

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: *KB* Kelsey Bridges
Manager, Neighborhood Planning Branch

DATE: June 18, 2026

SUBJECT: ZC Case No. 25-20 – 2455 Alabama Avenue SE (MPD 7th District Headquarters)

PROJECT SUMMARY

The District of Columbia Department of General Services (“DGS” or the “Applicant”), on behalf of the Metropolitan Police Department (MPD), requests approval of a Consolidated Planned Unit Development (PUD) and a related Zoning Map Amendment from RA-1 to RA-2 to permit the modernization of the MPD 7th District Headquarters at 2455 Alabama Avenue SE (Square 5728, Lot 800).

The project proposes to replace the existing MPD facility with a new headquarters building and a connected above-grade parking structure to meet MPD’s operational, security, and community-serving needs. 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 to the west. The redevelopment includes:

- Approximately 58,431 square feet of new MPD headquarters space;
- 225 on-site vehicle parking spaces (120 fleet, 77 staff, and 28 public);
- 40 long-term and 30 short-term bicycle parking spaces;
- One (1) 12 × 38.3-foot loading berth and one (1) 10 × 20-foot delivery/service space; and
- A 19-dock Capital Bikeshare station.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The project proposes four (4) on-site vehicular access points, including one on Alabama Avenue SE, a Tier 1 High-Injury Network corridor, where safety concerns necessitate right-in and

right-out operations reinforced by a raised median and mountable section for emergency access only;

- The Applicant has committed to constructing curb extensions at Hartford Street SE and James M. McGee Jr. Street SE along Alabama Avenue, which will improve pedestrian safety and visibility;
- The Applicant proposes 29 short-term bicycle parking spaces and 40 long-term spaces and will provide space for a Capital Bikeshare station, significantly improving bicycle access for visitors and community members;
- The project proposes 225 parking spaces, most of which are required to support MPD fleet operations, while staff personal-vehicle parking is reduced relative to existing and projected staffing levels;
- The Applicant submitted an updated Transportation Demand Management (TDM) Plan that DDOT finds robust and appropriate given the operational characteristics of the site and the project's unique fleet and security needs;
- The project will require public space permits for all proposed improvements in public space, including the raised median, curb extensions, short-term bicycle parking, and the reconstruction of sidewalks and tree boxes; and
- The interim parking site at Square 5727, Lot 136 will require temporary public space approvals and must be restored to permanent, like-new public space conditions before issuance of the final Certificate of Occupancy for the parking garage.

RECOMMENDATION

DDOT has no objection to the approval of this PUD and Map Amendment application with the following conditions included in the Zoning Order:

- Design and operate the Alabama Avenue SE curb cut as right-in and right-out only, reinforced by a raised median and mountable section for emergency vehicle access, to reduce conflict points and improve safety along a High-Injury Network corridor;
- Construct curb extensions at Hartford Street SE and James M. McGee Jr. Street SE along Alabama Avenue, subject to DDOT approval, to shorten crossing distances and improve pedestrian visibility;
- Implement the TDM Plan dated June 2, 2026 ([Exhibit 21A](#)) for the life of the project.
- Provide 29 short-term and 40 long-term bicycle parking spaces, installed in accordance with DDOT's *Bike Parking Guide*, including required horizontal long-term spaces, e-bike charging outlets, and cargo-bike-sized spaces;
- Provide, fund, and install a 19-dock Capital Bikeshare station, including all hard-costs associated with equipment, installation, and required public space improvements, subject to DDOT approval; and
- Prior to issuance of the final Certificate of Occupancy for the parking garage, remove the temporary curb cut associated with the interim parking site (Square 5727, Lot 136) and restore all disturbed public space and the interim site to permanent, like-new conditions, subject to DDOT review and approval.

CONTINUED COORDINATION

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- Obtain public space permits for all proposed improvements in public space, including curb extensions, the raised median, short-term bicycle racks, ADA ramps, sidewalk reconstruction, street tree and bioretention areas, and the Capital Bikeshare station;
- Continue coordination with DDOT’s Alabama Avenue SE Corridor Safety Improvements Project team to ensure consistent design treatment at the site frontage, including median installation, curb extensions, and any related signage or pavement markings;
- Coordinate with DDOT on the post-construction sidewalk and pedestrian network design between Hartford Street SE and Knox Terrace SE, including sidewalk realignment, curb-ramp removal, and pedestrian-safety treatments described in the Streetscape and Public Realm section, to be finalized during public space permitting;
- Coordinate with DDOT on intersection control and crosswalk placement at Knox Street and Knox Terrace, including finalizing the stop bar position, signage, and high visibility crosswalk installation, consistent with the guidance in the Streetscape and Public Realm section;
- Participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning (OP) to refine public space elements early in the permitting process;
- Coordinate with DDOT’s Planning and Sustainability Division (PSD) to confirm that the long-term bicycle storage room design meets Zoning requirements and DDOT’s *Bike Parking Guide* standards for horizontal spaces, e-bike charging, and cargo-bike-sized spaces;
- Submit a detailed curbside management and signage plan to DDOT’s Curbside Management Division (CMD) for review and approval;
- Coordinate with DDOT’s TDM team and goDCgo on implementation of the TDM Plan;
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 8 Arborist to confirm protection requirements for any Special Trees and finalize locations and species for new street trees, as appropriate; and
- Coordinate with DDOT during both the temporary condition and restoration of the interim parking site (Square 5727, Lot 136), including permitting for the temporary curb cut, maintenance of pedestrian connections, and final restoration of all public space elements.

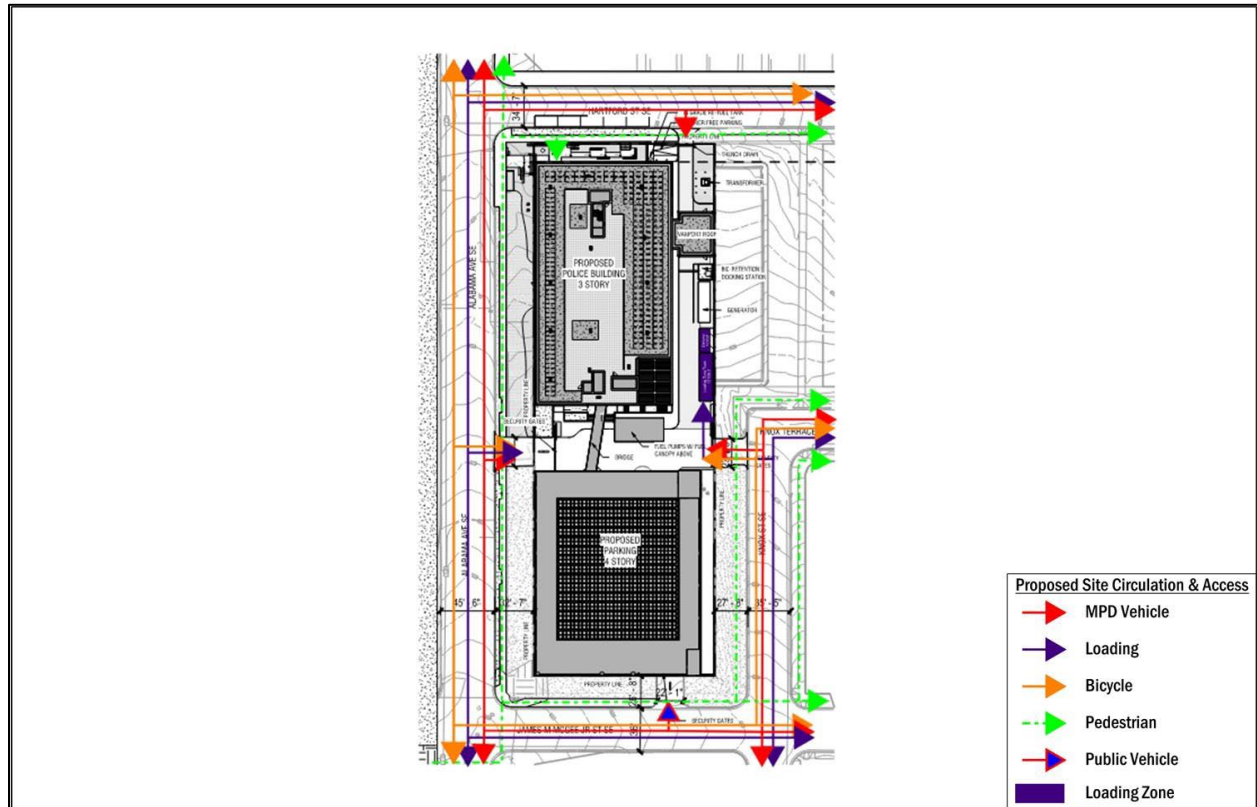
TRANSPORTATION ANALYSIS

The following is DDOT’s review of the submitted plans, application materials, and May 15, 2026, Transportation Statement ([Exhibit 20A](#)) to assess the project’s consistency with the District’s vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

Site Access

Pedestrian access will be provided from Alabama Avenue SE, with a new pedestrian bridge connecting the headquarters to the parking structure to reduce at-grade conflicts. The PUD will maintain vehicular access using the site’s four (4) existing curb cuts on Hartford Street SE, Knox Street SE, James M. McGee Jr. Street SE, and Alabama Avenue. Each curb cut will be upgraded to meet DDOT standards. The James M. McGee Jr. Street curb cut will be widened to accommodate two-way access into the public parking garage, and the Hartford Street curb cut will be reconfigured as enter-only to align with internal circulation. All loading, delivery, and fuel truck operations will occur internally to the site, accessed from Knox Street and Alabama Avenue.

Figure 1 | Site Plan



Source: Gorove Slade 5/15/26 Transportation Statement, Figure 15

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The existing MPD 7th District headquarters provides more than 200 surface parking spaces between the paved lot and grassed parking areas. The project is required by Zoning to provide 31 vehicle parking spaces. The Applicant proposes a total of 225 on-site parking spaces within a new above-grade parking structure, exceeding the minimum required parking supply by 194 spaces. Of these spaces, 120 will be dedicated to MPD fleet vehicles, 28 will be reserved for public use, and 77 will be available for MPD staff personal vehicles.

Although the project significantly exceeds the Zoning minimum parking requirement, DDOT recognizes that the majority of the proposed supply is needed to support MPD fleet operations and to consolidate the existing surface parking into a structured facility, improving circulation and on-site safety. The Applicant's justification – namely that the number of staff spaces is reduced relative to both existing conditions and projected future staffing levels, resulting in a lower personal-vehicle parking ratio – is reasonable and consistent with DDOT's scoping responses. Given these operational needs, DDOT is generally supportive of the proposed parking supply provided the project implements appropriate TDM measures, as committed by the Applicant, including the planned Capital Bikeshare station and expanded

short-term bicycle parking, to help offset the transportation impacts of excess parking and support multimodal access for employees and the public.

Bicycle Parking

The project is required by Zoning to provide eight (8) long- and six (6) short-term bicycle parking spaces for its local government use. The Applicant proposes to exceed these requirements by providing a total of 40 long- and 29 short-term bicycle parking spaces. Of the long-term spaces, a minimum of eight (8) will be reserved for employee personal bicycle use, with the remainder intended for MPD fleet bicycle storage. The 15 inverted U-racks accommodating the short-term spaces will be located in public space along Alabama Avenue near the main entrance and will include a publicly accessible bicycle repair station.

The Applicant also proposes to reserve space for a Capital Bikeshare station adjacent to the site, to be coordinated with DDOT during the Public Space Permitting process. This will help fill a bikeshare service gap and provide a non-auto travel option for both employees and visitors. All bicycle parking will be designed and installed in accordance with Zoning requirements and DDOT's *Bike Parking Guide*.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to DDOT's *Bike Parking Guide* for design best practices. The storage room must be designed so that a minimum of 50% of required long-term spaces (four spaces) are located horizontally on the floor or the bottom of a two-tier rack system. Additionally, 10% of spaces (four spaces) should be served by electrical outlets, and 5% of spaces (two spaces) should be designed for cargo or larger bikes (10 feet by 3 feet, rather than 6 feet by 2 feet).

Loading

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Title 11 of *DCMR*, Subtitle C § 901.1 and § 901.4, a local government use between 30,000 and 100,000 square feet is required to provide one (1) 12-foot by 30-foot loading berth and one (1) 10-foot by 10-foot service and delivery space. The Applicant proposes to meet and exceed these requirements by providing one 12-foot by 38.3-foot loading berth (inclusive of a 100 square-foot loading platform) and one (1) 10-foot by 20-foot service and delivery space.

All loading operations will occur internally to the site. Trucks will enter via Knox Street and exit via Alabama Avenue using front-in and front-out maneuvers. Consistent with the Applicant's commitment to DDOT and the raised median treatment on Alabama Avenue, all trucks will be restricted to right-in and right-out movements at the Alabama Avenue access point, **with full access maintained only for emergency vehicles via the mountable median**. This configuration is intended to limit conflicts on Alabama Avenue, maintain efficient circulation within the site, and ensure safe separation between MPD movements and loading activity.

Fuel trucks will also maintain the ability to access the site via Alabama Avenue and exit onto Knox Street SE to service the proposed fueling station south of the building. Trash will be stored internally to the building and collected from within the loading area, consistent with DDOT standards prohibiting trash storage in public space.

Heritage and Special Trees

According to the District's [Tree Size Estimator map](#), the property has no Heritage Trees but does have 11 likely Special Trees on-site or in the public space surrounding the site. DDOT expects the Applicant to coordinate with the Ward 8 Arborist regarding the preservation and protection of existing Special Trees, as well as the planting of new street trees per DDOT Green Infrastructure Standards.

Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by DDOT's Urban Forestry Division, a Tree Protection Plan will be required.

Streetscape and Public Realm

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, streetlights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant must work closely with DDOT and the OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of *DCMR*, DDOT's *Design and Engineering Manual (DEM)* and *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Streetscape designs will be reviewed in further detail during the public space permitting process.

While the preliminary public space plans are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- The Applicant has committed to installing curb extensions at the intersections of Hartford Street and James M. McGee Jr. Street with Alabama Avenue to shorten crossing distances and improve pedestrian visibility;
- The Applicant has committed to installing a raised median on Alabama Avenue, with a mountable median at the site driveway, which will limit all non-emergency vehicles to right-in and right-out movements while maintaining full access for emergency vehicles. DDOT expects the Applicant to consider a channelized right-in and right-out Alabama Avenue curb cut using mountable curb, signage, and other design elements to reinforce these safety objectives;
- The Applicant will be expected to coordinate with DDOT's [Alabama Avenue SE Corridor Safety Improvements Project](#) to ensure that the site's frontage, median installation, curb extensions, and any related pavement marking or signage improvements are compatible with DDOT's corridor-wide safety design;
- The project proposes 29 short-term bicycle parking spaces located in public space along Alabama Avenue near the main entrance, along with a publicly accessible bicycle repair station. Final rack locations must be coordinated with DDOT during public space permitting;

- The Applicant will reserve space for a Capital Bikeshare station adjacent to the site. The final location, orientation, and pad dimensions will be coordinated with DDOT through the public space permitting process;
- A detailed plan showing the design of the long-term bicycle storage room must be submitted so that PSD can confirm compliance with Title 11 of *DCMR*, Subtitle C § 800, Title 18 of *DCMR* § 1214, and the DDOT’s *Bike Parking Guide*, including requirements for horizontal spaces, e-bike charging outlets, and cargo-bike-sized spaces;
- Sidewalk widths, ADA ramps, curb radii, and clear zones along Alabama Avenue, Hartford Street, Knox Street, and James M. McGee Jr. Street must comply with DDOT and ADA standards;
- DDOT recommends the Applicant relocate the sidewalk between Hartford Street and Knox Terrace to the west (MPD) side of the paper street to align pedestrian circulation with the west sidewalk of Knox Street and avoid desire lines across the restored grassy lot. The existing curb ramp on the south side of Hartford Street leading into the paper street should be removed, as it presently encourages an uncontrolled midblock pedestrian crossing (with no receiving ramp on the north side) immediately adjacent to Alabama Avenue;
- At the Knox Street and Knox Terrace intersection, DDOT recommends the Applicant pull back the south-leg stop bar and stop sign to install a high-visibility crosswalk that mirrors the treatment on the east leg and completes the existing stop-controlled intersection formed by Knox Street, Knox Terrace, and the site’s Knox Street curb cut;
- Any reconstruction of sidewalks or planting areas must incorporate appropriate street tree planting locations, bioretention areas, and utility coordination, consistent with the *Public Realm Design Manual*;
- All building entrances must be at grade with adjacent sidewalks so that no stairs or ramps are necessary in public space; and
- The Applicant should submit a detailed curbside management and signage plan for review and approval by DDOT’s Curbside Management Division, including any modifications associated with the median installation and curb extensions;
- The site includes a 15-foot building restriction line (BRL) along Hartford Street. The area between the property line and BRL is regulated as if it were DDOT public space and should be as green and “park-like” as possible; and
- Construction phasing will require the use of an interim surface parking lot on the adjacent District-owned parcel (Square 5727, Lot 136). The Applicant will be required to obtain public space permits for all temporary improvements, including the temporary curb cut on Hartford Street, and – prior to issuance of the final Certificate of Occupancy for the parking garage – restore the public space and interim parking site to permanent, like-new conditions by removing the temporary curb cut, regrading and landscaping the site, and reconstructing any disturbed sidewalks, subject to DDOT review and approval.

DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design-related comments provided by DDOT and OP and to coordinate public space elements with the Alabama Avenue SE Corridor Safety Improvements Project.

Mode Split and Trip Generation

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a “mode” of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

Mode split assumptions used in the analysis were developed to reflect the unique travel patterns associated with MPD operations and were informed by Census data, the Washington Metropolitan Area Transit Authority (WMATA) 2005 Development-Related Ridership Survey, the Metropolitan Washington Council of Governments (MWCOC) 2022 State of the Commute Survey, proximity to transit, and the proposed parking supply. Separate mode splits were applied for Patrol and Mission staff and Office and Detective staff. As shown in Figure 2, Patrol and Mission staff were assumed to travel by automobile for 98% of trips, with 2% by transit. Office and Detective staff were assumed to travel by automobile for 56% of trips, 32% by transit, 2% by bicycle, and 10% by walking.

Figure 2 | Summary of 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%	---

Source: *Gorove Slade 5/15/26 Transportation Statement, Table 8*

Trip generation estimates were based on a combination of the ITE Trip Generation Manual, 11th Edition (Land Use 730 – Government Office Building) for Office and Detective staff and shift-based calculations for Patrol and Mission staff. The assumed mode splits were used to convert vehicular trips to person trips and back into vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate given the specialized nature of MPD operations and the need to account for differing staff travel patterns.

As shown in Figure 3, the proposed project is expected to generate fewer than 25 new peak-direction vehicle trips in both the AM and PM peak hours. Specifically, net new vehicle trips are projected at 27 in the AM peak hour and 29 in the PM peak hour. These values fall below DDOT’s thresholds in the CTR Guidelines (100 total person trips or 25 peak-direction vehicle trips), and therefore a vehicular capacity analysis was not required.

Figure 3 | Multi-Modal Trip Generation Summary

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
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

Source: Gorove Slade 5/15/26 Transportation Statement, Table 9

Pedestrian Network

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. While walking is not expected to be a significant mode of transportation for MPD staff, it remains essential for visitors and community members accessing the neighborhood-serving components of the headquarters. DDOT expects the Applicant will reconstruct the public space along the project frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The Transportation Statement’s inventory of existing pedestrian infrastructure demonstrates that sidewalks surrounding the site are generally well-connected, meet or exceed DDOT’s minimum sidewalk and buffer width requirements, and include ADA-compliant curb ramps. While there are missing or substandard pedestrian facilities elsewhere in the broader study area, facilities along key walking routes adjacent to the site are adequate and provide continuous connections to transit, schools, and neighborhood destinations.

As discussed previously in the Streetscape and Public Realm section, the Applicant has committed to several pedestrian safety improvements as part of the project. Specifically, the Applicant will install curb extensions at Hartford Street and James M. McGee Jr. Street along Alabama Avenue to shorten crossing distances and improve pedestrian visibility. In addition, a raised median will be installed along Alabama

Avenue with a mountable section at the site driveway, which will calm traffic and improve pedestrian safety while still maintaining emergency access.

DDOT finds these improvements appropriate and consistent with the goals of the Alabama Avenue SE Corridor Safety Improvements Project. The final design of the curb extensions, ADA ramps, crosswalks, and related public space elements will be reviewed during the public space permitting process.

Bicycle Network

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Similar to walking, bicycling is not expected to be a significant mode of transportation for MPD staff; however, it is essential for the neighborhood-serving component of the headquarters and for visitors.

While dedicated bicycle facilities are limited near the headquarters, the site is in close proximity to the Suitland Parkway Trail. Planned rehabilitation work for this trail is anticipated to begin construction in 2029 and will improve non-motorized connectivity to Alabama Avenue.

The project includes 29 short-term bicycle parking spaces in public space near the main entrance on Alabama Avenue and 40 long-term spaces within the secure bicycle storage room, most of which will be dedicated to MPD's bicycle fleet. The Applicant will also reserve space for a Capital Bikeshare station adjacent to the site, to be coordinated with DDOT during public space permitting. These elements will support non-automobile travel options and strengthen bicycle access for employees, visitors, and community users.

Transit Service

The District and WMATA have partnered to provide extensive public transit service throughout the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities can expand with minimal new roadway investment.

The site is well-served by eight (8) Metrobus routes operating along Alabama Avenue and nearby streets, providing reliable, all-day connections to numerous Metrorail stations across all six (6) rail lines. The nearest Metrorail station is Naylor Road on the Green Line, located approximately 0.65 miles from the site, with multiple bus routes providing direct connections.

Curbside Management

When a property redevelops, it is DDOT policy to reevaluate existing curbside restrictions along site frontages to ensure they align with the new land uses and surrounding neighborhood context.

The existing curbside environment along Alabama Avenue includes peak-period parking restrictions and time-limited parking. Curbside space along James M. McGee Jr. Street and Knox Street is currently unsigned. As part of the project, the Applicant proposes curb extensions at intersections along Alabama Avenue to improve pedestrian visibility and calm traffic. The installation of a raised median at the Alabama Avenue driveway may further alter curbside conditions by limiting turning movements at the curb cut.

Consistent with DDOT practice, the Applicant will be required to submit a detailed curbside management and signage plan during public space permitting. This plan will be reviewed by DDOT's Curbside Management Division, which may refine proposed restrictions, signage, and parking designations to ensure they support safety, transit reliability, and access needs. Any required multi-space meters or new curbside elements will be at the Applicant's expense.

Safety Analysis

DDOT is committed to improving safety for all roadway users through targeted investments and design treatments, particularly along the District's High-Injury Network (HIN). Alabama Avenue, which fronts the project site, is designated as a Tier 1 corridor on the High-Injury Network, reflecting a history of severe crashes, including pedestrian-involved collisions. According to the Applicant's Transportation Statement, between March 2023 and March 2026, crashes along the site's frontage on Alabama Avenue included multiple pedestrian-involved incidents and a fatal motor-vehicle crash south of the site.

Given these conditions, DDOT carefully evaluated the design of site access points, driveway movements, and potential conflict locations associated with MPD operations, loading activity, and general vehicle circulation. Alabama Avenue's existing curb cut is currently striped as inbound-only, and unconstrained turning movements would increase conflict risk at a location with documented safety concerns. DDOT will not support unrestricted full access at the Alabama Avenue driveway given its High-Injury Network designation. To address these issues, the Applicant has committed to installing a raised median along Alabama Avenue with a mountable section only at the MPD driveway, which will limit all non-emergency vehicles to right-in and right-out movements, while maintaining full access for emergency vehicles as needed. This design treatment should reduce the likelihood of unsafe turning movements at the site access point.

The Applicant has also committed to constructing curb extensions at the intersections of Hartford Street and James M. McGee Jr. Street with Alabama Avenue to shorten pedestrian crossing distances, improve sightlines, and reduce turning speeds. These improvements will reinforce pedestrian priority across the site frontage and address documented conflict patterns.

Together, the raised median, mountable emergency-only access, channelized right-in and right-out movements, and curb extensions represent appropriate safety mitigations along a High-Injury Network corridor. DDOT will review final design details – including curb radii, ramp orientation, crosswalk markings, and signage – during the public space permitting process to ensure consistency with the Alabama Avenue SE Corridor Safety Improvements Project and DDOT's *Design and Engineering Manual*.

Transportation Demand Management

As part of all land development cases, DDOT requires an Applicant to develop a comprehensive Transportation Demand Management (TDM) plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single-occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play an important role in achieving the assumed mode splits and trip generation rates.

The specific elements within the TDM plan vary depending on land uses, context, proximity to transit, and scale. The TDM plan must help achieve the trip generation assumptions and ensure that the transportation impacts of the action are properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant submitted an updated TDM Plan dated June 2, 2026, included in the record as [Exhibit 21A](#). DDOT finds the updated TDM Plan to be sufficiently robust to support non-automobile travel and reduce single-occupancy vehicle trips, particularly given the operational parking needs associated with MPD fleet vehicles. Notably, the Capital Bikeshare station is not part of the TDM Plan and is instead proffered as a PUD public benefit, while the TDM Plan focuses on commuter and informational programmatic elements.

The TDM Plan is included as an attachment to this report and is expected to be implemented for the life of the project.

ATTACHMENTS

- 1) Updated TDM Plan, Gorove Slade, June 2, 2026

KB:pj

TECHNICAL MEMORANDUM

To: Preston Jutte
Erkin Ozberk
Cc: Jamil Hamilton
Salo Levinas
Rashard Willingham
Jessica Bloomfield
Christopher Cohen
From: Salem Zewdu
Ashley Orr, PE
Daniel Solomon, AICP
Date: June 2, 2026
Subject: Metropolitan Police Department (MPD) 7th District Headquarters PUD (Case No. 25-20) – Updated Transportation Demand Management Plan

DDOT-PSD
Department of General Services (DGS)
Shinberg Levinas
Holland + Knight, LLP

Introduction

The memorandum is intended to supplement the findings of the previously-filed 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), documenting proposed updates to the project’s Transportation Demand Management (TDM) plan. Final commitments pertaining to the future Capital Bikeshare station and bicycle parking have been removed from the TDM plan but are memorialized as part of the PUD as Public Benefits.

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 (MWCOC) or other comparable service if MWCOC does not offer this in the future;

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- Offer a SmarTrip card and provide information about the Capital Bikeshare Free Membership, which 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.