

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Michael Jurkovic, AICP, Development Review Specialist
Maxine Brown-Roberts, Associate Director, Development Review
MBR for Radhika Mohan, AICP, Deputy Director, Development Review, Design, and Preservation

DATE: June 18, 2026

SUBJECT: **Hearing Report for ZC Case 25-20:** “The 7th District MPD Headquarters” Consolidated Planned Unit Development and Related Map Amendment from RA-1 to RA-2 at 2455 Alabama Avenue, SE, Parcel 5728; Lot 0800.

I. RECOMMENDATION

The Office of Planning (OP) recommends that the Zoning Commission (**ZC**) **approve** the application by The D.C. Department of General Services (DGS or applicant) for a consolidated Planned Unit Development (PUD) with a PUD- related map amendment from the RA-1 zone to the RA-2 zone. and to construct a new Metropolitan Police Department (MPD) 7th District Headquarters at 2455 Alabama Avenue, SE. The proposal would be not inconsistent with the Comprehensive Plan and generally meets the PUD Standards of Subtitle X, Chapter 3.

II. BACKGROUND

The applicant proposes a complete redevelopment of the Metropolitan Police Department (MPD) 7th District Headquarters 2455 Alabama Avenue SE (property) with state-of-the-art police facilities, secure parking for MPD fleet vehicles, a dedicated multi-purpose room for community use, associated off-street community parking spaces, new landscaping, open plazas, pedestrian enhancements and public realm improvements.

The development will take place through a phased construction plan in order to maintain the public facilities’ vital operations throughout construction. In the first phase, the existing open parking lot would be replaced with a new Headquarters building. Once the new facility is completed and operational, the existing Headquarters building would be demolished and replaced with a parking garage for both MPD and public use. The final development would be a 151,854 sq. ft. facility including a 225-space parking garage with a second-story skywalk connecting it to the Headquarters building.

At its March 26, 2025 public meeting, the Zoning Commission set down for a public hearing the requested consolidated PUD including the PUD-related map amendment from the RA-1 to the RA-2 zone.

Since being set down, the application has been amended with the following:

- A request for additional zoning flexibly for temporary off-site parking on an adjacent lot;
- An Interim Parking Restoration Plan; and

- Revised Landscaping Plans.

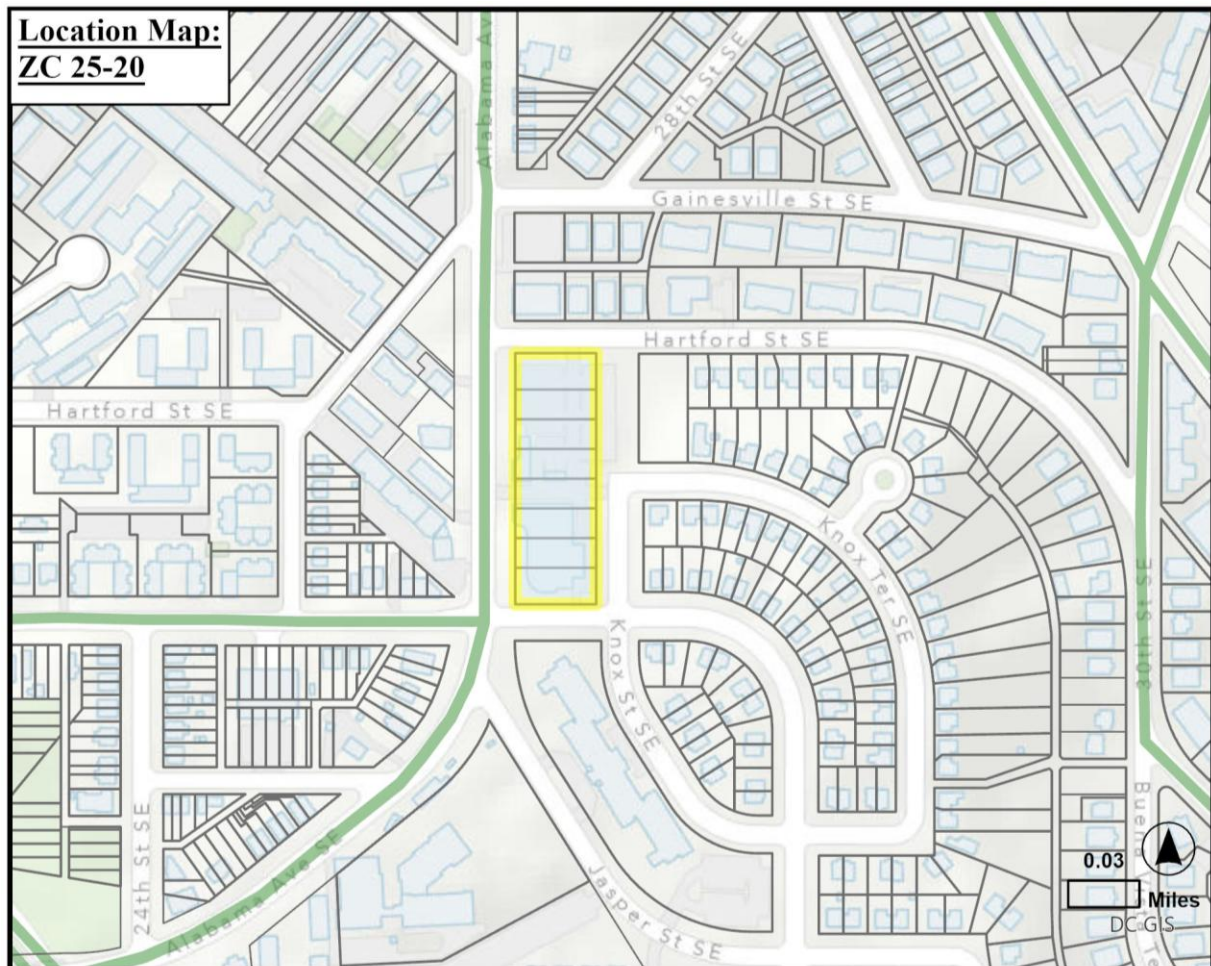


Applicant's Submitted Renderings of the New Headquarters Building - Exhibit 3L, pg. A-37

III. APPLICATION-IN-BRIEF

Applicant	D.C. Department of General Services represented by Holland & Knight LLP
Proposed Map Amendment	RA-1 to RA-2
Address	2455 Alabama Avenue, SE
Legal Description	Parcel 5728, Lot 800
Ward and ANC	Ward 8, ANC 8B
Property Size	66,371 sq. ft.
Property Description	Rectangular lot (950 ft. x 411.5 ft). with street frontage on each; 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.
Existing Development	7 th District MPD Headquarters

Proposal	Planned Unit Development (PUD) for a replacement MPD Headquarters and a new 3-story parking garage with approximately 225 spaces, at a maximum height of 48.08 feet and FAR of 2.29. The headquarters will also include spaces for use by the general public.
Comprehensive Plan Area Element	Far Southeast and Southwest Area Element



IV. SUMMARY OF COMMENTS

The following table summarizes OP and ZC comments with the Applicant's responses regarding this proposal, including areas where resolution or additional information is required. The applicant's full responses can be found at [Exhibit #14](#).

	Comment	Applicant Response	OP Response
OP 1	Provide a phasing plan for temporary parking arrangements throughout the redevelopment of the site.	... OP requested that the Applicant provide a “phasing plan for temporary parking arrangements through the redevelopment of the site,” explaining that such information is needed to ensure parking impacts are mitigated during phased construction and that the MPD facility needs to continue meeting parking needs while operations remain ongoing. ...	OP believes the applicant response and subsequent request for additional zoning relief within this PUD is warranted and our analysis of which is provided later in this report.
ZC 1	Address the necessity of the proposed above-grade parking structure.	The proposed above-grade parking garage directly responds to the RFP requirements and to MPD’s operational needs. MPD’s 7th District currently operates approximately 120 fleet vehicles and employs a full-time staff of approximately 394 personnel, with a 20-year projection of staff increasing to 466 personnel. During initial programming, MPD and DGS initially identified a need for 580 parking spaces, but later agreed to reduce that number to encourage transit use and other non-auto travel options available near the property.	OP understands that the proposed parking would result in a reduction of parking dedicated to MPD staff’s personal vehicles and appreciates the applicant’s attention to balancing the needs of the facility with the District’s transportation goals. Placing the parking spaces underground could also be expensive and may not accommodate some of MPD’s specialized vehicles.
ZC 2	Address if the inclusion of housing at the site was considered or possible?	[S]uch development was not seriously contemplated by the Executive Office of the Mayor. The Project was programmed in alignment with the FLUM, which designates the property for Local Public Facilities use. The RFP was issued specifically to replace the existing deteriorating building with a new MPD Headquarters to ensure the safety of current and future District residents. While supporting and constructing new housing throughout the District remains a major focus of the current Mayoral administration, residential use at the property was deemed to be incompatible with the critical emergency response services at this particular location.	OP understands that the procurement of housing on the site was outside of the scope of the related RFP, and the District’s budget for the project. We would agree that replacement of the deteriorating HQ is the crux of the proposal, and there could be reasonable difficulties in adding housing directly on-site.

	Comment	Applicant Response	OP Response
ZC 3	Provide additional information regarding the screening and visual treatment of the proposed parking garage, including whether additional landscaping, green walls, or other features would be provided.	As shown on the plans at Exhibit-3L, Sheets A-46–A-49 and A-52–A-58, the parking structure incorporates vegetative façade treatments, buffering, and architectural screening designed to conceal parking activity from public view and minimize visual impacts along surrounding streets. See Architectural Plans. As shown on the “Vine System Application” Exhibit 14 E, the vine system wrapping all four garage façades at varying heights. These elements ensure the garage reads as an integrated architectural component of the project rather than a utilitarian or visually monotonous structure.	OP would agree with the applicant in that the overall design of the proposed facility was given care so that the building should read as a continuous structure. We appreciate the applicant’s attention to this inquiry through the additional documents submitted to the record regarding the proposed design and landscaping of the site.
ZC 4	Provide additional information regarding the final design and any alternatives considered.	The final design reflects a careful balance between security, functionality, and neighborhood compatibility. Drawing from the architectural language of the surrounding Garfield Heights and Knox Hill/Buena Vista neighborhoods, the design incorporates horizontal brick elements and textures inspired by nearby homes. Subtly angled walls near entry points create a welcoming gesture for visitors, and key public-facing elements include a 2,000-square-foot community space along Alabama Avenue and a main public entrance at the northwest corner, each expressed through large curtain wall openings. Site access and circulation have also been designed to enhance the streetscape and pedestrian experience, minimize traffic impacts, and maximize safety. A pedestrian bridge connects the parking structure to the headquarters building, and the shared use of light cream masonry and precast materials reinforces a cohesive architectural identity across the Property.	OP has reviewed the supplemental narrative filed by the applicant and appreciates the thorough response to the Commission’s request.

	Comment	Applicant Response	OP Response
ZC 5	Provide additional analysis regarding the Neighborhood Conservation Area Generalized Policy Map (GPM) Designation.	... The Application is not inconsistent with a Neighborhood Conservation Area where it is designated on the Property. ... The Project does not introduce new or incompatible uses, but rather modernizes and reconfigures an existing public safety facility. The proposed increase in density is moderate and remains within the PUD guidelines for the RA-2 zone, which is intended for areas developed with predominantly moderate-density residential uses. Subtitle X § 303.7; Subtitle F § 101.5. Given the Property's long-standing institutional use and the Project's compatibility with surrounding development, the Application conserves and enhances neighborhood character rather than detracting from it, while providing improved public facilities, parking access, and community-oriented amenities. ... Accordingly, the Application is not inconsistent with the Neighborhood Conservation Area designation on the GPM.	OP would agree with the applicant's assessment that the facility would be not inconsistent with the GPM designations for the site.

V. ZONING ANALYSIS

The site is currently zoned RA-1, and the applicant is requesting a PUD-related zoning map amendment to the RA-2 zone. Given the current and proposed institutional use of the site, the Comprehensive Plan guidance is to match zoning designations of such sites to that of the surrounding uses. The RA-2 zone designation would not be inconsistent with the size and scale of surrounding developments. Below is a table comparing the existing and proposed zone to the proposal.

	Existing Zone RA-1	Proposed Zone RA-2 PUD	Proposed Dev't RA-2 PUD¹	Flexibility
Lot Area	N/A	N/A	66,371 sq. ft.	None Requested
Density	0.9 FAR	2.41 FAR	2.29 FAR	None Requested
Gross Floor Area	59,733 sq. ft.	159,954 sq. ft.	151,854 sq. ft.	None Requested

¹ Provided by the applicant.

	Existing Zone RA-1	Proposed Zone RA-2 PUD	Proposed Dev't RA-2 PUD ¹	Flexibility
Height	40 ft. (3 stories) max.	60 ft. max	48 ft. 1 in.	None Requested
Open Court Width	2.5 in. per 1 ft. of height of court but not less than 6 ft.	2.5 in. per 1 ft. of height of court but not less than 6 ft.	Conforming	None Requested
Rear Yard	20 ft. min.	A distance equal to 4 in. per 1 ft. of principal building height, but not less than 15 ft. min.	45 ft. 3.5 in.	None Requested
Side Yard	1 side yard of 8 ft. width min.	Not required; 4 ft. min. if provided	15 ft.	None Requested
Lot Occupancy	40% max.	60%	71%	Flexibility Requested
Parking	0.5 per 1000 sq. ft. over 2000 sq. ft. (31 spaces min., 131 max.)		225 spaces	Flexibility Requested
Bicycle Parking	1 long term per 7,500 sq. ft. and 1 short term per 7,500 sq. ft. of building area. (8 long-term & 6 short-term spaces)		40 Long Term Spaces; 6 Short Term Spaces	None Requested
Loading: Delivery Space	1 min.		1 space	None Requested
Loading: Loading Space	1 required		1 space	None Requested
Green Area Ratio	n/a	0.4 min.	0.409	None Requested

VI. REQUESTED ZONING FLEXIBILITY

Design Flexibility

OP does not object to the following areas of Design Flexibility:

Design Flexibility

- Interior Components
To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, atria, and mechanical rooms, provided that the variations do not change the exterior configuration of the building as shown on the plans approved by the order;
- Exterior Materials – Color
To vary the final selection of the colors of the exterior materials based on availability at the time of construction, provided such colors are within the color ranges shown on the plans approved by the order;
- Exterior Details – Location and Dimension
To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior configuration of the building or design shown on the plans

- approved by the order. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights;
- Parking Layout
To make refinements to the approved parking configuration, including layout and number of parking spaces of plus or minus ten percent (10%), so long as the number of parking spaces is at least the minimum number of spaces required by the Zoning Regulations;
 - Streetscape Design
To vary the location, attributes, and general design of the approved streetscape to comply with the requirements of, and the approval by, the DDOT Public Space Division;
 - Signage
To vary the font, message, logo, and color of the approved signage, provided that the maximum overall dimensions and signage materials are consistent with the signage on the plans approved by the order and are compliant with the DC signage regulations;
 - Sustainable Features
To vary the approved sustainable features of the project, provided the total number of LEED points achievable for the project does not decrease below the minimum required for the LEED Gold standard specified by the order.
 - Public Art
To vary the size, location, and type of public art to be located within or adjacent to the proposed building.

Zoning Flexibility (X § 303)

OP does not object to the applicant's requested areas of Zoning Flexibility, analysis of which are provided below:

303.1 As part of the PUD process, the Zoning Commission may grant the following relief:

- (a) Relief from any development standards established in the corresponding zone, which shall be considered a type of development flexibility against which the Zoning Commission shall weigh the benefits of the PUD;*
- (b) The Commission may permit one or more specific uses within a PUD that are not otherwise permitted by the PUD-related zone after a determination by the Commission that the use(s) are compatible with the PUD, which shall be considered a type of development flexibility against which the Zoning Commission shall weigh the benefits of the PUD; ...*

The applicant has requested relief from the following:

- a. Increase above the minimum parking requirement of Subtitle C § 707.3;
 - b. Reduction in the parking setback and location requirement of Subtitle C § 710.2(b) and (c);
 - c. Increase above the maximum Lot Occupancy requirement of Subtitle F §210.1; and
 - d. Accessory parking elsewhere than on the same lot as the principal use, provisions Subtitle U § 203.1(k)(2), (4), and (8);
- a. PARKING IN EXCESS –**
Local government use requires 0.5 spaces per 1,000 square feet of GFA over 2,000 square feet which equates to a minimum requirement of 31 spaces. The Project would provide 225 spaces,

resulting in an excess of parking of 192 spaces. Any property which exceeds its minimum parking requirement is required to take mitigation measures as described in Subtitle C § 707.3 for which the applicant seeks relief.

OP would agree with the applicant's assessment that the parking lot on the site and on the adjacent lot currently provide more than 200 spaces and so the proposed number of spaces, 225, will not be a significant increase. The 225 spaces are necessary to accommodate MPD essential functions and operations and include parking for fleet and personnel vehicles.

b. PARKING SETBACKS AND LOCATION

Subtitle C § 710.2(b) requires that vehicle parking spaces within the parking structure be set back at least 20 feet from the lot line abutting a public street. In this case some of the parking spaces would be located less than 20 feet from the property line. Further, Subtitle C § 710.2(c) prohibits parking spaces within a building restriction line. However, one ADA parking space will be located within the building restriction line along Hartford Street, SE.

Locating the structure and the parking spaces closer to the street frontages enables the garage to accommodate more spaces within the structure, rather than dispersing the vehicles in other spaces on the property, within the adjacent neighborhood, and/or constructing a larger or taller building. Therefore, OP would agree that the requested flexibility is needed to accommodate the unique operational and public safety needs of the Headquarters and the MPD 7th District.

c. MAXIMUM LOT OCCUPANCY

According to F §210.1, the maximum permitted lot occupancy in the RA-2 zone is 60%. However, the applicant is requesting flexibility for 71% to accommodate the operational and parking needs of MPD. Due to the need to accommodate the 7th District MPD Headquarters building, including community space, and a parking structure to accommodate fleet and personnel vehicles, the maximum lot occupancy allowed in the RA-2 zone is exceeded. OP would agree that the requested flexibility is appropriate to accommodate the additional lot occupancy needed due to the operational and public safety needs of the MPD 7th District headquarters in a residential zone.

d. PARKING ON ADJACENT DISTRICT OWNED LOT

The adjacent property is District owned and zoned R-3. The use of the property for temporary parking during the phased construction requires flexibility for three of the eleven conditions of said use. With regard to U § 203.1(k)(2) the applicant has shown that there would be difficulty in providing the temporary screening and landscaping and instead have provided a post construction site remediation plan to the record. Additionally, as the off-site parking will not be paved, the applicant seeks relief to U § 203.1(k)(4) to allow the use of the lot as parking in it's largely unimproved state with limited gravel. Lastly, flexibility is needed from U § 203.1(k)(8), as the unimproved portion of Knox Street right-of-way is planned for pedestrian improvements and technically makes the site non-contiguous with the PUD site.

OP would concur with the applicant that adherence to all the conditions of the off-site parking use would be difficult and given the careful attention given to the phased construction plan which allows the Headquarters facility to remain in operations continually with post-construction

remediation planned for the off-site parking area. Therefore, OP would agree that the requested flexibility is appropriate to accommodate the phased construction for an important District facility.

VII. PLANNING CONTEXT

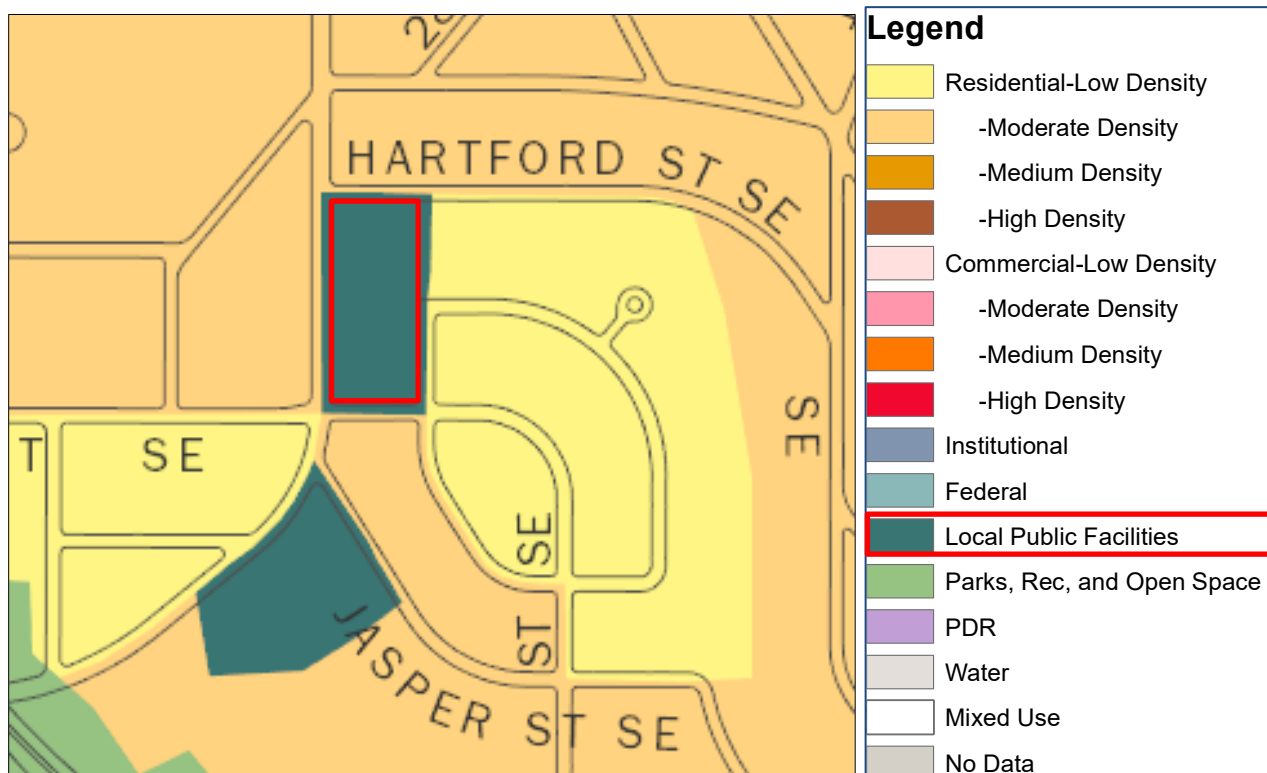
A. COMPREHENSIVE PLAN MAPS

As described in the Guidelines for Using the Generalized Policy Map and the Future Land Use Map (Chapter 2 Framework Element, Section 226, Attachment III), “*Generalized Policy Map and Future Land Use Map are intended to provide generalized guidance for development and conservation decisions and are considered in concert with other Comprehensive Plan policies.*” Additionally, “. . . the zoning of any given area should be guided by the Future Land Use Map, interpreted in conjunction with the text of the Comprehensive Plan, including the Citywide Elements and the Area Elements.”

The applicant has provided their Comprehensive Plan analysis at Exhibit 3A. As described below, the proposed PUD and map amendment would be not inconsistent with the map designations.

Generalized Future Land Use Map (FLUM)

The Future Land Use Map (FLUM) indicates that the site is appropriate for a Local Public Facility use.



Local Public Facilities

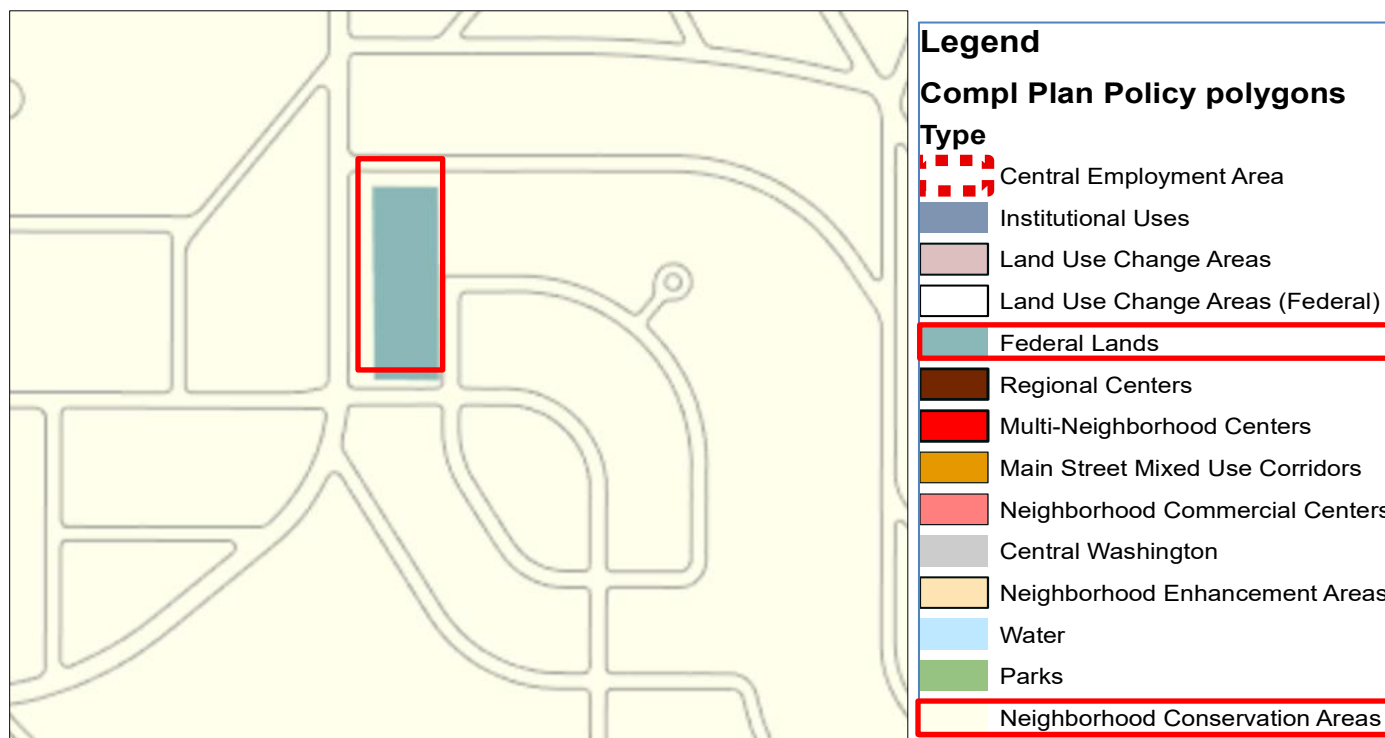
Includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and

similar local government activities. Other non-governmental facilities may be co-located on site. While included in this category, local public facilities smaller than one acre – including some of the District’s libraries, police and fire stations, and similar uses – may not appear on the map due to scale.

The proposed PUD and Map Amendment would not be inconsistent with the FLUM’s Local Public Facilities recommendation for the site. Specifically, the proposed PUD would serve to modernize the existing Headquarters at the site and with the additional FAR, granted through the PUD application, increase the amount of public services at the site. Furthermore, the majority of the surrounding properties have a Moderate Density Residential designation, which identifies RA-2 as an appropriate Zone. The Comprehensive Plan guidance on institutional uses is that the zoning designation match the surrounding uses. Therefore, based on the zoning designations currently available to the applicant, the RA-2 zone should, on balance, be not inconsistent with the FLUM designations, as it would facilitate the continued District public use at the site with a zoning designation based on the surrounding uses.

Generalized Policy Map

The Generalized Policy Map indicates that a large portion of the site to the east is identified as Federal Lands, while the smaller western portion is within a Neighborhood Conservation Area.



Federal Lands

Land owned by or under the jurisdiction of the federal government.

Neighborhood Conservation Areas

Neighborhood with little vacant or underutilized land. They are generally residential in character. Maintenance of existing land uses and community character is anticipated over the next 20 years.

Where change occurs, it will typically be modest in scale and will consist primarily of infill housing, public facilities, and institutional uses...

The proposed PUD and map amendment would be not inconsistent with the Generalized Policy Map recommendation for the site. The proposal would further the goals and objectives of the Neighborhood Conservation Areas; specifically in that the redevelopment proposal's primary purpose is to replace an existing public facility. As with the FLUM, the Generalized Policy Map is intended to be read broadly to provide general policy direction, and not to be read specifically like a zoning map. In this case, the Federal Lands designation is consistent as the property as it has been owned by the District since 1953 and is seeking only to maintain and expand the District's Institutional uses at the site.

B. COMPREHENSIVE PLAN POLICES THROUGH A RACIAL EQUITY LENS

The Comprehensive Plan requires an examination of zoning actions through a racial equity lens. The direction to consider equity "as part of its Comprehensive Plan consistency analysis" indicates that the equity analysis is intended to be based on the policies of the Comprehensive Plan and part of the Commission's consideration of whether a proposed zoning action is "not inconsistent" with the Comprehensive Plan.

For this, the Zoning Commission has developed a four part Racial Equity Toolkit for Applicants and OP to utilize in evaluation of actions brought before the Commission. Please also refer to the OP Setdown Report at [Exhibit 11](#), and the applicant's Racial Equity analysis at [Exhibit 3A](#), pgs. 7-29 for a more detailed analysis.

Part 1 – Guidance regarding the Comprehensive Plan

Citywide Elements of the Comprehensive Plan

As noted above, the proposal would be not inconsistent with both the Comp Plan Generalized Policy Map and Future Land Use Map. The proposed development is also, on balance, not inconsistent with the Citywide and Area Elements of the Comprehensive Plan. For the full text of each policy statement referenced, please refer to Appendix I.

Chapter 3 Land Use

The application includes a PUD-related rezoning of RA-1 land to RA-2, which would result in a significant increase in development potential consistent with the FLUM designation for the site. The new Headquarters would provide MPD with a facility to better serve District residents while also providing public space through a landscaped plaza and multi-purpose spaces for use in community meetings and events. This should both enhance the experience of those utilizing the facility as well as enabling the new facility to reduce its existing impacts to the public realm.

Chapter 4 Transportation

The project includes several improvements to the site and public realm which should result in a safer pedestrian environment as well as safer access to multiple bus routes. The proposal also increases on-site parking capacity of MPD and has committed to temporary off-street parking thereby limiting parking on neighborhood streets during and after construction. Further the applicant has committed to the TDM Program so better acclimate and align the site into the District's transportation goals.

Chapter 6 Environmental Protection

The development would further Environment Protection policies through its use of green features and overall environmental stewardship. The development is designed to achieve LEED Gold certification and mitigate heat island effects in part by reducing the overall of impervious surfaces on-site primarily through the utilization of green roofs.

Chapter 9 Urban Design

The proposed redevelopment of the site should improve the visual character of the neighborhood through significant improvements in the design of the building that also respects the surrounding context both in aesthetics and physical size. Overall improvements to the site should further the experience of those utilizing the sidewalks and be a general improvement to the public realm.

Chapter 11 Community Services and Facilities

The existing building is unable to be further rehabilitated in a cost-effective manner and therefore the proposed facility would replace the existing 7th District Headquarters with an upgraded facility to meet MPD's current needs while also providing public amenity space. The overall project is the best use of District land and resources.

Area Elements of the Comprehensive Plan

The proposed development is located within the Far Southeast and Southwest (FSS) Element of the Comprehensive Plan. The redevelopment of the site would further the policies of the FSS Area element, such as improving the visual quality and sustainability of the site and provide green spaces with design inclusions such as the green walls and landscaped areas. Additionally, the project's other goals such as providing onsite parking for MPD vehicles and providing space for community events or job training should be seen as consistent with the intent of the FSS Area Element.

Part 2 – Applicant/Petitioner Community Outreach and Engagement

The applicant has provided details of their ongoing outreach efforts:

- **Late 2024**– Applicant's outreach began in 2024 and has continued through 2025;
- **January 23, 2025** - The Applicant met with OP to review the redevelopment/phasing and consistency with FLUM (Local Public Facilities) and GPM (Federal Lands); continued engagement with OP and other District agencies is planned;
- **February 2025** – DGS attended the regularly scheduled and duly noticed public meeting of ANC 8B, during which it announced the commencement of the Project and its intention to return and formally present the building design and evaluate community benefits;
- **April 15, 2025** –MPD presented renderings, site plans, and operational objectives at ANC 8B's regular public meeting; community questions were addressed, and the majority of attendees expressed strong support for a modern, community-accessible facility;
- **May 2025** – ANC 8B issued letter of support for the Project;
- **June 2025** – The Applicant issued a Notice of Intent to file the Application to the affected ANC and to the owners of property located within 200 feet of the Property;
- **June 30, 2025** - ANC 8B issued a support letter dated June 30, 2025, noting public safety,

operational, and civic-engagement benefits and reporting a unanimous 6–0 vote in favor of the Application; and

- **August 2025** – DGS engaged ANC 8B and the 7th District Citizens Advisory Council (“CAC”) to open discussions on the planned Community Benefits Agreement.
- **April 2026** – The applicant engaged ANC 8B at their public meeting and followed up with requested materials.

The filing notes that community outreach continues; the applicant is encouraged to continue these discussions and to provide an update as part of any additional filings prior to the hearing for this case.

Part 3 – Disaggregated Data for the Far Southeast and Southwest Planning Area

Part 3 of the Racial Equity Tool asks for disaggregated data to assist the Commission in its evaluation of zoning actions through a racial equity lens for the planning area.

Data Trends Over Time

Analysis of census data over time can yield insights into trends in the planning area. The following data compares the 2019-202 American Community Survey data with data from the 2012-2016 American Community Survey (ACS), available from OP’s State Data Center ([ACS DATA](#)). Each table below covers both 5-year periods and compares the data for the Far Southeast and Southwest Planning Area (FSS) planning area, in which the subject site is located, with District-wide data.

Population by Race or Ethnicity

Table 1 shows that in the 2012-2016 period, the Far Southeast/Southwest Planning Area had a population of 73,882, or about 11.2% of the District’s total population. However, in the 2018-2022 time period the Planning Area experienced a decrease in population and a decrease in the percentage of the District’s population from 11.21% to 10.78%.

In the 2012-2016 period, Black and White residents made up the largest portion of the population, at 91% and 5.32 % respectively of the area’s residents. In the 2018-2022 period, Black and White residents continued to make up the largest portions of the population but both the total population, although decreasing slightly to 87.7 % for Blacks and 5.28%. Most of the other groups saw a slight increase or retained their percentage of the population, with the “Two or More Races” segment of the population, although relatively small, having the largest increase. The data seems to indicate that the population in the Planning Area is becoming more diverse, potentially due to increased housing opportunities and in particular the draw of affordable housing in this area.

Population/Race or Ethnicity Districtwide and in the Far SE & SW Planning Area (2012-2016 and 2018-2022)

Race or Ethnicity	District-wide 2012-16	District-wide Percent	FSS 2012-16	FSS 2012-16 Percent	District-wide 2018-22	District-wide Percent	FSS 2018-22	FSS 2018-22 Percent
Total Population	659,009	100%	73,882	11.21%	670,587	100%	72,294	10.78%
White alone	266,035	40.4%	3,934	5.32%	265,633	39.6%	3,822	5.28%

Race or Ethnicity	District-wide 2012-16	District-wide Percent	FSS 2012-16	FSS 2012-16 Percent	District-wide 2018-22	District-wide Percent	FSS 2018-22	FSS 2018-22 Percent
Black or African American	318,598	48.3%	67,562	91.44%	297,101	44.3%	63,441	87.7%
Indian and Alaskan Native	2,174	0.3%	78	0.10%	2,209	0.3%	171	0.23%
Asian alone	24,036	3.6%	197	0.27%	27,067	4.0%	469	0.64%
Native Hawaiian and Other Pacific Islander alone	271	0.04%	13	0.0%	420	0.05%	11	0.01%
Some other Race	29,650	4.5%	1,139	1.54%	30,879	4.6%	1,223	1.69%
Two or more Races	18,245	2.8%	958	1.3%	47,278	7.0%	3,158	4.36%

Median Income

The median income of the Far Southeast/Southwest Planning Area was significantly lower than that of the District in both the 2012-2016 and 2018-2022 time periods. While the planning area saw an approximately \$13,000 increase, this was significantly lower than the approximately \$29,000 increase Districtwide. The Black or African American population had one of the lowest median incomes of all segments of the population in the 2012-2016 time periods (\$29,425) but saw an increase to \$41,254, in the 2018-2022 time period. Although all groups had increases in median income, the income of Whites nearly doubled while that of Hispanic/Latino residents increased threefold.

Median Income Districtwide and in the Upper NE Planning Area (2012-2016 and 2018-2022)

Median Income	Districtwide (2012-2016)	Districtwide (2018-2022)	FSS (2012-2016)	FSS (2018-2022)
Median Household Income	\$72,935	\$101,722	\$30,991	\$43,382
White alone	\$119,564	\$160,745	\$78,612	\$155,972
Black or African American alone	\$40,560	\$75,942	\$29,425	\$41,254
American Indian and Alaskan Native alone	\$51,306	\$60,390	\$31,070	0
Asian alone	\$91,453	\$123,660	\$60,324	0
Native Hawaiian and Other Pacific Islander alone	NA	NA	\$87,500	0
Some other races	\$48,047	\$61,851	\$30,766	\$35,992
Two or more races	\$83,243	\$108,455	\$37,532	\$48,421
Hispanic or Latino	\$60,848	\$94,203	\$32,266	\$92,937

General Economic Characteristics

In 2012-2016, the unemployment rate in the Planning Area was at 22.8%, which was greater than twice the rate of the District at 8.7%. Although the rate of both the District and the Planning Area fell in 2018-2022, the Planning Area's unemployment rate remained over twice that of the District's.

The cost burden for housing in the Planning Area was significantly higher than that of the District as a whole in both time periods, and only dropped slightly between the two time periods, and it remains the case for more than 50% of households in the planning area.

The unemployment rate and housing cost burden rates may be reflected in the poverty rate in that in both time periods, the poverty rate of the Planning Area was approximately 15% to 20% points higher than that of the District, although the poverty rate decreased between the two time periods by an amount greater than that of the rest of the District as a whole – from about 38% to about 30%.

General Economic Characteristics of the Planning Area and District

Characteristic	Districtwide (2012-2016)	Districtwide (2019-2023)	FSS (2012-2016)	FSS (2019-2023)
Unemployment Rate	8.7%	7.1%	22.8%	17.7%
Cost Burdened Households	38.6%	36.1%	56.1%	52%
Poverty Rate	17.9%	15.1%	38.2%	29.97%

Part 4 – Zoning Commission Evaluation Factors

What Comprehensive Plan policies related to racial equity will potentially be advanced by approval of the zoning action?

As noted above and in the OP Setdown Report, the proposal would further many policy statements of the Comprehensive Plan, including policies within the Land Use, Transportation, Environmental Protection, and Urban Design Elements as well as the Far Southeast Southwest Element, including when viewed through a racial equity lens. The full list and text of the policies identified by OP are at [Exhibit 11](#).

What Comprehensive Plan policies related to racial equity will potentially not be advanced by approval of the zoning action?

While the proposal would generally further Comprehensive Plan policies, there are policies that are not relevant to this case, so would not be furthered by it, and policies in the Transportation Element, noted below, with which this proposal could potentially be inconsistent.

Policy T-1.1.8: Minimize Off-Street Parking

However, this policy is generally outweighed by numerous other policies in the Comprehensive Plan which the proposal would further, as detailed in Part 1 above. Most relevant to this application would be the new off-street parking garage's proximity to Alabama Avenue, SE commercial corridor, a Policy Goal of the FSS.

When considering the following themes/questions based on Comprehensive Plan policies related to racial equity, what are the anticipated positive and negative impacts and/or outcomes of the zoning action? Note: Additional themes may also apply.

Factor	Question	OP Response
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	There are no tenants or residents on the site. The application seeks only to expand on the existing District Public Use on the site.
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	OP does not anticipate indirect displacement as a result of the requested PUD and Map Amendment. The proposal seeks only to replace and aging public facility so to meet its needs on-site so to reduce impacts on the neighboring residential properties.
Housing	Will the action result in changes to: ▪ Market Rate Housing ▪ Affordable Housing ▪ Replacement Housing	The proposal would not have a direct impact on housing.
Physical	Will the action result in changes to the physical environment such as: ▪ Public Space Improvements ▪ Urban Design Improvements ▪ Streetscape Improvements	The proposal would result in improvements to public space, streetscape, and produce urban design improvements. Most notable improvements include the sidewalk enhancements, landscaped area, new dedicated green space along the streetscape both horizontal and vertical, and the overall esthetically pleasing building design. In addition to the new Headquarters, the proposed parking garage should reduce, if not eliminate, MPD's dependance on street parking.
Access to Opportunity	Is there a change in access to opportunity? ▪ Job Training/Creation ▪ Healthcare ▪ Addition of Retail/Access to New Services	The proposal would allow MPD to remain at this location, while also introducing new community space at the site. Additionally, redevelopment of the property could provide construction and job opportunities to neighborhood residents.
Community	How did community outreach and engagement inform/change the zoning action? ▪ (e.g., did the architectural plans change, or were other substantive changes made to the zoning action in response to community input/priorities etc.?)	The Applicant outlines their continued community outreach and coordination at Exhibit 3A, pgs. 25-29, and Exhibit 20, pg. 7.

C. SUMMARY OF PLANNING CONTEXT ANALYSIS

On balance, the proposal would not be inconsistent with the Comprehensive Plan and should further the District's efforts towards modernizing its public infrastructure. The proposal would also considerably beautify the site, and the replacement of the existing uninviting facility with one which is and includes spaces designed for the public's use, should serve to advance the surrounding community. Therefore, the consolidated PUD with the map amendment should help advance racial equity and opportunity.

VIII. PUD EVALUATION STANDARDS

The Zoning Regulations define a Planned Unit Development (PUD) as "*A plan for the development of residential, institutional, and commercial developments, industrial parks, urban renewal projects, or a combination of these, on land of a minimum area in one (1) or more zones irrespective of restrictions imposed by the general provisions of the Zoning Regulations, as more specifically set forth in Subtitle X, Chapter 3.*" (Subtitle B-28). The purpose and general standards for a Planned Unit Development are established in Subtitle X 300:

- 300.1 The purpose of the planned unit development (PUD) process is to provide for higher quality development through flexibility in building controls, including building height and density, provided that the PUD:*
- (a) Results in a project superior to what would result from the matter-of-right standards;*
 - (b) Offers a commendable number or quality of meaningful public benefits; and*
 - (c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan.*
- 300.2 While providing for greater flexibility in planning and design than may be possible under conventional zoning procedures, the PUD process shall not be used to circumvent the intent and purposes of the Zoning Regulations, or to result in action that is inconsistent with the Comprehensive Plan.*

Public Benefits and Amenities:

Chapter X Section 305.2 states that "*Public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title.*"

Subtitle X § 305.5 provides a summary of categories for PUD benefits and amenities. While the final benefits amenities proffer is typically refined and resolved later in the PUD process, at this point, the applicant has proffered the following (refer to Exhibit #3 Pages 21-27) for the proposed PUD:

- (a) Superior urban design and architecture*

The proposed building would be superior in design and architecture as it would replace a facility which has passed its reasonable life of service. Outside of replacing the existing headquarters, the proposed garage structure has been designed to read as part of the building and not a standard parking structure. The façades are designed to mitigate the visual prominence of the garage with such features as the green circulation towers which further

enhance the garage's design. As such, the proposal should serve as an aesthetically pleasing improvement to the site and would be a public benefit.

(b) Superior landscaping, or creation or preservation of open spaces

The site plan includes area for extensive new landscaped areas across the property and in public space. The additional areas of landscaping will serve as a public benefit to enhance the property's visual character and promote a welcoming environment.

(c) Site Planning and Efficient and Economical Land Utilization

The project makes the best use of land by consolidating the currently open air parking into a parking structure, allowing for the land to both be better utilized while allowing for public amenities and more open space.

(d) Commemorative works or public art.

The applicant continues to proffer a sculpture or other public art fixture at the site. This would be a public benefit.

(h) Employment and training opportunities;

Per the applicant, the project will generate employment opportunities through the construction and ongoing operation of the Headquarters, and the new facility should help with MPD recruitment.

...

(j) Building Spaces for Special Uses;

The project does not contain specific special uses. However, the project does contain areas for dedicated for community space. The applicant has proffered to make the space available to ANC 8B and will ensure the space is available for their regularly scheduled monthly meetings, this would be a public benefit.

(k) Environmental and sustainable benefits...;

The applicant has indicated the building is designed to meet Net-Zero Energy standards and should achieve LEED Gold v4 certification or its equivalent. The roof will have a combination of solar and green roofed areas. These sustainable elements would be a public benefit.

(l) Streetscape Plans;

The PUD provides for streetscape design which improves pedestrian safety and creates a more inviting public space than what currently exists, which would be a public benefit.

...

(o) Transportation Infrastructure Beyond that Needed to Mitigate any Potential Adverse Impacts;

The applicant has worked with DDOT to finalize their TDM plan at Exhibit 21A, the commitment therewithin would be a public benefit. Additional public benefits include exceeding the required levels of bicycle parking, 30 short-term and 40 long-term spaces, as well as the provision of a Capital Bikeshare station.

...

(q) Uses of Special Value to the Neighborhood or the District of Columbia as a Whole;

The project would redevelop the 7th District MPD Headquarters, allowing it to maintain its capacity to serve the District's needs, and would be a public benefit to the neighborhood as well as the City as a whole.

In summary, OP finds that the benefits, amenities and proffers, principally the proposed replacement of the 7th District Headquarters itself, would be commensurate with the standards for a PUD. Additionally, the proposed development would be well below the development capacity of the RA-2 zone. The requested zoning flexibility is required for a specialized use which would be of special value to the District as a whole.

IX. AGENCY COMMENTS

On April 28, 2025, OP held an interagency meeting inviting representatives of all notified agencies. Prior to the meeting DC Public Library (DCLP) informed OP they reviewed the application and had no comments and the following were in attendance: Department of Transportation (DDOT), Department of Energy and the Environment (DOEE), and Fire and EMS Department (FEMS). Each department provided feedback on the proposal which the applicant, District Department of General Services (DGS), has incorporated into their pre-hearing submissions.

X. ANC COMMENTS

There is a letter in support from ANC 8B at Exhibit 3K

XI. COMMUNITY COMMENTS

One letter of support has been submitted to the record at Exhibit 18.