TECHNICAL MEMORANDUM

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Date:	May 15, 2026	
Subject:	Metropolitan Police Department (MPD) 7th District Headquarters PUD (Case No. 25-20) – Transportation Statement	

Introduction

The memorandum presents the findings of a Transportation Statement for the proposed redevelopment of the Metropolitan Police District ("MPD") 7th District Headquarters as part of the PUD application (Case No. 25-20). The MPD 7th District Headquarters is located at 2455 Alabama Avenue SE, Washington, DC 20020, which is located in Ward 8 and is bounded by Hartford Street SE to the north, Knox Street SE to the east, James M. McGee Jr. Street SE to the south, and Alabama Avenue SE to the west. The MPD 7th District serves much of the Southeast quadrant of the city, including the neighborhoods of Anacostia, Barry Farm, Naylor Gardens and Washington Highlands. The 7th District headquarters Police Service Area is shown in Figure 1. Figure 2 shows the regional location of the site and Figure 3 provides an aerial view of the site.

The existing police station, which is comprised of a 45,098 square-foot facility and workshop building that accommodates 394 employees, is currently zoned RA-1 (Residential Apartment – low to moderate density) and provides vehicular access via curb cuts on Hartford Street SE, Knox Street SE, James M. McGee Jr. Street SE, and Alabama Avenue SE. The existing police station currently provides more than 200 parking spaces between the onsite surface parking and the grassed parking areas in the adjacent parcel.

The Applicant is requesting a PUD and related Zoning Map Amendment to rezone the site to the RA-2 (Residential Apartment – moderate density) zoning district. The site is to be improved with upgraded facilities to accommodate the future needs of the MPD 7th District Headquarters, including secure parking for MPD fleet vehicles, a dedicated multi-purpose room for community use, associated off-street community parking spaces, and significant new landscaping, open plazas, and pedestrian enhancements that will transform the property into an accessible civic resource. These improvements include a proposed approximately 58,431 square-foot building on the northern portion of the property and an above-grade parking structure providing 225 spaces on the southern portion of the property with a pedestrian bridge connecting the structures to accommodate a proposed 466 employees. As part of the PUD application, the site will feature a multi-purpose room, gathering areas, 40 long-term and 29 short-term bike parking spaces, and 28 vehicular parking spaces reserved for public use.

Due to the functional needs of the proposed use, which include use by the public and the police department, all existing curb cuts are to remain to support the demands of the site but will be improved to meet DDOT standards. The curb cut on James M. McGee Jr. Street SE will provide vehicular access to the parking garage for the public and will be widened to accommodate

ZONING COMMISSION
District of Columbia
CASE NO. 25-20
EXHIBIT NO. 26A

ingress and egress movements. The curb cuts on Hartford Street SE, Knox Street SE, and Alabama Avenue SE will provide secure, gated access for MPD use. No new curb cuts are proposed as part of this application. One (1) 12' X 38.3' loading berth and one (1) 10' X 20' service\delivery space are proposed to be accessed via the curb cuts on Knox Street SE and Alabama Avenue SE.

The design of these elements, including all required pavement marking and signage updates, will be coordinated further with DDOT through the public space permitting process.

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a high-level review of crashes within the vicinity of the site;
- Perform a gate queuing analysis at the site accesses;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The MPD 7th District HQ site is surrounded by a very well-connected existing network of pedestrian, bicycle, and transit facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The unique nature and needs of the use require planning and infrastructure for the large fleet of MPD vehicles that allow the police department to fulfill its mission and goals. Therefore, the proposed project will replace the existing surface parking lot and provide a new above-ground parking garage with 225 spaces - 28 of which are reserved for public use, 120 of which are dedicated to MPD fleet vehicles, and the remaining 77 of which will be used to park the personal vehicles of employees and staff;
- The existing curb cuts are vital to ensuring all of the site's users can enter and exit the property efficiently. The curb cut on James M. McGee Jr. Street SE provides two-way vehicular access to the public parking garage, the curb cut on Hartford Street SE provides ingress-only access to the new one-way drive aisle to the Vanport, and the curb cuts on Knox Street SE and Alabama Avenue SE provide gated, secure access for MPD vehicles as well as loading vehicles and fuel trucks;
- A temporary parking area (and corresponding temporary curb cut on Hartford Street) is proposed adjacent to the site at Square 5727, Lot 136. This temporary parking area will adequately support the parking of fleet and personal vehicles during construction and will be restored to open space once the proposed parking garage is constructed and operational;
- The proposed project will provide 40 long-term bicycle parking spaces in an interior bike storage room, eight (8) of which will be reserved for personal bicycle storage for employees, meeting zoning requirements;
- The proposed project will provide 29 short-term bicycle parking spaces, exceeding zoning requirements. The location and design of these facilities will be coordinated with DDOT during the Public Space Permitting process;
- The proposed project will prioritize safety by connecting the parking garage and the police station via a pedestrian bridge to reduce the potential for conflicts interior to the site, adding curb extensions on Hartford Street SE and James M. McGee Jr. Street SE at Alabama Avenue SE to increase pedestrian visibility and shorten crossing distances, and installing a raised median on Alabama Avenue SE from James M. McGee Jr. Street SE to approximately 100 feet north of the MPD driveway with a mountable median at the driveway to limit movements for

vehicles on Alabama Avenue SE but maintain full access for emergency vehicles, in line with DDOT's proposed safety improvements for the corridor;

- Because general entering traffic is split between the curb cuts on Alabama Avenue SE and Knox Street SE, the proposed gates to the site at the curb cuts on Alabama Avenue SE and Knox Street SE are not expected to cause entering traffic to spill back into the public right-of-way;
- The proposed project will include robust TDM measures that adequately promote non-vehicular modes of travel and discourage the use of single-occupancy vehicle trips for employees; and
- The proposed project is not expected to have an adverse impact on the surrounding transportation network.

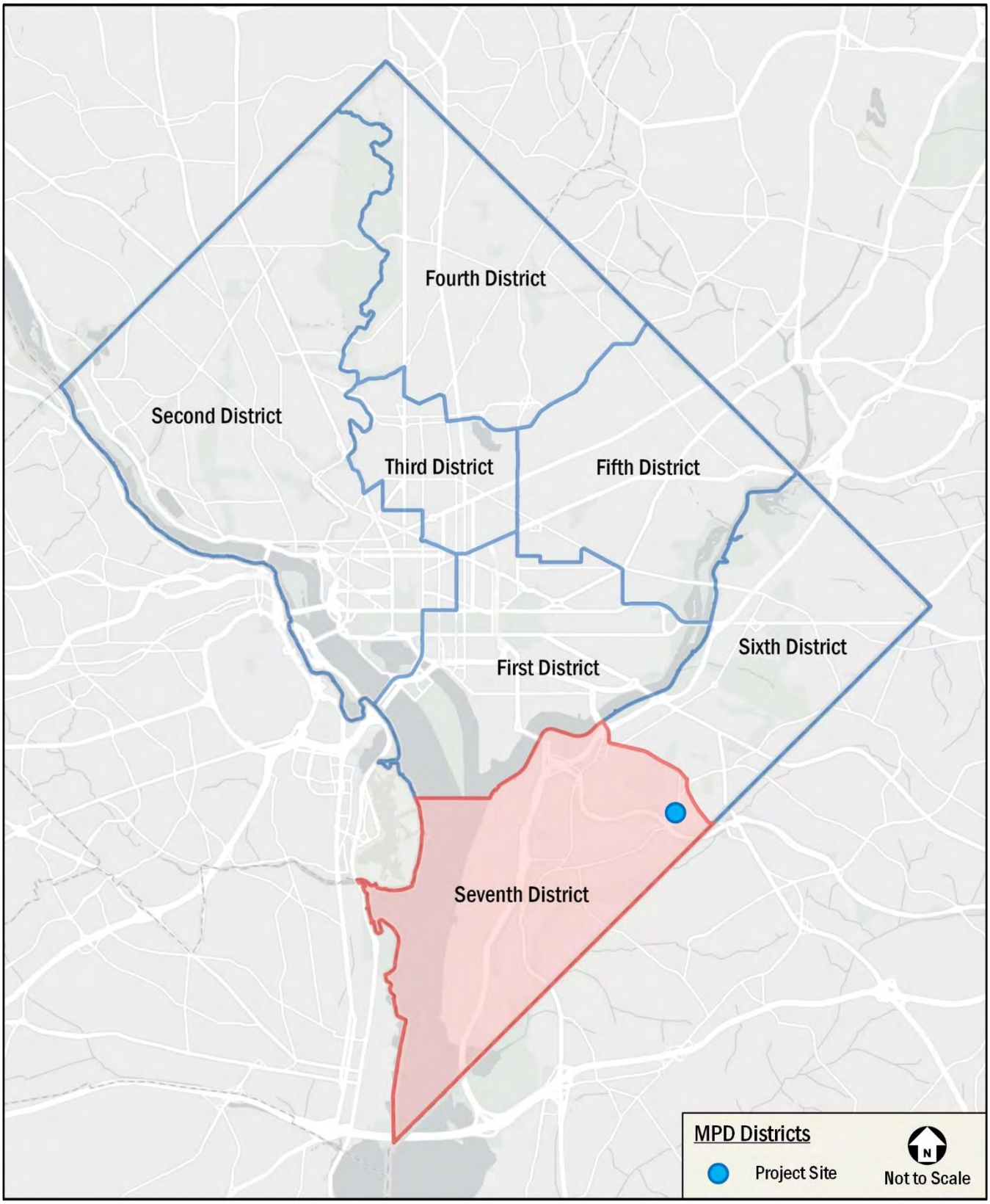


Figure 1: MPD Districts

Figure 2: Project Location & Transportation Facilities

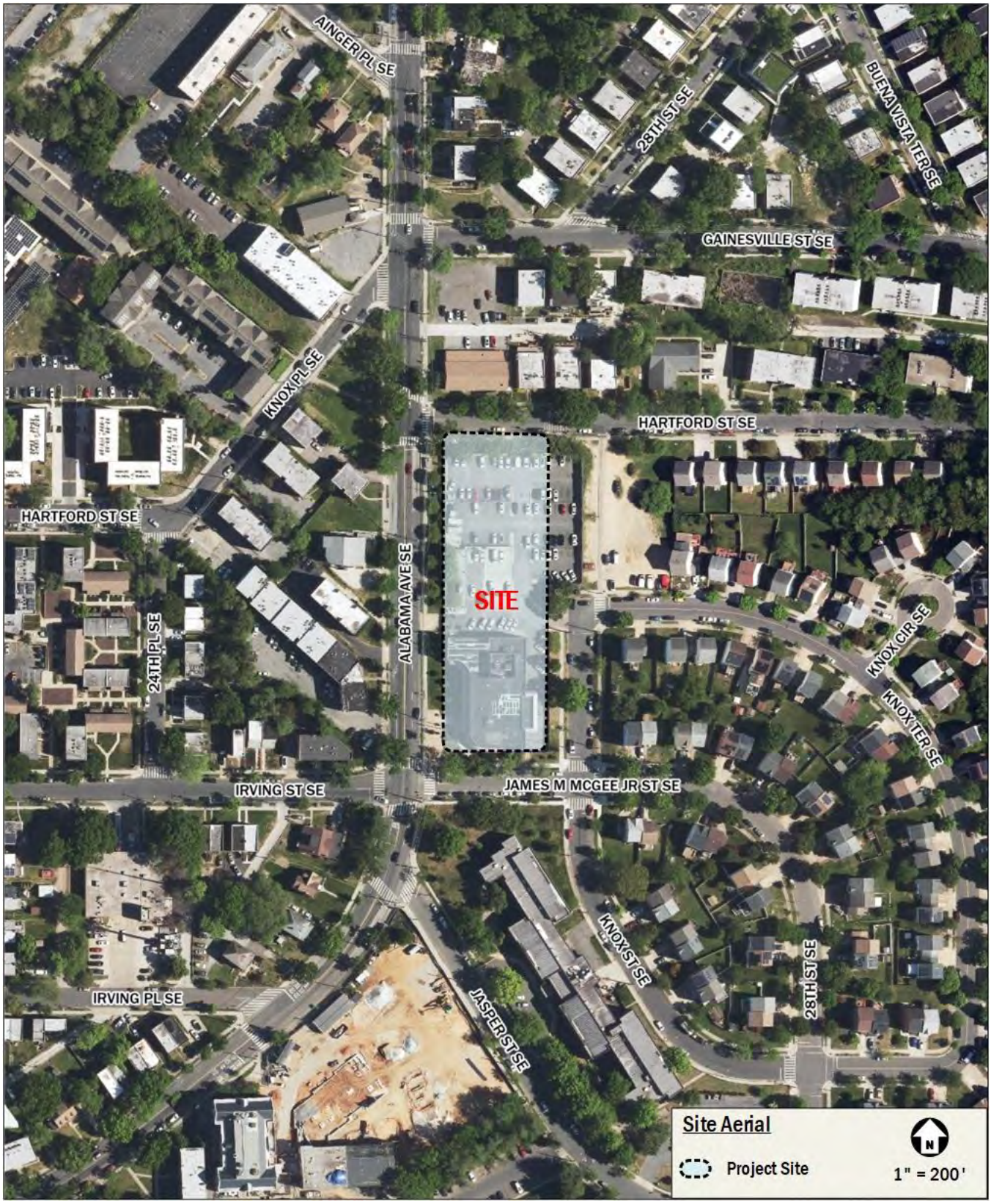


Figure 3: Site Aerial

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the site. The MPD 7th District HQ site is located in an increasingly transit-, bicycle- and pedestrian-friendly neighborhood, minimizing the need for personal vehicles. The site is well-served by eight (8) bus routes that connect the site to other parts of DC as well as Maryland and Virginia. Additionally, the site is surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

Vehicular Facilities

The site is served by minor arterial roadways, including Alabama Avene SE and nearby Naylor Road SE, as well as local streets James M. McGee Jr. Street SE and Knox Street SE. These minor arterial roads connect the site to Suitland Parkway, I-295, and Martin Luther King Jr. Avenue SE, providing vehicular access to the Police Service Areas within the MPD 7th district.

The site has four (4) existing curb cuts; one (1) located along each of the site's frontages on Knox Street SE, James McGee Jr. Street SE, Alabama Avenue SE, and Hartford Street SE. Today, the curb cuts on Alabama Avenue SE, Hartford Street SE, and Knox Street SE provide access to and from the surface parking lot. The curb cut on Alabama Avenue SE is striped for entry only, while the curb cut on Knox Street SE is striped and signed for exit only. The curb cut on James M. McGree Jr. Street SE provides direct access to the secure Vanport and connects to the existing parking lot from the south.

Upon redevelopment, public access to the parking garage will be provided via the existing curb cut on James M. McGee Jr. Street SE, which will be widened to accommodate ingress and egress movements. The existing curb cuts on Hartford Street SE, Knox Street SE, and Alabama Avenue SE will provide secure access for MPD vehicles and will remain to support the demands of the site. Both the Alabama Avenue SE curb cut and the Knox Street SE curb cut will provide access to the loading berth and service/delivery space. The access on Hartford Street SE will be ingress only and will provide one-way access to the new Vanport. All other driveways will accommodate ingress and egress movements. All curb cuts will be improved to meet DDOT standards and no new curb cuts are proposed as part of this application.

The existing surface lot on the site and the adjacent grassed lot to the east provide more than 200 surface parking spaces currently used by MPD. The application proposes 225 parking spaces located in an above-grade garage on the southern portion of the property to accommodate fleet vehicles, personal vehicles of employees, and 28 parking spaces for the public which exceeds the minimum required parking supply by 194 parking spaces. The Applicant is requesting flexibility to deviate from the following:

- Requirements outlined in ZR16 Subtitle C § 707.3 (a), which require Transportation Demand Management (TDM) measures for any excess parking spaces greater than twice the minimum parking required for that use;
- Requirements outlined in ZR16 Subtitle C § 710.2 (b) which states that parking spaces within a building may not be located within 20 feet of all lot lines that abut a public street.

The request for flexibility is justified as the proposed supply of parking is consistent with the existing supply of more than 200 surface parking spaces provided for MPD use by the current site and the adjacent lot. The proposed parking garage will consolidate the 225 parking spaces in an above-grade garage and eliminate nearly all surface parking, enhancing circulation, reducing conflicts, and improving pedestrian and bicycle safety. It should be noted that of the 225 parking spaces provided, 120 spaces will be reserved for MPD fleet vehicles and 28 spaces will be reserved for public use, leaving 77 spaces available for staff to park their personal vehicles.

Carsharing

Two (2) companies provide carsharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users access to various automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential

Parking Permit (RPP) location in the defined "Home Area". Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there are no Zipcar locations within a quarter mile of the project site.

Transit Facilities

Existing Transit Service

The site is well-served by eight (8) Metrobus routes. The site has reliable, high-frequency bus service that connects the site to neighboring areas within DC as well as Maryland and Virginia. These bus routes provide connections to 17 Metrorail stations serving all six (6) Metrorail lines. Multiple bus stops served by these bus routes are within a quarter-mile walk of the site, the closest of which is located on Alabama Avenue SE along the site's western frontage, as shown in Figure 4. Table 1 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

Table 2 shows WMATA's recommended amenities for each type of bus stop. Table 3 shows a detailed inventory of the amenities appearing at each existing bus stop within the transit study area.

The closest Metrorail station to the site is the Naylor Road Metrorail station, which is served by the Green Line and is located approximately 0.65 miles or a 29-minute walk northwest of the site. The C27 and D1X bus routes connect the site to the station via the nearest bus stops: Bus Stop 1003035 and Bus Stop 1003038. The Green Line travels south from Greenbelt, MD through Northwest DC before turning east at Waterfront Metrorail Station through Southeast DC and continuing on to Branch Avenue in Suitland, MD.

The approximate 10-, 20-, and 30-minute transit travel sheds to and from the project site on a typical weekday morning are shown in Figure 5. As shown in the figure, the transit facilities within the vicinity of the site connect the site to much of South Washington as well as parts of Maryland including the neighborhoods of Barry Farm, Mt. Vernon Square, Deanwood, Anacostia, and Branch Avenue within 30 minutes of travel from the project site.

Planned Transit Service

The Transit Priority Network in the approved moveDC 2021 updates the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. One (1) transit priority corridor is proposed near the site:

- Alabama Avenue SE between Martin Luther King Jr. Avenue SE to Bowen Road SE/Ridge Road SE.

The Alabama Avenue SE Corridor Safety Improvements project is currently in the concept planning phase and is expected to begin the design phase in 2027 with construction anticipated in 2029. The project aims to increase multimodal safety along the corridor that has been identified as a high injury network. Currently, the proposed bus priority tools include:

- Road diets;
- Bus Priority improvement concepts;
- Medians, curb extensions, refuge islands, and bulb-outs; and
- Signal phasing and timing, design of left and right turn pockets, and signing and striping along the corridor.

The Metrobus routes servicing the study area are covered by Alabama Avenue SE transit priority corridor as well as additional priority corridors outside of the study area. Any bus route that uses a street included in one of these transit priority corridors is likely to benefit from potential transit infrastructure improvements that may improve bus speeds and transit service to the site in

the future. Any proposed transit infrastructure improvements can potentially improve bus speeds and service to the project site in the future.

Table 1: Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop[1]			Headway (min)	Walking Distance to Nearest Bus Stop[2]
		Weekday	Saturday	Sunday		
WMATA Routes						
C21	Alabama Av-Benning Rd	5:06am-4:45am	5:06am-4:45am	5:06am-4:45am	10-20	<0.1 mi (1 minutes)
C25	Pomeroy Rd-Skyland	6:33am-11:45pm	6:48am-11:45pm	6:46am-11:44pm	24-30	<0.1 mi (1 minutes)
C26	Stanton Rd-Skyland	6:18am-12:15am	6:18am-12:15am	6:18am-12:15am	30-60	<0.1 mi (1 minutes)
C27	Congress Heights-Naylor Road	5:58am-11:38pm	6:40am-11:50pm	6:40am-11:40pm	30-34	<0.1 mi (1 minutes)
C29	Anacostia-Southern Av	6:21am-12:19am	6:17am-12:19am	6:12am-11:47pm	20-25	<0.1 mi (1 minutes)
C53	U St-Congress Heights	5:05am-4:55am	5:05am-4:55am	5:05am-4:55am	5-20	<0.1 mi (1 minutes)
D10	Pennsylvania Av	5:09am-4:49am	5:09am-4:49am	5:09am-4:49am	20-24	<0.1 mi (1 minutes)
D1X	Pennsylvania Av Limited	6:17am-2:39am	7:03am-2:39am	6:59am-2:19am	20-30	0.4 mi (8 minutes)

[1] Service hours are based on the most recent effective schedules available on WMATA website.

[2] Only bus stops within the transit review area shown in Figure 3 are included.

Table 2: WMATA Bus Stop Amenity Guidance

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●		●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on the presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Table 3: Local Bus Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Side-walk	Bench	Shelter	Dynamic Info Sign	Lighting	Trash Recp.
Alabama Av SE+24 St SE (EB)	1000225	C21, C29, C27, D10, C25, C26, C53	●	●	●	●	●	●	●	●	●
Alabama Av SE+24 St SE (WB)	1000228	C21, C29, C27, D10, C25, C26, C53	●	●	●	●					●
30 St SE+Buena Vista Terrace SE (SB)	1000236	C27, D1X	●		●	●					●
Alabama Av SE+Irving Pl SE (SB)	1000237	C21, C29, C27, D10, C25, C26, C53	●		●	●			●		●
Alabama Av SE+Jasper St SE (NB)	1000238	C21, C29, C27, D10, C25, C26, C53	●		●	●	●	●		●	●
Irving St SE+23 St SE (WB)	1000242	C29	●		●	●				●	●
Irving St SE+24 Pl SE (WB)	1000243	C29	●		●	●					
Hartford St SE+23 St SE (EB)	1000248	C29	●		●	●				●	●
Alabama Av SE+Hartford St SE (SB)	1000249	C21, C27, D10, C25, C26, C53	●		●	●			●		●
30 St SE+Naylor Rd SE (NB)	1000250	C27, D1X	●	●	●	●					
Langston Pl SE+Raynolds Pl SE (NB)	1000256	C29	●	●		●					●
Langston Pl SE+Raynolds Pl SE (SB)	1000258	C29	●	●	●	●					
Alabama Av SE+Ainger Pl SE (SB)	1000264	C21, C27, D10, C25, C26, C53	●	●	●	●	●	●	●		●
Ainger Pl SE+Langston Pl SE (SB)	1000274	C29	●	●	●	●	●			●	
Alabama Av SE+25 St SE (SB)	1000292	C21, C27, D10, C25, C26, C53	●	●	●	●				●	●
Alabama Av SE+Hartford St SE (NB)	1003035	C21, C27, D10, C25, C26, C53	●		●	●		●	●	●	●
30 St SE+Naylor Rd SE (SB)	1003038	C27, D1X	●	●	●	●					
Irving St SE+Alabama Av SE (EB)	1003343	C29	●		●	●				●	
Alabama Av SE+Ainger Pl SE (NB)	1003977	C21, C27, D10, C25, C26, C53	●	●	●	●	●	●			●

Table 4: Metrorail Service Hours

Day	Time
Monday – Thursday	5 AM – midnight
Friday	5 AM – 2 AM
Saturday	6 AM – 2 AM
Sunday	6 AM – midnight

Table 5: Metrorail Service Intervals

Rail Line	Monday & Friday	Tuesday, Wednesday, Thursday	Saturday & Sunday
Green	5 AM – 9:30 PM: 6 min 9:30 PM – close: 7.5 min	5 AM – 9:30 PM: 6 min 9:30 PM – close: 7.5 min	6 AM – 9:30 PM: 8 min 9:30 PM – close: 8 min

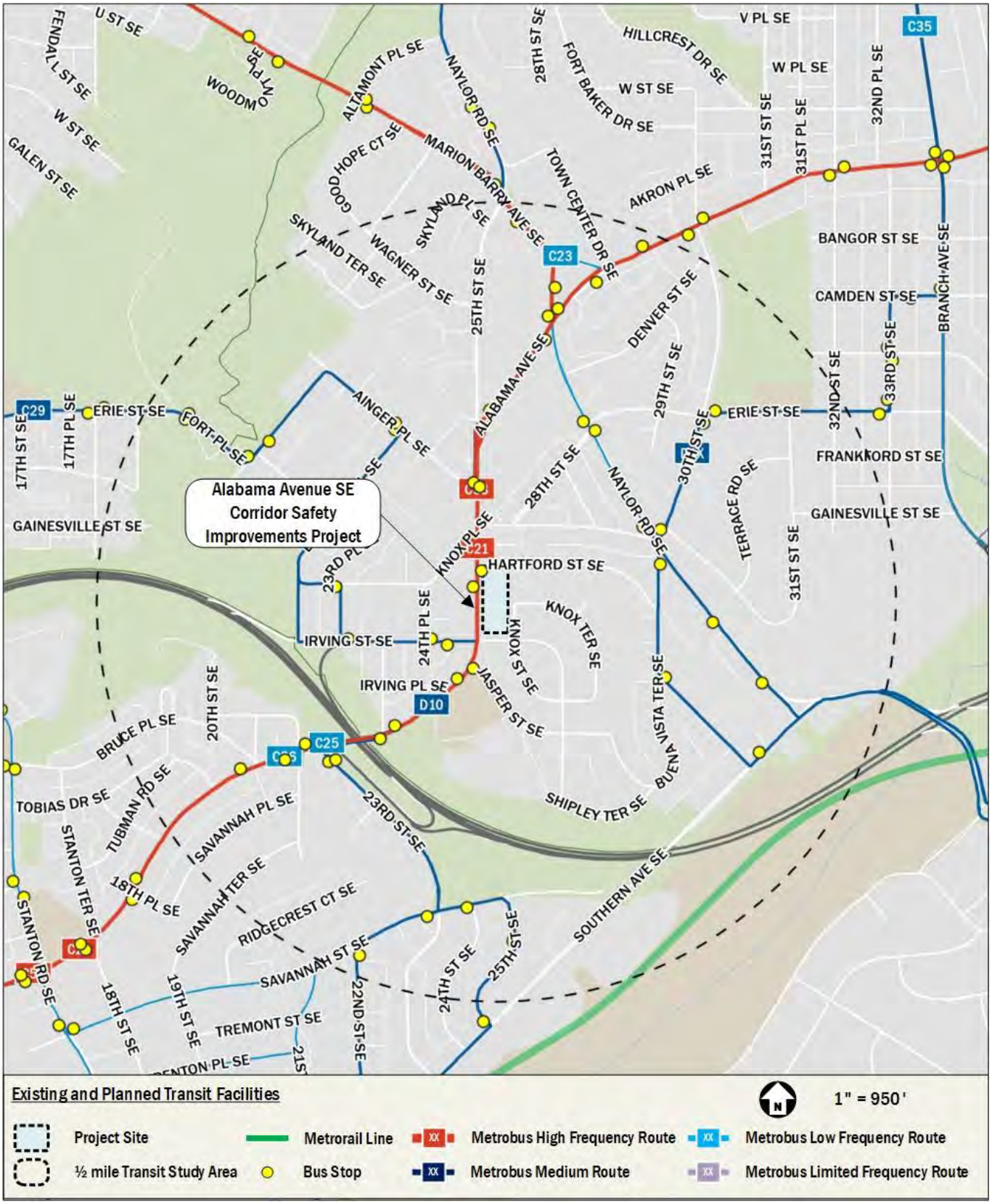


Figure 4: Existing and Proposed Transit Service

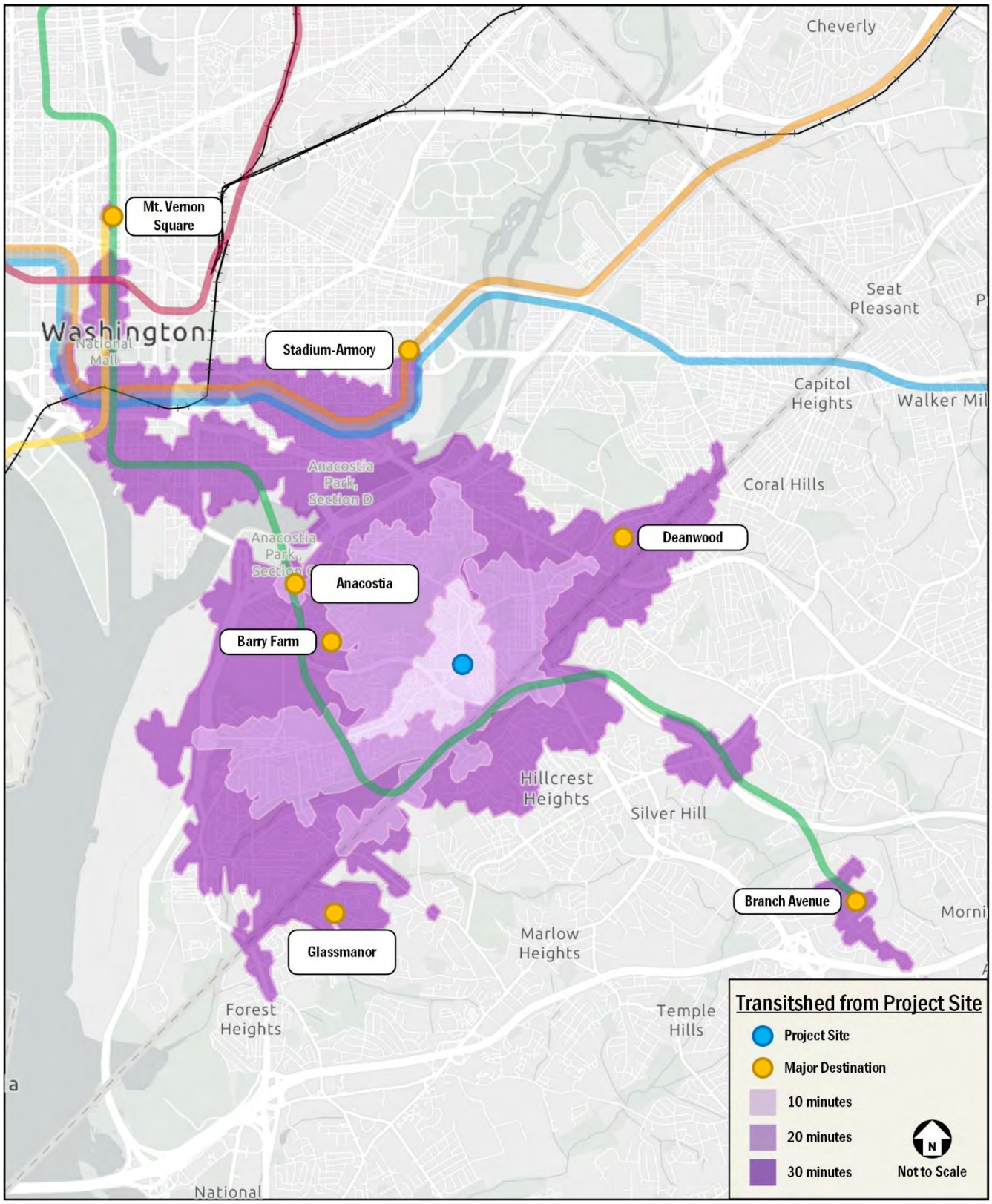


Figure 5: Transitshed from Project Site

Bicycle Facilities

Existing Bicycle Facilities

The project will have access to existing on- and off-street bicycle facilities. The site is located near shared lanes on Alabama Avenue SE, which can be used to access off-street trails on the Suitland Parkway Trail. Figure 6 shows the existing bicycle facilities near the site.

The approximate 10-, 20-, and 30-minute bicycle travel sheds to and from the project site are shown in Figure 7. Destinations in Washington and Maryland such Navy Yard, Coral Hills, Barry Farm, Congress Heights, Blue Plains, and Deanwood are accessible within 30 minutes via bicycle.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for residents of the proposed project. The program has placed over 700 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. One (1) existing, 19-dock Capital Bikeshare station is within a half-mile (16-minute walk) of the site at Fort Stanton Recreation Center.

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District. The most recent update of the Development Plan was released in 2020. Currently, there are no planned stations within the vicinity of the site. However, as part of the site's robust TDM Plan, the Applicant will reserve space for a Capital Bikeshare Station adjacent to the site that can serve both employees and visitors to the police station. The exact location of the station will be coordinated further with DDOT through the public space permitting process.

Planned Bicycle Facilities

moveDC Bicycle Priority Network

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Bicycle Priority Network includes bicycle priority routes

from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. The 2021 update to *moveDC* includes the following improvements to bicycle facilities adjacent to the site:

- Planned protected bicycle lanes on Alabama Avenue SE between Irving Street SE and Branch Avenue SE
- Planned protected bicycle lanes on Naylor Road SE between Southern Avenue SE and Marion Barry Avenue SE
- Planned protected bicycle lanes on Marion Barry Avenue SE between Naylor Road SE and Martin Luther King Jr. Avenue SE.

Shared Mobility

As of March 2024, micromobility service in the District is provided by four (4) private dockless companies operating e-bikes and electric scooters (e-scooters). These include three (3) companies operating e-bikes (Lime, Spin, and Veo) and four (4) companies operating e-scooters (Lime, Lyft, Spin, and Veo). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles, unlike Capital Bikeshare, do not have designated stations where pick-up/drop-off activities occur. Dockless vehicles are typically parked in public space, most commonly in the “furniture zone” or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found.

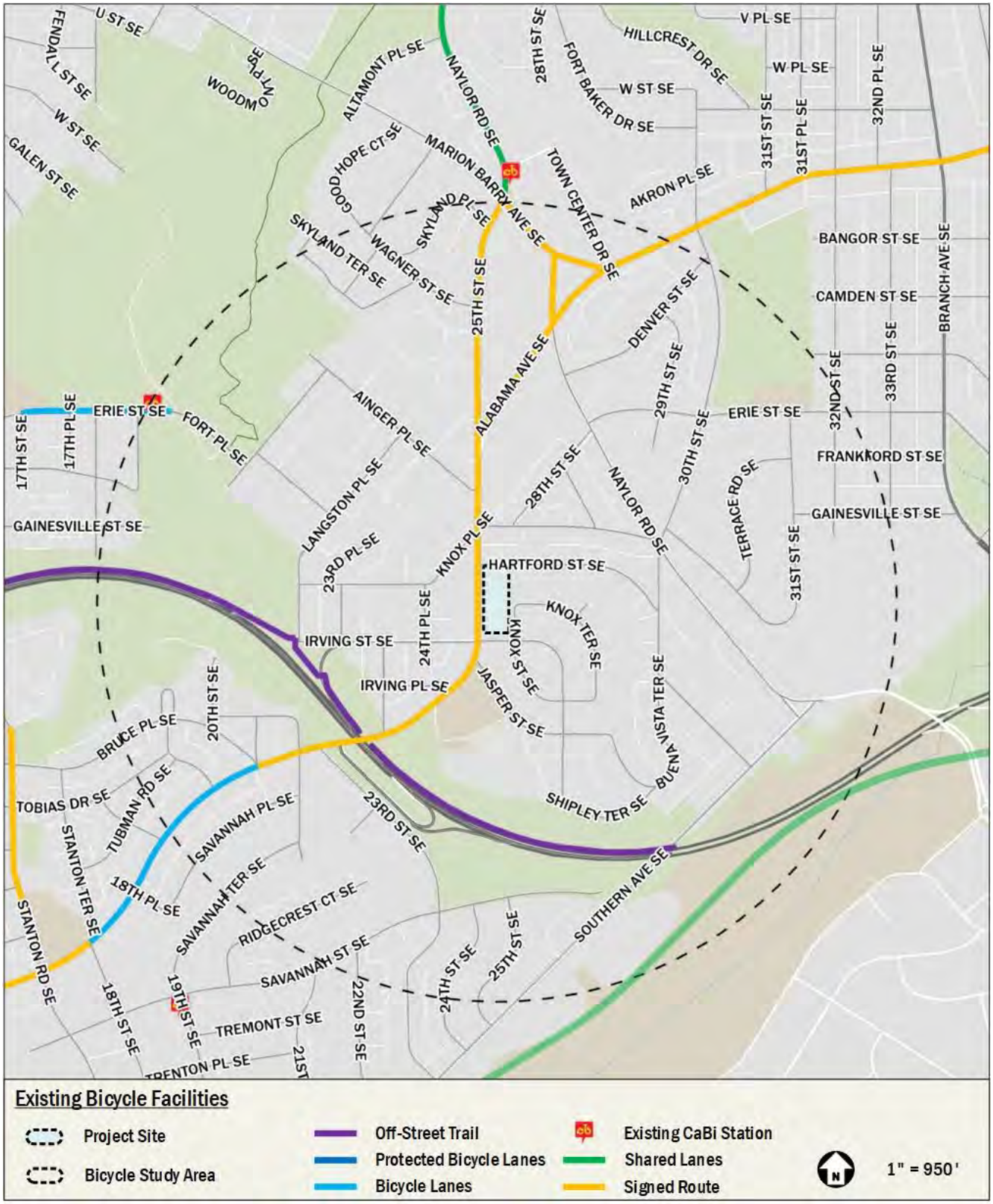


Figure 6: Existing Bicycle Facilities

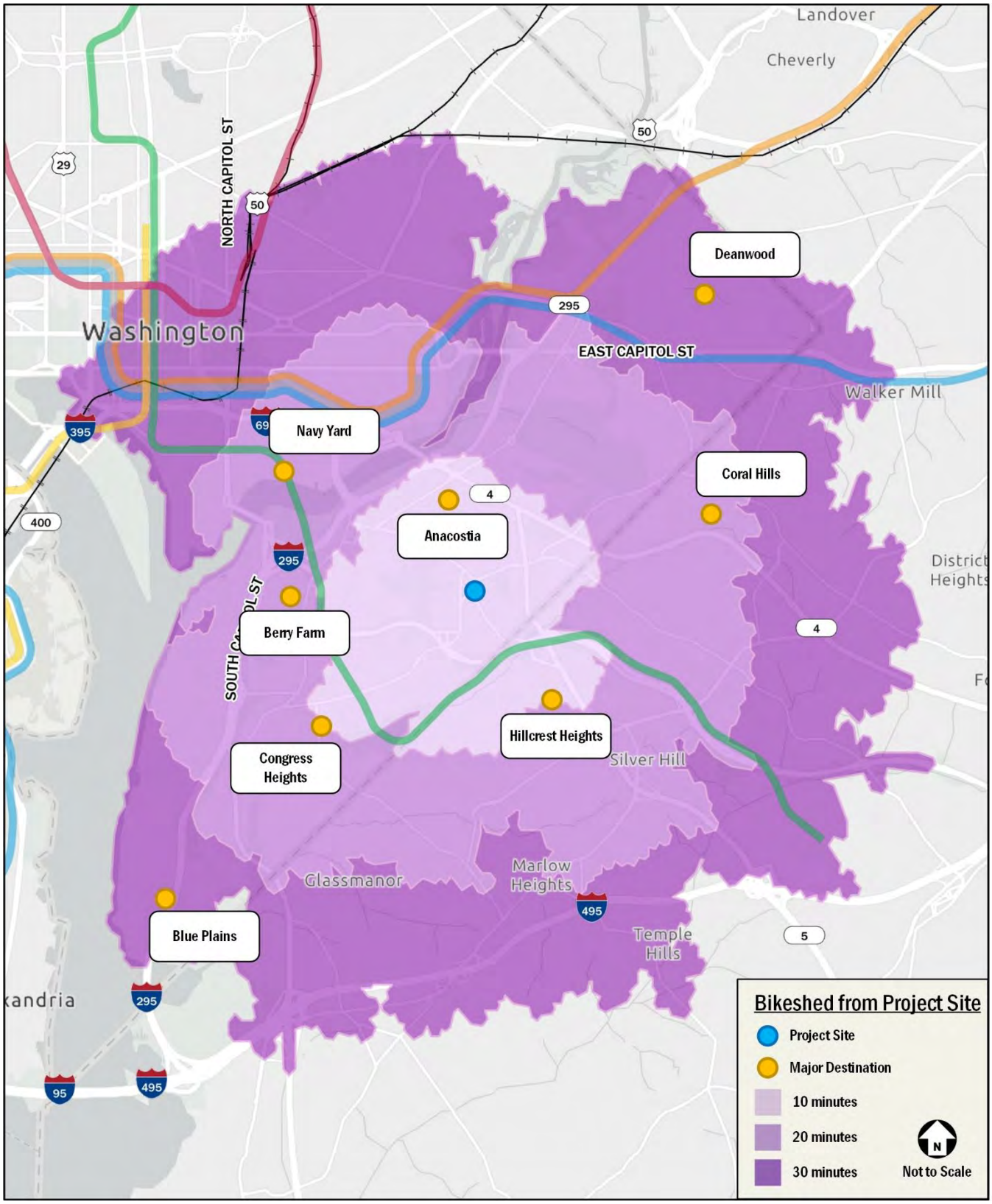


Figure 7: Bikeshed from Project Site

Figure 8: Future Bicycle Facilities

Pedestrian Facilities

Overall, the site is served by well-connected pedestrian facilities within the study area that provide connectivity throughout the neighborhood. A summary of pedestrian facilities within approximately a quarter-mile radius is shown in Figure 9, with a summary of sidewalk width requirements shown in Table 6. The approximate 10-, 20-, and 30-minute walking travel sheds to and from the project site are shown in Figure 10.

As shown in Figure 9, the streets within the pedestrian study area fall into the “low density to moderate density residential” and “high density residential to light commercial” categories of sidewalk width requirements. The required minimum buffer width, minimum sidewalk unobstructed width, and total minimum sidewalk width for each category are shown in Table 6. All sidewalks adjacent to the project site meet or exceed the minimum sidewalk and buffer width.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps shared between two crosswalks are not desirable, but where they are present, a 48” clear space is required outside active vehicle traffic lanes and within marked crossings.

As shown in Figure 10, Buena Vista is located within a 10-minute walk from the site, while Hillcrest, Barry Farm, Skyland, and Fairlawn are located within a 20- to 30-minute walk from the site.

Pedestrian Infrastructure Improvements

Pedestrian facilities along the project site’s frontage on Alabama Avenue SE and James M. McGee Jr. Street SE meet DDOT and ADA standards.

Table 6: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

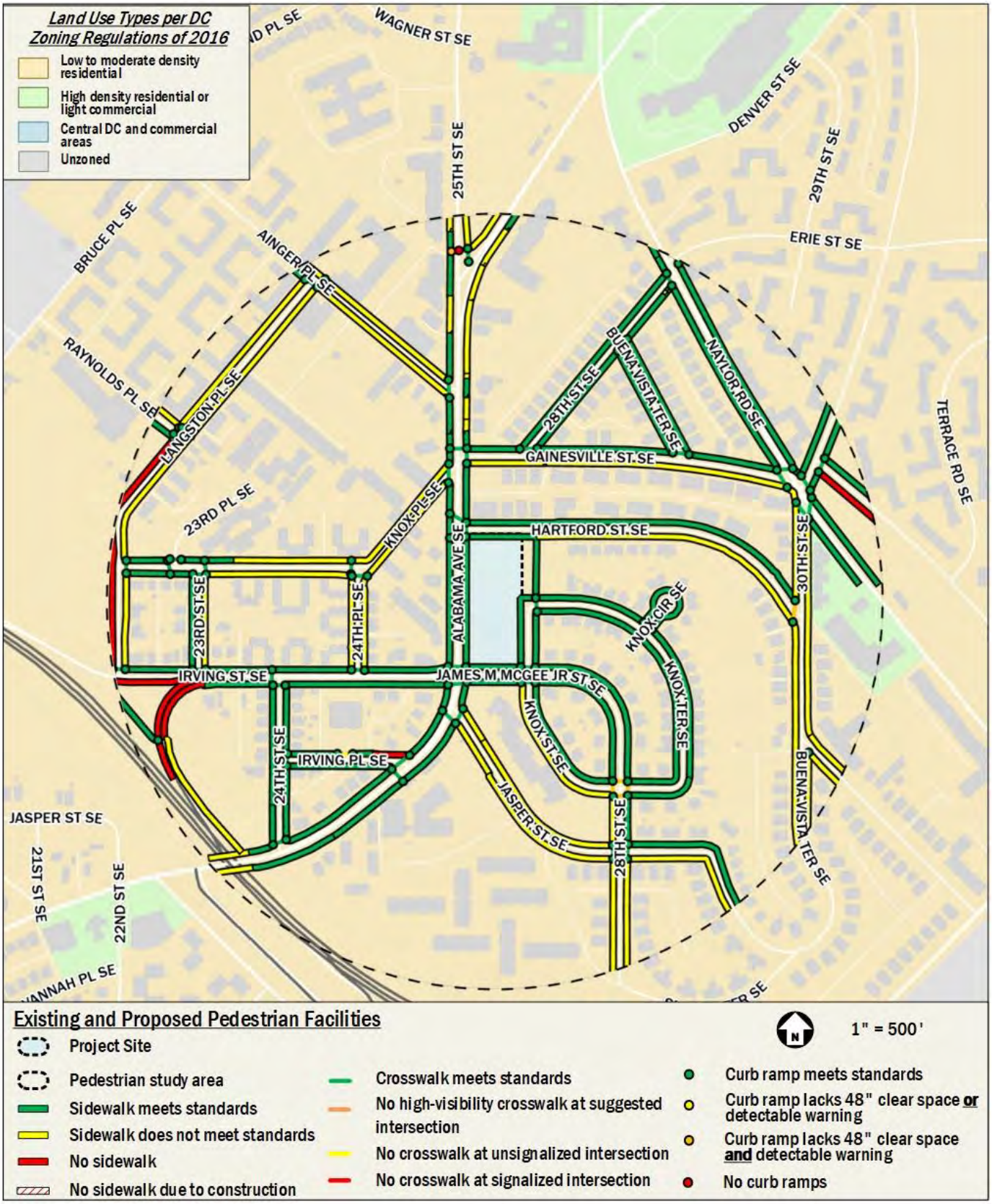


Figure 9: Existing and Proposed Pedestrian Facilities

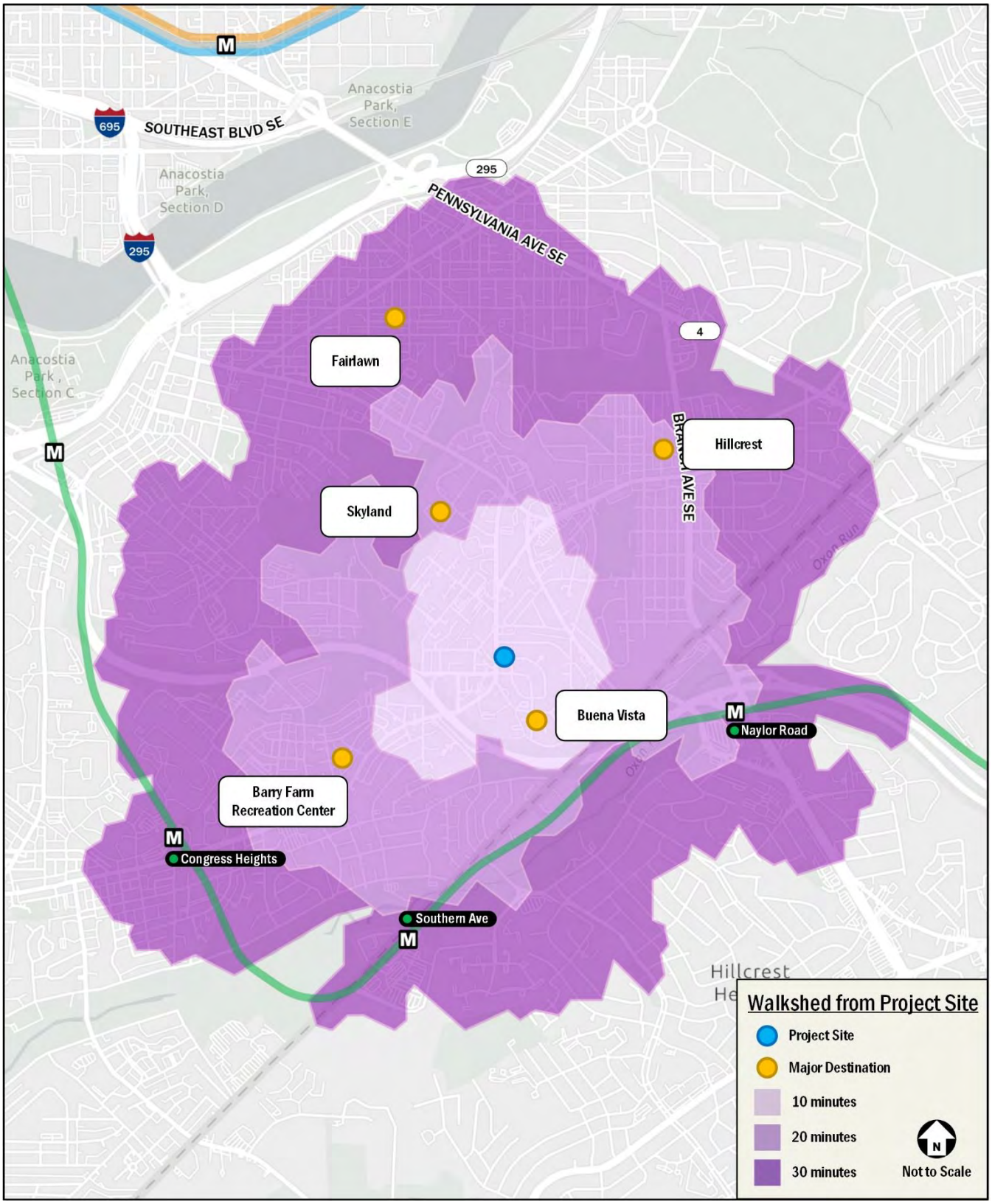


Figure 10: Walkshed from Project Site

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site, as shown in Figure 11. Existing curbside uses along the site's frontage on Alabama Avenue SE largely restrict parking or standing during AM or PM peak hour in the peak direction with time-restricted parking available during non-peak hours. Curbside space along James M. McGee Jr. Street SE and Knox Street SE are currently unsigned. The Applicant is proposing to provide daylighting measures and curb extensions on Hartford Street SE and James M. McGee Jr. Street SE at Alabama Avenue SE to increase pedestrian visibility and shorten crossing distances. Future curbside designations are shown in Figure 12.

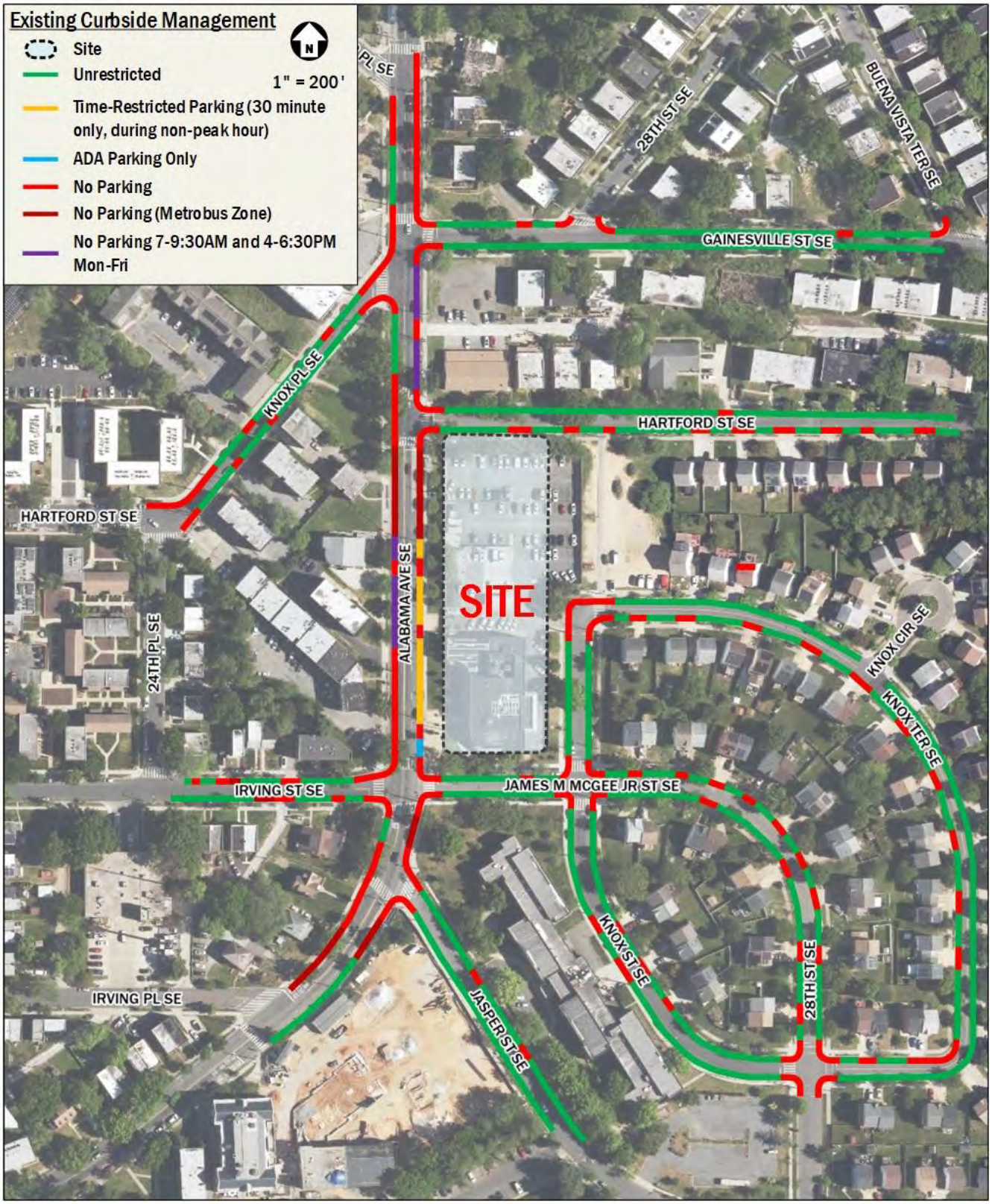


Figure 11: Existing Curbside Management

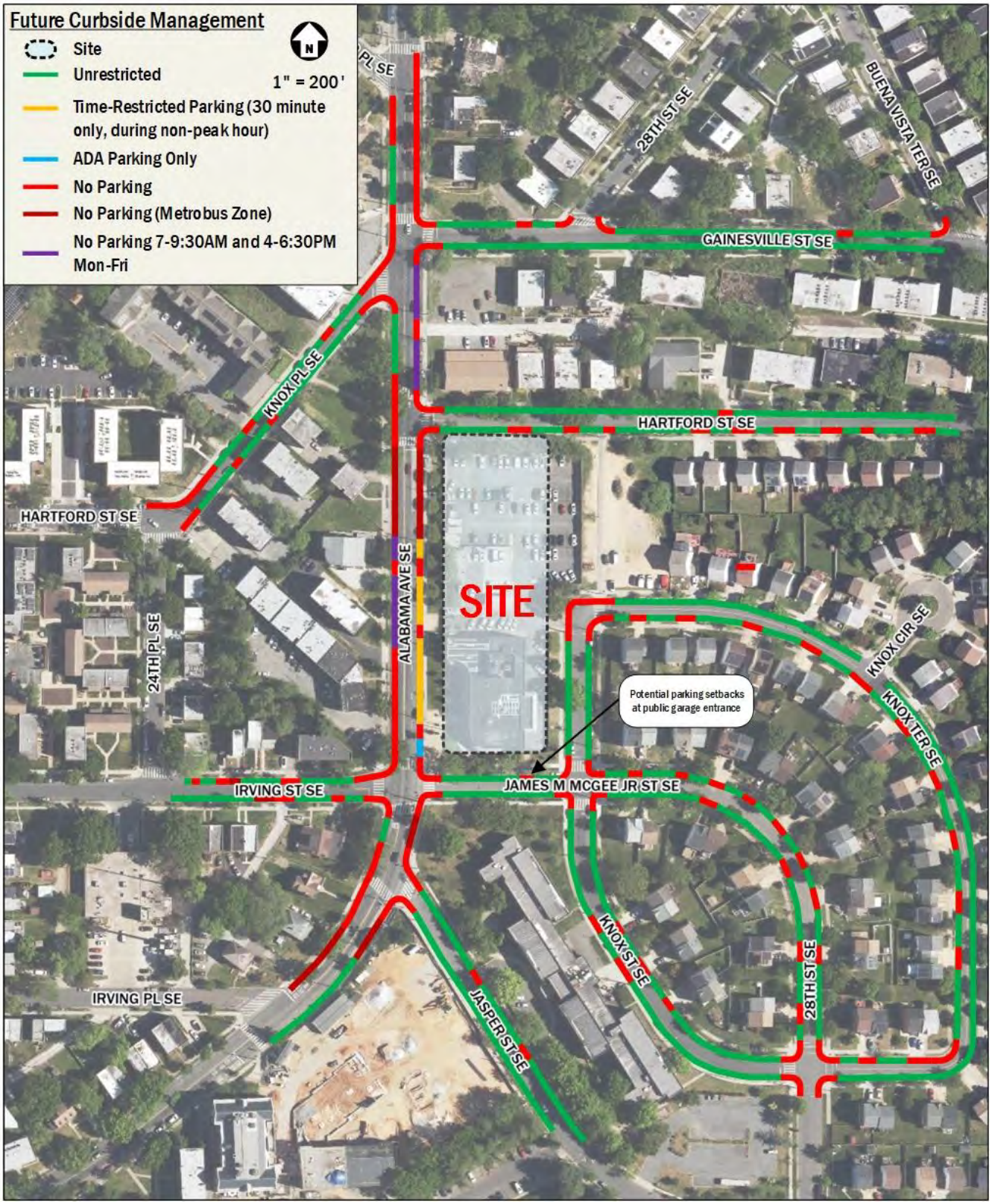


Figure 12: Future Curbside Management

Safety Analysis

This chapter includes a high-level qualitative review of the safety conditions at intersections and along the blocks within the vicinity of the site. This review notes any intersections in proximity to the site that have relatively high number of crashes or any vehicle, pedestrian, or bicycle conflicts.

Vision Zero Crash Data Review

The site is located along Alabama Avenue SE, which is considered a high-injury network by DDOT. Between March 2023 and March 2026, the DDOT-maintained "Crashes in DC" database shows a moderate number of crashes adjacent to the site on Alabama Avenue SE, as shown in Figure 13, including three (3) pedestrian-involved, two (2) driver-involved, and one (1) passenger-involved non-fatal crashes. According to DDOT's data, of the pedestrian related crashes, one (1) occurred within the MPD property and one (1) occurred midblock on Alabama Avenue SE between Hartford Street SE and James M. McGee Jr. Street SE. South of the site at 2400 Alabama Avenue SE, a fatal crash involving a driver occurred in March 2023.

Recommendations

DDOT's Alabama Avenue SE Corridor Safety Improvements Project aims to reduce the number of serious injuries and fatalities along the corridor and improve conditions for drivers, bicyclists, and pedestrians. The project is currently in the concept planning phase and outlines a number of potential improvements along the corridor, including along the site's frontage on Alabama Avenue SE. These improvements include but are not limited to:

- Installing curb extensions on Alabama Avenue SE at James M. McGee Jr. Street SE and Hartford Street SE, providing permanent curbside parking adjacent to MPD property, removing the northbound peak hour parking restriction, and converting Alabama Avenue from 4-lane roadway to 3-lane roadway (one northbound lane, two southbound lanes; one thru lane and one left turn lane)
- Installing a hardened median north of the intersection of Alabama Avenue SE and James M. McGee Jr. Street SE, with a gap a the MPD entrance

In alignment with the proposed improvements outlined in the safety project, the Applicant has committed to installing the following improvements as part of the project to enhance safety and advance the goals of the Corridor Safety Improvements Project:

- Raised median on Alabama Avenue SE from James M. McGee Jr. Street SE to approximately 100 feet north of the MPD driveway to limit movements for vehicles on Alabama Avenue SE. A mountable median is proposed at MPD's Alabama Avenue SE entrance, specifically limiting personal vehicle access to right-in/right-out but maintaining full access for emergency vehicles, if needed;
- Curb extensions on James M. McGee Jr. Street SE and Hartford Street SE to shorten crossing distances and increase pedestrian visibility at crosswalks.

A sketch of the proposed improvements is shown in Figure 14. The design of the improvements will be coordinated with DDOT during the Public Space Permitting Process.

Additionally, the site is proposing a pedestrian bridge between the parking garage and the police station to limit conflicts and potential safety concerns between MPD vehicles and pedestrians within the boundary of the site.

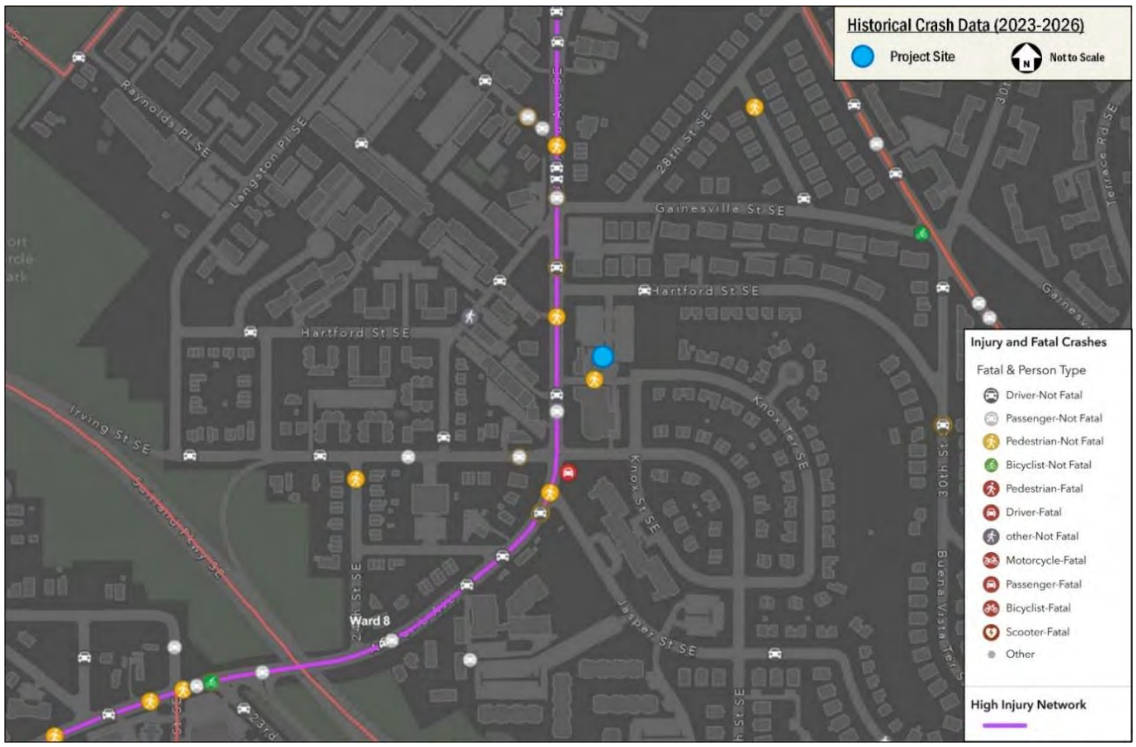


Figure 13: Historical Crash Data (2023-2026)

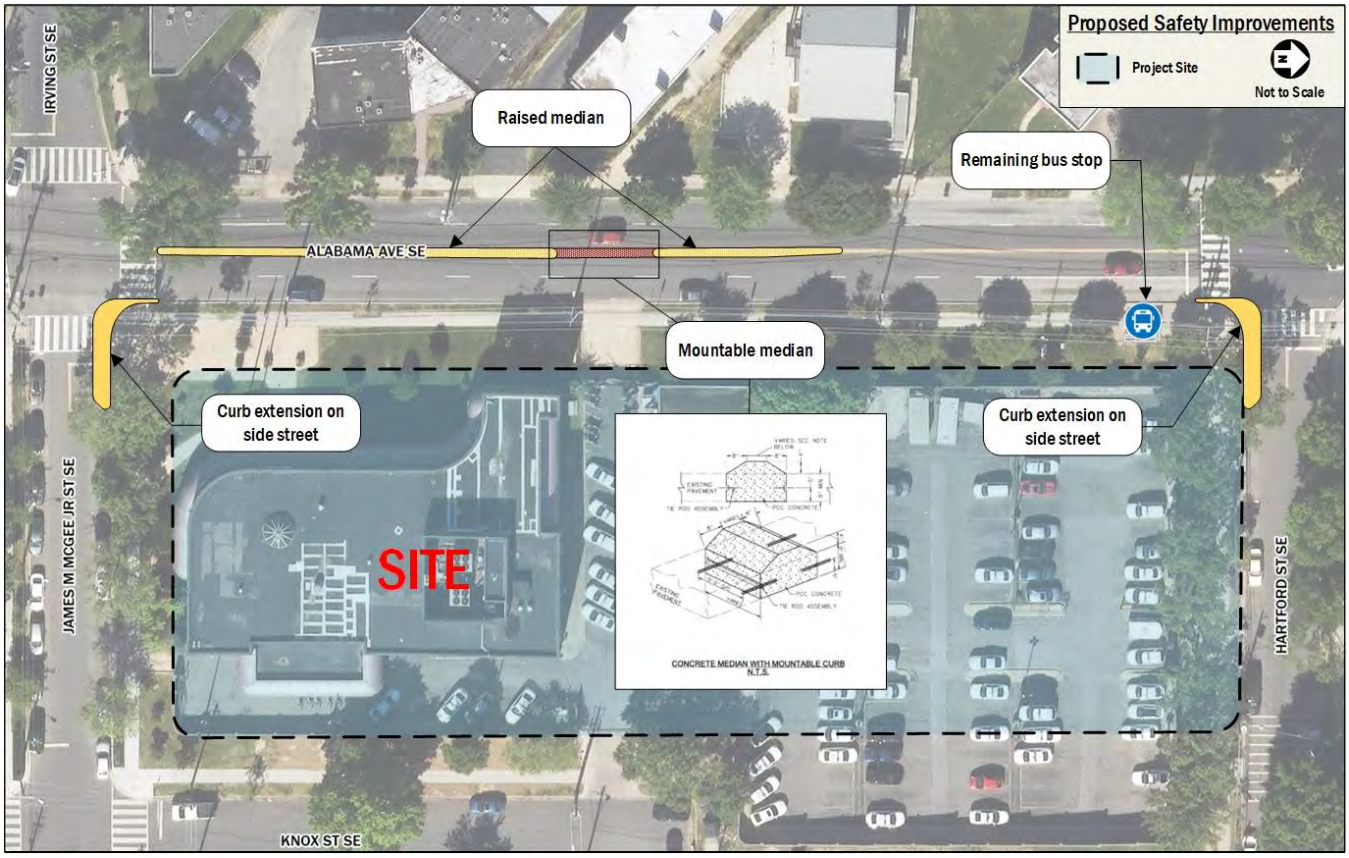


Figure 14: Proposed Safety Improvements

Recent and Ongoing District of Columbia Initiatives

Several ongoing projects are located near the site, as summarized below.

Alabama Avenue SE Corridor Safety Improvements Project

The Alabama Avenue SE Corridor Safety Improvements Project, which is currently in the concept planning phase, aims to improve multimodal safety and bus reliability along the high injury network between Martin Luther King Jr. Avenue SE to Bowen Road SE/Ridge Road SE by doing the following:

- Road diets;
- Bus Priority improvement concepts;
- Medians, curb extensions, refuge islands, and bulb-outs; and
- Signal phasing and timing, design of left and right turn pockets, and signing and striping along corridor.

Two (2) potential intersection/segment focus areas of the project adjacent to the site are Irving Place SE to Irving Street SE and Knox Place SE to 25th Street SE. The project is in the early stages of the timeline and aims to develop a final design for construction in 2027-2028.

Strategic Planning Documents and Initiatives

Several District of Columbia-wide and local planning documents and projects located in the vicinity of the project site. These items are summarized below, along with their implications for or in relation to the proposed project.

Transportation and Infrastructure

moveDC

As described previously, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- The Alabama Avenue SE Transit Priority Corridor;
- The Alabama Avenue SE Bicycle Priority Network;
- The Marion Barry Avenue SE Bicycle Priority Network; and
- The Naylor Road SE Bicycle Priority Network.

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

The proposed development supports DC's overall Vision Zero goals by providing a separate garage entrance for the public to reduce interference with MPD operations, installing daylighting measures along James M. McGee Jr. Street SE and Hartford Street SE, installing a hardened median on Alabama Avenue SE to reduce turning movement conflicts, providing a pedestrian bridge between the parking garage and the police station to reduce conflicts between vehicles and pedestrians, and limiting all loading access to Knox Street SE and Alabama Avenue SE.

Land Use and Sustainability

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element contains the following policy which is supported by the proposed development:

- "*Policy FSS-1.1.8: Parking*. Support additional dedicated off-street parking and loading areas in the business districts at Martin Luther King, Jr. Avenue SE/Malcolm X Avenue SE, Alabama Avenue SE/23rd Street SE, and Historic Anacostia. Work with local merchants in each area to identify potential sites"

The proposed project supports this policy by providing 28 off-street vehicular parking spaces for public use during MPD-hosted events and activities, freeing up high-demand curbside parking spaces.

Sustainable DC 2.0 Plan

Sustainable DC is the District of Columbia's major planning effort to make DC the most sustainable city in the nation. It proposes a variety of sustainability goals, targets, and actions related to the built environment, transportation, and other topics.

The 2019 iteration of the plan, the *Sustainable DC 2.0 Plan*, includes the following proposed action which is supported by the MPD 7th District HQ development:

- "TR2.2 Grow the Capital Bikeshare program so that 75% of District residents have access to a station within a quarter mile of their home."

The proposed development supports this action by setting aside space for a Capital Bikeshare station adjacent to the site, filling in a critical Capital Bikeshare service gap.

Site Trip Generation

In order to address the unique operations of the site, the trip generation for the existing and proposed site were calculated using a combination of the ITE Trip Generation, 11th Edition fitted curve equation for Land Use 730 (Government Office Building), using the number of Office & Detective employees as the independent variable, as well as calculations of expected trip generation based on the employee shifts for Mission & Patrol staff.

The methodology used for generating trips for this proposed project is based on the unique needs of the MPD 7th District Headquarters, which falls within the "Government, local" use category in Subtitle C § 701.5. To depict a more accurate picture of the uses on the site and the particular travel patterns and mode splits associated with each use, the overall net trip generation for the site was based on the number of employees traveling to the site, specifically within the following departments:

- Patrol Section and Special Missions Unit, which both operate on a shift schedule, 24 hours a day, and require the use of personal and fleet vehicles to perform their respective jobs; and
- Office and Detective Staff, which are assumed to have travel patterns and business hours similar to typical government office employees.

Based on this breakdown, the following development program is proposed as compared to the existing condition:

Table 7: Development Program

Department	Existing Staff	Proposed Staff
Patrol Staff	277	319
Special Mission Staff	22	31
Office and Detective Staff	95	116
Total Staff	394	466

ITE Trip Generation Land Use 730 fitted curve equation was used to calculate the trips generated by the Office & Detective Staff. The Government Office mode splits were applied to the trips generated by the Office & Detective Staff. For Patrol & Mission Staff, peak hour trips were calculated under a conservative scenario that assumes 21, 8-hour shifts where each employee works a 40-hour work week (across 5 shifts in total) and enters/exits the site during weekday peak hour periods.

A memorandum detailing the trip generation methodology was prepared during the scoping process, which was reviewed and approved by DDOT. The finalized DDOT CTR scoping form including the memorandum can be found in the Technical Appendix A.

Table 8 shows mode split assumptions based on the 2022 State of the Commute Survey, Census data at the tract level of residents and employees that work near the site, data contained in WMATA's 2005 Development-Related Ridership Survey, proximity to transit, and the proposed parking supply to inform assumptions.

Table 9 shows a net new multimodal trip generation summary of the proposed project. As can be seen in the table, the project will generate fewer than 25 new peak-hour vehicle trips in the peak direction in any study period. Based on this, per DDOT's CTR Guidelines, a vehicular capacity analysis is not required. Detailed mode split and trip generation information is provided in the Technical Appendix.

Table 8: Mode Split Assumptions

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute
Patrol & Mission Mode Split	98%	2%	0%	0%	0%
Office & Detective Mode Split	56%	32%	2%	10%	---

Table 9: Net New Multimodal Trip Generation Summary

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Development (466 employees)						

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	118 veh/hr	93 veh/hr	211 veh/hr	89 veh/hr	115 veh/hr	204 veh/hr
Transit	32 ppl/hr	15 ppl/hr	47 ppl/hr	13 ppl/hr	29 ppl/hr	42 ppl/hr
Bike	2 ppl/hr	0 ppl/hr	2 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr
Walk	8 ppl/hr	2 ppl/hr	10 ppl/hr	2 ppl/hr	7 ppl/hr	9 ppl/hr
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Existing Development (394 employees)						
Auto	103 veh/hr	81 veh/hr	184 veh/hr	77 veh/hr	98 veh/hr	175 veh/hr
Transit	28 ppl/hr	13 ppl/hr	41 ppl/hr	11 ppl/hr	25 ppl/hr	36 ppl/hr
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
Walk	8 ppl/hr	1 ppl/hr	9 ppl/hr	2 ppl/hr	6 ppl/hr	8 ppl/hr
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr
Net New Trips						
Auto	**15 veh/hr**	**12 veh/hr**	**27 veh/hr**	**12 veh/hr**	**17 veh/hr**	**29 veh/hr**
Transit	**4 ppl/hr**	**2 ppl/hr**	**6 ppl/hr**	**2 ppl/hr**	**4 ppl/hr**	**6 ppl/hr**
Bike	**1 ppl/hr**	**-1 ppl/hr**	**0 ppl/hr**	**0 ppl/hr**	**1 ppl/hr**	**1 ppl/hr**
Walk	**0 ppl/hr**	**1 ppl/hr**	**1 ppl/hr**	**0 ppl/hr**	**1 ppl/hr**	**1 ppl/hr**
Telecommute	**0 ppl/hr**	**0 ppl/hr**	**0 ppl/hr**	**0 ppl/hr**	**0 ppl/hr**	**0 ppl/hr**

Project Design

This section provides an overview of the proposed development's on-site transportation features, including site access by pedestrians, bicycles, personal/MPD fleet vehicles, trucks, and trash collection vehicles.

The proposed development is located at MPD 7th District HQ in the Buena Vista neighborhood of Washington, DC. The site is bounded by Hartford Street SE to the north, Knox Street SE to the east, James M. McGee Jr. Street SE to the south, and Alabama Avenue SE to the west.

The proposed development will replace the existing headquarters building on the site and includes the following:

- Approximately 58,431 square-foot building on the northern portion of the property;
- An above-grade parking structure on the southern portion of the site providing 225 parking spaces, 28 of which will be reserved for the public attending events and activities at the site;
- Four (4) existing curb cuts, upgraded to support the demands of the site in accordance with DDOT standards;
- 40 long-term and 26 short-term bicycle parking spaces; and
- One (1) 12’ X 38.3’ loading berth and one (1) 10’ X 20’ service space to be accessed via Knox Street SE and Alabama Avenue SE.

The latest public space plan can be found in Appendix B.

Site Access and Circulation

A proposed site and circulation plan including expected pedestrian, bicycle, vehicle, and loading routes to the project site is shown in Figure 15.

Vehicle Access

Each of the existing curb cuts is vital to ensuring functionality for Metropolitan Police Department vehicles. Specifically, the MPD headquarters site will continue to see a daily influx of fleet vehicles, fleet vans (including those transporting detainees), personal employee vehicles, motorcycles, bicycles, FEMS vehicles, trash trucks, delivery trucks, and fuel trucks, along with vehicles stopped at the fuel station to refuel their vehicles, and the number of trips to and from the facility is expected to increase as compared to the existing condition. Having multiple points of access with efficient vehicle routes and circulation through the site is critical to maintaining the functional needs of the police department with the station's many user groups and their unique and complex traffic patterns throughout the day and night.

Due to the functional needs of the proposed use, which include use by the public and the police department, all existing curb cuts are to remain but, where necessary, will be upgraded to support the unique demands of the site. The curb cut on James M. McGee Jr. Street SE will operate as the vehicular access to the parking garage for the public and will be widened to accommodate ingress and egress movements, per DDOT standards. Access via this curb cut will be passively managed and controlled by signage. The curb cut on Hartford Street will be shifted approximately 25 feet to the east to align with the new one-way inbound drive aisle to the Vanport. The existing curb cuts on Hartford Street SE, Knox Street SE, and Alabama Avenue SE will be gated for secure access for MPD use, including that of MPD vehicles carrying detainees. To the extent possible, all existing curb cuts will be brought up to current DDOT design standards, including the grade and material of the pedestrian crossings. No new curb cuts are proposed as part of this application.

Vehicle Parking

The zoning requirement for off-street parking for a local government land use proposing 63,995 square feet is 0.5 space for 1,000 sq. ft. in excess of 2,000 sq. ft. with a minimum of 1 space required. It should be noted that the gross floor area used towards calculating vehicle parking requirements includes the cellar area, but deducts area devoted to off-street parking, bicycle storage, and parking/vehicle maneuvering at Van Port.

Table 10: Vehicular Parking Requirements and Supply

Land Use	Size	ZR16 Parking Requirement	ZR16 Spaces Required	DDOT Preferred Maximum Parking Rate	Proposed Parking
Government, local	63,995 sf	0.5 space per 1,000 sq. ft. in excess of 2,000 sq. ft. with a minimum of 1 space required	31 spaces	47 spaces	**225 spaces**

The development is required to provide 31 vehicular parking spaces per ZR16 requirements, as shown in Table 10. However, the Applicant is proposing 225 parking spaces located in an above-grade garage on the southern portion of the property to accommodate a proposed 466 employees, which exceeds the minimum required parking supply by 194 parking spaces. As such, the Applicant is requesting flexibility from the requirements outlined in ZR16 Subtitle C § 707.3 (a), which require additional Transportation Demand Management (TDM) measures for any excess parking spaces greater than twice the minimum parking required for that use.

The requested PUD flexibility from the excess parking requirements is justified for several reasons: First, the property and adjacent lot have long provided more than 200 surface parking spaces dedicated to the MPD use. Thus, providing 225 parking spaces will not significantly expand the current supply or change the status quo. Second, the Project will significantly improve the property by eliminating nearly all surface parking and consolidating it within an above-grade garage. This configuration will enhance circulation, reduce conflicts between institutional and neighborhood traffic, and improve pedestrian and bicycle safety.

Notably, based on information provided by MPD, of the 225 parking spaces proposed, 120 spaces will be reserved for MPD fleet vehicles and an additional 28 spaces will be reserved for public use. As such, this results in 77 spaces (approximately 34% of the total supply) available for staff to park their personal vehicles. When considered in this manner, the number of spaces

reserved for personal vehicles only exceeds the DDOT-preferred maximum spaces by 30 spaces, exceeds the ZR16 minimum requirement by 46 spaces, and is less than three (3) times the minimum that would trigger the excess parking requirements in ZR16 Subtitle C § 707.3.

Under existing conditions, of the approximately 200 existing surface parking spaces, 100 are reserved for MPD fleet vehicles and the remaining 100 are for personal vehicle use by MPD employees. Thus, the existing parking ratio for personal vehicle parking in terms of available spaces/employee is 0.25 (100 spaces / 394 existing employees). In the future, this ratio will be reduced to 0.17 (77 spaces / 466 future employees). As such, despite the projected increase in the number of staff and the slight increase in overall parking supply, the proposed parking allocation results in a reduction in the percentage of employees that can park a personal vehicle onsite. It is anticipated that, at full build-out, up to 373 employees will be onsite at the same time during the largest of three (3) work shifts, necessitating that the majority of staff carpool or take alternate modes of transportation to and from the station.

Given the Applicant is functionally reducing the number of employee personal vehicles that can be parked onsite, and no additional demand is being created via the parking supply, the requested flexibility from the TDM measures related to excess parking is appropriate. A robust TDM plan is already proposed to help reduce the number of vehicle trips coming to and from the site, as well as promote and encourage the use of non-auto modes.

Flexibility is also requested as part of the application to not meet the requirements outlined in ZR16 Subtitle C § 710.2 (b) which states that parking spaces within a building may not be located within 20 feet of all lot lines that abut a public street.

The 28 parking spaces devoted to public use will adequately accommodate potential visitors to the site based on information provided by MPD.

Temporary Vehicle Access & Parking

While phased construction of the site is underway, the temporary parking needs of the MPD facility will need to be met as operation of the facility is maintained. Therefore, the Applicant is requesting flexibility to allow temporary off-site accessory parking on the interim parking site located at Square 5727, Lot 136. The vacant lot is zoned R-3 and requires special exception to provide “accessory parking elsewhere than on the same lot as the principal use” pursuant to Subtitle U § 203.1(k). The proposed off-site accessory parking is temporary and is not expected to be objectionable to nearby properties due to noise, traffic, or other adverse impacts. The temporary off-site parking lot will accommodate parking activity that is comparable to existing conditions and is needed solely to support continued MPD operations during the interim phases of the Project during construction, reducing the likelihood that MPD vehicles utilize street parking otherwise used by residents of the surrounding neighborhood. The off-site parking does not introduce a new use or incompatible activity to the immediate area. In addition, the Interim Parking Site will serve to buffer the residential uses located east of the Property from the ongoing construction. As part of the temporary parking area, a temporary curb cut is proposed on Hartford Street SE for ingress and egress. This curb cut will be built to DEM standards, and existing ADA curb ramps on both Hartford Street SE and Knox Street SE will be restored (or removed, in the case of the ADA curb ramp on Hartford Street SE, which introduces a midblock crossing and does not have a receiving ramp on the north side of the street). The pedestrian through way between Hartford Street SE and Knox Street SE will be maintained and improved. Upon completion of the proposed parking garage, the temporary parking area will be restored to open space, and the temporary curb cut will be removed. Any other affected public space elements will be improved to permanent conditions once construction is completed.

Site Access Queuing Analysis

Per the approved DDOT scoping form, a site queuing analysis was conducted at the proposed site access points on Alabama Avenue SE and Knox Street SE.

Based on information provided by the Applicant, bi-fold security gates at the curb cuts on Alabama Avenue SE and Knox Street SE take about eight (8) seconds to open. Given the number of trips expected each day, especially during peak hours, two (2) entry points for general MPD access are vital to ensuring traffic does not back up into the public right-of-way and that vehicles serving emergency functions can enter and exit quickly and efficiently. Additionally, as each curb cut will have a designated purpose that is necessary for MPD and public use, the multiple curb cuts will promote organized, efficient, and safe access.

Assumptions

The following assumptions were used to perform the queuing analysis:

- All vehicles will enter and exit the site using the gated access points on Alabama Avenue SE and Knox Street SE. In practice, it is expected that the entrance on Hartford Street SE will also be available for use, but all trips were focused to the gated entrances on Alabama Avenue SE and Knox Street SE to provide a conservative analysis.
- Vehicles exiting the garage have a service time of 9.0 seconds per vehicle, consistent with vehicle recognition rates according to the *Parking Structures* (3rd Edition) handbook.
- The number of vehicle arrivals at the entrance and exit gates is consistent with the peak hour trip generation projected for the proposed project.
- 60% of trips to and from the site will occur via the gate on Alabama Avenue SE and 40% of trips to and from the site will occur via the gate at Knox Street SE.

Analysis

The values from Table 11 were used as inputs into a stochastic queuing model using M/M/c queue behaviors. M/M/c queues assume that the arrival rate and service time within the system both follow a random distribution, *M*, and that the system includes one (1) or more processing points, *c*, serving a single, pooled queue. Taken together, these assumptions closely model real-world garage behaviors since entering vehicles will not arrive at a constant rate due to external factors, which the model incorporates as a Poisson random process, and each transaction at the processing point will take a slightly different amount of time, which the model assumes follow an exponential random distribution.

The resulting queuing system characteristics are summarized in Table 12, including the average number of vehicles in the system, the average wait time in the system, and the 95th percentile system queue, which is intended to show worst-case queuing conditions experienced no more than 5% of the time within the peak hour. Note that all of these parameters represent system queues and system delay and therefore include those vehicles currently being served as well as the time a driver spends interacting with the processing point. On average, the queues at the entrance and exit driveways will not exceed one (1) vehicle and system delays will not exceed 12 seconds at either access point. Additional queuing characteristics can be found in the detailed queuing analysis worksheets for each scenario, which are provided in Appendix C.

As seen in the queuing results tables, the proposed site accesses Alabama Avenue SE and Knox Street SE with one (1) entry and exit lane results in queuing that will not exceed two (2) vehicles at the access points, assuming one is being serviced and the other is in queue. Based on the anticipated location of the access gates, there will be approximately 32 feet from the property line to the gates, providing sufficient queuing space to accommodate one (1) vehicle. The gated accesses are able to accommodate the expected average vehicle in the system and the 95th percentile queues, which are less than one (1) vehicle, and spillback to Alabama Avenue SE and Knox Street SE is not expected.

Table 11: Access Input Traffic Stream Parameters

Gate Location	Time Period	Direction	Arrivals , λ (veh/hour)	Service, μ	
				sec/veh	veh/hour
Alabama Avenue SE	AM	Enter	71	9.0	400
		Exit	56	9.0	400

	PM	Enter	54	9.0	400
		Exit	69	9.0	400
Knox Street SE	AM	Enter	47	9.0	400
		Exit	37	9.0	400
	PM	Enter	35	9.0	400
		Exit	46	9.0	400

Table 12: Summary of Site Access Queuing Results

Gate Location	Time Period	Direction	Average Vehicle in System	95th Percentile		Wait Time (sec)	
				Queue	System	Queue	System
Alabama Avenue SE	AM	Enter	0.22	0	0	1.94	10.94
		Exit	0.16	0	0	1.47	10.47
	PM	Enter	0.16	0	0	1.40	10.40
		Exit	0.21	0	0	1.88	10.88
Knox Street SE	AM	Enter	0.13	0	0	1.20	10.20
		Exit	0.10	0	0	0.92	9.92
	PM	Enter	0.10	0	0	0.86	9.86
		Exit	0.13	0	0	1.17	10.17

Loading, Trash Collection, and Fuel Trucks

Per ZR16 requirements, any Government (local) use proposing between 30,000 to 100,000 square feet is required to provide one (1) 12’ X 30’ loading berth and one (1) 10’ X 20’ service/delivery space. The Applicant is proposing one (1) 12’ X 38.3’ loading berth (inclusive of a 100sf loading platform) and one (1) 10’ X 20’ service/delivery space. All loading operations will occur internal to the site.

In order to efficiently and safely enter and exit the loading berth, loading operations will be performed via the curb cuts on Knox Street SE and Alabama Avenue SE through front-in/front-out maneuvers in public space with trucks entering from Knox Street SE and pulling out of the property via the curb cut on Alabama Avenue SE. This configuration limits unsafe and unnecessary disruptions to site operations for MPD officers and staff that rely on quick and efficient circulation through the site. Fuel trucks need to be able to maintain the ability to enter the property via Alabama Avenue SE and exit onto Knox Street SE to service the proposed fuel pumps south of the proposed building.

Pedestrian Access

Pedestrian access to the MPD building on the northern portion of the property will be via the main entrance on Alabama Avenue SE. A circulation plan including expected pedestrian routes to the building is shown in Figure 15.

Bicycle Access and Parking, Showers and Lockers

Per DC zoning requirements, a local government land use proposing a 51,174 square-feet development is required to provide one (1) long-term bicycle parking space for each 7,500 square feet and one (1) short-term space for each 40,000 square feet but no less than six (6) spaces, therefore requiring the development to provide at least eight (8) long-term and six (6) short-term bicycle parking spaces, as shown in Table 13. It should be noted that the gross floor area used towards calculating the bicycle parking requirements deducts the cellar space as well as the bicycle storage and parking/vehicle maneuvering at the Vanport.

The requirements set out in ZR16 Subtitle §707.3(a), which are triggered by the number of vehicular parking spaces provided, require the addition of 54 bicycle spaces (31 long-term and 23 short-term) to the minimum required number of bicycle parking

spaces. Despite the requested flexibility from this requirement, the Applicant will provide 29 short-term spaces, which aligns with the requirements in ZR16 Subtitle §707.3(a) and is 23 more spaces than the minimum number of short-term parking spaces required for a development of this size. The Applicant will install short-term bicycle parking in public space adjacent to the main entrance on Alabama Avenue SE to accommodate the 29 proposed short-term bicycle parking spaces. Additionally, the Applicant will provide a bike repair station that will be accessible to the public. All proposed bicycle parking facilities will be designed and implemented to comply with ZR16 and DDOT's Bicycle Design Guide and will be detailed on the public space plan.

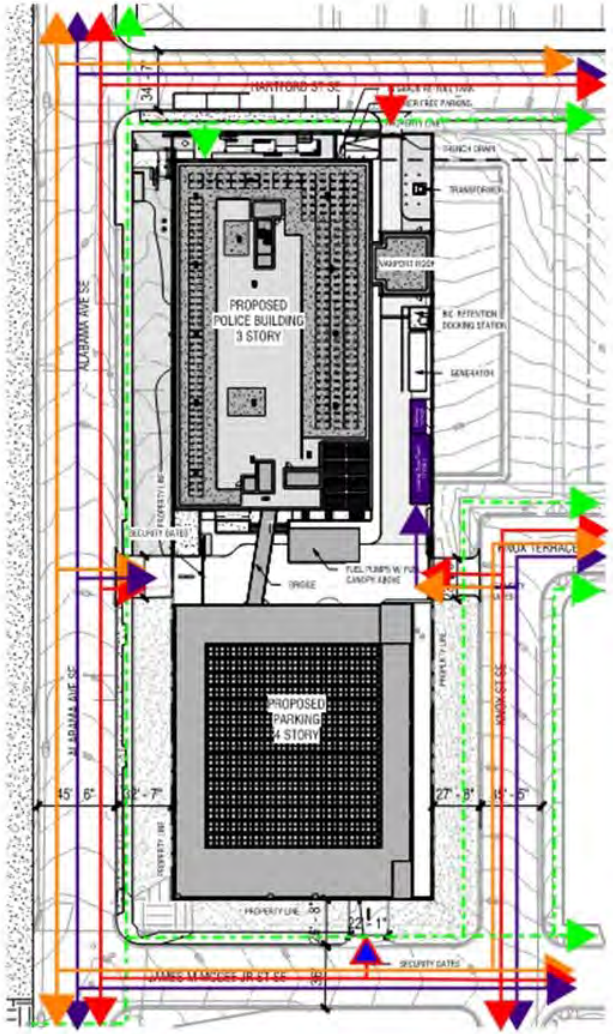
The project will also provide 40 long-term spaces. The majority of long-term bicycle parking spaces will be used for fleet storage with a minimum of eight (8) spaces reserved for long-term parking for employees personal bicycles. The secure bicycle storage room will be located in the enclosed area adjacent to the Vanport.

The Applicant is required to provide a minimum of 4 showers and 19 lockers. To meet the needs of the MPD, the Applicant will be providing 12 showers and 340 lockers, exceeding zoning requirements.

A circulation plan including expected bicycle routes to the proposed short- and long-term bicycle parking facilities is shown in Figure 15.

Table 13: Bicycle Parking Requirements and Supply

Land Use	Size	ZR16 Requirements		Long-Term Parking Provided	Short-Term Parking Provided	Showers	Lockers
		Long-Term	Short-Term				
Government, local	51,174 sq. ft.	1 for each 7,500 sq. ft.	1 space for each 40,000 sq. ft. but no less than 6 spaces	40 spaces	29 spaces	12 showers	340 lockers



Proposed Site Circulation & Access

- MPD Vehicle
- Loading
- Bicycle
- Pedestrian
- Public Vehicle
- Loading Zone

Figure 15: Proposed Site Plan & Anticipated Site Circulation

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. The following is a list of TDM strategies the Applicant proposes for the MPD 7th District HQ development. As part of the site's TDM plan, the Applicant will:

- Identify a Transportation Coordinator for the planning, construction, and operations phases of development. The Transportation Coordinator will act as the point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo;
- Transportation Coordinator will conduct an annual commuter survey of employees onsite, and report TDM activities and data collection efforts to goDCgo once per year;
- Provide links to CommuterConnections.com and goDCgo.com on property websites and Distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency;
- Transportation Coordinator will implement a carpooling system such that individuals working in the building who wish to carpool can easily locate other employees who live nearby;
- Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future;
- Provide space for a Capital Bikeshare (CaBi) station located adjacent to the site, to be coordinated with DDOT during the Public Space Permitting Process;
- Provide 29 short-term bicycle parking spaces, located adjacent to the site's main entrance, to be coordinated with DDOT during the Public Space Permitting Process;
- Provide 40 long-term bicycle parking spaces in a secure bike storage room with a minimum of eight (8) spaces reserved for employee use, meeting zoning requirements;
- Offer a SmarTrip card and provide information about the Capital Bikeshare Free Membership, with is open to all DC Government employees, to every new employee; and
- Provide a bike repair station adjacent to the main entrance for use by visitors to the site.

Summary and Conclusions

The purpose of this Transportation Statement is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a high-level review of crashes within the vicinity of the site;
- Perform a gate queuing analysis at the site accesses;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The MPD 7th District HQ site is surrounded by a very well-connected existing network of pedestrian, bicycle, and transit facilities that result in an environment for safe, enjoyable, and effective non-vehicular transportation;
- The unique nature and needs of the use require planning and infrastructure for the large fleet of MPD vehicles that allow the police department to fulfill its mission and goals. Therefore, the proposed project will replace the existing surface parking lot and provide a new above-ground parking garage with 225 spaces - 28 of which are reserved for public use, 120 of which are dedicated to MPD fleet vehicles, and the remaining 77 of which will be used to park the personal vehicles of employees and staff;
- The existing curb cuts are vital to ensuring all of the site's users can enter and exit the property efficiently. The curb cut on James M. McGee Jr. Street SE provides two-way vehicular access to the public parking garage, the curb cut on Hartford Street SE provides ingress-only access to the new one-way drive aisle to the Vanport, and the curb cuts on Knox Street SE and Alabama Avenue SE provide gated, secure access for MPD vehicles as well as loading vehicles and fuel trucks;
- A temporary parking area (and corresponding temporary curb cut on Hartford Street) is proposed adjacent to the site at Square 5727, Lot 136. This temporary parking area will adequately support the parking of fleet and personal vehicles during construction and will be restored to open space once the proposed parking garage is constructed and operational;
- The proposed project will provide 40 long-term bicycle parking spaces in an interior bike storage room, eight (8) of which will be reserved for personal bicycle storage for employees, meeting zoning requirements;
- The proposed project will provide 29 short-term bicycle parking spaces, exceeding zoning requirements. The location and design of these facilities will be coordinated with DDOT during the Public Space Permitting process;
- The proposed project will prioritize safety by connecting the parking garage and the police station via a pedestrian bridge to reduce the potential for conflicts interior to the site, adding curb extensions on Hartford Street SE and James M. McGee Jr. Street SE at Alabama Avenue SE to increase pedestrian visibility and shorten crossing distances, and installing a raised median on Alabama Avenue SE from James M. McGee Jr. Street SE to approximately 100 feet north of the MPD driveway with a mountable median at the driveway to limit movements for vehicles on Alabama Avenue SE but maintain full access for emergency vehicles, in line with DDOT's proposed safety improvements for the corridor;
- Because general entering traffic is split between the curb cuts on Alabama Avenue SE and Knox Street SE, the proposed gates to the site at the curb cuts on Alabama Avenue SE and Knox Street SE are not expected to cause entering traffic to spill back into the public right-of-way;
- The proposed project will include robust TDM measures that adequately promote non-vehicular modes of travel and discourage the use of single-occupancy vehicle trips for employees; and
- The proposed project is not expected to have an adverse impact on the surrounding transportation network.

Technical Attachments

Metropolitan Police Department (MPD) 7th District Headquarters PUD

Washington, DC

May 15, 2026

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

(Note: Click on heading to navigate directly to each section of the Technical Attachments)

A. Finalized Scoping Form

A. Finalized Scoping Form

District Department of Transportation (DDOT)
Comprehensive Transportation Review (CTR) Scoping Form

The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

Directions: The *CTR Scoping Form* contains study elements that an Applicant is expected to complete to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT in Word format for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. The Applicant should fill out as many sections as possible and leave blank any sections that are not relevant to their project. Once a completed *Scoping Form* is submitted, DDOT will provide feedback on the initial proposed scope. DDOT's turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this *Form* within the study and comply with all CTR requirements not specifically addressed in this *Form*.

Scoping Information
Date(s) Scoping Form Submitted to DDOT: 12/11/2025, 03/17/2026
DDOT Case Manager: Preston Jutte
Date(s) Scoping Form Comments Returned to Applicant: 1/26/2026
Date Scoping Form Finalized: 5/5/2026

Project Overview	Proposed Development Program
Project Name: Metropolitan Police Department (MPD) 7th District Headquarters PUD	**Use(s)**
Case Type & No. (ZC, BZA, PSC, etc.): PUD & ZC (No. ~~TBD~~ 25-20)	**Residential (dwelling units):** N/A
Applicant/Developer Name: Department of General Services 2000 14th Street, NW, 8th Floor, Washington, DC 20009	**Retail (square feet):** N/A
Transportation Consultant and Contact Info: Gorove/Slade Associates, Inc., 1140 Connecticut Avenue NW, Suite 1010, Washington, D.C. 20036 Daniel Solomon, 202-540-1928, dsolomon@goroveslade.com Ashley Orr, 202-293-7263, ashley.orr@goroveslade.com	**Office (square feet):** N/A
Land Use Counsel and Contact Info: Holland + Knight, LLP 800 17th Street NW, Suite 1100, Washington, D.C. 20006	**Hotel (rooms):** N/A

Jessica Bloomfield, 202-469-5272, jessica.bloomfield@hklaw.com	
Site Street Address: 2455 Alabama Avenue SE, Washington, DC 20020	**Other:** Government Office Building: Existing – 394 staff, 45,098 SF Proposed: - 466 staff - 151,854 SF o Building: 58,431 SF o Parking: 93,423 SF
Site Square & Lot: Square 5728 Lot 0800	**# of Vehicle Parking Spaces:** 31 required, 225 proposed
Current Zoning and/or Overlay District: RA-1	**# of Carshare spaces:** N/A
Estimated Date of Hearing: N/A	**# of Electric Vehicle Stations:** N/A
ANC/SMD No. & SMD Commissioner Name: ANC 8B, SMD 8B02, Commissioner Betty Scippio	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): N/A	**Long-term / Short-Term spaces:** Long-term: 8 required, 40 proposed Short-term: 6 required, ~~6~~ 29 proposed
DDOT Livability Study (if applicable): N/A	**Showers / Lockers (non-residential):** 4 showers required, 12 showers proposed 19 lockers required, 340 lockers provided
Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: Yes, within ¼ mile of Alabama Avenue SE Priority Bus Route	**Loading Berths/Spaces:** 1 berths required, 1 berths proposed 1 spaces required, 1 spaces proposed

Documents to be Submitted to DDOT: *Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.*

☐ **CTR Study** (100 or more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☐ **TIA Component of CTR Study Triggered** (25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)

☒ **Transportation Statement** (limited scope based on specifics of project OR if Low Impact Development Exemption from CTR and TIA is requested)

☐ **Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)

☐ **Other, specify:** _____

☐ Include PDF of report with appendices, traffic analysis files, and traffic counts in DDOT spreadsheet format (total size of all digital files under 15 MB, if possible)

Existing Site and Description of Action: *Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor's Order for alley closure).*

The **Metropolitan Police Department (MPD) 7th District Headquarters** is located at 2455 Alabama Avenue SE, Washington, DC 20020. The property is bounded by Hartford Street SE to the north, Knox Street SE to the east, James M. McGee Jr Street SE to the south, and Alabama Avenue SE to the west. The existing development, which is comprised of a 45,098 square-foot facility and workshop building that accommodates 394 employees, is currently zoned RA-1 (Residential Apartment – low to moderate density) and provides vehicular access via curb cuts on Hartford Street SE, Knox Street SE, James M. McGee Jr Street SE, and Alabama Avenue SE.

The Applicant is requesting a PUD and related Zoning Map Amendment to rezone the site to the RA-2 (Residential Apartment – moderate density) zoning district. The site is to be improved with upgraded facilities to accommodate the future needs of the MPD 7th District Headquarters, including secure parking for MPD fleet vehicles, a dedicated multi-purpose room for community use, associated off-street community parking spaces, and significant new landscaping, open plazas, and pedestrian enhancements that will transform the property into an accessible civic resource. These improvements include a proposed approximately 58,431 square-foot building on the northern portion of the property and an above-grade parking structure providing 225 spaces on the southern portion of the property with a pedestrian bridge connecting the structures to accommodate a proposed 466 employees. As part of the PUD application, the site will feature a multi-purpose room, gathering areas, and approximately 28 vehicular parking spaces reserved for public use. Due to the functional needs of the proposed use, which include use by the public and the police department, all existing curb cuts are to remain to support the demands of the site. The curb cut on James M. McGee Jr Street SE will operate as the vehicular access to the parking garage for the public and will be widened to accommodate ingress and egress movements. The curb cuts on Hartford Street SE, Knox Street SE, and Alabama Avenue SE will provide a secure, gated access for MPD use. No new curb cuts are proposed as part of this application. One (1) 12' X 38.3' loading berth and one (1) 10' X 20' service space are proposed to be accessed via Knox Street SE.

The existing police station currently provides more than 200 parking spaces between the surface parking and the grassed parking areas. Therefore, the proposed number of vehicular parking spaces is not inconsistent with the current supply and needs of the use. The Applicant is proposing an above-ground garage, which greatly improves operations on the site by consolidating parking and improving site circulation, as well as providing 28 parking spaces for use by the public. Furthermore, as the site will continue to be used by the Metropolitan Police Department 7th District Headquarters, a secure parking structure with the proposed supply of parking spaces is necessary to accommodate MPD operations, including the storage of fleet vehicles.

Pedestrian access to the MPD building on the northern portion of the property will be via the main entrance on Alabama Avenue SE. The location of short-term and long-term bike parking and access will be identified in the CTR.

Prior Related Action(s), Conditions, and Commitments: *Note any prior approvals by ZC, BZA, or PSC (e.g., Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.*

Section 1: SITE DESIGN

DDOT reviews the site plan to evaluate consistency with DDOT's standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT's position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Site Access and Connectivity Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or ROW closures are proposed. *See Section 1.1 of the CTR Guidelines for more detailed guidance.*	Vehicular parking is proposed in an above-grade parking garage that will provide 225 spaces, with approximately 28 of the parking spaces reserved for public use. Public access to the parking garage will be provided via the existing curb cut on James M. McGee Jr Street SE, which will be widened to accommodate ingress and egress movements. The existing curb cuts on Hartford Street SE, Knox Street SE, and Alabama Avenue SE will provide secure access for MPD vehicles and will remain to support the demands of the site. The access on Hartford Street SE will be ingress only. All other driveways will accommodate ingress and egress movements. No new curb cuts are proposed as part of this application. Primary access to the one (1) 12' X 38.3' loading berth and one (1) 10' X 20' service space is proposed to be on Knox Street SE. Pedestrian access to the MPD building on the northern portion of the property will be via the main entrance on Alabama Avenue SE. The location of short-term and long-term bike parking and access will be identified in the CTR. A detailed site circulation plan will be provided in the CTR. ☒ *Scoping Graphic: Project Location Map* ☒ *Scoping Graphic: Site Circulation Plan* ☒ *Scoping Graphic: Plat for Site's Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS)*	**1/26/26:** Confirm that the widened curb cut on James M. McGee Jr Street SE will operate as right-in/right-out only, and consider a hardened centerline on Alabama Avenue SE to reduce pedestrian–vehicle conflicts. **GS 3/17/2026:** The curb cut will function as a full access driveway and is a standard condition on a local street. Can DDOT provide justification for the request? **DDOT 5/5/26:** The James M McGee Jr St SE right-in/-out comment was a miscommunication. The request is to maximize daylighting measures such as parking setbacks at that driveway as well as at the Alabama intersections of both McGee and Hartford, given the evidence of prohibited parking too close to the driveway and crosswalks in Google Street View. This comment should be resolved based on

		the 3/17 response to the comment below. The curb cut on Alabama Avenue will also function as a full access driveway. A hardened centerline would limit ability for MPD vehicles to access the site and potentially limit response times. **DDOT 5/5/26:** The existing Alabama Avenue curb cut is striped as inbound-only, and this site is along a Tier 1 Corridor and Segment of the High Injury Network. Making this a full-access driveway would add a new vehicle conflict (e.g., uncontrolled left turns) on to an already dangerous roadway. However, DDOT may consider right-in/-out with a hardened centerline. The Applicant can move forward with the Transportation Statement, but it must include a detailed narrative and propose safety mitigations. If the design is not changed or if proposed safety mitigations are deemed inadequate, DDOT may object to the approval of the case in its report to ZC. DDOT also recommends daylighting at

		adjacent intersections (curb extensions and parking setbacks) to improve visibility and safety. **GS 3/17/2026:** Noted. The Applicant will consider daylighting measures such as parking setbacks. **DDOT 5/5/26:** Noted and concur.
Loading Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed. *See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.*	Per ZR16 requirements, any Government (local) use proposing between 30,000 to 100,000 square feet is required to provide one (1) 12' X 30' loading berth and one (1) 10' X 20' service/delivery space. The Applicant is proposing one (1) 12' X 38.3' loading berth (inclusive of a 100sf loading platform) and one (1) 10' X 20' service space which are proposed to be accessed via Knox Street SE through front-in/front-out maneuvers in public space. All loading operations will occur internal to the site. ☒ *Scoping Graphic: Location of loading area with internal building routing* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)*	**1/26/26:** What is the vertical clearance of the proposed bridge on-site? Will trucks be traveling under the bridge? **GS 3/17/2026:** The pedestrian bridge has a vertical clearance of approximately 15 feet, which provides enough clearance for trucks traveling under the bridge. Please also note there's a speed hump on Hartford St SE – please limit large truck traffic on that street to avoid noise disturbances. **GS 3/17/2026:** Noted. Loading vehicles will access site through Knox Street SE and Alabama Avenue SE.
Vehicle Parking Identify all off-street parking locations (on- and off-site) and justify	The existing surface lot on the site and the adjacent lot to the east provide more than 200 surface parking spaces currently used by MPD. The proposed development is required to provide 31 vehicular parking spaces per ZR16 requirements. The application proposes 225 parking spaces located in an above-grade garage on the southern portion of the property, which exceeds the minimum required parking supply by 194 parking spaces.	**1/26/26:** The proposed 225 spaces exceeds the ZR16 minimum (31 spaces)

the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT's Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking.

See Section 1.3 of the CTR Guidelines for more detailed guidance.

Land Use	Proposed Size	Unit	Required (ZR-16)		DDOT-Preferred Rate	Proposed Parking
			ZR16 Ratio	ZR16 Supply		
Government, local	63,995	SF	0.5 space per 1,000 sq. ft. in excess of 2,000 sq. ft. with a minimum of 1 space required	31 spaces	47 spaces	**225 spaces**

The Applicant will be requesting flexibility from the requirements outlined in ZR16 Subtitle C § 707.3 (a), which require the following Transportation Demand Management (TDM) measures for any excess parking spaces greater than twice the minimum parking required for that use:

1. Provision of bicycle parking spaces at a rate of one (1) bicycle parking space for each three (3) excess parking spaces, to a maximum of 100 additional bicycle parking spaces (same ratio of required long- and short-term parking spaces);
2. One (1) tree for every ten excess parking spaces;
3. One (1) on-site or publicly accessible electric car charge station for every 20 excess parking spaces;
4. One (1) car share space to be provided in accordance with the provisions of Subtitle C §§ 708.3 through 708.4 for every twenty (20) excess parking spaces, to a maximum of ten (10) car share spaces; and
5. The GAR required for the site pursuant to Subtitle C, Chapter 6 shall be increased by a rate of .001 for each two (2) excess parking spaces, to a maximum of an additional 0.

In addition, the Applicant will be requesting flexibility from the requirements outlined in ZR16 Subtitle C § 707.3 (b), which states that more than one hundred (100) excess parking spaces shall require the provision of one (1) Capital Bikeshare station with a minimum of nineteen (19) bike stalls. The Applicant is also requesting relief from the requirements outlined in ZR16 Subtitle C § 710.2 (b) which states that parking spaces within a building may not be located within 20 feet of all lot lines that abut a public street.

The existing police station currently provides more than 200 parking spaces between the surface parking and the grassed parking areas. Therefore, the proposed number of vehicular parking spaces is not inconsistent with the current supply and needs of the use. The Applicant is proposing an above-ground garage, which greatly improves operations on the site by consolidating parking and improving site circulation, as well as providing 28 parking spaces for use by the public. Furthermore, as the site will continue to be used by the Metropolitan Police Department 7th District Headquarters, a secure parking structure with the proposed supply of parking spaces is necessary to accommodate MPD operations, including the storage of fleet vehicles.

☒ *Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking (Figure 10)*

☐ *Scoping Graphic: Off-Street Parking Locations (both on- and off-site)*

by 194 spaces. While structured parking improves site operations, DDOT cannot support this level of excess parking without a robust Transportation Demand Management (TDM) plan.

Please justify why each ZR16 §707.3(a) and (b) mitigation measure is or is not feasible (e.g., additional bicycle parking, trees, EV charging stations, carshare spaces, GAR increase, and a Capital Bikeshare station).

GS 3/17/2026: Based on information provided by MPD, of the 225 parking spaces proposed, 120 spaces will be reserved for MPD Fleet Vehicles. An additional 28 spaces will be reserved for public use. As such, this results in 77 spaces (approximately 34% of the total supply) available for staff to park their personal vehicles. When considered in this manner, the number of spaces reserved for personal vehicles only exceeds the ZR16 minimum requirement by 46 spaces, exceeding the DDOT-preferred maximum spaces by 30 spaces, and is less than three (3) times

		the minimum that triggers the excess parking requirements in ZR16 Subtitle C § 707.3. For additional reference, of the approximately 200 existing surface parking spaces, 100 are reserved for MPD Fleet Vehicles and the remaining 100 are for personal vehicle use by MPD employees. Thus, the existing parking ratio for personal vehicle parking in terms of available spaces/employee is 0.25 (100 spaces / 394 existing employees). In the future, this ratio is reduced to 0.17 (77 spaces / 466 future employees). As such, despite the staffing increase and the slight increase in overall parking supply, the proposed parking allocation results in a reduction in the percentage of employees that can park a personal vehicle onsite. It is anticipated that, at full build-out, up to 373 employees will be onsite at the same time during the largest of three (3) work shifts, necessitating that the majority of staff carpool or take alternate modes of transportation to and from the station. A robust TDM plan is proposed to help

		reduce the number of vehicle trips coming to and from the site, as well as promote and encourage the use of non-auto modes. Finally, the 28 parking spaces devoted to public use will adequately accommodate potential visitors to the site based on information provided by MPD. Given the Applicant is functionally reducing the number of employee personal vehicles that can be parked onsite and no additional demand is being created, the requested flexibility from the TDM measures related to excess parking is appropriate. **DDOT 5/5/26:** Noted and concur. Please include this narrative in the Transportation Statement in support of the robust TDM Plan being proposed. Provide a narrative explaining operational need for 225 spaces (fleet vs. personal vehicles, shift overlap, visitor demand) and include existing parking utilization data. **GS 3/17/2026:** See previous response. **DDOT 5/5/26:** Noted, see above.

Detail how the ~28 public spaces will be managed (time limits, pricing, enforcement) to prevent spillover or long-term storage.
GS 3/17/2026: The public vehicular parking spaces will be used exclusively by the public during events held at the station and are not intended for general neighborhood use. Access will be controlled by signage and passively managed.

DDOT 5/5/26: Noted, see above.

Bicycle Parking

Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.

See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.

The proposed development is required to provide eight (8) long-term and six (6) short-term bicycle spaces per ZR16 requirements. Additionally, the Applicant is required to provide four (4) showers and 19 lockers.

Land Use	Proposed Size	Unit	ZR16 Requirements		Long-Term Required Parking (Min.)	Short-Term Required Parking (Min.)	Showers	Lockers
			Long-Term	Short-Term				
Government, local	51,174	SF	1 for each 7,500 sq. ft.	1 space for each 40,000 sq. ft. but no less than 6 spaces	8 spaces	6 spaces	4 showers	19 lockers

The Applicant will be providing the following:

- Long-term bicycle parking: 40 spaces
- Short-term bicycle parking: ~~6~~ 29 spaces
- Showers: 12 showers
- Lockers: 340 lockers

The Applicant is requesting flexibility from the mitigations outlined in ZR16 Subtitle C § 707.3 (a) and (b). However, the development program is meeting or exceeding the required number of bicycle parking spaces, showers, and lockers. The locations of the long-term and short-term bicycle spaces will be outlined in the CTR.

☐ *Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms*

1/26/26: Please show the total bicycle parking required, including those triggered by ZR16 §707.3(a) for excess parking, so DDOT can understand the scale of relief being requested. What is the delta between what the excess parking would typically require and what's proposed?
GS 3/17/2026: Based on the requirements set out in ZR16 §707.3(a), the addition of 54 bicycle spaces (31 long-term, 23 short-term) to the minimum required number of bicycle parking spaces (8 long-term, 6 short-term) would be required due to the excess parking.

		To accommodate the operational needs of MPD, the majority of the 40 long-term bicycle parking spaces proposed will be used for fleet storage, with a minimum of eight (8) spaces reserved for long-term parking for employees to park their personal bicycles in accordance with zoning requirements. That said, an additional 23 short-term spaces (in addition to the 6 spaces required by zoning) are proposed as part of the application. The Applicant will install bicycle racks and bike corrals in public space to provide a total of 29 short-term bicycle parking spaces. **DDOT 5/5/26:** Noted and concur. Please include this narrative in the Transportation Statement in support of the robust TDM Plan being proposed. Provide any available information on MPD's bike fleet. Will long-term spaces be used for commuting staff, fleet storage, or both? **GS 3/17/2026:** While the majority of the long-term bicycle parking spaces will be used for fleet storage, a minimum of eight (8) spaces

		will be reserved for long-term parking for employees to park their personal bicycles in accordance with zoning requirements. DDOT strongly recommends right-sizing long-term bike parking to realistic mode splits and reallocating resources toward public-facing bicycle facilities. This includes: • Additional short-term racks near community spaces and entrances; • Installation of a Capital Bikeshare station on or adjacent to the site; • Consideration of bike repair amenities and wayfinding for visitors. Given the site's role as a community hub (ANC meetings, public events), these measures are critical to offset the impacts of excess vehicle parking and support multimodal access. **GS 3/17/2026:** Noted, the Applicant will provide a TDM plan in the CTR.
Streetscape and Public Realm Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street	A conceptual layout will be provided in the Transportation Statement. The Applicant will work with DDOT to ensure the design of the public realm meets current standards and meets the needs of the use.	**1/26/26:** DDOT requests a conceptual public space plan showing sidewalk widths, curb cuts, street trees, short-term bike parking, and bus stop locations.

trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval. *See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).*	☐ *Scoping Graphic: Preliminary Public Space Concept*	**GS 3/17/2026:** Noted. Will be included in the Transportation Statement. DDOT also recommends incorporating visibility and safety enhancements at adjacent intersections, including parking setbacks (25 feet) and curb extensions where feasible, particularly if sidewalks or ramps are reconstructed. These measures will improve sightlines and pedestrian safety given the site's multiple access points and community use. **GS 3/17/2026:** Noted.
Sustainable Transportation Elements Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect.	The application will comply with the applicable requirements at building permit issuance.	**1/26/26:** Please confirm the number of EV stations proposed and any phasing plan. **GS 3/17/2026:** The number of EV stations and any phasing plan will be detailed in the CTR. **DDOT 5/5/26:** Noted and concur.

See Section 1.6 of the CTR Guidelines for more detailed guidance.		
Heritage, Special, and Street Trees Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD's map of existing and missing street trees. *See Section 1.7 of the CTR Guidelines for more detailed guidance.*	The Applicant will work with UFD to determine if there are any Heritage or Special Trees that will be impacted by this work.	**1/26/26:** See attached for a memo from UFD. **GS 3/17/2026:** Noted. This has been shared with the design team.

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS

Mode Split

Provide mode split assumptions with sources and justification. Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.

The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence.

See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.

In order to capture the unique travel patterns between Patrol & Mission staff and Office & Detective staff, two distinct mode splits are proposed.

Patrol & Mission mode splits are primarily based on the travel patterns of the existing use as a police department headquarters and are informed by data contained in WMATA's *2005 Development-Related Ridership Survey*, proximity to transit, mode splits of similar sites, and the proposed parking supply.

Office & Detective mode splits are primarily based on the travel patterns of the existing use as a police department headquarters, and are informed by Census data at the tract level of employees that work near the site, data contained in MWCOG's *2022 State of the Commute Survey Report*, proximity to transit, and the proposed parking supply.

Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute
Patrol & Mission Mode Split	98%	2%	0%	0%	0%
Office & Detective Mode Split	~~50%~~ 56%	~~40%~~ 32%	~~0%~~ 2%	10%	0%

☒ *Scoping Table: Mode Split Assumptions by Land Use*

1/26/26: Please confirm whether MPD employee data (commute patterns, shift schedules) informed the proposed mode splits.
GS 3/17/2026: MPD employee shifts informed the proposed mode splits.

DDOT 5/5/26: Noted.

Justify the 40% transit share for Office/Detective staff, as comparable datasets show ~32% as the upper bound.

Revisit the assumption of 0% bicycle mode share – given proximity to Priority Bus routes and planned bike infrastructure, DDOT expects a non-zero value aligned with proposed bike facilities and TDM commitments.
GS 3/17/2026: The mode splits for the site has been revised to increase the bike mode split to 2% and the auto mode split to 56% while decreasing the transit mode split is reduced to 32%.

DDOT 5/5/26: Noted and concur.

Trip Calculations

Provide site-generated person trip estimates, utilizing the most recent version of ITE *Trip Generation Manual* or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Include estimates for the transit, bicycle, walk, and automobile modes.

The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.

See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.

In order to address the unique operations of the site, the trip generation for the existing and proposed site were calculated using the ITE Trip Generation, 11th Edition fitted curve equation for Land Use 730 (Government Office Building) using the number of Office & Detective employees as the independent variable, as well as calculations of expected trip generation based on the employee shifts for Mission & Patrol staff.

ITE Trip Generation Land Use 730 fitted curve equation was used to calculate the trips generated by the Office & Detective Staff who are expected to function similar to other government office building employees. The Government Office mode splits were applied to the trips generated by the Office & Detective Staff. For Patrol & Mission Staff, peak hour trips were calculated under a conservative scenario that assumes 21, 8-hour shifts where each employee works a 40-hour work week (across 5 shifts in total) and enters/exits the site during weekday peak hour periods.

Attached to this form are details on the trip generation and mode split assumptions. A trip generation comparison is shown below.

As shown in the table below, the number of net new peak hour vehicular trips in the peak direction is not expected to exceed 25 in the AM or PM peak hour study periods. As such, a vehicular capacity analysis is not proposed for this project.

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Development (466 employees)						
Auto	~~119~~ 118 veh/hr	~~94~~ 93 veh/hr	~~214~~ 211 veh/hr	~~91~~ 89 veh/hr	~~119~~ 115 veh/hr	~~210~~ 204 veh/hr
Existing Development (394 employees)						
Auto	~~99~~ 103 veh/hr	~~80~~ 81 veh/hr	~~179~~ 184 veh/hr	~~76~~ 77 veh/hr	~~95~~ 98 veh/hr	~~171~~ 175 veh/hr
Net New Trips						
Auto	~~20~~ 15 veh/hr	~~15~~ 12 veh/hr	~~35~~ 27 veh/hr	~~15~~ 12 veh/hr	~~24~~ 17 veh/hr	~~39~~ 29 veh/hr

☒ *Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)*

1/26/26: Please confirm whether ITE 12th Edition was considered and justify use of ITE 11th Edition if retained.

Reconcile the discrepancy between 466 and 499 employees and confirm which figure governs trip generation.

If updated calculations result in ≥25 peak-direction vehicle trips, DDOT expects a revised scope including vehicular analysis consistent with CTR guidelines.

GS 3/17/2026: ITE 11th edition was used.

The proposed employee count should be 466 staff based on MPD's final program. The trip generation has been updated as such. Notably, there is no difference between the trips estimated by the 12th edition as compared to the 11th edition, so use of the 12th edition would not change this determination.

A memorandum detailing the trip generation methodology was prepared and provided to the TE division 2/12/2026. Based on this correspondence, a TIA was determined

		to not be required. The correspondence and the trip generation methodology memorandum have been included in the attachments. **DDOT 5/5/26:** Noted and concur.

Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the calculation to determine if the project meets these thresholds. However, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the *CTR Guidelines*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Strategic Planning Elements List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal. *See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on*	The study will consider the suggested studies included in the column to the left in addition to the following studies located near the development: ▪ Sustainable DC Plan ▪ moveDC Multimodal Transportation Plan ▪ Vision Zero Action Plan ▪ District of Columbia Comprehensive Plan ▪ WMATA Better Bus Network ▪ Alabama Avenue SE Corridor Safety Improvements Project	**1/26/26:** Noted. **GS 3/17/2026:** Noted.

additional relevant plans and studies may be provided by the DDOT Case Manager.		
Pedestrian Network Evaluate the condition of the existing pedestrian network and forecast the project's impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, and whether facilities meet DDOT and ADA standards. Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*	The Transportation Statement will review pedestrian walking routes to and from the site along with an assessment of facilities along these walking routes including all pedestrian facilities within a quarter mile of the site following Section 3.2 of DDOT's CTR guidelines. The assessment will evaluate whether facilities meet DDOT and ADA standards. ☒ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	**1/26/26:** Highlight opportunities for visibility and safety improvements (e.g., high-visibility crosswalks, curb ramps, lighting) along the frontage to support safe access for community visitors and staff. **GS 3/17/2026:** Noted.
Bicycle Network Evaluate the condition of the existing bicycle network and forecast the project's impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to	A review of existing and planned bicycle facilities serving the site within a half mile will be included in the CTR with an assessment of connections between the site and major facilities, including a qualitative review of how cyclists going to and from the site will access major facilities (paths, bike lanes, etc.). The review of bicycle facilities will follow DDOT's CTR guidelines found in section 3.3.1. ☒ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	**1/26/26:** Noted. **GS 3/17/2026:** Noted.

Metrorail, transit stops, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes. *See Section 3.3 of the CTR Guidelines for more detailed guidance.*		
Transit Network Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses. *See Section 3.4 of the CTR Guidelines for more detailed guidance.*	The study will discuss transit routes and schedules, including headway and span of service for Metrorail stations within one (1) mile of the site and for WMATA bus stops within a quarter mile of the site. The study will evaluate the sufficiency of the identified services and access to those services from a qualitative standpoint. Additionally, transit stop locations will be evaluated. Any planned transit improvements will be included in the report. This study will not include a quantitative study of boarding and alighting volumes at specific transit stops. All transit network evaluations will follow guidance as outlined in section 3.4 of DDOT's CTR guidelines. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations* ☒ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12)*	**1/26/26:** Noted. **GS 3/17/2026:** Noted.
Safety Analysis Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian desire lines, for example. Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously	No vehicular capacity analysis or safety analysis is proposed; therefore, this section is not applicable.	**1/26/26:** DDOT requests a qualitative safety assessment given the site's multiple access points, high-security vehicle movements, and proximity to residential streets. At a minimum, include: • Review of the Vision Zero High-Injury Network; • Crash history (past 3–5 years) for adjacent intersections and segments; and • Identification of pedestrian and bicycle conflict

conducted, and discuss the recommendations. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*		zones and potential low-cost mitigations. **GS 3/17/2026:** Noted.
Curbside Management Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal. *See Section 3.6 of the CTR Guidelines for more detailed guidance.*	A curbside management plan will be provided in the study, including existing and proposed curbside designations within two (2) blocks of the site. ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	**1/26/26:** Noted. **GS 3/17/2026:** Noted.
Pick-Up and Drop-Off Plan Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the	A pick-up and drop-off plan is not necessary. The type and intensity of the development program is not expected to have significant pick-up and drop-off operations.	**1/26/26:** Concur. **GS 3/17/2026:** Noted.

flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm. *See Section 3.6.4 of the CTR Guidelines for more detailed guidance.*		
On-Street Parking Occupancy Study This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods. *See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.*	As no relief is requested from on-site vehicle parking, an on-street parking occupancy study is not proposed. ☐ *Scoping Graphic: Study Area and Block Faces*	**1/26/26:** Concur. **GS 3/17/2026:** Noted.
Parking Garage/Drive-Thru Queuing Analysis If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queuing onto public streets.	A parking garage queuing analysis will be provided in the CTR.	**1/26/26:** Please provide a garage access and queuing analysis for the proposed 225-space garage. Confirm that entry/exit operations can process vehicles without queue spillback onto public streets under typical and peak conditions. Evaluate potential impacts at James M. McGee Jr Street SE, Alabama Avenue SE, and Hartford Street SE, and include assumptions for gate

See Section 1.3.4 of CTR Guidelines for more detailed guidance.		controls and processing times. **GS 3/17/2026:** Noted.
Motorcoaches Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*	No material motorcoach activity is anticipated.	**1/26/26:** Noted. **GS 3/17/2026:** Noted.

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate.	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Proposed Study Intersections* ☐ *Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.*	**1/26/26:** Please include TIA section if trip generation revisions result in threshold for vehicular analysis being met. **GS 3/17/2026:** As previously mentioned, a

Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns. *See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.*		memorandum detailing the trip generation methodology was prepared and provided to the TE division on 2/12/2026. Based on this correspondence, a TIA was determined not to be required. The correspondence and the trip generation methodology memorandum have been included in the attachments. **DDOT 5/5/26:** Noted and concur.
TIA Study Scenarios Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable.	**GS 3/17/2026:** See above response. **DDOT 5/5/26:** Noted and concur.
TIA Methodology Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.*	**GS 3/17/2026:** See above response. **DDOT 5/5/26:** Noted and concur.

Synchro 9 or newer software for capacity and queueing analyses. *See Section 4.4 of the CTR Guidelines for more detailed guidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.*		
Transportation Network Improvements List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments. *See Section 4.5 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	**GS 3/17/2026:** See above response. **DDOT 5/5/26:** Noted and concur.
Background Development / Local Growth List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	**GS 3/17/2026:** See above response. **DDOT 5/5/26:** Noted and concur.

anticipated to open by the projected build-out year. *See Section 4.6.1 of the CTR Guidelines for more detailed guidance.*		
Regional Traffic Growth Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide. Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network. *See Section 4.6.2 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	**GS 3/17/2026:** See above response. **DDOT 5/5/26:** Noted and concur.

Trip Distribution Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions. The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*	No vehicular capacity analysis is proposed; therefore, this section is not applicable. ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	**GS 3/17/2026:** See above response. **DDOT 5/5/26:** Noted and concur.

Section 5: MITIGATION

The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT's Significant Impact Policy, DDOT's approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the *Scoping Form* are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply,	☒ *The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.* ☒ *The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.* ☒ *The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.*	**1/26/26:** Noted. **GS 3/17/2026:** Noted.

and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*		
DDOT's Approach to Mitigation DDOT's approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT's Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations. *See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.*	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	**1/26/26:** Noted. **GS 3/17/2026:** Noted.
Transportation Demand Management (TDM) A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and	☒ *The study will include at least a Baseline TDM Plan. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.*	**1/26/26:** Given the proposed 225 parking spaces (194 above ZR16 minimum), DDOT expects a comprehensive TDM plan scaled to the magnitude of excess parking. At a minimum, the plan should include: • Installation of a Capital Bikeshare station on or adjacent to the site;

surrounding context. Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user. *See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.*		• Additional short-term bike racks near community entrances and event spaces; • Transit benefits for eligible staff to encourage non-auto commuting; • Unbundled and priced parking for personal vehicles to discourage single-occupancy trips; and • Monitoring and reporting of mode split and parking utilization post-occupancy. These measures are critical to offset the transportation impacts of excess parking and support multimodal access for staff and the community. **GS 3/17/2026:** Noted, the Applicant will provide a TDM plan in the CTR.
Performance Monitoring Plan (PMP) DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes.	There are no known performance monitoring plans currently in effect for the site, and thus no changes or new PMP are proposed for the site.	**1/26/26:** Noted. **GS 3/17/2026:** Noted.

See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.		
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. *See Section 5.7 of the CTR Guidelines for more detailed guidance.*	While the northernmost portion of Knox Street SE that is currently being used as surface parking will no longer be used by the development for that purpose, there are no proposed roadway operational and geometric changes as part of this application.	**1/26/26:** Noted. **GS 3/17/2026:** Noted.

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.	The Applicant will work closely with the ANC and other community stakeholders as the Application proceeds.	**1/26/26:** Noted. **GS 3/17/2026:** Noted.
Miscellaneous Items for Discussion		

Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?		

Scoping Attachments

Metropolitan Police Department 7th District Headquarters PUD

Washington, DC

March 17, 2026

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

(Note: Click on heading to navigate directly to each section of the Technical Attachments)

A. Project Location & Transportation Facilities

B. Site Plat

C. Site Circulation Plan

D. Trip Generation Methodology Memorandum

E. Pedestrian Study Area

F. Existing Bicycle Facilities

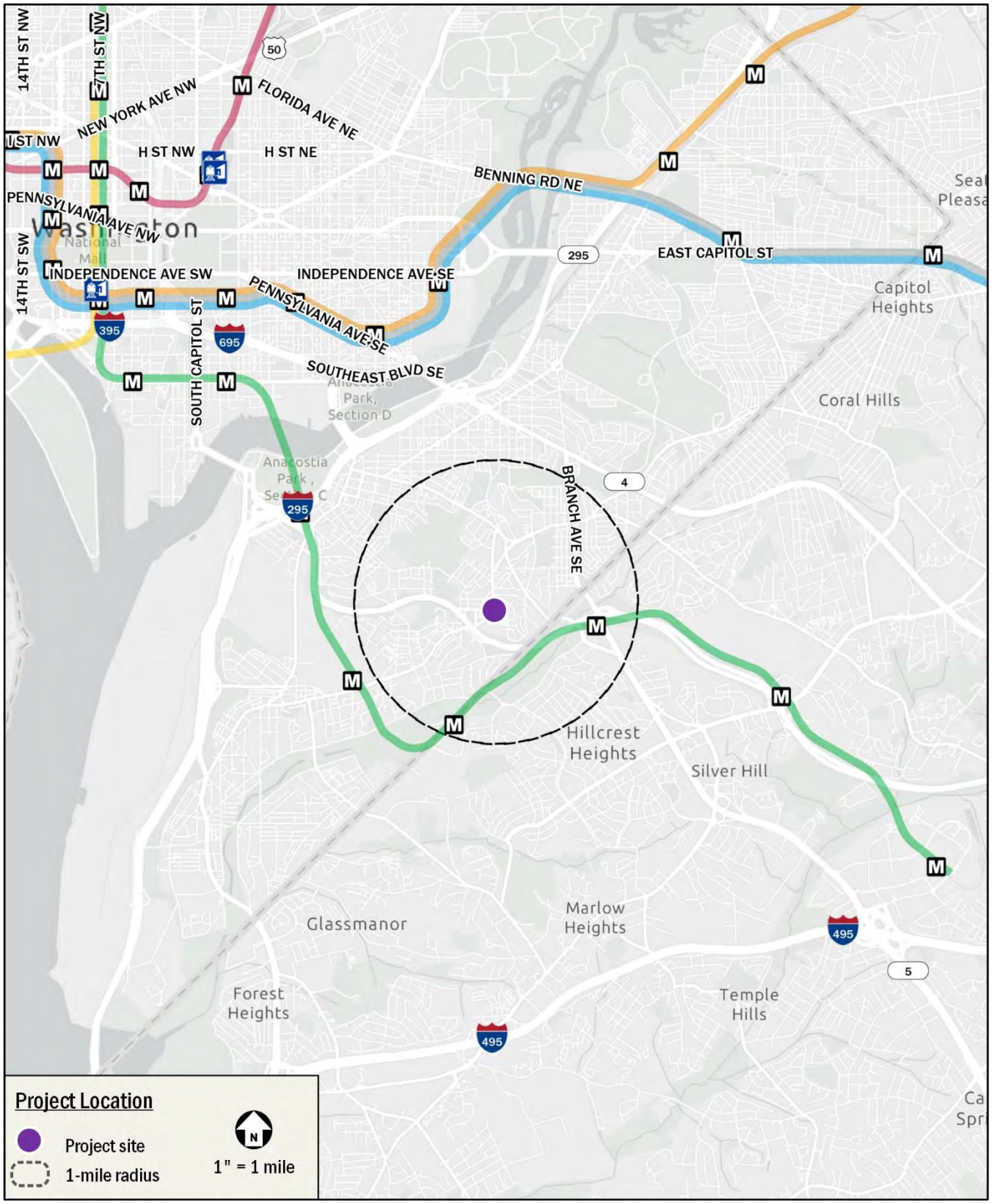
G. Existing Transit Facilities

H. Metrorail Buffers

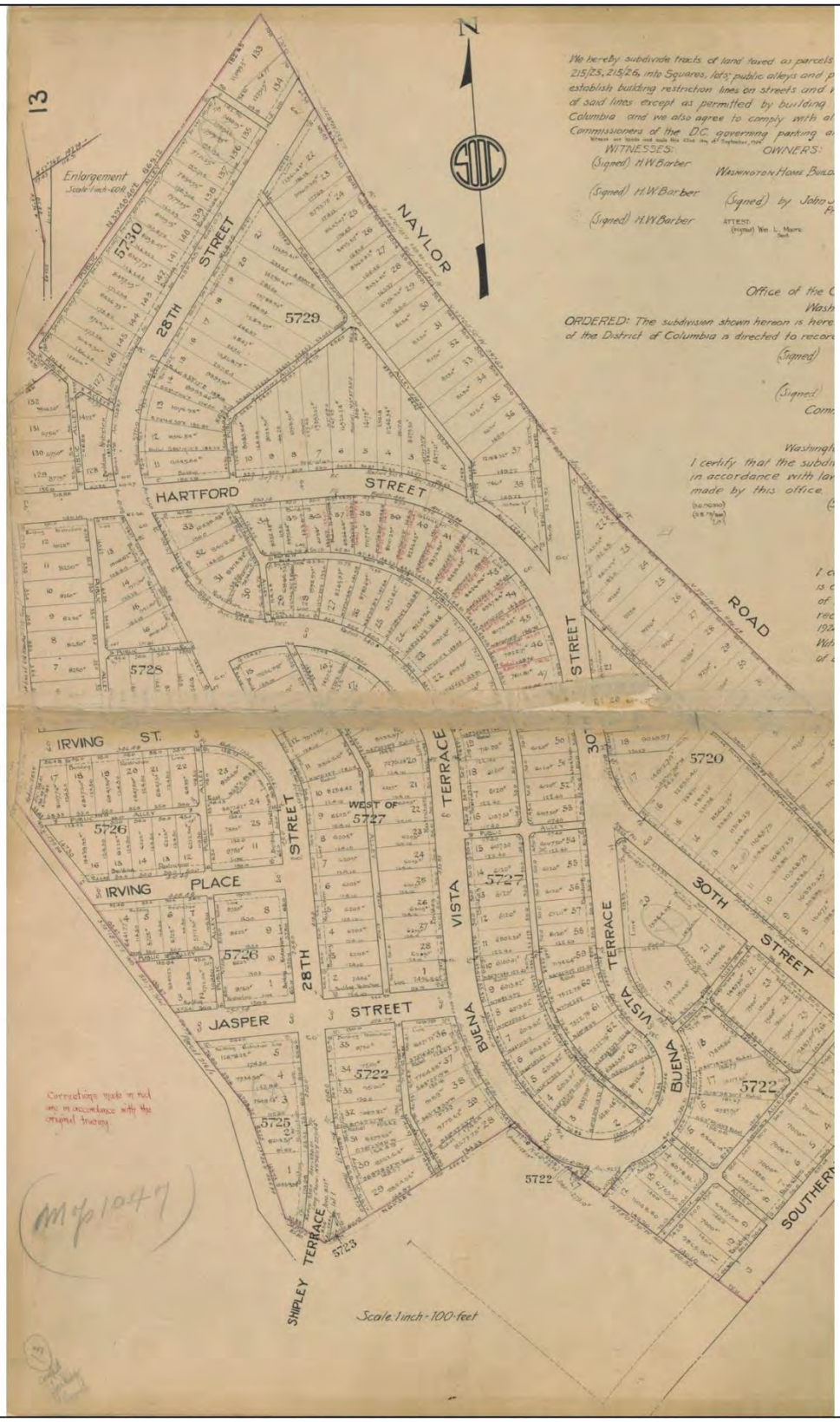
I. Other Priority Transit Buffers

J. DDOT Correspondence

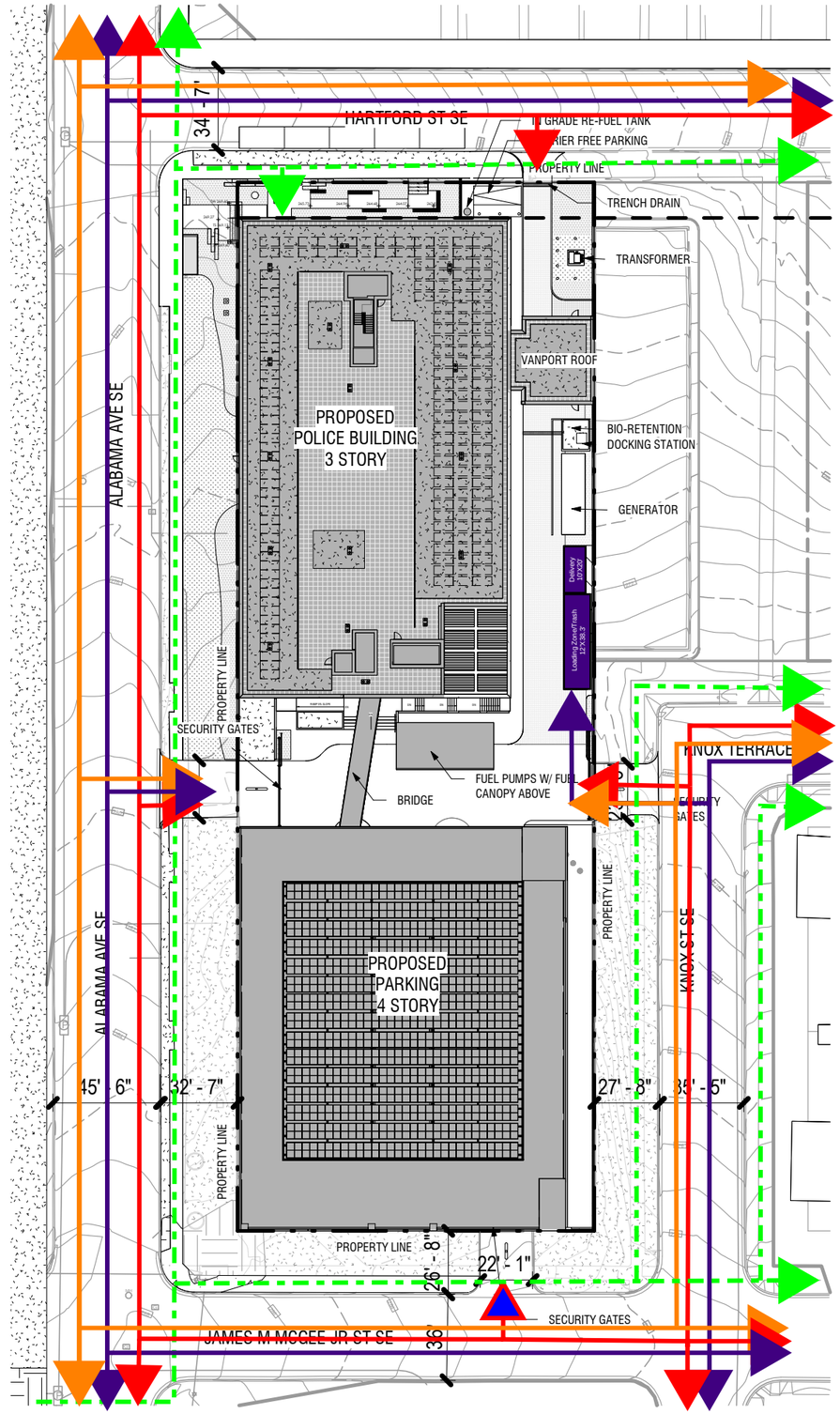
A. Project Location & Transportation Facilities



B. Site Plat


N
NAYLOR
28TH
STREET
HARTFORD
STREET
ROAD
STREET
IRVING ST.
IRVING PLACE
28TH
STREET
JASPER
TERRACE
VISTA
BUENA
TERRACE
VISTA
BUENA
30TH
STREET
SOUTHERN
SHIPLEY TERRACE
WEST OF 5727
5729
5730
5728
5726
5725
5723
5722
5720
5727
Scale 1 inch = 100 feet

C. Site Circulation Plan



Proposed Site Circulation & Access

- MPD Vehicle
- Loading
- Bicycle
- Pedestrian
- Public Vehicle
- Loading Zone

N

0' 15'-0"30' 60' 120'

SCALE: 1" = 60'-0"

C-80 SITE PLAN

D. Trip Generation Methodology Memorandum

TECHNICAL MEMORANDUM

To: Preston Jutte DDOT-PSD
Erkin Ozberk

From: Salem Zewdu
Ashley Orr, PE
Daniel Solomon, AICP

Date: February 12, 2026

Subject: Metropolitan Police Department 7th District Headquarters – Trip Generation Methodology Memorandum

Introduction

The purpose of this memorandum is to provide a summary of the mode split and trip generation methodology used as part of the Metropolitan Police Department (MPD) 7th District Headquarters (HQ) PUD. The site is located at 2455 Alabama Avenue SE, Washington, DC and the existing development is comprised of a 45,098 square-foot facility that accommodates 394 employees. The Applicant is proposing an approximately 58,431 square-foot facility and an above-grade parking structure to accommodate 466 employees, which supersedes earlier higher estimate of 499 employees referenced during scoping.

In order to capture the site's unique needs and operations, the trip generation for the existing and proposed site were calculated using the ITE Trip Generation, 11th Edition fitted curve equation for Land Use 730 (Government Office Building) using the number of Office and Detective employees as the independent variable, as well as calculations of expected trip generation based on the employee shifts for Mission and Patrol staff.

This memorandum finds that, given the development will generate approximately 27 AM (15 in, 12 out) and 29 PM (12 in, 17 out) net new peak-hour vehicle trips, it does not trigger the TIA component of a CTR as it does not generate 25 or more peak hour vehicle trips in the peak direction.

Trip Generation Methodology

The methodology used for generating trips for this proposed project is based on the unique needs of the site as the Metropolitan Police Department (MPD) 7th District Headquarters (HQ), which falls within the "Government, local" use category in Subtitle C § 701.5. To depict a more accurate picture of the uses on the site and the particular travel patterns and mode splits associated with each use, the overall net trip generation for the site was based on the number of employees traveling to the site, specifically within the following departments:

- Patrol Section and Special Missions Unit, which both operate on a shift schedule, 24 hours a day, and require the use of personal and fleet vehicles to perform their respective jobs; and
- Office and Detective Staff, which are assumed to have travel patterns and business hours similar to typical government office employees.

Based on this breakdown, the following development program is proposed as compared to the existing condition:

Table 1: Development Program

Department	Existing Staff	Proposed Staff
Patrol Staff	277	319
Special Mission Staff	22	31
Office and Detective Staff	95	116
Total Staff	394	466

Patrol and Special Mission Staff Trip Generation

To capture the shift changes of Patrol and Special Mission staff, it was determined that a manual calculation of estimated trip generation would be more conservative and accurate than the use of ITE trip generation rates. As such, the methodology of determining the trips generated by the Patrol and Special Mission Staff is based on the following assumptions:

1. Patrol and Special Mission staff work 40 hours per week in 8-hour shifts, with each employee working five (5) shifts per week.
2. The site operates 24 hours a day. Therefore, there are three (3), 8-hour shifts per day and 21 shifts per week (over seven (7) days). The trip generation assumes a conservative case where, of the three (3) shift changes across a 24-hour day, two (2) occur during the morning and evening peak hours.
3. With each staff member working five (5) shifts a week and every week containing 21 shifts, approximately 24% (or 5/21) of the total Patrol and Special Mission staff are concurrently working during each shift and will, therefore, enter or exit the site at each peak hour at the beginning or end of their shift. The equation below shows the formula used for Patrol and Special Mission staff employees entering or exiting the site during each peak hour:

$$Employees\ Entering\ or\ Exiting\ Site\ at\ Shift\ Change = Total\ \#\ of\ Employees \times \frac{5\ shifts}{employee - week} \times \frac{1\ week}{21\ total\ shifts}$$

Please note that the number of staff vehicles entering or exiting the site during both the AM and PM peak hour periods will be the same because the staff are anticipated to work in concurrent shifts.

Patrol and Special Mission mode splits are primarily based on the travel patterns of the existing use as a police department headquarters and are informed by data contained in WMATA's 2005 Development-Related Ridership Survey, proximity to transit, mode splits of similar sites, and the proposed parking supply, as shown in Table 2.

The project proposes 350 Patrol and Special Mission employees, compared to the existing 299 Patrol and Special Mission employees in the current program. Applying the trip generation assumptions made above and mode splits, the proposed Patrol and Special Mission staff generate approximately 162 AM and 162 PM peak-hour vehicle trips, while the existing Patrol and Special Mission staff generate approximately 140 AM and 140 PM peak-hour vehicle trips. Calculations can be found in the Attachments. Please note that vehicle trips are rounded to the nearest whole vehicle.

Office and Detective Staff Trip Generation

ITE Trip Generation Land Use 730 (Government Office Building) was used to calculate the trips generated by the Office and Detective Staff who are expected to function similar to other government office building employees. The fitted curve equation was used to determine the AM and PM peak hour trips, and the mode splits were primarily based on the travel patterns of the existing use as a police department headquarters, and are informed by Census data at the tract level of employees that work near the site, data contained in MWCOG's *2022 State of the Commute Survey Report*, proximity to transit, and the proposed parking supply as shown in Table 2.

The project proposes 116 Office and Detective employees, compared to the existing 95 Office and Detective employees in the current program. Using ITE Trip Generation's fitted curve equation for the AM peak hour and PM peak hour (as shown in the Attachments), the proposed Office and Detective staff generate approximately 49 AM and 42 PM peak-hour vehicle trips, while

the existing Office and Detective staff generate approximately 44 AM and 35 PM peak-hour vehicle trips. Please note that vehicle trips were rounded to the nearest whole vehicle.

Overall Trip Generation

When combined, the proposed program generates approximately 211 AM and 204 PM peak-hour vehicle trips, while the existing program generates approximately 184 AM and 175 PM peak-hour vehicle trips, resulting in a net increase of 27 AM (15 in, 12 out) and 29 PM (12 in, 17 out) peak-hour vehicle trips when comparing the existing and proposed development as shown in Table 3. Therefore, as the AM peak direction net new trips (15 veh/hr) and PM peak direction net new trips (17 veh/hr) generated by the site are less than 25 peak hour vehicle trips in the peak direction, the proposed development does not trigger a TIA.

Table 2: Auto Mode Split

Department	Auto Mode Split
Patrol Staff	98%
Special Mission	98%
Office & Detective	56%

Table 3: Overall Vehicle Trip Generation Comparison - Proposed vs Existing

Department	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Development (466 employees)						
Patrol	74 veh/hr	74 veh/hr	148 veh/hr	74 veh/hr	74 veh/hr	148 veh/hr
Special Mission	7 veh/hr	7 veh/hr	14 veh/hr	7 veh/hr	7 veh/hr	14 veh/hr
Office & Detective	37 veh/hr	12 veh/hr	49 veh/hr	8 veh/hr	34 veh/hr	42 veh/hr
Total	118 veh/hr	93 veh/hr	211 veh/hr	89 veh/hr	115 veh/hr	204 veh/hr
Existing Development (394 employees)						
Patrol	65 veh/hr	65 veh/hr	130 veh/hr	65 veh/hr	65 veh/hr	130 veh/hr
Special Mission	5 veh/hr	5 veh/hr	10 veh/hr	5 veh/hr	5 veh/hr	10 veh/hr
Office & Detective	33 veh/hr	11 veh/hr	44 veh/hr	7 veh/hr	28 veh/hr	35 veh/hr
Total	103 veh/hr	81 veh/hr	184 veh/hr	77 veh/hr	98 veh/hr	175 veh/hr
Net New Trips						
Patrol	9 veh/hr	9 veh/hr	18 veh/hr	9 veh/hr	9 veh/hr	18 veh/hr
Special Mission	2 veh/hr	2 veh/hr	4 veh/hr	2 veh/hr	2 veh/hr	4 veh/hr
Office & Detective	4 veh/hr	1 veh/hr	5 veh/hr	1 veh/hr	6 veh/hr	7 veh/hr
Total	**15 veh/hr**	**12 veh/hr**	**27 veh/hr**	**12 veh/hr**	**17 veh/hr**	**29 veh/hr**

Attachments

Patrol Staff Trip Generation Calculations (with Auto Mode Split)

Existing Entering/Exiting

$$Existing\ Patrol\ Staff\ = Total\ \#\ of\ Employees\ \times \frac{5\ shifts}{employee - week} \times \frac{1\ week}{21\ total\ shifts} \times 98\%$$

$$Existing\ Patrol\ Staff = 277\ employees\ \times \frac{5\ shifts}{employee - week} \times \frac{1\ week}{21\ total\ shifts} \times 98\%$$

$$Existing\ Patrol\ Staff\ = \frac{277 \times 5}{21} \times 98\%$$

$$Existing\ Patrol\ Staff\ = \frac{1{,}385}{21} \times 98\%$$

$$Existing\ Patrol\ Staff = \sim 65.952 \times 98\%$$

$$Existing\ Patrol\ Staff\ = \sim 64.633$$

$$Existing\ Patrol\ Staff\ = 65\ vehicle\ trips$$

Proposed Entering/Exiting

$$Proposed\ Patrol\ Staff\ = Total\ \#\ of\ Employees\ \times \frac{5\ shifts}{employee - week} \times \frac{1\ week}{21\ total\ shifts} \times 98\%$$

$$Proposed\ Patrol\ Staff = 319\ employees\ \times \frac{5\ shifts}{employee - week} \times \frac{1\ week}{21\ total\ shifts} \times 98\%$$

$$Proposed\ Patrol\ Staff\ = \frac{319 \times 5}{21} \times 98\%$$

$$Proposed\ Patrol\ Staff\ = \frac{1{,}595}{21} \times 98\%$$

$$Proposed\ Patrol\ Staff = \sim 75.952 \times 98\%$$

$$Proposed\ Patrol\ Staff\ = \sim 74.433$$

$$Proposed\ Patrol\ Staff\ = 74\ vehicle\ trips$$

Special Mission Staff Trip Generation Calculations (with Auto Mode Split)

Existing Entering/Exiting

$$Existing\ Special\ Mission\ Staff\ = Total\ \#\ of\ Employees\ \times \frac{5\ shifts}{employee - week} \times \frac{1\ week}{21\ total\ shifts} \times 98\%$$

$$Existing\ Special\ Mission\ Staff = 22\ employees\ \times \frac{5\ shifts}{employee - week} \times \frac{1\ week}{21\ total\ shifts} \times 98\%$$

$$Existing\ Special\ Mission\ Staff\ = \frac{22 \times 5}{21} \times 98\%$$

$$Existing\ Special\ Mission\ Staff\ = \frac{110}{21} \times 98\%$$

$$Existing\ Special\ Mission\ Staff = \sim 5.238 \times 98\%$$

$$Existing\ Special\ Mission\ Staff\ = \sim 5.133$$

$$Existing\ Special\ Mission\ Staff\ = 5\ vehicle\ trips$$

Proposed Entering/Exiting

$$Proposed\ Special\ Mission\ Staff\ =\ Total\ \#\ of\ Employees\ \times \frac{5\ shifts}{employee -\ week} \times \frac{1\ week}{21\ total\ shifts} \times 98\%$$

$$Proposed\ Special\ Mission\ Staff\ =\ 31\ employees\ \times \frac{5\ shifts}{employee -\ week} \times \frac{1\ week}{21\ total\ shifts} \times 98\%$$

$$Proposed\ Special\ Mission\ Staff\ = \frac{31 \times 5}{21} \times 98\%$$

$$Proposed\ Special\ Mission\ Staff\ = \frac{155}{21} \times 98\%$$

$$Proposed\ Special\ Mission\ Staff\ = \sim 7.381 \times 98\%$$

$$Proposed\ Special\ Mission\ Staff\ = \sim 7.233$$

$$Proposed\ Special\ Mission\ Staff\ = 7\ vehicle\ trips$$

Police and Special Mission Staff Mode Split Assumptions

Mode Split Assumptions

Adult Detention Facility Component

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
501 New York Ave	100%		0%	0%	0%		
WMATA Ridership Survey Table 4 (Suburban Inside Beltway) (Office)	64%		30%	6%		---	
DC Correctional facility Mode Split	95%		3%	1%	1%	--	--

Mode Split assumed in TIS:

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Police and Mission Staff	98%	2%	0%	0%	---

Office Mode Split Assumptions

Mode Split Assumptions

Government Office Component

Description of Government Office component of project:

The development will contain approximately 64,380 SF of police department headquarters and 225 above-grade parking spaces

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP Data - Census Tract Employees (*Census Tract 75.02*)	73%	8%	10%	0%	7%	2%	0%
CTPP Data - Census Tract Employees (*Census Tract 74.08*)	41%	27%	0%	0%	0%	32%	0%
State of the Commute 2022 (*of DC Employees*)	56%	5%	32%	7%		---	---

Mode Split assumed in TIS:

Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute
Government Office Mode Split	56%	32%	2%	10%	0%

Notes: - Census data, proposed parking, proximity to transit, and demands of the site used as basis for assumptions

Proposed Office Trip Generation

Trip Generation - MPD 7th Distric Headquarters SE - Proposed

116 employees (Office and Detective Staff)

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Government Office Building	730	116 employees	66 veh/hr	22 veh/hr	88 veh/hr	15 veh/hr	60 veh/hr	75 veh/hr	842 veh
		Calculation Details:	*75%*	*25%*	*Ln(T)=0.56Ln(X)+1.81*	*20%*	*80%*	*Ln(T)=0.87Ln(X)+0.18*	*Ln(T)=0.83Ln(X)+2.79*
Setting/Location:	*General Urban/Suburban*								

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Government Office Building	1.18 ppl/veh	78 ppl/hr	26 ppl/hr	104 ppl/hr	18 ppl/hr	71 ppl/hr	89 ppl/hr	994 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Government Office Building	Auto	56%	44 ppl/hr	14 ppl/hr	58 ppl/hr	10 ppl/hr	40 ppl/hr	50 ppl/hr	557 ppl
Government Office Building	Transit	32%	25 ppl/hr	8 ppl/hr	33 ppl/hr	6 ppl/hr	22 ppl/hr	28 ppl/hr	318 ppl
Government Office Building	Bike	2%	2 ppl/hr	0 ppl/hr	2 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr	20 ppl
Government Office Building	Walk	10%	8 ppl/hr	2 ppl/hr	10 ppl/hr	2 ppl/hr	7 ppl/hr	9 ppl/hr	99 ppl
Government Office Building	Telecommute	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Government Office Building	1.18 ppl/veh	37 veh/hr	12 veh/hr	49 veh/hr	8 veh/hr	34 veh/hr	42 veh/hr	472 veh

Trip Gen Summary

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	37 veh/hr	12 veh/hr	49 veh/hr	8 veh/hr	34 veh/hr	42 veh/hr	472 veh
Transit	25 ppl/hr	8 ppl/hr	33 ppl/hr	6 ppl/hr	22 ppl/hr	28 ppl/hr	318 ppl
Bike	2 ppl/hr	0 ppl/hr	2 ppl/hr	0 ppl/hr	2 ppl/hr	2 ppl/hr	20 ppl
Walk	8 ppl/hr	2 ppl/hr	10 ppl/hr	2 ppl/hr	7 ppl/hr	9 ppl/hr	99 ppl
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl

Existing Office Trip Generation

Trip Generation - MPD 7th Distric Headquarters SE - Existing

95 employees (Office and Detective Staff)

Step 1: Base trip generation using ITEs' 11th Edition *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Government Office Building	730	95 employees	59 veh/hr	20 veh/hr	78 veh/hr	13 veh/hr	50 veh/hr	63 veh/hr	713 veh
		Calculation Details:	*75%*	*25%*	*Ln(T)=0.56Ln(X)+1.81*	*20%*	*80%*	*Ln(T)=0.87Ln(X)+0.18*	*Ln(T)=0.83Ln(X)+2.79*
Setting/Location:	*General Urban/Suburban*								

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Government Office Building	1.18 ppl/veh	70 ppl/hr	22 ppl/hr	92 ppl/hr	15 ppl/hr	59 ppl/hr	74 ppl/hr	841 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Government Office Building	Auto	56%	39 ppl/hr	13 ppl/hr	52 ppl/hr	8 ppl/hr	33 ppl/hr	41 ppl/hr	471 ppl
Government Office Building	Transit	32%	22 ppl/hr	7 ppl/hr	29 ppl/hr	5 ppl/hr	19 ppl/hr	24 ppl/hr	269 ppl
Government Office Building	Bike	2%	1 ppl/hr	1 ppl/hr	2 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	17 ppl
Government Office Building	Walk	10%	8 ppl/hr	1 ppl/hr	9 ppl/hr	2 ppl/hr	6 ppl/hr	8 ppl/hr	84 ppl
Government Office Building	Telecommute	0%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Government Office Building	1.18 ppl/veh	33 veh/hr	11 veh/hr	44 veh/hr	7 veh/hr	28 veh/hr	35 veh/hr	399 veh

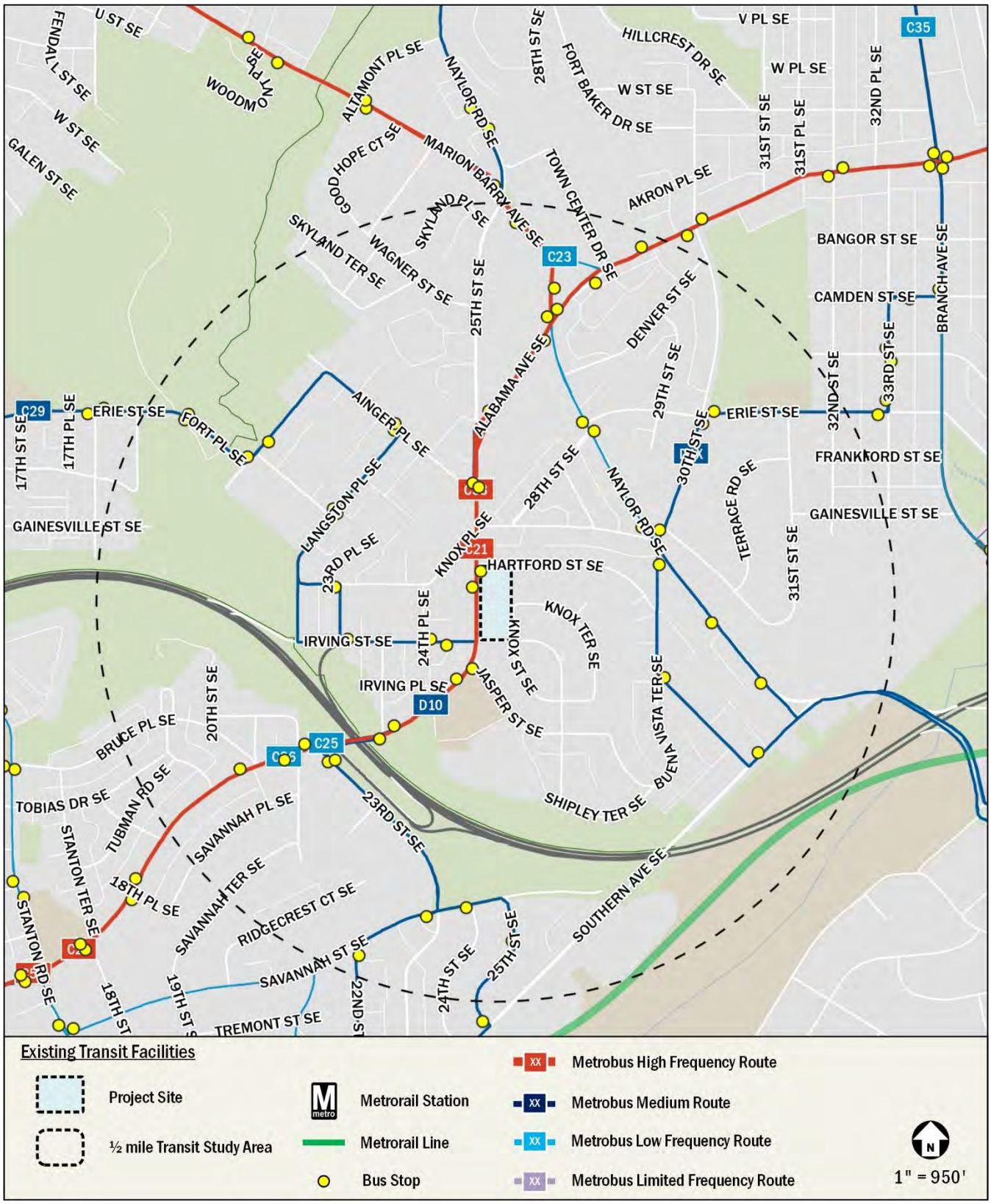
Trip Gen Summary

Mode	AM Peak Hour			PM Peak Hour			Weekday
	In	Out	Total	In	Out	Total	Total
Auto	33 veh/hr	11 veh/hr	44 veh/hr	7 veh/hr	28 veh/hr	35 veh/hr	399 veh
Transit	22 ppl/hr	7 ppl/hr	29 ppl/hr	5 ppl/hr	19 ppl/hr	24 ppl/hr	269 ppl
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	17 ppl
Walk	8 ppl/hr	1 ppl/hr	9 ppl/hr	2 ppl/hr	6 ppl/hr	8 ppl/hr	84 ppl
Telecommute	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl

E. Pedestrian Study Area

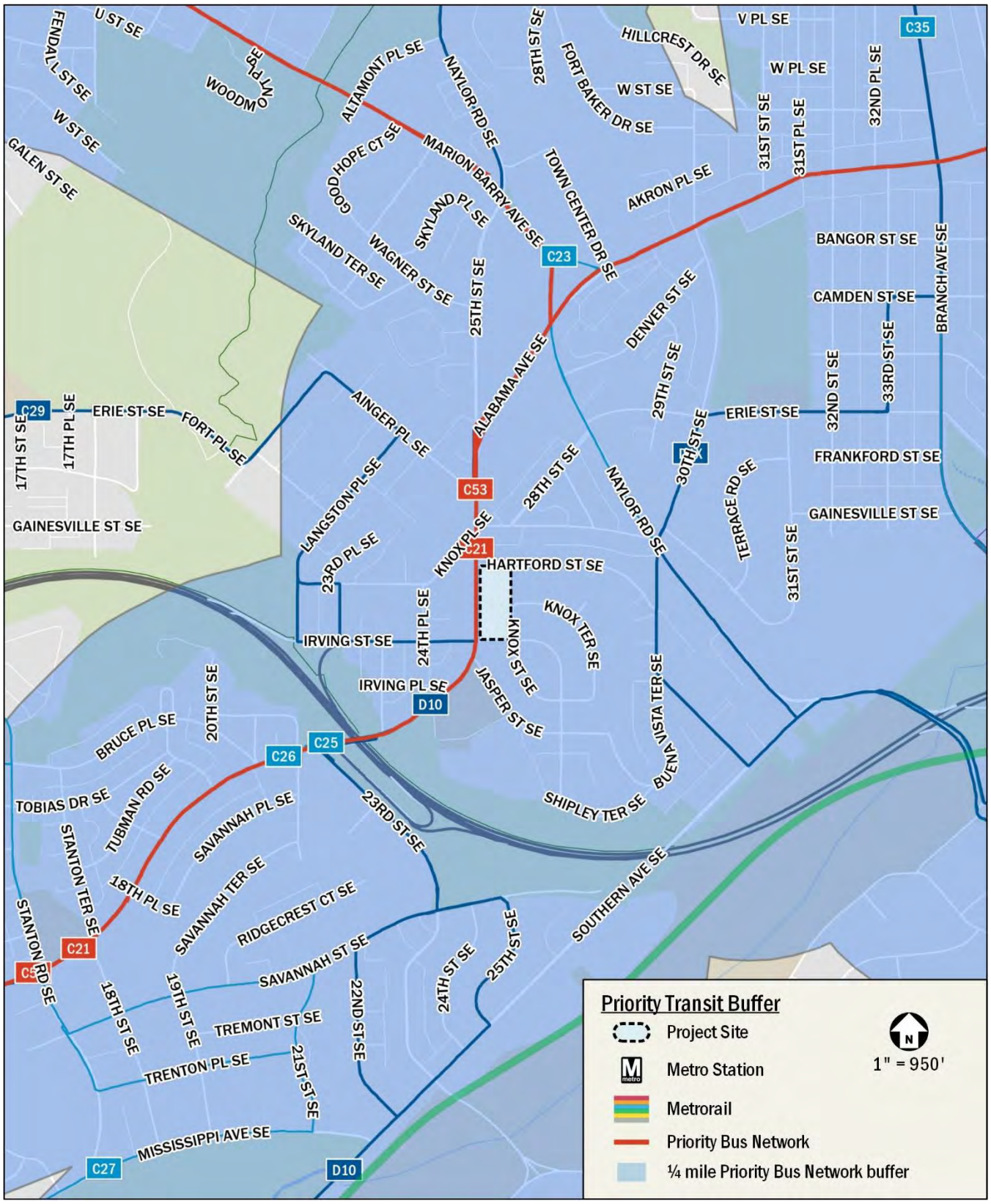
F. Existing Bicycle Facilities

G. Existing Transit Facilities



H. Metrorail Buffers

I. Other Priority Transit Buffers



J. DDOT Correspondence

Outlook

RE: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

From Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Date Tue 2/24/2026 3:07 PM
To Salem Zewdu <sz@goroveslade.com>; Ashley Orr <ashley.orr@goroveslade.com>
Cc Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>

Hi Salem,

Our traffic team reviewed the revised trip gen calcs and is satisfied that a TIA component will not be needed. If I recall correctly, we're still waiting on a full set of responses to our initial scoping comments. Does this give your team what you need to finishing compiling those and send our way?

Thanks,

Preston Jutte, PE
Transportation Planner
202-439-4261 (mobile)
preston.jutte@dc.gov

From: Jutte, Preston (DDOT)
Sent: Wednesday, February 18, 2026 10:03 AM
To: Salem Zewdu <sz@goroveslade.com>; Ashley Orr <ashley.orr@goroveslade.com>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: RE: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

Thanks, Salem – I've passed on to our traffic folks and will let you know when I hear back.

Preston Jutte, PE
Transportation Planner
202-439-4261 (mobile)
preston.jutte@dc.gov

From: Salem Zewdu <sz@goroveslade.com>
Sent: Friday, February 13, 2026 9:28 AM
To: Ashley Orr <ashley.orr@goroveslade.com>; Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

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Hi Preston,

Please find attached a Trip Generation Methodology memorandum for the MPD 7th District HQ PUD which provides a thorough summary of the assumptions and calculations made to assess the net new trips generated by the site as the number of employees increases from 394 to 499 as part of this PUD application.

As shown in the memo, the development will generate approximately 27 AM (15 in, 12 out) and 29 PM (12 in, 17 out) net new peak-hour vehicle trips and does not trigger the TIA component of a CTR as it does not generate 25 or more peak hour vehicle trips in the peak direction. Hopefully, this addresses the discrepancies between our calculations. Please let us know if you have any questions!

Thank you,
Salem

Salem Zewdu
Transportation Engineer
GOROVE SLADE
Transportation Planners and Engineers
T 703.485.7080 / **D** 202.938.0706
1140 Connecticut Ave NW / Suite 1010 / Washington, DC 20036
sz@goroveslade.com / www.goroveslade.com

From: Ashley Orr <ashley.orr@goroveslade.com>
Sent: Monday, February 9, 2026 2:05 PM
To: Jutte, Preston (DDOT) <preston.jutte@dc.gov>; Salem Zewdu <sz@goroveslade.com>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

Hi Preston,

Understood, apologies for any confusion! We will put together a more comprehensive summary of our assumptions and calculations for review and will send it to you as soon as possible.

Thank you!

Ashley

Ashley Orr, PE

Project Manager

GOROVE SLADE

T 202.296.8625 / **D** 202.293.7263 / **C** 717.413.2777

From: Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Sent: Monday, February 9, 2026 9:36 AM
To: Salem Zewdu <sz@goroveslade.com>; Ashley Orr <ashley.orr@goroveslade.com>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>

Subject: RE: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

Hi Salem,

I followed up with the traffic team, and they noted that their back-of-the-envelope calculations to vet the revised trip generation don't seem to be matching up with what you provided. Their net new trip calculations are still quite close to the 25 peak period vehicles in peak direction threshold, so a determination on the TIA cannot be made yet. Could you please provide the full revised trip gen calculations for their review?

Thanks,

Preston Jutte, PE
Transportation Planner
202-439-4261 (mobile)
preston.jutte@dc.gov

From: Salem Zewdu <sz@goroveslade.com>
Sent: Thursday, February 5, 2026 4:00 PM
To: Jutte, Preston (DDOT) <preston.jutte@dc.gov>; Ashley Orr <ashley.orr@goroveslade.com>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

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Hi Preston,

I hope you're doing well! We are in the process of addressing DDOT's comments on the scoping form and will have responses over to you soon. In the meantime, we wanted to reach out and see if you have received any updates from the traffic team on whether a TIA will be triggered or not.

Thanks,

Salem

Salem Zewdu

Transportation Engineer

GOROVE SLADE

Transportation Planners and Engineers

T 703.485.7080 / **D** 202.938.0706

1140 Connecticut Ave NW / Suite 1010 / Washington, DC 20036

sz@goroveslade.com / www.goroveslade.com

From: Salem Zewdu <sz@goroveslade.com>
Sent: Tuesday, January 27, 2026 7:34 PM
To: Jutte, Preston (DDOT) <preston.jutte@dc.gov>; Ashley Orr <ashley.orr@goroveslade.com>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

No worries, thanks Preston!

Salem Zewdu

Transportation Engineer

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sz@goroveslade.com / www.goroveslade.com

From: Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Sent: Tuesday, January 27, 2026 4:12 PM

To: Salem Zewdu <sz@goroveslade.com>; Ashley Orr <ashley.orr@goroveslade.com>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: RE: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

Apologies – I always forget to add that one! See attached.

Preston Jutte, PE
Transportation Planner
202-439-4261 (mobile)
preston.jutte@dc.gov

From: Salem Zewdu <sz@goroveslade.com>
Sent: Tuesday, January 27, 2026 11:03 AM
To: Jutte, Preston (DDOT) <preston.jutte@dc.gov>; Ashley Orr <ashley.orr@goroveslade.com>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

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Hi Preston,

Thank you for providing these comments! While we are in the process of addressing them, could you please provide the UFD memo as well?

Thanks,

Salem

Salem Zewdu

Transportation Engineer

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sz@goroveslade.com / www.goroveslade.com

From: Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Sent: Monday, January 26, 2026 5:12 PM
To: Ashley Orr <ashley.orr@goroveslade.com>; Salem Zewdu <sz@goroveslade.com>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: RE: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

Hi Ashley and Salem,

Thanks for re-upping this one and your patience as always. See attached!

Salem – you can go ahead and incorporate those TSED responses into your comment responses to the attached version, and I'll concurrently circle back with the traffic team to confirm whether they're comfortable moving forward without a TIA or not.

Best,

Preston Jutte, PE
Transportation Planner
202-439-4261 (mobile)
preston.jutte@dc.gov

From: Ashley Orr <ashley.orr@goroveslade.com>
Sent: Monday, January 26, 2026 9:57 AM
To: Salem Zewdu <sz@goroveslade.com>; Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Cc: Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>

Subject: Re: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

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Hi Preston,

I hope you are doing well and are enjoying the wintry weather!

We wanted to check in with you on your review of this scoping form. Are you able to provide us with an update on when we should expect any additional comments from your team? We greatly appreciate your review!

Best,

Ashley

Ashley Orr, PE

Project Manager

GOROVE SLADE

T 202.296.8625 / **D** 202.293.7263 / **C** 717.413.2777

From: Salem Zewdu <sz@goroveslade.com>
Sent: Wednesday, January 7, 2026 2:08 PM
To: Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Cc: Ashley Orr <ashley.orr@goroveslade.com>; Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

Hi Preston,

Thanks for the update and the heads up. In reference to TESD's comments on the discrepancy in the scoping form and the attachments, the proposed employee count should be 466 staff based on MPD's final program. In accordance with the comments regarding the transit and bicycle mode splits, we have adjusted the auto mode split to 56% for office and detective staff (32% Transit, 2% Bike, and 10% Walk). The typo and mode split have been revised, and the updated trip gen is below.

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Development (466 employees)						
Auto	118 veh/hr	93 veh/hr	211 veh/hr	89 veh/hr	115 veh/hr	204 veh/hr
Existing Development (394 employees)						
Auto	103 veh/hr	81 veh/hr	184 veh/hr	77 veh/hr	98 veh/hr	175 veh/hr
Net New Trips						
Auto	15 veh/hr	12 veh/hr	27 veh/hr	12 veh/hr	17 veh/hr	29 veh/hr

With this assessment, a TIA component will not be triggered as the generated trips are well below the threshold. Notably, there is no difference between the trips estimated by the 12th edition as compared to the 11th edition, so use of the 12th edition would not change this determination.

Would you like us to update the scoping form now or should we wait to make updates to the scoping form until all of DDOT's comments are finalized? Please let us know!

Thank you,

Salem

Salem Zewdu

Transportation Engineer

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1140 Connecticut Ave NW / Suite 1010 / Washington, DC 20036

sz@goroveslade.com / www.goroveslade.com

From: Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Sent: Tuesday, January 6, 2026 5:45 PM
To: Salem Zewdu <sz@goroveslade.com>
Cc: Ashley Orr <ashley.orr@goroveslade.com>; Daniel Solomon <ds@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: RE: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

Hi Salem,

We need additional time to collect and compile comments, but I wanted to go ahead and provide those we've received from our Traffic Signals and Engineering Division (TSED) while that's happening. I do want to proactively flag that a TIA component may be triggered depending on how their comments are addressed. I'll send the full set of comments once I have them, but I wanted that on your radar ASAP!

Best,

Preston Jutte, PE
Transportation Planner
202-439-4261 (mobile)
preston.jutte@dc.gov

From: Salem Zewdu <sz@goroveslade.com>
Sent: Friday, December 19, 2025 4:21 PM
To: Jutte, Preston (DDOT) <preston.jutte@dc.gov>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Cc: Ashley Orr <ashley.orr@goroveslade.com>; Daniel Solomon <ds@goroveslade.com>

Subject: Re: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

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Hi Preston,

Thank you for the update, and happy holidays!

Salem Zewdu

Transportation Engineer

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sz@goroveslade.com / www.goroveslade.com

From: Jutte, Preston (DDOT) <preston.jutte@dc.gov>
Sent: Friday, December 19, 2025 4:07 PM
To: Salem Zewdu <sz@goroveslade.com>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Cc: Ashley Orr <ashley.orr@goroveslade.com>; Daniel Solomon <ds@goroveslade.com>
Subject: RE: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

Hi Salem,

Apologies for the delayed follow-up! This is under review, and I'll follow up with a status update after the holidays.

Best,

Preston Jutte, PE
Transportation Planner
202-439-4261 (mobile)
preston.jutte@dc.gov

From: Salem Zewdu <sz@goroveslade.com>
Sent: Thursday, December 11, 2025 9:49 AM
To: Jutte, Preston (DDOT) <preston.jutte@dc.gov>; Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Cc: Ashley Orr <ashley.orr@goroveslade.com>; Daniel Solomon <ds@goroveslade.com>
Subject: Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) - Scoping Form

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Hi Erkin & Preston,

Please find the Scoping Form and associated attachments for the Metropolitan Police Department (MPD) 7th District Headquarters PUD (ZC Case 25-20) attached. Please let us know if you have any questions!

Thanks,

Salem

Salem Zewdu

Transportation Engineer

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