

# NARRATIVE

## PROJECT OVERVIEW

Situated in the “topographic bowl” surrounding the District of Columbia, St. Elizabeths Campus offers panoramic views of the Anacostia River and the city. As a National Historic Landmark (NHL), the campus demonstrates a thoughtful mix of restored historic buildings, historic and heritage landscape features, and new modern architectural office buildings. Saint Elizabeths Hospital was listed in the National Register of Historic Places in 1979 and designated a National Historic Landmark (NHL) in 1990. As such, it is subject to Section 106 and Section 110 of the National Historic Preservation Act of 1966, requiring federal agencies to take into consideration potential adverse effects of their activities on historic resources. The NHL period of significance is 1853 to 1943 and includes eighty-two contributing structures and seventeen noncontributing structures. As a federal agency, the General Services Administration (GSA). The proposed garage at Gate 7 is in alignment with the 2020 Master Plan Amendment and GSA is actively coordinating with NPCC, CFA, NPS, DC HPO/ACHP, DHS, and other Section 106 consulting parties for this project.

The proposed DHS Gate 7 Parking Garage Building would provide approximately 1,250 spaces for employee parking in 394,000 GSF. The project would also include a screening facility to control entry into campus. The garage is designed to be 5-levels above-grade with a surface parking lot and shuttle loop. Employees would be expected to park within one of the 5 levels available and take an elevator or stair down to the Screening Facility, which would be located on the ground level. Once through Screening, employees would take the DHS provided Shuttle to reach their destination on Campus. No pedestrian pathways are proposed connecting the parking garage to the rest of the campus. Access to the parking garage would be provided via a new gate known as Gate “7” from St. Elizabeths Road SE.

## SITE

The St. Elizabeths West Campus, located in Ward 8 in the District of Columbia, is bordered by the Barry Farm housing development to the north, Martin Luther King Jr. Avenue and the East Campus of St. Elizabeths to the east, the Congress Heights residential neighborhood to the south, and I-295 and Joint Base Anacostia Bolling (JBAB) to the west.

The Gate 7 Garage site is in the northwestern area of the campus and consists of steep slopes and an existing soil stockpile. The site is largely wooded. The site generally slopes to the west to an existing storm sewer system that drains north.

To the north, the site is bound by the campus security fencing with a future proposed residential development on the other side of the fence at Barry Farm. To the south, the site is bound by a wetland stream which requires a 25’ buffer per GSA’s commitment to protecting the adjacent water bodies. To the east, the edge is less defined with a steep wooded slope leading up to the Point. To the west, the site is bound by trees, which will be replanted as much as possible to minimize the visibility of the parking garage from I-295 and outside of campus.

## CONCEPT

The proposed concept design for the parking garage would be compatible with the historic resources within the NHL campus. The bulk of the mass of the garage will be built into the existing steep hillside, so as not to affect any views or vistas throughout the NHL. Plantings around the garage will preserve the cultural landscape of the grounds, as well as soften the appearance of the garage within the hillside. The proposed facade of the garage is utilizing a traditional language that relates to the existing language of the historical campus. Using the campus as direct inspiration for the material palette and color tones to ensure the garage is compatible with the historical campus. In addition, the *St. Elizabeths West Campus Preservation, Design & Development Guidelines* will be followed to ensure that the construction will be compatible with the context of the existing historic buildings, their design, setting, materials, workmanship, feeling, and association.

## PERIMETER SECURITY

The Department of Homeland Security (DHS), Gate 7 Garage is a Facility Security Level (FSL) V as defined by the Interagency Security Committee (ISC). In collaboration with the GSA, DHS, and FPS, the FSL V security requirements have been adjusted appropriately to suit the project's specific needs. Pedestrian access to the site outside of the parking garage is controlled by an anti-climb security fence located at the right edge of the entry road tying into the existing campus security fence. This fence will prohibit access to the remainder of Campus unless the employee passes through the screening facility.

## NATURAL SITE FEATURES

The natural vegetation on the West Campus of St. Elizabeths is primarily composed of successional growth on abandoned land areas which were previously farmed. A few larger trees exist along the stream systems on the north and west borders of the property. Prevalent tree species include tulip poplar, white oak, green ash, red maple, black walnut, and black locust. Typical understory species include pawpaw, sassafras, and spicebush. Native herbaceous vegetation includes Virginia creeper, eastern poison ivy, pokeweed, goldenrods, and false nettle. Many non-native invasive species occur throughout the disturbed regrowth areas of the site. These include princess tree, multiflora rose, tree of heaven, English ivy, and Asiatic tearthumb. Areas previously used for agriculture have been primarily planted with turf.

The proposed landscape plan for the Gate 7 Garage building seeks to employ the approach delineated in the approved Master Plan by enhancing the arboretum setting of the campus. This will be achieved by protecting existing specimen trees and planting new trees and shrubs to replace those that are in poor condition or have been lost over the years. This will also contribute to the goal of increasing species diversity and canopy cover onsite. Trees and shrubs will be planted immediately adjacent to the parking garage to provide shade and screen the building from the adjacent Barry Farm neighborhood to the north and the Point up the hill to the west. Trees removed to make way for the garage, parking lot and other needed site elements will be replaced elsewhere at close to or at the same level of density per the NPCC guidelines (*Tree Preservation and Replacement Resource Guide 2020*). Areas currently planted with turf will be replaced with meadow plantings which will also increase species diversity and support pollinators and other wildlife on campus.

## HYDROLOGY

The St. Elizabeths West Campus site drains generally in a northwest direction and is divided into two primary northern and southern watersheds. The northern watershed drains into a surface swale that discharges to a storm drain inlet at the northwest site limit. This swale collects runoff from the westerly slopes. A majority of the southern watershed drains to an existing storm drain inlet near the southwest site limit. This watershed collects surface water from most of the developed areas of the site. Wetlands are in the vicinity of the Cemetery, the Gate 7 Parking Garage site, and the Pumping Station. Intermittent streams are located along drainages on the southern and western boundaries of the campus.

Gate 7 is not within a special flood hazard area. While JBAB is within the 100-year floodplain and the regulatory floodway, and Gate 1 and St. Elizabeths Rd are in the 500-year floodplain, entry/egress to Gate 7 from the north is still possible in the event of flooding.

A significant result of site development is the effects it has on the watershed, site hydrology, and downstream waterways. The goal for stormwater management on the St. Elizabeths campus is to minimize the impact of new development, and to also mitigate problems caused by past development. As a site mitigating factor, these efforts should aim to return the site to as close to the natural hydrologic condition as possible. This can be accomplished while maintaining the historic context of the site.

As per the principles set forth in the approved Master Plan, new development must include restoring site hydrology through best practices for stormwater mitigation such as maximizing pervious surfaces and managing rainfall where it falls via increased localized retention. The landscape proposed for the Gate 7 Garage incorporates many of these strategies to reduce runoff and plant softscape areas with groundcover and trees to increase retention and absorption.

## STORMWATER MANAGEMENT PLANNING

The project will be defined by the total applicable area within the limits of disturbance (LOD) for the construction of the new Gate 7 Parking Garage (Garage), driveway, sidewalks, and associated infrastructure. The project site is in an MS4 area and not in the Anacostia Watershed Development Zone (AWDZ). The project site discharges to the storm system along I-295, which ultimately discharges to the Anacostia River.

The project is subject to the requirements of Section 438 of the Energy Independence and Security Act (EISA) enacted in December 2007, which mandates that federal agencies reduce stormwater runoff from federal development projects to protect water resources. To comply with these stormwater management (SWM) requirements, the proposed design includes bioretention facilities, manufactured treatment filtering devices, and a pipe detention system. As part of this work, the design proposes to remove two (2) existing SWM facilities – bioretention 2F and stormfilter 2B. The lost management capacity from these facilities would be replaced to maintain compliance.

The project is required to achieve retention through the implementation of systems and practices that use or mimic natural processes to infiltrate and recharge, evapotranspire, and/or harvest and use precipitation to the maximum extent technically feasible (METF). The design storm is the 95th percentile rainfall depth for the 24-hour storm. In the Washington DC region, the 95th percentile rainfall event for the 24-hour storm is 1.7 inches. Pre-development is considered a forested condition prior to any development onsite. Therefore, while the site has some existing development, for the purposes of EISA, pre-development is defined as a site condition prior to any development. Retention is the established metric for evaluation of compliance with EISA requirements.

The retention of the 1.7" storm event has been met to the maximum extent technically feasible on site using the proposed bioretention facilities and pipe detention system.

As the site contains previously used construction staging areas and is characterized by a high groundwater table, detention is a more appropriate SWM strategy than infiltration. Infiltration into fill is generally not considered an acceptable practice due to the variable soil conditions and unreliable infiltration rates. Accordingly, no infiltration capability is included in the stormwater management facility design. All proposed SWM facilities would be surrounded by an impermeable liner to ensure containment.

## TRAFFIC MANAGEMENT PLAN & TRAFFIC IMPACT ASSESMENT

Walter P. Moore had a pre-submittal meeting with DDOT last month and then submitted the CTR scoping form May 1st. On May 5<sup>th</sup>, DDOT confirmed receipt and said to anticipate a response in approximately 3 weeks. Walter P. Moore plans to send a follow-up for a response.

## NHPA – SECTION 106 PROCESS

In October of 2023 GSA initiated consultation with the DC SHPO. GSA invited DC SHPO to review and consult to seek ways to avoid or minimize effects upon the resources this district contains, in accordance with the Advisory Council's Procedures for the Protection of Historic Properties, 36 CFR Part 800.3 (a), (c, 3) and 800.5 (a). NPS, ACHP and NCP were notified by copy of this letter with an invitation to participate in the consultation

Numerous Consulting Party meetings were held between 2023 and 2026 with several iterations of the design presented. Based on the proposed design and changes incorporated to address the CP

comments, GSA determined the undertaking would result in no adverse effect to St. Elizabeths' Campus and surrounding properties. A conditional no adverse effect was determined for archeological resources based on an approved Archeological Work Plan by the DC SHPO for proposed construction activities.

## **NATIONAL ENVIRONMENTAL POLICY ACT**

Parking was previously considered in the Master Plan EIS, Master Plan Amendment 2, and each document's Record of Decision. Given that the impacts of the proposed parking garage were previously evaluated in those NEPA documents, further NEPA is not required.

DEPARTMENT of  
HOMELAND SECURITY

# ST. ELIZABETHS GATE 7 GARAGE

JULY 9, 2026 NCPC MEETING

PROPERTY OF THE UNITED STATES GOVERNMENT  
FOR OFFICIAL USE ONLY

Do not remove this notice. Properly destroy or return documents  
when no longer needed.



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PROPOSED GARAGE DESIGN

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1

# CAMPUS CONTEXT

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# APPROVED MASTER PLAN 2020



## PARKING NEEDS:

4,448 (TOTAL MP APPROVED)  
- 1,973 (EXISTING GATE 4 GARAGE)

**2,475 (REMAINING REQUIRED)**  
TO BE DONE AS MULTIPLE  
PROJECTS, STARTING WITH  
A NEW GATE 7

## GOAL:

DEVELOP GATE 7 TO HAVE  
A **PARKING GARAGE** THAT  
**MAXIMIZES AMOUNT**  
OF SPACES TO SATISFY  
IMMEDIATE PARKING  
NEEDS

**GATE 7**

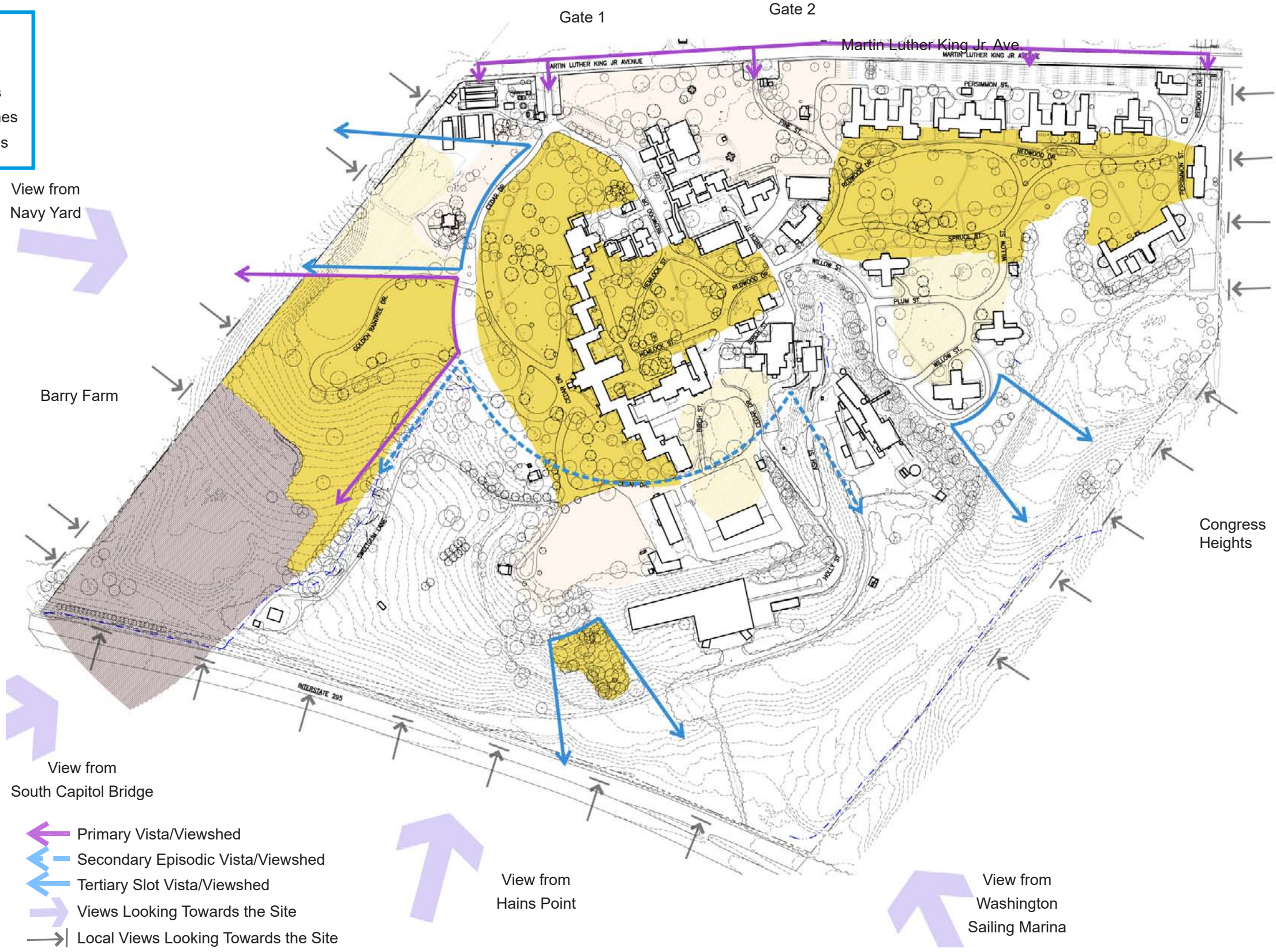
# ALIGNING WITH MASTER PLAN PLANNING PRINCIPLES: VIEWSHEDS

EXCERPT FROM 2008 MASTER PLAN DOCUMENT

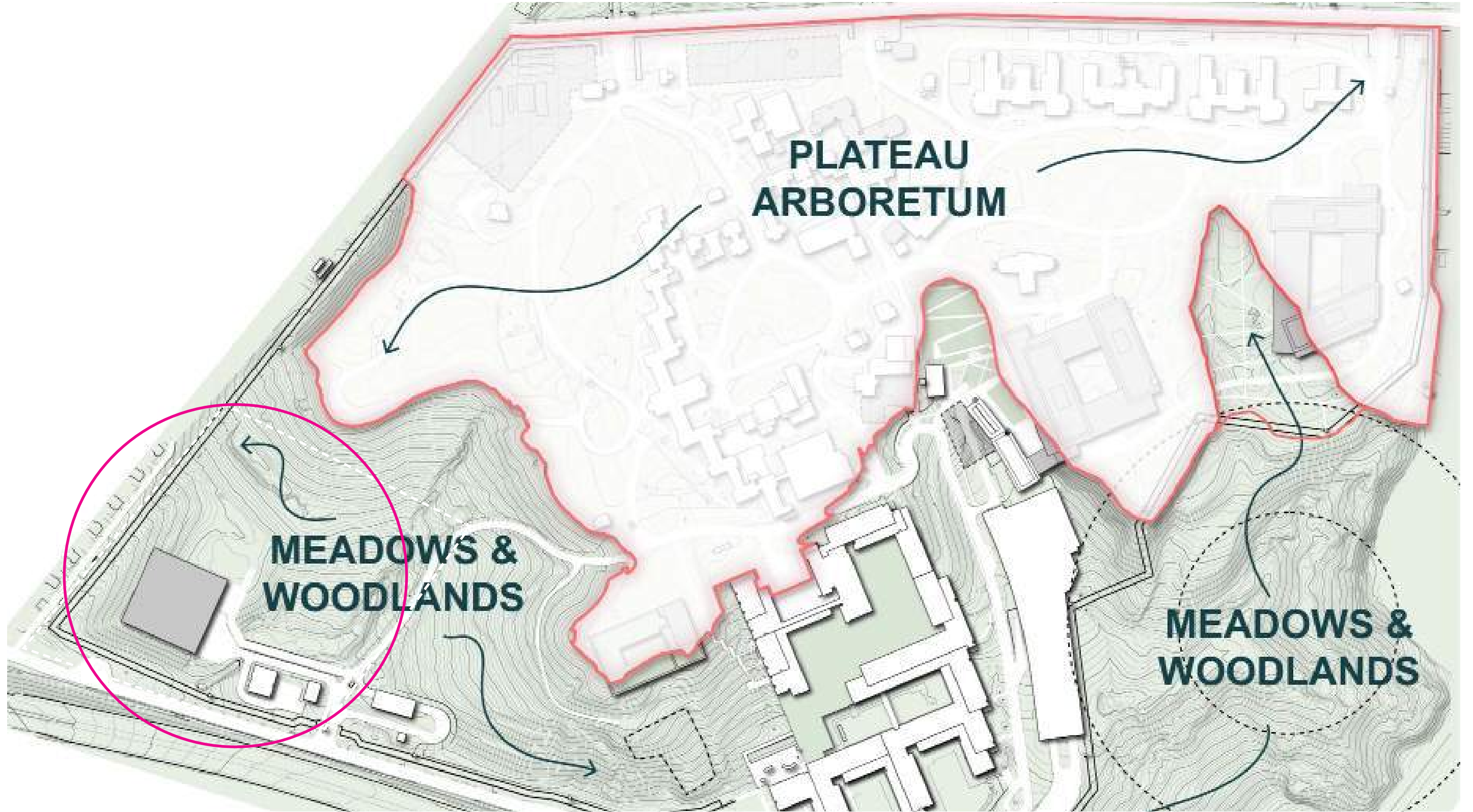
St. Elizabeths East Campus

## LEGEND

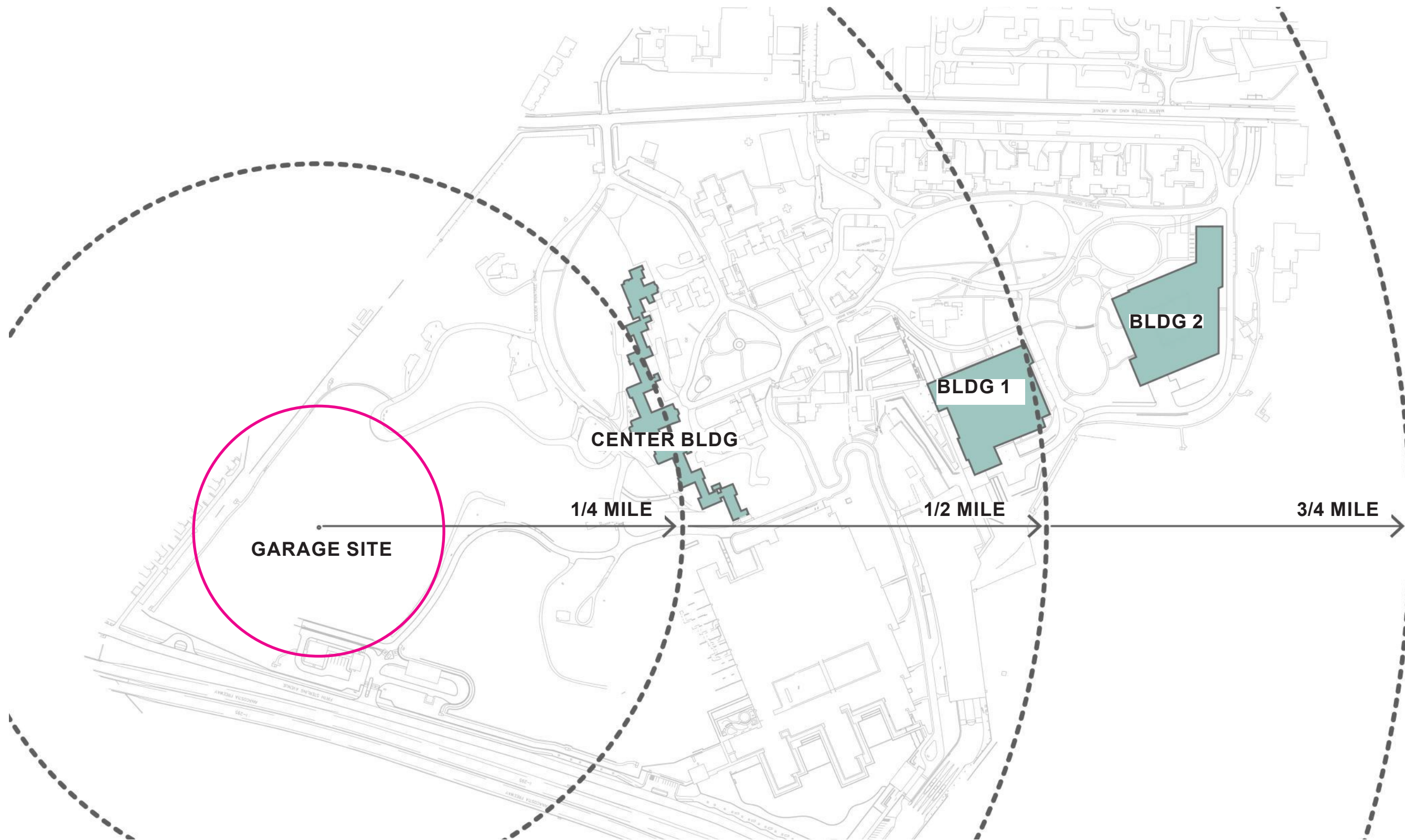
- Primary Visual Zones
- Secondary Visual Zones
- Lost Areas of Visual Zones
- Additions to Visual Zones



# CAMPUS CONTEXT - PROPOSED GARAGE SITE



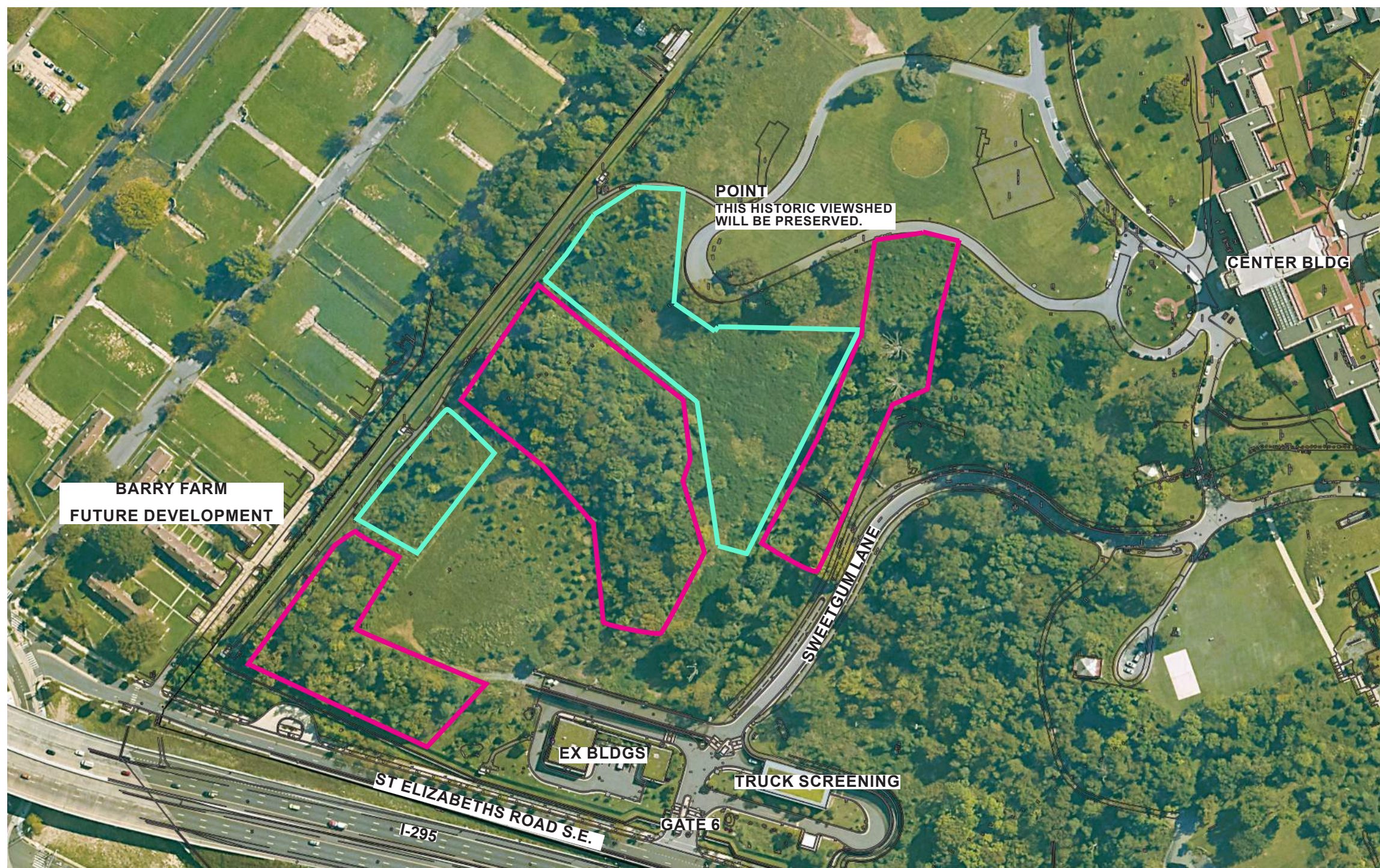
# CAMPUS CONTEXT - DISTANCE FROM SITE





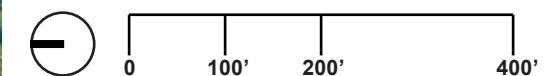
# EXISTING CONDITIONS AERIAL



# EXISTING CONDITIONS - TREE COVER



-  OPEN FIELD AREA - MINIMAL CANOPY COVER
-  WOODED AREA - MIXTURE OF INVASIVE SPECIES AND POOR CONDITION TREES

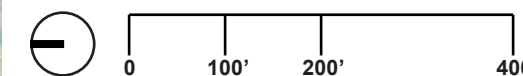
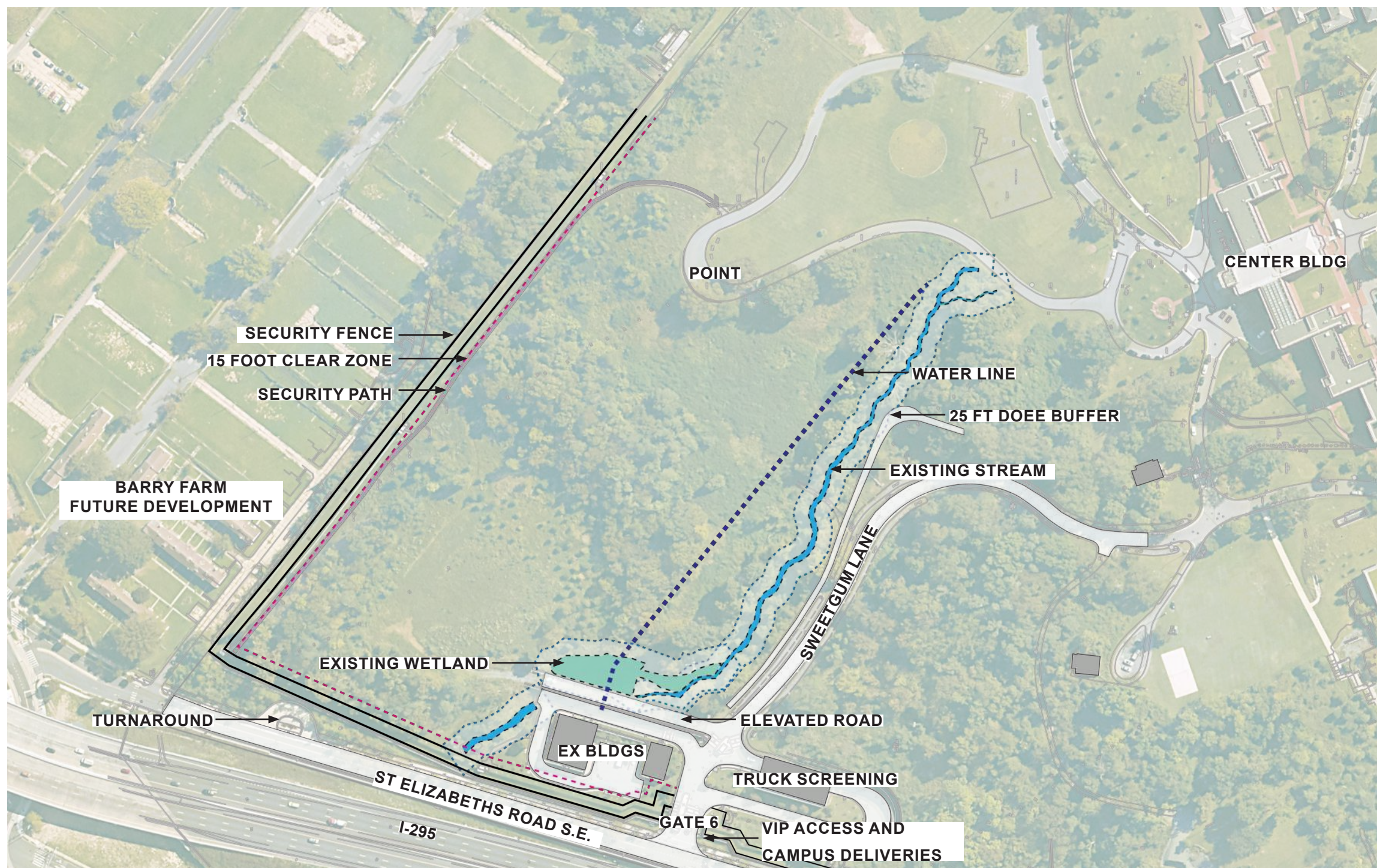


# EXISTING CONDITIONS - TOPOGRAPHY



- APPROXIMATELY 140 FEET OF ELEVATION CHANGE FROM THE POINT TO ST ELIZABETHS ROAD S.E.
- MOST SLOPES OVER 25%
- SIGNIFICANT AREA OF CONSTRUCTION FILL
- STREAM BED TO THE SOUTH

# EXISTING CONDITIONS - CONSTRAINTS AND BUILDABLE AREA



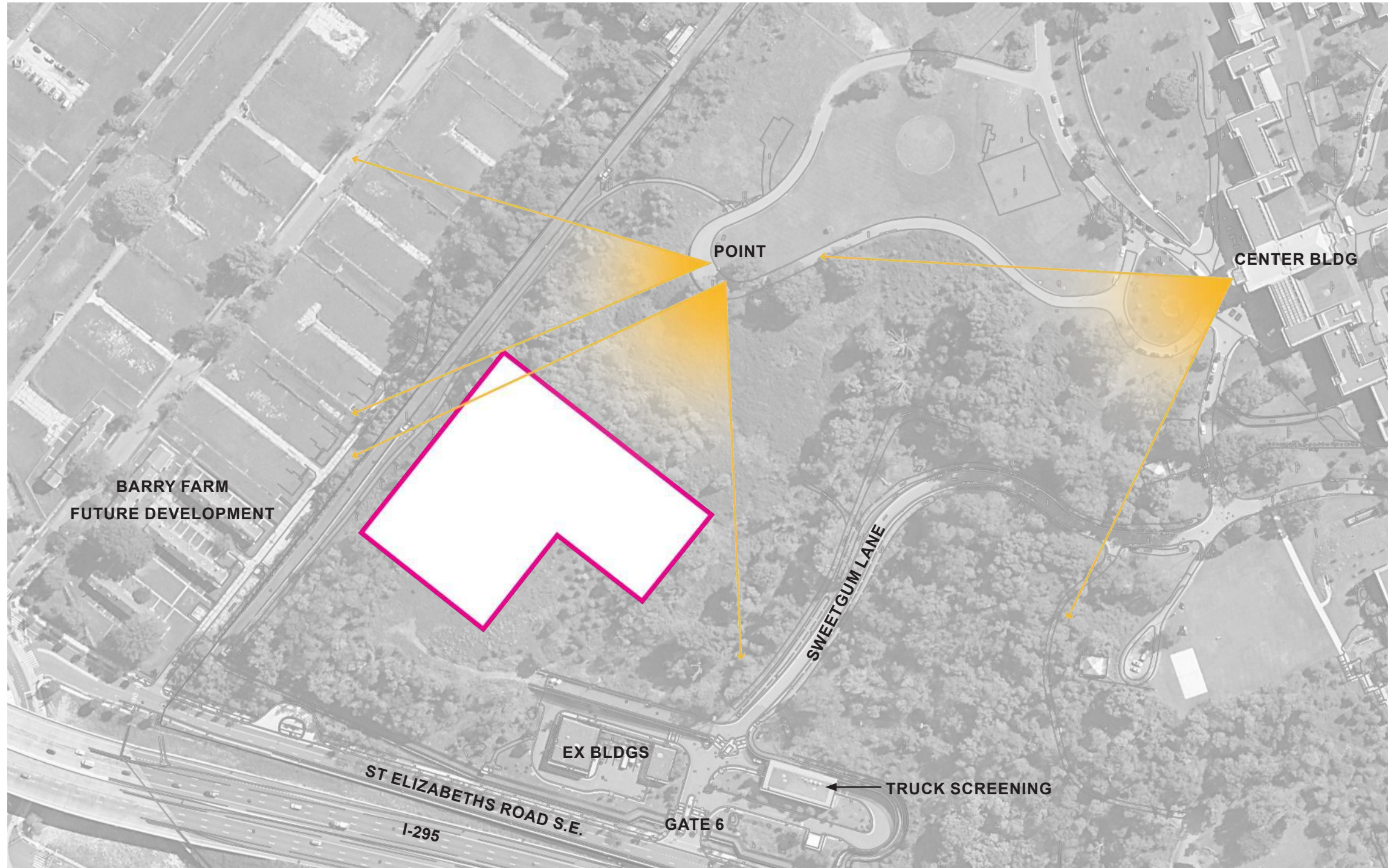


# 2 DESIGN DRIVERS

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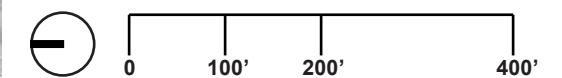
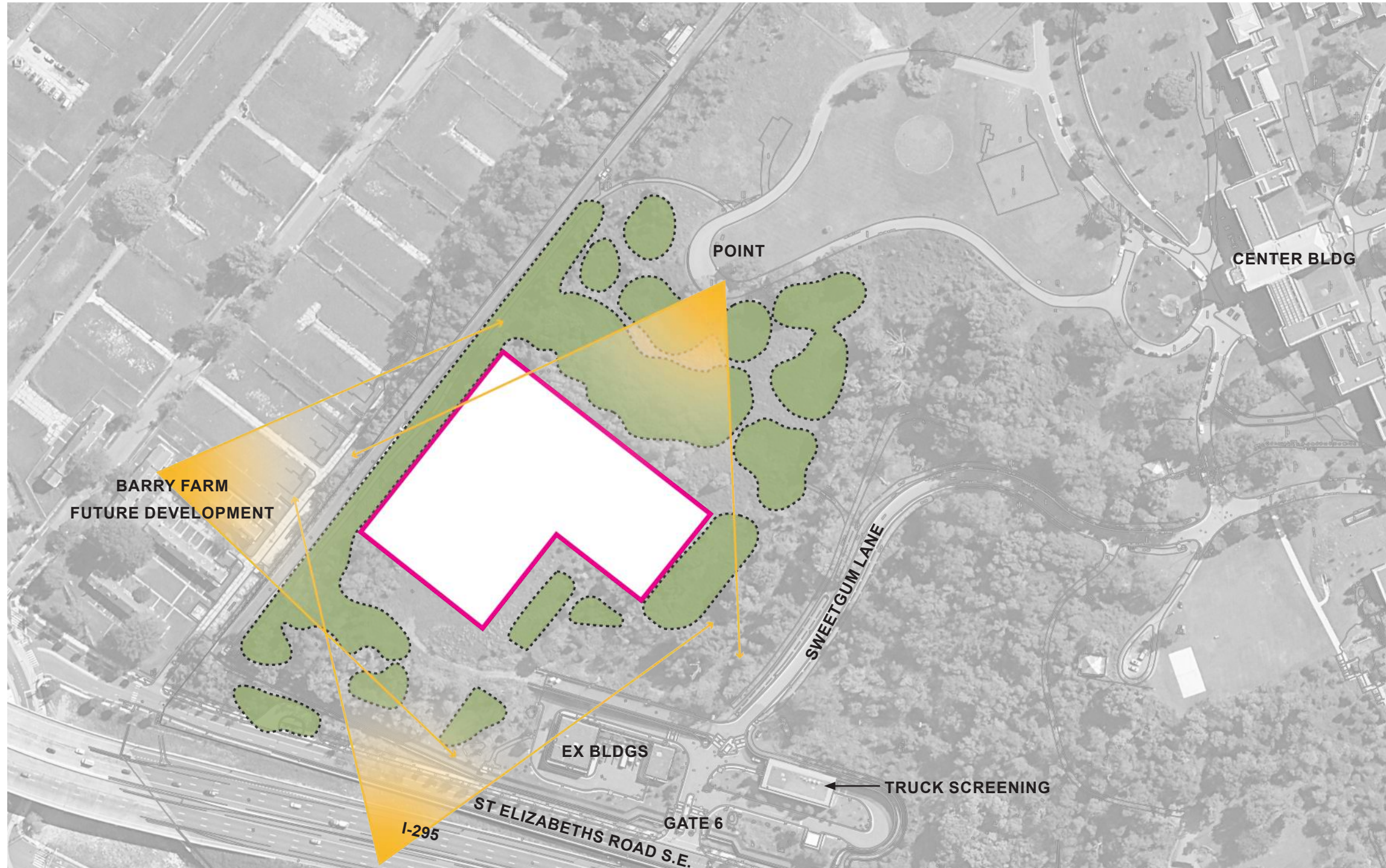
# SITE DESIGN GOALS

MAINTAIN HISTORIC VIEW FROM THE POINT AND CENTER BUILDING TO CITY AND RIVER



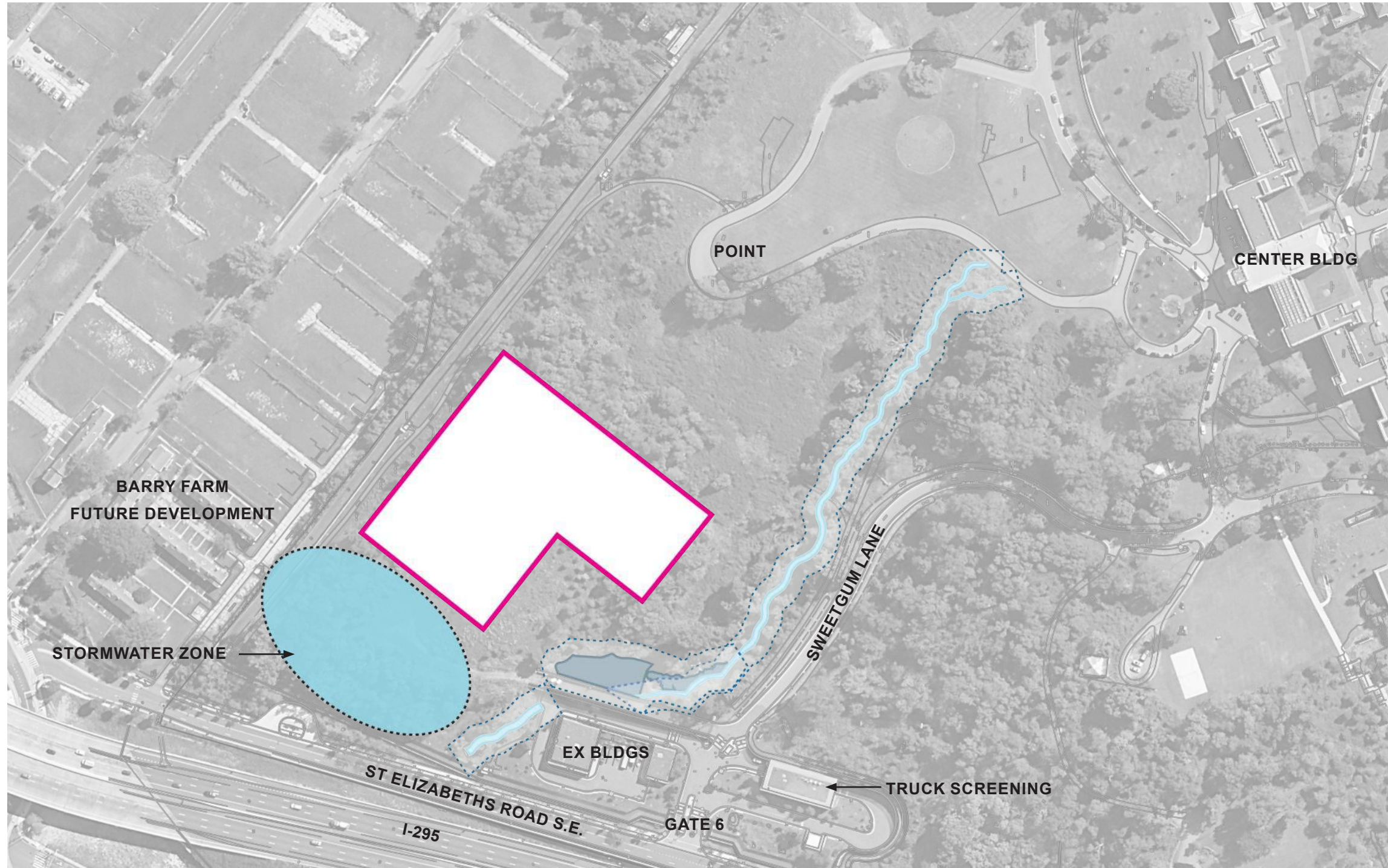
# SITE DESIGN GOALS

## SCREEN VIEW OF GARAGE FROM BARRY FARM, RT. 295, AND THE POINT



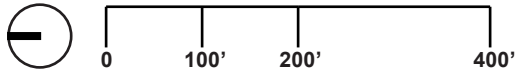
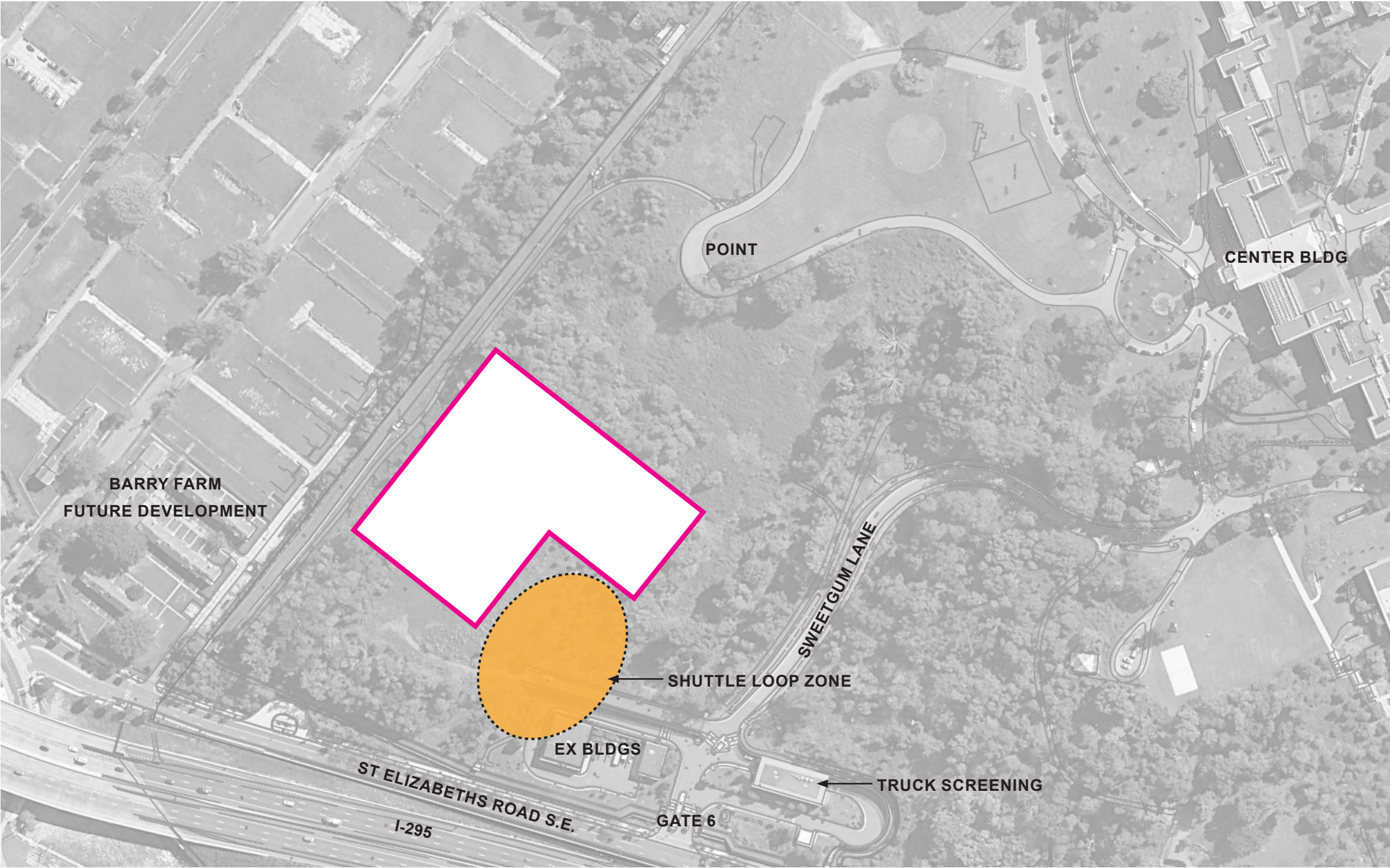
# SITE DESIGN GOALS

INCORPORATE STORMWATER MANAGEMENT ELEMENTS INTO THE DESIGN AND MAINTAIN THE EXISTING EPHEMERAL STREAM AND WETLAND



# SITE DESIGN GOALS

PROVIDE SHUTTLE DROP-OFF



# SITE DESIGN GOALS

USE NATIVE AND ADAPTED PLANTINGS AND RESTORE TREE CANOPY HISTORICALLY PRESENT ON CAMPUS



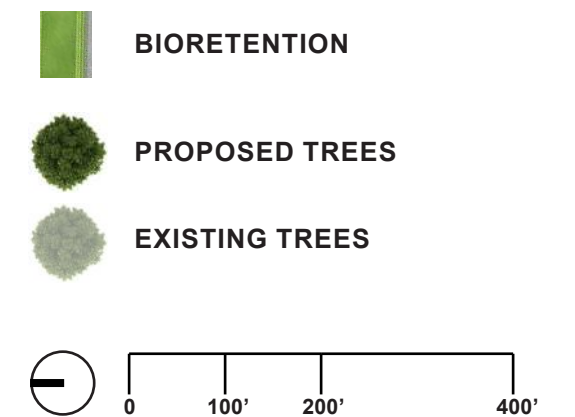


3

# PROPOSED SITE DESIGN

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# PROPOSED SITE PLAN



# NCPC PLANTING REQUIREMENTS

PROJECT GOALS INCLUDE RETENTION OF AS MANY MATURE TREES AS POSSIBLE. TREES TO BE REMOVED IN ORDER TO INSTALL THE PROPOSED DESIGN WILL BE REPLACED PER NCPC REQUIREMENTS.

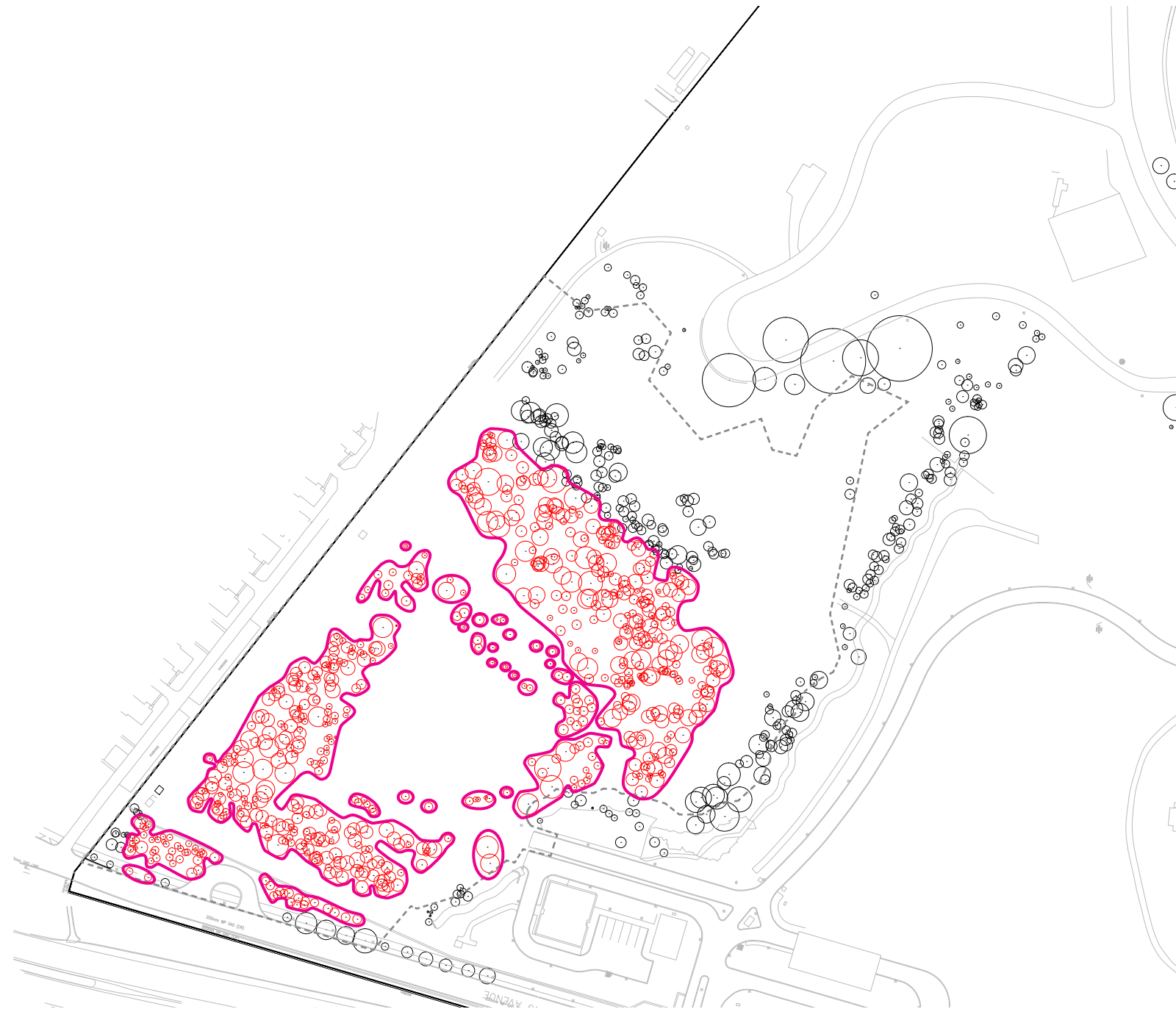
TOTAL EXISTING TREES - 903

TREES TO BE REMOVED - 713

TOTAL ACRES TO BE REMOVED - 4.3 ACRES

713 EXISTING TREES TO BE REMOVED / 4.3 ACRES = 166 TREES PER ACRE TO BE REPLACED

(CALCULATIONS BASED ON NCPC GUIDELINES APPENDIX C: RESOURCE GUIDE TO PRESERVATION AND REPLACEMENT)

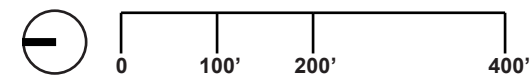


--- LIMIT OF WORK

○ TREES TO REMAIN

● TREES TO BE REMOVED

— TOTAL ACRES TO BE REMOVED (4.3 ACRES)



\*PER 2026 BARLETT SURVEY



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# NCPC PLANTING REQUIREMENTS

PROJECT GOALS INCLUDE RETENTION OF AS MANY MATURE TREES AS POSSIBLE. TREES TO BE REMOVED IN ORDER TO INSTALL THE PROPOSED DESIGN WILL BE REPLACED PER NCPC REQUIREMENTS.

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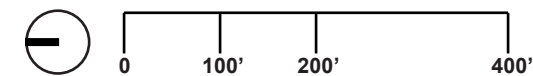
(CALCULATIONS BASED ON NCPC GUIDELINES APPENDIX C: RESOURCE GUIDE TO PRESERVATION AND REPLACEMENT)



--- LIMIT OF WORK

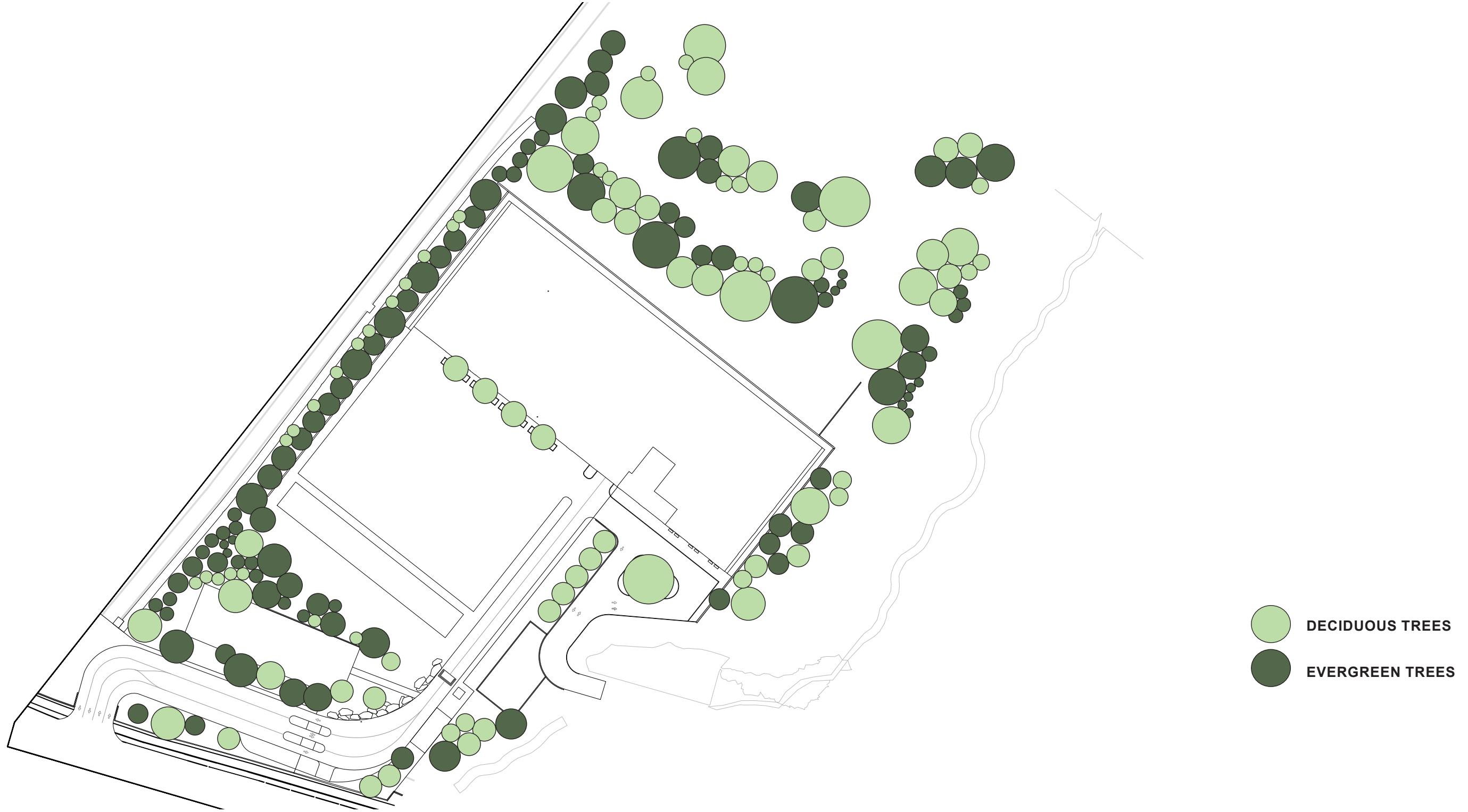
○ TREES TO REMAIN

■ TOTAL ACRES AVAILABLE TO PLANT - 4.3 ACRES

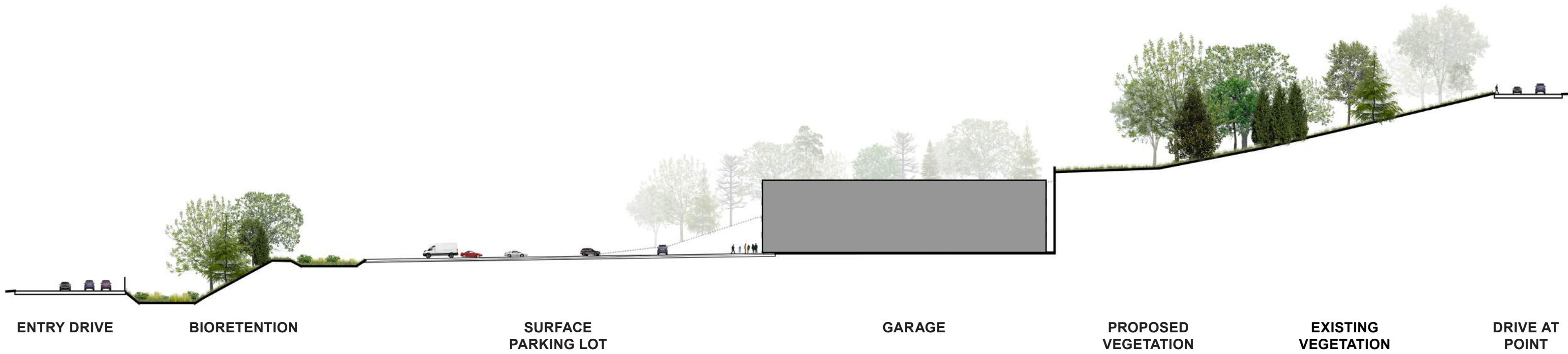
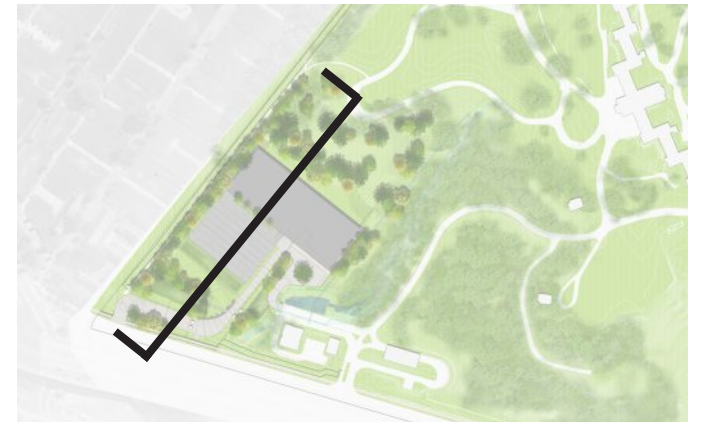


\*PER 2026 BARLETT SURVEY

# PROPOSED CONCEPTUAL SITE PLAN - EVERGREEN AND DECIDUOUS TREES



# EAST - WEST SITE SECTION LOOKING NORTH



ENTRY DRIVE

BIORETENTION

SURFACE  
PARKING LOT

GARAGE

PROPOSED  
VEGETATION

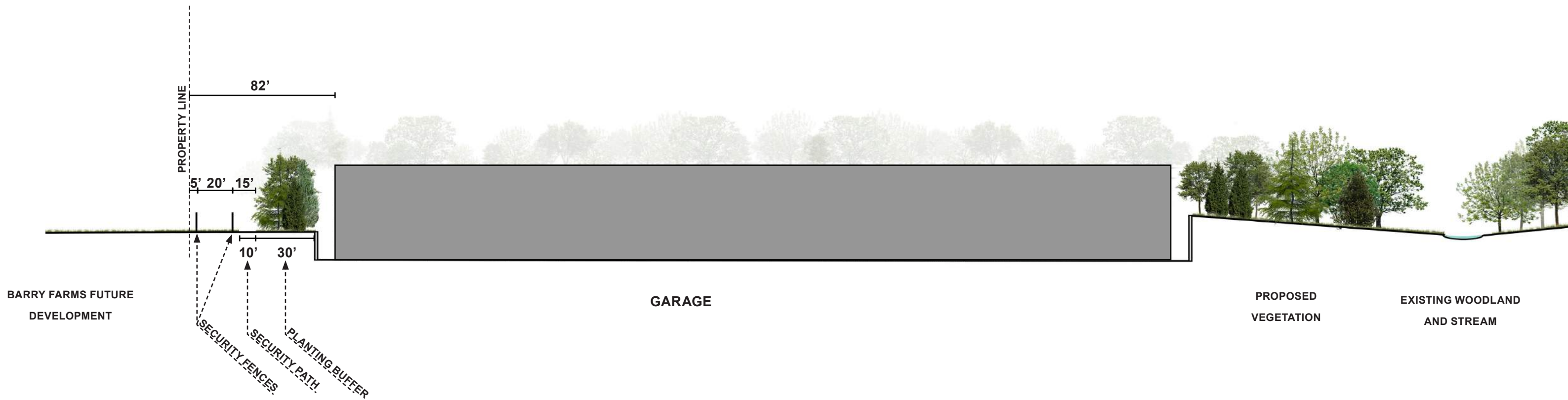
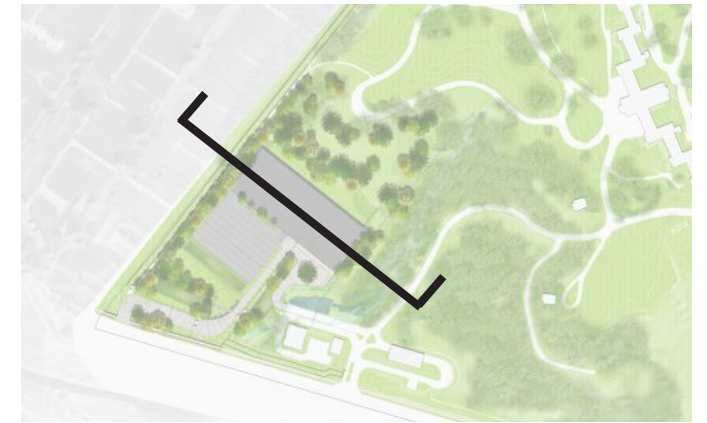
EXISTING  
VEGETATION

DRIVE AT  
POINT

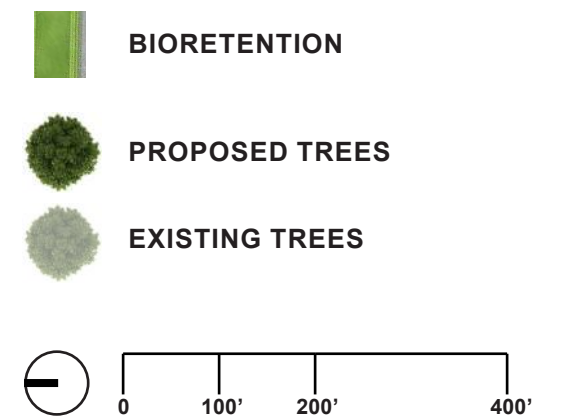


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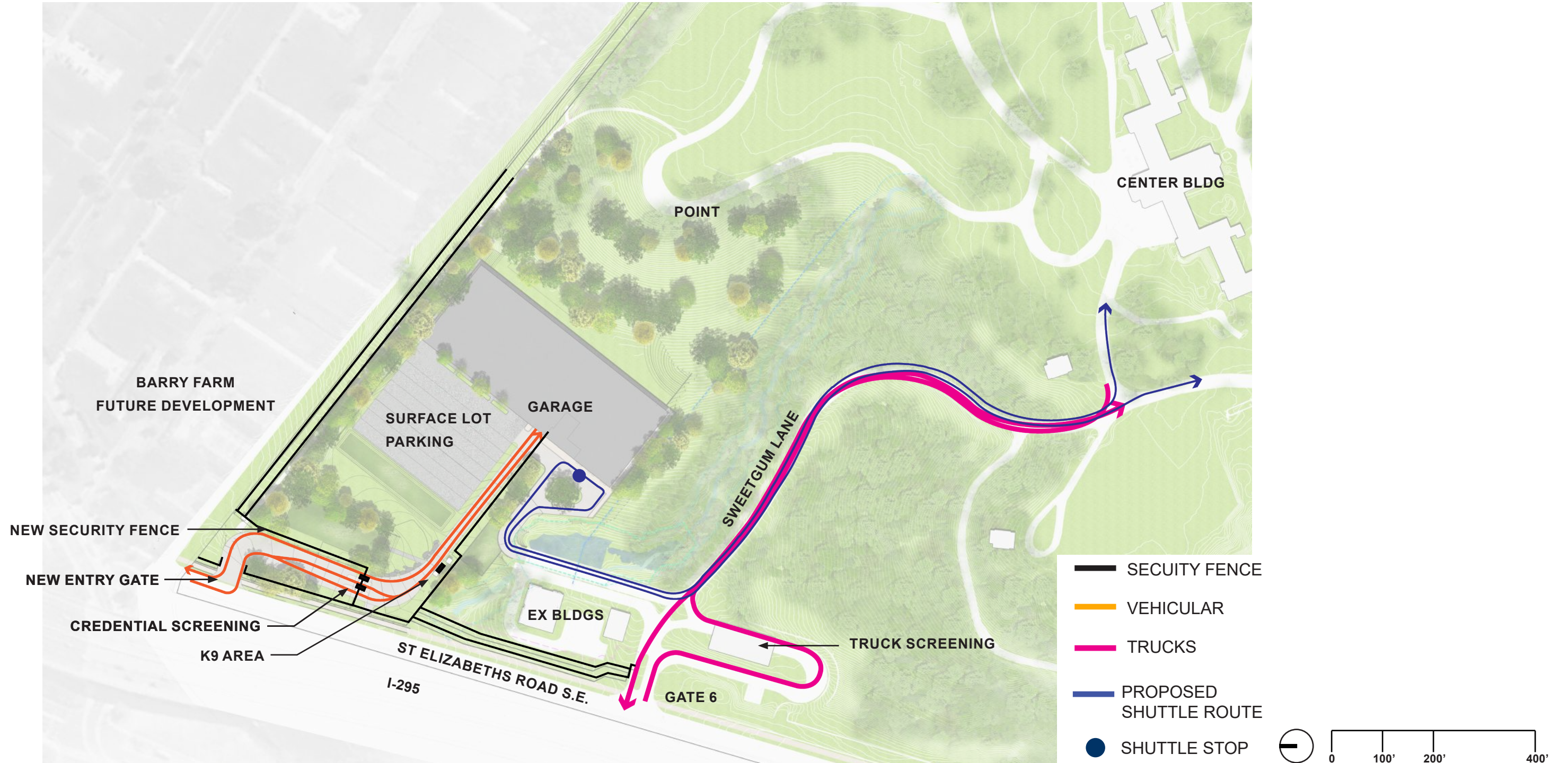
# NORTH - SOUTH SITE SECTION LOOKING EAST



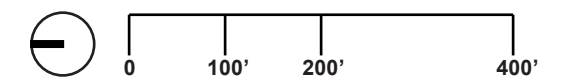
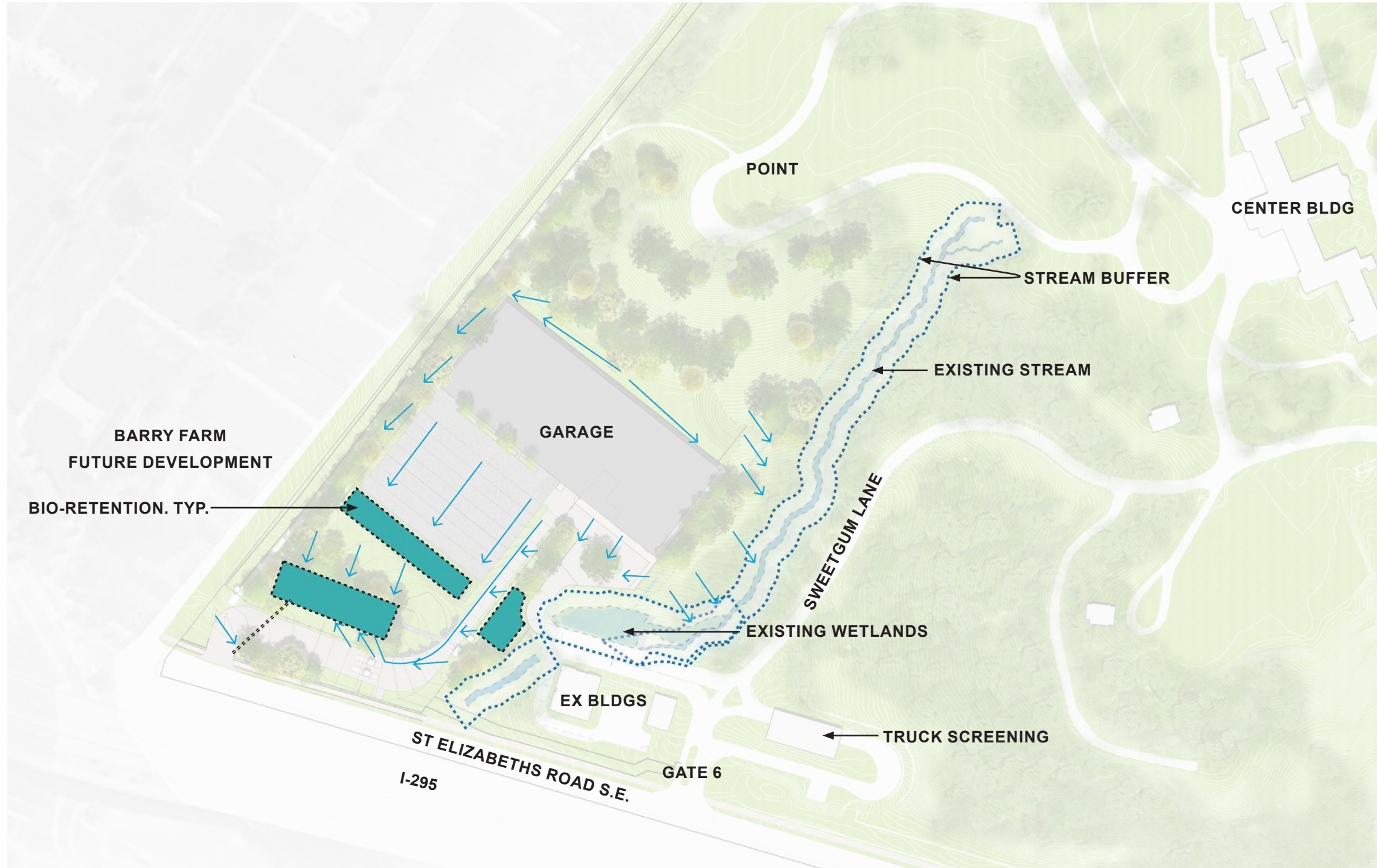
# PROPOSED SITE PLAN



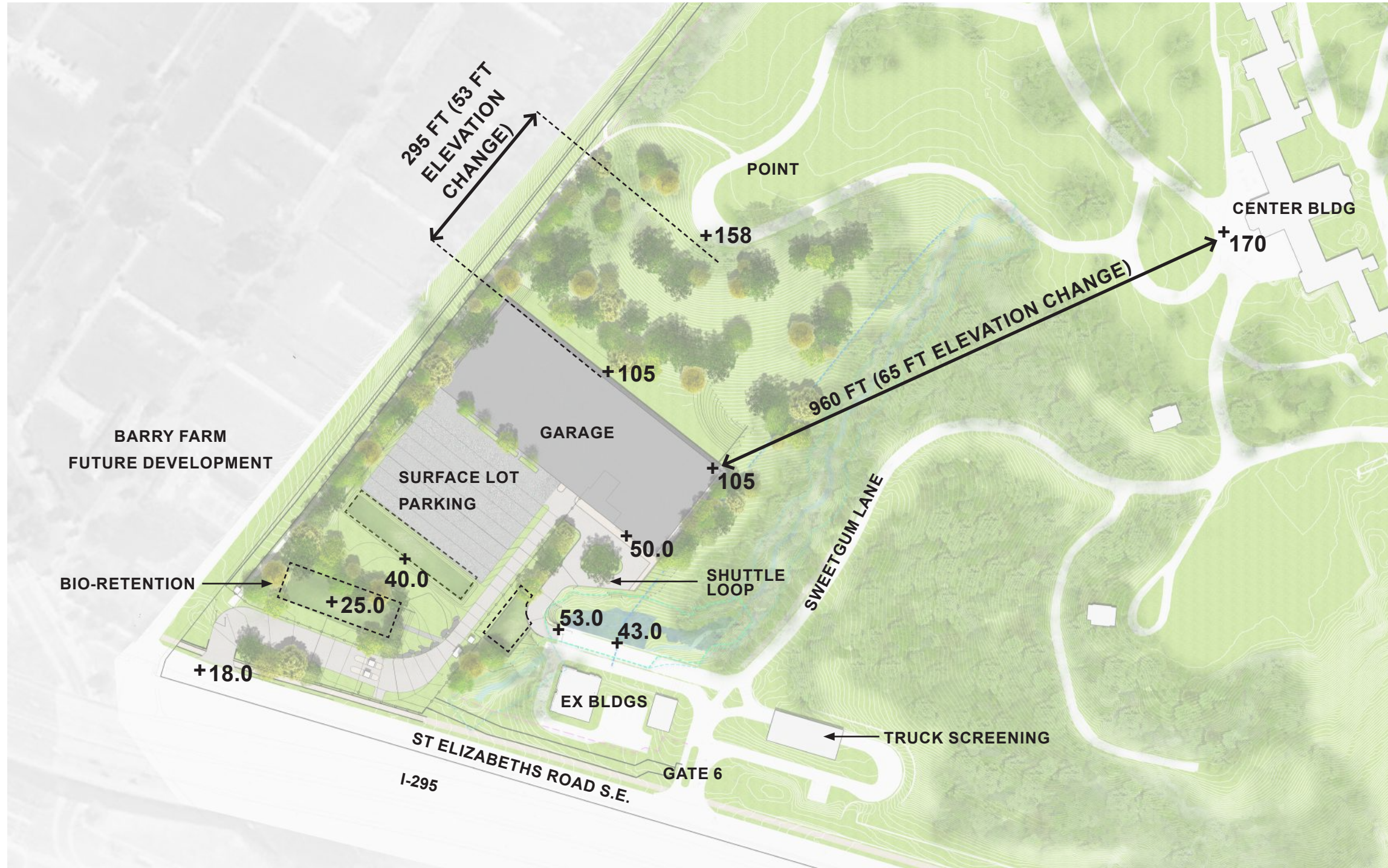
# PROPOSED CIRCULATION AND STRUCTURES



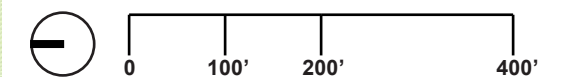
# PROPOSED STORMWATER DIAGRAM



# PROPOSED TOPOGRAPHY & ELEVATIONS



- APPROXIMATELY 53 FEET OF ELEVATION CHANGE FROM THE POINT TO THE TOP OF THE GARAGE
- APPROXIMATELY 32 FEET OF ELEVATION CHANGE FROM THE GARAGE ENTRANCE TO THE NEW GATE AT ST. ELIZABETHS ROAD S.E.



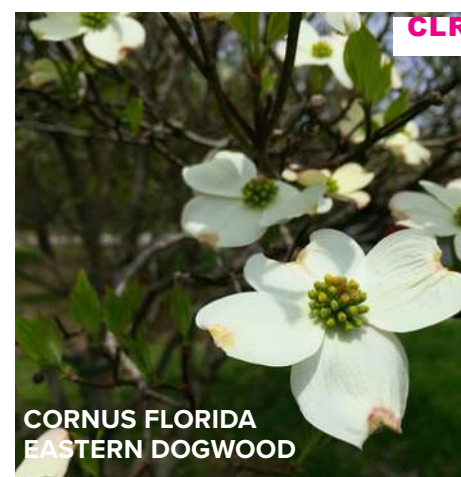
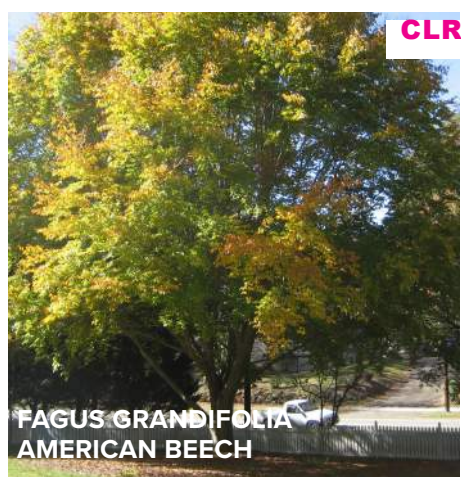
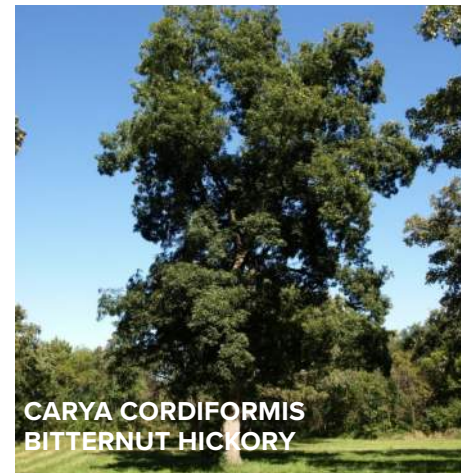
# PROPOSED PLANTING & VIEWS



# PLANTING CONCEPT



# PLANTING PALETTE - SELECT TREE SPECIES



# PLANTING PALETTE - SELECT SHRUB AND GROUNDCOVER PLANTINGS

## RAVINE WOODLAND



ARONIA MELANOCARPA  
BLACK CHOKEBERRY



CALLICARPA AMERICANA  
AMERICAN BEAUTYBERRY



THALICTRUM  
THALICTROIDES  
RUE ANEMONE



CAREX AMPHIBOLA  
CREEK SEDGE



PHLOX DIVARICATA  
LENTEN ROSE



ILEX VERTICILLATA  
WINTERBERRY HOLLY



SYMPHORICARPOS ALBUS  
COMMON WHITE  
SNOWBERRY



HEUCHERA AMERICANA  
AMERICAN ALUMROOT



TIARELLA CORDIFOLIA  
FOAMFLOWER

## MEADOW



ECHINACEA PURPUREA  
CONEFLOWER



ASCLEPIAS EXALTATA  
POKE MILKWEED



HELIOPSIS HELIANTHOIDES  
FALSE SUNFLOWER



ASCLEPIAS VERTICILLATA  
WHORLED MILKWEED



SYMPHYOTRICHUM NOVAE  
ANGLIAE  
NEW ENGLAND ASTER



LIATRIS SPICATA  
DENSE BLAZING STAR



PANICUM VIRGATUM  
SWITCH GRASS



RUDBECKIA HIRTA  
BLACK-EYED SUSAN



SCHIZACHYRIUM SCOPARIUM  
LITTLE BLUESTEM GRASS



PANICUM VIRGATUM  
'SHENANDOAH' RED SWITCHGRASS

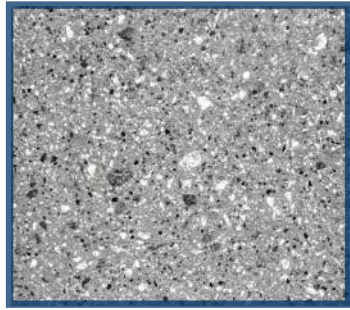


BOUTELOUA CURTIPENDULA  
SIDEOATS GRAMA



ASCLEPIAS INCARNATA  
SWAMP MILKWEED

# PROPOSED PAVING MATERIALS

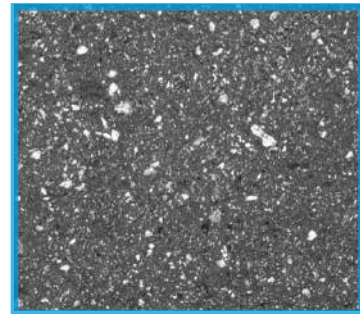


## CONCRETE UNIT PAVER

Hanover Matrix #M3247

Unit Size: 2' X 2' X 1.5"

Finish: Tudor

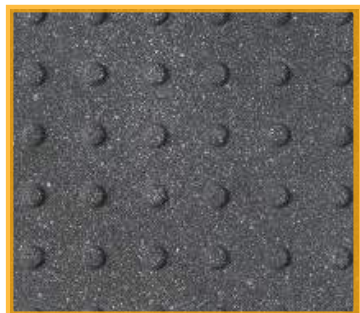


## CONCRETE UNIT PAVER

Hanover Super Black

Unit Size: 4" X 8" X 1.5"

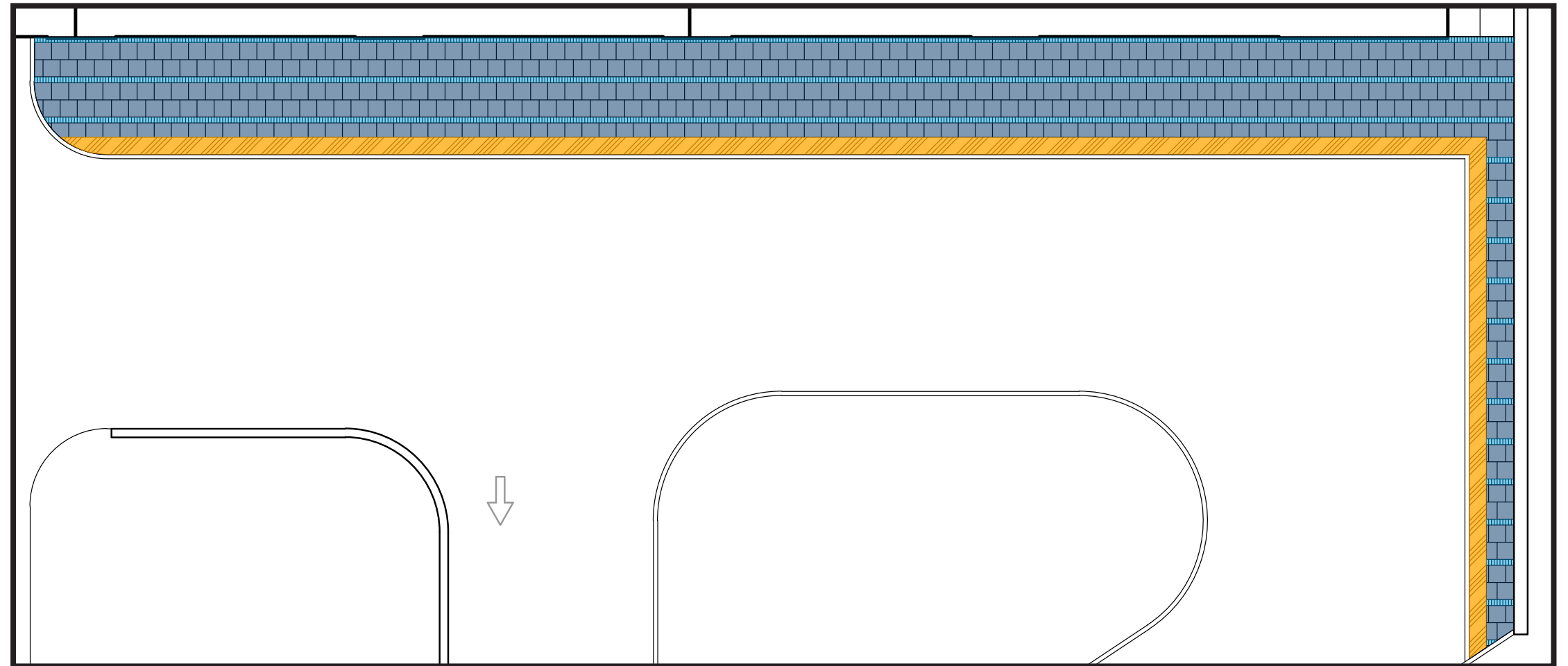
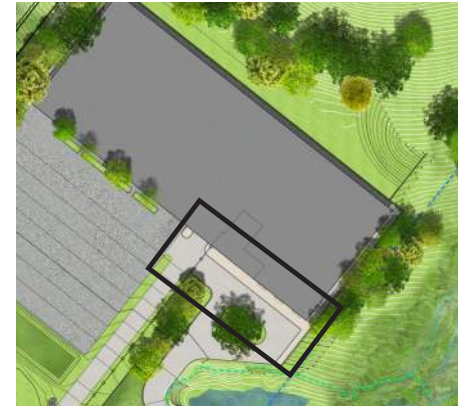
Finish: Tudor



## DETECTABLE WARNING PAVER

Hanover Super Black

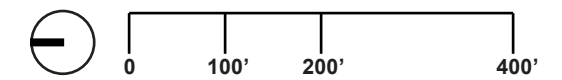
Unit Size: 2' X 2'



# PROPOSED PAVING MATERIALS




Black Cherry Granite Gravel  
Size Range: 1.5" - 2.5"




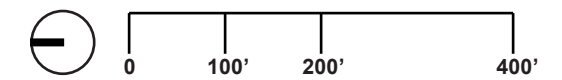
# PROPOSED SITE FURNISHINGS



 Bench  
Landscape Forms 'Neoliviano'



 Pole Lighting  
Lumec UrbanScape MPTC in GY3TX  
(Campus Standard)





# **4 PROPOSED GARAGE DESIGN**

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# HISTORIC SITE ARCHITECTURE | ST. ELIZABETHS

AERIAL LOOKING SOUTH ~1950



# HISTORIC SITE ARCHITECTURE | ST. ELIZABETHS

## PLATEAU BUILDINGS



**CENTER BUILDING, 1855**  
GOTHIC REVIVAL



**ADMIN. BUILDING 74, 1903**  
ITALIAN RENAISSANCE REVIVAL



**HITCHCOCK HALL, 1910**  
ITALIAN RENAISSANCE REVIVAL



**ADMIN. BUILDING 75, 1904**  
ITALIAN RENAISSANCE REVIVAL



**ADMIN. BUILDING 73, 1904**  
ITALIAN RENAISSANCE REVIVAL



**'L' BUILDING 64, 1904**  
ITALIAN RENAISSANCE REVIVAL

**HISTORIC SITE ARCHITECTURE | ST. ELIZABETHS**  
SUPPORT BUILDINGS



**PUMPING STATION, 1901**



**SHOPS BUILDING, 1950**



**POWER HOUSE, 1908**

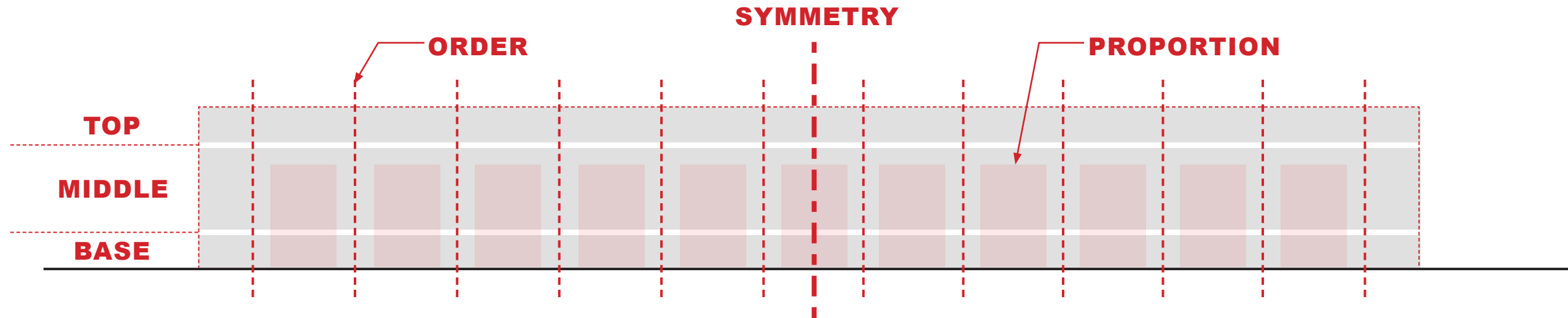


**HAGAN HALL, 1942**



**ICE HOUSE, 19XX**

# FACADE DESIGN PRINCIPLES



## REGIONAL HERITAGE



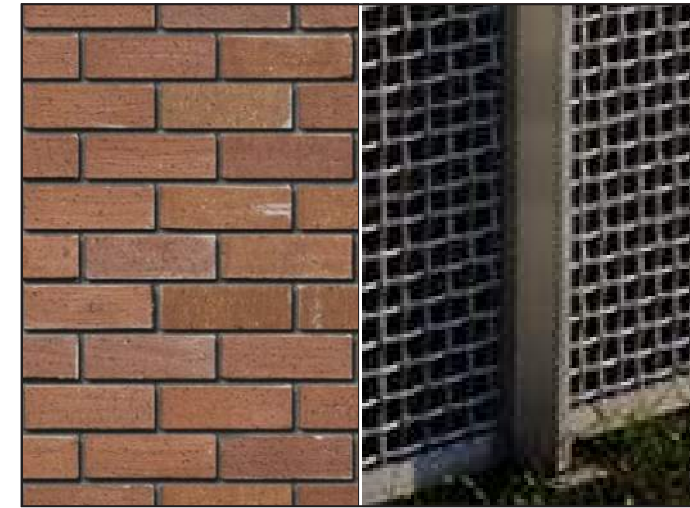
ST. ELIZABETHS RESIDENCES, EAST CAMPUS

## DIGNITY + VIGOR



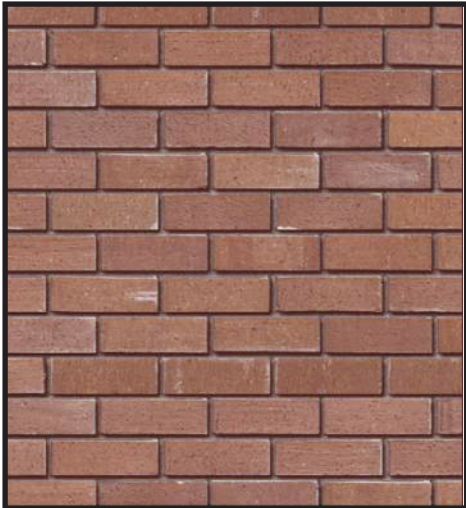
NATIONAL BUILDING MUSEUM - MONTGOMERY C. MEIGS

## HARMONY + SCALE

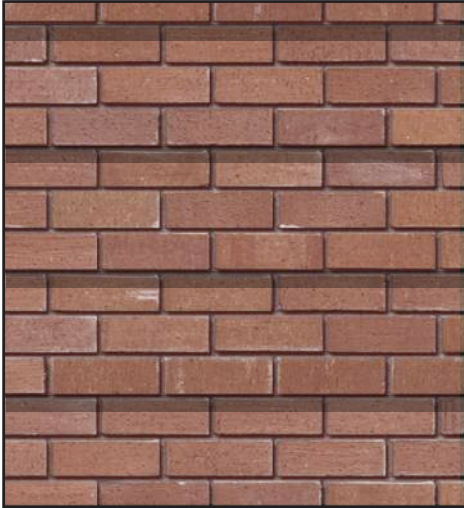


# EXTERIOR MATERIALS

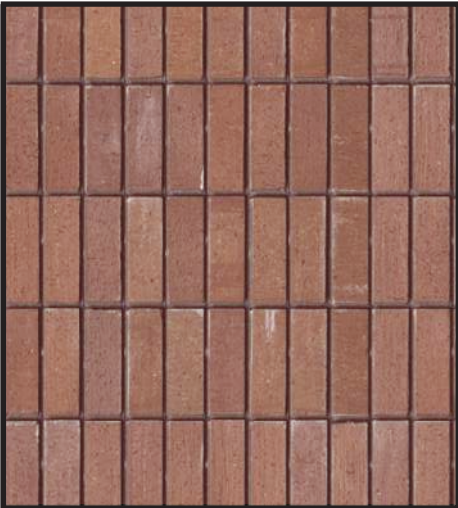
## THIN BRICK



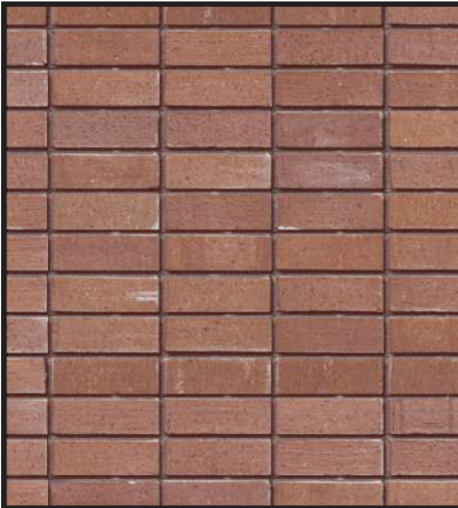
**RUNNING BOND BRICK**



**RUNNING BOND BRICK  
- ARTICULATED**



**VERTICAL STACK BOND  
BRICK**



**HORIZONTAL STACK  
BOND BRICK +**

## METAL



**METAL MESH +  
FRAME**

## CONCRETE



**DARK GRAY  
CONCRETE**

# ELEVATIONS

- LEVEL 5
- LEVEL 4
- LEVEL 3
- LEVEL 2
- LEVEL 1



**01 - WEST ELEVATION**

- LEVEL 5
- LEVEL 4
- LEVEL 3
- LEVEL 2
- LEVEL 1



PORTION OF BUILDING CONCEALED BEYOND RETAINING WALL  
(SHOWN SCREENED)

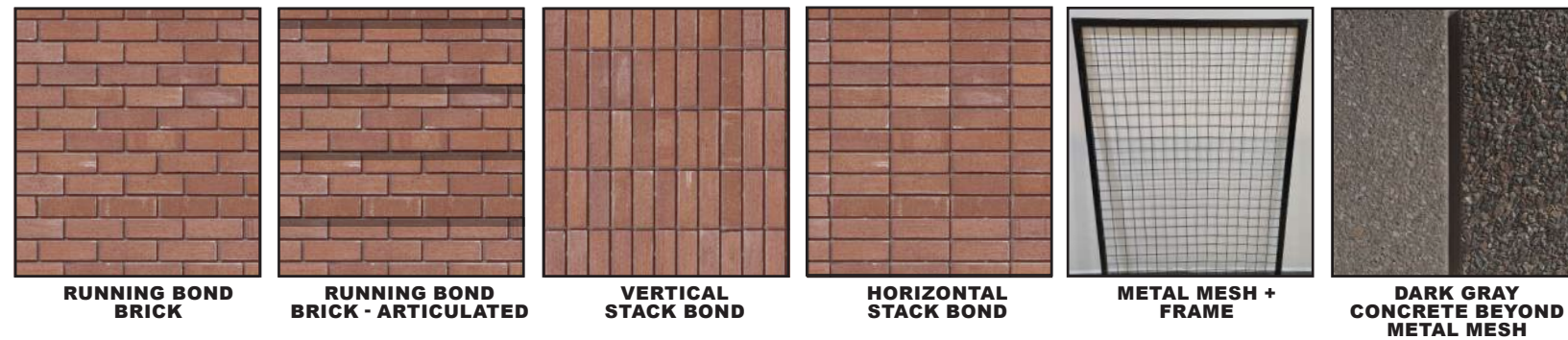
**02 - NORTH ELEVATION**

- LEVEL 5
- LEVEL 4
- LEVEL 3
- LEVEL 2
- LEVEL 1



PORTION OF BUILDING CONCEALED BEYOND RETAINING WALL  
(SHOWN SCREENED)

**03 - SOUTH ELEVATION**



**RUNNING BOND BRICK**

**RUNNING BOND BRICK - ARTICULATED**

**VERTICAL STACK BOND**

**HORIZONTAL STACK BOND**

**METAL MESH + FRAME**

**DARK GRAY CONCRETE BEYOND METAL MESH**

# BRICK COLOR SELECTION PROCESS - EXISTING BUILDINGS



# BRICK COLOR SELECTION PROCESS

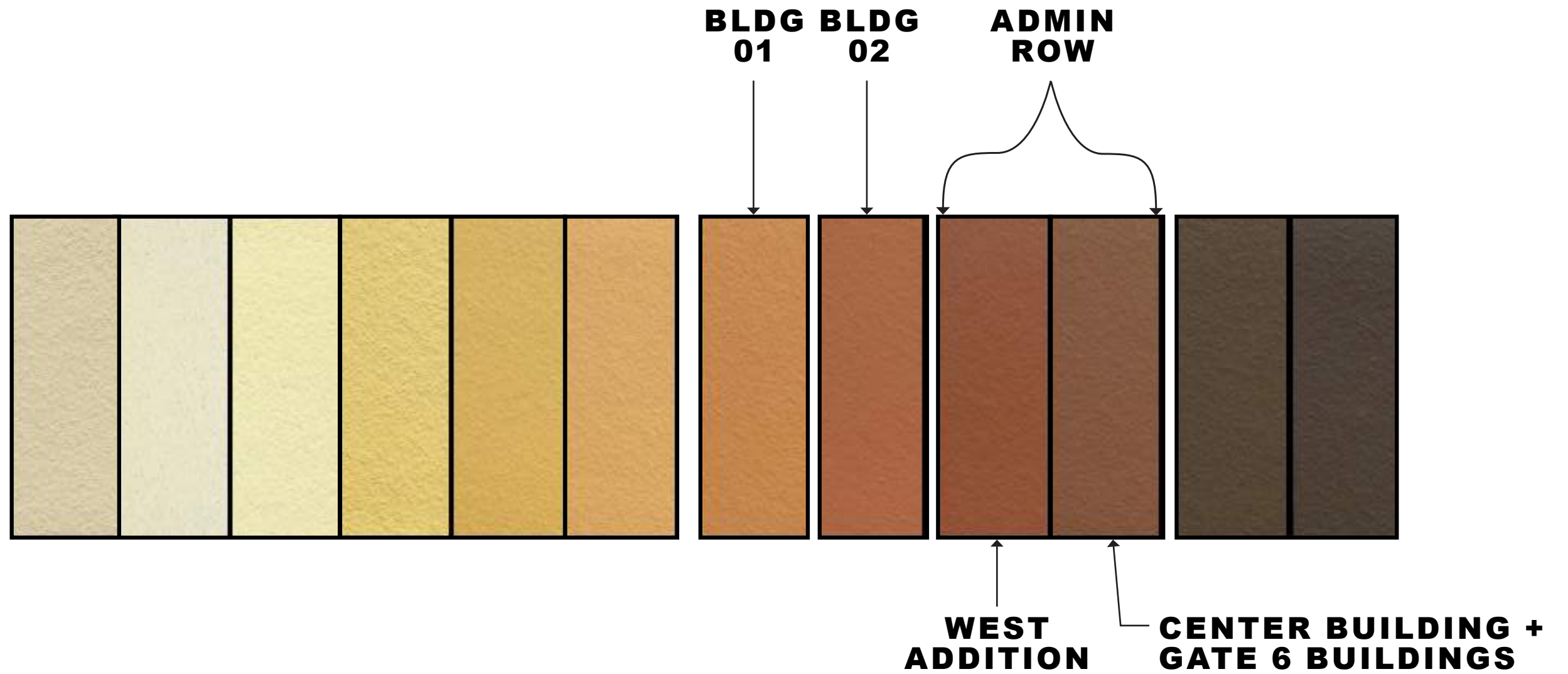


**WEST ADDITION**

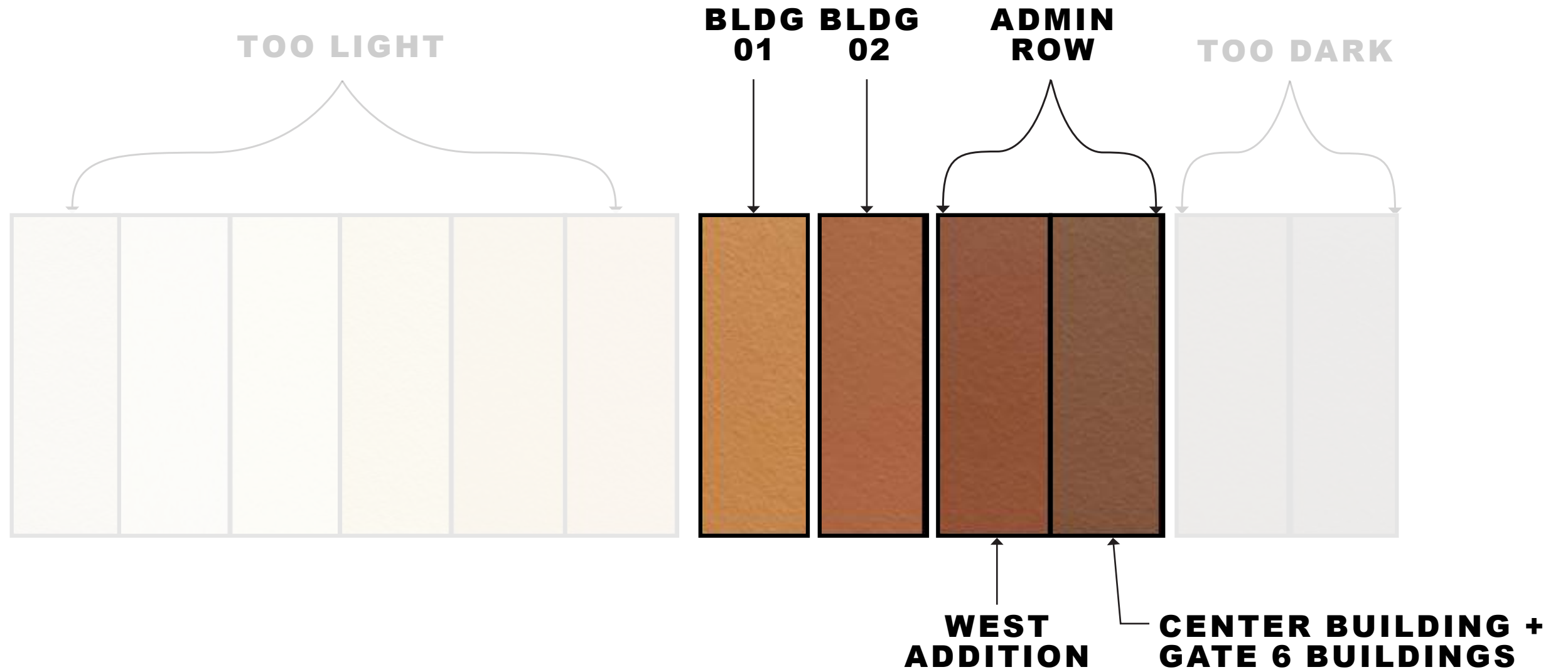


**ADMIN ROW**

# BRICK COLOR SELECTION PROCESS



# BRICK COLOR SELECTION PROCESS



# THIN BRICK OPTIONS - ON SITE

CENTER BUILDING



GATE 6: UTILITY BUILDINGS



# SUMMITVILLE B109 ANDOVER BLEND - ON SITE

CENTER BUILDING



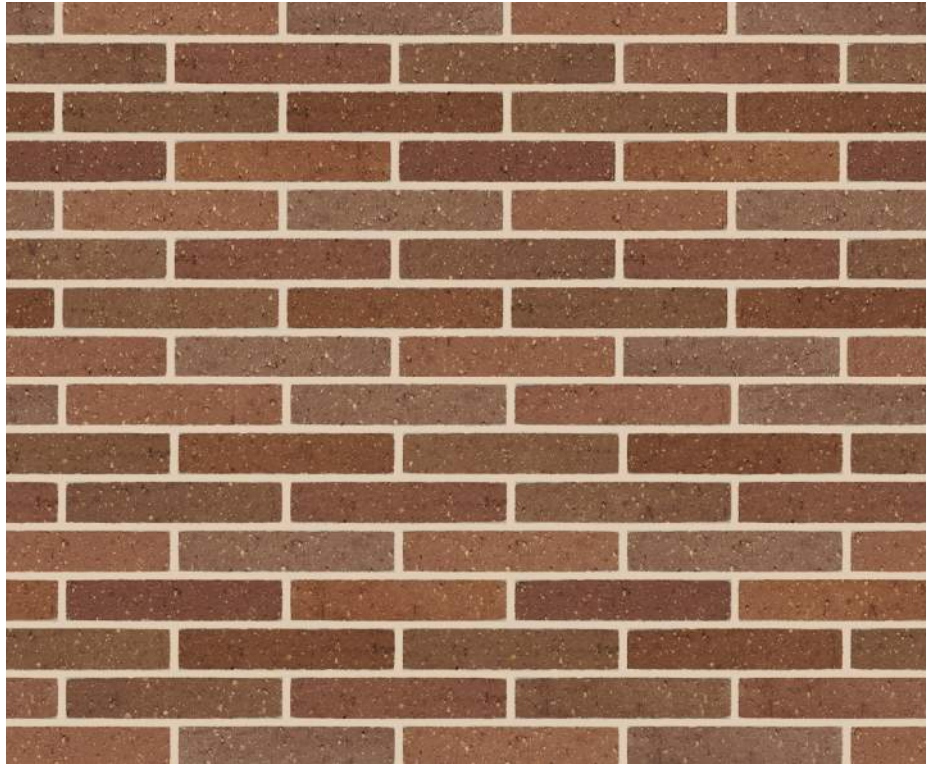
GATE 6: UTILITY BUILDING



**MORTAR COLOR STUDIES - B109 ANDOVER BLEND**

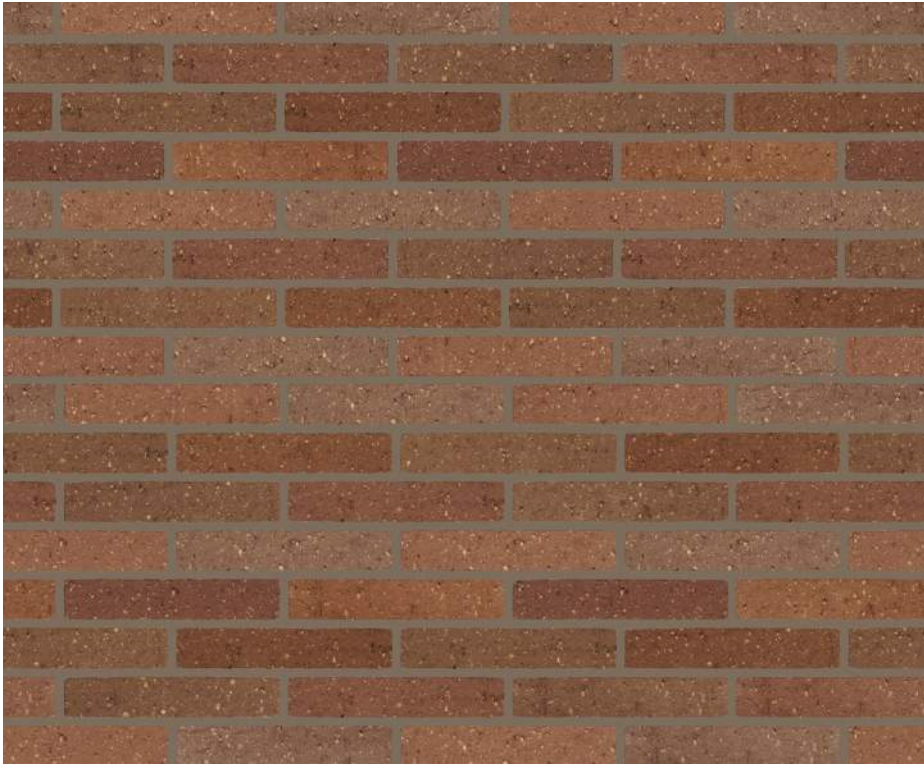
**RED**

**WR2029 PORT**



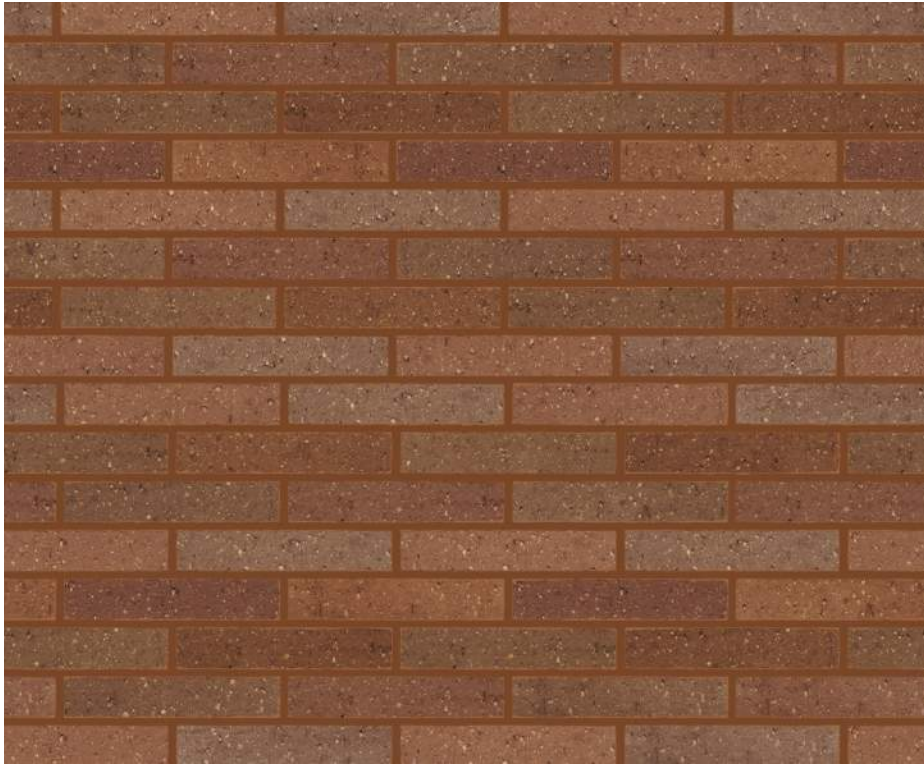
**BROWN**

**WR2368 CHESNUT**



**BEIGE**

**WR2106 PEBBLE**



# METAL MESH

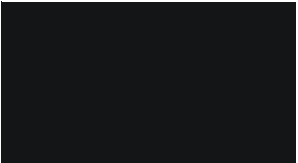


**PANELIZED SYSTEM**



**MAINTAIN VIEWS**

**RAL 9005**



**RAL 9017**



**RAL 8019**



**COLOR OPTIONS**

# CONCRETE FINISH OPTIONS



LIGHT MEDIUM HEAVY

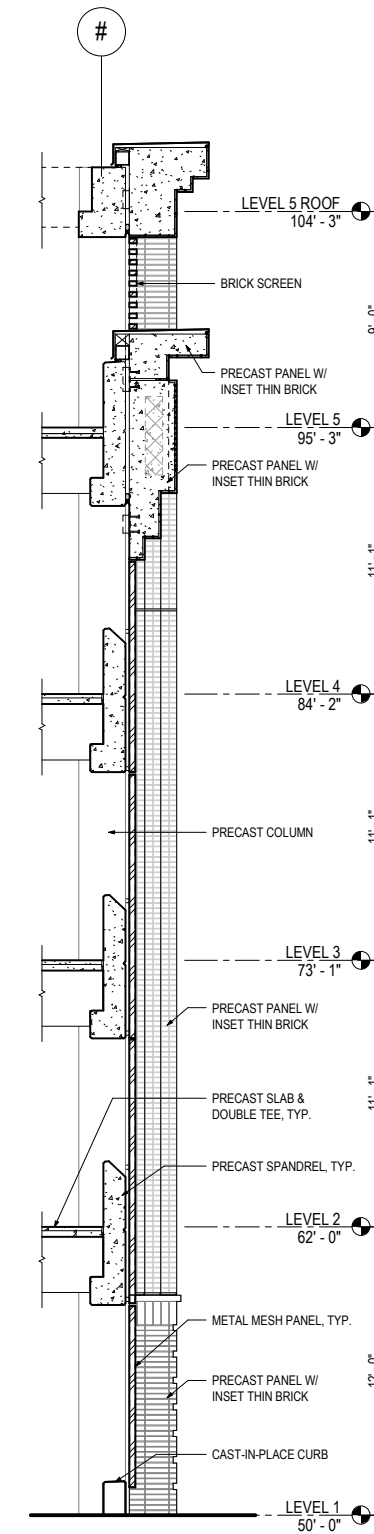
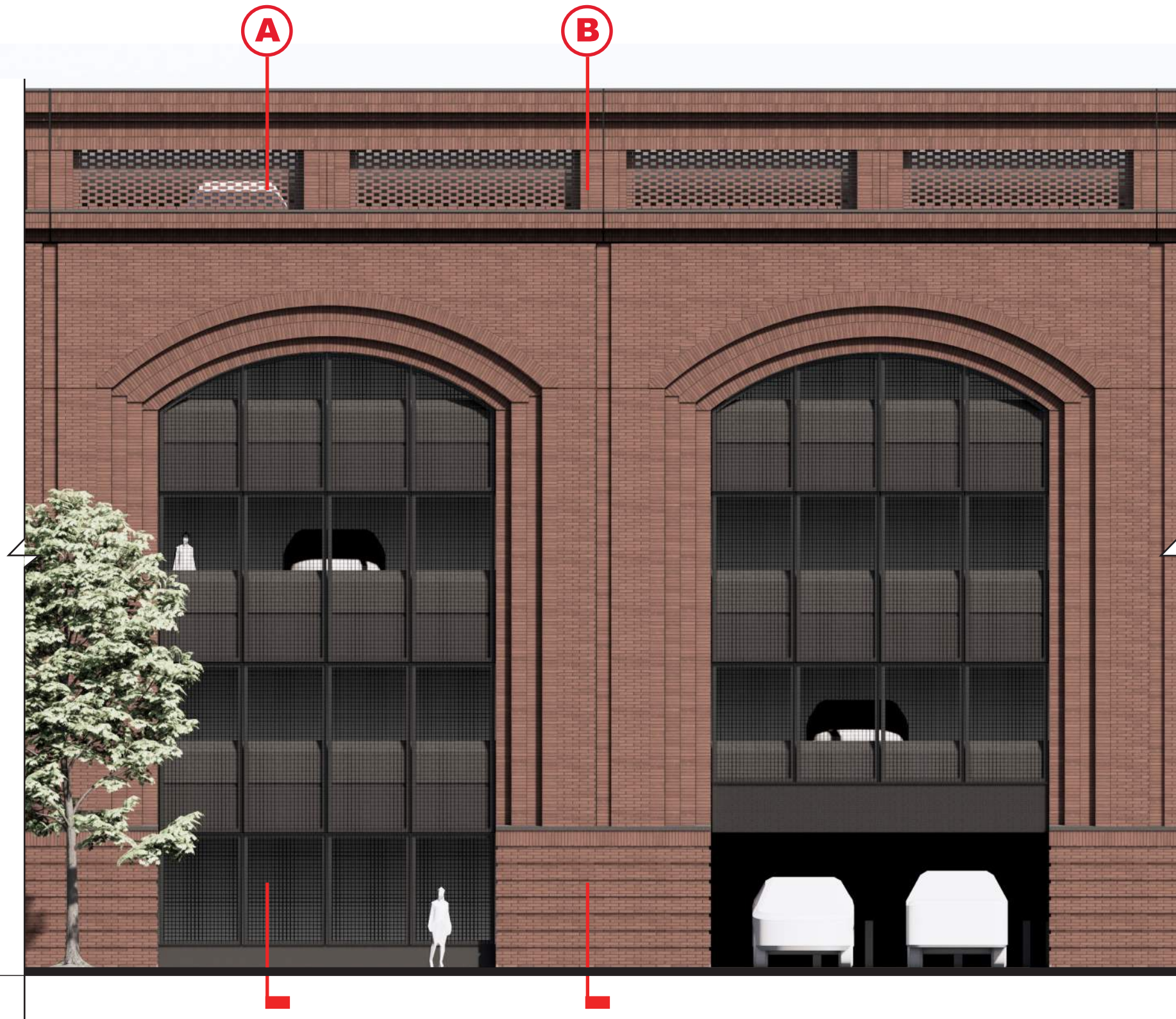
**ACID ETCH**



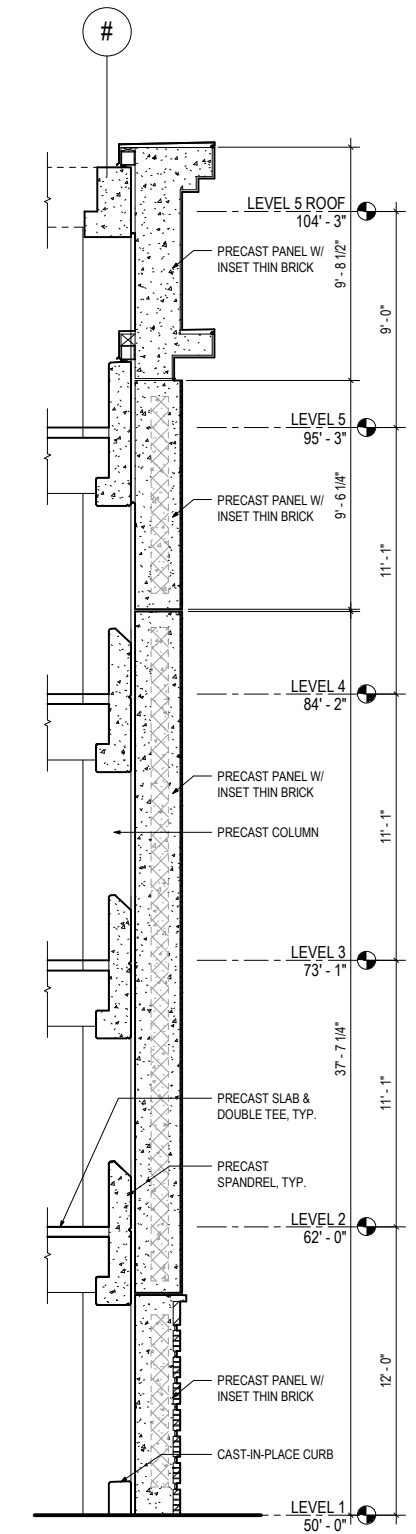
LIGHT MEDIUM HEAVY

**SAND BLASTED**

# TYPICAL WALL SECTIONS



**SECTION A**

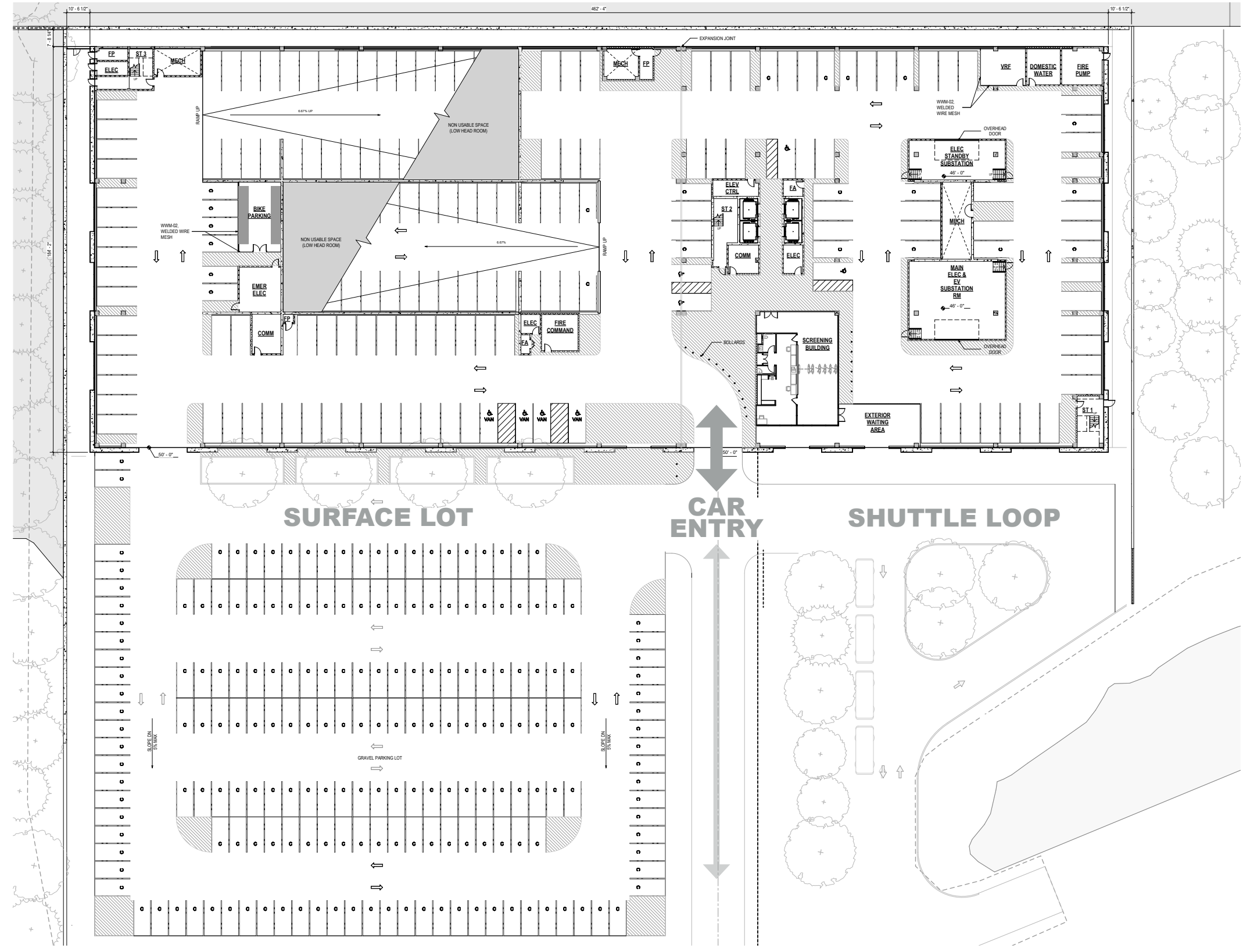


**SECTION B**

# GROUND LEVEL PLAN

TOTAL PARKING STALLS  
**1,200**

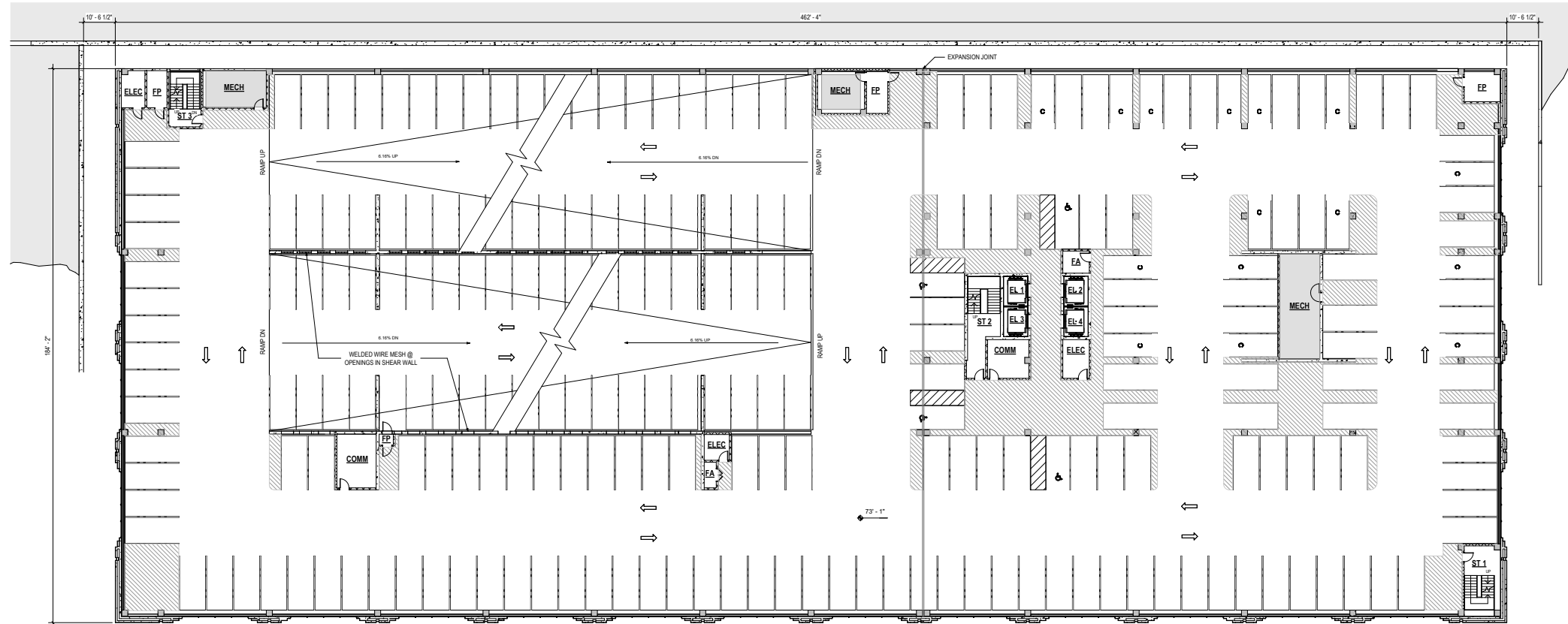
TOTAL GSF  
**394,000**



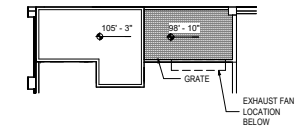
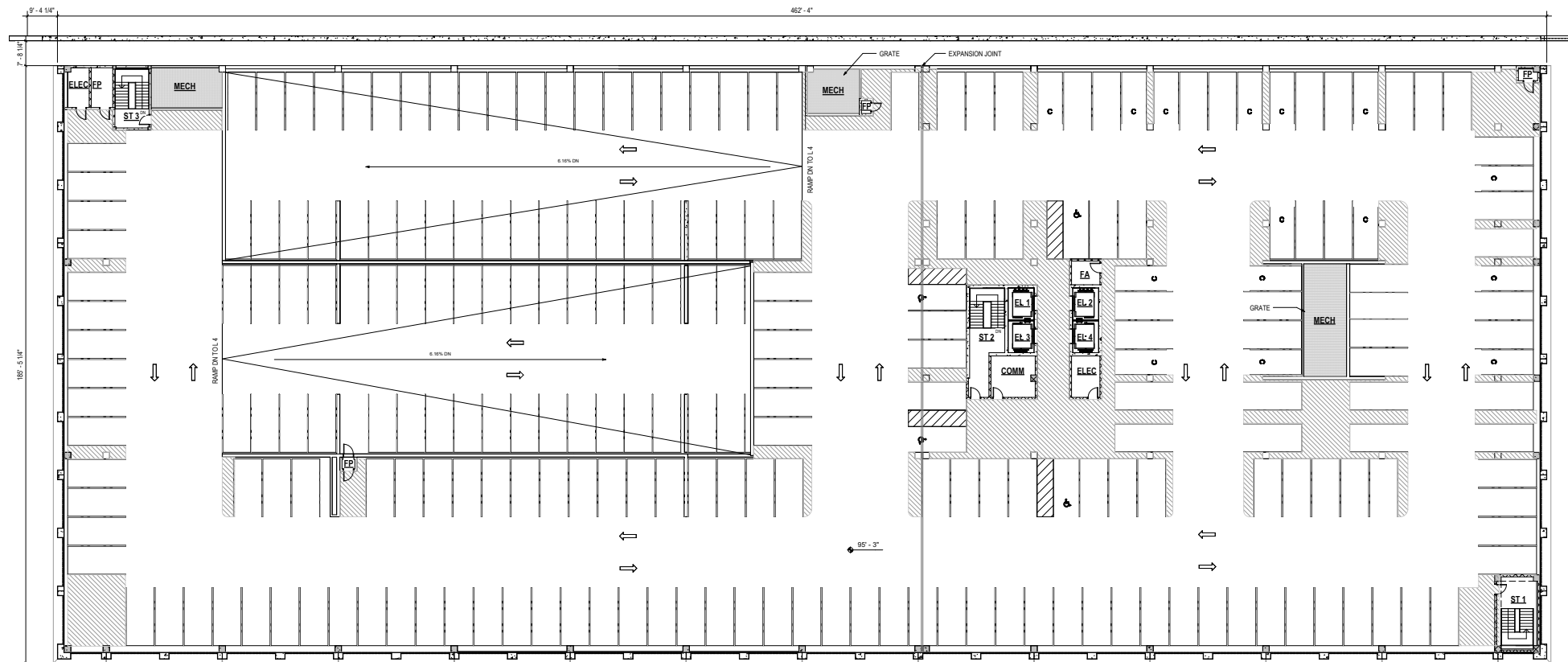
# TYPICAL LEVEL PLAN

TOTAL PARKING STALLS  
**1,200**

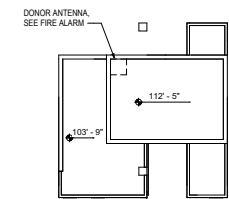
TOTAL GSF  
**394,000**



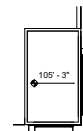
# LEVEL 5 PLAN



**STAIR 3 ROOF PLAN**



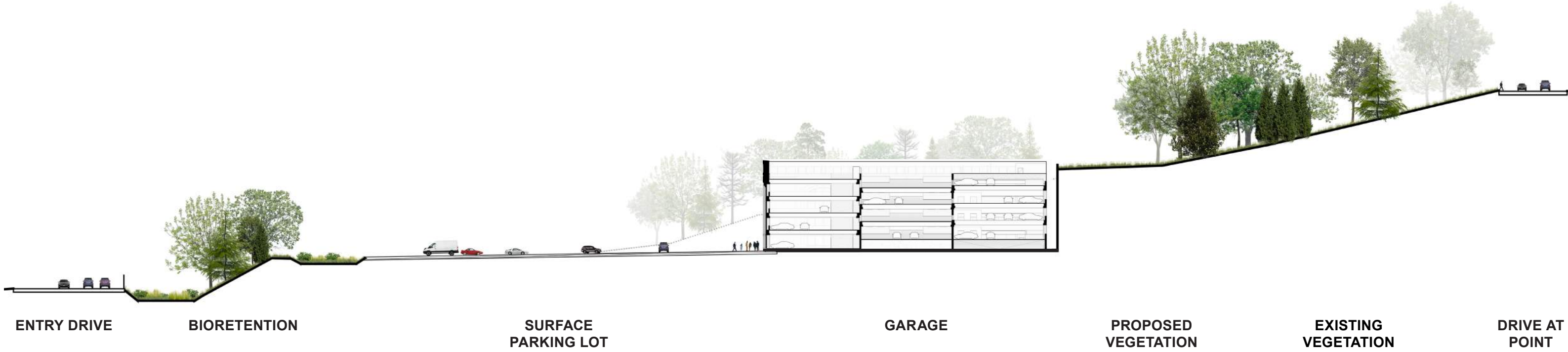
**CORE ROOF PLAN**



**STAIR 1 ROOF PLAN**



# EAST - WEST SITE SECTION LOOKING NORTH



ENTRY DRIVE

BIORETENTION

SURFACE  
PARKING LOT

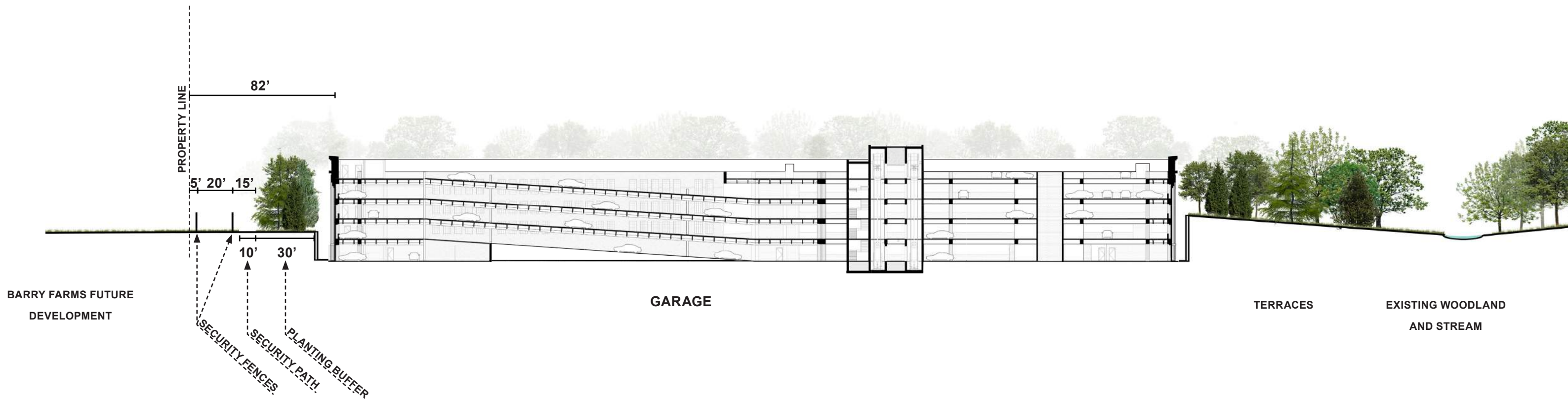
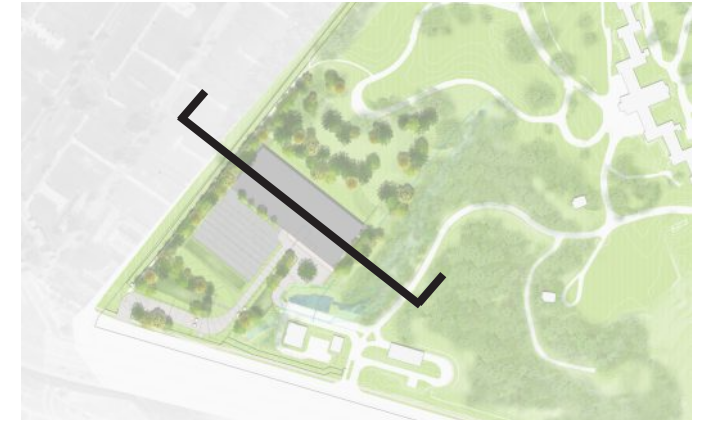
GARAGE

PROPOSED  
VEGETATION

EXISTING  
VEGETATION

DRIVE AT  
POINT

# NORTH-SOUTH SITE SECTION LOOKING EAST



BARRY FARMS FUTURE DEVELOPMENT

GARAGE

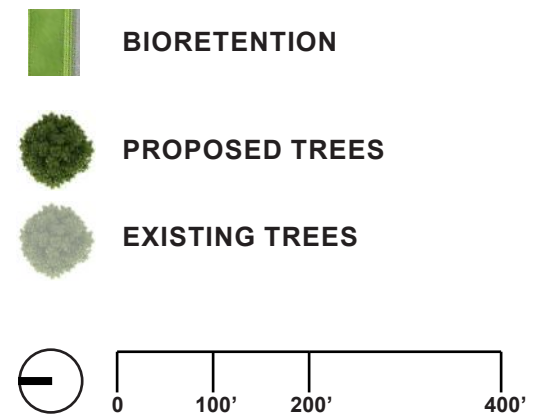
TERRACES

EXISTING WOODLAND AND STREAM



ZGF OLIN

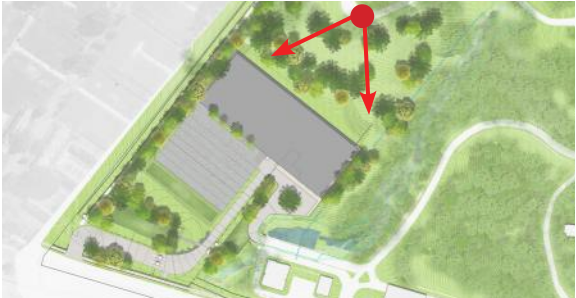
# PERSPECTIVE SITE VIEWS



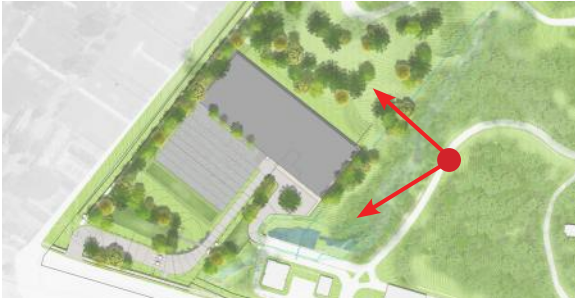
**VIEW 01 - VIEW FROM CENTER BUILDING LOOKING SOUTH**



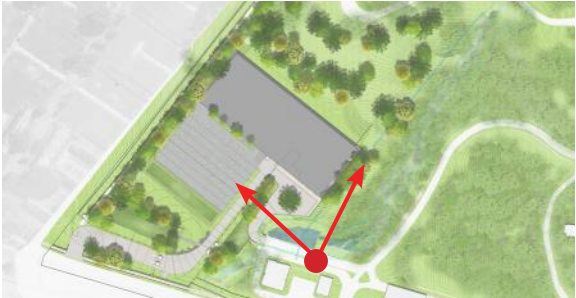
**VIEW 02 - FROM POINT LOOKING WEST**



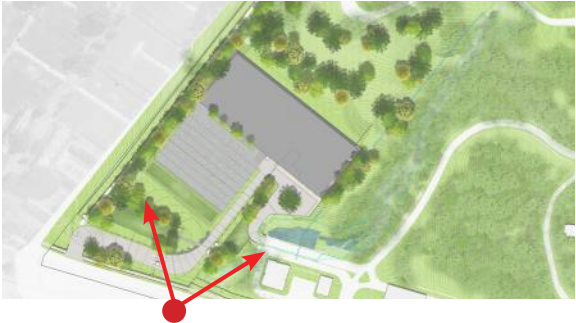
**VIEW 03 - FROM SWEETGUM LANE**



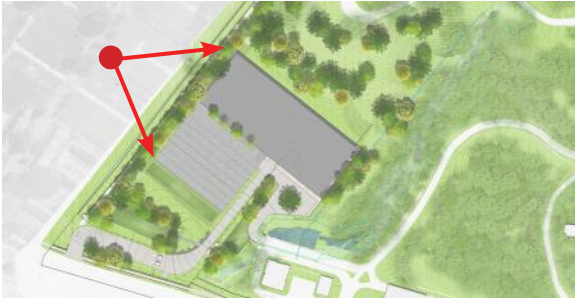
**VIEW 04 - OVER SHUTTLE LOOP LOOKING NORTH**



**VIEW 05 - FROM I-295**



**VIEW 06 - FROM BARRY FARM**



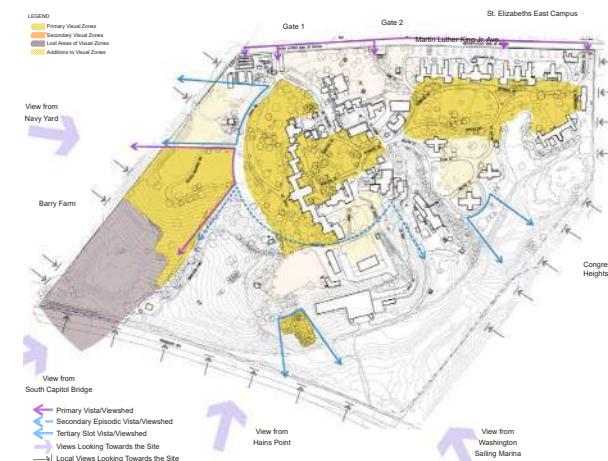
# VIEWSHEDS ACROSS THE RIVER



**VIEW FROM FREDERICK DOUGLASS MEMORIAL BRIDGE**



**\*\* STREET VIEW FROM DECEMBER 2022**

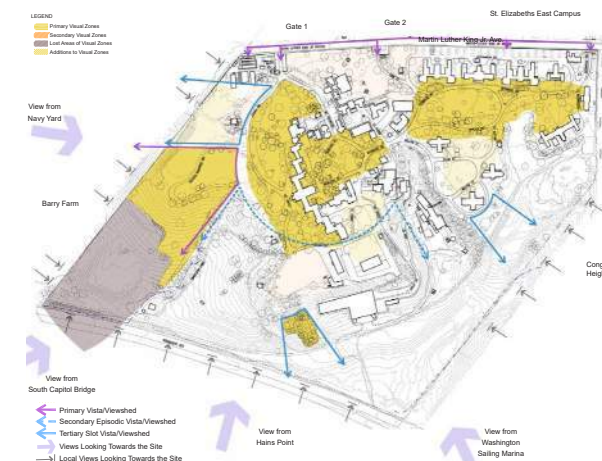


# VIEWSHEDS ACROSS THE RIVER



**VIEW FROM HAINS POINT**

**\*\* STREET VIEW FROM FEBRUARY 2020**



# VIEWSHEDS ACROSS THE RIVER



**VIEW FROM ANACOSTIA RIVER**



**\*\* STREET VIEW FROM SEPTEMBER 2014**

