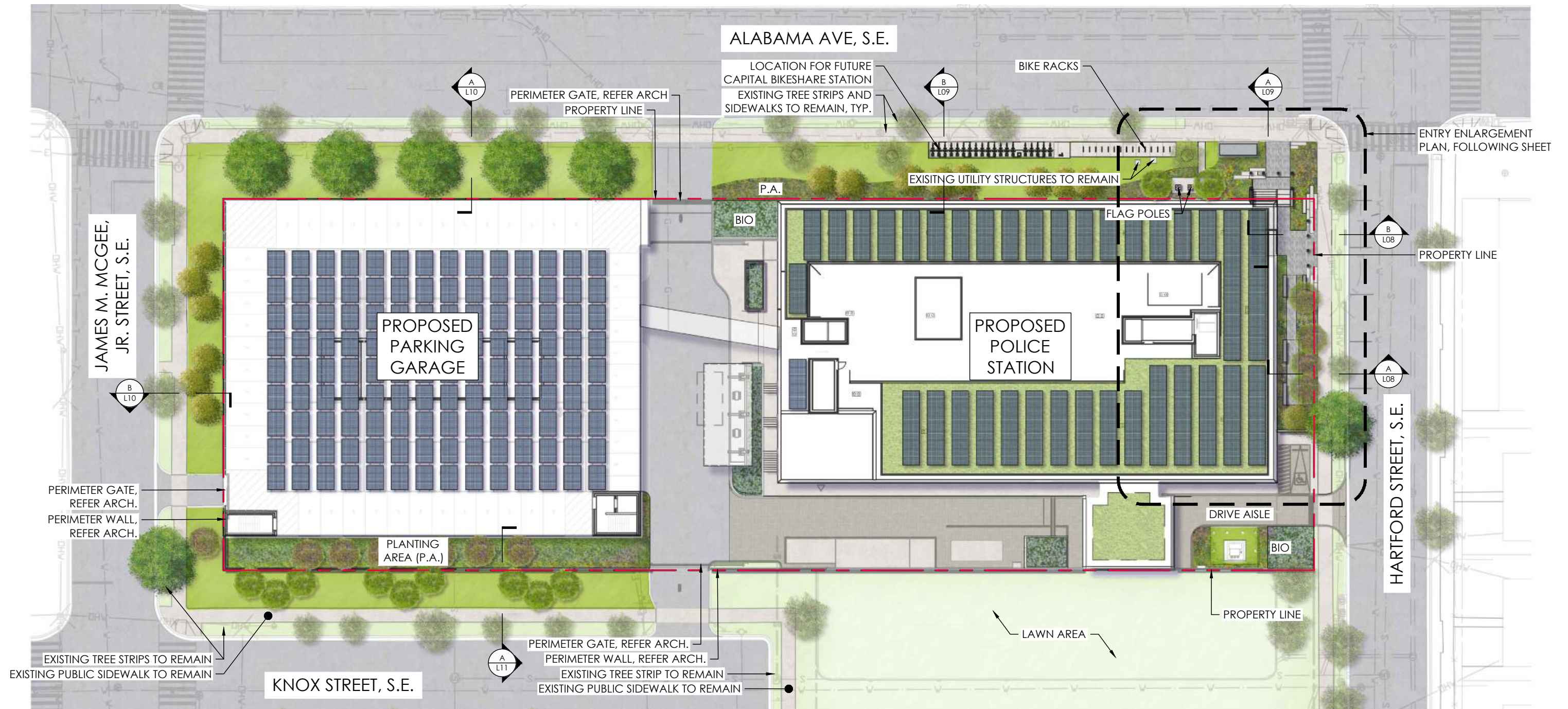
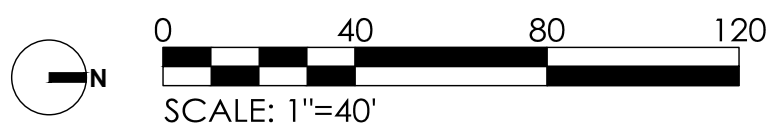


LANDSCAPE



MATERIALS, FURNISHINGS, & FEATURES

(IMAGES SHOWN FOR DESIGN INTENT ONLY. FINAL SELECTIONS MAY VARY)



DDOT STANDARD SCORED CONCRETE SIDEWALK



PEDESTRIAN CONCRETE



PERMEABLE VEHICULAR PAVERS



BIKE RACKS

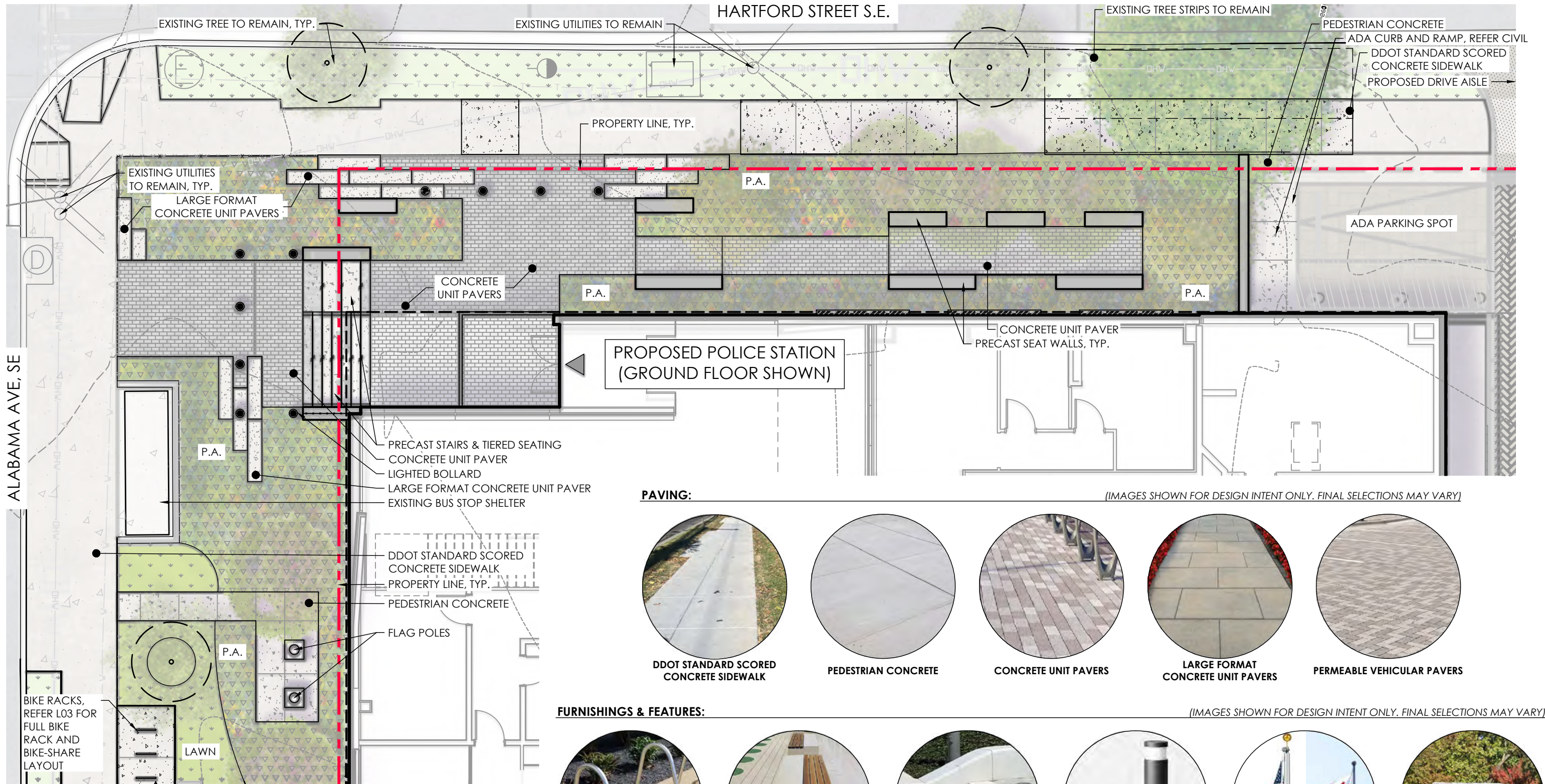


FLAG POLES



EXISTING BUS STOP SHELTER





PAVING:

(IMAGES SHOWN FOR DESIGN INTENT ONLY. FINAL SELECTIONS MAY VARY)



DDOT STANDARD SCORED CONCRETE SIDEWALK



PEDESTRIAN CONCRETE



CONCRETE UNIT PAVERS



LARGE FORMAT CONCRETE UNIT PAVERS



PERMEABLE VEHICULAR PAVERS

FURNISHINGS & FEATURES:

(IMAGES SHOWN FOR DESIGN INTENT ONLY. FINAL SELECTIONS MAY VARY)



BIKE RACKS



PRECAST SEAT WALL



PRECAST STAIRS & TIERED SEATING



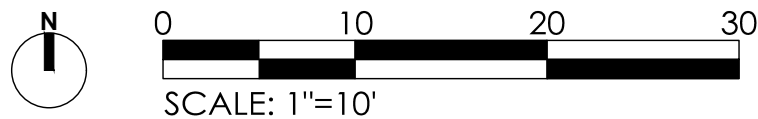
LIGHTED BOLLARDS

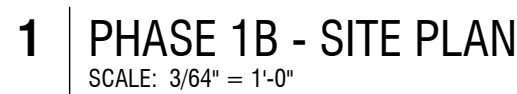


FLAG POLES



EXISTING BUS STOP SHELTER





A.001
ZONING COMMISSION
District of Columbia
CASE NO. 25-20
EXHIBIT NO. 14G



Site Location

Bus

- Metrobus Routes: C21, C25, C26, C27, C29, C53, D10, D1X
- Bus routes provide connections to multiple Metrorail stations serving all six (6) Metrorail lines

Metrorail (Green Line) (< ¾ mile away)

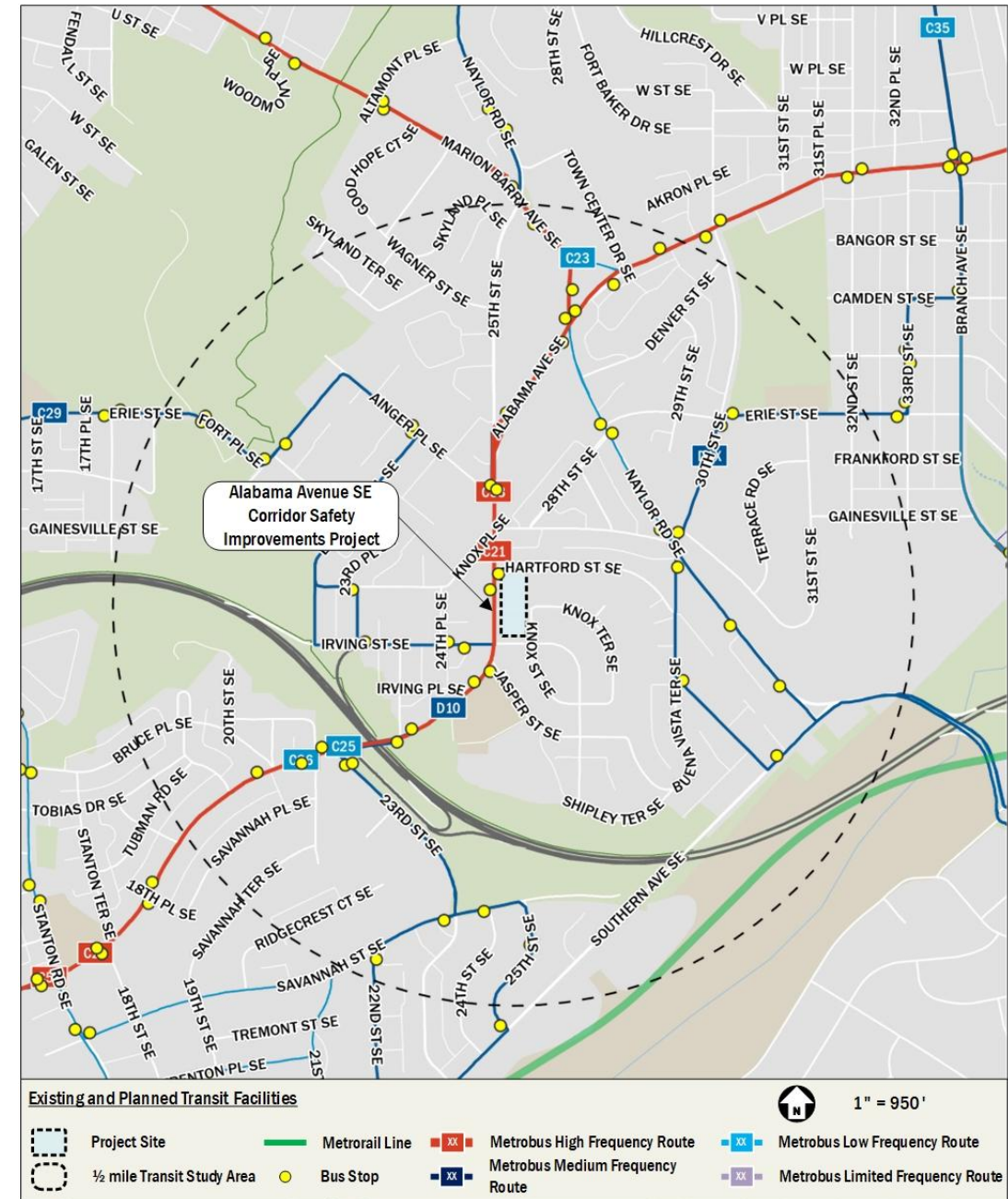
- Naylor Road Metro Station

Bicycle Facilities

- Shared bicycle lanes on Alabama Avenue SE, providing access to off-street trails on the Suitland Parkway Trail
- Planned protected bicycle lanes on Alabama Avenue SE, Naylor Road SE, and Marion Barry Avenue SE

Capital Bikeshare

- One (1) existing stations within ½ mile with a total of 19 docks
- Applicant to install and fund new Capital Bikeshare station



Access and Circulation

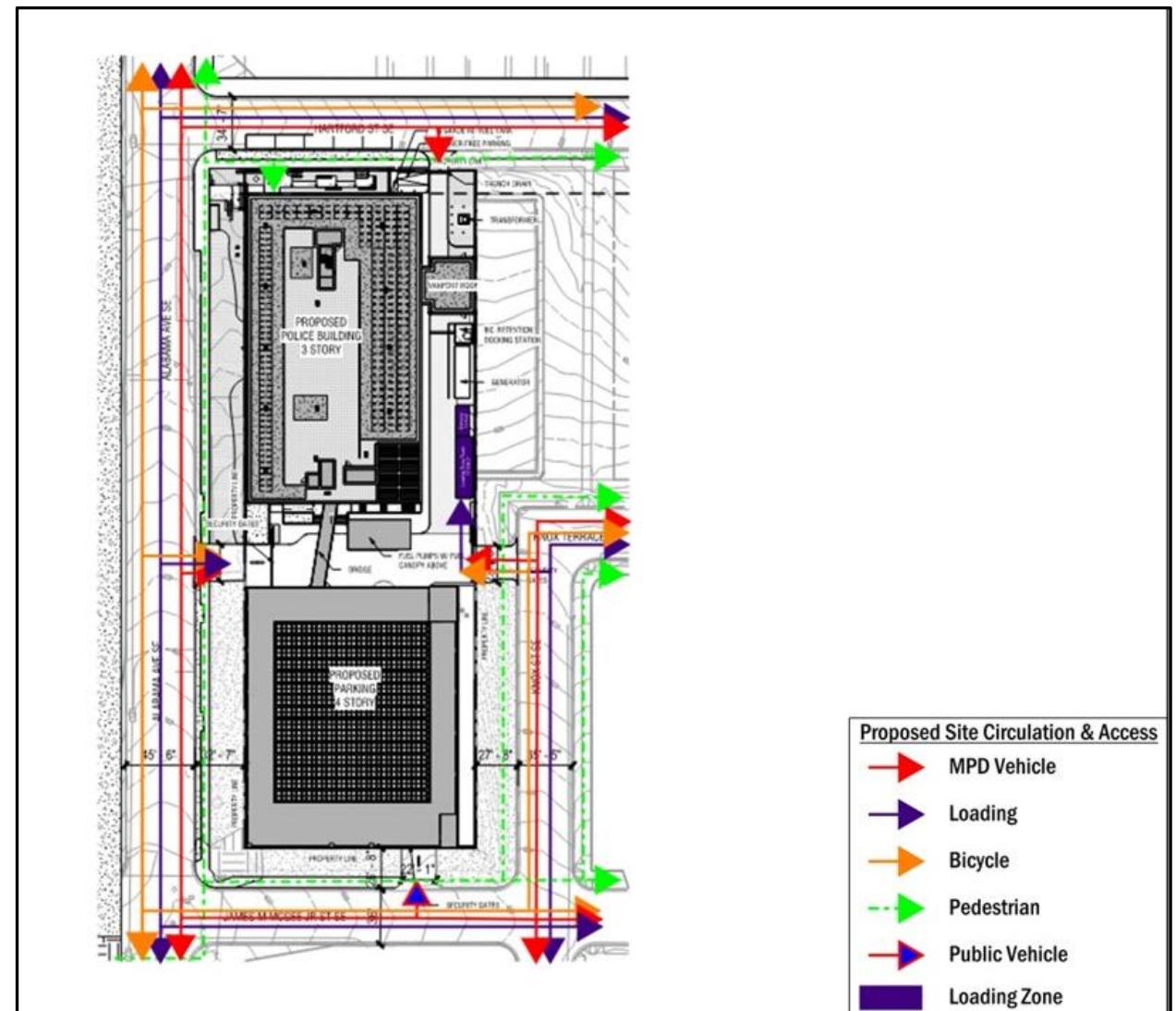
Pedestrian & Bicycle Access

- Primary pedestrian access located on the northwest corner of the property via the main entrance on Alabama Avenue SE
- Secure bicycle storage room located in the enclosed area adjacent to the Vanport, short-term bike parking adjacent to main entrance on Alabama Avenue SE
 - Bike repair station for public use

Vehicular Access

- Maintaining four (4) existing curb cuts, shifted or upgraded to support site's needs and better meet DDOT's design criteria
- Installing a raised median on Alabama Avenue SE with mountable median at driveway to limit movements for vehicles on Alabama Avenue SE to right-in, right-out only but maintain full access for emergency vehicles

DDOT supportive of proposed access configuration with these modifications on Alabama Avenue SE



Bicycle Facilities

- Long-term: 40 spaces (8 required)
- Short-term: 30 spaces (6 required)

Vehicular Parking

- **Proposed Parking**

- Proposed 225 parking spaces in above-grade garage; 197 spaces accommodating fleet vehicles, personal vehicles of employees, and 28 spaces for public

- **Flexibility Requested**

- Required to provide 31 parking spaces per ZR16 requirements
- Requesting flexibility from requirements for additional TDM measures for excess parking spaces greater than twice the minimum parking required

- **Justification**

- Existing MPD operations already accommodate more than 200 parking spaces
- 148 of 225 spaces reserved for fleet and public use
- Only 77 spaces available for employee parking
- Garage replaces surface parking and improves site safety and operations



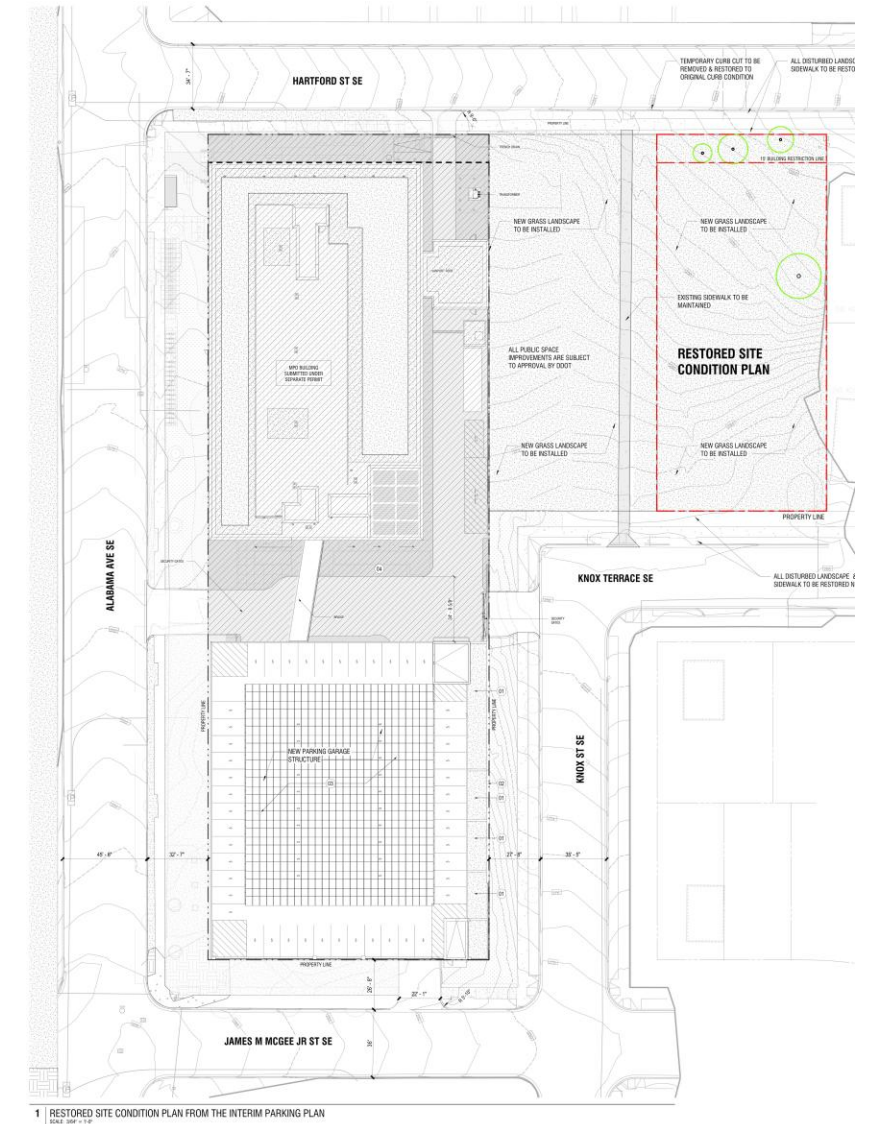
DDOT supports the proposed parking supply and requested flexibility

MPD 7th District HQ PUD - ZC Case No. 25-20

June 29, 2026

Temporary Vehicle Access & Parking

- **Proposed Temporary Parking**
 - Temporary parking needs of MPD facility need to be met as operations are to be maintained during phased construction
 - Requesting flexibility to allow temporary off-site parking on the adjacent District-owned parcel
- **Access**
 - Temporary curb cut is proposed on Hartford Street SE for ingress and egress
 - Existing ADA curb ramps on Hartford Street SE and Knox Street SE, pedestrian through-way to be improved
 - Removal of 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
 - Curb cut to be removed and lot to be returned to permanent, like-new conditions once construction is completed



Public Benefit Improvements

- Construct above-grade garage with approximately 225 spaces; reserving 28 spaces for public use
- Construct pedestrian bridge between garage and new building
- Upgrade all existing curb cuts to DDOT standards; widening the curb cut on James M. McGee Jr. Street and realigning the Hartford Street driveway
- Install curb extensions on James M. McGee Jr. Street and Hartford Street
- Provide 30 short-term and 40 long-term bicycle parking spaces, exceeding zoning requirements
- Fund and install Capital Bikeshare station adjacent to site for employees and visitors



Transportation Demand Management Plan

- 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;
 - 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 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;
- Provide a bike repair station adjacent to the main entrance for use by visitors to the site
- 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; and
- 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.

DDOT Coordination

Comprehensive Transportation Review

- Multimodal assessment performed
- Scoping document submitted December 11, 2025
- Scoping document finalized on May 5, 2026
- CTR submitted on May 15, 2026
 - Revised TDM submitted on June 3, 2026

DDOT has no objection to the approval of the application with the following conditions:

- Design and operate the Alabama Avenue curb cut as right-in and right-out only, reinforced by a raised median and mountable section for emergency vehicle access – **Agree**
- Construct curb extensions at Hartford Street and James M. McGee Jr. Street along Alabama Avenue – **Agree**
- Remove temporary curb cut to interim parking site and restore all affected public space elements to permanent, like-new conditions once construction is completed – **Agree**
- Provide 29 short-term and 40 long-term bicycle parking spaces, in accordance with DDOT's Bike Parking Guide; – **Agree**
- Provide, fund, and install a 19-dock Capital Bikeshare station – **Agree**
- Implementation of the TDM plan as included in CTR – **Agree**

Applicant will engage in continued coordination with DDOT as part of Public Space permitting.

PUD EVALUATION STANDARDS (Sub. X § 304)

304 PLANNED UNIT DEVELOPMENT EVALUATION STANDARDS

- 304.1 The Zoning Commission will evaluate and grant or deny a PUD application according to the standards of this section.
- 304.2 The applicant shall have the burden of proof to justify the granting of the application according to these standards.
- 304.3 In deciding a PUD application, the Zoning Commission shall judge, balance, and reconcile the relative value of the public benefits and project amenities offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.
- 304.4 The Zoning Commission shall find that the proposed development:
- (a) Is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site;
 - (b) Does not result in unacceptable project impacts on the surrounding area or on the operation of city services and facilities but instead shall be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project; and
 - (c) Includes specific public benefits and project amenities of the proposed development that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs related to the subject site.

Public Benefits & Amenities

(Sub. X § 304.4(c))

1. **Superior Urban Design and Architecture:** cohesive civic design, articulated façades, coordinated materials
2. **Landscaping and Open Space Creation:** entry plaza, perimeter plantings, landscaped buffers
3. **Site Planning and Land Utilization:** structured parking, improved circulation, efficient land use
4. **Commemorative Works or Public Art:** public art reflecting MPD and community identity
5. **Employment and Training Opportunities:** First Source Agreement to secure jobs for District residents; modernized facility supports recruitment and retention
6. **Building Space for Special Uses:** community room and dedicated meeting space for Citizens Advisory Council (CAC)
7. **Environmental and Sustainable Benefits:** solar panels, stormwater systems, LEED Gold design
8. **Streetscape Plans:** upgraded sidewalks, lighting, landscaping, improved pedestrian circulation
9. **Transportation Infrastructure Improvements:** curb extensions, bike facilities, Capital Bikeshare station
10. **Uses of Special Value:** modern facility with community-serving features; interim parking site minimizes construction-related disruption
11. **Other Public Benefits and Plan Advancement:** advances Comprehensive Plan goals, equity, sustainability

Potential Project Impacts

Favorable, Capable of Being Mitigated, or Acceptable Given Quality of Public Benefits
(Sub. X § 304.4(b))



Zoning & Land Use: Favorable; consistent with Comp Plan and reinforces long-standing civic use while enabling modernization



Urban Design: Favorable; improved architecture, landscaping, and streetscape strengthen neighborhood character



Transportation: Capable of being mitigated / acceptable; internalized circulation, reduced spillover, and DDOT-coordinated TDM mitigate impacts; benefits include significant bike parking



Environmental: Favorable; replaces surface parking with structured facility, adds landscaping, stormwater features, and solar



Public Safety & Community: Favorable; modern MPD facility improves operations and provides community space and amenities



Housing: Favorable / acceptable; no displacement and no change to housing supply, with modest secondary benefit from enhanced neighborhood stability



Educational Facilities: Favorable / acceptable; no added enrollment demand and opportunities for MPD partnership with nearby schools and youth programming



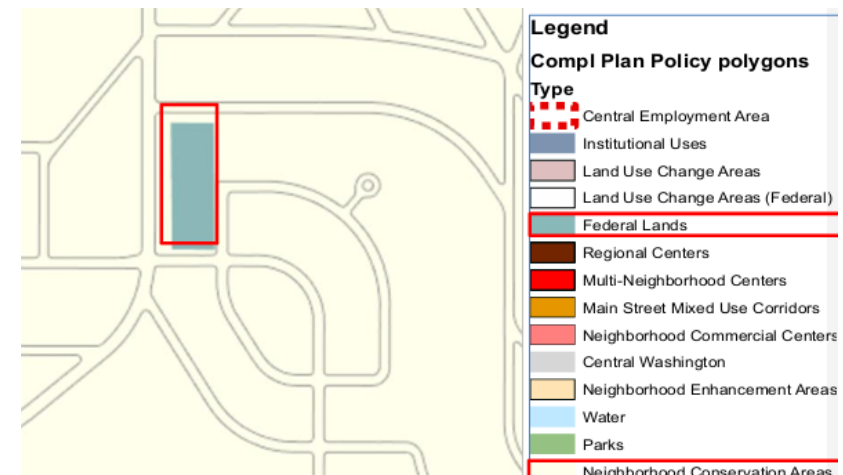
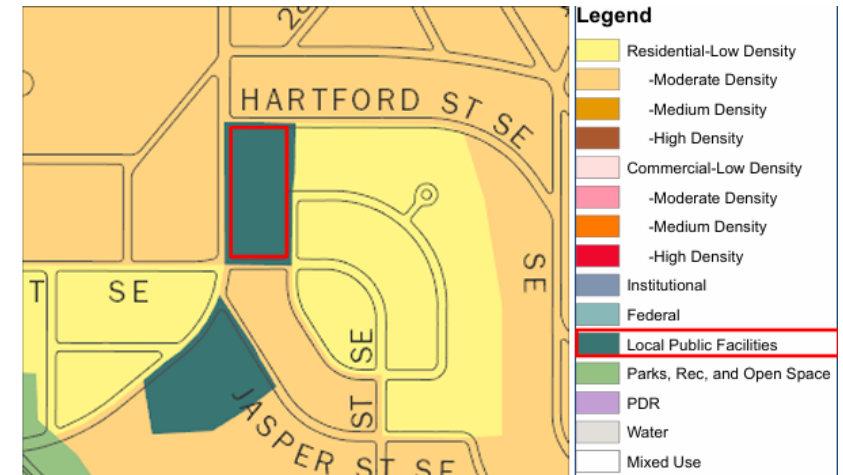
Construction: Capable of being mitigated / acceptable; mitigated through coordination, phasing, and construction management plan; use of interim parking site will ensure continued operations and no spillover parking



Not Inconsistent with the Comprehensive Plan

(Sub. X § 304.4(a))

- **FLUM / Project:** Local Public Facilities; supports modernization of long-standing civic use / MPD facility
- **FLUM / Map Amendment:** RA-2 zoning is not inconsistent with the FLUM; contextual, moderate-density zone that will facilitate compatible redevelopment of PUD site and investment in public infrastructure
- **GPM:** Federal Lands; anticipates evolution of institutional uses; not inconsistent with small Neighborhood Conservation Area designation given existing use and no vertical development
- **Land Use Element:** Supports modern public facilities in transit-accessible, neighborhood-serving areas
- **Community Services and Facilities Element:** Supports modern, accessible public safety infrastructure
- **Transportation Element:** Supports multimodal access and improve pedestrian safety with TDM
- **Environmental Protection Element:** Supports sustainable design, stormwater management, and expanded landscaping
- **Urban Design Element:** Enhances streetscape and integrates a compatible civic building
- **Economic Development Element:** Supports public-sector employment and community-serving programming
- **Far Southeast/Southwest Area Element:** Supports public safety investment, neighborhood stability, and resilience
- **Potential Inconsistency** with T-1.1.8 (minimize off-street parking) outweighed by countervailing objectives.



Not Inconsistent with the Comprehensive Plan

(Sub. X § 304.4(a))



- **Displacement (Physical & Economic):** Minimal impact; existing civic use with no residents or businesses displaced and limited indirect housing effects
- **Housing:** Neutral impact; no change to housing supply, affordability, or family-sized units
- **Access to Opportunity (Transportation):** Favorable impact; strong transit access, improved pedestrian safety, and coordinated TDM measures
- **Access to Opportunity (Employment):** Favorable impact; construction jobs, workforce programming, and expanded access to public-sector employment
- **Community / Cultural:** Favorable impact; multi-purpose space and continued civic use strengthen community identity and access to services
- **Environmental:** Favorable impact; LEED design, solar, stormwater improvements, and expanded tree canopy enhance resilience
- **Access to Amenities:** Favorable impact; improved public space, community facilities, and proximity to neighborhood-serving uses

What Comprehensive Plan policies related to racial equity will potentially be advanced by approval of the zoning action?	
What Comprehensive Plan policies related to racial equity will potentially not be advanced by approval of the zoning action?	
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.	
Direct Displacement	Will the zoning action result in displacement of tenants or residents?
Indirect Displacement	What examples of indirect displacement might result from the zoning action?
Housing	Will the action result in changes to: • Market Rate Housing • Affordable Housing • Replacement Housing
Physical	Will the action result in changes to the physical environment such as: • Public Space Improvements • Infrastructure Improvements • Arts and Culture • Environmental Changes • Streetscape Improvements
Access to Opportunity	Is there a change in access to opportunity? • Job Training/Creation • Healthcare • Addition of Retail/Access to New Services
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.?)

Zoning Flexibility

Related Zoning Map Amendment from RA-1 to RA-2



- Intended for areas developed with predominantly moderate-density residential uses. (Sub. F § 101.5)
- “. . . not be inconsistent with the size and scale of surrounding developments.” (OP Report at p. 6)
- “. . . 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.**” (OP Report at p. 11)

	RA-1 Zone (Existing) Matter of Right	RA-2 Zone (Proposed) Matter of Right	RA-2 Zone (Proposed) PUD Guidelines
<i>Density</i>	0.9 FAR	1.8 FAR	2.41 FAR (2.29 proposed)
<i>Height</i>	40 ft., 3 stories	50 ft.	60 ft. (48 ft., 1 in. proposed)

Zoning Flexibility

TDM Measures for Excess Parking

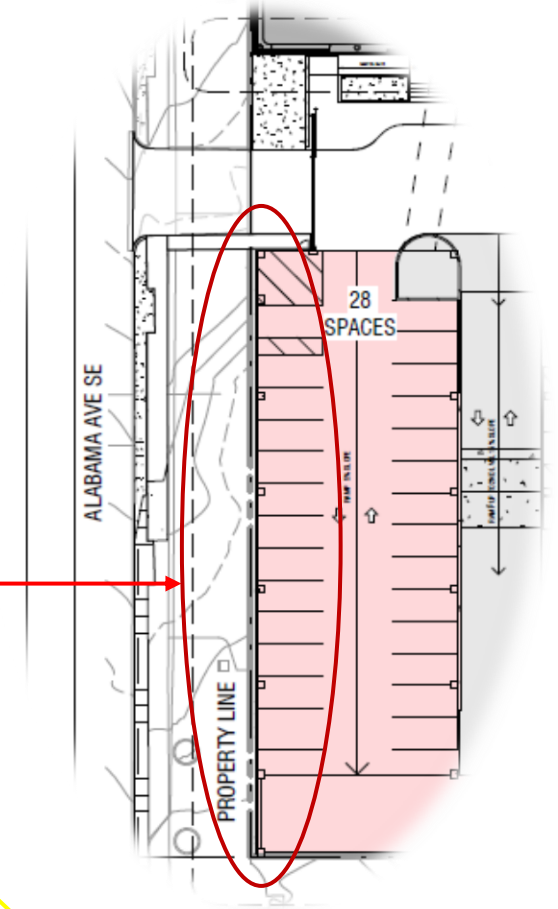
- 31 spaces required (local gov't use); 225 spaces provided
- 194 excess spaces
- Sub. C § 703.3(a): any excess spaces > 2x min. parking -> TDM features
- **Basis for Requested Flexibility:**
 - Existing parking volume maintained, but reduction in personal parking relative to existing conditions and future staff levels
 - Improves site design and circulation
 - Essential for MPD Operations
 - Reduced from higher program demand initially identified by DGS (~580 spaces)
 - Transportation benefits (e.g., bike parking, pedestrian improvements, internal circulation)
 - Agreed-to TDM coordinated with DDOT

Table 1: Proposed Above-Grade Parking Allocation	
Category	No. of Spaces
MPD Fleet Vehicles	120
Public Parking	28
Staff Personal Vehicles	77
Total Supply	225

Zoning Flexibility

Vehicle Parking Location Requirements

- Sub. C § 710.2
 - (b): 20-ft. setback required for structured parking along public street frontage
 - (c): no parking within building restriction line (ADA space)
- **Basis for Requested Flexibility:**
 - Maximizes structured garage capacity to meet MPD needs
 - Avoids dispersing parking to public space and surrounding neighborhood
 - Enables efficient layout; avoids queuing, conflicts, and tight turns
 - Streetscape/façade treatments mitigate potential visual impacts
 - ADA space within BRL area ensures direct, code-compliant access to main entrance



Zoning Flexibility

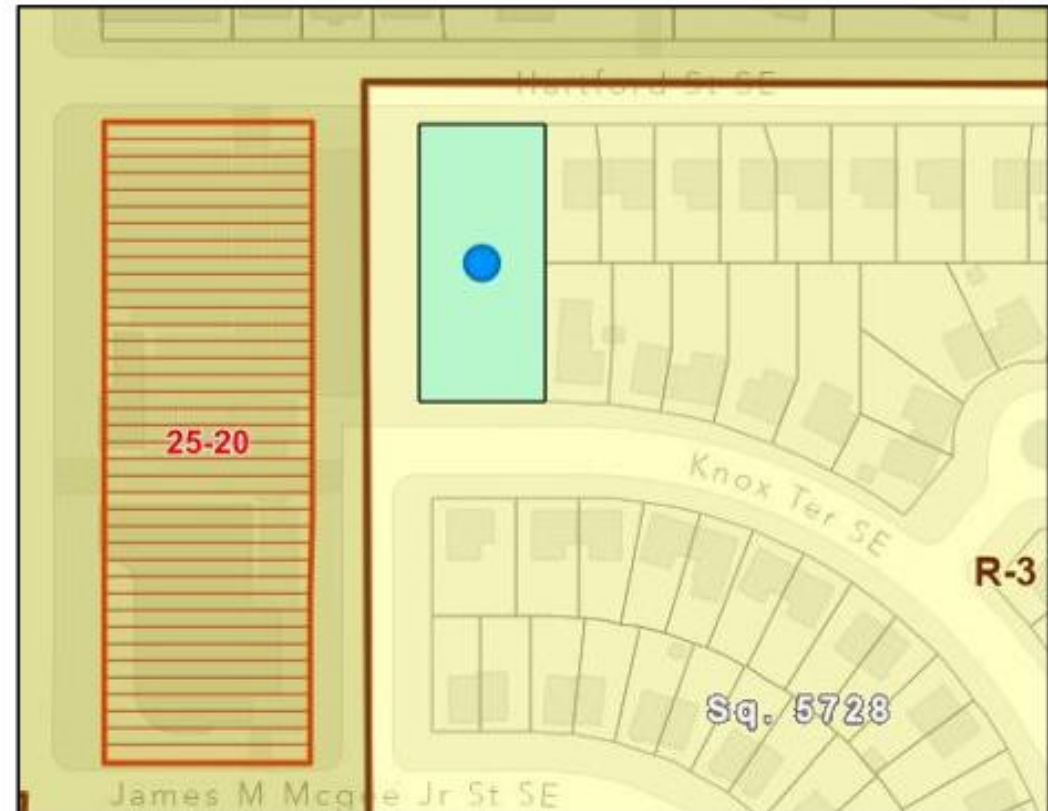
Maximum Lot Occupancy

- Max. permitted = 60% for non-public recreation or community centers (Sub. F § 210.1); provided = approx. 71%
- **Basis for Requested Flexibility:**
 - Consolidates operations and parking within a single secure MPD facility
 - Width and footprint of garage needed to ensure safe internal circulation and sufficient parking
 - Substantial perimeter landscaping
 - Meets all other RA-2 zone PUD guidelines and development standards (height, density, setbacks, etc.)

Zoning Flexibility

Temporary Off-Site Parking

- Interim Parking Site (Square 5727, Lot 136)
- Vacant, adjacent lot also owned by the District
- Zoned Residential (R)-3
- Surface parking permitted by special exception (Sub. U § 203.1(k))
- Enables uninterrupted operations during construction



Conclusions

Proposed MPD 7th District HQ replaces outdated facility with integrated garage and community space, delivered through phased construction to maintain uninterrupted operations

PUD flexibility enables efficient site planning while balancing security, neighborhood compatibility, and operational continuity

Strong agency and community support, including from OP, DDOT, and the affected ANC

Application fully responsive to Commission, OP, and DDOT, with responses provided in Prehearing and Supplemental Prehearing Submission.

Meets PUD criteria under Subtitle X §§ 304.3 and 304.4

Z.C. Case No. 25-20
Public Hearing
Monday, June 29, 2026

