

Holland & Knight

800 17th Street, NW, Suite 1100 | Washington, DC 20006 | T 202.955.3000 | F 202.955.5564
Holland & Knight LLP | www.hklaw.com

Jessica R. Bloomfield
202.469.5272
jessica.bloomfield@hklaw.com

Christopher S. Cohen
202.469.5127
christopher.cohen@hklaw.com

May 29, 2026

VIA IZIS

Zoning Commission
for the District of Columbia
441 4th Street, NW, Suite 210-S
Washington, DC 20001

**Re: Z.C. Case No. 25-20 – Applicant’s Supplemental Prehearing Submission
Consolidated PUD and Related Zoning Map Amendment
2455 Alabama Avenue, SE (Square 5728, Lot 800)**

Dear Members of the Commission:

On behalf of the Department of General Services (“DGS” or the “Applicant”), through the architecture firm Shinberg.Levinas Architects, the Applicant hereby submits its Supplemental Prehearing Statement and accompanying exhibits (together, the “**Supplemental Prehearing Submission**”) in support of the above-referenced case. The public hearing is scheduled for June 29, 2026. Thus, this filing is timely under Subtitle Z § 401.5 of the District of Columbia Zoning Regulations.

This Supplemental Prehearing Submission provides updated information about the project, much of which is provided in response to comments raised during an interagency meeting coordinated by the Office of Planning (“OP”) and which was attended by representatives from the District Department of Transportation (“DDOT”), Urban Forestry Division (UFD), the Department of Energy and the Environment (DOEE), Fire and Emergency Medical Services (FEMS), and the Department of Buildings (“DOB”) (the “**Interagency Meeting**”).

A. TRANSPORTATION

1. Comprehensive Transportation Review (“CTR”) Report

Through its traffic consultant, the Applicant coordinated with DDOT to scope and prepare a CTR report for the project. In accordance with Subtitle Z § 401.8, which requires traffic and transportation reports to be filed no later than thirty (30) days prior to the public hearing, a copy of the CTR report is attached hereto as **Exhibit A**. The Applicant previously submitted the CTR report to DDOT on May 15, 2025.

Among other conclusions, the CTR found that the project is not expected to have an adverse impact on the surrounding transportation network. The site is served by a well-connected network of pedestrian, bicycle, and transit facilities that support safe and efficient non-vehicular travel. In addition, the proposed curb cuts and access points will distribute traffic efficiently and are not expected to result in spillback into the public right-of-way. See **Exhibit A** at p. 37. Moreover, all loading, delivery, and fuel truck operations will occur internal to the site. *Id.* at p. 33.

As part of the CTR process, the Applicant coordinated with DDOT to identify and design required public space elements. The final design of these improvements, including curb cuts, signage, striping, sidewalks, bicycle facilities, and streetscape elements, are shown on the Applicant's landscape drawings (*see* Sheets L03–L11 of Ex. **3G**, as modified by Ex. **14H**, and as further modified by Sheets L03–L05 attached hereto as **Exhibit B**), and will be finalized through the public space permitting process.

2. Transportation Benefits

As part of the PUD, the Applicant proffers the following transportation improvements as public benefits pursuant to Subtitle X § 305.5(o):

- **Curb Extensions / Daylighting.** Construct curb extensions and daylighting measures on Hartford Street, SE and James M. McGee, Jr. Street, SE at Alabama Avenue, SE to shorten crossing distances and enhance pedestrian visibility and safety.
- **Upgrading Curb Cuts.** Upgrade existing curb cuts to DDOT standards, including widening the curb cut on James M. McGee, Jr. Street, SE to accommodate two-way public garage traffic and realigning the Hartford Street, SE driveway with the internal circulation plan as ingress-only.
- **Pedestrian Bridge.** Provide a pedestrian bridge connecting the above-grade parking garage and the new headquarters building to separate pedestrian and vehicular movements and reduce potential conflicts at-grade.
- **Above-Grade Parking Garage.** Construct an above-ground garage consisting of approximately 225 parking spaces, including 120 for MPD fleet vehicles, 77 for staff, and 28 for public use, relieving on-street parking pressure in the surrounding neighborhood and consolidating public parking on-site.
- **Enhanced Bicycle Facilities.** Provide 30 short-term bicycle parking spaces in racks along Alabama Avenue, SE, and 40 long-term spaces in a secure storage room, substantially exceeding the six (6) and eight (8) spaces, respectively, required under the Zoning Regulations. This expanded capacity improves access for cyclists and supports mode shift away from single-occupancy vehicles.
- **Capital Bikeshare Station.** Provide space for, fund, and work with DDOT to install a 19-dock Capital Bikeshare station along Alabama Avenue, SE, adjacent to the PUD site, subject to DDOT review and approval.

3. Transportation Demand Management (“TDM”) and Access Mitigation

In addition to the aforementioned benefits, the Applicant will implement TDM measures to reduce peak-period single-occupancy vehicle trips and shift travel to off-peak times. The TDM plan includes designating a Transportation Coordinator for the planning, construction, and operational phases of the Project and installing a publicly accessible bicycle repair station near the main building entrance, among other measures. The Applicant's proposed TDM plan, as coordinated with DDOT, are listed on page 36 of the CTR (**Exhibit A**).

In addition, at DDOT's request and to mitigate any potential negative transportation impacts created by the Project, the Applicant will install a hardened, raised median along Alabama Avenue, SE, extending north of James M. McGee Jr. Street, SE. The median will include a mountable section at the MPD driveway to preserve emergency access while restricting non-emergency movements to right-in/right-out.

B. PROJECT PHASING

As explained in the Statement in Support and as shown on Sheet A-15 of the plans (Ex. 3L), the PUD will be constructed in multiple phases. Phase 1A/1B includes construction of the new MPD 7th District headquarters building (the “**Headquarters**”) on the northern portion of the site, followed by demolition of the existing MPD headquarters building (the “**Existing Facility**”) on the southern portion of the site. During this Phase 1A/1B, the Existing Facility will remain operational to ensure uninterrupted MPD service. Upon completion and occupancy of the Headquarters, the Existing Facility will be razed.

Phase 2 involves construction of an above-grade parking structure on the southern portion of the site (the “**Parking Garage**”), which will be connected to the Headquarters by an enclosed pedestrian bridge and will be a single building for zoning purposes. The construction of the Headquarters and construction of the Parking Garage are together referred to as the “**Project**.”

To guide the phased development of the Project and ensure predictable timelines, the Applicant proposes the following conditions for inclusion in the final order:

- **Project Validity – Phase One.** The first phase of the Project shall be valid for a period of two (2) years from the effective date of this Order. Within such time, the Applicant shall file a building permit application for the Headquarters and a raze permit application for the Existing Facility. Construction of the Headquarters shall commence within three (3) years of the effective date of this Order.
- **Project Validity – Phase Two.** The second phase of the Project shall be valid for a period of two (2) years following issuance of the final certificate of occupancy for the Headquarters. Within such time, the Applicant shall file a building permit application for the Parking Garage. Construction of the Parking Garage shall commence within three (3) years of issuance of the final certificate of occupancy for the Headquarters.

C. INTERIM PARKING SITE

As explained in the Prehearing Statement, the Applicant requests flexibility pursuant to Subtitle X §§ 303.1(a) and 303.13 to permit temporary off-site accessory parking at Square 5727, Lot 136 (the “**Interim Parking Site**”) during construction of the Project. *See* Ex. 14 at pp. 7–12. The Interim Parking Site is a vacant, District-owned parcel located adjacent to the PUD site. The Interim Parking Site is zoned R-3, where surface parking is permitted only as a special exception under Subtitle U § 203.1(k). Accordingly, the Applicant requests flexibility to permit the temporary off-site parking use and from the specific criteria in Subtitle U § 203.1(k)(2), (4), and (8)(B). *Id.*

A plan showing the **Interim Parking Site's temporary condition** while being used for surface parking during construction of the Project is included in the record at Ex. 14G. The Interim Parking Site will be paved with gravel during its temporary use as a surface lot. A curb cut from Hartford Street, SE will be installed for vehicular access, and a six-foot wide sidewalk will run north-south between the PUD site and the Interim Parking Site to provide safe pedestrian travel between the two properties.

The plan attached hereto as **Exhibit C** shows the **Interim Parking Site's final condition following completion of the Project**. As depicted, the Applicant will remove the temporary surface parking lot and install grass landscaping across the Interim Parking Site and the public space between it and the PUD site. The Applicant will close the curb cut temporarily provided on Hartford Street and restore the curb and any disturbed streetscape on Hartford Street to like-new condition. The Applicant will also repair the sidewalk running north-south between the PUD site and the Interim Parking Site to like-new condition. All restoration work in public space will be subject to DDOT review and approval. These improvements are proffered as public benefits of the PUD because they will improve adjacent public space and pedestrian connections following the Project's construction.

At the Interagency Meeting, OP requested clarification on the anticipated duration of the use of the Interim Parking Site and asked the Applicant to propose conditions confirming its temporary nature. The Interim Parking Site will become operational once construction of the Headquarters is underway and will function as surface parking until a certificate of occupancy is issued for the Parking Garage. Accordingly, the Applicant proposes the following conditions for inclusion in the final order:

- **Establishment of Interim Parking Site and Adjacent Public Space.** Within two (2) years of the effective date of this Order, the Applicant shall file all required permit applications with DOB, DDOT, and other applicable District agencies to improve the Interim Parking Site and adjacent public space in substantial accordance with the Interim Parking Plans marked as Ex. 14G of the record. Construction of the Interim Parking Site and adjacent public space, subject to DDOT review and approval, shall commence within three (3) years of the effective date of this Order.
- **Restoration of Interim Parking Site and Adjacent Public Space.** Prior to issuance of the final certificate of occupancy for the Parking Garage, the Applicant

shall file all required permit applications with DOB, DDOT, and other applicable District agencies to remove the temporary curb cut on Hartford Street, SE and to restore the Interim Parking Site and adjacent public space, subject to DDOT review and approval, to permanent, like-new conditions in substantial accordance with the Restoration Plan marked as Ex. ___ of the record.

D. PUBLIC BENEFITS AND AMENITIES

The Applicant provided an initial list of proffered public benefits and amenities in the Statement in Support filed with the original application. *See* Ex. 3 at pp. 15–20. The following is an updated list based on continued engagement with OP, DDOT, and community stakeholders, with brief summaries of each proffered benefit. If the Commission takes Proposed Action on the application, the Applicant will provide additional detail in a submission to be filed in accordance with Subtitle X §§ 308.2 through 308.4.

1. **Superior Urban Design and Architecture (Subtitle X § 305.5(a)).** The Project delivers a cohesive, high-quality civic design that integrates context-sensitive architecture, articulated façades, and coordinated materials across the Headquarters and Parking Garage. The surrounding streetscape and public realm will also be enhanced while balancing security, functionality, and neighborhood compatibility.
2. **Superior Landscaping, or Creation or Preservation of Open Spaces (Subtitle X § 305.5(b)).** The Project introduces substantial new landscaping and open space, including a publicly accessible entry plaza, perimeter plantings, and landscaped buffers. These elements enhance the pedestrian environment, accommodate multimodal access, and improve the visual character of the PUD site and its integration with the surrounding neighborhood. Updated landscape drawings showing the location of the short-term bicycle parking racks and the Capital Bikeshare station along Alabama Avenue are attached as **Exhibit B** (Sheets L03–L05), which replace and supersede the prior versions submitted to the record at Ex. 14H.
3. **Site Planning and Efficient and Economical Land Utilization (Subtitle X § 305.5(c)).** The Project consolidates parking into a structured facility, freeing land for open space and improving circulation, safety, and stormwater performance. It also phases development to maintain uninterrupted MPD operations and utilizes the Interim Parking Site to minimize disruption.
4. **Commemorative Works or Public Art (Subtitle X § 305.5(d)).** The Project includes a public art installation that reflects the identity of the MPD 7th District and its relationship to the surrounding community. The artwork will serve as a visible cultural and civic feature of the site.
5. **Employment and Training Opportunities (Subtitle X § 305.5(h)).** The Project will generate construction and long-term employment opportunities, including for District residents through First Source requirements. The Headquarters also

supports MPD recruitment and retention by providing a modern workplace environment.

6. **Building Spaces for Special Uses (Subtitle X § 305.5(j)).** The Project provides a publicly accessible community room and a dedicated space for the Citizens Advisory Council (CAC). These spaces promote ongoing engagement, meetings, and collaboration between MPD and the surrounding neighborhood.
7. **Environmental and Sustainable Benefits (Subtitle X § 305.5(k)).** The Project incorporates sustainability features including solar panels, stormwater management systems, green façades, EV infrastructure, and bicycle facilities, and is designed to achieve LEED Gold. The Headquarters will include approximately 7,000 square feet of solar panels, generating an estimated 114,812 kWh annually. The Parking Garage will include approximately 11,920 square feet of solar panels on the roof canopy and approximately 1,500 square feet of solar panels on the south elevation. The Project will also provide approximately 1,700 square feet of bioretention area along Knox Street to manage stormwater runoff from the Parking Garage roof. These environmental features are complemented by the Project's multimodal infrastructure. The Parking Garage will provide five (5) EV-ready vehicular parking spaces, and the Project will provide a total of 40 long-term and 30 short-term bicycle parking spaces, both far exceeding the minimum requirements under the Zoning Regulations. In addition, the Applicant will install a 19-dock Capital Bikeshare station along Alabama Avenue and a bicycle repair station near the Headquarters' main entrance. Collectively, these features reduce environmental impacts and promote sustainability.
8. **Streetscape Plans (Subtitle X § 305.5(l)).** The Project upgrades sidewalks, crosswalks, lighting, landscaping, and other streetscape elements to improve safety and pedestrian circulation. The design enhances connectivity and creates a more attractive public realm consistent with DDOT standards.
9. **Transportation Infrastructure Beyond that Needed to Mitigate any Potential Adverse Impacts (Subtitle X § 305.5(o)).** The Project includes transportation improvements beyond its TDM plan and mitigation measures. These include curb extensions and daylighting measures at Alabama Avenue, SE and upgraded and reconfigured curb cuts. The Project also provides a pedestrian bridge connecting the Headquarters and the Parking Garage, separating pedestrian and vehicular movements and reducing at-grade conflicts. The Parking Garage will consolidate parking on-site and relieve on-street parking pressure in the surrounding neighborhood. The Project further provides 30 short-term and 40 long-term bicycle parking spaces, both far exceeding the minimum requirements under the Zoning Regulations, and a Capital Bikeshare station to support non-vehicular travel.
10. **Uses of Special Value to the Neighborhood or the District of Columbia as a Whole (Subtitle X § 305.5(q)).** The Project delivers a modernized MPD facility with community-serving features, including a multipurpose room and enhanced

public safety infrastructure. It improves safety along Alabama Avenue, SE, including through new camera coverage at the adjacent Metrobus stop. Use of the Interim Parking Site will minimize construction-related disruption, and its subsequent restoration will result in permanent improvements to the Interim Parking Site and adjacent public space.

- 11. Other Public Benefits and Project Amenities and Other Ways in Which the Proposed PUD Substantially Advances the Comprehensive Plan (Subtitle X § 305.5(r)).** The Project advances multiple Comprehensive Plan policies by delivering a modern civic facility, enhancing streetscape and multimodal access, and incorporating sustainable design features. Collectively, these improvements support broader goals of equity, neighborhood revitalization, and targeted public investment in Ward 8.

E. COMMUNITY ENGAGEMENT AND SUPPORT

The Applicant continues to work closely with surrounding community stakeholders as the Project progresses. Most recently, the Applicant formally presented Project updates at ANC 8B's public meeting on April 21, 2026. Feedback about the Project was positive, with strong support voiced particularly for the proposed community room, public parking spaces, and sustainability features. At the conclusion of the presentation, the ANC requested additional information regarding public access to the Project and requested copies of the Applicant's geotechnical report and CTR. The Applicant has since followed up with the ANC on those items and provided the materials requested.

ANC 8B submitted a letter in support of the application, which is marked as Ex. [3K](#) in the record. To date, the Applicant is not aware of any opposition to the proposed PUD.

F. SATISFACTION OF PUBLIC NOTICE REQUIREMENTS

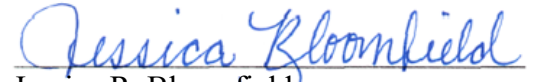
On May 19, 2026, the Applicant posted supplemental notice of the public hearing by posting eight (8) signs at the PUD site in accordance with Subtitle Z §§ 402.3 and 402.4. *See* Affidavit of Posting, Ex. [19](#). The Applicant will maintain the posted notices and will file an affidavit confirming such maintenance no later than two (2) days prior to the hearing, as required by Subtitle Z § 402.10.

G. CONCLUSION

The Applicant submits that the information provided with this Supplemental Prehearing Submission is responsive to agency feedback and will further assist the Commission in its review of the application. The Applicant is pleased to have documented support from the ANC and looks forward to presenting the Project to the Commission at the public hearing on June 29, 2026.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Jessica R. Bloomfield

Christopher S. Cohen

Exhibits

cc: Certificate of Service

Certificate of Service

We hereby certify that on May 29, 2026, a copy of the Applicant's Supplemental Prehearing Submission for Z.C. Case No. 25-20 was served on the following via email at the addresses stated below:

D.C. Office of Planning

Radhika Mohan

radhika.mohan@dc.gov

Maxine Brown-Roberts

maxine.brownroberts@dc.gov

Michael Jurkovic

michael.jurkovic@dc.gov

District Department of Transportation

Erkin Ozberk

erkin.ozberk1@dc.gov

Noah Hagen

noah.hagen@dc.gov

Preston Jutte

preston.jutte@dc.gov

Advisory Neighborhood Commission 8B

8B@anc.dc.gov

Commissioner Joseph Johnson

ANC 8B Chair

8B05@anc.dc.gov

Commissioner Betty Scippio

SMD 8B-02

8B02@anc.dc.gov



Jessica R. Bloomfield
Christopher S. Cohen
Holland & Knight LLP
Counsel for Applicant