

Draft CATEX Checklist

Action Name: Dept. of State Potomac Hill Permanent Security Fence

Action Location: 23rd St. NW and C St. NW, Washington, DC

Action Description

The US Department of State (DOS) is proposing conceptual development plans for permanent fencing at the Potomac Annex and Navy Hill installation, also known as Potomac Hill, located at 2300 E St. NW, Washington, DC. The project site is located near the intersection of 23rd and C Streets, NW. The Potomac Hill Campus is a federal property generally bounded by 23rd St. NW, Constitution Ave. NW, the E St. Expressway, and the E St. approach ramp to Interstate 66. The permanent fence is to provide a security boundary between DOS' campus and the United States Institute of Peace (USIP).

In 2012, the US Department of the Navy (DON) transferred administrative jurisdiction of Buildings 6 and 7 at the Potomac Hill Campus to USIP. The DON transferred the remaining portion of Potomac Hill, except three Navy flag officer houses and associated land, to the US General Services Administration (GSA) for use by the DOS. The Potomac Hill Campus has been determined eligible for the National Register of Historic Places, as the Observatory Hill Historic District.

By agreement between USIP, DOS, and GSA, the DOS Bureau of Diplomatic Security (DS) was assigned sole control and management of all security over what are called Parcels A and B of the Potomac Annex site, but an elevated pedestrian walkway installed between USIP HQ and Building 6 and Building 7 on the Potomac Hill Campus prevents DS from carrying out that responsibility. Therefore, now that USIP's Buildings 6 and 7 are occupied, DOS will install a permanent fence between the two campuses just north of Buildings 6 and 7, running east-west along the Potomac Hill Campus' southern loop road.

Additional Information: During the Section 106 consultation for the rehabilitation of Buildings 6 and 7, consulting parties identified the requirement for a permanent security fence between DOS' part of the campus and USIP.

DOS is serving as lead federal agency for the Section 106 consultation

related to the permanent security fence and has initiated consultation.

GSA controls the portion of Potomac Hill directly to the north of Buildings 6 and 7 and will develop a master plan for the campus (exclusive of Buildings 6 and 7 and the Navy flag quarters) for use by DOS.

Category [CATEX #]:

(j) "Repair and alteration projects involving, but not adversely affecting, properties listed on or eligible for the National Register of Historic Places, when there is no evidence of community controversy or other environmental issues. The process required by Section 106 of the NHPA must be followed; see ADM 1020.2."

(l) "Repairs and alterations or modernization conducted in accordance with applicable plans, such as Facility Master Plans, where such plans have been reviewed under NEPA and there is no evidence of community controversy or unresolved environmental issues. The process required by Section 106 of the NHPA must be followed; see ADM 1020.2."

Part A: All Checklist CATEX Actions

	YES	NO	Need Data
A. Is the action likely to be inconsistent with any applicable Federal, State, Indian tribal, or local law, regulation, or standard designed to protect any aspect of the environment?		X	
B. Is the action likely to have results that are inconsistent with locally desired social, economic, or other environmental conditions?		X	
C. Is the action likely to result in the use, storage, release and/or disposal of toxic, hazardous, or radioactive materials or in the exposure of people to such materials?		X	
D. Is the action likely to adversely affect a significant aspect of the natural environment?		X	
E. Is the action likely to adversely affect a significant aspect of the sociocultural environment?		X	
F. Is the action likely to generate controversy on environmental grounds?		X	
G. Is there a high level of uncertainty about the action's environmental effects?		X	

H. Is the action likely to do something especially risky to the human environment?		X	
I. Is the action part of an ongoing pattern of actions (whether under the control of GSA or others) that are cumulatively likely to have adverse effects on the human environment?		X	
J. Is the action likely to set a precedent for, or represent a decision in principle about future GSA actions that could have significant effects on the human environment?		X	
K. Is the action likely to have some other adverse effects on public health and safety or on any other environmental media or resources that are not specifically identified above?		X	

CONCLUSION:

The action is a CATEX and requires no further environmental review.

Program Staff	Date	REQA Representative	Date
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Part B: CATEX Checklist Write-up

A. Is the action likely to be inconsistent with any applicable Federal, State, Indian tribal, or local law, regulation, or standard designed to protect any aspect of the environment?

This action is consistent with any applicable Federal, State, Indian tribal, or local law, regulation, or standard designed to protect any aspect of the environment. This action has no conflict with the following regulations: EPA’s solid waste management guidelines; the OSHA noise standards; the Clear Air Act; Clean Water act; EO 11988, EO 12072; EO 13006; Coastal Zone Management Plan; and applicable State and local ordinances.

B. Is the action likely to have results that are inconsistent with locally desired social, economic, or other environmental conditions?

This action will not have results that are inconsistent with local desired social, economic, or other environmental conditions. The action will not: change traffic pattern or increase traffic volume; have access constraints; affect intersections; result in housing workers; require substantial new utilities; be inconsistent with existing zoning; change the use of park land; change the use of farm lands; alter wetlands; be located near wildlife refuge; or be located near environmental critical

area. This action will have an adverse visual impact on historic resources, but the impacts will be mitigated as part of the Memorandum of Agreement (MOA).

C. Is the action likely to result in the use, storage, release and/or disposal of toxic, hazardous, or radioactive materials or in the exposure of people to such materials?

This action will likely not result in the use, storage, release and/or disposal of toxic, hazardous, or radioactive materials or in the exposure of people to such materials. This action will not: involve PCB electric transformers; be near an EPA or State Superfund site; near an active or abandoned toxic hazardous disposal site; near leaking underground storage tanks; near water supply systems that contain lead or radon in excess of EPA standards.

D. Is the action likely to adversely affect a significant aspect of the natural environment?

This action is not likely going to significantly affect the natural environment. This action will not: affect endangered or threatened species or habitats; alter the natural ecosystem; affect the water supply; alter the water table; alter slopes greater than 15%; affect wetlands or vegetation; and affect the safety of the public. The proposed action meets the fire and life safety requirements of all parties involved in the design of, and impacted by, the proposed action.

E. Is the action likely to adversely affect a significant aspect of the socio-cultural environment?

This action will likely not adversely affect a significant aspect of the sociocultural environment. This action will not: cause the displacement or relocation of businesses; affect the economy of the community; affect sensitive receptors of visual, auditory, or traffic impacts; affect any practice of religion; create environmental justice issues on minorities or low-income communities; affect scientific resources; affect commercial or residential districts; affect cemeteries; or archaeological sites. This action will affect landscapes that may have cultural or aesthetic value. The proposed action softens these affects through its design.

F. Is the action likely to generate controversy on environmental grounds?

This action will likely not generate controversy on environmental grounds. This action in the past has generated controversy, but it is not on environmental grounds. The environmental component is the safety of the employees. This has been reviewed and approved by GSA Fire and Life Safety (FLS), State Dept. FLS, US Institute of Peace (USIP) third-party reviewers, and the DC Fire Marshall. There are no known controversies related to historic buildings, archaeological sites, cultural resources, traffic volumes, and parking within the community.

G. Is there a high level of uncertainty about the action's environmental effects?

There is no high level of uncertainty about the environmental effects of this action. The direct and indirect impacts of this action are known and all these known impacts are either insignificant or mitigated.

H. Is the action likely to do something especially risky to the human environment?

This action will likely not do anything especially risky to the human environment. The previous human safety concerns raised by the USIP have been reviewed and addressed by the GSA FLS, State Dept. FLS, DC Fire Marshall, and NCPC. All reviewers have concluded that there is no significant human safety impact associated with this action.

I. Is the action part of an ongoing pattern of actions (whether under the control of GSA or others) that are cumulatively likely to have adverse effects on the human environment?

This action is part of an ongoing GSA controlled action but will have no cumulative adverse impacts on the human environment. GSA has prepared a Draft Master Plan for this site and this action is part of the overall proposed future security requirement of the tenant agency.

J. Is the action likely to set a precedent for, or represent a decision in principle about future GSA actions that could have significant effects on the human environment?

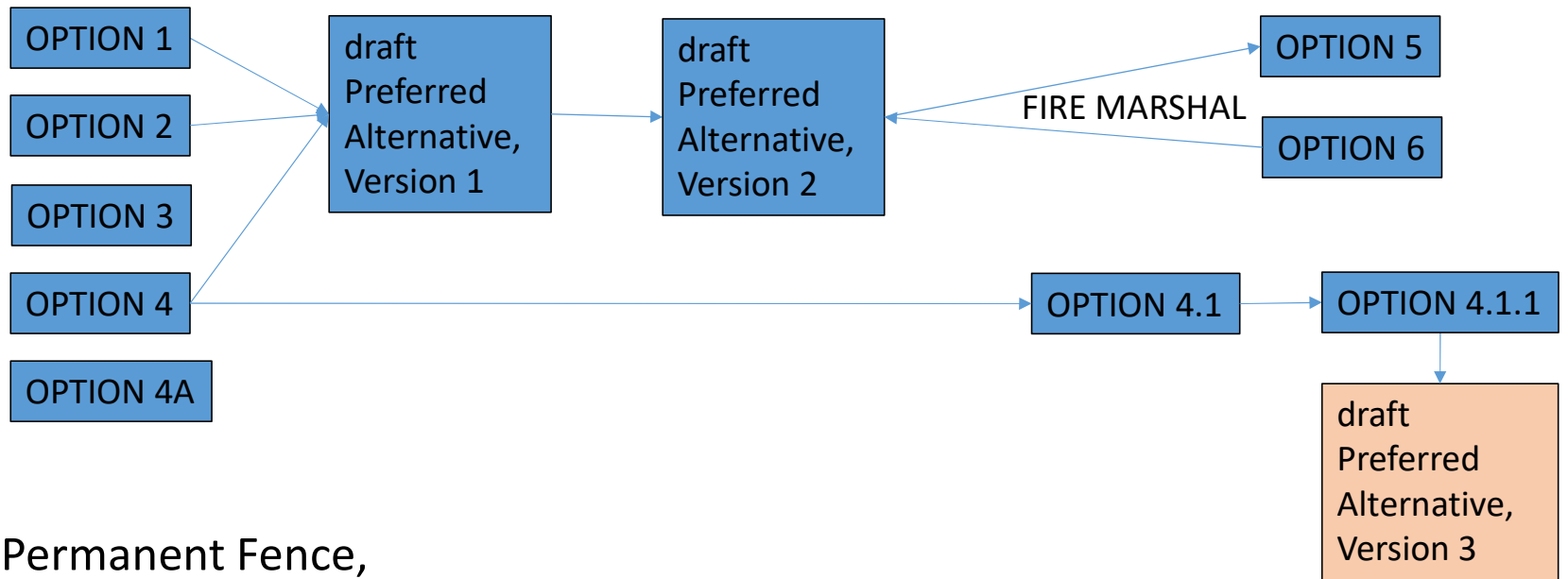
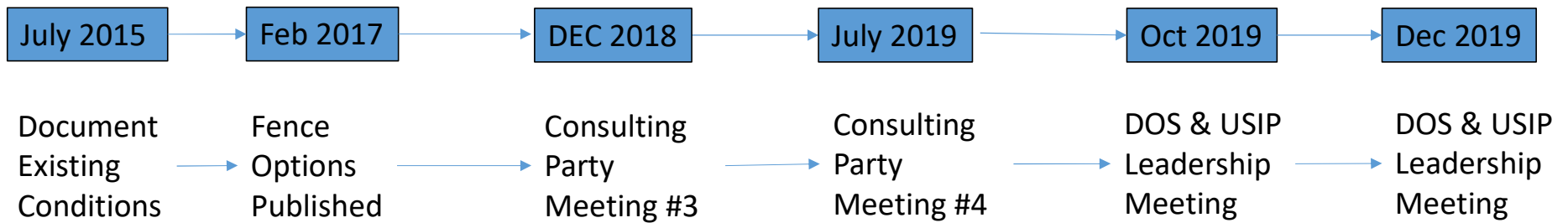
This action will likely not set precedent for future GSA actions that could have significant effects on the human environment.

K. Is the action likely to have some other adverse effect on public health and safety or any other environmental media or resources that are not specifically identified above?

This action will likely not have significant adverse effect on public health and safety or on any other environmental media or resources. The neighboring USIP has raised some human safety concerns that have been previously reviewed and addressed by GSA FLS, State Dept. FLS, DC Fire Marshall, and NCPC. All reviewers have concluded that there are no significant human safety impacts associated with this action.

Potomac Annex Fence
draft Preferred Alternative Progression
January 31, 2020

July 2015 – February 2017	Fence Options were discussed during consultation
February 2017	Five (5) fence Options published by the Department of State (DOS)
September 2018	DOS presents the five (5) temporary fence options and testing criteria to NCPC
September 2018 – March 2019	DOS photographs fence Options
December 2018	DOS distributes draft Preferred Alternative (Version 1 dated December 13, 2018) for Consulting Party Meeting #3
July 2019	DOS distributes draft Preferred Alternative (Version 2 dated July 15, 2019) for Consulting Party Meeting #4
October 31, 2019	DOS proposes Option 4.1
November 2019 – December 2019	District of Columbia Fire Marshal consultation
December 19, 2019	USIP proposes, and DOS accepts Option 4.1.1
January 31, 2020	DOS distributes draft Preferred Alternative (Version 3 dated January 31, 2020)



Potomac Annex Permanent Fence, draft Preferred Alternative Progression

MAJOR ATTRIBUTE COMPARISON FOR DRAFT PREFERRED ALTERNATIVE (VERSION 3) DEVELOPMENT

ATTRIBUTE	OPTION			
	4	4.1	4.1.1	draft Preferred Alternative, Version 3
Site Access Inspection Point	Per Existing Condition	Relocated	Retained	Per Existing Condition
Pedestrian Gate at 23rd and C Street Entrance	Per Existing Condition	Removed	Retained	Per Existing Condition
Vehicle Barriers at 23rd and C Street Entrance	Per Existing Condition	Lowered	Raised	Per Existing Condition
Existing Turnstile at 23rd Street	Per Existing Condition	Removed	Retained	Per Existing Condition
Existing Guardbooth at 23rd Street	Per Existing Condition	Removed	Retained	Per Existing Condition
New Wedge Barriers to west of USIP courtyard	None	Added	Added	Added
Vehicle -Restraint Component with ornamental fence	None	Added	Added	Added
MOU Revision	No	Yes	No	No
USIP Financial Contribution	None	None	One-time or 4-year payments	One-time or 4-year payments

OPTION 4
dated February 23, 2017

SA-4A

SA-4F

DOS

VEHICULAR GATE
TURNSTILE

TURNSTILE

USIP

BLDG #6

BLDG #7

USIP HQ

23RD STREET

- LESS FENCE BY WAY OF USING SALLY PORT RETAINING WALL
- O&M COORDINATION IS REQUIRED
- SALLY PORT SCREENING IS OUTSIDE OF THE DOS FENCE LINE
- OPENING MULTIPLE GATES FREQUENTLY IS OPERATIONAL PROBLEM

OPTION 4 SECURITY FENCE / SALLY PORT COMBINATION



2/23/2017

OPTION 4.1
dated October 29, 2019



United States Department of State

Washington, D.C. 20520

October 31, 2019

Ms. Donna Ramsey-Marshall
Managing Director, Facilities & Administrative Services
United States Institute of Peace
2301 Constitution Avenue, NW
Washington, DC 20037

Subject: Option 4.1 for the Potomac Annex Permanent Fence

Ms. Ramsey-Marshall,

Based on the October 17th meeting between USIP and DOS senior leadership, the Department is proposing revisions to Option 4, dated 02/23/2017. As the proposed location of the pedestrian fence is unchanged, the new option is labeled as Option 4.1, dated 10/29/2019, and should preserve the photographic documentation that was completed this past year.

These are the significant changes to Option 4 as reflected in Option 4.1.

1. The Department abandons the existing checkpoint at 23rd Street, and relocates the pedestrian and vehicle screening function to the new booth near the pedestrian gate across the south entrance road. This eliminates the need for supplemental Diplomatic Security (DS) Uniformed Officers, therefore the DOS operational costs associated with Option 4.1 are nearly identical to the draft preferred alternative.
2. The existing pedestrian fence and turnstile at 23rd Street are removed. USIP will have unrestricted pedestrian access to 23rd Street.
3. The recently installed wedge barriers at the property line remain in a lowered position, and are raised only during security emergencies. USIP will have almost unrestricted access to the USIP courtyard for normal deliveries and emergency vehicle response.
4. The existing guard booth that functions as the pedestrian and vehicle checkpoint would be removed. DS is still evaluating how the wedge barriers would be controlled, but once verified, Option 4.1 will be updated to reflect the booth's demolition.
5. New wedge barriers would be installed across the south entrance road. Whether the barriers are in front of or behind the pedestrian gate is still being determined, but their location is dependent on the available fence materials and DOS's preference to limit the use of pipe bollards.
6. The previously shown 8-foot tall ornamental metal fence is revised to include a vehicle restraint element. DS is determining the actual limits for the vehicle restraint

-2-

- component, but what is shown on the Option 4.1 graphic is likely the worst case scenario.
7. Several modifications to the GSA-DOS-USIP MOU are required. Example modifications include the Parcel C security responsibilities, eliminating obsolete site notification procedures, and the operation, maintenance, and DOS/USIP responsibilities for the open portion of the south entrance road.

Similar to the previously distributed draft Preferred Alternative, Option 4.1 meets your life safety requirements but requires an acceptance of additional security risk in order to avoid operational costs.

David Grossweiler
Office of Real Property Management
Bureau of Administration

Attachments

A – Option 4 (dated 2/23/2017), and Option 4.1 (dated 10/29/2019),

cc. William Rothenbecker, U.S. Institute of Peace
Lee Webb, National Capital Planning Commission
Anne Brockett, DC State Historic Preservation Office
Kirsten Kulis, Advisory Council on Historic Preservation
Frederick Lindstrom, U.S. Commission of Fine Arts
Marc Poling, U.S. General Services Administration
David Zeitz, U.S. Department of State

SA-4A

SA-4F

DOS

TURNSTILE

VEHICULAR GATE
TURNSTILE

USIP

BLDG #6

BLDG #7

USIP HQ

23RD STREET

- LESS FENCE BY WAY OF USING SALLY PORT RETAINING WALL
- O&M COORDINATION IS REQUIRED
- SALLY PORT SCREENING IS OUTSIDE OF THE DOS FENCE LINE
- OPENING MULTIPLE GATES FREQUENTLY IS OPERATIONAL PROBLEM

OPTION 4 SECURITY FENCE / SALLY PORT COMBINATION



2/23/2017

SA-4A

SA-4F

GSA

P.L.

23RD STREET

3'-0" ANTI-RAM WALL BELOW FENCE

NEW VEHICULAR GATE

NEW PEDESTRIAN GATE

WEDGE BARRIERS TO REMAIN IN PLACE

NEW WEDGE BARRIERS

3'-0" ANTI-RAM WALL BELOW FENCE

PROPERTY LINE

PROPERTY LINE

EXTENT OF ANTI-RAM WALL BELOW FENCE

EXISTING GUARDBOOTH

REMOVE TURNSTILE AND VEHICULAR GATES

USIP

BLDG #6

BLDG #7

USIP HQ

OPTION 4.1 SECURITY FENCE / SALLY PORT COMBINATION

10/29/2019



OPTION 4.1.1
dated December 19, 2019

Tweaking Option 4.1 to create Option 4.1.1

12/19/2019

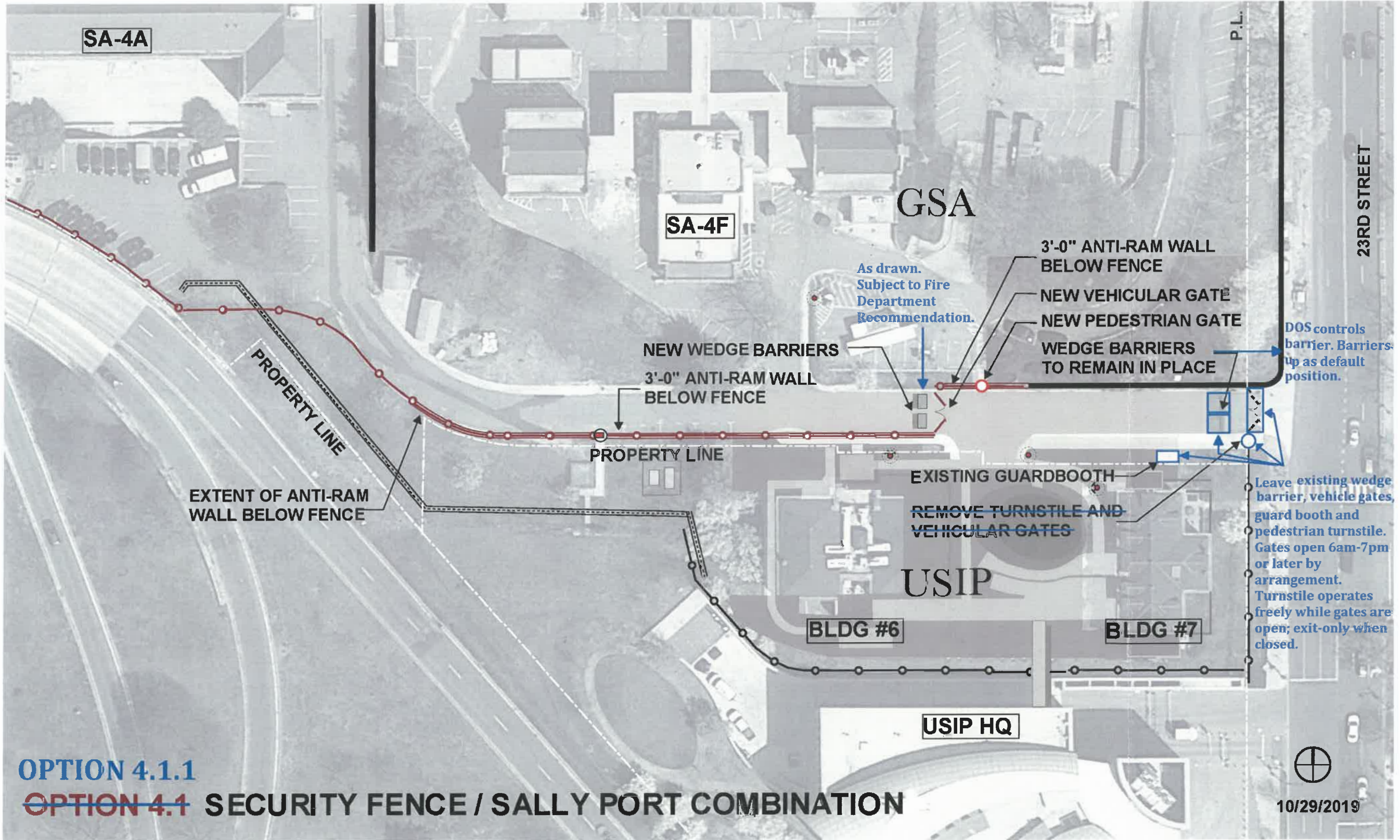
1330 hours

1. Start with Option 4.1 as drawn by DOS.
2. At 23rd Street, leave existing wedge barrier, vehicle gates, guard booth, and pedestrian turnstile.
 - a. Wedge barrier to remain up as default position, under control of DOS and lowered as needed for passage by vehicles approved by DOS or USIP.
 - b. Vehicle gates to remain open on workdays from 6 AM to 7 PM, per MOU; to remain open later than 7PM upon USIP request to accommodate an evening event, with USIP reimbursement of DOS cost of later closing.
 - c. Guard booth to be manned by USIP at its option.
 - d. Turnstile to remain in place, allowing two-way passage while vehicle gates are open and set to allow exit only when gates are closed.
3. No change from Option 4.1 for new DOS wedge barrier, vehicle gates, pedestrian access north from C Street, or new fence on south side of C Street except as recommended by Fire Department. New DOS guard booth to be located north of C Street at location determined by DOS.

NOTE: None of the tweaks compromise the DOS security perimeter established by Option 4.1. The changes relate only to access to the DOS-administered portion of C Street and to USIP-administered property. Leaving the wedge barriers up adds a layer of security (a second set of wedge barriers) to DOS property not provided by Option 4.1.

\$ 250K / upfront

\$ 500K over four (4) years [\$125K / year]



OPTION 4.1.1

~~OPTION 4.1~~ SECURITY FENCE / SALLY PORT COMBINATION

10/29/2019

draft Preferred Alternative, Version 3
dated January 31, 2020

SA-4A

SA-4F

GSA

PROPERTY LINE

23RD STREET

- NEW VEHICULAR GATE
- NEW 2-OFFICER GUARDBOOTH
- NEW PEDESTRIAN TURNSTILE
- GUARDBOOTH REMOVED
- WEDGE BARRIERS TO REMAIN IN PLACE
DOS CONTROLLED BARRIERS; UP AS THE DEFAULT POSITION

NEW WEDGE BARRIERS

3'-0" ANTI-RAM WALL BELOW FENCE

PROPERTY LINE

EXISTING GUARDBOOTH

EXISTING TURNSTILE AND VEHICULAR GATES.
TURNSTILE OPERATES FREELY WHEN VEHICLE GATE IS OPEN, AND EXIT-ONLY WHEN VEHICLE GATE IS CLOSED

EXTENT OF ANTI-RAM WALL BELOW FENCE

PROPERTY LINE

BLDG 6

USIP

BLDG 7

USIP HQ

PREFERRED ALTERNATIVE

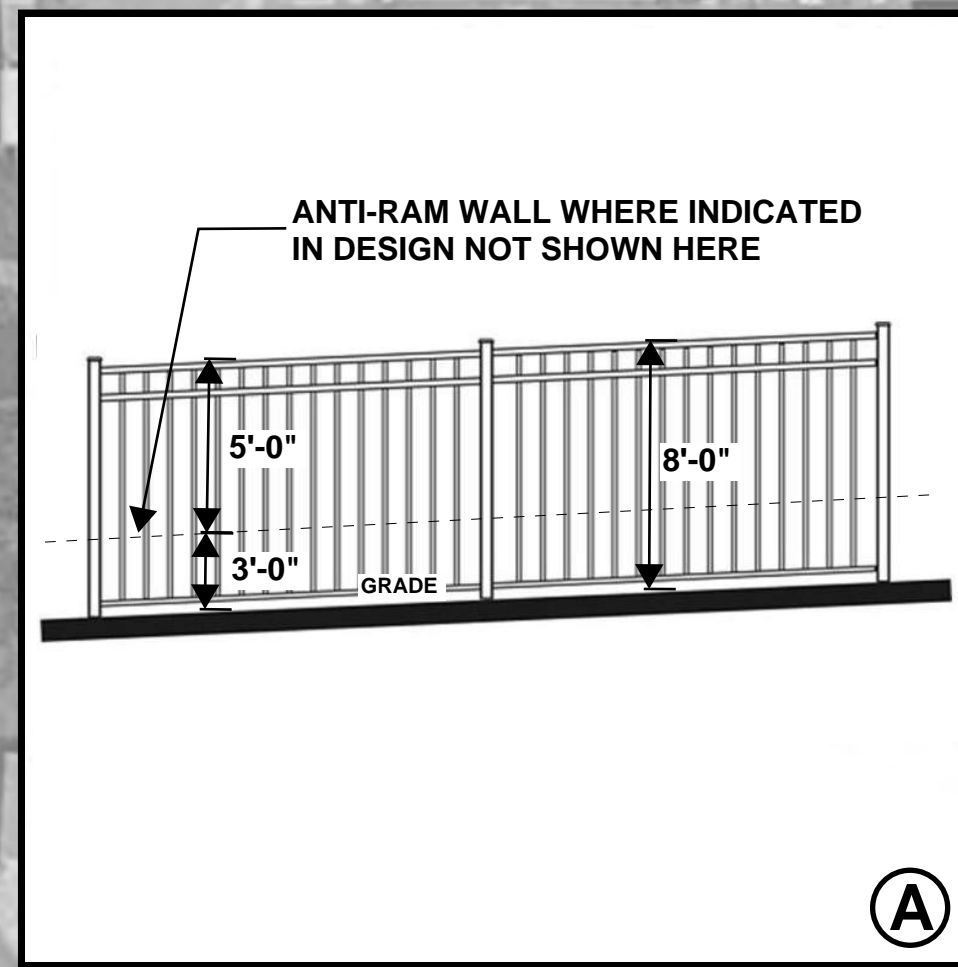


January 31, 2020



(A)

ORNAMENTAL SECURITY METAL FENCE
 COLOR: HIGH PERFORMANCE COATING - BLACK
 HEIGHT: 8'-0"
 BASIS OF DESIGN: MONTAGE MAJESTIC FENCE SYSTEM



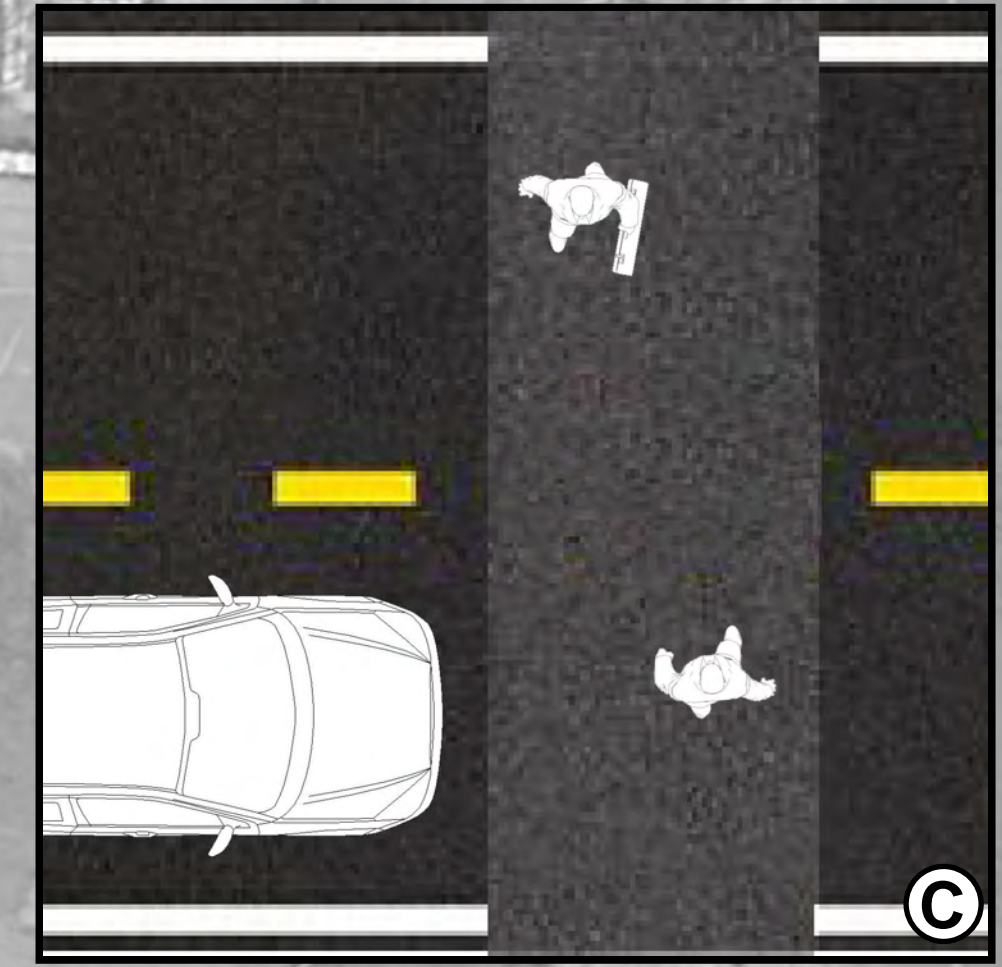
(A)

RACKING INSTALLATION
 INSTALLATION: PROPOSED RACKING ARRANGEMENT TO
 BETTER ADJUST TO STEEP TOPOGRAPHY



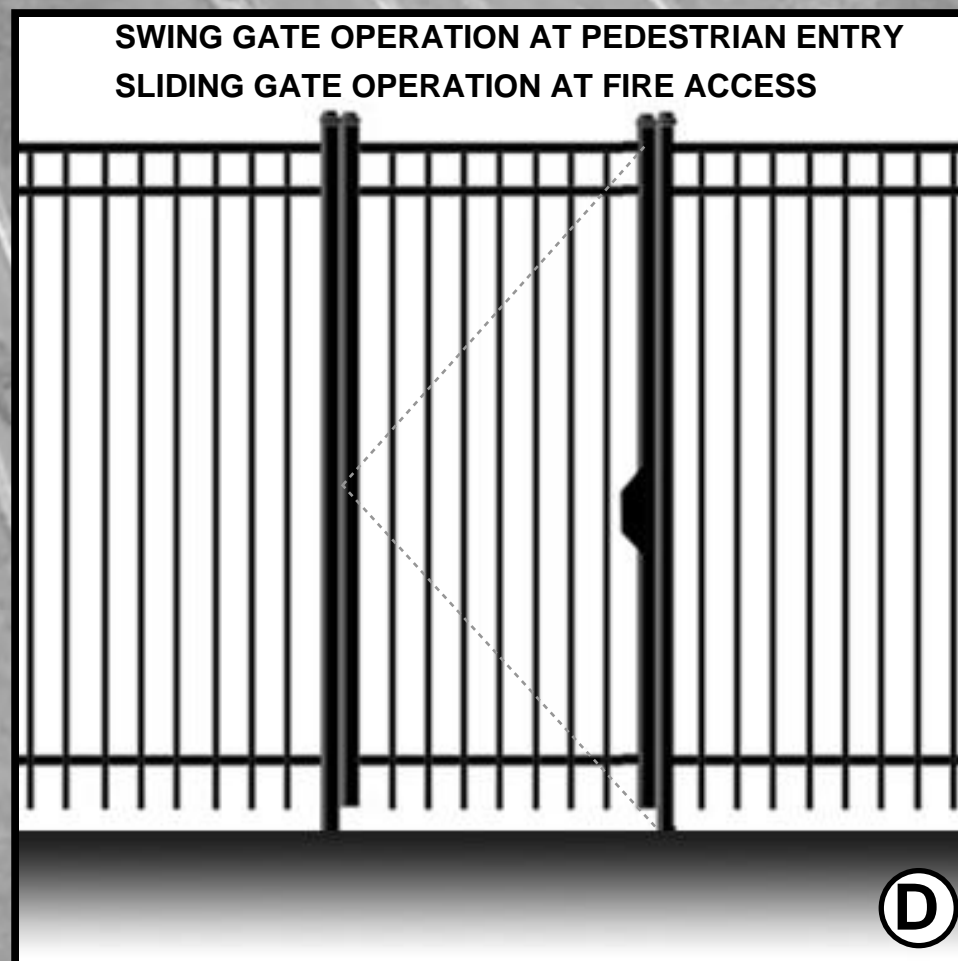
(B)

EXISTING VEHICULAR GATE / BARRIERS
 FINISH COLOR: BLACK



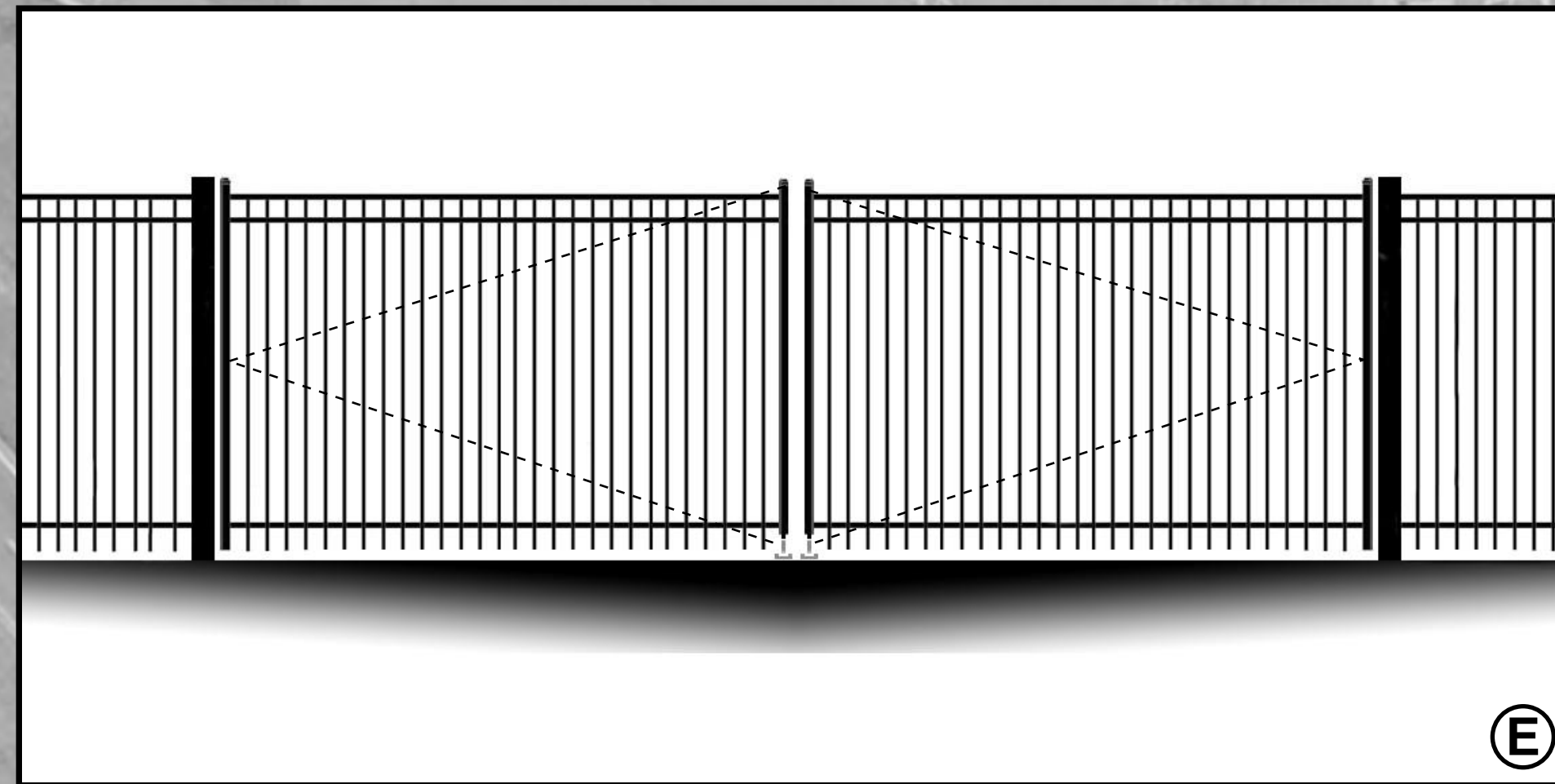
(C)

**ASPHALT COLOR COATING TO DELINEATE
 PEDESTRIAN CROSSING**
 FINISH: MEDIUM GRAY



(D)

FENCE SYSTEM GATE
 FINISH: BLACK / HEIGHT: 8'-0", 3'-0"W
 BASIS OF DESIGN: MONTAGE MAJESTIC
 ACCESS CONTROLS: ELECTRIC MAGLOCK - CONTROLLED
 BY ACCESS CARD / GUARD BOOTH



(E)

FENCE SYSTEM VEHICULAR HINGED GATES
 FINISH: HIGH PERFORMANCE COATING - BLACK
 MOTORIZED SLIDING GATE
 ACCESS CONTROLS: GUARDBOOTH CONTROLLED OPERATION



(F)

TURNSTILE
 FINISH: BLACK / HEIGHT: 8'-0"
 BASIS OF DESIGN: ALVERADO MODEL "MST"
 ACCESS CONTROLS: OPERATION BY ACCESS CARD



District of Columbia Fire & EMS Department
 Fire Prevention Division
 1100 4th Street SW Suite E700
 Washington, D.C. 20024



December 4, 2019

David Grossweiler, P.E.
 A/OPR/RPM
 Bureau of Administration
 US Department of State

RE: Fire Department Access Road Dispute between the United States Department of State and United States Institute of Peace

Dear Sir:

This written correspondence is being forwarded to your office in response to the documentation that was submitted to the District of Columbia Office of the Fire Marshal for review and comment. Base on my review, the following findings are being brought fourth:

Complaint:

The United States Institute of Piece has expressed concern as it relates to fire department access to their buildings known as Building No. 6 and No. 7 which are located south of the United States Department of State's Potomac Annex. They have further expressed concern for their employee's ability to evacuate the grounds of said buildings during an emergency. Both concerns are due to the proposed permanent fence installation by the United States Department of State.

Background:

The main access road and gate on the grounds of the United States Department of State's Potomac Annex runs west from 23rd Street NW, uphill and is dully owned by the United States Department of State. Through agreement, the Unites States Department of State has allowed use of said road to the United States Institute of Peace to satisfy fire department access requirement for their two buildings (Building No. 6 and Building No. 7) located directly adjacent to the roadway to the south. The United States Department of State is planning to install a permanent fence structure which will enclose this roadway.

What is required?

Fire Department Access

503.1.1 Buildings and facilities. *Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet*

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of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.

503.2.1 Dimensions. *Fire apparatus access roads shall have an unobstructed width of not less than 20 feet exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches.*

The access road located on the United States Department of State's Potomac Annex grounds in my professional opinion is meeting these two requirements at this time. Fire apparatus will be able to navigate this roadway with minimal resistance in an emergency.

However, I do find that access challenges to the United States Institute of Peace Building No. 6 and Building No. 7 would be considered compromised if the permanent gate is installed on the property line of the United States Department of State's Potomac Annex.

Additionally, based on my November 12th site visit, the temporary gate that is currently in place shows that fire department access to the fire service features of the United States Institute of Peace buildings are compromised at this time. The fire hydrant and fire department connection are blocked by fencing. These are violations of the fire code and would be ordered corrected for other buildings within the city.



507.5.4 Obstruction. *Unobstructed access to fire hydrants shall be maintained at all times. The fire department shall not be deterred or hindered from gaining immediate access to fire protection equipment or fire hydrants.*

507.5.5 Clear space around hydrants. *A 3-foot clear space shall be maintained around the circumference of fire hydrants.*

912.3 FDC Access. *Immediate access to fire department connections shall be maintained at all times and without obstruction by fences, bushes, trees, walls or any other fixed or moveable object.*



District of Columbia Fire & EMS Department
 Fire Prevention Division
 1100 4th Street SW Suite E700
 Washington, D.C. 20024



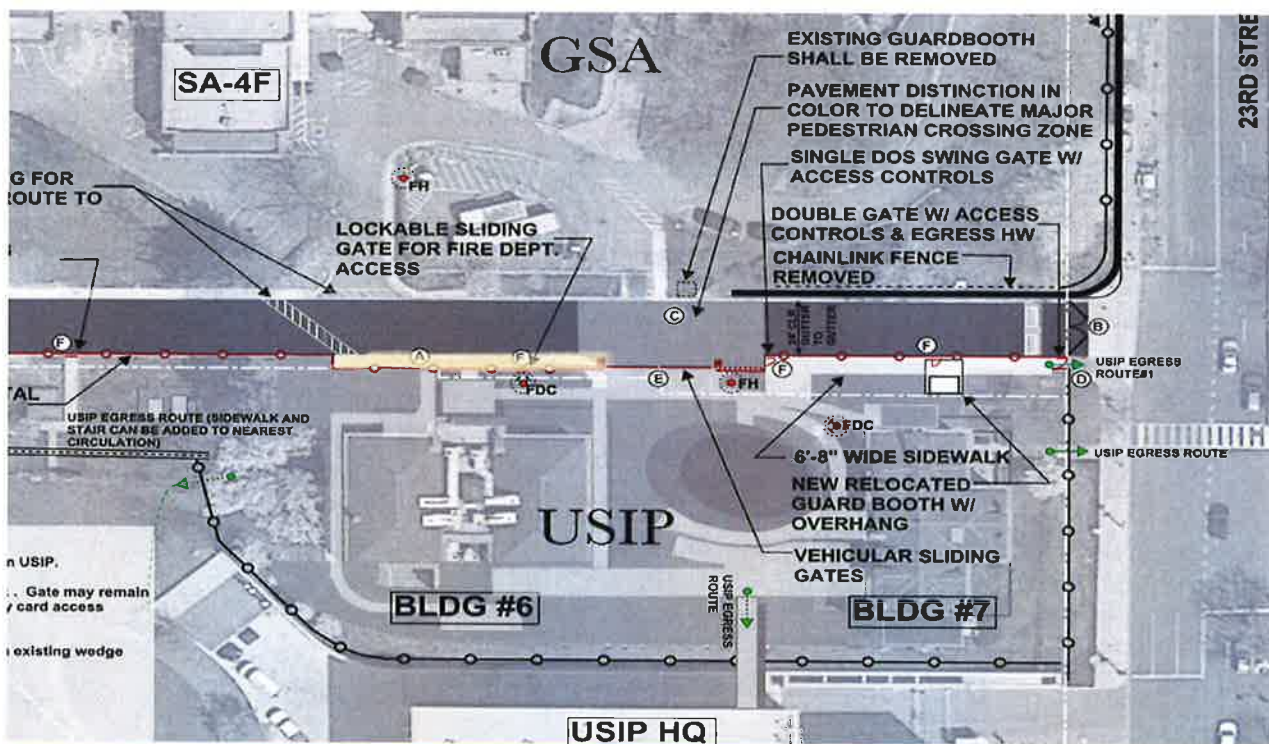
Recommended Solution:

To resolve these concerns, it is my recommendation that the United States Department of State ensure that the proposed gate is installed in accordance with the fire code section below.

503.6 Security gates. Where security gates are installed across fire access roads, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times. Electric gate operators, where provided, shall be listed in accordance with UL 325. Gates intended for automatic operation shall be designed, constructed and installed to comply with the requirements of ASTM F 2200. (IFC)

The gate installed should be the type that has sliding access openings as those presented in the drawing below. This will prevent blocking any portion of the current fire department access in place upon its opening. Additionally, the gate should be designed so that the sliding access opening has the required dimensions to accommodate fire apparatus access to the grounds of the United States Institute of Peace.

Further, the gate should be constructed as to provide clear and unobstructed access to the fire hydrant and the fire department connection on the property of the United States Institute of Peace. Also, the sidewalk area in front of the FDC for Building No. 6 should be fenced in a way that makes it accessible on the United States Institute of Peace side.



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Evacuation Concern Recommended Solution:

The proposed fence installation should be installed as not to block any portion of the sidewalk area leading to the sidewalk exit point to the public way located at 23rd Street NW from the grounds of the United States Institute of Peace. This includes the sidewalk area on the inside of the proposed fence north of the United States Institute of Peace building No. 6 in the drawing above (shaded yellow). This portion of the sidewalk area is a part of their access to the public way and should not be fenced in to prevent its use by the employees of the United States Institute of Peace. Also it leads directly to the FDC access for the fire department.

1027.5 Access to a public way. The exit discharge shall provide a direct and unobstructed access to a public way. (IFC)

Even more, I recommend that the turnstile gate security gate at the sidewalk exit discharge on 23rd Street NW be replaced with a hinged swinging type security gate door housed with a push bar panic hardware type device for easy egress to the public way from the grounds should the need arise.

In closing, I have no objection to the fence configuration proposed by the United States Department of State. I strongly encourage my findings and recommendations to be taken into consideration based on the code related facts.

If you require further assistance or have a question in relation to the written correspondence, please contact me in my office at (202) 727-3292.

Sincerely,

Tony L. Falwell
 Deputy Fire Chief/ Fire Marshal
 DC Fire and EMS Office of the Fire Marshal

SEPTEMBER 4, 2019

MEMORANDUM FOR: MARC POLING
PROJECT MANAGER

FROM: JOHN MORDERS, P.E.
FIRE PROTECTION ENGINEER
SAFETY, ENVIRONMENTAL, AND FIRE PROTECTION BRANCH (WPMABF)

SUBJECT: FIRE PROTECTION ENGINEERING COMMENTS

PROJECT TITLE: POTOMAC HILL SOUTH ENTRANCE SECURITY

BUILDING NUMBER: NA

SUBMISSION TYPE AND DATE: CONCEPT SUBMISSION 8/30/19

Submission is approved

Submission is approved as noted.

Submission is disapproved

Resubmission of requested material is required

NO. | FIRE PROTECTION AND LIFE SAFETY REVIEW COMMENTS:

1. G010/A102. Basis of concept diagram shows two locking sliding gates for fire department connection and steam tunnel access. New work shows the installation of a single hinged gate near the fire department connection. Single hinged gate shall be provided with a Knox Box for manual fire department access to USIP.

Prepared by: John Morders, P.E.
Fire Protection Engineer
GSA National Capital Region
202-260-0649
John.morders@gsa.gov

Total No. of Comments: 1