



Executive Director's Recommendation

Commission Meeting: July 9, 2026

PROJECT St. Elizabeths West Campus Gate 7 Garage and Site Development 2701 Martin Luther King Boulevard, SE Washington, DC	NCPC FILE NUMBER 8693
SUBMITTED BY United States General Services Administration	NCPC MAP FILE NUMBER 83.10(49.00)46231
REVIEW AUTHORITY Federal Projects in the District per 40 U.S.C. § 8722(b)(1) and (d)	APPLICANT'S REQUEST Approval of preliminary and final site and building plans
	PROPOSED ACTION Approve preliminary and final site and building plans with comments
	ACTION ITEM TYPE Staff Presentation

PROJECT SUMMARY

The U.S. General Services Administration (GSA) has submitted preliminary and final site and building plans for the Gate 7 parking garage at the St. Elizabeths West Campus Department of Homeland Security (DHS) Headquarters. The St. Elizabeths West Campus is a 176-acre site in Southeast Washington, DC 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 proposed garage is located in the northwest corner of the campus off of St. Elizabeths Road, SE and will be built in two phases. The project under current review is the first phase and includes a five-story above-grade structure built into the hillside, totaling approximately 394,000 gross square feet. Access to the garage will be through a new proposed Gate 7 which will be north of the existing Gate 6 on St. Elizabeths Road, SE. The proposed garage and adjacent interim gravel surface parking lot will provide 1,250 parking spaces to accommodate employee vehicles. The second phase is anticipated to replace the surface lot with a warehouse and 450 additional parking spaces, for a total of 1,700 spaces.

The Commission previously approved comments on concept plans for the Gate 7 garage in September 2025. While the Commission was generally supportive of the conceptual site design and massing, further consideration of the façade's architectural style was discussed at the meeting. Subsequent to the Commission's review, the applicant re-evaluated the design to ensure alignment with the guidance in Executive Order 14344: *Making Federal Architecture Beautiful Again*. As a result the project largely maintains the previous site design approach but revises the building's facades to reflect the traditional architectural language of existing historic buildings on the campus.

KEY INFORMATION

- The St. Elizabeths Hospital Campus was listed as a National Historic Landmark (NHL) in 1990.
- In October 2020 the Commission approved the Master Plan Amendment 2 which includes 4,448 planned parking spaces at buildout. 1,973 spaces have been built at the existing Gate 4 garage. The first phase of the Gate 7 garage and surface parking includes 1,250 employee parking spaces.
- The proposed garage is intended to accommodate immediate parking needs for employees to be located at Building 1, a project approved by the Commission in July 2021 that is currently under construction (File No. 8219).
- In July 2025, DHS drafted an updated Transportation Management Program (TMP) report and Transportation Technical Report (TTR). The TTR indicates the garage project may cause impacts to traffic operations in specific locations in the area. With mitigation measures, including intersection improvements and a program encouraging multiple travel modes, the report finds these impacts can be minimized.
- GSA previously submitted concept plans for the Gate 7 Garage in September 2025. The Commission supported the location and general massing and provided comments for the applicant to consider prior to the next submission.

RECOMMENDATION

The Commission:

Approves preliminary and final site and building plans for the St. Elizabeths West Campus Gate 7 Garage and site development.

Supports the façade redesign which draws on the traditional architectural language of historic buildings on the campus in alignment with Executive Order 14344: *Making Federal Architecture Beautiful Again*.

Supports the project's sensitivity to the historic campus context and efforts to minimize the structure's visual impacts through integration into the landscape.

Requests the applicant continue to coordinate with the District Department of Transportation (DDOT) on recommended project mitigation measures, transportation improvements, and a Traffic Impact Analysis (TIA) along the West Campus's St. Elizabeths Road frontage.

Encourages the applicant to continue to coordinate with the Washington Metropolitan Area Transit Authority (WMATA) to address long-term plans for shuttle access to St. Elizabeths from nearby Metrorail stations including the Anacostia and Congress Heights stations as transit ridership to the campus increases.

PROJECT REVIEW TIMELINE

Previous actions	<p>January 2009 – Approval of final DHS Headquarters Consolidation at St. Elizabeths Master Plan.</p> <p>June 2012 – Approval of final DHS Headquarters Consolidation at St. Elizabeths Master Plan Amendment 1.</p> <p>October 2020 – Approval of final DHS Headquarters Consolidation at St. Elizabeths Master Plan Amendment 2.</p> <p>September 2025 – Comments on Concept Plans for the Gate 7 Garage.</p>
Remaining actions (anticipated)	– None.

PROJECT ANALYSIS

Executive Summary

The proposed preliminary and final plans for the Gate 7 Garage are generally consistent with the Master Plan approved by NCPC. While a parking garage was not originally proposed at Gate 7, the Master Plan includes a large warehouse use on the site which is located on the northwest edge of the campus at the foot of an existing steep hillside. The warehouse space and additional parking are planned in a future phase 2 of the garage development. The siting of the garage aligns with the Master Plan approach to locate parking at the campus perimeter to preserve a pedestrian-oriented campus and to maintain internal and external views. Additionally, the proposed 1,250 parking spaces do not impact the adopted Master Plan parking ratio. The revised design reflects the architecture of the historic campus and integrates the proposed above-ground garage into the landscape to the extent feasible. Staff is supportive of the revised plans and recommends the **Commission approve preliminary and final site and building plans for the St. Elizabeths West Campus Gate 7 Garage and site development.**

Analysis

Staff analyzed the proposed project using guidance in the *Comprehensive Plan for the National Capital*, the Master Plan for St. Elizabeths West Campus, and the applicant's program needs.

Architecture

The applicant's concept plan submission, reviewed by the Commission in September 2025, included modulated vertical fins, horizontal planters, and planted mesh panels cladding the concrete garage structure to create visual screening. Subsequent to the Commission's review, the applicant re-evaluated the design to ensure alignment with the guidance in Executive Order 14344:

Making Federal Architecture Beautiful Again. The design largely maintains the previous site design approach but revises the building's facades to a more contextual approach.

The updated facades utilize traditional architectural language reflective of existing historic buildings on the campus. The historic Center Building and Administration Row buildings on the plateau of the St. Elizabeths West Campus are built in the Gothic Revival and Italian Renaissance Revival style and clad primarily in red brick. Support buildings throughout the campus constructed in the early to mid-20th century are similarly clad in brick and stone and use large arched windows on the buildings' expansive facades. At almost 500 feet in length, the proposed parking garage draws on the language of these campus support buildings, incorporating symmetry and proportion throughout the façade with an ordered layout of large arched openings inlaid with metal mesh panels and dark concrete. For human scale, the building's brick base provides horizontal articulation, and the fifth level includes framed brick screens with a brick cornice to articulate the building top. The garage reflects the context's material palette and color tones to ensure compatibility with the historic campus. As such, staff recommends **the Commission support the façade redesign which draws on the traditional architectural language of historic buildings on the campus in alignment with Executive Order 14344: *Making Federal Architecture Beautiful Again.***

Site Design and Historic Preservation

The Commission previously supported the building's siting approach in which the garage is built into the hillside to minimize visual impacts to the campus and provide a landscape design reflective of the site's history and setting. The proposed garage will not be immediately adjacent to existing historic structures; however, it is within the viewshed of the Point, a historic lookout with panoramic views of the Anacostia River and the District beyond. In alignment with the Master Plan concept for development at this site, the proposed design aims to balance preservation of the viewshed from the Point, while screening the new garage construction below. The project will be partially visible from regional viewpoints across the Anacostia River including the Frederick Douglas Bridge, though minimally visible from Hains Point. Vegetative screening along the edges of the garage is intended to further minimize visibility from these regional vantage points. As such, staff finds the proposed siting and design help to reduce the perceived mass and bulk of the 394,000 gross square foot garage, and recommends **the Commission support the project's sensitivity to the historic campus context and efforts to minimize the structure's visual impacts through integration into the landscape.**

The Commission recommended continued study of strategies to minimize the potential impacts to the residential area planned for the adjacent Barry Farm development as the design is developed, consistent with the Comprehensive Plan policy related to developing federal workplaces (FW.B.15), which notes that the federal government should plan federal workplaces to be compatible with the character of the surrounding public space, properties, and community. In response the applicant sited the garage 82 feet from the property line with layered and dense vegetation primarily consisting of evergreen trees to screen views of the parking lot, garage, and lighting year-round.

The Commission additionally recommended the applicant explore opportunities for safe pedestrian connections from the garage to campus buildings on the plateau in the first phase of the garage development. The applicant noted that this connection is infeasible in the first phase because the steep elevation change between the garage site and the plateau is prohibitively difficult to make accessible; therefore, the second phase of the garage is expected to include an accessible pedestrian pathway connecting from a screening building on the roof of the garage.

Transportation

DHS drafted an updated Transportation Management Program (TMP) report and conducted additional traffic and transportation analysis, documented in a Transportation Technical Report (TTR), to understand the impact of the proposed parking garage project on the overall network and to foster more efficient employee commuting patterns. The analysis indicates the project will potentially cause intersection and corridor impacts in the surrounding area and recommended several mitigation measures. The District Department of Transportation (DDOT) provided a comment letter on the draft TMP and TTR at concept review, and the project team is coordinating with their agency on the additional requested analysis as the project moves closer to construction and permitting. As such, staff recommends the **Commission request the applicant continue to coordinate with the District Department of Transportation (DDOT) on recommended project mitigation measures, transportation improvements, and a Traffic Impact Analysis (TIA) along the West Campus's St. Elizabeths Road frontage.**

Currently DHS operates shuttle routes from downtown DC (L'Enfant Plaza) and the Anacostia Metro Station. The TMP notes that Washington Metropolitan Area Transit Authority (WMATA) has stated that they will not be able to permit incorporation of non-Metrobus operations at the Anacostia and Congress Heights Metrorail Stations without further infrastructure improvements. Meeting the Master Plan parking ratios is dependent on shuttle services between Metrorail and the Campus. It is anticipated that at full buildout, a minimum of 30 percent of employees will require access to these services. Carrying forward the Commission recommendation at concept review, staff recommends the **Commission encourage the applicant to continue to coordinate with the Washington Metropolitan Area Transit Authority (WMATA) to address long-term plans for shuttle access to St. Elizabeths from nearby Metrorail stations including the Anacostia and Congress Heights stations** as transit ridership to the campus increases.

Landscape and Tree Replacement

At concept review, the Commission requested additional information on planned tree preservation, removal, and replacement. The applicant notes the proposed landscape design follows the Master Plan guidance to enhance the arboretum setting of the campus. The landscape plan protects existing specimen trees and plants new trees and shrubs to replace those that are in poor condition or have been lost over the years with 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 to the west. 903 existing trees will remain, and 713 trees comprising 4.3 acres will be removed to construct the garage, parking lot and other needed site elements. These trees will be replaced onsite

with 4.3 acres of trees at approximately the same level of density as what exists today (166 trees per acre) in accordance with tree preservation and replacement policies in the Federal Environment Element of the Comprehensive Plan (FE.G 1, 2).

Three vegetated swales are proposed for stormwater management on the west end of the site along with ravine woodland, upland woodland, and meadow areas. Areas currently planted with turf will be replaced with meadow plantings to support pollinators and other wildlife on campus. The proposed plant palette includes native trees, shrubs, groundcover, and meadow species, with many that are beneficial to pollinators. NCPC received public testimony regarding the selection of specific milkweed species, native plants, cultivars, grasses and rushes, and additional suggested plants. The applicant revised the plant palette based on these comments. Overall, the palette is generally consistent with the Cultural Landscape Report for the St. Elizabeths Campus, NCPC's *Pollinator Best Practices Resource Guide*, and other federal resources.

CONFORMANCE TO EXISTING PLANS, POLICIES AND RELATED GUIDANCE

Comprehensive Plan for the National Capital

As stated previously, the proposed plans for the Gate 7 Garage are generally consistent with the *Comprehensive Plan for the National Capital*. Staff considered policies outlined in the Transportation, Federal Environment, Federal Workplace, Urban Design, and Historic Preservation Elements.

National Historic Preservation Act

GSA and NCPC have independent responsibilities to comply with Section 106 of the National Historic Preservation Act (NHPA). NCPC has designated GSA the lead federal agency for Section 106 consultation. A PA was executed in December 2008 regarding the Master Plan for the redevelopment of the St. Elizabeths National Historic Landmark (NHL), and an MOA was executed in September 2020 regarding the second amendment to the Master Plan. NCPC is a signatory to both agreements. After a two-year Section 106 consultation process, GSA determined the project would have no adverse effect on historic properties. On June 12, 2026 the District of Columbia State Historic Preservation Office (DC SHPO) concurred with the GSA determination conditioned upon the following: the installation of landscape screening, the final plan for which must be consulted upon by the Consulting Parties; the installation of a green roof on the garage and subsequent additions; completion of archaeological investigations of the project area, reporting the results, and curating the data generated per the workplan; and continued consultation should the plans for the undertaking change.

National Environmental Policy Act

Both GSA and NCPC have responsibilities for compliance under the National Environmental Policy Act. GSA prepared a Supplemental Environmental Impact Statement (SEIS) and NCPC

completed a Record of Decision (ROD) in 2020 with the approved Master Plan Amendment 2. Pursuant to NCPC's NEPA Regulations the applicant and NCPC, as a cooperating agency, met their NEPA obligation for the proposed project through the Commission approval of the SEIS and issuance of a ROD.

CONSULTATION

Coordinating Committee

The Coordinating Committee discussed the application at its June 17, 2026 meeting. The Committee forwarded the proposed preliminary and final site and building plans to the Commission with the statement that the proposal was coordinated with some, but not all, participating agencies. The DC SHPO's coordination is subject to the following conditions: that the final plan for the installation landscape screening will be consulted upon by the consulting parties; that green roofs will be installed on the garage and subsequent additions; that archaeological investigations of the project area will be completed, the results will be reported, and the data generated per the workplan will be curated. Consultation will continue if the plans for the undertaking change. The District Department of Energy and Environment (DOEE) is not coordinated and asked the applicant to contact it to schedule a preliminary design review meeting, if needed, as work will likely trigger stormwater requirements. The participating agencies were: NCPC, GSA, the U.S. Commission of Fine Arts, the National Park Service, the DC SHPO, the Washington Metropolitan Area Transit Authority, DOEE, DDOT, and the District of Columbia Office of Planning.

U.S. Commission of Fine Arts

At the April 2026 U.S. Commission of Fine Arts (CFA) meeting, the Commission approved the revised concept submission for the Gate 7 Garage and site development with comments and delegated the review of the final design to staff. A copy of the Commission letter is attached.

ONLINE REFERENCE

The following supporting documents for this project are available online at www.ncpc.gov:

- Submission Package

Prepared by Laura Shipman
06/29/2026

POWERPOINT (ATTACHED)

St. Elizabeths Gate 7 Garage

2701 Martin Luther King Boulevard, SE, Washington, DC

Approval of Preliminary and Final Site and Building Plans

United States General Services Administration

Project Summary

Commission Meeting Date: July 9, 2026

NCPC Review Authority: 40 U.S.C. § 8722(b)(1) and (d)

Applicant Request: Approval of Preliminary and Final Site and Building Plans

Session: Staff Presentation

NCPC Review Officer: Laura Shipman

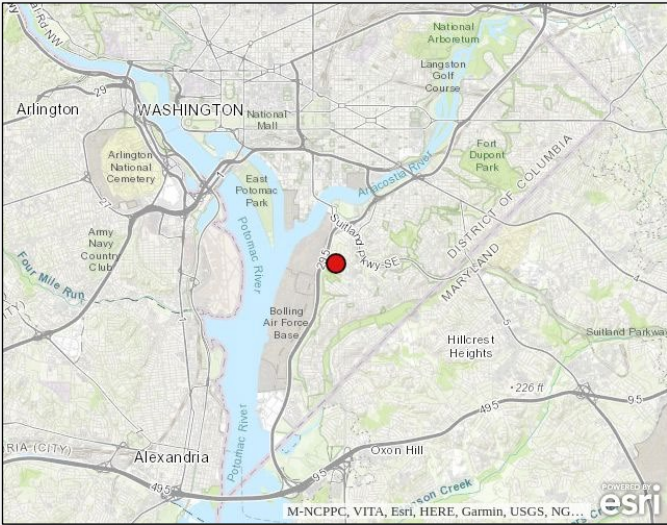
NCPC File Number: 8693

Project Summary:

The U.S. General Services Administration (GSA) has submitted preliminary and final site and building plans for the Gate 7 Parking Garage on the St. Elizabeths West Campus Department of Homeland Security (DHS) Headquarters in Washington, DC. The St. Elizabeths West Campus is a 176-acre site in Southeast Washington, DC 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.

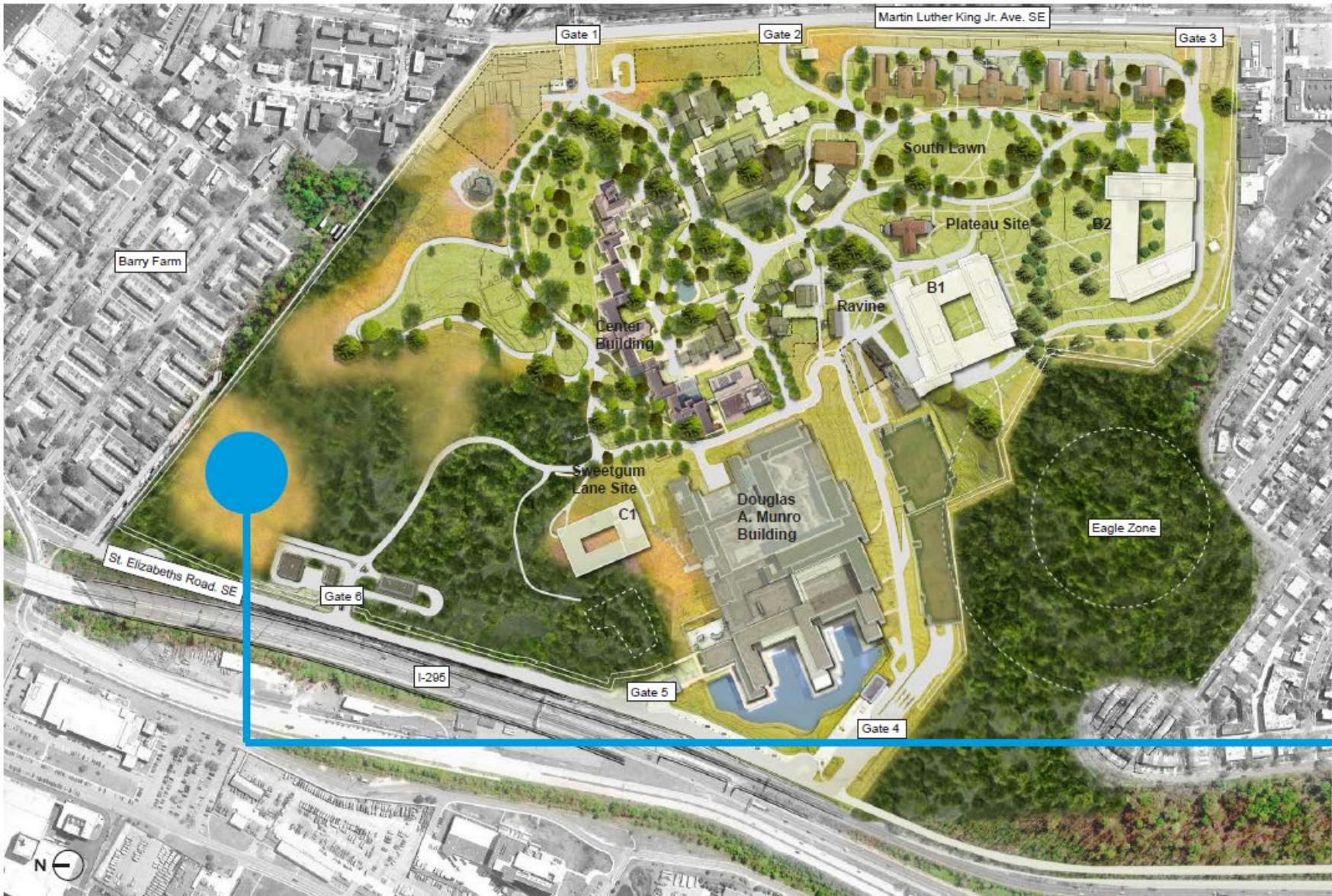
Located in the northwest corner of the campus off of St. Elizabeths Road SE, the proposed garage is planned to be built in two phases. The project under current review is phase 1 and will provide approximately 1,250 spaces for employee parking in 394,000 GSF. The project will also include a screening facility to control entry into campus. The garage is designed to be 5-levels above-grade with a gravel surface parking lot and shuttle loop. Employees will be expected to park within one of the five levels available and take an elevator or stair down to the Screening Facility located on the ground level. Once through screening, employees will take the DHS provided shuttle to reach their destination on Campus. Access to the parking garage will be provided via a new gate known as Gate “7” from St. Elizabeths Road, SE. The bulk of the mass of the garage will be built into the existing steep hillside, to minimize impacts to views and vistas throughout the National Historic Landmark (NHL). Plantings and landscape around the garage will preserve the cultural landscape of the grounds.

Site Location



Location Map

Parking Needs (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:

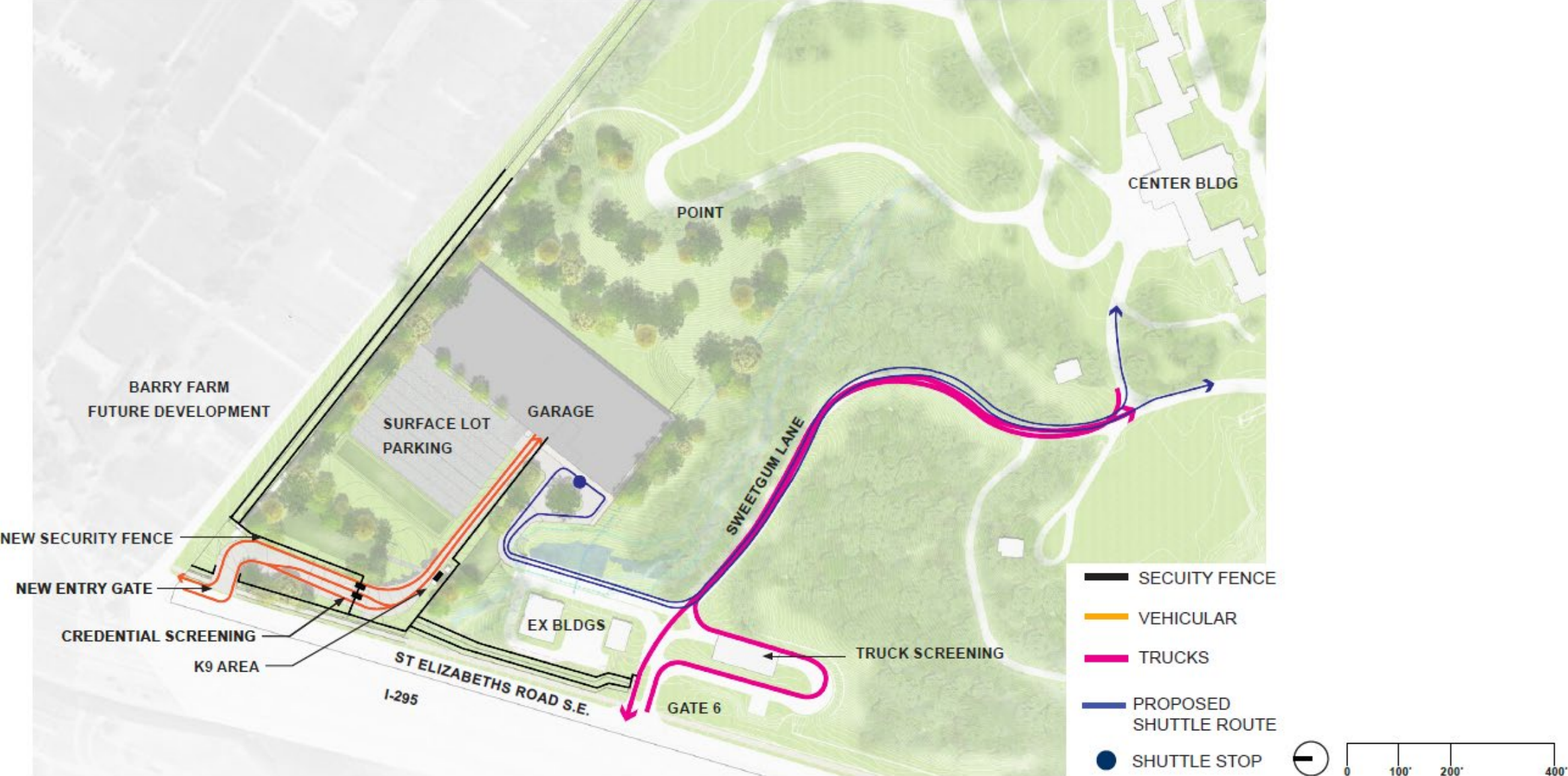
DEVELOP GATE 7 TO HAVE
A **PARKING GARAGE** THAT
MAXIMIZES AMOUNT
OF SPACES TO SATISFY
IMMEDIATE PARKING
NEEDS

GATE 7

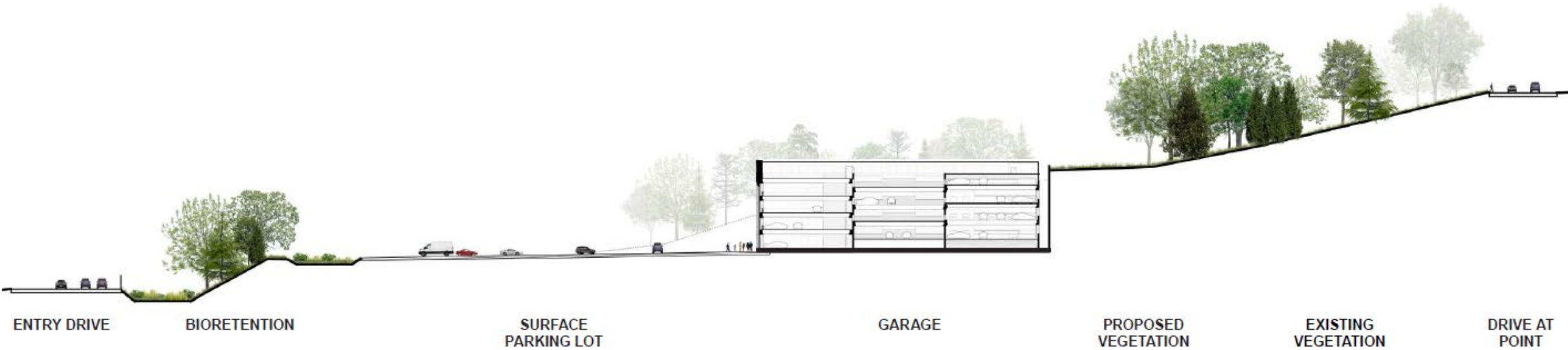
Proposed Site Plan



Site Circulation



East-West Site Section Looking North



ENTRY DRIVE

BIORETENTION

SURFACE
PARKING LOT

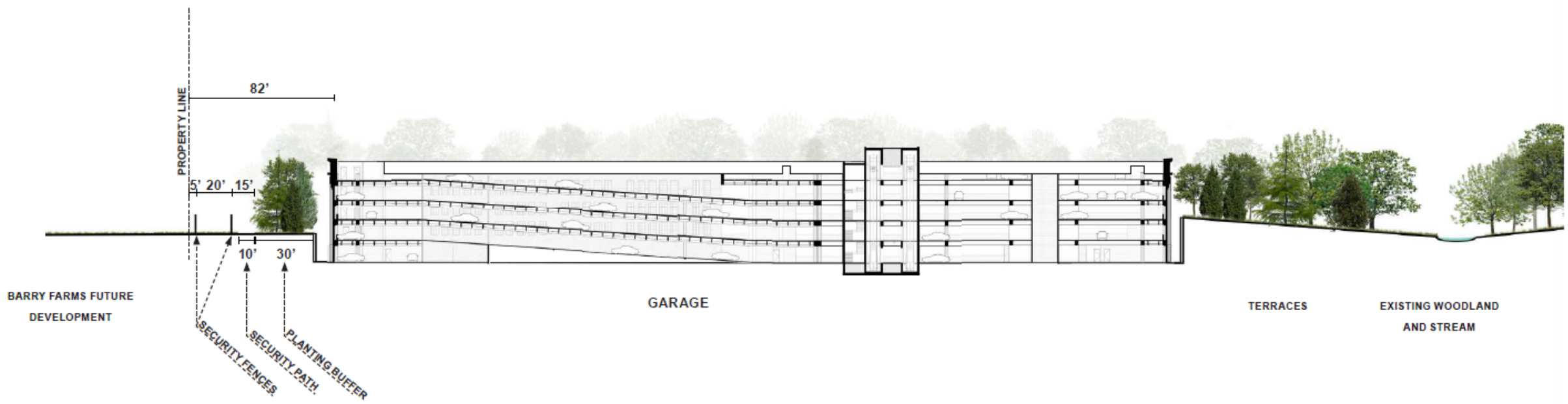
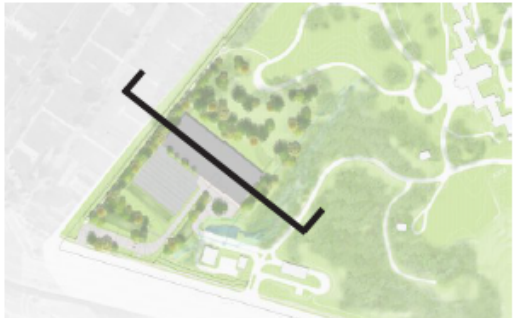
GARAGE

PROPOSED
VEGETATION

EXISTING
VEGETATION

DRIVE AT
POINT

North-South Site Section Looking East



Concept Proposal September 2025



Historic Site Architecture – 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 – Support Buildings



PUMPING STATION, 1901



SHOPS BUILDING, 1950



POWER HOUSE, 1908

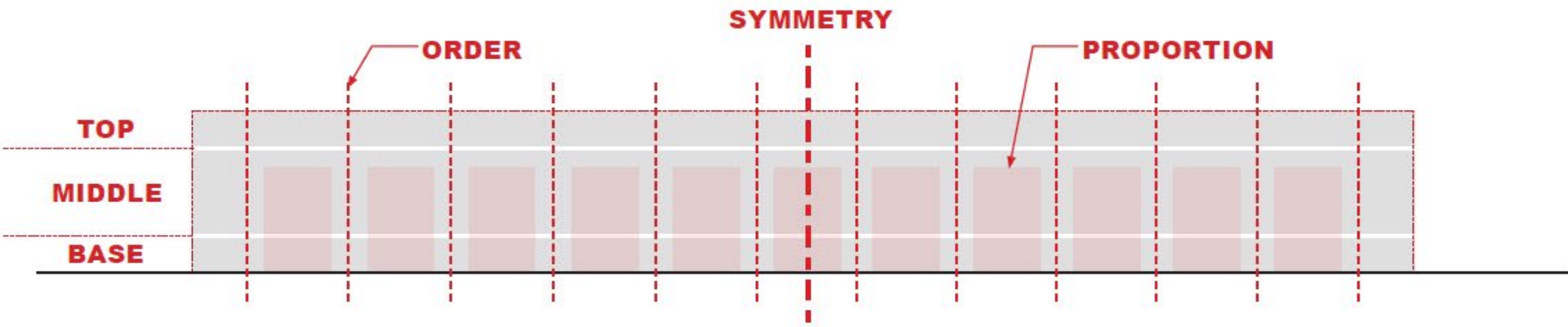


HAGAN HALL, 1942



ICE HOUSE, 19XX

Façade Design Principles



REGIONAL HERITAGE



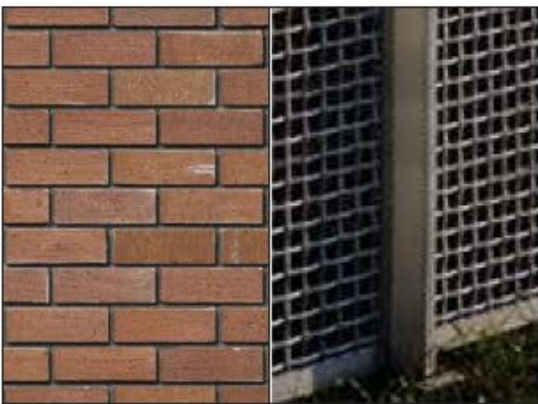
ST. ELIZABETHS RESIDENCES, EAST CAMPUS

DIGNITY + VIGOR



NATIONAL BUILDING MUSEUM - MONTGOMERY C. MEIGS

HARMONY + SCALE



Elevations and Materials

- 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)

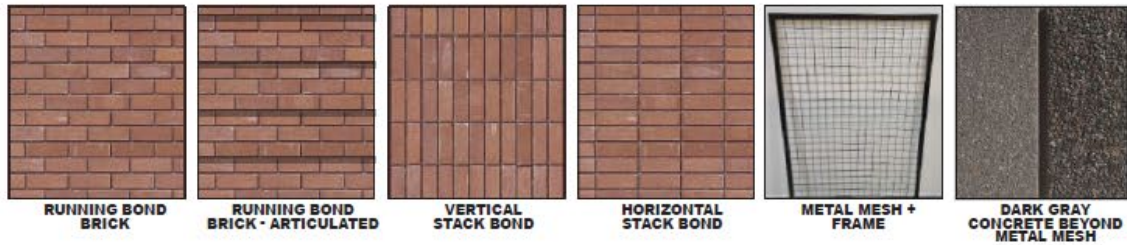
02 - NORTH ELEVATION

- 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

View 01 - View From Center Building Looking South



View 02 - From Point Looking West



View 03 - From Sweetgum Lane



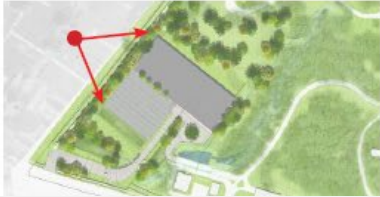
View 04 - Over Shuttle Loop Looking North



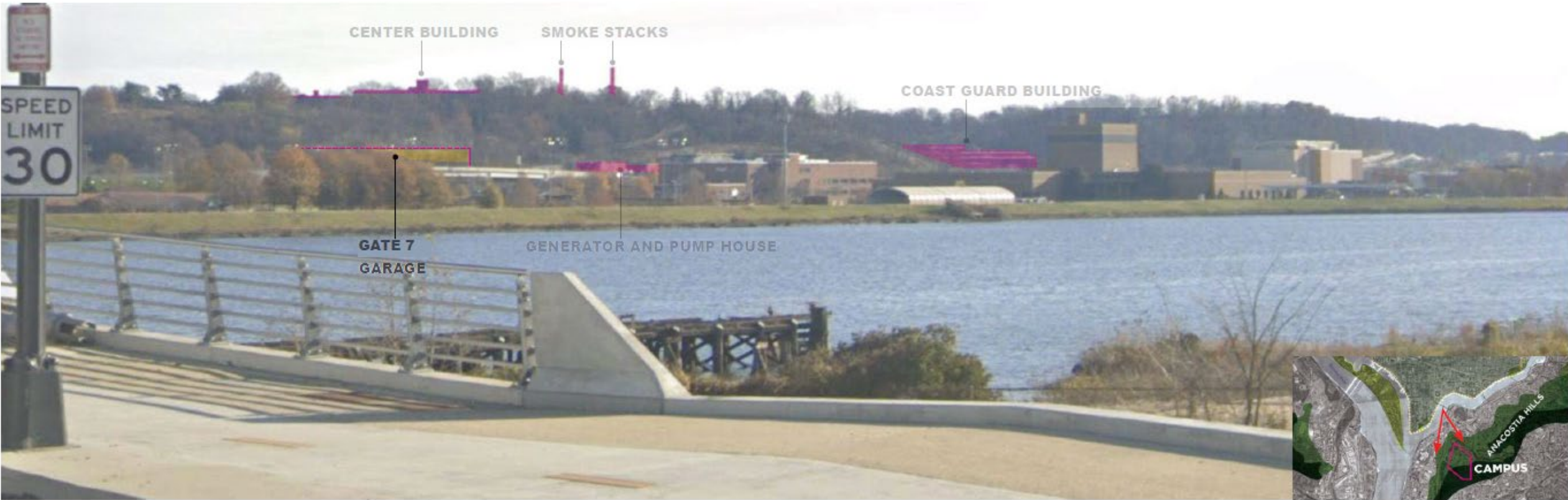
View 05 - From I-295



View 06 - From Barry Farm



Viewsheds Across the River



**STREET VIEW FROM DECEMBER 2022

VIEW FROM FREDERICK DOUGLASS MEMORIAL BRIDGE

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**

Tree Preservation and Removal

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.

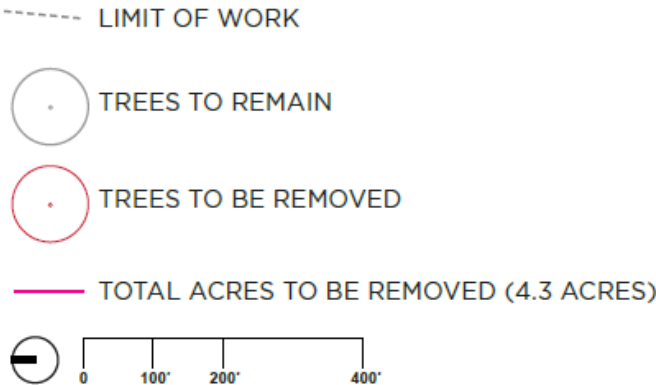
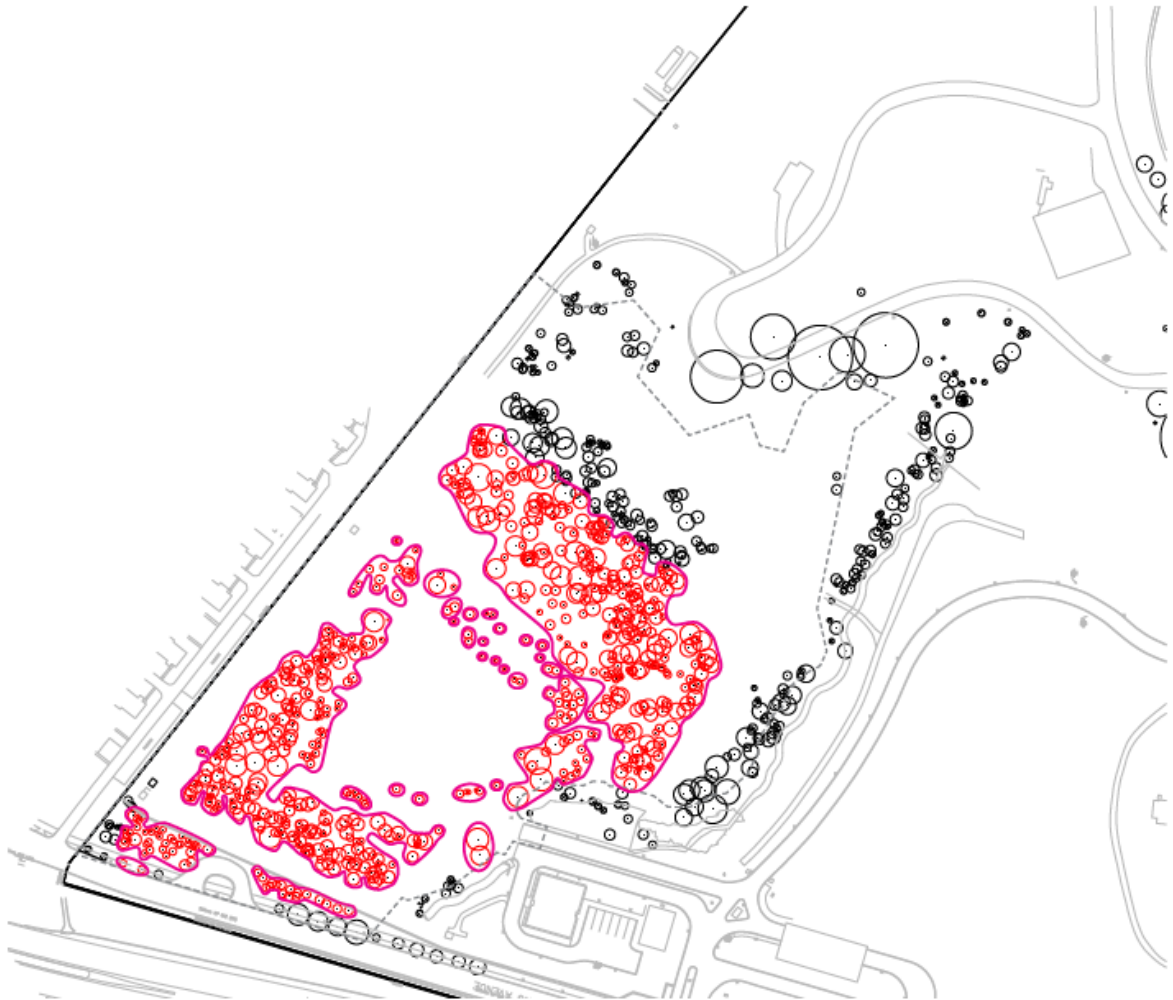
TOTAL EXISTING TREES - 903

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

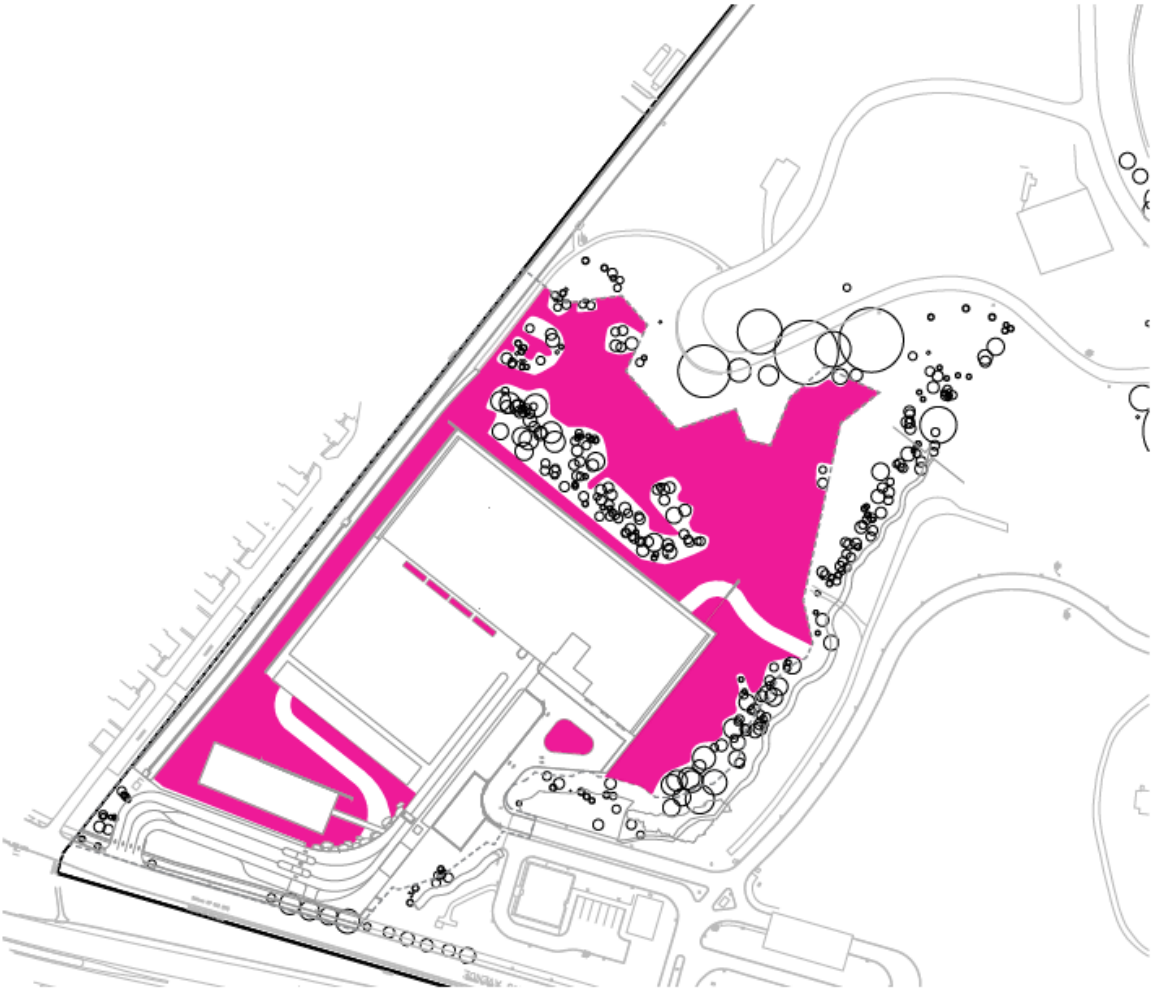
(CALCULATIONS BASED ON NCPC GUIDELINES APPENDIX C: RESOURCE GUIDE TO PRESERVATION AND REPLACEMENT)



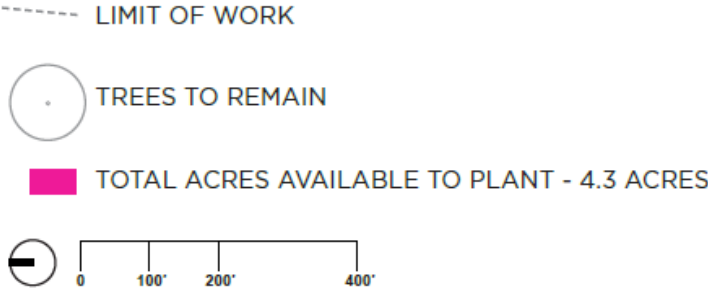
*PER 2026 BARLETT SURVEY

Tree Replacement

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 REMAINING - 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)



*PER 2026 BARLETT SURVEY

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 April 2026

Dear Ms. Williams:

In its meeting of 16 April, the Commission of Fine Arts reviewed a revised concept design submission for a new above-grade garage and associated landscape to be located at Gate 7 (formerly Gate 6) on the historic St. Elizabeths West Campus, the headquarters of the U.S. Department of Homeland Security. The Commission approved the revised concept submission and delegated the review of the final design to the staff, providing the following comments for the development of the design.

The Commission members commended the new proposal for a red brick garage with traditional arched openings and other detailing, characterizing the design as beautiful and in keeping with the architectural vocabulary of this National Historic Landmark campus, as well as consistent with the E.O. "Making Federal Architecture Beautiful Again." For the development of the final design, they advised careful study of the articulation of the joints of the brick-clad precast concrete panels located between the arches. In their review, they also cited the sensitive and thoughtful design of the site in knitting this large building into the campus landscape.

Please coordinate the delegated final review of this project with the staff which, as always, is available to assist you.

Sincerely,



Thomas E. Luebke, FAIA
Secretary

Kristi Tunstall Williams, Director
Architectural Services Division
General Services Administration, National Capital Region
1800 F Street, NW, Suite 4400
Washington, DC 20405

cc: Devin Carlson, ZGF
Hallie Boyce, OLIN