

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
Zoning Commission**

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**ZONING COMMISSION FOR THE DISTRICT OF COLUMBIA
ZONING COMMISSION ORDER NO. 25-20
Z.C. Case No. 25-20
D.C. Department of General Services
(Consolidated Planned Unit Development and Related Zoning Map Amendment
@ Square 5728, Lot 800)
July 30, 2026**

Pursuant to notice, at its July 30, 2026, public meeting, the Zoning Commission for the District of Columbia (the "Commission") considered the application (the "Application") of the D.C. Department of General Services (the "Applicant" or "DGS"), filed by and through the architecture firm of Shinberg.Levinas Architects, requesting review and approval of the following:

- A consolidated Planned Unit Development ("PUD") for the property located at 2455 Alabama Avenue, S.E., and known as Lot 800 in Square 5728 (the "Property"), and a related Zoning Map Amendment from the RA-1 zone to the RA-2 zone for the Property, to permit construction of a new headquarters building for the Metropolitan Police Department ("MPD") 7th District and a connected above-grade parking structure;
- PUD-related zoning flexibility from:
 - The transportation Demand Management ("TDM") requirements of Subtitle C § 707.3 for excess parking;
 - The vehicle parking location requirements of Subtitle C § 710.2(b) and (c);
 - The maximum lot occupancy requirements of Subtitle F § 304.1;
 - The special exception criteria of Subtitle U § 203.1(k) to allow temporary parking on the adjacent R-3-zoned, District-owned property known as Square 5727, Lot 136 (the "Interim Parking Site"), including flexibility from the conditions set forth in Subtitle U § 203.1(k)(2), (4), and (8)(B); and
- Such other design flexibility as is set forth in the Conditions hereof.

The Commission considered the Application pursuant to Subtitles X and Z of the District of Columbia Zoning Regulations of 2016 ("Zoning Regulations" or "ZR16") (Title 11 of the District of Columbia Municipal Regulations ["DCMR"]), to which all references are made unless otherwise specified). For the reasons stated below, the Commission **APPROVES** the Application.

FINDINGS OF FACT

I. BACKGROUND

PARTIES

1. Pursuant to Subtitle Z § 403.5(a), the Applicant is automatically a party to the Application.
2. Pursuant to Subtitle Z §§ 101.8 and 403.5(b), Advisory Neighborhood Commission (“ANC”) 8B, is automatically a party to the Application as the “affected ANC” in which the Property is located.
3. The Commission received no other requests for party status.

NOTICE AND SETDOWN

4. Pursuant to Subtitle Z §§ 300.7 and 300.8, on June 4, 2025, the Applicant mailed a Notice of Intent to file the Application to all property owners within 200 feet of the Property and to ANC 8B (Exhibit [“Ex.”] 3C).
5. Prior to mailing the Notice of Intent, the Applicant initiated outreach to ANC 8B and attended ANC 8B’s duly noticed, regularly scheduled public meeting on February 18, 2025. The Applicant subsequently presented the Application at ANC 8B’s duly noticed, regularly scheduled public meeting on April 15, 2025 (Ex. 3; Ex. 27A1).
6. Pursuant to Subtitle Z § 300.9, the Applicant continued to engage with ANC 8B regarding the Application after mailing the Notice of Intent but before filing the Application with the Commission on November 24, 2025 (*Id.*).
7. On March 26, 2026, at its duly noticed public meeting, the Commission considered the Application and voted to set down the case for a public hearing.
8. Pursuant to Subtitle Z § 402.1, on May 6, 2026, the Office of Zoning (“OZ”) sent notice of the public hearing on the Application scheduled for June 29, 2026, to:
 - (a) Applicant;
 - (b) ANC 8B;
 - (c) ANC Single Member District Commissioners (“SMD”) 8B02, 8B03, and 8B05;
 - (d) Office of the ANCs;
 - (e) Ward 8 Councilmember, in whose district the Property is located;
 - (f) Chairman and At-Large Members of the D.C. Council;
 - (g) Office of Planning (“OP”);
 - (h) Department of Buildings (“DOB”);
 - (i) District Department of Energy and Environment (“DOEE”);
 - (j) District Department of Transportation (“DDOT”);
 - (k) OZ Legal Division (“OZLD”); and
 - (l) Owners of property within 200 feet of the Property.(Ex. 16, 17).

9. OZ published notice of the June 29, 2026, public hearing in the May 15, 2026 issue of the *District of Columbia Register* (73 DCR 007342 *et seq.*) as well as on the calendar on OZ's website (Ex. 15, 16).
10. Pursuant to Subtitle Z §§ 402.3-402.4 and 402.8-402.10, on May 18, 2026, the Applicant submitted evidence that it had posted notices of the public hearing on the Property, and on June 23, 2026, the Applicant submitted evidence that it thereafter maintained such notices (Ex. 19, 26).

PROPERTY AND SURROUNDING AREA

11. The Property is located in the Southeast quadrant of the District, between the Garfield Heights and Knox Hill/Buena Vista neighborhoods. The Property contains approximately 66,371 square feet of land area and is rectangular in shape. Located approximately 0.4 miles from the District's border with Prince George's County, Maryland, the Property is bounded by Hartford Street, SE (north), Knox Street, SE (east), James M. McGee Jr. Street, SE (south),¹ and Alabama Avenue, SE (west) (Ex. 3, 3B).
12. Existing improvements on the Property include the existing MPD 7th District Headquarters building, a fuel station to serve MPD fleet vehicles, a workshop shed, and surface parking (Ex. 3, Ex. 3L).
13. The area surrounding the Property includes a mix of residential, religious, and institutional uses. Single-family homes line Knox Street and Knox Terrace, SE, while multifamily apartment buildings are located west of Alabama Avenue and farther north, including the recently opened Aspire apartment building located a block to the north of the Property (*Id.*).
14. The Property is well served by public transportation options. A Metrobus stop located at the corner of Alabama Avenue and Hartford Street, SE, directly adjacent to the Property, provides access to multiple routes (C21, C25, C26, C27, C29, C53, and D10), which connect directly to the nearby Congress Heights, Southern Avenue, and Naylor Road Metrorail stations. The Irving Street interchange with Suitland Parkway facilitates regional access via car (*Id.*).

CURRENT ZONING

15. The Property is currently in the Residential Apartment (RA)-1 zone (Ex. 3, 3F).
16. The RA zones are intended, among other things, to promote stable residential areas while permitting a variety of urban residential neighborhoods, allow limited non-residential uses that are compatible with adjoining residential uses, and encourage compatibility between new buildings and the existing neighborhood. (Ex. 3, Subtitle F § 101.2).

¹ Pursuant to D.C. Law 12-83, effective March 25, 1998, the 2700 block of Irving Street, SE, which abuts the Property to the south, was designated James M. McGee, Jr. Street, SE.

17. The RA-1 zone specifically provides for areas predominantly developed with low- to moderate-density housing, including detached houses, row houses, and low-rise apartments. (Ex. 3, Subtitle F § 101.4).
18. Matter-of-right development standards in the RA-1 zone include: a maximum density of 0.9 floor area ratio (“FAR”) (1.08 FAR as an Inclusionary Zoning (“IZ”) development); a maximum building height of 40 feet and three stories; and a maximum lot occupancy of 40% for most uses. (Ex. 3, Subtitle F §§ 201.1, 201.4, 203.2, 210.1).

PROPOSED ZONING

19. The Application requested a PUD-related Zoning Map Amendment from the RA-1 zone to the RA-2 zone. (Ex. 3, 3L).
20. The RA-2 zone “provides for areas developed with predominantly moderate-density residential” uses. (Ex. 3, Subtitle F § 101.5).
21. The RA-2 zone provides for a maximum density of 1.8 FAR, 2.16 FAR, as an IZ development, and 2.41 FAR as a PUD. (Subtitle F §§ 201.1, 201.4; Subtitle X § 303.3(b). The maximum building height in the RA-2 zone is 50 feet with no limit on the maximum number of stories, and 60 feet. (Subtitle F § 203.2; Subtitle X § 303.7). The maximum lot occupancy is 60% for most uses. (Ex. 3, Subtitle F § 210.1).

COMPREHENSIVE PLAN (TITLE 10-A DCMR)

22. The Comprehensive Plan’s Future Land Use Map (“FLUM”) designates the Property as Local Public Facilities. The Comprehensive Plan Framework Element describes the Local Public Facilities designation as “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. Zoning designations vary depending on surrounding uses.” (10-A DCMR § 227.17).
23. The Comprehensive Plan’s Generalized Policy Map (“GPM”) designates the large majority of the Property as Federal Lands, while a small portion of the Property along the Alabama Avenue, SE and Hartford Street, SE frontages is designated as a Neighborhood Conservation Area:
 - (a) Federal Lands: According to the Comprehensive Plan Framework Element, the Federal Lands designation is used to identify identifies parks and open space, land owned by or under the jurisdiction of the District or federal government, federal lands with federal buildings, Downtown Washington, and major institutional land uses. The fact that these areas are not designated as Conservation, Enhancement, or Land Use Change Areas does not mean they are exempt from the Comprehensive Plan or that their land uses will remain static . . . Federal lands are called out to

acknowledge the District's limited jurisdiction over them but are still discussed in the text of the District Elements. (*Id.* at § 225.12); and

- (b) Neighborhood Conservation Area: The Framework Element describes Neighborhood Conservation Areas as those that “have little vacant or underutilized land” and “are generally residential in character.” (*Id.* at § 225.4) The Framework Element further provides that “[m]ajor changes in density over current (2017) conditions are not expected but some new development and reuse opportunities are anticipated, and these can support conservation of neighborhood character where guided by Comprehensive Plan policies and the [FLUM].” (*Id.*) “The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs . . . The diversity of land uses and building types in these areas should be maintained and new development, redevelopment, and alterations should be compatible with the existing scale, natural features, and character of each area . . . Densities in Neighborhood Conservation Areas are guided by the [FLUM] and Comprehensive Plan policies.” (*Id.* at § 225.5).
- 24. The Comprehensive Plan requires the Commission to evaluate all zoning actions through a racial equity lens (Ex. 3, *Id.* at § 2501.8). Consideration of equity is intended to be based on the policies of the Comprehensive Plan and part of the Commission's consideration of whether a PUD is “not inconsistent” with the Comprehensive Plan, rather than a separate determination about a zoning action's equitable impact.
 - 25. The Comprehensive Plan's Framework Element states that equity is achieved by targeted actions and investments to meet residents where they are, to create equitable opportunities, but is not the same as equality. (Ex. 3A, *Id.* at § 213.6) Further “[e]quitable development is a participatory approach for meeting the needs of underserved communities through policies, programs and/or practices [and] holistically considers land use, transportation, housing, environmental, and cultural conditions, and creates access to education, services, healthcare, technology, workforce development and employment opportunities.” (*Id.* at § 213.7) The District applies a racial equity lens by targeting support to communities of color through policies and programs focusing on their needs and eliminating barriers to participate and make informed decisions. (Ex. 3A, *Id.* at § 213.9)
 - 26. The Comprehensive Plan's Implementation Element provides guidance for the Commission in applying a racial equity lens to its decision making. Specifically, the Implementation Element states that “[a]long with consideration of the defining language on equity and racial equity in the Framework Element, guidance in the Citywide Elements on District-wide equity objectives, and the Area Elements should be used as a tool to help guide equity interests and needs of difference areas in the District.” (*Id.* at § 2501.6). In addition, the Implementation Element suggests to prepare and implement tools to use as a part of the Commission's evaluation process (*Id.* at § 2501.8). Consistent with Comprehensive Plan guidance, the Commission utilizes a Racial Equity Analysis Tool (the “REA Tool”) in evaluating zoning actions through a racial equity lens.

27. The Comprehensive Plan includes the Property within the Far Southeast/Southwest (“FSS”) Area Element, which contains policies that address public safety, community revitalization, housing production, sustainability, and equitable public investment in Ward 8. The FSS Area Element includes the following development priorities, among others:
- (a) Improving the educational system, job and vocational training system, and social service safety net are deemed essential to the area’s future;
 - (b) Public facility improvements should be the cornerstone of any revitalization or neighborhood economic development program in the FSS Area Element; and
 - (c) In addition to public transit improvements, traffic calming measures are needed to reduce cut-through traffic and to slow down speeding traffic and reduce unsafe driving.
- (Ex. 3A, *Id.* at § 1800.1 *et seq.*).

II. THE APPLICATION

28. The Application, as amended, proposes to redevelop the Property in multiple phases:
- (a) Phase 1A/1B includes construction of the new MPD 7th District headquarters building (the “Headquarters”) on the northern portion of the Property, followed by demolition of the existing MPD headquarters building (the “Existing Facility”) on the southern portion of the Property. During Phase 1A/1B, the Existing Facility will remain operational to ensure uninterrupted MPD service. Upon completion and occupancy of the Headquarters, the Existing Facility will be razed; and
 - (b) Phase 2 involves construction of an above-grade parking structure on the southern portion of the Property (the “Parking Garage”), which will be connected to the Headquarters by an enclosed pedestrian bridge and will be a single building for zoning purposes. The Headquarters and Parking Garage are together referred to as the “Project.”
- (Ex. 3, 3L, 3G, 3H, 14, 14H, 14F 20, 20B, 27A1-27A2).
29. The Project would be constructed as follows:
- (a) A building height of approximately 48 feet, 1 inch;
 - (b) An density of approximately 2.29 FAR, calculated based on a total gross floor area (“GFA”) of approximately 151,854 square feet;
 - (c) A lot occupancy of approximately 71%;
 - (d) A total of approximately 225 vehicle parking spaces;
 - (e) Approximately 40 long-term and 30 short-term bicycle parking spaces;
 - (f) A building design that will achieve the points equivalent to the LEED Gold standard; and
 - (g) Sustainable features including a vegetative vine system, solar panels, bioretention areas, and infrastructure for electric vehicle (“EV”) charging stations.
- (*Id.*).
30. Upon full construction, the Project would constitute a single building for zoning purposes, with its building height measuring point located on Alabama Avenue, SE at an approximate elevation of 279’-11¼”. (Ex. 3, 3G, 3H, 3L).

31. The Application asserts that the Project’s architectural design would honor the legacy of the MPD 7th District while presenting a modernized aesthetic compatible with the surrounding neighborhood. Both the Headquarters and Parking Garage employ high-quality architectural materials, articulated building massing, extensive landscaping, and sustainability features that reflect and complement the scale, character, and architectural patterns of the surrounding area while creating a modern civic presence. The Parking Garage is carefully designed to screen above-grade parking and reduce the visibility of automobile activity from public streets and neighboring properties. The overall design balances security and operational needs with community accessibility through enhanced streetscape improvements, a dedicated community space, pedestrian-oriented site features, and architectural elements intended to foster a welcoming and compatible relationship with the surrounding residential neighborhood (Ex. 3, 14H.)

PUD FLEXIBILITY

32. The Application includes a proposed PUD-related Zoning Map Amendment to rezone the Property from the RA-1 zone to the RA-2 zone, enabling the Project to achieve the proposed density of 2.29 FAR (Ex. 3). Under the PUD guidelines for the proposed RA-2 zone, a maximum density of 2.41 FAR and a maximum height of 60 feet are permitted. (Ex. 3, 3G, 3H, 3L; Subtitle X §§ 303.3 and 303.7).
33. In addition to the PUD-related Zoning Map Amendment, the Application requested the following flexibility from the Zoning Regulations:
- (a) Required TDM Measures for Excess Parking: The Zoning Regulations define “excess parking spaces” as all parking spaces provided above the minimum required under Subtitle C § 701. (Subtitle C § 707.1). Where a development provides excess parking spaces greater than twice the minimum required, a package of TDM measures must be implemented, such as additional bicycle parking, street tree plantings, EV charging stations, car-share spaces, and an increased GAR. If more than 100 excess parking spaces are provided, at least one Capital Bikeshare station must be installed within the Ward in coordination with DDOT; a second station is required if excess parking exceeds 200 spaces. (Subtitle C §§ 707.3(a)-(c)). The Project proposes 225 parking spaces where only 31 parking spaces are required for a “Government, local” use under Subtitle C § 705.
 - (b) Vehicle Parking Location Requirements: The Application requests flexibility from Subtitle C § 710.2(b) and (c), which require parking spaces within a structure to be set back at least 20 feet from a street lot line and prohibit open parking spaces within a building restriction line. Certain parking spaces within the Parking Garage would be located within 20 feet of a street lot line, and one ADA parking space would be located within the building restriction line along Hartford Street, SE.
 - (c) Maximum Permitted Lot Occupancy: The Application requests flexibility from Subtitle F § 210.1, which limits lot occupancy in the RA-2 Zone to 60% for structures that are not public recreation or community centers. The Project will have a lot occupancy of approximately 71%, calculated in accordance with Subtitle B § 312.

- (d) Special Exception for Temporary Off-Site Parking: The Application requests flexibility to permit temporary accessory parking on the Interim Parking Site, which would support continued MPD operations during the Project's construction. While such parking is permitted by special exception under Subtitle U § 203.1(k), the Application requests that the use be approved as PUD flexibility and seeks flexibility from the following applicable conditions: (i) Subtitle U § 203.1(k)(2), requiring compliance with parking lot requirements of Subtitle C; (ii) Subtitle U § 203.1(k)(4), requiring at least 80% pervious pavement; and (iii) Subtitle U § 203.1(k)(8)(B), requiring accessory parking to be contiguous to, or separated only by an alley from, the use it serves.
- (Ex. 3, 14, 20, 27A2)

PUBLIC BENEFITS & AMENITIES

34. As part of the Project, the Applicant proffered public benefits and amenities, as set forth in detail in the Conditions of this Order. The Applicant's proffered public benefits and amenities are as follows:²
- (a) **Superior Urban Design and Architecture (Subtitle X § 305.5(a))**. The Applicant proffers superior urban design and architecture as a public benefit of the PUD because:
- The Project reflects a cohesive design that balances functionality, security, and neighborhood compatibility. Drawing from the surrounding Garfield Heights and Knox Hill/Buena Vista neighborhoods, the proposed Headquarters incorporates horizontal brick elements and textures inspired by nearby homes. Proportioned massing and rhythmic fenestration soften the building's scale and create a secure yet welcoming presence. Key public-facing elements, including a community space along Alabama Avenue and a main entrance at the northwest corner of the building, are expressed through large curtain wall openings;
 - A pedestrian bridge connecting the Headquarters and the Parking Garage adds visual interest and enables secure, efficient circulation while reinforcing a unified campus without disrupting ground-level activity. Site access and circulation are designed to enhance walkability for both MPD officers and community members;
 - The Parking Garage is designed as an architectural component rather than a conventional garage, with articulated facades, consistent materials, and a strong vertical rhythm. The shared use of light cream masonry and precast materials creates a cohesive architectural identity across the Property. Textured precast concrete, angular openings, and metal mesh cladding support vegetative growth, softening the structure and integrating it with the landscape; and

² Finding of Fact ¶ 34 incorporates the description of each public benefit as required by Subtitle X § 308.3, which mandates use of the Applicant's proposed language unless revisions are necessary. Accordingly, the descriptions herein are derived from the Applicant's initial list of proffers and corresponding conditions set forth at Ex. 30A. The Applicant subsequently confirmed at Ex. 32 that no revisions to the initial list of proffers and corresponding conditions were necessary. Limited revisions have been made only where necessary to conform the language to the findings of fact, defined terms, and overall context of this Order.

- Collectively, the Project's massing, façade articulation, material palette, site planning, and integration of landscape and sustainable elements exceed matter-of-right development and demonstrate superior urban design and architecture under Subtitle X § 305.5(a).

(b) **Superior Landscaping, or Creation or Preservation of Open Spaces (Subtitle X § 305.5(b)).** The Applicant proffers superior landscaping as a public benefit of the PUD. As shown on the proposed landscape drawings (*see* Sheets L-01–L-12), the Project introduces extensive new landscaping across the Property and in public space, including a new entry plaza along Alabama Avenue and Hartford Street, S.E., that will create a welcoming and active public space. Perimeter plantings, shade trees, and green buffers will transform the Property's edges into pedestrian-friendly environments. The design of these open spaces communicates the community-serving role of the facility, signaling that the Headquarters is not set apart from its neighbors but is intended to be a place of engagement and connection. Overall, the proposed landscaping improvements enhance environmental performance, strengthen the Property's visual character, and promote walkability for both MPD officers and community members.

(c) **Site Planning and Efficient and Economical Land Utilization (Subtitle X § 305.5(c)).** The Applicant proffers superior site planning and efficient and economical land utilization as a public benefit of the PUD because:

- As shown on the proposed phasing plans (*see* Sheet A-15), the PUD will be constructed in two strategic phases. Phase 1A/1B includes construction of the Headquarters on the northern portion of the Property, followed by demolition of the Existing Facility on the southern portion of the Property. During Phase 1A/1B, the Existing Facility will remain operational to ensure uninterrupted MPD service. Upon completion and occupancy of the Headquarters, the Existing Facility will be razed. Phase 2 involves construction of the Parking Garage on the southern portion of the Property which will be connected to the Headquarters by an enclosed pedestrian bridge and will be a single building for zoning purposes;
- The Project's phasing supports efficient land utilization and site planning. By constructing the Headquarters before demolishing the Existing Facility, MPD operations will remain uninterrupted, ensuring continuity of critical public safety services to the surrounding neighborhood;
- During construction, the Applicant will utilize the Interim Parking Site for temporary parking. The Interim Parking Site will be paved with gravel during its temporary use as a surface lot. A curb cut on Hartford Street, S.E. will be installed for vehicular access, and a six-foot wide sidewalk will run north-south between the Property and the Interim Parking Site to provide safe pedestrian travel between the two properties. This strategy maintains parking in close proximity to the Property and prevents spillover into surrounding residential streets. It leverages immediately proximate, currently vacant land, minimizing disruption and operational inefficiencies;
- Although temporary, the Applicant's use of the Interim Parking Site will include new improvements to the public realm, subject to review and approval

by DDOT. These improvements are intended to enhance streetscape conditions, safety, and the pedestrian experience along Hartford Street, S.E., both during and after construction of the Project;

- Following completion of construction of the Parking Garage, the Applicant will remove the temporary surface parking lot and install grass landscaping across the Interim Parking Site and the public space between it and the Property. The Applicant will close the curb cut temporarily provided on Hartford Street, S.E. and restore the curb and any disturbed streetscape to like-new conditions. The Applicant will also repair the sidewalk running north-south between the Property and the Interim Parking Site to like-new condition. All restoration work in public space will be subject to DDOT review and approval;
- Effective site planning is further reflected in the Project's strategic use of existing curb cuts. No new curb cuts are proposed for the Project. Designated access points along Hartford Street, S.E., Knox Street, S.E., James M. McGee Jr. Street, S.E., and Alabama Avenue, S.E. support coordinated site access and enhance safety within the Property and the surrounding streetscape. These access points manage ingress and egress in accordance with DDOT standards. The James M. McGee Jr. Street, S.E. curb cut will be widened to provide two-way access to the Parking Garage. The Hartford Street, S.E. curb cut, will be shifted approximately 25 feet to the east to align with the one-way inbound drive aisle and provide controlled ingress. The Knox Street, S.E. and Alabama Avenue, S.E. curb cuts will provide secure, gated access for MPD fleet, loading, and fueling operations. Ultimately, the Project's curb cut configuration minimizes conflicts and supports safe, efficient circulation; and
- Collectively, these strategies reflect efficient site planning and a disciplined, context-sensitive approach to redevelopment consistent with Subtitle X § 305.5(c).

(d) **Commemorative Works or Public Art (Subtitle X § 305.5(d))**. The Applicant proffers a commemorative art installation as a public benefit of the PUD. The Project will include a new sculpture or other form of public art located on the Property or on adjacent public space, or within the Headquarters in a location open to the public. The installation is intended to acknowledge the presence of MPD's 7th District and reflect its connection to the surrounding community.

(e) **Employment and Training Opportunities (Subtitle X § 305.5(h))**. The Applicant proffers employment and training opportunities as a public benefit of the PUD. The Project will generate significant employment and workforce development opportunities during its construction and operation. Construction of the Project will create sustained opportunities for District residents and local businesses through contracting, subcontracting, and skilled trade employment. Upon completion, the Project will deliver a modern public safety facility that supports MPD recruitment, retention, and training efforts by providing a state-of-the-art workplace for officers, civilian personnel, and support staff. The Applicant will also comply with the District's First Source Employment Program, which will ensure that jobs created by the Project directly benefit the local workforce.

- (f) **Building Spaces for Special Uses (Subtitle X § 305.5(j)).** The Applicant proffers building space “for special uses including, but not limited to, community educational or social development as a public benefit of the PUD because:
- The Applicant will provide a dedicated multi-purpose community room within the Headquarters, designed to provide flexible space for neighborhood organizations and civic groups. The community room will be large enough to accommodate a wide range of meetings, workshops, and events, and will be equipped with integrated technology/AV systems and flexible teleconferencing so that the community can host and attend online public meetings and hearings as needed. The Applicant will coordinate with ANC 8B to ensure that the community room is available for their regularly scheduled monthly meetings, at a minimum;
 - By creating a space that is accessible to the public and distinct from MPD’s operational areas, the Project expands the function of the Headquarters beyond policing and reinforces its role as a community-serving facility. This dedicated community room will provide a meaningful venue for engagement, dialogue, and collaboration between residents and the MPD 7th District; and
 - In addition, the Project will include dedicated office space for the 7th District Citizens Advisory Council (the “CAC”), an advisory body that provides the district commander with community input on public safety concerns and police service needs. CAC meetings create opportunities for residents to engage directly with MPD leadership and discuss neighborhood policing issues. The provision of dedicated CAC space further strengthens the connection between the MPD 7th District and the surrounding community.
- (g) **Environmental and Sustainable Benefits (Subtitle X § 305.5(k)).** The Applicant proffers a variety of environmental and sustainable benefits as a public benefit of the PUD because:
- The Project advances the District's sustainability goals through energy-efficient building design, on-site renewable energy generation, landscaped areas, bioretention features, stormwater management systems, and multimodal transportation infrastructure. The Project will also provide solar panels on the roof of the Headquarters and Parking Garage and on the south façade of the Parking Garage. It will include bioretention areas along Knox Street, S.E. to manage stormwater runoff, and the Parking Garage will incorporate vegetative façade treatments through a vine system wrapping all four façades at varying heights;
 - In accordance with District law, the Parking Garage will provide infrastructure to support EV charging stations in amounts and in locations consistent with the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024;
 - The Project's bicycle infrastructure is particularly significant, providing 40 long-term and 30 short-term bicycle parking spaces, compared to the six long-term and eight short-term spaces required under the Zoning Regulations. The Applicant will also install a 19-dock Capital Bikeshare station along Alabama Avenue, S.E.. Together with upgraded sidewalks and enhanced pedestrian

connections, the proposed amount of bicycle parking promotes multimodal transportation and reduces environmental impacts. Although the Project includes approximately 225 parking spaces to support MPD operations, staff, and related community uses, that parking supply is balanced by substantial investments in sustainable transportation infrastructure and environmental design; and

- Ultimately, and consistent with the above-described measures, the Project will be designed to achieve LEED Gold certification under the LEED v4 Green Building Design and Construction (BD+C) rating system. Collectively, these features demonstrate an environmentally responsible approach to public facility design and serve as a model for sustainable civic development.

(h) **Streetscape Plans (Subtitle X § 305.5(l)).** The Applicant proffers streetscape plans that exceed matter-of-right development and constitute a public benefit of the PUD because:

- The Project's streetscape improvements will enhance the public realm while reinforcing the Headquarters' role as an accessible civic destination. The landscape design introduces upgraded sidewalks, new crosswalks, and coordinated landscape features that improve pedestrian circulation and safety while reducing conflicts between MPD fleet vehicles and public traffic. Streetscape elements, including street trees, pedestrian-scale lighting, seating areas, and integrated bioretention planters, will be installed in coordination with DDOT to ensure consistency with District standards; and
- Collectively, these improvements will create a safer and more attractive street environment, strengthen connections to nearby residential, institutional, and cultural uses, and enhance the overall neighborhood experience.

(i) **Transportation Infrastructure Beyond that Needed to Mitigate any Potential Adverse Impacts (Subtitle X § 305.5(o)).** The Applicant proffers several transportation-related improvements that are not required to mitigate potential adverse impacts of the Project and instead constitute significant public benefits. These benefits include enhanced pedestrian infrastructure, upgraded vehicular access and circulation, expanded bicycle and micromobility facilities, a new Capital Bikeshare station, and a structured above-grade Parking Garage. Each of these transportation benefits is discussed in turn below:

- First, the Project includes infrastructure improvements designed to enhance pedestrian safety within and around the Property. The Project will construct curb extensions and daylighting measures at the intersections of Hartford Street, S.E. and Alabama Avenue, S.E., and James M. McGee Jr. Street, S.E. and Alabama Avenue, S.E. These improvements will shorten crossing distances, improve sight lines, and increase pedestrian visibility. In addition, a pedestrian bridge connecting the Parking Garage and the Headquarters building will separate pedestrian and vehicular movements on-site, reducing the potential for conflicts and improving overall circulation;
- Second, the Project will modernize and reconfigure existing access points to improve site operations and circulation. Existing curb cuts will be upgraded to current DDOT standards, including widening the James M. McGee Jr. Street,

S.E. curb cut to accommodate two-way traffic and realigning the Hartford Street, S.E. curb cut to function as ingress-only consistent with the Project's internal circulation plan;

- Third, the Project will substantially enhance bicycle and micromobility infrastructure. The Project will provide 40 long-term bicycle parking spaces within a secure bicycle storage room and 30 short-term bicycle parking spaces in public space, substantially exceeding the six long-term and eight short-term bicycle parking spaces required by the Zoning Regulations. The Applicant will also provide space for, fund, and coordinate with DDOT regarding installation of a 19-dock Capital Bikeshare station along Alabama Avenue, S.E., subject to DDOT review and approval. These improvements will collectively expand transportation options for employees, visitors, and nearby residents while encouraging travel by means other than single-occupancy vehicles; and
- Finally, the Project will replace existing surface parking with a structured Parking Garage containing approximately 225 parking spaces, including approximately 120 spaces for MPD fleet vehicles, 77 spaces for MPD staff, and 28 spaces for public use. By consolidating parking within a single structure, the Project will improve the organization and efficiency of the Property, reduce reliance on dispersed surface parking areas, and help alleviate on-street parking pressures in the surrounding neighborhood.

(j) **Uses of Special Value to the Neighborhood or the District of Columbia as a Whole (Subtitle X § 305.5(q)).** The Applicant proffers uses of special value to the neighborhood and the District of Columbia as a public benefit of the PUD because:

- The Project delivers such value through construction of the new MPD Headquarters, including a multi-purpose community room, dedicated meeting space for the CAC, and the consolidation of existing surface parking into a secure, structured Parking Garage. Collectively, these improvements enhance MPD operations, create new opportunities for community engagement, and reinforce the District's ongoing investment in public safety infrastructure in the Southeast quadrant;
- To aid in these efforts, the Applicant will install new camera coverage at the Metrobus stop along Alabama Avenue, S.E. adjacent to the Property, improving safety and providing a more secure environment for transit users; and
- The Project also provides special value through provision of the Interim Parking Site and associated improvements. The Interim Parking Site will allow MPD operations to continue without interruption during construction while minimizing impacts on surrounding streets and neighborhood parking resources. Upon completion of the Project, the Applicant will remove the associated temporary curb cut, restore all affected public space, and implement permanent streetscape improvements along Hartford Street, S.E., providing a lasting benefit to the surrounding community.

(k) **Other Public Benefits and Project Amenities and Other Ways in Which the Proposed PUD Substantially Advances the Comprehensive Plan (Subtitle X § 305.5(r)).** The proffered public benefits and project amenities substantially advance the major themes and relevant policies of the Comprehensive Plan because:

- For example, the Comprehensive Plan's Community Services and Facilities Element is significantly advanced by delivering a state-of-the-art police facility that is adequate, updated, and includes space for shared civic uses (CSF-1.1.2; CSF-1.1.5; CSF-1.1.12; CSF-4.1.1). The Land Use Element is advanced by positioning a civic anchor along a transit corridor in a manner that revitalizes the neighborhood while remaining compatible with adjacent uses (LU-1.4.9; LU-2.1.2; LU-2.3.1).
- Streetscape improvements, pedestrian connections, and bicycle facilities advance the Transportation Element's goals for equitable access and safety (T-1.1.7; T-2.4.1; T-2.4.2), while extensive solar generation, stormwater management, and bioretention systems implement the Environmental Protection Element's policies for renewable energy and sustainable site design (E-3.2.3; E-4.1.1).
- The Urban Design Element and the FSS Area Element are both reinforced through the Project's architecture, multi-purpose community room, and integration with surrounding public spaces, which collectively create resilient, neighborhood serving civic facilities (UD-3.2.2; UD-4.1.1; FSS-1.1.8; FSS-R.1.1.A). Collectively, these outcomes demonstrate that the Project not only satisfies the Comprehensive Plan but also meaningfully advances its overarching objectives of equity, sustainability, and targeted public investment in Ward 8.

(Ex. 3, 14, 20, 27A1-27A2, 30A, 32)

APPLICANT'S SUBMISSIONS, REVISIONS, AND TESTIMONY

35. Initial Application: Pursuant to Subtitle Z §§ 300.1-300.4, 300.6, and 300.10-300.13 on November 24, 2025, the Applicant filed its initial application materials (Ex. 1-3L).
36. Prehearing Submission. Pursuant to Subtitle Z §§ 401.1 and 401.3-401.4, on April 30, 2026, the Applicant filed a prehearing submission and supporting materials responding to certain requests from OP and questions and comments raised by the Commission at the March 26, 2026, public meeting (Ex. 13-14H). Specifically, the prehearing submission included the following information and materials:
 - (a) Parking Garage and Property Utilization. In response to the Commission's request, the Applicant explained the operational need for the Parking Garage, provided a breakdown of the proposed parking allocation, and addressed why residential development was not pursued at the Property as part of the PUD, noting that the Application was a result of a Request for Proposals issued by DGS on behalf of MPD;
 - (b) Screening and Visual Treatment of the Parking Garage. In response to the Commission's request, the Applicant provided additional information regarding the Parking Garage's visual treatment, including its vegetative façade screening, architectural articulation, stair tower feature, and sustainability elements such as solar panels and rooftop solar canopies.
 - (c) Final Design Solution and Public Realm Integration. In response to the Commission's request, the Applicant provided additional information regarding the

evolution of the Project design, its compatibility with the surrounding neighborhood, and proposed improvements to building access, pedestrian circulation, streetscape conditions, and community-serving spaces.

- (d) Consistency with the GPM. In response to the Commission's request, the Applicant provided additional analysis regarding the Neighborhood Conservation Area designation affecting a small portion of the Property, explaining that the Project modernizes a longstanding public facility, is compatible with surrounding development, and does not introduce new building mass within the portions of the Property designated as a Neighborhood Conservation Area.
 - (e) Flexibility for Temporary Off-Site Parking. In response to requests from OP and the Commission, the Applicant proposed the establishment of temporary accessory parking on the Interim Parking Site during construction of the Project and requested associated zoning flexibility.
 - (f) Updates on Community Outreach and Agency Coordination. The Applicant provided an update on its continued engagement with and support from ANC 8B, and a summary of feedback provided during an interagency meeting coordinated by OP, with representatives in attendance from DDOT (including from the Urban Forestry Division (UFD)), the Department of Energy and the Environment (DOEE), Fire and Emergency Medical Services (FEMS), and the Department of Buildings (DOB).
 - (g) Prehearing Materials. The Applicant provided additional prehearing materials required under the Commission's Rules of Practice and Procedures and certification of the Applicant's compliance with filing requirements.
 - (h) Updated Drawings. The Applicant filed updated architectural and landscape sheets reflecting minor revisions since the original filing (Ex. 14H).
37. Applicant's Supplemental Pre-Hearing Submission. On May 29, 2026, the Applicant filed a supplemental submission with updated information regarding the Application (Ex. 20-20C). Specifically, the supplemental submission included the following information and materials:
- (a) Transportation Analysis, Benefits, and TDM Measures. The Applicant submitted a Comprehensive Transportation Review ("CTR") prepared in coordination with DDOT, which concluded that the Project would not adversely affect the surrounding transportation network. The submission also detailed transportation-related public benefits, proposed TDM measures, and transportation improvements designed to support safe multimodal circulation and reduce reliance on single-occupancy vehicles.
 - (b) Project Phasing. The Applicant provided additional information regarding the Project's phased construction schedule and proposed conditions establishing validity periods and construction commencement deadlines for the Headquarters and Parking Garage phases.
 - (c) Interim Parking Site. The Applicant submitted additional information regarding the proposed temporary off-site parking facility during construction of the Project, including plans depicting temporary and final conditions for the Interim Parking

Site and adjacent public spaces, and proposed conditions governing the Interim Parking Site's establishment and ultimate restoration.

- (d) Public Benefits and Amenities. The Applicant submitted an updated and expanded list of public benefits and amenities based on continued coordination with OP, DDOT, and community stakeholders, including additional detail regarding the Project's sustainability features, transportation improvements, and community-serving amenities. The submission also included revised landscape drawings showing the location of short-term bicycle parking, the proposed Capital Bikeshare station, and related public realm improvements.
- (e) Community Outreach. The Applicant provided an update on its continued engagement with ANC 8B, including its presentation at the ANC's April 21, 2026 public meeting, community feedback received, and subsequent coordination regarding requested materials.
- (f) Public Notice Requirements. The Applicant confirmed compliance with the public notice requirements under the Commission's Rules of Practice and Procedures, noting that it had submitted the required affidavit of posting and would continue maintaining the posted notices.

38. Applicant's Updated TDM Plan. On June 3, 2026, the Applicant filed an updated TDM plan at DDOT's request (Ex. 21-21A).

39. Applicant's Hearing Presentation and Testimony. In advance of the June 29, 2026, public hearing for the Application, the Applicant filed a presentation (Ex. 27A1-27A2) and a materials board (Ex. 28). At the public hearing, the Applicant presented the Application and proposed Project and responded to questions from the Commission:

- (a) The Applicant provided testimony from the following witnesses:
 - Jamil Hamilton, on behalf of the Applicant
 - Salo Levinas of Shinberg.Levinas Architects, as the Project's architect, admitted as an expert;
 - Daniel Solomon of Gorove Slade, the Project's transportation consultant, admitted as an expert; and
 - Evan Timms of Bradley Site Design, the Project's landscape architect, admitted as an expert.
- (b) The Applicant's presentation included the following information: (i) an overview of the Property, the Project, and proposed phasing plans; (ii) the requested PUD-related zoning and zoning flexibility; (iii) the proffered public benefits and amenities; (iv) a summary of the Applicant's outreach with District agencies and the surrounding community, including ANC 8B; (v) the building design, site planning, and landscaping features; (vi) an overview of transportation considerations, transportation-related improvements that would constitute public benefits, and the proposed TDM plan; and (vi) an evaluation of how the Project satisfies the PUD evaluation criteria set forth in Subtitle X §§ 304.3 and 304.4, including an assessment of the Project's consistency with the Comprehensive Plan when evaluated through a racial equity lens.

(Transcript of June 29, 2026 Public Hearing ("Hearing Tr.") at pp. 10–38.

40. Draft Proffers and Corresponding Conditions. Pursuant to Subtitle X §§ 308.2 and 308.4, on July 6, 2026, the Applicant submitted its draft proffers and corresponding conditions (Ex. 30-30A).
41. Post-Hearing Submission. On July 13, 2026, and at the request of the Commission, the Applicant submitted a post-hearing submission that included information regarding the District's capital reinvestment plan and the residency of MPD 7th District employees. (Ex. 31).
42. Final Proffers and Corresponding Conditions. Pursuant to Subtitle X § 308.6, on July 20, 2026, the Applicant submitted a letter confirming that it had provided its draft proffers and corresponding conditions to OP, ANC 8A, and OZLD in accordance with Subtitle X § 308.2. The Applicant further confirmed that no comments or requested revisions had been received and that the draft proffers and corresponding conditions previously submitted at Ex. 30A were final. (Ex. 32).
43. Draft Findings of Fact and Conclusions of Law. Pursuant to Subtitle Z § 601.1, and at the request of the Commission, on July 27, 2026, the Applicant submitted its proposed findings of fact and conclusions of law (Ex. 33-33A).

III. JUSTIFICATION FOR RELIEF

RELIEF REQUESTED

44. The Applicant requested that the Commission approve a consolidated PUD and related Zoning Map Amendment to rezone the Property from the RA-1 to the RA-2 zone to permit redevelopment of the Property with the Headquarters and the Parking Garage. These components would be connected with an above-grade pedestrian bridge at the third level and therefore comprise single building in accordance with the Zoning Regulations. With the PUD-related Zoning Map Amendment to the RA-2 zone, the Project would achieve a maximum height of approximately 48 feet, 1 inch, and a maximum density of approximately 2.29 FAR. (Ex. 3).
45. The Application requested additional PUD-related zoning flexibility pursuant to Subtitle X § 303.1 from:
 - (a) The TDM measures required for excess parking set forth in Subtitle C § 707.3;
 - (b) The vehicle parking location requirements under Subtitle C § 710.2(b) and (c);
 - (c) The maximum lot occupancy permitted in the RA-2 zone, set forth in Subtitle F § 210.1; and
 - (d) The special exception relief that would be needed under Subtitle U § 203.1(k) to permit off-site parking on the Interim Parking Site, and three specific criteria in Subtitle U § 203.1(k)(2), (4), and (8)(B).(Ex. 3, 14, 20).
46. The Application requested design flexibility consistent with Subtitle Z § 702.8, and which is set forth in the Decision section of this order (Ex. 3).

**CONSISTENCY WITH THE COMPREHENSIVE PLAN AND OTHER ADOPTED PUBLIC POLICIES
RELATED TO THE PUD SITE (SUBTITLE X § 304.4(a))**

47. Comprehensive Plan. The Applicant provided evidence that the Application complies with Subtitle X § 304.4(a) and is not inconsistent with (i) the Comprehensive Plan as a whole, including its maps, applicable District Element policies, and applicable Area Element policies; or (ii) other public policies related to the Property

(a) **FLUM**. The Project is not inconsistent with the Property's Local Public Facilities designation on the FLUM because (Ex. 3A):

- The Local Public Facilities designation includes land and facilities occupied and used by the District government, including police stations, government office complexes, and similar local government activities (10-A DCMR § 227.17);
- The Application proposes to modernize and replace an existing MPD facility while maintaining the Property's longstanding public use, which is expressly contemplated by the Local Public Facilities designation;
- The proposed RA-2 zone is not inconsistent with the Local Public Facilities designation, which recognizes that zoning designations may vary depending on surrounding uses (10-A DCMR § 227.17);
- The Comprehensive Plan further provides that local public facility sites may evolve over time and that redevelopment should be evaluated based on whether the resulting development is comparable in density and intensity to surrounding uses (10-A DCMR § 228.1);
- Although the Project will have a density of approximately 2.29 FAR, that intensity is principally attributable to the operational requirements of a modern public safety facility and the incorporation of structured parking within the building envelope, rather than residential or commercial development that would generate comparable activity levels;
- The Project incorporates setbacks, landscaping, buffering, streetscape improvements, and a building height of approximately 48 feet, 1 inch, resulting in development that is compatible with and comparable in intensity to surrounding residential and institutional uses;
- The Comprehensive Plan recognizes the need to modernize aging police facilities to support current operational and technological requirements and ensure continued delivery of public services (10-A DCMR § 1113.4); and
- In summary, the Application retains the Property's longstanding local public facility use, modernizes critical public safety infrastructure, and provides a zoning framework that supports the Project's operational needs while maintaining compatibility with the surrounding neighborhood. Accordingly, the proposed PUD and related Zoning Map Amendment are not inconsistent with the Property's Local Public Facilities designation on the FLUM (Ex. 3A).

(b) **GPM**. The Project is not inconsistent with the Property's Federal Lands and Neighborhood Conservation Area designations on the GPM because (Ex. 3A, 14)

- The Federal Lands designation includes land owned by or under the jurisdiction of the District government and recognizes that such sites may evolve over time to meet changing public needs (10-A DCMR § 225.22);

- The Application proposes to modernize an existing District-owned public facility in a manner expressly contemplated by the Federal Lands designation while maintaining the Property's longstanding public use (10-A DCMR § 225.22);
 - Pursuant to the Framework Element, the GPM must be interpreted in conjunction with the Comprehensive Plan text, the FLUM, other Comprehensive Plan maps, and the specific context of the Property (10-A DCMR § 225.2);
 - A small portion of the Property along Alabama Avenue, S.E. and Hartford Street, S.E. is designated as a Neighborhood Conservation Area. Such areas are intended to conserve and enhance established neighborhoods while allowing limited development and redevelopment that is compatible with existing scale, character, and land use patterns (10-A DCMR §§ 225.4-225.5);
 - The MPD 7th District headquarters has occupied the Property since 1988 and is a longstanding public-serving institutional use that forms part of the surrounding community fabric. The Project does not introduce a new or incompatible use but instead modernizes an existing public facility;
 - The Framework Element specifically provides that where change occurs within Neighborhood Conservation Areas, it may consist of public facilities and institutional uses, provided such development remains compatible with surrounding development (10-A DCMR § 225.4);
 - The Project's proposed density remains within the PUD guidelines applicable to the RA-2 zone and is accompanied by landscaping, streetscape improvements, public realm enhancements, and community-serving amenities that reinforce neighborhood character rather than detract from it (Subtitle X § 303.3(b); Subtitle F § 101.5);
 - Moreover, no new building mass is proposed within the portions of the Property designated as a Neighborhood Conservation Area. Along Hartford Street, S.E., the Project is set back due to an existing building restriction line, while improvements along Alabama Avenue, S.E. primarily consist of landscaping, streetscape enhancements, and other pedestrian-oriented features; and
 - In summary, the Application modernizes a longstanding District-owned public facility in a manner contemplated by the Federal Lands designation and conserves and enhances neighborhood character within the portions of the Property designated as a Neighborhood Conservation Area. Accordingly, the proposed PUD and related Zoning Map Amendment are not inconsistent with the Property's GPM designations. (Ex. 3A, 14).
- (c) ***Land Use Element.*** The Project supports the policy objectives of the Land Use Element, which is the cornerstone of the Comprehensive Plan and is the Element that should be given the greatest weight. (10-A DCMR §§ 300.1, 300.3.) The Project advances several key policies by modernizing a public facility in a transit-accessible location and reinforcing the Property's role as a neighborhood anchor along the Alabama Avenue, S.E. corridor. The Property is served by multiple Metrobus routes with direct connections to the Congress Heights, Southern Avenue, and Naylor Road Metrorail stations, improving accessibility for residents,

workers, and visitors. The Project will introduce a thoughtfully designed and inviting civic facility on a Property long occupied by the MPD 7th District headquarters. It will also enhance the visual quality of the neighborhood through streetscape improvements, landscaping, engaging architecture, and sustainable features. The Application further advances neighborhood revitalization goals through targeted public investment in Ward 8, improving safety and accessibility while delivering publicly accessible community spaces that ensure the Headquarters functions as both a policing center and a community asset. By consolidating existing surface parking within the Parking Garage, the Project will improve site organization and circulation, reduce on-street parking pressures, and support a more pedestrian-friendly environment. The Project remains compatible with adjacent residential uses through careful massing, setbacks, landscaping, and other design measures, and strengthens the civic identity of the neighborhood by creating a modern public facility that serves both operational and community needs. (See Land Use Element Policies LU-1.4.9, LU-2.1.1, LU-2.1.2, LU-2.1.3, LU-2.1.5, LU-2.2.4, LU-2.3.1, and LU-2.3.3; Ex. 3A).

- (d) ***Community Services and Facilities Element.*** The Project advances the Community Services and Facilities Element by replacing an obsolete MPD facility with a modernized Headquarters that will improve the efficient delivery of public safety services to current and future District residents. The Project also includes a publicly accessible community room and other community-serving spaces, expanding opportunities for shared community use of a District-owned facility. Through its phased implementation, the Project maintains uninterrupted MPD operations while upgrading critical public infrastructure. (See Community Services and Facilities Element Policies CSF-1.1.2, CSF-1.1.5, CSF-1.1.7, CSF-1.1.12, CSF-1.2.3, and CSF-4.1.1; Ex. 3A).
- (e) ***Transportation Element.*** The Project advances the Transportation Element by improving equitable access to a transit-accessible public facility and enhancing multimodal transportation options. The Property is served by multiple Metrobus routes with direct connections to nearby Metrorail stations, and the Project will improve pedestrian safety through curb extensions, daylighting measures, upgraded sidewalks, and an overhead bridge separating pedestrian and vehicular movements on-site. The Project will also substantially expand bicycle and micromobility infrastructure through the provision of 40 long-term bicycle parking spaces, 30 short-term bicycle parking spaces, and a 19-dock Capital Bikeshare station. In addition, the Project will implement TDM measures and consolidate parking within a structured garage, reducing reliance on dispersed surface parking and helping alleviate on-street parking pressures in the surrounding neighborhood. These improvements further the Transportation Element's goals for equitable transportation access, pedestrian safety, multimodal travel, and transportation demand management. (See Transportation Element Policies T-1.1.7, T-1.3.1, T-2.4.1, T-2.4.2, T-2.5.5, and T-3.1.1; Ex. 3A, 20A, 21).
- (f) ***Environmental Protection Element.*** The Project advances the Environmental Protection Element through the incorporation of renewable energy, green infrastructure, sustainable landscaping, and climate resiliency measures. The

Project will include green roofs, solar panels, bioretention areas to manage stormwater runoff, a vegetative vine system wrapping the Parking Garage, and infrastructure to support EV charging stations. The Project will also provide extensive landscaping, new street trees, and expanded permeable surfaces while being designed to achieve the points equivalent to LEED Gold certification. Together, these features reduce environmental impacts, strengthen resilience, expand urban tree canopy, promote renewable energy, and improve stormwater management. (See Environmental Protection Element Policies E-1.1.2, E-1.1.5, E-2.1.2, E-2.1.3, E-2.1.6, E-3.2.3, E-4.1.1, E-4.1.2, E-4.4.1, E-7.1.1, and E-7.1.3; Ex. 3A, 14E).

- (g) **Urban Design Element.** The Project advances the Urban Design Element through high-quality civic architecture, enhanced streetscape design, and community-serving amenities. The Headquarters and Parking Garage employ coordinated materials, articulated façades, extensive landscaping, and pedestrian-oriented design features that reinforce Alabama Avenue, S.E. as a civic corridor while remaining compatible with surrounding development. The Project also includes a publicly accessible community room, improved pedestrian connections, and high-quality public spaces that strengthen the civic identity of the neighborhood and establish the Headquarters as a long-term community asset. (See Urban Design Element Policies UD-1.1.7, UD-1.4.1, UD-2.1.2, UD-2.1.4, UD-2.2.5, UD-3.1.2, UD-3.2.2, UD-3.3.1, UD-4.1.1, UD-4.1.2, and UD-4.1.7; Ex. 3A).
- (h) **Economic Development Element.** The Project advances the Economic Development Element by supporting government employment, workforce development, and access to jobs in a transit-accessible location. Construction of the Project will create employment opportunities for District residents, while the modernized facility will support long-term public-sector employment and workforce training opportunities. The publicly accessible community room and related spaces will also support educational programming, mentoring, workforce development activities, and other opportunities that connect residents with employment resources and career pathways. (See Economic Development Element Policies ED-1.1.1, ED-1.1.2, ED-1.1.6, ED-4.1.4, ED-4.1.5, ED-4.1.6, ED-4.2.1, ED-4.2.6, ED-4.2.7, ED-4.2.9, ED-4.2.13, and ED-4.3.1; Ex. 3A.)
- (i) **FSS Area Element.** The Project advances the policies of the FSS Area Element by delivering a modern public safety facility, targeted public investment, and community-serving amenities in Ward 8. The Project supports neighborhood resilience through sustainable design features, including solar generation, bioretention areas, expanded landscaping, and other environmental improvements. It also provides a publicly accessible community room, modernized public infrastructure, enhanced pedestrian safety, and structured parking that relieves pressure on neighborhood streets while supporting continued MPD operations. These investments further the Area Element's objectives relating to public facilities, workforce development, sustainable development, neighborhood resilience, climate resilience, and parking management. (See FSS Area Element Policies FSS-1.1.8, FSS-1.1.10, FSS-1.1.13, FSS-1.1.14, FSS-1.1.15, FSS-R.1.1.A, and FSS-1.2.A; Ex. 3A).

48.

49. Racial Equity. The Applicant provided the following information regarding the community, the Project's potential impacts, and related outreach in its responses to the Community Outreach and Engagement component of the Commission's REA Tool:

- (a) **Community Context**: The Applicant described the Garfield Heights and Knox Hill/Buena Vista neighborhoods as historically underserved communities within Ward 8 that have experienced the effects of disinvestment, limited economic opportunity, and longstanding public safety challenges (Ex. 3A).
- (b) **Community Outreach and Engagement**: The Applicant stated that it initiated outreach regarding the Project in late 2024 and engaged regularly with ANC 8B, the CAC, and other community stakeholders throughout the review process. The Applicant presented the Project at ANC 8B's duly noticed public meetings on February 18, 2025, April 15, 2025, and April 21, 2026, and continued discussions regarding Project design, public benefits, sustainability features, transportation improvements, and community-serving amenities. Community feedback informed the development of the publicly accessible community room, transportation improvements, streetscape enhancements, and other public benefits associated with the Project. ANC 8B voted unanimously in support of the Application (Ex. 3, 3A, 3K, 14, 20, 27A1).
- (c) **Displacement**: The Applicant stated that the Project would not result in physical displacement or direct economic displacement because the Property is currently improved with an existing MPD facility and associated parking areas and contains no residential uses or private businesses. The Project will maintain the longstanding public safety use of the Property while providing a modernized facility. (Ex. 3A, 27A2).
- (d) **Equitable Development Outcomes**: The Applicant stated that the Project advances racial equity through targeted public investment in a historically underserved area of Ward 8 and would result in favorable or neutral outcomes across several equitable development indicators. The Applicant stated that the Project would improve access to opportunity through strong transit access, enhanced pedestrian infrastructure, bicycle facilities, and coordinated TDM measures; support employment opportunities through construction jobs, educational and workforce development opportunities, and access to public-sector employment; strengthen community identity and access to services through the provision of a publicly accessible community room and continued civic use of the Property; and improve environmental resilience through LEED Gold design, solar installations, stormwater management features, and expanded landscaping and tree canopy. The Applicant further stated that the Project would improve access to public amenities through enhanced public spaces, community facilities, and related neighborhood-serving improvements, while resulting in no displacement of residents or businesses and having a neutral impact on housing supply and affordability (Ex. 3A, 14, 20, 27A).

50. Potential Comprehensive Plan Inconsistencies. The Applicant identified Transportation Element Policy T-1.1.8 (Minimize Off-Street Parking) as a potential inconsistency because

the Project includes approximately 225 off-street parking spaces, which exceeds the minimum number of spaces required under the Zoning Regulations. The Applicant stated that any such inconsistency is outweighed by the Project's consistency with the FLUM and GPM, its modernization of a longstanding public facility, the implementation of a TDM plan coordinated with DDOT, significant investment in bicycle and pedestrian infrastructure, and the operational need to accommodate MPD fleet, staff, and public parking within a structured facility (Ex. 3A).

NO UNACCEPTABLE PROJECT IMPACTS ON THE SURROUNDING AREA OR THE OPERATION OF CITY SERVICES (SUBTITLE X § 304.4(b))

51. The Applicant provided evidence that the Application complies with Subtitle X § 304.4(b); that is, the Project does not create unacceptable impacts on the surrounding area or on the operation of city services and facilities but instead would be either favorable, capable of being mitigated, or acceptable given the quality of public benefits resulting from the Project, as outlined below:

- (a) ***Zoning and Land Use.*** The Applicant asserted that the Project's zoning and land use impacts would be favorable. The proposed rezoning from RA-1 to RA-2 is consistent with the Comprehensive Plan's FLUM designation for the Property as a Local Public Facility and allows the additional height and density necessary to accommodate the Project. The RA-2 zone permits greater height and density than the existing RA-1 zone, but the Project falls within the PUD guidelines for the RA-2 zone. The redevelopment reinforces the longstanding civic use of the Property as a police station and enhances its institutional role by consolidating MPD operations in a modernized facility with community-serving spaces. The Project therefore ensures that the Property continues to function as a local public facility that serves both public safety and community needs, consistent with surrounding institutional, religious, and residential uses.
- (b) ***Urban Design and Aesthetics.*** The Applicant asserted that the Project's urban design and aesthetic impacts would be favorable. The Project replaces an aging and inadequate structure with a modernized Headquarters building that emphasizes transparency, accessibility, and civic presence. The Parking Garage is designed with façade treatments, buffering, and architectural screening that conceals parking activity from public view, minimizing visual impacts along surrounding streets. New landscaping, a civic plaza, and upgraded streetscapes will enhance the pedestrian experience and reinforce the Property's role as a neighborhood anchor. These improvements ensure that the Project will integrate well with surrounding institutional, residential, and cultural uses.
- (c) ***Transportation and Mobility.*** The Applicant asserted that the Project's transportation and mobility impacts would be capable of being mitigated or acceptable given the quality of public benefits. The Project provides 225 vehicle parking spaces, which is more than the minimum required under the Zoning Regulations, but which are necessary to support the MPD 7th District's operational and fleet needs and provide adequate public safety. Vehicular circulation will be managed by separating public and MPD access points and internalizing all vehicle movements. The circulation plan is designed to keep institutional and public access

distinct, reducing conflicts and improving efficiency. The garage layout and designated vehicle entrances have also been designed to minimize queuing, turning conflicts, and congestion during peak activity. Moreover, the number of parking spaces being provided will adequately accommodate the proposed uses and will eliminate spillover into nearby neighborhoods. The Applicant worked with DDOT to establish an extensive and site-specific TDM plan which, combined with the provision of secure bicycle parking and upgraded pedestrian facilities, will ensure that any transportation impacts would be manageable or acceptable.

- (d) **Environmental.** The Applicant asserted that the Project's environmental impacts would be favorable. The Project replaces an aging building and surface parking with the Headquarters and Parking Garage, improving site conditions and ensuring compliance with the RA-2 zone's GAR requirements. Consolidating parking within the Parking Garage reduces impervious surface area and allows for new perimeter landscaping, street trees, and a landscaped civic plaza that will enhance stormwater retention and improve the pedestrian environment. Solar panels installed on the Headquarters and Parking Garage will generate renewable energy and further reduce the Project's environmental footprint. Taken together, these measures support a positive environmental outcome for the Property and surrounding area.
- (e) **Public Safety and Culture.** The Applicant asserted that the Project's public safety and cultural impacts would be favorable. The Project strengthens public safety by providing MPD's 7th District with a new Headquarters that will replace an obsolete and inadequate facility. The Headquarters will improve efficiency for officers and create a more secure and functional base for neighborhood policing. At the same time, the design integrates cultural and civic elements, including public art, a landscaped plaza, and multipurpose rooms accessible for community meetings and events. These features highlight the role of the Headquarters as both a center for public safety and a visible civic resource that reflects the identity and pride of the surrounding neighborhood.
- (f) **Housing.** The Applicant asserted that the Project's housing impacts would be favorable. While the Project does not directly create new housing or affordable housing, it will not displace existing residents, as the Property has long been devoted to public facilities. Indirectly, the Project has the potential to enhance neighborhood desirability by strengthening confidence in public safety and contributing to long-term community stability. The Project therefore has no adverse housing impacts and provides a modest secondary benefit by reinforcing the appeal of the surrounding residential areas.
- (g) **Educational Facilities.** The Applicant asserted that the Project's impacts to educational facilities would be favorable. The Project will not generate new enrollment demand or otherwise strain District schools. Its proximity to Garfield Elementary School and nearby childcare facilities creates opportunities for public safety outreach and youth engagement programming in partnership with MPD. These connections will allow the new facility to complement, rather than compete with, local educational resources.
- (h) **Construction.** The Applicant asserted that construction impacts would be capable of being mitigated or acceptable given the quality of public benefits.

Redevelopment of the Property will occur in two phases to provide continuous MPD operations. Doing so will require careful management of construction activity. The Applicant will prepare a construction management plan in coordination with relevant District agencies and the community to address typical impacts such as truck routing, staging, noise, dust, and safety. These measures will mitigate temporary disruptions and ensure construction activities are effectively managed throughout the phased redevelopment. The provision of temporary parking at the Interim Parking Site will also help to alleviate parking pressures on the surrounding neighborhood during construction of the Project.

(Ex. 3, 14, 20, 27A2).

INCLUDES PUBLIC BENEFITS AND PROJECT AMENITIES THAT ARE NOT INCONSISTENT WITH THE COMPREHENSIVE PLAN OR OTHER ADOPTED PUBLIC POLICIES RELATED TO THE PROPERTY (SUBTITLE X § 304.4(c))

52. The Applicant provided evidence demonstrating that the Application satisfies the requirements of Subtitle X § 304.4(c). The Project's public benefits and project amenities are not inconsistent with the Comprehensive Plan or other adopted public policies, and the benefits satisfy the criteria of Subtitle X § 305. The Applicant asserted that the Project's benefits exceed what could be achieved through matter-of-right development, are tangible and measurable, and will benefit both the surrounding neighborhood and broader District priorities. The Applicant demonstrated a commitment to delivering all proffered benefits in a timely manner, many before issuance of the final certificate of occupancy for the Project, and that such benefits will support either the immediate neighborhood or address District-wide priorities (Subtitle X §§ 305.2, 305.3). Moreover, the majority of the benefits accrue to the area of ANC 8B, the ANC in which the Project is located (Subtitle X § 305.4, Ex. 3, 3A, 14, 20, 27A1-27A2).
53. The Application, as amended, enumerated a range of benefits and amenities that are superior to what could be provided through a matter-of-right project. These benefits and amenities, which are described in detail in Finding of Fact ("FF") ¶ 35 and organized according to the categories set forth in Subtitle X § 305.5, are as follows:
- (a) Superior Urban Design and Architecture (*Id.* § 305.5(a));
 - (b) Superior Landscaping, or Creation or Preservation of Open Spaces (*Id.* § 305.5(b));
 - (c) Site Planning and Efficient and Economical Land Utilization (*Id.* § 305.5(c));
 - (d) Commemorative Works or Public Art (*Id.* § 305.5(d));
 - (e) Employment and Training Opportunities (*Id.* § 305.5(h));
 - (f) Building Spaces for Special Uses (*Id.* § 305.5(j));
 - (g) Environmental and Sustainable Benefits (*Id.* § 305.5(k));
 - (h) Streetscape Plans (*Id.* § 305.5(l));
 - (i) Non-Mitigation Transportation Improvements (*Id.* § 305.5(o));
 - (j) Uses of Special Value (*Id.* § 305.5(q)); and
 - (k) Other Public Benefits and Project Amenities that Substantially Advance the Comprehensive Plan (*Id.* § 305.5(r)).
- (Ex. 3, 3A, 14, 20, 27A1-27A2).

SATISFACTION OF THE PUD ELIGIBILITY STANDARDS AND ZONING FLEXIBILITY

54. The Applicant demonstrated that the Project meets the purposes and requirements for a PUD and justified the requested zoning flexibility, as set forth in FF ¶¶ 54-59 below.

55. PUD Purposes (Subtitle X §§ 300.1 and 300.2).

- (a) ***Superior to matter-of-right development.*** The Project is superior to a matter-of-right development that can be achieved at the Property. It will deliver a modernized Headquarters for MPD's 7th District, a secure and functional Parking Garage, significant landscaping and streetscape improvements, publicly accessible community spaces, and a comprehensive package of public benefits and project amenities that would not be achievable without the PUD and related Zoning Map amendment. The additional density necessary to accommodate the Headquarters and Parking Garage could not be realized under the existing RA-1 zoning. The Project replaces an aging and operationally deficient public facility and extensive surface parking with a coordinated civic campus that improves site functionality, urban design, environmental performance, and community accessibility while providing meaningful public benefits and amenities.
- (b) ***Commendable Number or Quality of Meaningful Public Benefits.*** The Project offers a commendable number and quality of meaningful public benefits. As detailed in FF ¶ 35, the Project will provide a substantial package of public benefits and amenities, including superior urban design and architecture, community-serving spaces, transportation infrastructure improvements, environmental and sustainability features, employment opportunities, public art, and other benefits of special value to the surrounding neighborhood and the District as a whole. The Applicant provided evidence that these benefits are tangible, measurable, and support the requested PUD-related zoning flexibility.
- (c) ***Protects and advances the public health, safety, welfare, and convenience.*** The Project protects and advances the public health, safety, welfare, and convenience by modernizing MPD's 7th District Headquarters, improving the delivery of public safety services, and providing updated facilities that meet current operational needs. The Project also includes community-serving spaces, transportation improvements, enhanced landscaping, and sustainable design features that benefit the surrounding neighborhood while reinforcing the Property's role as an important civic anchor.
- (d) ***Does not circumvent the intent and purposes of the Zoning Regulations.*** The Project and related Zoning Map Amendment to the RA-2 zone are consistent with the purposes of the Zoning Regulations and the PUD process. Rather than circumventing the limitations of the RA-1 zone, the Application facilitates construction of a modern public facility that is consistent with the proposed RA-2 zone and the Property's Local Public Facilities designation on the FLUM. The Applicant's engagement with the community during the PUD process has also led to a final design that emphasizes transparency, accessibility, and integration with the surrounding neighborhood.

(Ex. 3, 3A, 14, 20, 27A1-27A2).

56. Minimum Land Area (Subtitle X § 301.1). For PUDs in the RA-2 zone, the Zoning Regulations require a minimum land area of one acre (43,560 square feet). The Property contains approximately 66,371 square feet of land area and therefore exceeds the minimum threshold (Ex. 3, 3L).
57. PUD-Related Map Amendment (Subtitle X § 303.12). The Application includes a PUD-related Zoning Map amendment to rezone the Property from the RA-1 to the RA-2 zone, which is considered flexibility to be weight against the PUD's public benefits. The Project proposes a total density of 2.29 FAR and a building height of 48 feet, 1 inch, consistent with RA-2 PUD standards (Ex. 3, 3L, 27A2).
58. PUD Flexibility (Subtitle X §§ 303.3, 303.7). The Applicant provided evidence that the Project complies with the density and height guidelines for a PUD in the RA-2 zone:
- (a) **Density:** The maximum non-residential density permitted for a PUD in the proposed RA-2 zone is 2.41 FAR. Based on the Property's land area of approximately 66,371 square feet, the Project may consist of approximately 159,954 square feet of non-residential GFA. The Project proposes a density of approximately 2.29 FAR, or approximately 151,854 square feet of GFA, which falls within the maximum density permitted.
 - (b) **Height:** The maximum height limit for a PUD in the RA-2 zone is 60 feet. The Project proposes a maximum building height of approximately 48 feet, 1 inch, measured in accordance with Subtitle B § 308.3, and therefore complies with the height guidelines for a PUD in the RA-2 zone.
(Ex. 3, 3G, 3H, 3L).
59. Additional PUD-Related Zoning Flexibility (Subtitle X § 303.1(a)). As discussed in FF ¶ 34, the Applicant requested four areas of PUD-related zoning flexibility. The Applicant asserted that the requested flexibility is necessary to accommodate the operational needs of the Project, facilitate its phased construction, and support delivery of the public benefits and amenities associated with the PUD. The requested flexibility and specific justifications for each area are summarized below: (Ex. 3, 14, 20, 27A2)
- (a) **Required TDM Measures for Excess Parking:** Flexibility from the TDM requirements for excess parking under Subtitle C § 707.3 is appropriate because the proposed parking supply is necessary to accommodate MPD operational needs, including fleet vehicles, staff, and visitors. The Applicant asserted that the Project does not materially increase parking supply over existing conditions and instead consolidates longstanding surface parking within the Parking Garage, improving site circulation, operational efficiency, security, and public safety. The Applicant further asserted that the Project will reduce reliance on dispersed parking areas, alleviate pressure on neighborhood streets, and provide substantial bicycle, pedestrian, and transportation improvements, including a DDOT-coordinated TDM plan, that will mitigate the impacts associated with the proposed parking supply.
 - (b) **Vehicle Parking Location Requirements:** Flexibility from the vehicle parking location requirements of Subtitle C § 710.2(b) and (c) was requested because certain spaces within the Parking Garage are located within 20 feet of a street lot

line and one ADA parking space is located within the Property's building restriction line. Flexibility from these provisions is appropriate in order to maximize the efficiency of the garage layout, as compliance would reduce garage capacity and impair circulation. The proposed location of the ADA parking space ensures proximate and convenient access to the main entrance of the Headquarters.

- (c) ***Maximum Permitted Lot Occupancy:*** Flexibility from the maximum lot occupancy requirement of Subtitle F § 210.1 is warranted to accommodate the full extent of the MPD 7th District's operations and the physical design of the Project. A smaller building footprint would reduce functionality or necessitate a taller building with greater visual impacts. The Applicant further asserted that the Project balances the additional lot occupancy with substantial landscaping, public open space, streetscape improvements, and compliance with all other applicable development standards.
- (d) ***Special Exception for Temporary Off-Site Parking:*** Flexibility to permit temporary off-site parking on the Interim Parking Site is necessary to maintain uninterrupted MPD operations during phased construction and avoid spillover parking on surrounding residential streets. Additional flexibility from Subtitle U § 203.1(k)(2), (4), and (8)(B) is warranted because the Interim Parking Site will be actively used for a limited period of time. Conditions that are more appropriate for a permanent parking use should not be strictly imposed in this case, especially when the Interim Parking Site will be restored to permanent, like-new conditions after the Project is fully constructed.

(Ex. 3, 14, 20, 27A2).

IV. RESPONSES TO THE APPLICATION

OP

OP Setdown Report

60. On March 16, 2026, OP filed a report recommending that the Commission set down the Application for a public hearing (the "OP Setdown Report") (Ex. 11.) OP concluded that the proposed consolidated PUD and related Zoning Map amendment would not be inconsistent with the Comprehensive Plan and met the filing requirements of Subtitle X, Chapter 3. OP stated that the proposed RA-2 zone would not be inconsistent with the Property's Local Public Facilities designation on the FLUM because the Project would modernize the Existing Facility while maintaining the Property's longstanding public use. OP also concluded that the proposed PUD and Zoning Map amendment would not be inconsistent with the Property's Federal Lands and Neighborhood Conservation Area designations on the GPM and would further policies of the Land Use, Transportation, Environmental Protection, Urban Design, Community Services and Facilities Elements, as well as the FSS Area Element. The OP Setdown Report also included the following comments:

- (a) OP requested additional information regarding temporary parking arrangements during phased redevelopment of the Property. As discussed in FF ¶¶ 36 and 37, the Applicant subsequently provided details regarding Project phasing and the Interim Parking Site (Ex. 14, 14G, 20, 20C);

- (b) OP stated that it would continue coordinating with DDOT and further evaluate the requested zoning flexibility prior to the public hearing;
- (c) OP stated that it would provide a more detailed analysis of the Project and its final benefits and amenities prior to the public hearing; and
- (d) **Racial Equity** – OP concluded that the Application would not be inconsistent with the Comprehensive Plan when evaluated through a racial equity lens. OP’s analysis included disaggregated race and ethnicity data for the FSS Planning Area and found that the Project would modernize public infrastructure, improve the public realm, create employment opportunities, provide community meeting space, and would not result in the displacement of residents or tenants.

OP Hearing Report

61. On June 18, 2026, OP filed a hearing report recommending that the Commission approve the Application (Ex. 23, the “OP Hearing Report”, and together with the OP Setdown Report, the “OP Reports”). The OP Hearing Report also included the following comments:
- (a) OP summarized its prior comments on the Application and the Commission’s comments from setdown, and found the Applicant’s responses thereto were generally thorough and adequate;
 - (b) OP did not object to the Applicant’s requested zoning flexibility and recommended approval of the requested flexibility from the excess parking, parking location, lot occupancy, and temporary off-site parking requirements of the Zoning Regulations. OP concluded that the requested flexibility was necessary to accommodate the operational and public safety needs of the Headquarters and facilitate the phased redevelopment of an important District facility;
 - (c) OP supported the proposed Parking Garage and agreed that the proposed parking supply is necessary to accommodate MPD’s operational, fleet, and personnel parking needs. OP further acknowledged that underground parking could be cost-prohibitive and may not accommodate certain specialized MPD vehicles;
 - (d) OP supported the Project’s design, including the treatment of the Parking Garage, and stated that the proposed landscaping, vegetative façade treatments, architectural screening, and building materials would help create a cohesive development and minimize visual impacts on surrounding properties;
 - (e) OP agreed with the Applicant’s analysis that the Application is not inconsistent with the Property’s Neighborhood Conservation Area designation on the GPM and concluded that the Project would modernize an existing public facility while remaining compatible with surrounding development;
 - (f) The OP Hearing Report re-summarized OP’s analysis of the Project under the various Citywide and Area Elements of the Comprehensive Plan, reaffirmed that the Project would not be inconsistent with the Comprehensive Plan, and concluded that the Project’s benefits, amenities, and proffers would be commensurate with the standards for a PUD and the requested zoning flexibility; and
 - (g) OP identified Transportation Element Policy T-1.1.8 (Minimize Off-Street Parking) as a potential inconsistency due to the Project’s proposed parking supply. OP concluded that any potential inconsistency would be outweighed by the numerous other Comprehensive Plan policies advanced by the Project, including

policies related to public facilities, transportation, environmental sustainability, urban design, and the FSS Area Element.

62. The OP Hearing Report included a racial equity analysis with the following findings in response to the REA Tool:

- (a) ***Guidance Regarding the Comprehensive Plan*** – OP reiterated that the Project would not be inconsistent with the Property’s FLUM and GPM designations and would be not inconsistent, on balance, with the Citywide Elements of the Comprehensive Plan, including the Land Use, Transportation, Environmental Protection, Urban Design, and Community Services and Facilities Elements. OP further concluded that the Project would be not inconsistent with the FSS Area Element because it would improve the visual quality and sustainability of the Property, provide green spaces and landscaping features, accommodate MPD operational needs, and provide space for community events and job training;
- (b) ***Community Outreach and Engagement*** – OP summarized the Applicant’s outreach efforts, including engagement with ANC 8B, the CAC, nearby residents, and District agencies. OP noted that the Applicant had continued community outreach throughout the PUD process and incorporated feedback received through public meetings, agency review, and discussions regarding community benefits and Project design;
- (c) ***Disaggregated Race and Ethnicity Data*** – The OP Hearing Report provided disaggregated race and ethnicity data for the FSS Planning Area and noted that the area’s population declined from 73,882 residents during the 2012-2016 period to 72,294 residents during the 2018-2022 period. OP further noted that, while the FSS Planning Area remains predominantly Black, the percentage of Black residents decreased from 91.44% to 87.7% during that period, while other racial and ethnic groups generally increased their share of the population, suggesting growing diversity within the Planning Area. OP also found that the FSS Planning Area experiences significantly lower median household income than the District as a whole (\$43,382 compared to \$101,722), higher unemployment (17.7% compared to 7.1%), higher poverty (29.97% compared to 15.1%), and a greater percentage of housing-cost-burdened households (52% compared to 36.1%); and
- (d) ***Zoning Commission Evaluation Factors*** – The OP Hearing Report addressed the REA Tool factors, including direct and indirect displacement, housing, physical environment, access to opportunity, and community engagement. OP concluded that the Project would not result in the direct or indirect displacement of residents, would improve public space, streetscape conditions, and neighborhood character, would provide community meeting space and employment opportunities during construction and operation, and would support continued public access to an important District facility. Accordingly, OP concluded that the Project would advance racial equity and opportunity and would not be inconsistent with the Comprehensive Plan when evaluated through a racial equity lens.

63. At the June 29, 2026 public hearing OP testified in support of the Application and summarized its comments in its prior reports (Hearing Tr. at pp. 61-62).

DDOT

64. On June 18, 2026, DDOT filed a report (Ex. 25A) stating that it had no objection to the Application, subject to the conditions set forth in this Order. DDOT concluded that the Project's transportation impacts would be appropriately mitigated and that the Application was generally consistent with DDOT's policies and objectives. DDOT's report also stated the following:
- (a) DDOT's requested conditions related to implementation of the Applicant's updated TDM plan (Ex. 21A), bicycle infrastructure, public realm improvements, traffic safety measures, operation of the Alabama Avenue driveway, and restoration of the Interim Parking Site following construction;
 - (b) DDOT reviewed the Project's proposed access configuration and supported retention of the Property's existing curb cuts, subject to modifications designed to improve safety, circulation, and multimodal access. DDOT noted that the Hartford Street, S.E. curb cut would be reconfigured as enter-only and that all curb cuts would be upgraded to comply with DDOT standards;
 - (c) DDOT supported restricting the Alabama Avenue driveway to right-in and right-out movements, reinforced by a raised median and mountable emergency-access section, and concluded that these measures would reduce conflicts and improve safety along Alabama Avenue, a Tier 1 High-Injury Network corridor;
 - (d) DDOT determined that the proposed parking supply, while exceeding the minimum zoning requirement, was justified by the operational needs of the Headquarters, including fleet vehicle parking and consolidation of existing surface parking into a structured facility. DDOT also noted that staff parking would be reduced relative to existing and projected staffing levels;
 - (e) DDOT supported the Applicant's phased construction approach and interim parking plan, subject to appropriate permitting and restoration requirements. DDOT recommended that the temporary curb cut associated with the Interim Parking Site be removed and that the site and all disturbed public space be restored to permanent, like-new conditions following completion of construction; and
 - (f) DDOT found the Applicant's 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.
65. At the June 29, 2026 public hearing, DDOT testified in support of the Application and confirmed the Applicant's coordination with DDOT regarding the Project's transportation impacts. DDOT also confirmed agreement on the proposed TDM Plan, as well as the agreed-upon off-site improvements and traffic calming measures (Hearing Tr. at pp. 58-60).

OTHER AGENCIES

66. The OP Hearing Report stated that, on April 28, 2026, OP convened an interagency meeting attended by the Applicant and representatives of DDOT, DOEE, and FEMS. Prior to the meeting, DCPL advised OP that it had reviewed the Application and had no comments. OP noted that agency feedback provided through the interagency review process was incorporated into the Applicant's prehearing submissions.

67. Aside from OP and DDOT, no other District agencies filed a written report to the record.
68. As part of its original filing, the Applicant provided a letter from the U.S. Commission of Fine Arts (“CFA”) stating that the agency had reviewed and approved a final design for the Headquarters at its public meeting on July 17, 2025 (Ex. 3J). CFA’s letter also expressed appreciation for the proposed architecture and landscaping, noting that the façade treatment would help ground the new building.
69. As part of its original filing, the Applicant provided a letter from the National Capital Planning Commission (“NCPC”) confirming that the Project was exempt from review under Exception 10 of NCPC’s submission guidelines, which includes District projects located outside the Central Area, not adjacent to federal property, and which pose no adverse impacts on federal interests (Ex. 3I).

ANC 8B

70. Pursuant to Subtitle Z § 406.2, on June 30, 2025, ANC 8B provided a resolution (the “ANC Resolution”) stating that at its properly noticed meeting on April 15, 2025, at which a quorum of Commissioners was present, the ANC voted unanimously (6-0) in support of the Application (Ex. 3K). The ANC Resolution noted that the Applicant has presented architectural renderings, proposed site plans, and operational objectives for the Headquarters. ANC 8B expressed support for the Application and acknowledged the significant public safety, operational, and civic engagement benefits of the Project.
71. The Applicant also continued to engage with ANC 8B before and throughout the processing of the Application, including during the second half of 2025 and first half of 2026. As part of that outreach, the Applicant presented an update on the Project at ANC 8B's duly noticed and regularly scheduled public meeting on April 21, 2026, and responded to additional questions and requests for information from the ANC. (Ex. 20, 27A1).
72. At the June 29, 2026 public hearing, Commissioner Joseph Johnson, Chair of ANC 8B, testified in support of the Application and summarized the ANC’s comments provided in the ANC Resolution and in subsequent meetings (Hearing Tr. at p. 63).

ORGANIZATIONS AND INDIVIDUALS IN SUPPORT

73. On May 11, 2026, Jaques Chevalier, resident of 2809 Gainesville Street, S.E., filed comments in support of the Application to the record (Ex. 18). No other organizations or individuals submitted written or oral testimony to the case record or at the public hearing.

NATIONAL CAPITAL PLANNING COMMISSION (“NCPC”)

74. On June 30, 2026, the Commission referred the Application to NCPC for the 30-day review period required by § 492(b)(2) of the District Charter (Dec. 24, 1973, Pub. L. 93-198, title IV, § 492(b)(2); D.C. Official Code § 6-641.05)) (Ex. 29).

CONCLUSIONS OF LAW

AUTHORITY

1. Pursuant to the authority granted by the Zoning Act of 1938, approved June 20, 1938 (52 Stat. 797, as amended; D.C. Official Code § 6-641.01 (2018 Repl.)), the Commission may approve: (a) a consolidated PUD consistent with the requirements of Subtitle X, Chapter 3, and Subtitle Z; (b) a PUD-related amendment to the Zoning Map pursuant to Subtitle X § 303.12; and (c) PUD-related zoning flexibility pursuant to Subtitle X § 303.1.

STANDARD OF REVIEW FOR APPROVAL OF A PUD AND RELATED ZONING MAP AMENDMENT

2. Public Review. Pursuant to Subtitle X § 300.5, a “comprehensive public review by the Zoning Commission of a PUD is required in order to evaluate the flexibility or incentives requested in proportion to the proposed public benefits.”
3. Land Area and Contiguity. Pursuant to Subtitle X §§ 301.1 and 301.5, the minimum area for a PUD in the applicable RA-2 zone is one acre, all of which must “be contiguous, except that the property may be separated only by public streets, alleys, or rights-of-way.”
4. PUD Purposes. Pursuant to Subtitle X §§ 300.1 and 300.2, the purpose of the PUD process is to provide for higher quality development through flexibility in building controls, including building height and density, provided that a 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 project amenities; (c) protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan; and (d) does not circumvent the intent and purposes of the Zoning Regulations, or to result in action that is inconsistent with the Comprehensive Plan.
5. Comprehensive Plan. Pursuant to Subtitle X §§ 300.1, 300.2, and 304.4(a), the Commission must find that the PUD “is not inconsistent with the Comprehensive Plan and with other adopted public policies and active programs related to the subject site.” The Commission is directed to review the Application against the Comprehensive Plan “as a whole.” The Comprehensive Plan Act of 1984 (D.C. Law 5-75; D.C. Official Code § 1-306.01(b)) established the Comprehensive Plan’s purposes are:
 - (a) To define the requirements and aspirations of District residents, and accordingly influence social, economic and physical development;
 - (b) To guide executive and legislative decisions on matters affecting the District and its citizens;
 - (c) To promote economic growth and jobs for District residents;
 - (d) To guide private and public development in order to achieve District and community goals;
 - (e) To maintain and enhance the natural and architectural assets of the District; and
 - (f) To assist in conservation, stabilization, and improvement of each neighborhood and community in the District.
6. Impacts. Pursuant to Subtitle X § 304.4(b), the Commission must find the Application “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.”

7. Benefits and Amenities. Pursuant to Subtitle X § 304.4(c), the Commission must find the PUD “[i]ncludes 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.” Pursuant to Subtitle X §§ 305.2, 305.3, 305.4, and 305.12, the PUD’s benefits and amenities must “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,” in majority part “relate to the geographic area of the Advisory Neighborhood Commission in which the application is proposed,” and “meet the following criteria: (a) Benefits shall be tangible and quantifiable items; (b) Benefits shall be measurable and able to be completed or arranged prior to issuance of a certificate of occupancy; (c) Benefits may primarily benefit a particular neighborhood or area of the city or service a critical city-wide need; and (d) Monetary contributions shall only be permitted if made to a District of Columbia government program or if the applicant agrees that no certificate of occupancy for the PUD may be issued unless the applicant provides proof to the Zoning Administrator that the items or services funded have been or are being provided.” Moreover, a PUD “may qualify for approval by being particularly strong in only one or a few categories [of public benefits] but must be acceptable in all proffered categories and superior in many.
8. PUD Balancing Test. Pursuant to Subtitle X § 304.3, in reviewing a PUD application, the Commission must: “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.” Pursuant to Subtitle X §§ 303.11 and 303.12: “the amount of flexibility from all other development standards not addressed by this section shall be at the discretion of the Zoning Commission,” and a “PUD-related zoning map amendment shall be considered flexibility against which the Zoning Commission shall weigh the benefits of the PUD.”
9. Evidentiary and Evaluative Standards. Pursuant to Subtitle X § 304.2, “the applicant shall have the burden of proof to justify the granting of the application” according to the applicable standards.

SATISFACTION OF PUD ELIGIBILITY STANDARDS

10. Public Review. Based on the June 29, 2026, public hearing (*see* Hearing Tr.) and the Commission’s review of the record, the Commission concludes that it undertook “[a] comprehensive public review . . . of [the Application] . . . to evaluate the flexibility or incentives requested in proportion to the proposed benefits in satisfaction of Subtitle X § 300.5.”
11. Land Area and Contiguity. The minimum land area required for a PUD in the RA-2 zone is 1 acre or 43,560 square feet, and all such area must be contiguous. The Property consists of approximately 66,371 square feet of land area, all of which is contiguous. The

Commission concludes that the Application satisfies the minimum land area required under Subtitle X § 301.1 *et seq.* (FF ¶¶ 11, 55).

12. PUD Purposes. Based on the evidence in the record, the Commission concludes that the Project satisfies the purposes of a PUD because it is superior to a matter-of-right development, provides significant public benefits and project amenities, advances the public health, safety, welfare, and convenience, and does not circumvent the intent or purposes of the Zoning Regulations. The Project will replace an obsolete and deficient police facility with a modern Headquarters and integrated Parking Garage that better serves the MPD 7th District's needs, and with a phased approach that ensures uninterrupted services during construction. The Commission further concludes that the proposed PUD and related RA-2 Zoning Map amendment are appropriate for the redevelopment of this longstanding public facility and that the Project's height, density, and requested zoning flexibility are justified by MPD's operational needs and balanced by the Project's substantial public benefits and amenities (FF ¶¶ 34, 51-54, 58).

CONSISTENCY WITH THE COMPREHENSIVE PLAN AND OTHER ADOPTED PUBLIC POLICIES RELATED TO THE PROPERTY (SUBTITLE X § 304.4(a))

13. The Commission concludes that pursuant to Subtitle X §§ 300.1, 300.2, and 304.4(a), the Application is not inconsistent with the Comprehensive Plan and with other public policies and active programs, when the Comprehensive Plan is considered as a whole, for the following reasons:
 - (a) **FLUM** – The Project is not inconsistent with the Property's Local Public Facilities designation on the FLUM. The Project retains and modernizes a longstanding public use, and the proposed RA-2 zone provides an appropriate zoning framework for the Headquarters and Parking Garage while maintaining compatibility with surrounding development (FF ¶ 47(a));
 - (b) **GPM** – The Project is not inconsistent with the Property's Federal Lands and Neighborhood Conservation Area designations on the GPM. The Project modernizes an existing District-owned public facility while maintaining the Property's longstanding civic use, and incorporates landscaping, setbacks, and public realm improvements that maintain compatibility with the surrounding neighborhood. The Commission further notes that no new building mass is proposed within the portions of the Property designated as a Neighborhood Conservation Area, which are instead improved primarily through landscaping and streetscape enhancements (FF ¶ 47(b));
 - (c) **Land Use Element** – The Project is not inconsistent with the Land Use Element. The Project modernizes a major civic facility in a transit-accessible location, improves the public realm through streetscape, landscaping, and pedestrian enhancements, and reinforces the Property's role as a neighborhood-serving institutional use along the Alabama Avenue corridor. The Project also advances targeted public investment in Ward 8 while remaining compatible with adjacent residential uses through its site planning, massing, and design (FF ¶ 47(c));
 - (d) **Community Services and Facilities Element** – The Project is not inconsistent with the Community Services and Facilities Element. The Project replaces an obsolete

public safety facility with a modern Headquarters and provides community-serving spaces that support civic engagement and the delivery of public services (FF ¶ 47(d));

- (e) **Transportation Element** –The Project is not inconsistent with the Transportation Element. The Project improves pedestrian safety and multimodal access through enhanced streetscape conditions, upgraded sidewalks, and a pedestrian bridge connecting the Headquarters and Parking Garage. The Project also provides 40 long-term bicycle parking spaces and 30 short-term bicycle parking spaces, substantially exceeding Zoning Regulations requirements, as well as a Capital Bikeshare station and other transportation improvements. The Project incorporates TDM measures while supplying the parking needed to support MPD operations, MPD personnel, and the general public (FF ¶ 47(e));
- (f) **Environmental Protection Element** – The Project is not inconsistent with the Environmental Protection Element. The Project incorporates renewable energy generation, green infrastructure, stormwater management facilities, landscaping, and other sustainability measures that improve environmental performance and resilience. These measures include solar panels, bioretention areas, a vegetative vine system, infrastructure to support EV charging stations, and a building design that can accumulate the points equivalent to LEED Gold certification (FF ¶ 47(f));
- (g) **Urban Design Element** – The Project is not inconsistent with the Urban Design Element. The Headquarters and Parking Garage incorporate high-quality architecture, coordinated building materials, extensive landscaping, and pedestrian-oriented design features that strengthen the civic presence of the Property while remaining compatible with surrounding development. The Project also includes community-serving spaces, improved pedestrian connections, and public realm enhancements that reinforce its role as a neighborhood asset (FF ¶ 47(g));
- (h) **Economic Development Element** – The Project is not inconsistent with the Economic Development Element. The Project supports government employment, workforce development, and access to jobs in a transit-accessible location through construction activity, continued public-sector employment, and community spaces that can support educational and workforce-related programming (FF ¶ 47(h));
- (i) **FSS Area Element** – The Project is not inconsistent with the FSS Area Element. The Project delivers targeted public investment in Ward 8 through modernization of public infrastructure, community-serving amenities, transportation improvements, and sustainability features. The Project also advances the Area Element’s goals relating to public facilities, workforce development, neighborhood resilience, sustainability, and parking management (FF ¶ 47(i)); and
- (j) **Potential Inconsistencies** – The Commission recognizes that the Project may be viewed as potentially inconsistent with Transportation Element Policy T-1.1.8 due to the proposed parking supply. The Commission concludes that any such inconsistency is outweighed by the Project’s overall consistency with the FLUM and GPM and the numerous Comprehensive Plan policies advanced by the Project, including policies related to land use, public facilities, transportation, environmental sustainability, urban design, and the FSS Area Element. When

considered as a whole, the Application is not inconsistent with the Comprehensive Plan (FF ¶ 49);

14. The Commission concludes that the Project would not be inconsistent with the Comprehensive Plan when evaluated through a racial equity lens. This conclusion is based on the racial equity analyses submitted by the Applicant and OP, including the Applicant's discussion of community outreach and engagement efforts and OP's disaggregated race and ethnicity data for the FSS Planning Area. The Project advances equitable outcomes through targeted public investment in Ward 8, modernization of critical public infrastructure, improved access to opportunity and community-serving amenities, environmental improvements, and the absence of any direct or indirect displacement of residents or businesses (FF ¶¶ 48-49, 61).
15. Applicant's Racial Equity Analysis. The Commission finds that the Applicant's racial equity analyses address the components of the revised REA Tool. The Commission notes the following from the Applicant's analysis:
 - (a) **Community Outreach and Engagement** – The Applicant engaged with ANC 8B, the CAC, and other community stakeholders throughout the review process. The Commission finds that the Applicant incorporated community feedback into the Project, including the provision of community-serving spaces, transportation improvements, and public realm enhancements (FF ¶ 48(b));
 - (b) **Displacement** – The Commission finds that the Project will not result in the displacement of any residents or businesses because the Property is currently improved with an existing MPD facility and associated parking areas and contains no residential uses or private businesses. The Project will maintain the Property's longstanding public safety use while modernizing the existing facility (FF ¶ 48(c)); and
 - (c) **Demographic Trends and Neighborhood Impact** – The Commission credits the Applicant's analysis describing the Garfield Heights and Knox Hill/Buena Vista neighborhoods as historically underserved communities within Ward 8. The Commission finds that the Project will advance equitable outcomes through targeted public investment, enhanced transportation and community facilities, workforce development opportunities, environmental improvements, and continued access to an important public facility (FF ¶ 48(a), (d)).
16. OP's Racial Equity Analysis. The Commission finds that OP's racial equity analysis addresses the components of the revised REA Tool (FF ¶ 61). OP's analysis included disaggregated race and ethnicity data for the FSS Planning Area, noting that the Planning Area remains predominantly Black, but data indicates gradually increasing racial and ethnic diversity over time. OP also found that the Planning Area experiences lower household incomes, higher unemployment, higher poverty rates, and higher levels of housing-cost burden than the District as a whole (FF ¶ 61(c)). OP further concluded that the Project would improve public infrastructure, public space, and access to opportunity; provide community meeting space and employment opportunities; would not result in the

direct or indirect displacement of residents; and would advance racial equity and opportunity in the FSS Planning Area (FF ¶ 61(d)).

POTENTIAL IMPACTS – FAVORABLE, MITIGATED, OR ACCEPTABLE (SUBTITLE X § 304.4(b))

17. Based on the evidence in the record, the Commission concludes that the Project will not create any adverse impacts on the surrounding area or the operation of District services or facilities that cannot be mitigated and that any potential impacts are acceptable in light of the Project's substantial public benefits and project amenities. The Commission finds that the Project will have favorable zoning and land use impacts by modernizing a longstanding public facility while remaining compatible with surrounding residential, institutional, and religious uses. The Commission further finds that the Project will have favorable urban design, aesthetic, environmental, public safety, and cultural impacts through the replacement of an aging facility with a modern civic campus that incorporates high-quality design, enhanced landscaping, sustainability measures, public art, and community-serving spaces. Transportation and mobility impacts will be mitigated or acceptable through the Project's transportation improvements, bicycle and pedestrian facilities, TDM measures, and construction management planning, which will support safe and efficient circulation while maintaining uninterrupted MPD operations during redevelopment. The Commission also concludes that the Project will not result in adverse housing impacts, as it will not displace any residents or remove existing housing, and will not strain educational facilities or other District services and facilities (FF ¶¶ 48(c), 50, 51, 61(d)).

BENEFITS AND AMENITIES ARE NOT INCONSISTENT WITH THE COMPREHENSIVE PLAN OR OTHER ADOPTED PUBLIC POLICIES RELATED TO THE PUD SITE (SUBTITLE X § 304.4(c))

18. The Commission concludes that for the reasons given below the Project's benefits and amenities satisfy the criteria of Subtitle X §§ 304.4(c) and 305:
- (a) ***Specific Benefits and Amenities*** – Each of the Project's benefits and amenities is specifically described;
 - (b) ***Not Inconsistent with the Comprehensive Plan*** – As described above, the Application is not inconsistent with the Comprehensive Plan nor are the benefits and amenities inconsistent with the Comprehensive Plan or other public policies applicable to the Property;
 - (c) ***Relative to Matter-of-Right Development*** – The Project's benefits are superior to a matter-of-right development of the Property. The Project will modernize a critical public safety facility and provide substantial public benefits, including community-serving spaces, transportation improvements, sustainability features, public realm enhancements, and other benefits that would not be provided under a matter-of-right scenario;
 - (d) ***Relative to Geographic Area of ANC*** – The Project's benefits primarily relate to the area of ANC 8B, including direct improvements to public infrastructure, community facilities, streetscapes, transportation infrastructure, and the surrounding public realm;
 - (e) ***Tangible and Quantifiable*** – Each of the Project's benefits is tangible and/or quantifiable;

- (f) ***Measurable and Satisfied Prior to Certificate of Occupancy*** – Each of the Project’s benefits is capable of being delivered or arranged prior to issuance of a certificate of occupancy for the Project;
 - (g) ***Primarily Benefitting Neighborhood or Serving a Critical City-Wide Need*** – The Project’s benefits primarily benefit the surrounding neighborhood by modernizing public infrastructure, enhancing community-serving facilities, improving transportation and pedestrian infrastructure, and strengthening the public realm. At the same time, the Project serves a critical city-wide need through the modernization of the MPD 7th District headquarters facility and related public safety infrastructure;
 - (h) ***Acceptable in All and Superior in Many*** – All of the Project’s benefits are acceptable, and many are superior. In particular, the Commission concludes that the Project will provide significant public safety, community-serving, transportation, environmental, urban design, and public realm benefits that exceed what would be provided through a matter-of-right development; and
 - (i) ***Overall*** – In sum, the Commission concludes that the Project’s benefits and amenities meet the criteria of Subtitle X § 304.4(c) and justify the development incentives requested.
- (FF ¶¶ 34, 51-52, 54).

PUD BALANCING (SUBTITLE X § 304.3)

19. **PUD-Related Zoning Map Amendment.** The Commission concludes that the requested PUD-related Zoning Map amendment to the RA-2 zone is appropriate for the Property. The Project’s proposed height and density comply with the PUD standards applicable to the RA-2 zone, and the Commission finds that the requested map amendment is justified by the quality of the Project’s public benefits and amenities (FF ¶¶ 32, 51-52, 56-57).
20. **Additional PUD-Related Zoning Flexibility.** The Commission concludes that the requested zoning flexibility for excess parking, parking location, lot occupancy, and temporary off-site parking is justified. The Commission finds that the requested flexibility is necessary to accommodate the operational and public safety needs of the Headquarters, facilitate phased redevelopment of the Property while maintaining uninterrupted MPD operations, and support the overall design and functionality of the Project. The Commission further concludes that the requested flexibility is appropriate in light of the Project’s substantial public benefits and amenities (FF ¶¶ 33, 45, 58, 60(b)-(c), 64(d)-(f)).
21. The Commission concludes that the Project’s benefits and amenities outweigh the requested PUD-related Zoning Map amendment, the requested zoning flexibility, and any potential adverse effects of the Project that are not otherwise favorable or capable of being mitigated. The Commission finds that the Project will modernize public safety infrastructure, provide substantial community-serving, transportation, environmental, and public realm benefits, and advance numerous Comprehensive Plan policies while serving both neighborhood and District-wide needs, thereby satisfying the balancing test set forth in Subtitle X § 304.3 (FF ¶¶ 47-58, 60-64).

GREAT WEIGHT TO RECOMMENDATIONS OF OP

22. The Commission is required to give “great weight” to the recommendation of OP pursuant to Section 5 of the Office of Zoning Independence Act of 1990, effective September 20, 1990 (D.C. Law 8-163; D.C. Official Code § 6-623.04 (2018 Repl.)) and Subtitle Z § 405.9. (*See Metropole Condo. Ass’n v. D.C. Bd. of Zoning Adjustment*, 141 A.3d 1079, 1087 (D.C. 2016)).
23. The Commission finds OP’s detailed analysis of the Application persuasive. OP concluded that the Application satisfies the criteria for approval of a PUD and related Zoning Map amendment and is not inconsistent with the Comprehensive Plan, including when evaluated through a racial equity lens. OP recommended approval of the Application and supported the requested PUD-related zoning flexibility. The Commission concurs with OP’s conclusions and recommendations (FF ¶¶ 59-62).

GREAT WEIGHT TO THE WRITTEN REPORT OF ANC 8B

24. The Commission must give “great weight” to the issues and concerns raised in the written report of the affected ANC pursuant to Section 13(d) of the Advisory Neighborhood Commissions Act of 1975, effective March 26, 1976 (D.C. Law 1-21; D.C. Official Code § 1-309.10(d) (2012 Repl.)) and Subtitle Z § 406.2. To satisfy the great weight requirement, the Commission must articulate with particularity and precision the reasons why an affected ANC does or does not offer persuasive advice under the circumstances. (*Metropole Condo. Ass’n*, 141 A.3d at 1087.) The District of Columbia Court of Appeals has interpreted the phrase “issues and concerns” to “encompass only legally relevant issues and concerns.” (*Wheeler v. District of Columbia Board of Zoning Adjustment*, 395 A.2d 85, 91 n.10 (1978) (citation omitted).)
25. The ANC 8B Resolution stated that ANC 8B voted to support the Application. The Commission finds the ANC’s support for the Project persuasive and agrees that the Application merits approval (FF ¶¶ 69-71).

DECISION

In consideration of the Findings of Fact and Conclusions of Law contained in this Order, the Commission concludes that the Applicant has satisfied its burden of proof and, therefore, **APPROVES** the Application, subject to the following guidelines, conditions, and standards for:

- A consolidated PUD for the Property and a related Zoning Map amendment from the RA-1 zone to the RA-2 zone;
- PUD-related zoning flexibility from:
 - The TDM requirements for excess parking set forth in Subtitle C § 707.3;
 - The vehicle parking location requirements of Subtitle C § 710.2(b) and (c);
 - The maximum lot occupancy requirements of Subtitle F § 210.1; and
 - The special exception criteria of Subtitle U § 203.1(k) to permit temporary accessory parking on the Interim Parking Site during construction of the Project, including flexibility from Subtitle U § 203.1(k)(2), (4), and (8)(B); and
- Such other design flexibility as is set forth in the Conditions hereof.

A. PROJECT DEVELOPMENT

1. The Property shall be developed and constructed substantially in accordance with the Architectural Plans prepared by Shinberg.Levinas Architects, dated November 21, 2025, marked as Exhibits 3L, 3G, and 3H of the record, as modified by the Updated Architectural Plans and Landscape Drawings (Select Sheets), dated April 30, 2026, marked as Exhibit 14H of the record, and as further modified by the Updated Landscape Drawings (Sheets L03–L05), dated May 29, 2026, marked as Exhibit 20B of the record (collectively, the “Approved Plans”), and as further modified by the guidelines, conditions, and standards set forth herein.
2. As set forth in the Approved Plans, the Project shall be developed pursuant to the RA-2 zone, as permitted through a PUD, except as set forth herein or modified hereby as shown in the Approved Plans, and with the PUD-related zoning flexibility approved herein.
3. As shown in the Approved Plans, the Project shall have a maximum building height of 48 feet, 1 inch and approximately 151,854 square feet of gross floor area (approximately 2.29 FAR).
4. As shown in the Approved Plans, the Parking Garage shall provide approximately 225 vehicle parking spaces within an above grade parking structure, including approximately 120 spaces for MPD fleet vehicles, 77 spaces for personal vehicles of MPD 7th District staff, and 28 spaces reserved for public use to accommodate visitors.
5. As shown in the Approved Plans, the Project shall provide thirty (30) short-term bicycle parking spaces and forty (40) long-term bicycle parking spaces within a secure bicycle storage room. The bicycle parking facilities shall be designed and installed in accordance with DDOT's Bike Parking Guide, including the provision of required horizontal bicycle parking spaces, e-bike charging outlets, and cargo bicycle-sized spaces.
6. The Project shall have design flexibility as follows:
 - (a) 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 Approved Plans;
 - (b) 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 Approved Plans;
 - (c) 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

Approved Plans. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights;

- (d) 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;
- (e) Streetscape Design – Permanent Conditions: 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;
- (f) Streetscape Design – Interim Parking Site: To modify the location, design, and features of public space, landscaping, and related improvements associated with the Interim Parking Site as needed to comply with, and subject to approval by, the DDOT Public Space Division.
- (g) 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 Approved Plans and are compliant with the District of Columbia signage regulations;
- (h) 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 to achieve the equivalent of LEED Gold under the LEED v4 Green Building Design and Construction (BD+C) rating system applicable as of the date of this Order; and
- (i) Public Art: To vary the size, location, and type of public art to be located within or adjacent to the Headquarters.

B. PUBLIC BENEFITS

1. **Commemorative Works or Public Art. Prior to issuance of the final certificate of occupancy for the Project,** the Applicant shall demonstrate to the Zoning Administrator that it has designed, fabricated, and installed a new sculpture or other form of public art on the Property, within public space adjacent to the Property, or within the Headquarters in an area that is open to the public.
2. **Employment and Training Opportunities. Prior to issuance of the final certificate of occupancy for the Project,** the Applicant shall demonstrate to the Zoning Administrator that it has executed and submitted a First Source Employment Agreement to DOES, consistent with the First Source Employment Agreement Act of 1984.
3. **Building Spaces for Special Uses. Prior to issuance of the final certificate of occupancy for the Headquarters,** the Applicant shall demonstrate to the Zoning Administrator through photographic or comparable evidence that the Headquarters includes (i) a multipurpose community room available for public use; and (ii) dedicated office space for the CAC. The community room and CAC office space shall be maintained for such purposes for the **life of the Project.**

4. **Environmental and Sustainable Benefits.** The Applicant shall provide the environmental and sustainable benefits for the Project in accordance with this condition:
- (a) **The Applicant shall submit with the building permit application for the Headquarters** a checklist evidencing that the Headquarters has been designed to achieve the equivalent of LEED Gold under the LEED v4 Green Building Design and Construction (BD+C) rating system applicable as of the date of this Order.
 - (b) **The Applicant shall submit with the building permit application for the Parking Garage** a checklist evidencing that the Parking Garage and the overall Project have been designed to achieve the equivalent of LEED Gold under the LEED v4 Green Building Design and Construction (BD+C) rating system applicable as of the date of this Order.
 - (c) **Prior to issuance of the final certificate of occupancy for the Project,** the Applicant shall demonstrate to the Zoning Administrator that it has done the following:
 - i. Installed solar panels on the roof and façade of the Project, in locations and amounts substantially consistent with the Approved Plans;
 - ii. Installed bioretention areas along Knox Street, S.E., in locations and amounts substantially consistent with the Approved Plans
 - iii. Installed a vegetative vine system integrated into the façades of the Parking Garage, in locations and amounts substantially consistent with the Approved Plans;
 - iv. Installed infrastructure for electric vehicle charging stations in the Parking Garage, consistent with requirements established by the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024;
 - v. Installed forty (40) long-term bicycle parking spaces within a secure interior bicycle storage facility; and
 - vi. Installed (30) short-term bicycle parking spaces in racks along Alabama Avenue, S.E.
5. **Streetscape Plans.** **Prior to issuance of the final certificate of occupancy for the Project,** the Applicant shall demonstrate to the Zoning Administrator that it has constructed and/or installed the streetscape improvements substantially in accordance with the Approved Plans, subject to review and approval by DDOT.
6. **Non-Mitigation Transportation Improvements.**
- (a) **Prior to issuance of the final certificate of occupancy for the Project,** the Applicant shall demonstrate to the Zoning Administrator that it has constructed curb extensions and daylighting measures at the intersections of Hartford Street, S.E. and Alabama Avenue, S.E., and James M. McGee

Jr. Street, S.E. and Alabama Avenue, S.E., substantially consistent with the Approved Plans and subject to review and approval by DDOT.

- (b) **Prior to issuance of the final certificate of occupancy for the Project**, the Applicant shall demonstrate to the Zoning Administrator that it has funded and worked with DDOT to install a 19-dock Capital Bikeshare station along Alabama Avenue, S.E., subject to DDOT approval.

- 7. **Uses of Special Value. Prior to issuance of the final certificate of occupancy for the Project**, the Applicant shall demonstrate to the Zoning Administrator that it has installed security camera coverage serving the Metrobus stop adjacent to the Property on Alabama Avenue, S.E., subject to review and approval by DDOT and WMATA, as applicable.

C. INTERIM PARKING SITE

- 1. **Within two (2) years of the effective date of this Order**, the Applicant shall file all required permit applications with DOB, DDOT, and other applicable District agencies to improve the Interim Parking Site and adjacent public space in substantial accordance with the Interim Parking Plans marked as Ex. 14G of the record. Construction of the Interim Parking Site and adjacent public space, subject to DDOT review and approval, shall commence within three (3) years of the effective date of this Order.
- 2. **Prior to issuance of the final certificate of occupancy for the Parking Garage**, the Applicant shall file all required permit applications with DOB, DDOT, and other applicable District agencies to remove the temporary curb cut on Hartford Street, S.E. and to restore the Interim Parking Site and adjacent public space, subject to DDOT review and approval, to permanent, like-new conditions in substantial accordance with the Restoration Plan marked as Ex. 20C of the record.

D. OFF-SITE TRAFFIC RELATED IMPROVEMENTS

- 1. **Prior to issuance of a final certificate of occupancy for the Project**, the Applicant shall demonstrate to the Zoning Administrator that it has designed and installed a raised median along Avenue, S.E., extending from James M. McGee Jr. Street, S.E., to approximately 100 feet north of the MPD driveway, with a mountable section at the MPD driveway to preserve full emergency access, subject to DDOT review and approval. The Applicant shall restrict non-emergency movements to right-in/right-out **for the life of the Project**.

E. TRANSPORTATION DEMAND MANAGEMENT

- 1. **During the operation of the Project (unless otherwise noted)**, the Applicant shall provide the following TDM measures for the Project:
 - (a) 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;

- (b) Transportation Coordinator will conduct an annual commuter survey of employees onsite, and report TDM activities and data collection efforts to goDCgo once per year;
- (c) 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;
- (d) 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;
- (e) Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future;
- (f) 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
- (g) Provide a bike repair station adjacent to the main entrance for use by visitors to the site.

F. PHASING AND VALIDITY

- 1. Approval of the Headquarters shall be valid for a period of two (2) years from the effective date of this Order. Within such time, the Applicant shall file an application for a building permit for the Headquarters, and construction of the Headquarters shall commence within three (3) years of the effective date of this Order.
- 2. Approval of the Parking Garage shall be valid for a period of two (2) years following issuance of the final certificate of occupancy for the Headquarters. Within such time, the Applicant shall file an application for a building permit for the Parking Garage, and construction of the Parking Garage shall commence within three (3) years of issuance of the final certificate of occupancy for the Headquarters.

G. MISCELLANEOUS

- 1. No building permit shall be issued for the Project until the Applicant has recorded a covenant in the land records of the District of Columbia, between the Applicant and the District of Columbia that is satisfactory to the Office of Zoning Legal Division and the Zoning Division, Department of Buildings (the "PUD Covenant"). The PUD Covenant shall bind the Applicant and all successors in title to construct and use the Property in accordance with this Order, or amendment thereof by the Commission. The Applicant shall file a certified copy of the covenant with the records of the Office of Zoning.

2. The Applicant shall file with the Zoning Administrator a letter identifying how it is in compliance with the conditions of this Order at such time as the Zoning Administrator requests and shall simultaneously file that letter with the Office of Zoning.
3. The Applicant is required to comply fully with the provisions of the Human Rights Act of 1977, D.C. Law 2-38, as amended, and this Order is conditioned upon full compliance with those provisions. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code § 2-1401.01 et seq., (“Act”) the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, or place of residence or business. Sexual harassment is a form of sex discrimination that is also prohibited by the Act. In addition, harassment based on any of the above protected categories is also prohibited by the Act. Discrimination in violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

**PROPOSED ACTION
VOTE (June 29, 2026):**

4-0-1

(Gwen Wright, Tammy Stidham, Anthony J. Hood, and Robert E. Miller to approve; Joseph S. Imamura not present, not voting).

**FINAL ACTION
VOTE (July 30, 2026):**

[#-#-#]

([insert roll call vote])

In accordance with the provisions of Subtitle Z § 604.9, this Order shall be final and effective upon publication in the *District of Columbia Register*, that is, on _____, 2026.

BY THE ORDER OF THE D.C. ZONING COMMISSION

A majority of the Commission members approved the issuance of this Order.

**ANTHONY HOOD
CHAIRMAN
ZONING COMMISSION**

**SARA A. BARDIN
DIRECTOR
OFFICE OF ZONING**