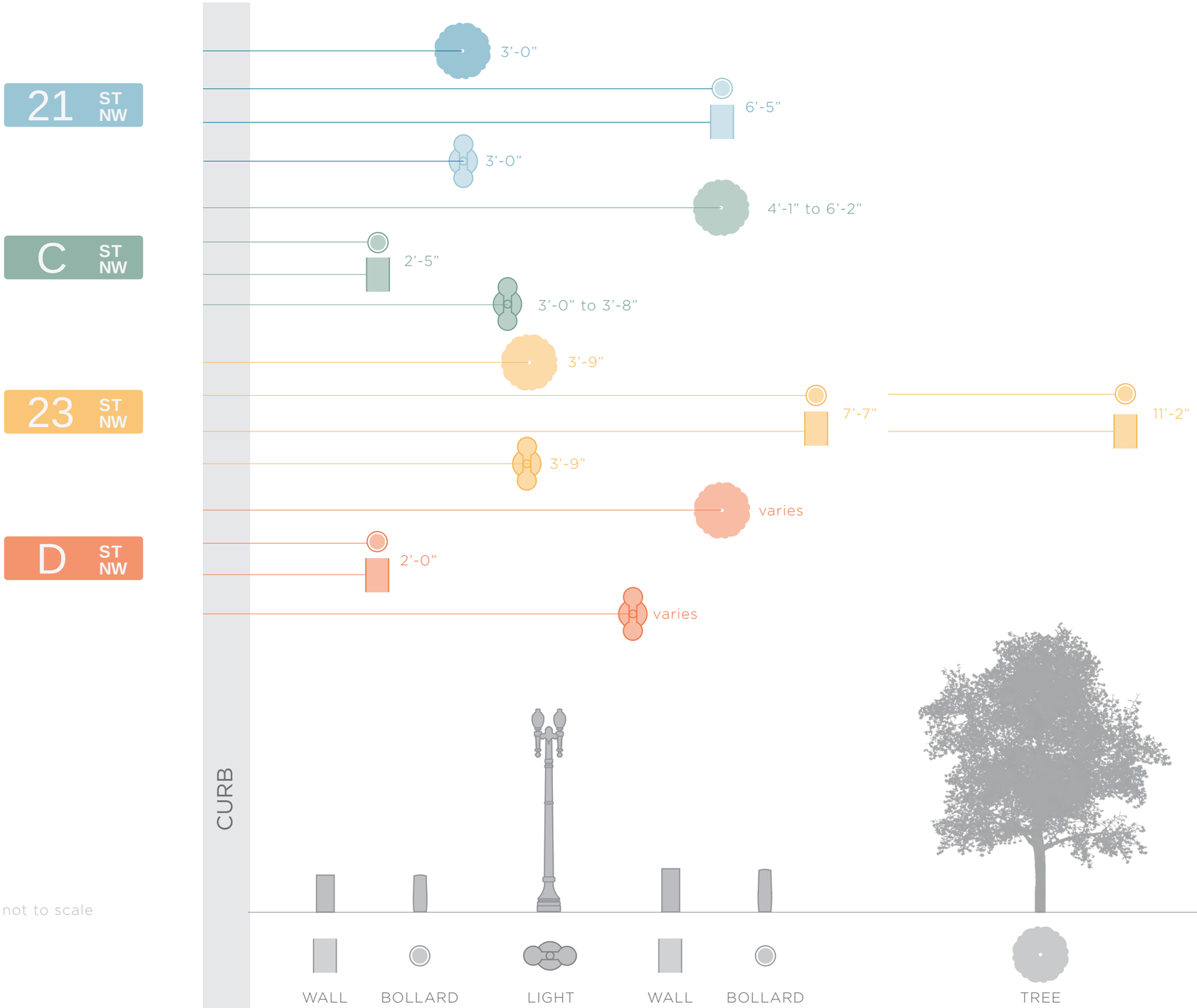

Drawing 5.32
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Standard Site Elements Measurements: Perpendicular to Curb

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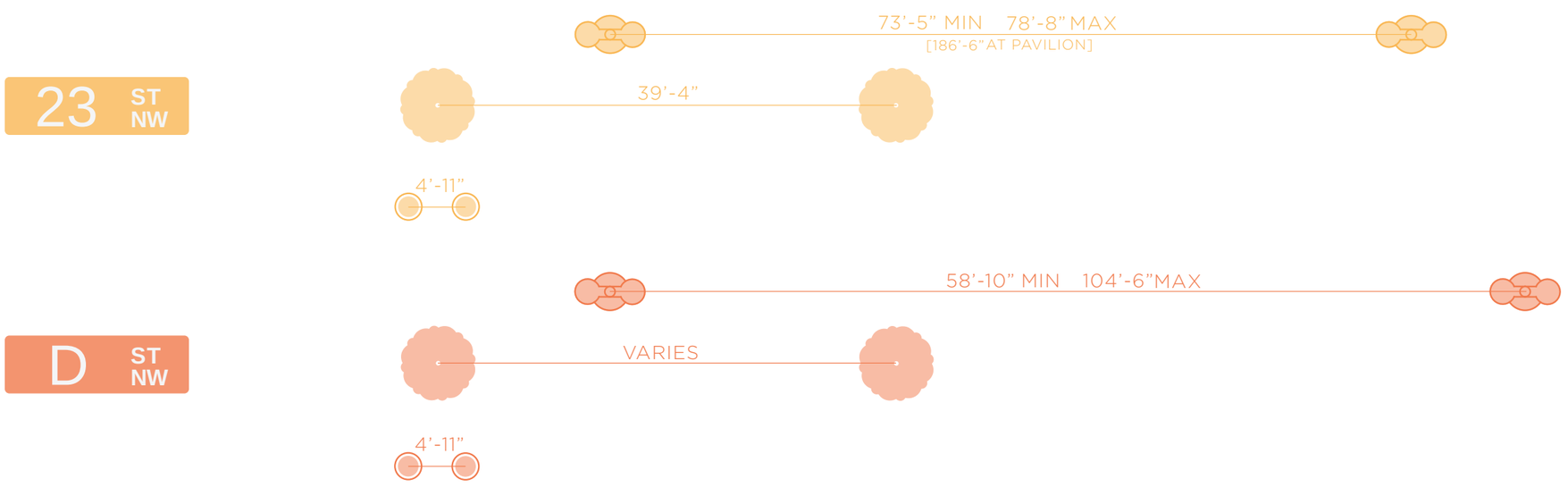
not to scale

CURB



not to scale

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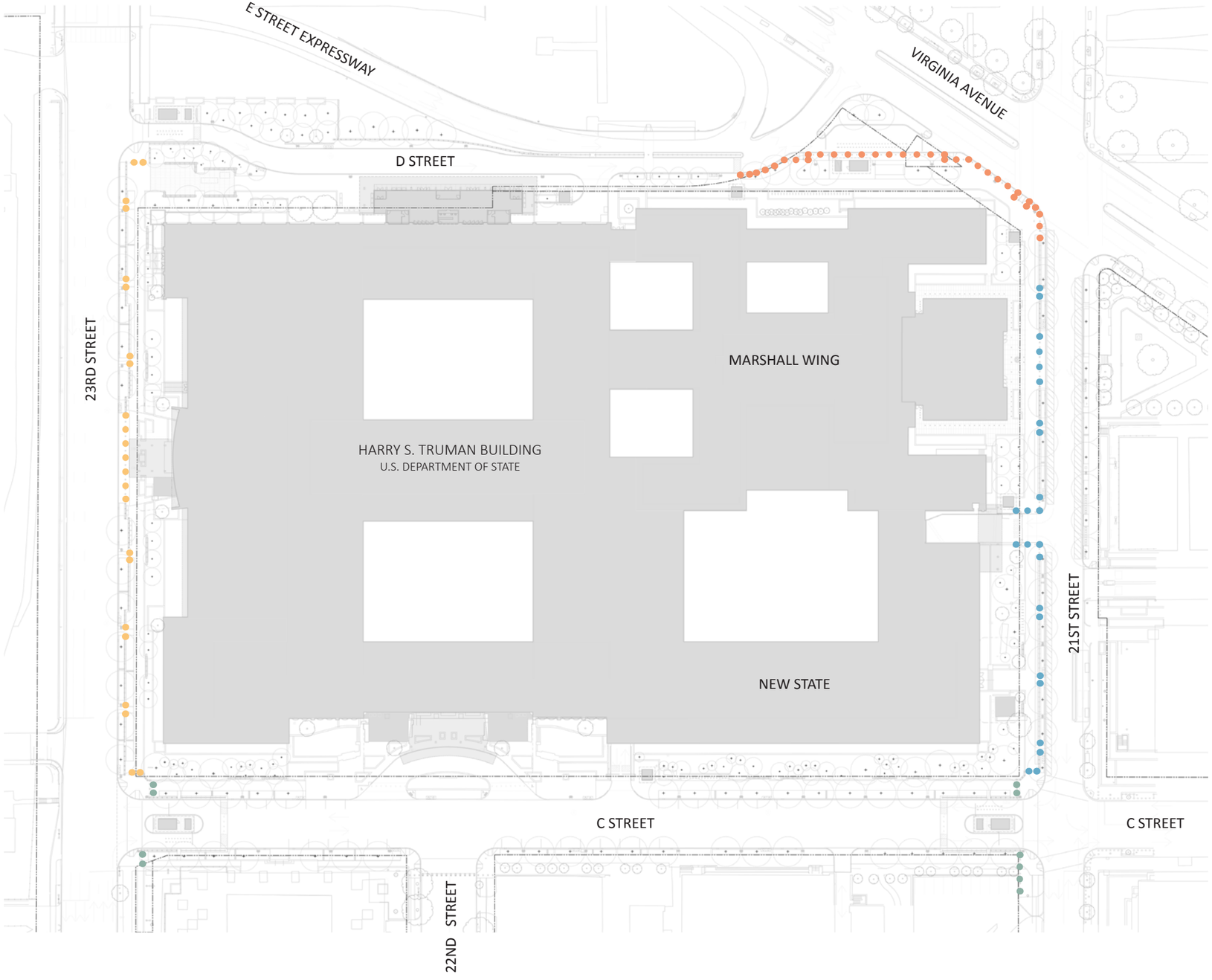

Bollard

- 21st Street
- C Street
- 23rd Street
- D Street

0′ 80′

Drawing 5.35
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Perimeter Security Improvements Plan: Security Elements Diagram - Bollard

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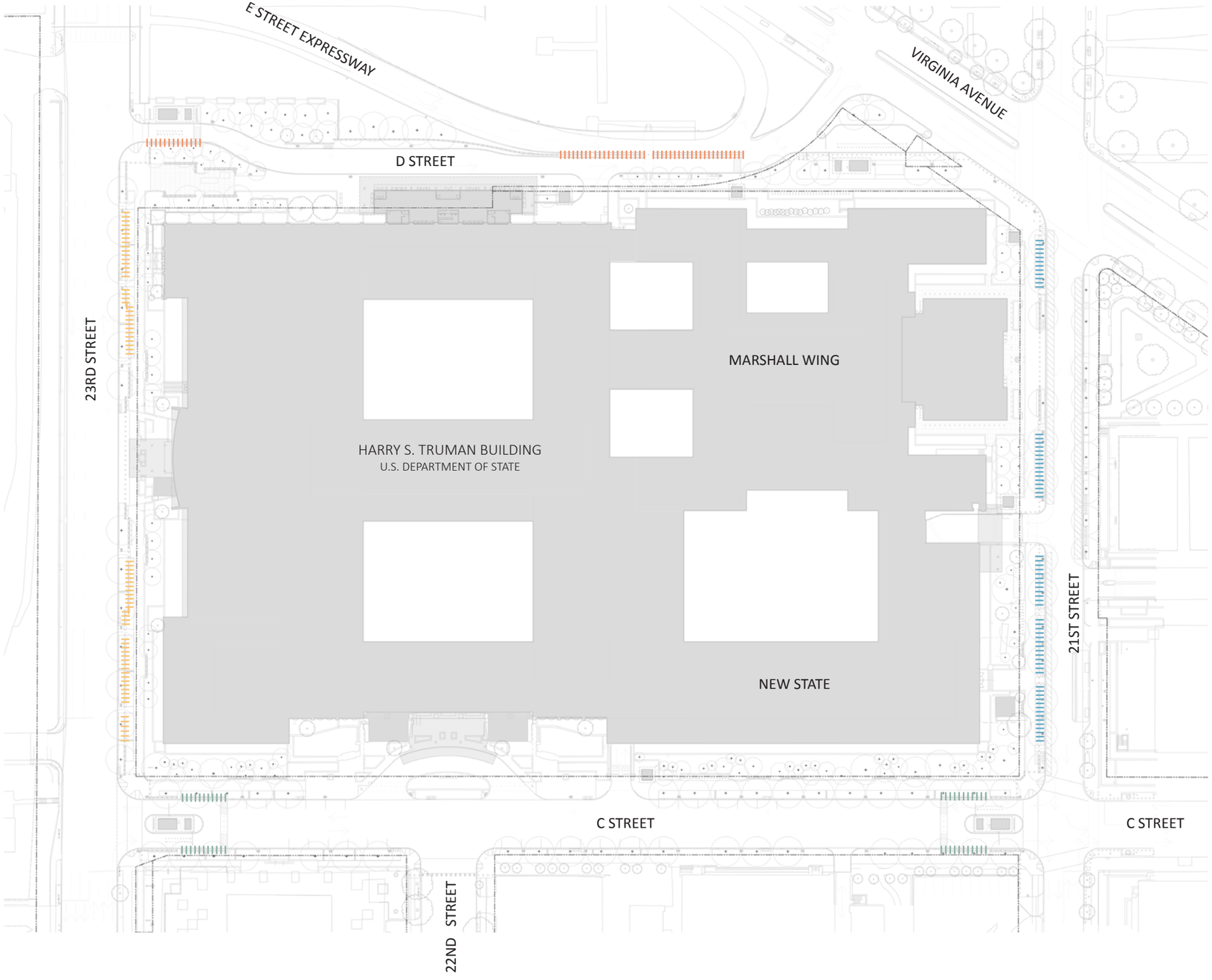

Bollard and Rail

- 21st Street
- C Street
- 23rd Street
- D Street

0′ 80′

Drawing 5.36
05 August 2016

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

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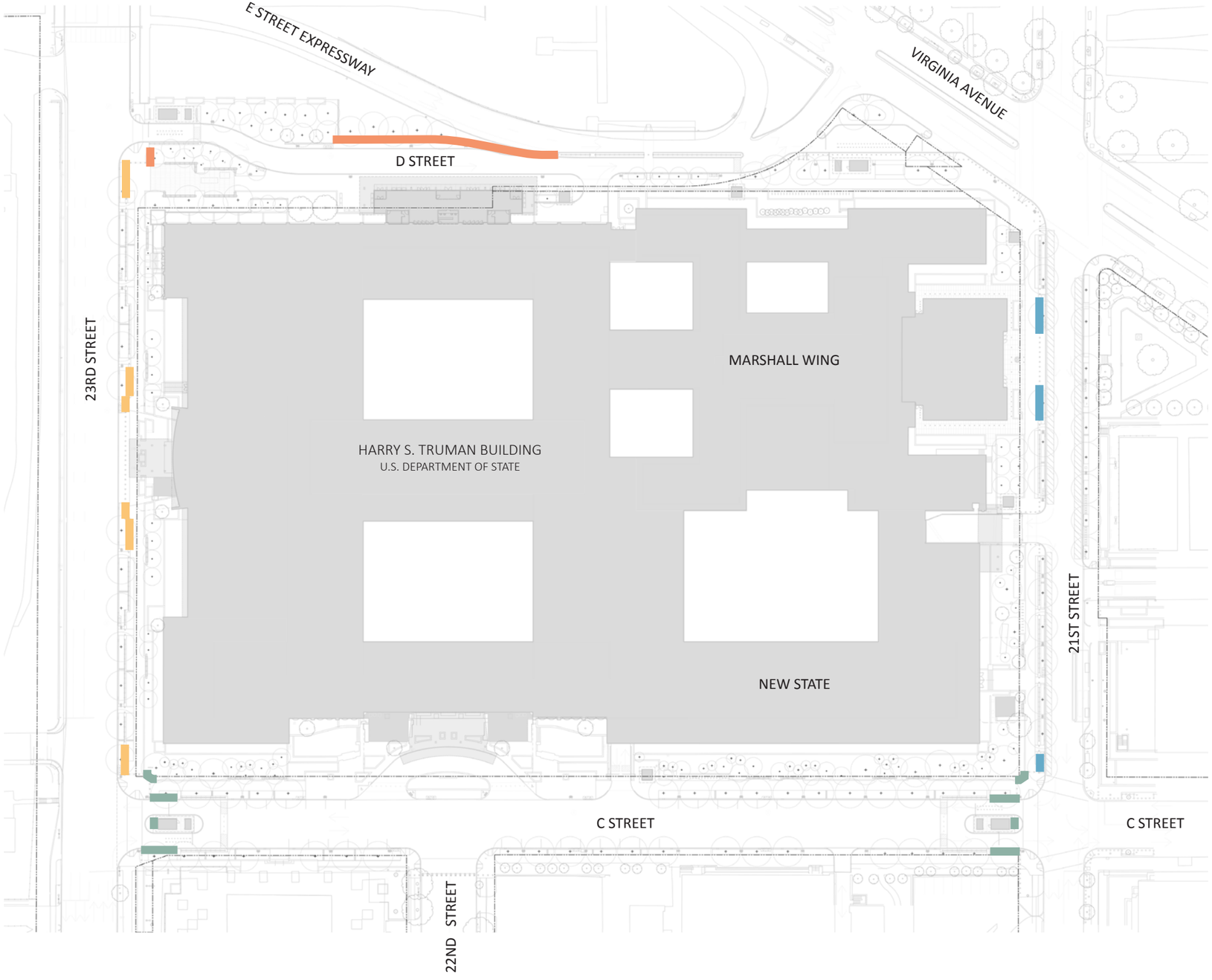

Bollard and Wall

- 21st Street
- C Street
- 23rd Street
- D Street

0′ 80′

Drawing 5.37
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Perimeter Security Improvements Plan: Security Elements Diagram - Bollard and Wall

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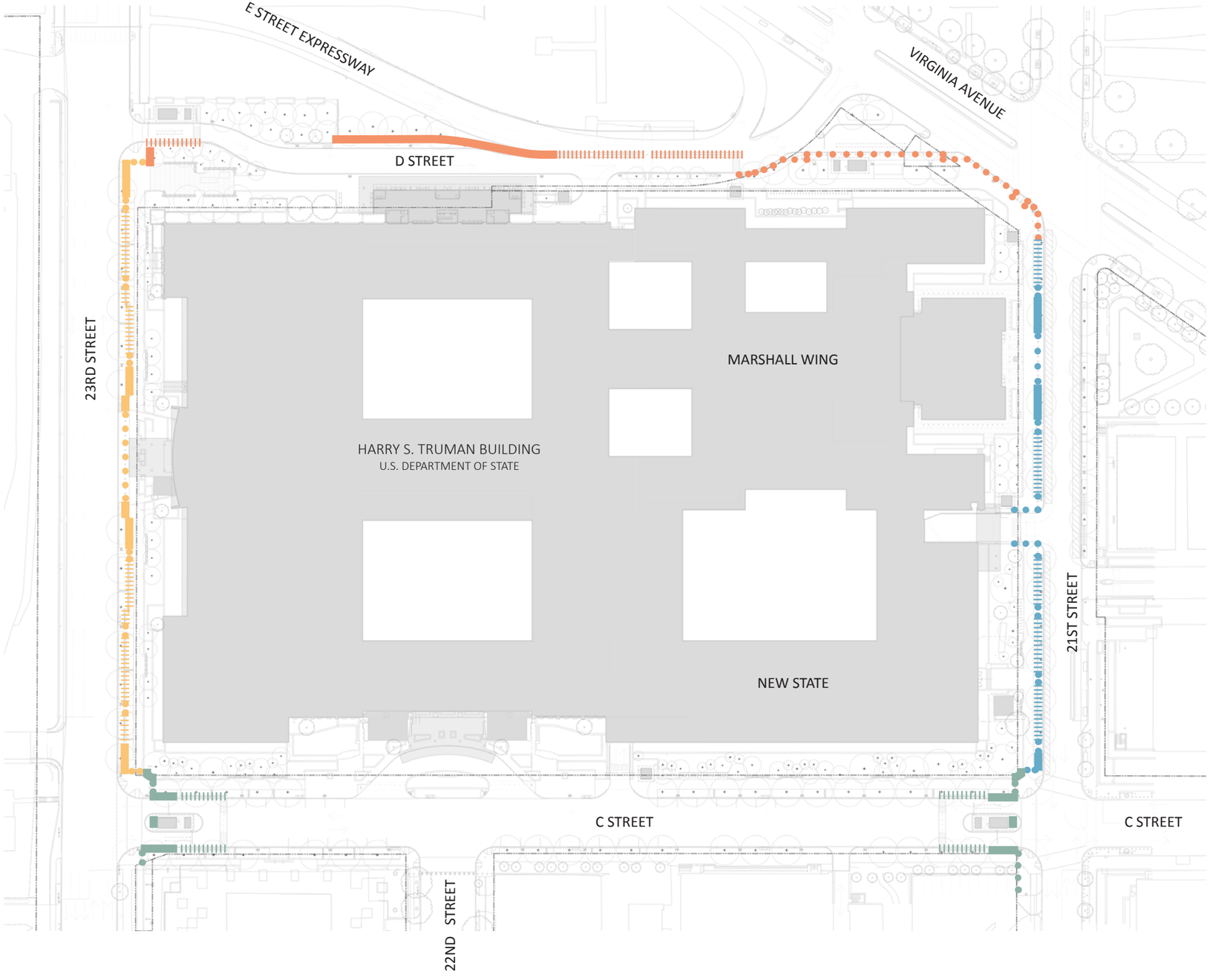

Composite

21st Street
- Bollard
- Bollard + Rail
- Bollard + Wall

C Street
- Bollard
- Bollard + Rail
- Bollard + Wall

23rdStreet
- Bollard
- Bollard + Rail
- Bollard + Wall

D Street
- Bollard
- Bollard + Rail
- Bollard + Wall

0’ 80’

Drawing 5.38
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Security Elements Diagram - Composite

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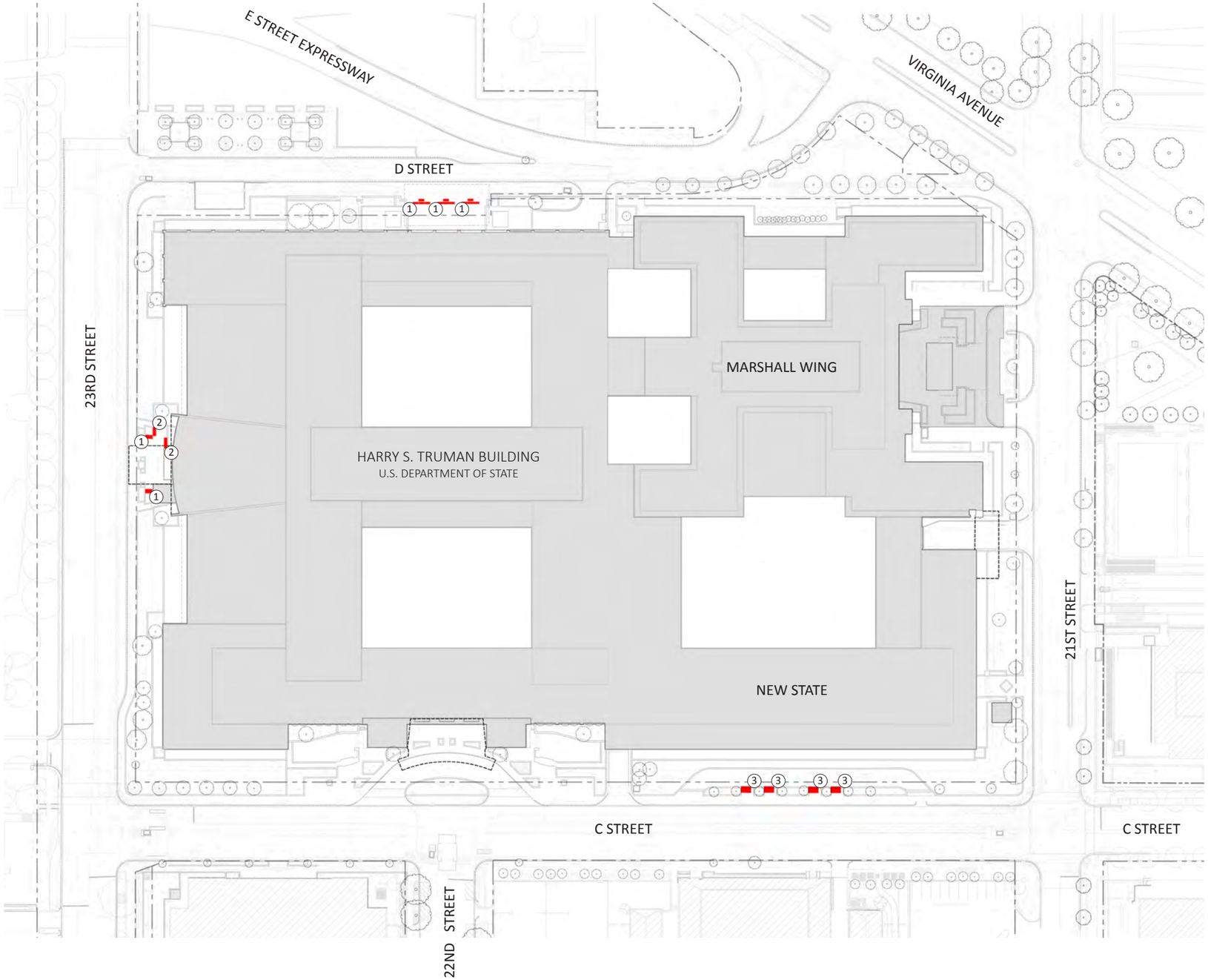

Existing Benches

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

0' 80'

Drawing 5.39
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Existing Conditions - Benches

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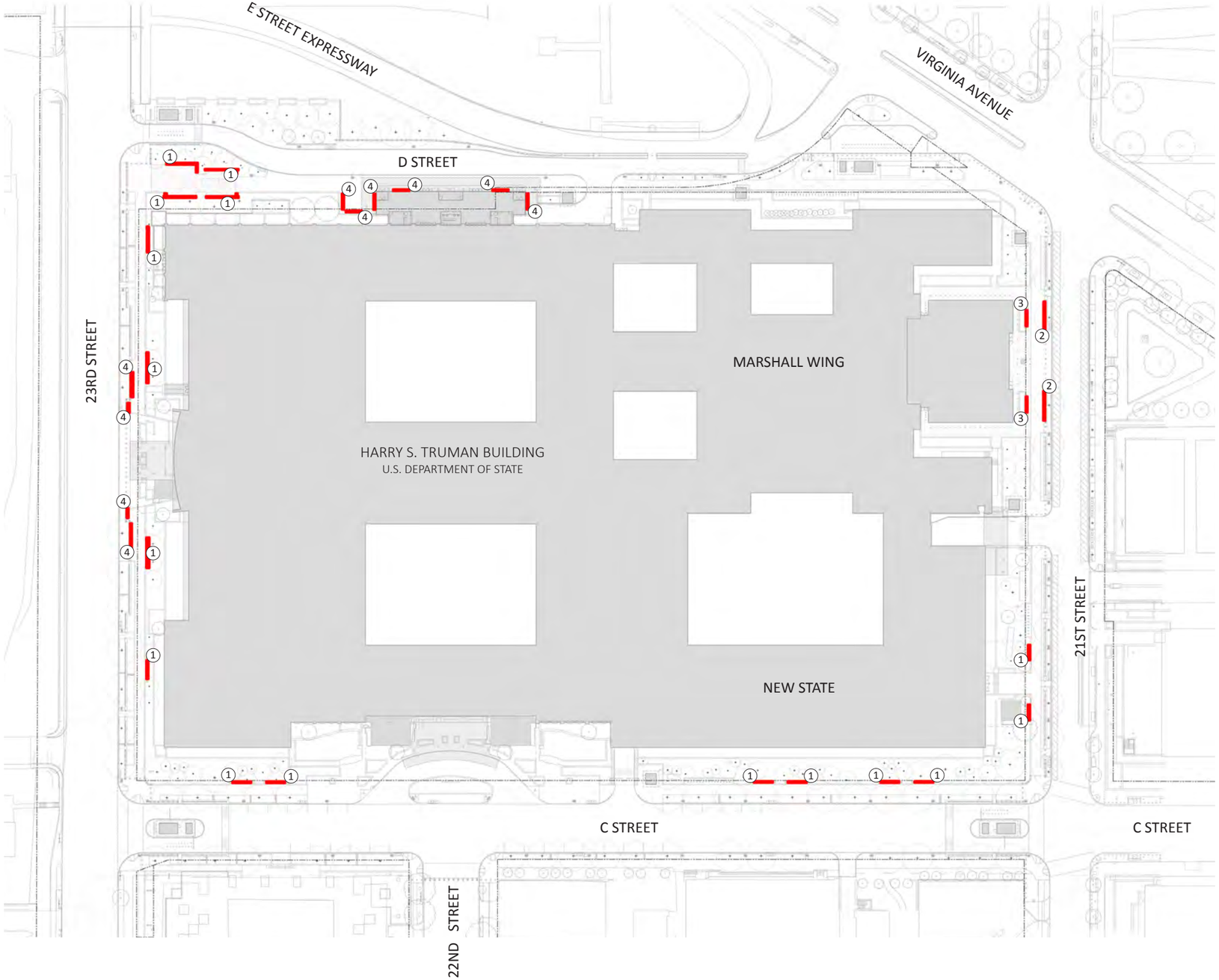

Proposed Benches

21st Street - **116'** (linear feet) (~58 people)
C Street - **119'** (~59 people)
23rd Street - **159'** (~79 people)
D Street - **218'** (~109 people)

TOTAL - 612' (~306 people)

1. Backless Bench on wall
2. Granite Bench with back (integral with security)
3. Granite Bench - no back
4. Backless Bench - free standing

0' 80'

Drawing 5.40
05 August 2016

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

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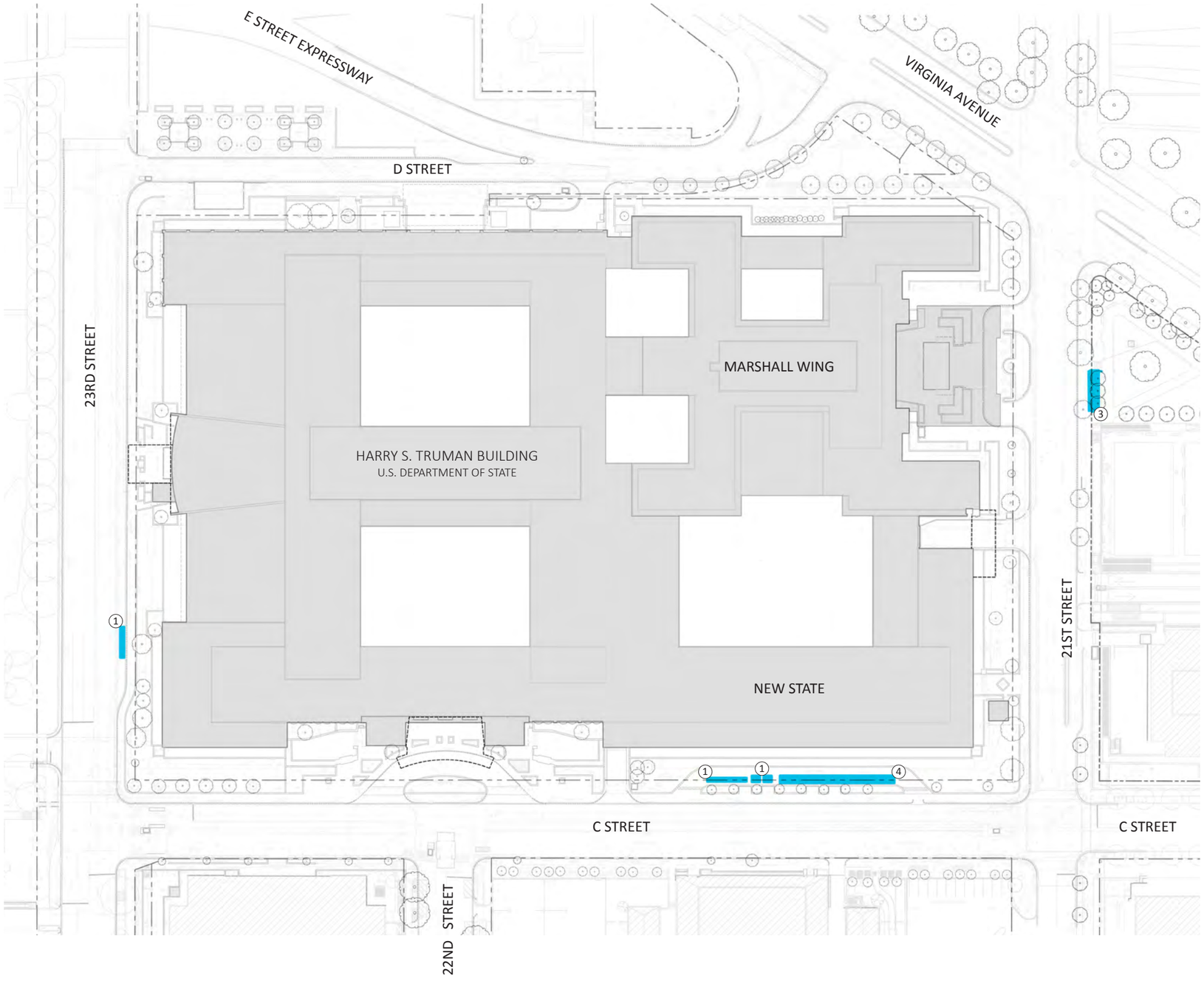

Existing Bike Racks

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)

0′ 80′

Drawing 5.41
05 August 2016

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

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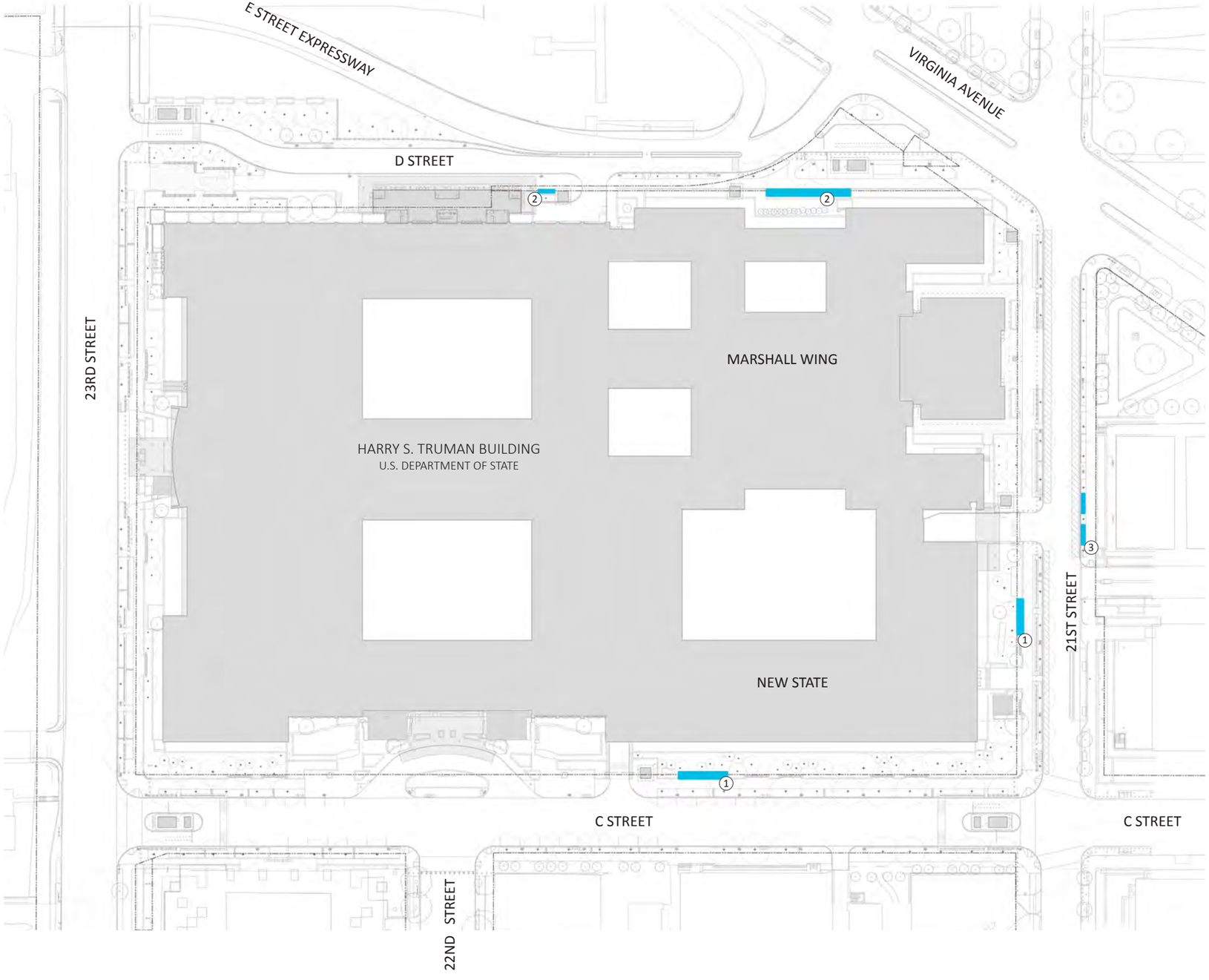

Proposed Bike Racks

21st Street - **28 racks** (40 bikes)
C Street - **15 racks** (30 bikes)
23rd Street - **0 racks**
D Street - **34 racks** (68 bikes)

TOTAL - 77 racks (138 bikes)

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

0′ 80′

Drawing 5.42
05 August 2016

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

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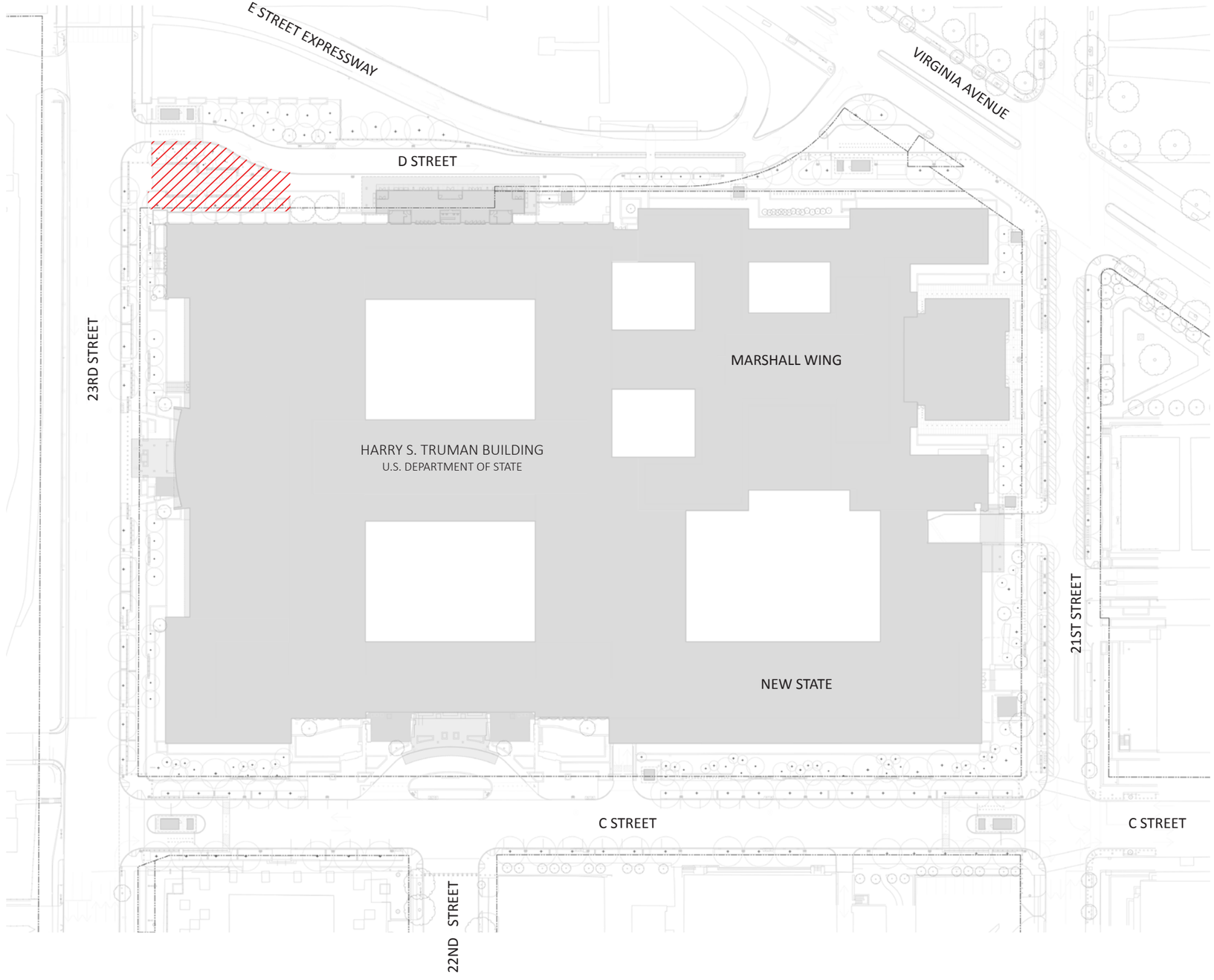

Pocket Park

Area: 8564 SF

0′ 80′

Drawing 5.43
05 August 2016

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Perimeter Security Improvements Plan: Amenity Diagram - Pocket Park

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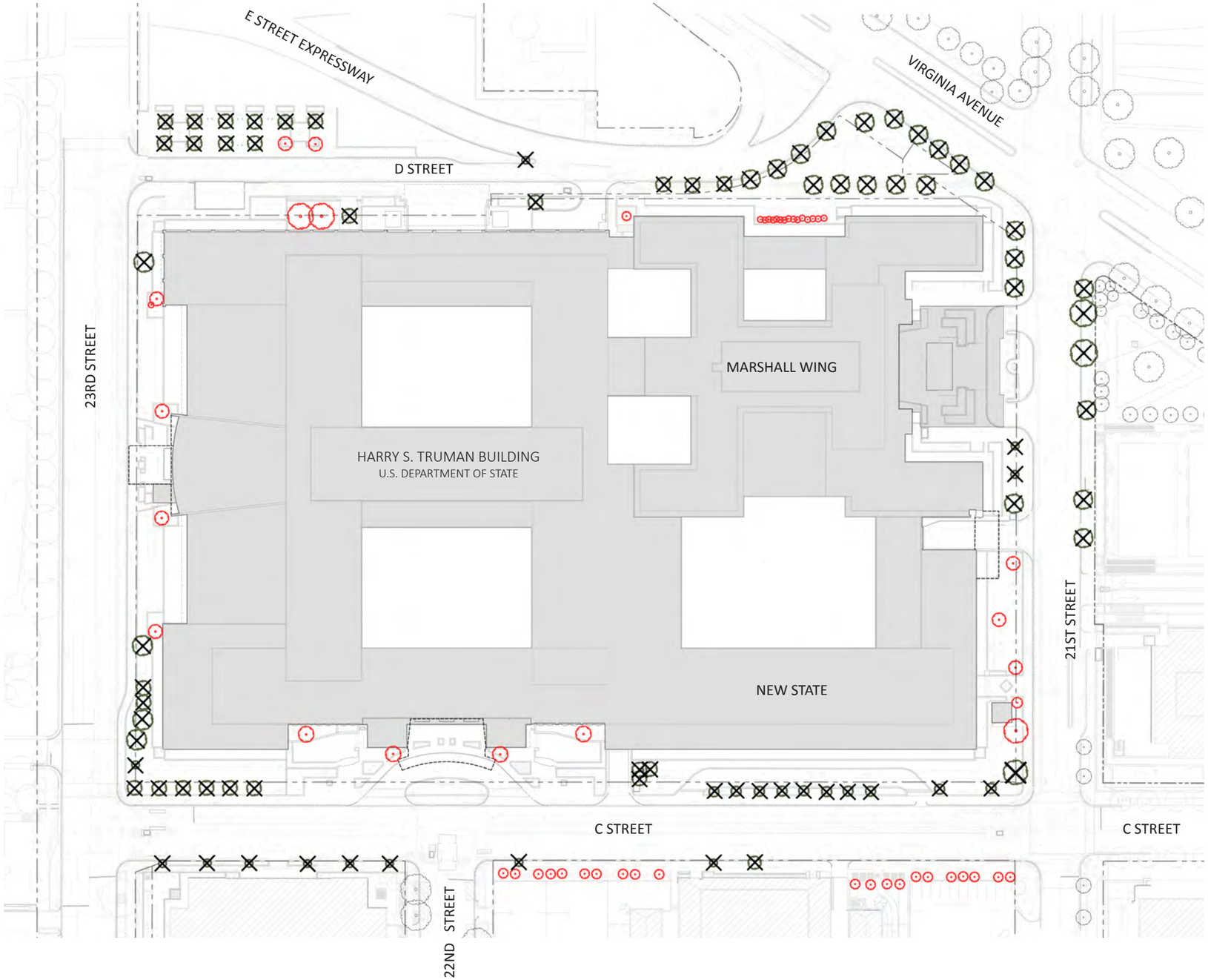

Existing Planting

- Tree to be Removed - 79
- Tree to Remain - 55

0′ 80′

Drawing 5.44
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U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Planting Diagram - Trees to Remain and Remove

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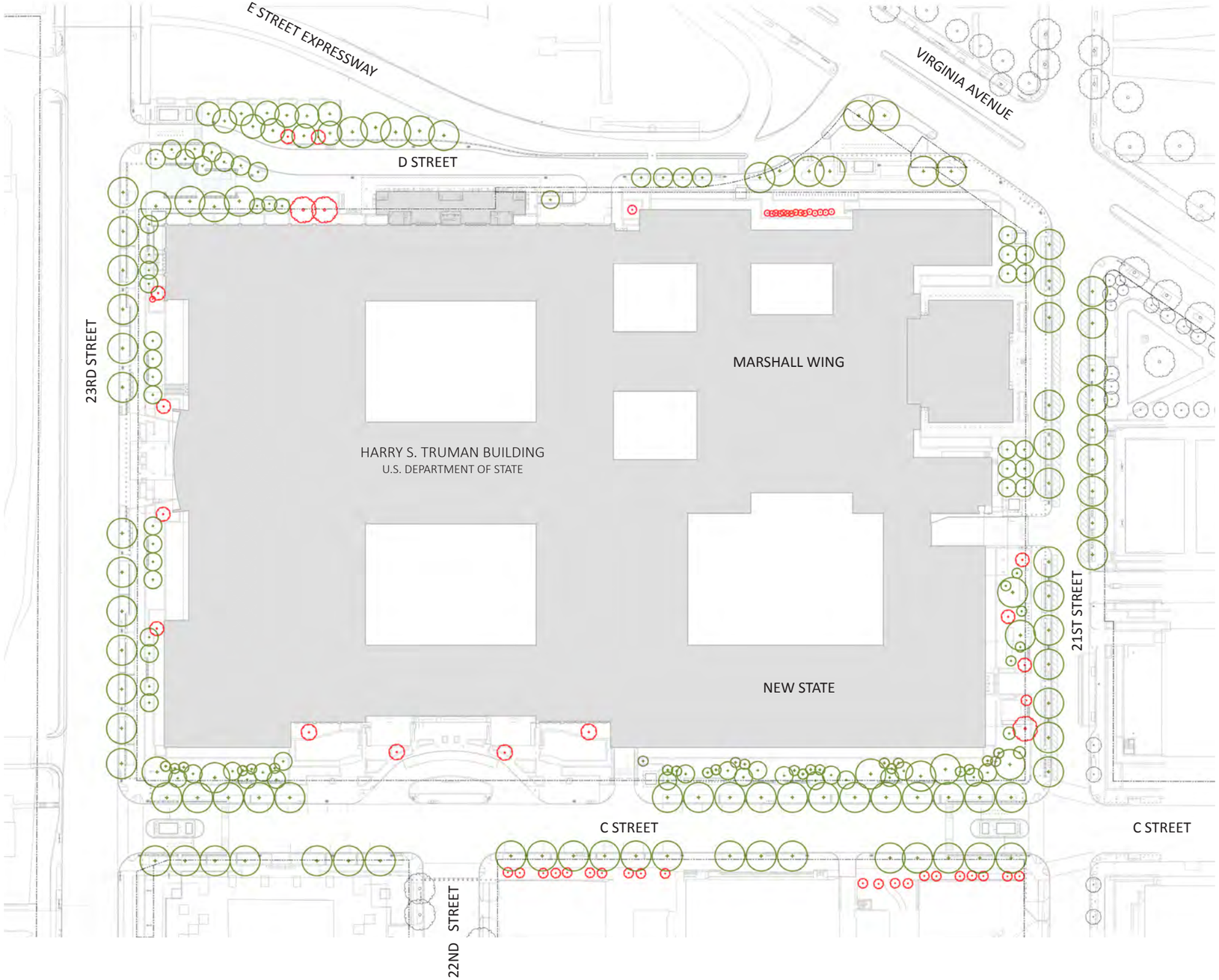

Proposed Planting

- Proposed Street Tree - 85
- Proposed Garden Tree - 120
- Existing Tree to Remain - 55

0′ 80′

Drawing 5.45
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Planting Diagram - Proposed Trees

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Existing Tree Types

- Quercus phellos
- Acer saccharum
- Acer rubrum
- Platanus x acerifolia
- Ulmus parvifolia
- Ulmus americana
- Zelkova serrata
- Cercis sp.
- Nyssa sylvatica

0’ 240’

Drawing 5.46
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Tree Context Diagram - Existing

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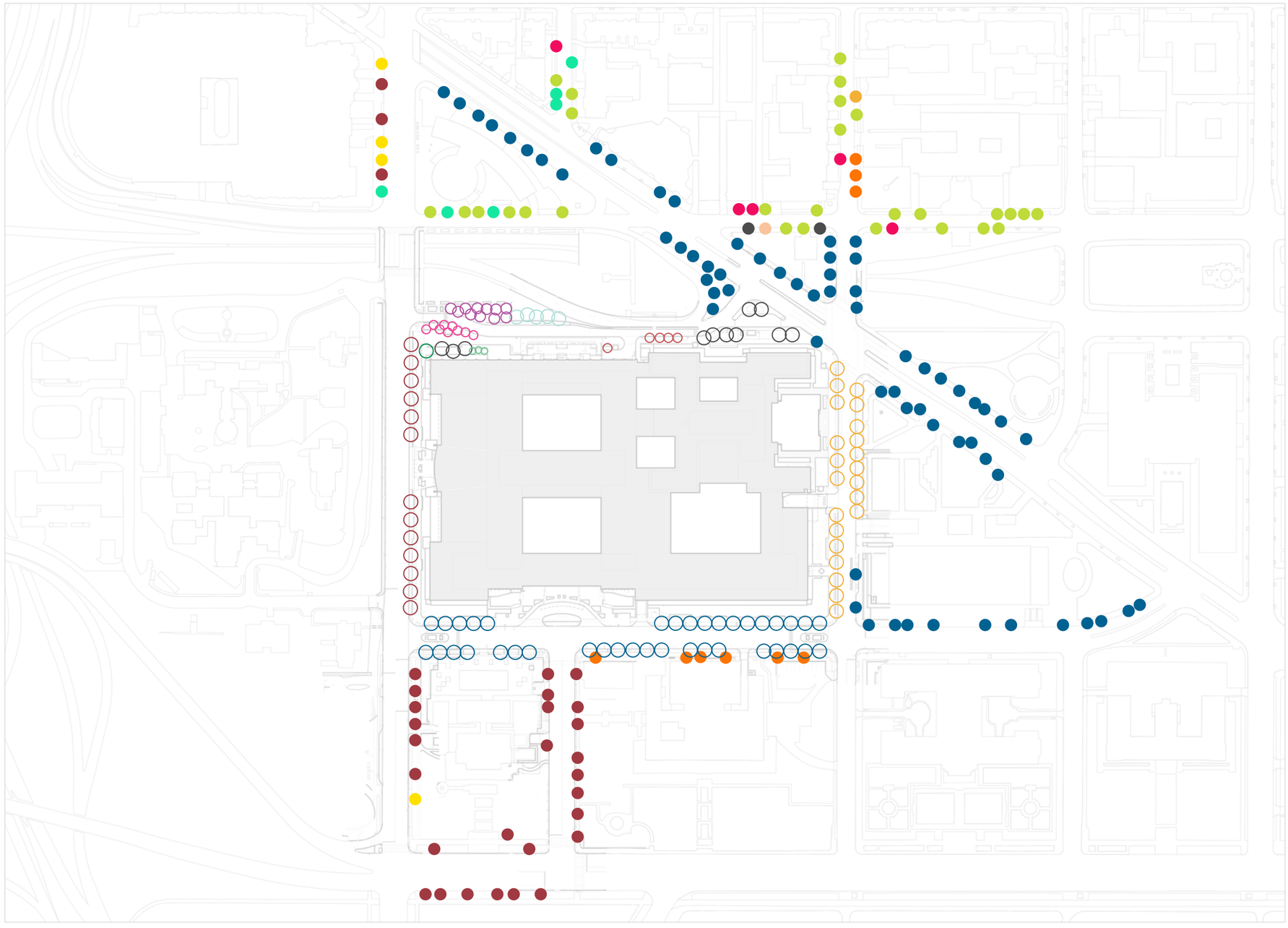

Existing Tree Types

- Quercus phellos
- Acer saccharum
- Acer rubrum
- Platanus x acerifolia
- Ulmus parvifolia
- Ulmus americana
- Zelkova serrata
- Cercis sp.
- Nyssa sylvatica

Proposed Tree Types

- Quercus phellos
- Quercus bicolor
- Nyssa sylvatica
- Cladrastis kentukea
- Tilia americana
- Taxodium distichum
- Magnolia stellata
- Magnolia grandiflora
- Styrax japonicus
- Ulmus americana

0’ 240’

Drawing 5.47
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Tree Context Diagram - Existing and Proposed

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Platanus occidentalis (American Sycamore)

Quercus phellos (Willow Oak)

Taxodium distichum (Bald Cypress)

Ulmus americana (American Elm)

Tilia americana (Linden Tree)

Nyssa sylvatica (Blackgum)

Drawing 5.48
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Planting Images - Trees

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Styrax japonicus (Japanese Snowbell)

Acer griseum (Paperbark Maple)

Cercis canadensis ‘Forest Pansy’ (Forest Pansy Redbud)

Hamamelis x intermedia ‘Arnold Promise’ (Witchhazel)

Quercus Bicolor (Swamp White Oak)

Magnolia grandiflora (Southern Magnolia)

Magnolia stellata (Star Magnolia)

Drawing 5.49
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Planting Images - Trees

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Abelia grandiflora ‘Edward Goucher’

Buxus x ‘Green Velvet’

Calamintha and Allium Summer Beauty

Sarcococca hookeriana

Dwarf spirea

Hydrangea quercifolia and Sesleria

Deutzia gracilis ‘nikko’

Hydrangea paniculata ‘Jane’ Little LIme

Sweet woodruff

Drawing 5.50
05 August 2016

U.S. Department of State, Harry S Truman Building
Perimeter Security Improvements Plan: Planting Images - Shrubs & Groundcovers

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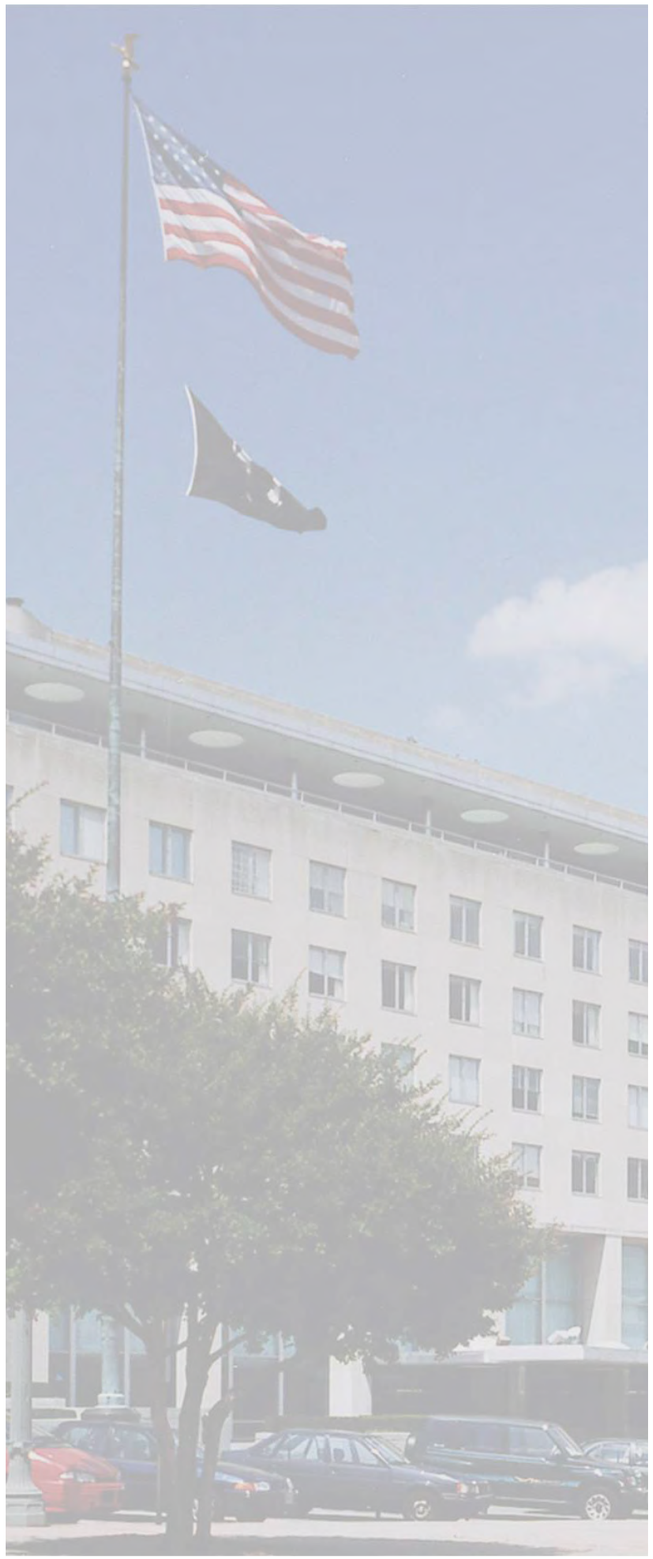


Section 6 - Advantages

ADVANTAGES

The following list summarizes the significant site enhancements and benefits that will result from the implementation of the Harry S Truman Building Perimeter Security Improvements Concept Plan.

Security

- D Street realignment and restricted access maximizes vehicular setback from the building and improves security control.
- D Street separation from E Street off ramp improves vehicle setback and security control.
- C Street restricted vehicle access maximizes vehicular setback from the most vulnerable section of the building.
- 23rd Street East Curb Alignment with the adjacent south curb maximizes vehicle setback, without impacting current traffic flow, and allows continuation of street trees aligned with the curb.
- 21st Street Curb Alignment maximize vehicle setback, without impacting current traffic flow.
- Security Pavilions significantly reduces the impact of an explosive device on the building and its occupants.
- Security Pavilions provide more organized and controlled pedestrian entrance screening.
- Security Pavilions allow for constructing an additional barrier wall and doors to protect against forced entry, as recommended by Office of Inspector General and Bureau of Diplomatic Security.
- Security Pavilions provide more efficient and effective security screening methods.
- Guard Booths provide for three security guards, electronic and telecommunications controls and surveillance, canine surveillance and housing.
- The protective barrier systems and street modifications provide protection to comply with Bureau of Diplomatic Security and Inter Agency Security Committee (ISC) criteria requirements for Level V buildings which are designated by the ISC as requiring a "Higher" level of protection.
- The D Street Inspection Station and Guard Booths provide better organization and control of security screening of delivery trucks entering the HST, Academy of Science and Federal Reserve buildings.
- The threat to the surrounding neighborhood is discouraged through increased security protection.
- Over 8000 employees and 1000 visitors each day will feel safer and more secure upon entering and walking around the building.

Pedestrian Travel

- Pedestrian travel at street intersections maintains safe crosswalks free from vehicles waiting at guard stations.
- Pedestrian Access at Street Corners allows easy access from the street to the pavement area, by placing bollards and walls further back and clear of the corner sidewalk area.
- Pedestrian travel along all sidewalks around the building is much more inviting and friendly, as the temporary hodgepodge of unsightly concrete barriers and planters is replaced by more integrated landscaping and architectural elements.
- The bollard covers and railing will be removable to allow for repair and maintenance.
- Pedestrian egress travel in an emergency is provided through the open bollards.
- Pedestrian benches are located along sidewalks and at entrances.
- Pedestrian travel along D Street and Virginia Avenue is more convenient and safe.

Vehicle Travel

- Vehicle travel along 21st Street is improved by relocating the Truck Inspection Station to D Street.
- Vehicle travel along 23rd Street is not changed.

Streetscape

- The protective barrier system is set back 6' or more from the curb on 21st & 23rd streets to allow street trees along the curb.
- Bollards and barriers within 24" of the curb are reduced in height from 39" to 33" to relate more to the scale of the pedestrian, while allowing car doors to open.
- The use of bollards, which is identified with "security," is minimized by integrating them into more decorative and disguised protective railings and walls.
- Barrier railings are proposed to provide more openness and enhanced views both from persons traveling in vehicles and from pedestrians moving along the sidewalk.
- The placement of walls are minimized to mark the building and street entrances.
- Some walls also incorporate public seating along the sidewalks.
- Special concrete scoring at the D Street pocket park and paving treatment at the D Street Entrance Pavilion enhance the exterior site.
- Street lighting is added and improved consistent with DC standards.

Environmental

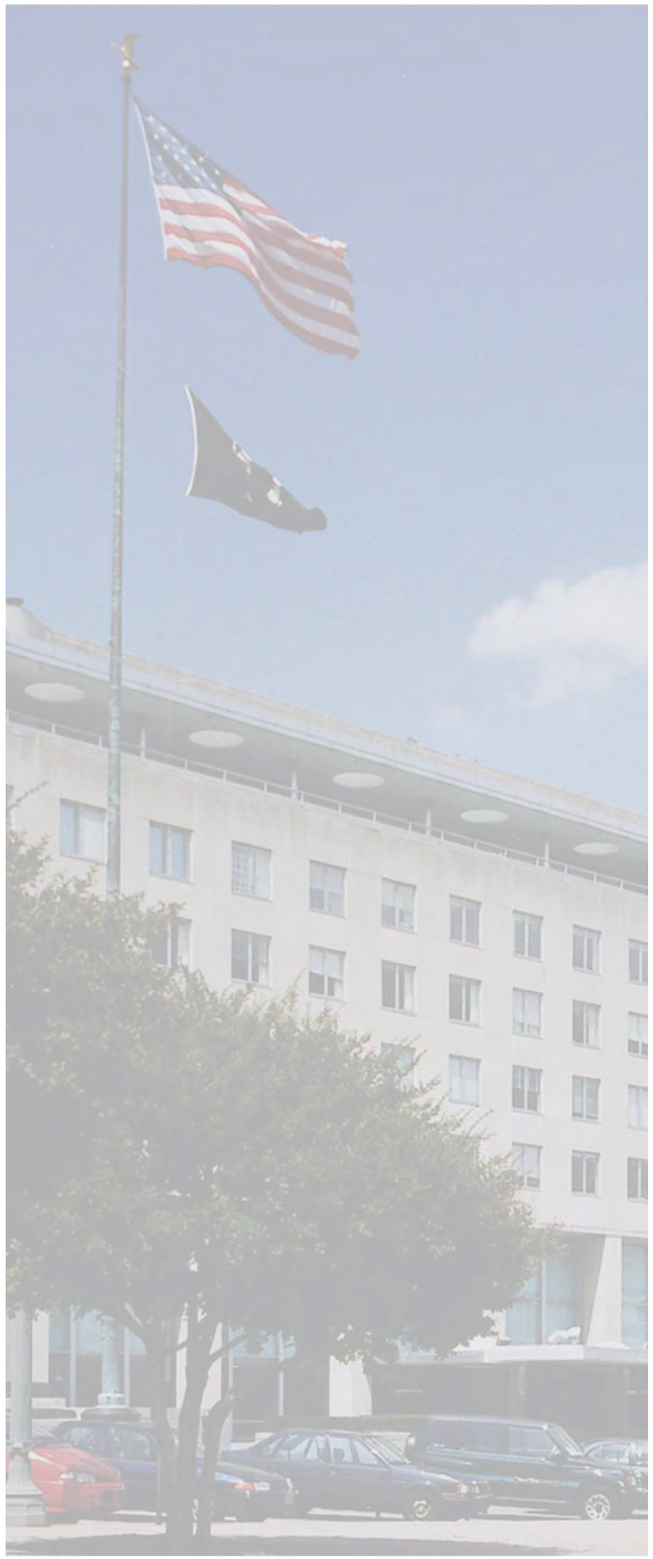
- Additional green space is added with plantings and additional trees.
- Pocket park for public use will be created at the intersection of D and 23rd streets.
- Low impact development strategies will include cell-type supports for tree pit soil under sidewalks, capture of roadway runoff through curb slots, capture of sidewalk runoff through control of grades and slopes, and lowered soil elevations with absorptive soils in planted areas.

Historic Preservation

- Noncontributing construction and temporary security measures are removed from the setting of a historic building.
- Existing lobbies will be returned to their original architectural fabric and function in Phase I and Phase II.
- The new canopy of the D Street Pavilion perimeter security elements respect original materials and design elements.

Architectural/ Aesthetic

- Temporary barriers and vehicles are removed and replaced with permanent structures consistent and complimentary in design to both the architecture of the building and the standard District of Columbia street furniture.
- New security walls, railings and bollards are disguised with an architectural treatment that minimizes the fortress like appearance of security.
- Guard booths are custom designed to be consistent and complimentary to the style and architecture of the building.
- The D Street Security Pavilion creates a unifying and consistent identifiable point of entry for the building, and will serve as a prototype for the Phase II pavilions.
- Original lobbies will eventually become open welcoming entry spaces available for more employee and public functions.
- Street vistas are enhanced by rows and canopies of trees along C, 21st and 23rd streets.



Section 7 - Coordination Status

COORDINATION STATUS

Since the inception of "HST Perimeter Security Improvements", the concept plan has been presented and reviewed with the following agencies:

District Metropolitan Police (MPD)
District of Columbia Fire Department (MFD)
District of Columbia Emergency Management Agency (HSEMA)
District of Columbia Office of Planning (DCOP)
District of Columbia Office of Energy and Environment (DOEE)
State Historic Preservation Office of the District of Columbia (DCSHPO)
National Capital Planning Commission (NCPC)
District Department of Transportation (DDOT)
General Services Administration (GSA)
National Park Service (NPS)
U.S. Commission of Fine Arts (CFA)
Advisory Council on Historic Preservation (ACHP)
Federal Highway Administration (FHA)

Additionally, it was also reviewed with the following neighbors and community groups:

National Academy of Sciences (NAS)
American Pharmacists Association (APhA)
The Federal Reserve Board (FRB)
U.S. Navy, NAVFAC Washington
U.S. Diplomacy Center (USDC)
Pan American Health Organization (PAHO)
U.S. Institute of Peace (USIP)
George Washington University
Kennedy Center
National Trust for Historic Preservation
District of Columbia Preservation League
National Coalition to Save Our Mall
Committee of 100 for the Federal City
Neighborhood Advisory Council 2A (ANC2A)
Foggy Bottom Association (FBA)

These meetings and reviews, in combination with the continued coordination which has occurred since the original concept approvals with NCPC & CFA in 2004, are an ongoing and integral part of the design process. They culminated in a "Direct Submission for Concept Approval Renewal" to the CFA for its October 21, 2010 public meeting, which addressed comments from the 2004 CFA & NCPC presentations and subsequent meetings with the concerned parties. Since the 2010 CFA presentation, DoS has continued negotiations with the District of Columbia and has revised its concept accordingly. The results are shown in Section 5 of this document, which were reviewed and approved by the CFA during its public meeting on November 20, 2014.

As required by current federal regulations of the National Environmental Policy Act of 1969, the team prepared an Environmental Assessment (EA) ensuring that any environmental consequences are addressed. A public review period was held in the spring of 2010 including a public hearing on May 10, 2010. Since that time, the team has revised the EA in response to comments received. Since the CFA's approval of the renewed concept, the EA was updated and issued with a Finding of No Significant Impact (FONSI), signed on August 27, 2014 after the required 15 day public review period.

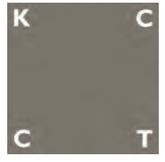
In compliance with the National Historic Preservation Act of 1966 (as amended), DoS, as the lead agency, and the GSA formally initiated Section 106 consultation for the concept design on October 26, 2004, with the District of Columbia State Historic Preservation Office (DCSHPO) and the Advisory Council on Historic Preservation (ACHP). Throughout this process, the effects of the planned perimeter security improvements on historic resources are evaluated. Consultation with the DCSHPO, ACHP, NCPC, NPS, as well as neighbors and concerned organizations, continued through submission and approval of the design concept by NCPC on December 2, 2004.

Subsequently, the Section 106 consultation has continued with the development of a draft programmatic agreement (PA) to cover all phases of the perimeter security improvements project. The PA will govern the submission and review of each phase of construction and will ensure compliance with the concept plan. It has continued to develop through the series of consulting parties meetings.

The changes to the concept design have been the subject of the five (5) most recent consulting parties meetings held between January 15, 2013 and June 19, 2015. The Section 106 process concluded with a signed Programmatic Agreement on December 22, 2015. The PA identified the undertaking's adverse effects on historic resources and stipulating measures to mitigate those effects. The signatories included DoS, GSA, DCSHPO, ACHP, NCPC, NAS and APhA.

The proposed D Street Truck Inspection Station, located on U.S. Reservation 104, was formerly under the jurisdiction of the National Park Service. To enable the proposed construction and plan approvals, jurisdiction of this property was officially transferred from NPS to the State Department through delegated action at NCPC's public meeting on May 5, 2016.

Following final design approval from the CFA on its consent calendar on July 21, 2016, DoS seeks final approval from NCPC at its public meeting scheduled for September 8, 2016. . Once this review process is completed, DoS will apply for a public space permit and other DCRA building permits prior to expected construction in the Spring of 2017.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