

GOVERNMENT OF THE DISTRICT OF COLUMBIA
Zoning Commission



ZONING COMMISSION FOR THE DISTRICT OF COLUMBIA
ZONING COMMISSION ORDER NO. 26-07
Z.C. Case No. 26-07
CQ Metro Land LLC (NHR Design Review)
September 14, 2026

Pursuant to notice, the Zoning Commission of the District of Columbia (the “Commission”) held a public hearing on September 14, 2026, to consider the application (“Application”) of CQ Metro Land LLC (the “Applicant”) requesting:

- (i) Design Review approval for construction of a hotel (the “Project”) located on a portion of Lot 1039 in Square 5860 (the “Property”) in the Northern Howard Road (“NHR”) Zone District pursuant to Subtitle K §§ 1004 and 1005 and Subtitle X § 604 of Title 11 of the District of Columbia Municipal Regulations (“DCMR”) (the “2016 Zoning Regulations,” to which all section references are made unless otherwise specified);
- (ii) Special exception relief from the NHR zone minimum residential FAR requirement of Subtitle K § 1001.3; the minimum vehicle parking requirement of Subtitle K § 1007.2 and Subtitle C § 701.5; the minimum loading requirement of Subtitle K § 1007.4 and Subtitle C § 901.1; the minimum long-term bicycle parking shower requirement of Subtitle C § 806.4; and the roof structure enclosing wall requirements of Subtitle C § 1503.3;
- (iii) Technical zoning flexibility from the side yard requirements of Subtitle K § 1001.8 and the rear yard requirements of Subtitle K § 1001.9; and
- (iv) Such other design flexibility as are set forth in the Conditions hereof.

The Commission reviewed the Application pursuant to the Commission’s Rules of Practice and Procedures, which are codified in Subtitle Z of the Zoning Regulations. For the reasons stated below, the Commission **APPROVES** the Application.

FINDINGS OF FACT

The Application

Notice

1. Pursuant to Subtitle Z § 301.6, on April 20, 2026, the Applicant mailed a Notice of Intent to file a Design Review application (the “NOI”) to all property owners within 200 feet of the Property and to Advisory Neighborhood Commission (“ANC”) 8A, the ANC within which the Property is located and the “affected ANC” per Subtitle Z § 101.8. (Exhibit [“Ex.”] 3D.)

2. On June 18, 2026, the Applicant filed the Application with required and supportive documentation and plans. (Ex. 1-4.)
3. By letter dated June 24, 2026, the Office of Zoning (“OZ”) referred the Application for review and comment and gave notice of the September 14, 2026, virtual public hearing to:
 - D.C. Department of Energy and Environment (“DOEE”);
 - D.C. Metropolitan Police Department (“MPD”);
 - D.C. Fire & Emergency Medical Services (“FEMS”); and
 - D.C. Homeland Security & Emergency Management Agency (“HSEMA”).(Ex. 6.)
4. Pursuant to Subtitle Z § 402.1(a), OZ published the Notice of Public Hearing in the July 3, 2026, issue of the *D.C. Register* (73 DCR 009284-009287). (Ex. 4, 5.)
5. The Applicant posted notice of the hearing on the Property on July 1, 2026, and maintained such notice in accordance with Subtitle Z §§ 402.3 and 402.10. (Ex. 7, 21.)

Parties

6. Apart from the Applicant and ANC 8A, there were no parties to the proceedings and no requests for party status.

The Property

7. The Property contains approximately 24,010 square feet of land area and is currently vacant and unimproved.¹ It is part of the area referred to by the Applicant as the “Bridge District,” a collection of several adjacent parcels that are owned by affiliates of the Applicant on both sides of Howard Road in between South Capitol Street, SE on the west and the Anacostia Freeway on the east. The Project is the next phase in the build-out of the Bridge District, a multi-building mixed-use neighborhood. The Bridge District Phase 1 (Parcels 3 and 4), which was approved pursuant to Z.C. Order No. 21-13, has been completed and contains approximately 758 units of housing, including approximately 77 units of affordable housing, and approximately 44,464 square feet of GFA of retail use. Bridge District Parcel 5 (Z.C. Order No. 25-07) is currently under construction and will contain approximately 272 additional units of housing and approximately 8,649 square feet of GFA of retail use. Bridge District Parcels 1 and 2 (Z.C. Order Nos. 22-39 and 22-39A) are approved for

¹The Applicant is in the process of completing a division of lots that will divide Lot 1039 into two new assessment and taxation (“A&T”) lots. The eastern A&T lot will have a land area of approximately 24,010 square feet and will be subdivided into a record lot upon which the Project is constructed. The western A&T lot will have a land area of approximately 8,432 square feet. All zoning tabulations for the Project are based upon the 24,010 square feet of land area that will comprise the future record lot. (Ex. 3, 3A.)

approximately 818 dwelling units, approximately 151 lodging units, and approximately 24,666 square feet of GFA of retail use. (Ex. 3.)

8. The Property is located at the east end of the Bridge District, immediately west of the Anacostia Metrorail Station parking garage. To the north is Poplar Point and Anacostia Park; to the west is Bridge District Parcel 6 (currently unimproved); and to the south are Cedar Tree Public Charter School and the Anacostia Freeway (I-295). Historic Anacostia is located approximately 0.4 miles to the east, on the opposite side of the Anacostia Freeway. (Ex. 3.)
9. The Property's only public right-of-way frontage is technically part of the Anacostia Freeway (I-295). Access to the Property is gained via an unnamed access road that is partially within adjacent public right-of-way and partially extends across adjacent property owned by the Washington Metropolitan Area Transit Authority ("WMATA"). The Applicant holds a perpetual non-exclusive easement for vehicular ingress and egress across the WMATA-owned access road. (Ex. 3, 3A.)
10. The Property is encumbered by several subsurface infrastructure constraints, including an eleven (11)-foot-wide sewer tunnel along the west side of the Property, a twelve (12)-foot sewer tunnel along the south side of the Property, and a 40-foot-wide Anacostia River Tunnel that passes through the northwest corner of the Property.

Zoning

11. The Property is in the NHR Zone District. Subtitle K § 1000.2 states that the purposes of the NHR zone are to:
 - Assure development of the area with a mixture of residential and commercial uses, and a suitable height, bulk, and design of buildings, as generally indicated in the Comprehensive Plan;
 - Encourage a variety of visitor-related uses, such as retail, service, and entertainment;
 - Provide for increased height and density associated with increased affordable housing;
 - Encourage superior architecture and design in all buildings and publicly accessible outdoor spaces;
 - Require preferred ground-level retail and service uses along Howard Road, SE;
 - Provide for the development of Howard Road, SE as a pedestrian- and bicycle-friendly street, with street-activating uses, and connections to Metrorail and the broader neighborhood; and
 - Encourage the inclusion of a bicycle track along Howard Road, SE.
12. The NHR Zone is intended to permit high-density mixed-use development in the vicinity of the Anacostia Metrorail Station along Howard Road. (Subtitle K § 1001.1.) The NHR Zone permits a maximum floor area ratio ("FAR") of 9.0 and requires a minimum residential FAR of 2.5. (Subtitle K §§ 1001.2, 1001.3.) The NHR Zone permits a maximum building height of 130 feet. (Subtitle K § 1001.4.) The NHR Zone requires development to

comply with the sustainability requirements of Subtitle K § 1008, including achieving a minimum LEED Gold certification (Subtitle K § 1008.1) and generating at least one percent (1%) of total building energy use through on-site renewable energy (Subtitle K § 1008.2).

Comprehensive Plan (Title 10-A DCMR, the “CP”)

13. The Property is located within an area designated on the Future Land Use Map (“FLUM”) of the CP as Mixed Use (High Density Commercial / High Density Residential / Institutional). The CP describes the Mixed Use FLUM designation as “areas where the mixing of two or more land uses is especially encouraged.” CP § 227.20. The general density and intensity of development in Mixed Use areas is determined by the specific mix of uses shown on the FLUM. *Id.* § 227.21. In this case, the Mixed Use area on the FLUM within which the Property is located is planned for high density mixed-use development containing commercial, residential, and institutional uses. The CP Framework Element describes the High Density Commercial, High Density Residential, and Institutional FLUM categories as follows:
 - The High Density Residential designation is used to define neighborhoods and corridors generally, but not exclusively, suited for high-rise apartment buildings. Pockets of less dense housing may exist within these areas. Density is typically greater than an FAR of 4.0, and greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-4 and RA-5 Zone Districts are consistent with the High-Density Residential category, and other zones may also apply. *Id.* § 227.8.
 - The High Density Commercial designation is used to define the central employment district, other major office centers, and other commercial areas with the greatest scale and intensity of use in the District. Office and mixed office/retail buildings with densities greater than an FAR of 6.0 are the predominant use, although high-rise residential and many lower scale buildings (including historic buildings) are interspersed. The MU-9, D-3, and D-6 Zone Districts are consistent with the High-Density Commercial category, and other zones may also apply. *Id.* § 227.13.
 - The Institutional Use designation includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. While included in this category, smaller institutional uses such as churches are generally not mapped, unless they are located on sites that are several acres in size. Zoning designations vary depending on surrounding uses. Institutional uses are also permitted in other land use categories. *Id.* § 227.18.
14. The Generalized Policy Map (“GPM”) of the CP designates the Property as a Land Use Change Area. The purpose of Land Use Change Areas is to “encourage and facilitate new development and promote the adaptive reuse of existing structures.” *Id.* § 225.11. The GPM also shows that the Property is located within a Future Planning Analysis Area and a Resilience Focus Area. Future Planning Analysis Areas are described in the CP Implementation Element as “large tracts or corridors where future analysis is anticipated

to ensure adequate planning for equitable development...” *Id.* § 2503.2. It is intended that the planning analysis “shall precede any zoning changes in the area.” *Id.* Resilience Focus Areas are described in the CP Land Use Element as areas where future planning efforts are anticipated to ensure resilience to flooding for new development and infrastructure projects, including capital projects, especially in areas within the 100- and 500- floodplains. *Id.* § 304.8. In Resilience Focus Areas, the implementation of neighborhood-scale and site-specific solutions, design guidelines, and policies for a climate-adaptive and resilient city are encouraged and expected. *Id.*

15. The Property is located within the Lower Anacostia Waterfront/Near Southwest Area Element of the CP. (Ex. 3.)

The Project

16. The Project entails construction of a new hotel (the “Building”) that will contain approximately 86,181 square feet of gross floor area (“GFA”), encompassing approximately 160 guest rooms on seven (7) above grade stories and approximately 4,000 square feet of GFA devoted to hotel meeting rooms and commercial adjunct space (bar / lounge). The Project will have an overall density of approximately 3.59 FAR (Ex. 3, 15, 24.)
17. The Building will be constructed to a maximum height of approximately 99 feet, as measured from the elevation of the curb at the midpoint of the front of the Building to the highest point of its proposed architectural parapet. The mechanical penthouse enclosure will have a maximum height of approximately fifteen (15) feet.
18. The ground floor of the Building accommodates the hotel lobby, guest amenity areas including a bar / lounge that will be available to both hotel guests and the general public, and back-of-house operational support areas, including the loading berth on the east side. Levels 2 through 7 contain guest rooms organized along a double-loaded corridor that connects to a central circulation core. A partial basement level contains additional guest amenity and back-of-house functions. At the roof level, the Building contains a single mechanical penthouse enclosure and other unenclosed mechanical equipment, all of which will meet or exceed applicable setback requirements. The roof level will also contain extensive green roof areas and space to accommodate photovoltaic panels. (Ex. 3, 15, 24.)
19. The Project will not provide any on-site vehicle parking spaces and instead will rely on its transit-accessible location and multimodal transportation connections for access. The Project will provide one (1) 30-foot loading berth on the east side of the ground floor, which will be accessed from the existing WMATA-owned private access roadway along the east side of the Property. The Project will provide a minimum of nine (9) long-term bicycle parking spaces and two (2) short-term bicycle parking spaces. (Ex. 3, 15, 24.)
20. The architectural expression of the Building is contemporary, informed by the site's proximity to the Anacostia River, Poplar Point, the emerging architectural character of the Bridge District, adjacent natural elements and features, and the Anacostia community. The façade incorporates a combination of dark brick masonry, panelized rainscreen cladding,

including green-toned feature panels, storefront glazing, and architectural screening elements. At the podium level, dark masonry, metal cladding, and integrated green-screen elements establish a visual base for the Building. Large storefront windows provide transparency into the lobby and guest amenity spaces and activate the public realm. The upper levels are articulated through a combination of light-colored panelized cladding and vertically proportioned window openings that establish a consistent rhythm across the façade. Variegated green-toned façade panels provide a distinctive architectural identity for the hotel while referencing the adjacent parkland, riverfront, and sustainability-focused character of the Bridge District. The façade panels extend beyond the roof level to create a staggered cornice line that rises to its highest point at the southwest corner of the Building, creating an architectural focal point that marks the east end of the Bridge District. (Ex. 3, 15, 24.)

21. The Project's landscape design emphasizes pedestrian comfort, environmental performance, and visual integration with the larger Bridge District open-space network. The site incorporates a combination of planted areas, bioretention facilities, landscape buffers, outdoor seating areas, pedestrian pathways, and bicycle infrastructure. The landscape design is informed by the location of the underlying DC Water utility infrastructure and easements that traverse the Property. Areas where construction is constrained or not possible due to subsurface infrastructure have been transformed into landscaped open spaces, bioretention facilities, pedestrian pathways, bicycle amenities, and green infrastructure. The Project will meet or exceed Green Area Ratio ("GAR") requirements through a combination of planted areas, green roofs, and bioretention facilities, and will also satisfy the LEED and renewable energy generation requirements under Subtitle K § 1008 of the NHR Zone. (Ex. 3, 22AA, 24.)
22. The Project's public realm design reinforces the larger vision for the Bridge District as a connected, walkable, and mixed-use neighborhood. The Project provides public realm improvements along its frontage and throughout the Property, including DDOT-compliant sidewalks, landscape planting, pedestrian pathways, bicycle facilities, lighting, outdoor seating areas, and other site furnishings that are consistent with the broader Bridge District streetscape framework. The Project's multimodal transportation infrastructure includes short-term bicycle parking for visitors, secure long-term bicycle parking within the Building, and employee shower and changing facilities that support bicycle commuting. The bicycle promenade along the north side of the hotel and pedestrian pathway network strengthens connections between the Project, other Bridge District phases, Anacostia Park, the Frederick Douglass Bridge and South Capitol Street corridor, the Anacostia neighborhood, and the future redevelopment of Poplar Point. (Ex. 3, 22AA, 24.)
23. Vehicular access to the Project site will be provided via a circular driveway off the existing WMATA-owned access road on the east side of the Property. The circular driveway will accommodate passenger pick-up and drop-off activity, including ride-hailing services and taxis. (Ex. 3, 15, 24.)
24. Loading access to the Project will be provided via a single 30-foot loading berth on the east side of the Building, accessed from the WMATA-owned access road. The location of the loading berth on the east side of the Building is a direct response to the significant

Z.C. ORDER NO. 26-07

Z.C. CASE NO. 26-07

PAGE 6

subsurface DC Water infrastructure constraints, including the Anacostia River Tunnel, storm sewer facilities, and related utility easements that traverse the western and southern portions of the Property. It is also a response to the need to maintain hotel loading operations in the event DC Water needs to access the below grade infrastructure on the west side of the Project for maintenance purposes, and a result of the coordinated vehicular and pedestrian access planning the Applicant is implementing throughout the Bridge District. (Ex. 3, 15, 24.)

Zoning Relief Requested

25. The Application requests Design Review approval as required by Subtitle K § 1005 of the Zoning Regulations for a proposed building in the NHR zone. As part of the Application, the Applicant requested special exception relief from (i) the NHR zone minimum residential FAR requirement of Subtitle K § 1001.3; (ii) the minimum vehicle parking requirement of Subtitle K § 1007.2 and Subtitle C § 701.5; (iii) the minimum loading requirement of Subtitle K § 1007.4 and Subtitle C § 901.1; (iv) the minimum long-term bicycle parking shower requirement of Subtitle C § 806.4; and (v) the roof structure enclosing wall requirements of Subtitle C § 1503.3. The Applicant also requested technical zoning flexibility from the side yard requirements of Subtitle K § 1001.8 and the rear yard requirements of Subtitle K § 1001.9. (Ex. 3, 15.)

Design Flexibility Requested

26. The Applicant also requested areas of minor design flexibility in its submissions to the Commission, which are set forth in the Conditions hereof. (Ex. 3, 15.)

Applicant's Submissions

27. The Applicant submitted the initial Application and supporting exhibits on June 18, 2026 (Ex. 1-4), which included the Applicant's statement in support of the Application (Ex. 3), architectural plans and drawings (Ex. 3G1-3G4), a Comprehensive Plan ("CP") consistency evaluation (Ex. 3), and related supporting documentation (Ex. 3A-3F).
- A CP consistency evaluation was guided by the Commission's Racial Equity Tool. (Ex. 3.) The Applicant's evaluation summarized its community outreach efforts, which included engagement with ANC 8A, the Anacostia BID, Anacostia Coordinating Council, Rock Run Group, Cedar Tree Academy Public Charter School, Ward 8 CARE, Historic Anacostia Block Association, local businesses, and community members. The evaluation stated that the Project will provide a new hotel use that will create employment opportunities during construction and long-term operations, attract visitors that will support local businesses, and would not lead to the physical displacement of any existing residents. The Applicant also stated that the Project would result in positive outcomes to the physical environment, including improvements to the public space adjacent to the Property and the next segment of the pedestrian/bicycle promenade that the Applicant is constructing along the northern edge of the Bridge District. The Applicant concluded that the Project would have a positive overall impact on advancing the District's racial equity goals. (Ex. 3.)

28. The Applicant submitted a Prehearing Statement dated August 14, 2026 (Ex. 15-15B) (the “Prehearing Statement”), which included updated plans and drawings reflecting refinements made since the initial submission in response to comments from ANC 8A and the community (Ex. 15A1-15A2), an update on ANC and community engagement (Ex. 15), information on the relationship between the NHR zone requirements and the prior PUD for the Bridge District (Ex. 15), a draft Transportation Statement (Ex. 15B), and an updated request for design flexibility (Ex. 15). The updated plans included the addition of an entry door on the south façade leading directly into the bar / lounge area in response to community feedback and expanded green screen areas on the east and south facades. The Applicant also identified areas on the east and north facades for murals to be designed and installed by Ward 8 artists through an RFP process.
29. On September 12, 2026, the Applicant requested a waiver from Subtitle Z § 401.5 to submit a revised Transportation Statement and updated landscape plans and new renderings of the Project's east façade less than 30 days before the September 14, 2026 public hearing. (Ex. 22-22AC.) The Applicant stated that the updated materials were prepared in response to comments from DDOT and OP since the Applicant submitted its prehearing statement. The updated materials included revised landscape plans with additional detail on the proposed plant palette (Ex. 22AA), new renderings showing the refinements made to the east façade since the original submission of the Project, including two additional stacks of east-facing windows on the hotel's upper levels, expanded green screen at the ground level, and areas for murals along the ground level and a portion of the north façade (Ex. 22AB), and a revised final Transportation Statement incorporating DDOT's comments (Ex. 22AC). The Commission granted the waiver at the start of the public hearing.
30. On September 13, 2026, the Applicant submitted presentation materials for the September 14, 2026 virtual public hearing. (Ex. 24.)
31. On September 30, 2026, the Applicant submitted a post hearing submission that included a full set of updated plans for the proposed hotel project (the “Updated Plans”). The Updated Plans incorporate all of the refinements made to the Project since the Applicant's original submission, including the refinements to the east façade of the Building made in response to comments from OP and the community. (Ex. #####.)

Applicant's Justification for Design Review Approval
NHR Zone Design Review Standards (Subtitle K, Chapter 10)

32. The Application stated that the Project met the provisions of Subtitle K § 1005.2 as follows:
 - Pursuant to Subtitle K § 1005.2(a), the Application asserted that the Project would achieve the objectives of the NHR zone because it would introduce a hotel use to the Bridge District that will serve visitors to the District, nearby employment centers, entertainment destinations, and recreational amenities along the Anacostia River, and the Anacostia community itself. The Project is not inconsistent with the CP's FLUM designation for the Property and utilizes superior architecture and design that incorporates a contemporary material palette informed by the adjacent

parkland, riverfront, and neighborhood. The Project will include substantial improvements to publicly accessible spaces on and adjacent to the Property that will further increase pedestrian comfort and safety, and strengthen connections to nearby Metrorail, Anacostia Park, the broader Anacostia neighborhood, and Downtown DC. (Ex. 3.)

- Pursuant to Subtitle K § 1005.2(b), the Application asserted that the Project will help achieve the desired use mix by introducing lodging, food and beverage, and meeting/function room uses that will encourage visitors to the Bridge District and help activate a long-underdeveloped area east of the Anacostia River. The Project will be one of the first hotels located on the east side of the Anacostia River and represents a significant economic development opportunity for Wards 7 and 8. (Ex. 3.)
- Pursuant to Subtitle K § 1005.2(c), the Application asserted that the Project's streetscape and public realm improvements complement the streetscape of the adjacent Bridge District developments and provide connectivity with existing and planned pedestrian and bicycle connections to the east toward Poplar Point and the historic Anacostia neighborhood, and to the west toward the South Capitol Street oval and Frederick Douglass Bridge. (Ex. 3.)
- Pursuant to Subtitle K § 1005.2(d), the Application asserted that the Project will minimize conflict between vehicles, bicycles, and pedestrians. The Project does not provide any on-site vehicle parking, which will significantly reduce vehicle trips to and from the site. Vehicular access for passenger pick-up and drop-off is provided via a circular driveway accessed from the WMATA-owned access road on the east side of the Property, and loading access is provided via a single loading berth also on the east side, accessed from the same road. This configuration avoids curb cuts and maintains an unbroken pedestrian environment along the Project's frontages. Additionally, both long- and short-term bicycle parking is provided at grade for easy access. (Ex. 3.)
- Pursuant to Subtitle K § 1005.2(e), the Application asserted that the Project would minimize unarticulated blank walls adjacent to public space through façade articulation. All façades of the Building have been designed with detailed articulation and high-quality materials. The façade incorporates a combination of dark brick masonry, panelized rainscreen cladding with green-toned feature panels, storefront glazing, and architectural screening elements. At the podium level, large storefront windows provide transparency into the lobby and guest amenity spaces. The upper levels are articulated through a combination of light-colored panelized cladding and vertically proportioned window openings. Murals along the ground level of the east and north façades and a green screen further minimize blank walls and add visual interest. (Ex. 3.)
- Pursuant to Subtitle K § 1005.2(f), the Application asserted that the Project has been designed to achieve a minimum LEED v4.1 Gold certification under the

Building Design and Construction: Hospitality rating system. Key sustainable features include rooftop solar panels that will meet the NHR zone's annual on-site energy generation requirement, energy efficient building enclosures and mechanical systems, extensive green roof areas, and on-site stormwater management through bioretention facilities and green infrastructure. (Ex. 3.)

- Pursuant to Subtitle K § 1005.2(g), the Application asserted that the Project would promote safe and active streetscapes through building articulation, landscaping, and the provision of active ground level uses. The ground floor of the Building contains a hotel lobby and bar / lounge area that will be open to both guests and the general public, with high-visibility storefront glazing. The streetscape and public realm improvements surrounding the Building are designed to encourage pedestrian activity and provide safe, comfortable pedestrian and bicycle connections. The absence of on-site vehicle parking and the location of loading on the east side of the Building, away from the primary pedestrian environment, will further enhance safety and prioritize safe pedestrian circulation. (Ex. 3.)

33. The Application stated that the Applicant provided a report on the items in Subtitle K § 1005.3 as follows:

- Pursuant to Subtitle K § 1005.3(a), the Applicant will coordinate with the Department of Employment Services (DOES) regarding apprenticeship and training opportunities during construction and operation at the site. The Applicant stated that it has been operating an internal apprenticeship and training program for local high school and college students for over eight years and has employed 12 students in paid internships to learn about real estate development. The Applicant previously partnered with a local CBE subcontractor to train local electrical apprentices who acquired on-the-job skills and experience at the Bridge District Phase 1 project site and will endeavor to continue this partnership for the Project. Additionally, once construction on the Project begins, the Applicant is aiming to partner with the general contractor to explore ways to create and host a variety of workforce development and training opportunities for community members and job seekers, including students. (Ex. 3.)
- Pursuant to Subtitle K § 1005.3(b), the Applicant will make efforts to include local businesses, especially Wards 7 and 8 businesses, in contracts for the construction or operation of the Project. The Applicant stated that it has undertaken efforts to attract local businesses to the Project and the wider Bridge District. Additionally, the Applicant has been working with local Ward 8 businesses within the Bridge District thus far and intends to continue to do so on the Project. The Applicant has also been working with the Anacostia BID to pursue contracts with local cleaning, landscaping, and trash removal organizations for site cleanup. (Ex. 3.)
- Pursuant to Subtitle K § 1005.3(c), the Applicant will make efforts to provide commercial leasing opportunities to small and local businesses, especially Ward 8 businesses. The Applicant's placemaking strategy emphasizes small and local businesses as part of the overall retail mix for the Bridge District. Additionally, the

Applicant has encouraged Ward 8 residents and other community stakeholders to refer qualified small and local businesses, and the Applicant has had several meetings with interested local entrepreneurs. (Ex. 3.)

- Pursuant to Subtitle K § 1005.3(d), the Applicant has coordinated with the D.C. State Historic Preservation Officer and has studied the potential for archeological resources at the Property and other locations within the Bridge District. To date, the Applicant has completed Phase I and Phase II studies and found no historical resources on the site. The research potential of the site was exhausted during the Phase I and Phase II investigations; and therefore, no further archaeological investigations were recommended at the end of these investigations. The Applicant will continue to coordinate with the D.C. State Historic Preservation Officer (Ex. 3.)

General Design Review Standards (Subtitle X, Chapter 6)

34. The Application stated that the Project met the general design review standards of Subtitle X § 604 as follows:

- Pursuant to Subtitle X § 604.5, the Application asserted that the Project is not inconsistent with the CP based on the following:
 - i. GPM – The Project is not inconsistent with the GPM Land Use Change Area designation. The Property is currently vacant and unimproved, and the Project will redevelop the site with a hotel use that will serve visitors, generate employment, and support the continued revitalization of east of the Anacostia River neighborhoods. Together with the completed Bridge District Phase 1, the approved mixed-use development on Parcels 1 and 2 across Howard Road, and the under-construction Parcel 5, the Project will further advance the build-out of the Bridge District, a major new mixed-use community east of the Anacostia River. The Project is also not inconsistent with the GPM’s recommendations for developments within Resilience Focus Areas. The Project employs site-specific resilient design strategies including stormwater bioretention, green roofs, and rooftop solar panels. Finally, the Project design is consistent with the Future Planning Analysis Area designation, as the Application is not requesting any rezoning, and OP has indicated that the Project would be in conformance with already-adopted CP policies and maps.
 - ii. FLUM – The Project is not inconsistent with the FLUM. The Framework Element does not provide specific guidance on density within areas that are designated for Mixed Use development. Rather, it is simply stated that the general density and intensity of development within a given Mixed-Use area is determined by the specific mix of uses shown, and that the Area Elements may provide detail on the specific mix of uses envisioned. The proposed density of the Project is not inconsistent with the FLUM, and the scale of development envisioned near Poplar Point in the Lower Anacostia Waterfront / Near Southwest Element. The Framework Element states that

sites with a High Density Commercial FLUM designation have typical densities that are greater than 6.0 FAR, and sites with a High-Density Residential designation have typical densities that are greater than 4.0 FAR. The Project has a proposed density of approximately 3.59 FAR which is well within the density range contemplated for the Property's FLUM designation.

- iii. Lower Anacostia Waterfront/ Near Southwest Area Element – The Project is not inconsistent with the policies set forth in the Lower Anacostia Waterfront/Near Southwest Area Element. The Project will redevelop a vacant site near transit, the waterfront, and historic Anacostia with a new hotel that will create employment opportunities, attract visitors, and support local businesses east of the Anacostia River. Consistent with the GPM, FLUM, and AW Element policies, the Project will help advance the revitalization of the Anacostia waterfront at a scale that is envisioned by AW Element policies and the AWI Framework Plan, and appropriate given the site's proximity to Metrorail and other major surface roads and separation from the lower-scale pattern found in nearby Historic Anacostia (AW-1.1.2, AW-1.1.7, AW-1.1.8, AW-1.1.9, AW-2.4.3, AW-2.4.5, AW-2.4.7).
- iv. Citywide Elements – The Project is not inconsistent with and furthers various Citywide Element policies and actions that promote economic development, visitor-serving uses, equitable access to transit and employment opportunities, and environmental sustainability. Specifically: Land Use (LU-1.1.2: Resilience and Land Use, LU-1.4.2: Development Around Metrorail Stations, LU-1.4.5: Design to Encourage Transit Use, LU-1.4.6: Development in Underserved Areas, LU-2.2.4: Neighborhood Investment); Transportation (T-1.1.3: Context-Sensitive Transportation, T-1.1.4: Transit-Oriented Development, T-1.1.7: Equitable Transportation Access, T-2.3.2: Bicycle Network, T-2.4.1: Pedestrian Network, T-3.1.1: TDM Programs); Environmental Protection (E-1.1.1: Resilience to Climate Change as a Civic Priority, E-2.1.2: Tree Requirements in New Developments, E-2.1.3: Sustainable Landscaping Practices, E-3.2.3: Renewable Energy, E-3.2.7: Energy-Efficient Building and Site Planning, E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff, E-4.2.1: Support for Green Building); Economic Development (ED-3.1.1: Neighborhood Commercial Vitality); and Urban Design (UD-1.4.1: Thoroughfares and Urban Form, UD-2.1.1: Streetscapes That Prioritize the Human Experience, UD-2.1.4: Connections Between Public Spaces and Streets, UD-3.1.3: Public Spaces for Cultural Expression, UD-3.2.5: Safe and Active Public Spaces and Streets, UD-4.2.1: Scale and Massing of Large Buildings, UD-4.2.2: Engaging Ground Floors, UD-4.2.4: Creating Engaging Facades). (Ex. 3.)

- Pursuant to Subtitle X § 604.7(a), the Application asserted that the Project's street frontages are designed to be safe, comfortable, and encourage pedestrian activity. The ground floor contains a hotel lobby and bar / lounge with high-visibility storefront glazing that will activate the pedestrian environment. The bar / lounge area will be accessible to both hotel guests and the general public. The streetscape improvements surrounding the Building will create a safe and inviting pedestrian environment. (Ex. 3.)
- Pursuant to Subtitle X § 604.7(b), the Application asserted that the Project would encourage public gathering spaces and open spaces. The Project's landscape design transforms areas constrained by subsurface DC Water infrastructure into landscaped open spaces, bioretention facilities, pedestrian pathways, and bicycle amenities. The bicycle promenade along the northern edge of the Bridge District, which the Applicant is constructing, will provide publicly accessible open space and connections to Anacostia Park and the broader community. (Ex. 3.)
- Pursuant to Subtitle X § 604.7(c), the Application asserted that the Project respects the historic character of Washington's neighborhoods and will not adversely affect it. The Project is being developed in a largely undeveloped area that is surrounded by transportation infrastructure and parkland and is separated from the established Historic Anacostia neighborhood by the I-295 Anacostia Freeway. The Project is approximately 0.4 miles from Historic Anacostia. The Project's contemporary architectural expression draws inspiration from the adjacent parkland, riverfront, and neighborhood, and the murals proposed along the ground-level east and north facades provide opportunities to highlight local Anacostia history and culture. The Project, and the overall Bridge District, will help activate and provide a backdrop to the eastern oval of the Frederick Douglass Bridge, which can serve as a gateway into Poplar Point and Anacostia Park. (Ex. 3.)
- Pursuant to Subtitle X § 604.7(d), the Application asserted that the Project strives for attractive and inspired façade design. The Building's façade incorporates a combination of dark brick masonry, panelized rainscreen cladding with green-toned feature panels, storefront glazing, and architectural screening elements. The podium level features large storefront windows that provide transparency and activate the public realm. The upper levels are articulated through vertically proportioned window openings and a varied material palette. The staggered cornice line creates an architectural focal point at the southwest corner of the Building. Murals on the east and north façades and expanded green screen areas add visual interest and reflect the surrounding community's cultural identity. (Ex. 3.)
- Pursuant to Subtitle X § 604.7(e), the Application asserted that the Project is designed with sustainable landscaping. The Project integrates landscape into spaces throughout the Property at the ground level and roof level. The landscape design responds to the significant subsurface DC Water infrastructure constraints by converting areas above tunnels into landscaped open spaces and bioretention facilities. Native and climate adaptive species will be incorporated to the maximum

extent feasible. The Project will meet or exceed all Green Area Ratio and DOEE Stormwater Management requirements. (Ex. 3.)

- Pursuant to Subtitle X § 604.7(f), the Application asserted that the Project is designed to promote connectivity both internally and with surrounding neighborhoods. The Project's bicycle promenade and pedestrian pathway network will strengthen connections between the Project, other Bridge District phases, Anacostia Park, the Frederick Douglass Bridge and South Capitol Street corridor, the Anacostia neighborhood, and the future redevelopment of Poplar Point. The Project incorporates bicycle facilities and amenities, including long- and short-term bicycle parking and employee shower facilities that support bicycle commuting. (Ex. 3.)

General Special Exception Standards (Subtitle X § 901.2)

35. The Application asserted that the Project satisfies the special exception criteria of Subtitle X § 901.2(a) and (b), as required by Subtitle X § 604.6. Specifically, the Project will be in harmony with the general purpose and intent of the Zoning Regulations and CP Maps and will not tend to affect adversely the use of neighboring property because:

- The Project is in harmony with the purpose and intent of the Zoning Regulations as it will promote the public health, safety, and general welfare of District residents. The hotel use is permitted in the NHR zone and will help achieve the zone's purposes of encouraging a variety of visitor-related uses, such as retail, service, and entertainment. Given its distance from the lower-scale development pattern of historic Anacostia, and the separation provided by the Anacostia Freeway, the Project will not have any impact on the light and air of surrounding neighborhoods. The Project's density of approximately 3.59 FAR is substantially below the 9.0 FAR maximum, and the Project's height of approximately 99 feet is well within the NHR zone's 130-foot maximum height limit. The Property is an ideal location for a hotel given its proximity to Metrorail, the Anacostia River, Nationals Park, Audi Field, the Capitol Riverfront, and other major destinations, along with the Anacostia neighborhood itself.
- Broadly, the NHR zone permits and encourages a broad mix of residential, commercial, and other uses, including lodging, and the Project provides an appropriate use that is consistent with the zone's purpose of encouraging a variety of visitor-related uses. Except for the areas where the Commission has granted modest flexibility and special exception relief, the Project meets all applicable NHR development standards. Most notably, the Project is within the maximum permitted height and density of 130 feet and 9.0 FAR, respectively.
- The Property is surrounded by parkland, the Anacostia Metrorail station, and transportation infrastructure. Most of the property immediately adjacent to the Project is owned by affiliates of the Applicant and will be part of the overall Bridge District development. The Project will not adversely affect the use of neighboring property in accordance with the Zoning Regulations, but rather will support the

community by creating employment opportunities, attracting visitors that will support local businesses, and helping to establish the Bridge District as a vibrant, mixed-use destination east of the Anacostia River. (Ex. 3.)

Responses to the Application

OP

36. OP filed a report on September 4, 2026 (“OP Report”), in which it stated that the Application successfully met many of the relevant criteria, but not all. (Ex. 18.) The OP Report found that the Application satisfied the Design Review criteria under Subtitle K § 1005 and Subtitle X, Chapter 6. The OP Report further found that, on balance, the Application would not be inconsistent with the CP, would further CP policies of the Land Use, Transportation, Environmental Protection, Economic Development, and Urban Design Elements and the Lower Anacostia Waterfront / Near Southwest Area Element, and would advance CP racial equity goals when evaluated through a racial equity lens. OP made several comments regarding the east façade of the Building, particularly the ground floor treatment along the WMATA access road, and recommended that the Applicant explore ways to increase street-level activation and improve the fenestration and articulation of the upper floors on the east side. OP also recommended that the Applicant examine the possibility of relocating the loading dock to the west building façade. OP stated that it could recommend approval of the Application once the Applicant addressed these comments.
37. The OP Report supported the Applicant’s requests for flexibility from the side yard and rear yard requirements. (Ex. 18.)
38. The OP Report supported the Applicant’s requests for special exception relief from the minimum residential FAR requirement, the minimum vehicle parking requirement, the minimum loading requirement, the minimum long-term bicycle parking shower requirement, and the roof structure enclosing wall requirements. (Ex. 18.)
39. The OP Report stated no objection to the Applicant’s requested design flexibility. (Ex. 18.)
40. The OP Report provided disaggregated race and ethnicity data for the District as a whole and the Lower Anacostia Waterfront / Near Southwest Planning Area, where the Property is located, in response to the Commission’s revised Racial Equity Analysis Tool. The data showed disparities within the Planning Area between Black and White households with regards to cost burdened households, median household income, and unemployment. OP stated that the Project can help to make progress toward alleviating these discrepancies by creating employment opportunities during construction and long-term hotel operations, attracting visitors that will support local businesses, and supporting local entrepreneurs, especially in Wards 7 and 8. (Ex. 18.)
41. The OP Report also includes several comments on the Application that were provided by DOEE and the OP Neighborhood Planning Division. (Ex. 18.)

42. At the September 14, 2026 public hearing, OP expressed its support for the Project. OP testified that it appreciated the improvements the Applicant had made to the east façade in response to OP’s comments, including the expanded green screen and murals and stated that the upper story facade on the east had been improved through the Applicant’s addition of windows on upper stories as well as the variation in the texture of the facade panels. OP noted that it did not object to the location of the proposed loading dock on the east side of the Building. OP also recommended that the Commission include conditions in any final order providing assurance that (i) the proposed murals be completed by a date certain after the certificate of occupancy, and (ii) certain east façade design features, including the additional windows and variation in façade texture, will be constructed as shown. OP also discussed its preference for reconfiguration of the ground floor to be restudied in order to move amenity or lobby space to the east side of the building.

DDOT

43. DDOT filed a report dated September 3, 2026, stating that it had no objection to the Project (“DDOT Report”) (Ex. 17.), subject to the following conditions:
- Provide a public access easement subject to DDOT approval for the sidewalk along the WMATA access drive to ensure public access to the Anacostia Metro Rail station;
 - Implement the TDM Plan as proposed in the Applicant’s revised Transportation Statement (Ex. 22AC), for the life of the project, unless otherwise noted; and
 - Implement the Loading Management Plan proposed in the Transportation Statement, for the life of the project, unless otherwise noted.
44. At the September 14, 2026, public hearing, DDOT reiterated its support for the Project.

ANC

45. The Applicant presented the Project to ANC 8A on three occasions prior to the public hearing: at the ANC’s regularly scheduled public meetings on June 2, 2026, July 7, 2026, and September 8, 2026. (Ex. 3, 15.) At the ANC’s meeting on September 8, 2026, ANC 8A voted to “oppose supporting” the Application and requested an additional 30 days for community engagement and conversation. However, ANC 8A did not submit a written report to the case record at any time prior to, during, or after the public hearing. At the September 14, 2026, public hearing, ANC 8A Chair Jamila White testified on behalf of the ANC. Commissioner White stated that ANC 8A’s opposition centered on the Applicant’s unwillingness to enter into a formal, project-specific community benefits agreement (“CBA”) for the hotel. Commissioner White acknowledged that the law does not require a CBA but stated that the absence of a legal mandate should not be the standard and that the Applicant’s refusal to enter into a CBA was concerning given the significance of the Project for the community. Commissioner White stated that ANC 8A was not opposed to development but was asking for inclusive, community-centered development and requested that the Commission not take final action at the hearing but instead allow 30 additional days for further community engagement and negotiation of a CBA or written commitment.

46. Pursuant to Subtitle Z § 505.1, the Commission is required to give great weight to the issues and concerns included in the written report of the affected ANC, provided that the issues and concerns are related to the standards against which the Application shall be judged by the Commission. Pursuant to Subtitle Z § 505.2, oral testimony provided by an ANC representative at the public hearing shall not be given great weight unless accompanied within seven (7) days by written documentation approved by the respective ANC that supports the testimony. ANC 8A never submitted the written documentation required under Subtitle Z § 505.2.

Public Hearing

47. After proper notice, the Commission held a virtual hearing on the Application on September 14, 2026. Sohael Chowfla and Lindsey Morton of Redbrick LMD testified on behalf of the Applicant regarding the Project and community outreach efforts. Brian Murch of DLR Group testified as the Project architect. Robert Schiesel of Gorove Slade testified as the Applicant's transportation consultant. Craig Atkins and William Lattanzio of Wiles Mensch testified as the Applicant's landscape architect and civil engineer, respectively. Shane Dettman of Goulston & Storrs testified as the Applicant's land use planner. The Commission qualified Mr. Murch as an expert in architecture, and accepted the previously qualified status of Mr. Schiesel in transportation, Mr. Dettman in land use planning, Mr. Atkins in landscape architecture, and Mr. Lattanzio in civil engineering.
48. At the September 14, 2026 public hearing, the Applicant presented the Project and responded to questions from the Commission. The Commission granted the Applicant's motion to accept the revised final Transportation Statement and updated landscape plans and east façade renderings (Ex. 22-22AC) into the record.
49. One witness testified in support of the Application: Larry Greenhill of the Rock Run Group. (Ex. 14.)
50. ANC 8A Chair Jamila White appeared and testified in opposition to the Application on behalf of ANC 8A.
51. Ten (10) letters in support of the Application were submitted to the case record. (Ex. 9, 10, 11, 12, 13, 14, 19, 20, 23, 29.)
52. One (1) letter was submitted to the case record expressing support for the Application but requesting a project-specific CBA before the hearing. (Ex. 16.)

CONCLUSIONS OF LAW

Design Review Approval; Authority

1. Section 8 of the Zoning Act of 1938 (D.C. Official Code § 6-641.01 (2019 Repl.)) authorizes the Commission to undertake review and approval of a NHR zone design review application consistent with the requirements of Subtitle K, Chapter 10, and Subtitle X, Chapter 6.

2. Pursuant to Subtitle X § 600.1, the purpose of the Design Review process is to:
 - a. Allow for special projects to be approved by the Zoning Commission after a public hearing and a finding of no adverse impact;
 - b. Recognize that some areas of the District of Columbia warrant special attention due to particular or unique characteristics of an area or project;
 - c. Permit some projects to voluntarily submit themselves for design review under this chapter in exchange for flexibility because the project is superior in design but does not need extra density;
 - d. Promote high-quality, contextual design; and
 - e. Provide for flexibility in building bulk control, design, and site placement without an increase in density or a map amendment.
3. Since the Project is in the NHR zone, the Applicant is required to comply with the NHR zone-specific criteria of Subtitle K § 1005. In addition, pursuant to Subtitle K § 1005.2, the Project is required to meet the Design Review standards set forth under Subtitle X, Chapter 6. Subtitle X § 604.6 also provides that the Applicant must meet the special exception standards of Subtitle X, Chapter 9.
4. Section 8 of the Zoning Act of 1938 (D.C. Official Code § 6-641.07(g)(2) (2018 Repl.); *see also* Subtitle X § 901.2) authorizes the Commission to grant special exceptions, as provided in the Zoning Regulations, where, in the judgement of the Commission, the special exception:
 - a. Will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Map;
 - b. Will not tend to affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Map; and
 - c. Complies with the special conditions specified in the Zoning Regulations.
5. The Commission makes the following conclusions of law based on the information provided in the record, including testimony provided at the hearing, the Applicant's statements, the OP Report, and the DDOT Report.

Satisfaction of the NHR Design Review Criteria (Subtitle K § 1005)

6. The Commission concludes that the Application meets the NHR Design Review criteria as detailed below.

Subtitle K § 1005.2(a) – The Project will help achieve the objectives of the NHR zone defined in Subtitle K § 1000.1.

7. The Project helps achieve the NHR zoning objectives through introducing a hotel use that will encourage visitors to the Bridge District and the neighborhoods east of the Anacostia River, providing active ground floor uses including a bar / lounge that is open to the general public, and constructing a high-quality building with superior architecture and design and significant pedestrian and bicycle infrastructure improvements.

Subtitle K § 1005.2(b) – The Project will help achieve the desired use mix, with the identified preferred uses specifically being residential, office, entertainment, retail, or service uses.

8. The Project helps achieve the desired use mix by introducing lodging and food and beverage uses to the Bridge District, which are among the visitor-related uses specifically encouraged by the NHR zone. The hotel will be one of the first hotels east of the Anacostia River and will help address a longstanding lack of hotel accommodations in this part of the District.

Subtitle K § 1005.2(c) – The Project will provide streetscape connections for future development on adjacent lots and parcels, and be in context with an urban street grid.

9. The Project's streetscape and public realm improvements complement the existing streetscape of the Bridge District developments and provide connectivity with existing and planned pedestrian and bicycle connections to the east toward Poplar Point and the historic Anacostia neighborhood, and to the west toward the South Capitol Street oval and Frederick Douglass Bridge.

Subtitle K § 1005.2(d) – The Project will minimize conflict between vehicles, bicycles, and pedestrians.

10. The Project promotes a safe and efficient pedestrian experience. The Project does not provide any on-site vehicle parking, which will significantly reduce vehicle trips to the site. Vehicular access for passenger pick-up and drop-off is provided via a circular driveway on the east side of the Property, and loading access is provided via a single loading berth also on the east side, both accessed from the WMATA-owned access road. This configuration avoids curb cuts along the Project's public right-of-way / primary pedestrian frontage. Bicycle parking, both long- and short-term, is provided at grade for easy access and has been located to provide convenient connections to the existing and planned bicycle lanes in and around the Bridge District.

Subtitle K § 1005.2(e) – The Project will minimize unarticulated blank walls adjacent to public spaces through façade articulation.

11. The Project does not include any unarticulated blank walls. The Building's façade incorporates a combination of dark brick masonry, panelized rainscreen cladding with green-toned feature panels, storefront glazing, and architectural screening elements. At the podium level, large storefront windows provide transparency into the lobby and guest amenity spaces. The upper levels are articulated through vertically proportioned window openings and a varied material palette. Murals and a green screen along the ground level of the east and north façades further minimize blank walls and add visual interest. The Project's eastern facades were further enhanced in response to OP comments by the introduction of additional windows and façade articulation.

Subtitle K § 1005.2(f) – The Project will minimize impact on the environment, as demonstrated through the provision of an evaluation of the proposal against LEED certification standards.

12. The Project is designed to achieve a minimum LEED v4.1 Gold certification under the Building Design and Construction: Hospitality rating system. Key sustainable features include rooftop solar panels that will meet the NHR zone's annual on-site renewable energy generation requirement, energy efficient building enclosures and mechanical systems, extensive green roof areas, and on-site stormwater management through bioretention facilities and green infrastructure.

Subtitle K § 1005.2(g) – The Project will promote safe and active streetscapes through building articulation, landscaping, and the provision of active ground level uses.

13. The Project is designed to promote safe and active streetscapes. The ground floor of the Building contains a hotel lobby and bar / lounge that will be open to both guests and the general public, with high-visibility storefront glazing that activates the pedestrian environment. The absence of on-site vehicle parking and the location of loading on the east side of the Building, away from the primary pedestrian environment, enhances safety and prioritizes safe pedestrian circulation.

Subtitle K § 1005.3(a) – The Applicant provided a report on its coordination with the Department of Employment Services (DOES) regarding apprenticeship and training opportunities during construction and operation of the Project and the larger Bridge District, and the provision of any internship or training opportunities during construction and operation of the Project and the larger Bridge District, either with the Applicant or with contractors working on the project independent of DOES.

14. The Applicant has been operating an internal apprenticeship and training program for local high school and college students for over eight years. The Applicant has thus far employed 12 students in paid internships to learn about real estate development. The Applicant stated that it previously partnered with a local CBE subcontractor to train local electrical apprentices who acquired on-the-job skills and experience at the Bridge District Phase 1 project site and will endeavor to continue this partnership for the Project. Additionally, once construction on the Project begins the Applicant is aiming to partner with the general contractor to explore ways to create and host a variety of workforce development and training opportunities and events for community members and job seekers, including students.

Subtitle K § 1005.3(b) – The Applicant provided a report on its efforts to include local businesses, especially Wards 7 and 8 businesses, in contracts for the construction or operation of the proposed project.

15. The Applicant reported that it has and will continue to undertake efforts to attract local businesses to the Project, especially Wards 7 and 8 businesses, in contracts for the construction and operation of the Project. Additionally, the Applicant has been working with local Ward 8 businesses within the Bridge District thus far and intends to continue to do so on the Project. The Applicant has also been working with the Anacostia BID to

pursue contracts with local cleaning, landscaping, and trash removal organizations for site cleanup.

Subtitle K § 1005.3(c) – The Applicant provided a report on its efforts to provide retail or commercial leasing opportunities to small and local businesses, especially Ward 8 businesses, and efforts to otherwise encourage local entrepreneurship and innovation.

16. The Applicant has committed to making efforts to provide commercial leasing opportunities to small and local business, especially Ward 8 businesses. The Applicant's placemaking strategy emphasizes small and local businesses as part of the overall retail mix for the Bridge District. Additionally, the Applicant has encouraged Ward 8 residents and other community stakeholders to refer qualified small and local businesses, and the Applicant has had several meetings with interested local entrepreneurs.

Subtitle K § 1005.3(d) – The Applicant provided a report on its coordination with the State Archaeologist and any plans to study potential archeological resources at the Property, and otherwise recognize local Anacostia history.

17. The Applicant has coordinated with the D.C. State Historic Preservation Officer and has studied the potential for archeological resources at the Property and other locations within the Bridge District. The research potential of the site was exhausted during the Phase I and Phase II investigations; and therefore, no further archaeological investigations were recommended at the end of these investigations. The Applicant stated that it will continue to coordinate with the D.C. State Historic Preservation Officer.

Not Inconsistent with the Comprehensive Plan (Subtitle X § 604.5)

18. Pursuant to CP §§ 2501.4-2501.6 and 2501.8, the Commission is tasked with evaluating the Application's consistency with the CP through a racial equity lens. Consideration of equity is intended to be based on the policies of the CP and is a part of the Commission's consideration of whether the Application is "not inconsistent" with the CP, rather than a separate determination about the Project's equitable impact. The CP 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. CP § 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, health care, technology, workforce development, and employment opportunities." CP § 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. CP § 213.9. The CP Implementation Element provides guidance to help 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 different areas in the District.” CP § 2501.6. In addition, the Implementation Element suggests preparing and implementing tools to use as a part of the Commission’s evaluation process. CP § 2501.8. The Commission released a revised Racial Equity Analysis Tool on February 3, 2023, with new components requiring applicants to include information about their community outreach and engagement efforts and OP to include disaggregated race and ethnicity data for the affected Planning Area in their respective CP consistency submissions regarding racial equity.

19. As part of the initial Application, the Applicant submitted a CP evaluation. (Ex. 3.) In accordance with the CP Implementation Element, the Applicant employed a racial equity lens as it prepared its CP evaluation, which was guided by the Commission’s Racial Equity Tool.
20. The Commission concludes that, when examined through a racial equity lens, the Project is consistent with CP goals around advancing racial equity in the District. The Project will help advance CP racial equity goals by creating employment opportunities during construction and long-term hotel operations, spurring job training and apprenticeship opportunities, creating local business opportunities through visitor spending, supporting Ward 8 entrepreneurs and artists through the mural program and other initiatives, furthering environmental justice goals through numerous sustainability measures, and improving access to the Bridge District. The Applicant’s evaluation indicates it conducted outreach with several community groups in addition to ANC 8A and hosted community meetings to solicit feedback on the Project design. The Commission also notes that the disaggregated race and ethnicity data provided by OP reveals disparities in employment, income, and housing cost burden between Black and White populations in the Planning Area, and that OP believes the Project has the potential to make progress toward alleviating these discrepancies by creating employment and supporting local businesses near transit. Thus, the Commission finds that the Application responds to the District’s racial equity goals as the Applicant utilized community outreach and engagement guidance, considered the Project’s potential impact on existing racial disparities as informed by OP’s disaggregated race and ethnicity data for the Planning Area, and developed the Project so that it will advance many desired CP policies/themes identified in the Commission’s revised Racial Equity Analysis Tool.
21. Based upon the Applicant’s CP evaluation, including the information provided in response to the Commission’s Racial Equity Analysis Tool, the Commission concludes that, when read as a whole, the Project is not inconsistent with the CP. The Commission’s overall conclusion that the Project is not inconsistent with the CP is based upon the following set of conclusions:
 - a. FLUM: The Property is located within an area designated on the FLUM as being appropriate for mixed-use development containing high-density commercial, high-density residential, and institutional uses. The NHR zone is intended to provide for high-density, mixed-use development, and the Project itself is a hotel development that is consistent with the permitted mix of uses in the NHR zone. Accordingly, the Commission finds that the Project is not inconsistent with the Property’s FLUM designation. (FF Nos. 13, 38.)

- b. GPM: The GPM designates the Property as within a Land Use Change Area. These areas represent vacant or underutilized land where the District envisions a change from the land use currently in existence. The Project will replace currently unimproved land with a new hotel that will create employment, attract visitors, and support the continued revitalization of neighborhoods east of the Anacostia River. The Commission also believes that the Project is not inconsistent with the Property's location within a Resilience Focus Area, since the Project will incorporate several sustainable features, will be designed to achieve a LEED v4.1 Gold certification, and will include rooftop solar and green roof areas. Additionally, the Commission notes that, while the Property is in a Future Planning Analysis Area, the Application is not requesting any rezoning, and OP has indicated that the Project would be in conformance with already-adopted CP policies and maps. Accordingly, the Commission finds that the Project is not inconsistent with the GPM.
- c. Citywide and Area Element Policies: The Project provides a new hotel on a site that is vacant and located in an area envisioned for high-density development under the CP. The Project furthers numerous policies of the CP's Citywide Elements, including Land Use, Transportation, Environmental Protection, Economic Development, and Urban Design as well as the Lower Anacostia Waterfront/Near Southwest Area Element. The Project will create employment opportunities during construction and long-term hotel operations and attract visitors that will support local small businesses, restaurants, retailers, and entrepreneurs east of the Anacostia River. The Project's proximity to transit and sustainable design strategies, including rooftop solar, green roofs, and bioretention facilities, promote general climate resilience and environmental sustainability. The Building's façade design incorporates detailed articulation, high-quality materials, and murals that reflect the cultural identity of the surrounding community. The Project's design emphasizes pedestrian comfort and connectivity through active ground floor uses and significant streetscape and public realm improvements. Finally, the Project's height, density, and use of numerous resilient design strategies are consistent with CP policy guidance and the vision for development within the Poplar Point policy focus area.
- d. Potential CP Inconsistencies: As stated above, the Commission has determined that the Project is not inconsistent with the CP when read as a whole. The Commission has considered the full range of applicable CP policies and has not identified any significant inconsistencies. The Project does not provide on-site vehicle parking, which is consistent with the Transportation Element's policies promoting transit-oriented development and reducing automobile dependency. The Project's location immediately adjacent to the Anacostia Metrorail Station supports the elimination of on-site parking. The Commission concludes that the Project is not inconsistent with the CP when read as a whole.

Satisfaction of the General Special Exception Criteria (Subtitle X § 604.6)

Subtitle X § 604.6 – *The Zoning Commission shall find that the proposed design review development will not tend to affect adversely the use of neighboring property and meets the general special exception criteria of Subtitle X, Chapter 9.*

22. The Commission concludes that the Project satisfies the general special exception criteria of Subtitle X, Chapter 9:
 - a. *Will be in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps;*
 - b. *Will not tend to affect adversely, the use of neighboring property in accordance with the Zoning Regulations and Zoning Maps; and*
 - c. *Will meet such special conditions as may be specified in this title.*
23. The Project is in harmony with the general purpose and intent of the Zoning Regulations and the Zoning Map applicable to the Property. The NHR zone permits and encourages a broad mix of uses, including lodging, and the Project provides a hotel use that is consistent with the zone's purpose of encouraging visitor-related uses. The Project is within the maximum height and density permitted in the NHR zone.
24. The Project will not tend to adversely affect the use of neighboring property but will support the community by creating employment opportunities, attracting visitors that will support local businesses, and establishing the Bridge District as a vibrant destination east of the Anacostia River. The properties immediately adjacent to the Project are owned by affiliates of the Applicant and will be part of the overall Bridge District development. Rather than adversely impacting neighboring properties, the Project will enhance its surroundings and the Anacostia community.

Consistency with the Urban Design Criteria (Subtitle X § 604.7)

25. The Commission concludes that the Project is consistent with the urban design criteria pursuant to Subtitle X § 604.7 in such a way that the Project is superior to a matter-of-right development in accordance with Subtitle X § 604.8.

Subtitle X § 604.7(a) – *Street frontages are designed to be safe, comfortable, and encourage pedestrian activity, including:*

- (1) *Multiple pedestrian entrances for large developments;*
 - (2) *Direct driveway or garage access to the street is discouraged;*
 - (3) *Commercial ground floors contain active uses with clear, inviting windows;*
 - (4) *Blank facades are prevented or minimized; and*
 - (5) *Wide sidewalks are provided.*
26. The Project's ground floor contains a hotel lobby and bar / lounge with high-visibility storefront glazing that activates the pedestrian environment. The bar / lounge will be accessible to both hotel guests and the general public, which was enhanced by the Applicant adding a door to access to the bar / lounge at the request of the community. The Project does not provide any direct vehicular access off its public right-of-way frontage,

with all vehicular and loading access confined to the east side of the Building via the WMATA-owned access road. The location of the loading allows for maximizing pedestrian access and connectivity at the Property and the surrounding area, including to Poplar Point. The streetscape improvements surrounding the Building will create a safe and inviting pedestrian environment.

Subtitle X § 604.7(b) – Public gathering spaces and open spaces are encouraged especially in the following situations:

- (1) Where neighborhood open space is lacking;*
- (2) Near transit stations or hubs; and*
- (3) When they can enhance existing parks and the waterfront.*

27. The Project's landscape design transforms areas constrained by subsurface DC Water infrastructure into landscaped open spaces, bioretention facilities, pedestrian pathways, and bicycle amenities. The bicycle promenade along the northern edge of the Bridge District provides publicly accessible open space and connections to Anacostia Park and the broader community.

Subtitle X § 604.7(c) – New development respects the historic character of Washington's neighborhoods, including:

- (1) Developments near the District's major boulevards and public spaces should reinforce the existing urban form;*
- (2) Infill development should respect, though need not imitate, the continuity of neighborhood architectural character; and*
- (3) Development should respect and protect key landscape vistas and axial views of landmarks and important places.*

28. The Project will not affect the historic character of Washington's neighborhoods as it is being developed in a largely undeveloped area that is separated from the established Historic Anacostia neighborhood by the I-295 Anacostia Freeway. The Property is surrounded by transportation infrastructure and parkland and lacks any strong urban form. The Project's contemporary architectural expression draws inspiration from the adjacent parkland, riverfront, and Anacostia neighborhood. The Project, and the overall Bridge District, will help activate and provide a backdrop to the South Capitol Street oval on the east side of the Frederick Douglass Memorial Bridge, which will become an active public space that connects both sides of the Anacostia River and can serve as a gateway into Poplar Point and Anacostia Park.

Subtitle X § 604.7(d) – Buildings strive for attractive and inspired façade design, including:

- (1) Reinforce the pedestrian realm with elevated detailing and design of first (1st) and second (2nd) stories; and*
- (2) Incorporate contextual and quality building materials and fenestration.*

29. The Project provides a high-quality façade design that incorporates a combination of dark brick masonry, panelized rainscreen cladding with green-toned feature panels, storefront glazing, and architectural screening elements. The podium level features large storefront

windows that provide transparency and activate the public realm. Murals and expanded green screen areas on the east and north façades add visual interest and reflect the surrounding community's cultural identity. The addition of windows and material articulation on the east façade enhance its appearance and attractiveness.

Subtitle X § 604.7(e) – Sites are designed with sustainable landscaping.

30. The Project integrates sustainable landscaping throughout the Property at the ground level and roof level. The landscape design responds to subsurface DC Water infrastructure constraints by converting constrained areas into landscaped open spaces and bioretention facilities. The Project will comply with all Green Area Ratio and DOEE Stormwater Management requirements.

Subtitle X § 604.7(f) - Sites are developed to promote connectivity both internally and with surrounding neighborhoods, including:

- (1) Pedestrian pathways through developments increase mobility and link neighborhoods to transit;*
 - (2) The development incorporates transit and bicycle facilities and amenities;*
 - (3) Streets, easements, and open spaces are designed to be safe and pedestrian friendly;*
 - (4) Large sites are integrated into the surrounding community through street and pedestrian connections; and*
 - (5) Waterfront development contains high quality trail and shoreline design as well as ensuring access and view corridors to the waterfront.*
31. The Project's bicycle promenade, pedestrian pathway network, and streetscape improvements complement the other Bridge District developments and promote connectivity between the Bridge District and Anacostia Park, the Anacostia Metrorail station, the historic Anacostia neighborhood, the Frederick Douglass Bridge, and Downtown DC. The Project's location of its loading facilities maximizes the connectivity of the site and its surroundings, including connecting the Property and the Bridge District to Poplar Point.

Special Exception Relief

32. The Applicant requested special exception relief from the following requirements: (i) the NHR zone minimum residential FAR requirement of Subtitle K § 1001.3; (ii) the minimum vehicle parking requirement of Subtitle K § 1007.2 and Subtitle C § 701.5; (iii) the minimum loading requirement of Subtitle K § 1007.4 and Subtitle C § 901.1; (iv) the minimum long-term bicycle parking shower requirement of Subtitle C § 806.4; and (v) the roof structure enclosing wall requirements of Subtitle C § 1503.3.
33. The Commission concludes that the Applicant has satisfied the burden of proof for special exception relief from each of the foregoing requirements. With respect to the minimum residential FAR requirement, the hotel use is consistent with the NHR zone's purpose of encouraging a variety of visitor-related uses, and the Project's density of 3.59 FAR is substantially below the maximum permitted. With respect to vehicle parking, the Project's

location immediately adjacent to the Anacostia Metrorail Station and its access to multimodal transportation connections support the elimination of on-site parking, which will also reduce vehicle trips. With respect to loading, the single 30-foot loading berth is adequate for the hotel's anticipated loading needs, particularly given the constraints imposed by subsurface DC Water infrastructure. With respect to bicycle parking showers, the Project provides employee shower and changing facilities that support bicycle commuting notwithstanding the technical noncompliance with the shower-to-space ratio. The number of showers and lockers that will be provided is appropriate relative to the size and anticipated staffing of the hotel. With respect to the roof structure enclosing wall requirements, the mechanical penthouse enclosure will harmonize with the overall architectural design of the Building, and the penthouse and all roof structures will meet all applicable setback requirements. Additionally, the Project's extended, architectural parapet will provide the same screening of mechanical equipment as the enclosing wall requirement is intended to provide. OP recommended approval of all special exception requests. The Commission concludes that the requested relief is in harmony with the intent and purpose of the Zoning Regulations, will not adversely affect neighboring property, and meets the applicable special conditions.

"Great Weight" to the Written Report of the ANC

34. The Commission is required to give "great weight" to the issues and concerns of the affected ANC expressed in its written report. (§ 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 this great weight requirement, District agencies must articulate with particularity and precision the reasons why an affected ANC does or does not offer persuasive advice under the circumstances. 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). Pursuant to Subtitle Z § 505.1, the Commission is required to give great weight to the issues and concerns included in the written report of the affected ANC, and the issues and concerns must be related to the standards against which the application shall be judged by the Commission. Pursuant to Subtitle Z § 505.2, oral testimony provided by the ANC representative at the hearing shall not be given great weight unless accompanied within seven (7) days by written documentation approved by the respective ANC that supports the testimony.
35. Based on the testimony of ANC 8A Chair Jamila White, ANC 8A "voted unanimously to oppose supporting" the Application at its meeting on September 8, 2026 and Commissioner White testified in opposition at the public hearing. However, ANC 8A did not submit a written report to the case record at any time, nor did the ANC submit the written documentation required by Subtitle Z § 505.2 within seven (7) days of the hearing to support its oral testimony. Accordingly, the Commission is not required to give great weight to ANC 8A's oral testimony. Notwithstanding the foregoing, the Commission notes that ANC 8A's opposition centered on the Applicant's unwillingness to enter into a formal, project-specific CBA for the hotel, which is not required by the Zoning Regulations or the NHR zone Design Review standards against which the Application is to be judged. The

Commission has previously addressed the question of conditioning a design review approval on the establishment of a CBA, concluding that the Commission is bound by the standards that are set forth in the Zoning Regulations. Specifically, in Z.C. Order No. 08-30, the Commission stated that “[a]cting upon the advice of the Office of the Attorney General, the Commission did not include the condition requested by the ANC requiring the Applicant to comply with the Community Benefits Agreement. The Commission did so because its review of the application is limited to the standards established in § 1610 of the Zoning Regulations, which do not include consideration of the benefits and amenities provided by the Applicant to the community. The Commission believed that conditioning the approval of the application on such benefits and amenities was therefore inappropriate.” The Commission draws the same conclusion in this case. The Commission has fully considered ANC 8A’s testimony and concerns but concludes that the absence of a CBA does not provide a basis for denying the Application and a delay in the hearing or further consideration of its outcome to discuss a CBA is not warranted, particularly in light of the number of prior discussions between the ANC and the Applicant.

“Great Weight” to the Recommendation of OP

36. The Commission is required to give great weight to the recommendations of OP pursuant to § 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 § 405.8. (*Metropole Condo. Ass’n v. D.C. Bd. of Zoning Adjustment*, 141 A.3d 1079, 1087 (D.C. 2016).)
37. The OP Report stated that the Application successfully meets many of the relevant NHR zone design review criteria, but not all, and that OP could recommend approval once the Applicant addressed the issues and design suggestions identified in its report. At the hearing, OP indicated that the Applicant’s testimony and additional information successfully addressed most of the concerns raised in the OP Report. OP reiterated its suggestion that the Applicant take one more look at relocating the egress stair on the east side of the building to the north side with the goal being to allow amenity space or lobby space on the eastern facade to bring additional activation to the public space. Upon consideration of OP’s comments and the Applicant’s responses to the OP Report in the record and at the public hearing, the Commission concludes that the Applicant has sufficiently responded to OP’s comments, including justifying the proposed location of the loading dock on the east side of the building given the substantial subsurface constraints present on the Property and the Applicant’s larger coordinated planning approach to vehicular and pedestrian access and circulation throughout the Bridge District. The Applicant has also made several design refinements to the east facade of the Project since its initial submission that provide greater activation and visual interest, and minimize the visual impact of the loading dock. The Commission concludes that the proposed design, as modified by the refinements made in response to OP’s comments, successfully meets all applicable NHR design requirements while accommodating a myriad of site and programmatic constraints. The Commission concurs with OP’s recommendation to approve flexibility from the side yard and rear yard requirements, and requests for special exception relief from the minimum residential FAR, vehicle parking, loading, bicycle

shower, and penthouse enclosing wall requirements. The Commission has given the requisite great weight to OP's report and recommendation.

DECISION

In consideration of the above Findings of Fact and Conclusions of Law, the Zoning Commission for the District of Columbia concludes that the Applicant has satisfied its burden of proof and therefore **APPROVES** the Application for:

- Design review approval pursuant to the applicable standards and criteria of the NHR zone of Subtitle K §§ 1004, 1005, the general design review criteria of Subtitle X § 604, and the special exception standards of Subtitle X § 901.2;
- Special exception relief from the NHR zone minimum residential FAR requirement of Subtitle K § 1001.3; the minimum vehicle parking requirement of Subtitle K § 1007.2 and Subtitle C § 701.5; the minimum loading requirement of Subtitle K § 1007.4 and Subtitle C § 901.1; the minimum long-term bicycle parking shower requirement of Subtitle C § 806.4; and the roof structure enclosing wall requirements of Subtitle C § 1503.3;
- Technical zoning flexibility from the side yard requirements of Subtitle K § 1001.8 and the rear yard requirements of Subtitle K § 1001.9; and
- Such other design flexibility as are set forth in the Conditions hereof.

This approval is subject to the following conditions, standards, and flexibility:

Project Development

1. The Project shall be built in accordance with the Updated Plans submitted as part of the Applicant's post-hearing submission dated September 30, 2026 (**Ex. #**), and with the following design flexibility:
 - Exterior Details – Location and Dimension: To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior configuration of the building or design shown on the plans approved by the order. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights. This flexibility shall also include the ability to add, remove, or adjust the location and dimension of egress doors and pathways in order to comply with applicable fire and life safety codes;
 - Exterior Material Type and Color: To vary the final selection of the exterior materials within the color ranges and material types, as shown on Sheets A6.03 and A6.04 of the Updated Plans (titled, "Materials Flex"). In the event the Applicant must deviate from the exterior material types or colors beyond the parameters of the Exterior Materials Palette and Materials Flex, the Applicant shall file an application for a Modification without Hearing for the Commission's approval.
 - Interior Components: To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, atria, and

mechanical rooms, provided that the variations do not change the exterior configuration of the building as shown on the plans approved by the order;

- Number of Guest Rooms: To provide a range in the approved number of hotel guest rooms of plus or minus ten percent (10%);
- Murals: The Applicant shall issue a request for proposals ("RFP") for the design and installation of one or more murals on the east and/or north façade(s) of the Building that is targeted to Ward 8 artists. The RFP shall be issued prior to issuance of the permanent certificate of occupancy for the hotel, and the mural(s) shall be installed within one (1) year of issuance of the permanent certificate of occupancy;
- Roof Elements: To vary the roof plan as it relates to the green roof areas, solar panels, mechanical equipment, and other rooftop elements, provided that no relief is required beyond that which is expressly granted by the Order;
- Ground Floor Frontages: To vary the final design of the ground floor frontages of the building, including the location and design of entrances, show windows, and signage, in accordance with the needs of the hotel and/or commercial adjunct operator and to make related changes along such building frontage to accommodate potential reconfigurations of the WMATA-owned access road or a replacement thereof to the east of the Property.
- Signage: To vary the font, message, logo, and color of signage, provided that the maximum overall dimensions and signage materials are consistent with the signage on the plans approved by the Order and are compliant with the DC signage regulations;
- Bicycle Parking Layout: To make refinements to the approved bicycle parking configuration, including layout, location, and number of bicycle parking spaces so long as the number of bicycle parking spaces is at least the minimum required by the Zoning Regulations, is consistent with the TDM Plan, and no additional relief is required;
- Streetscape Design: To vary the location, attributes, and general design of the approved streetscape within adjacent public right-of-way and the WMATA-owned access road, to comply with the requirements of, and the approval by, the DDOT Public Space Division and/or WMATA and to accommodate such variations on the project property, as may be required or necessary due to any changes to the area;
- 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 LEED Gold standard as shown on Sheet A9.01 of the Updated Plans; and
- Landscape Materials: To vary the final selection of landscaping materials utilized based on availability at the time of construction.

Transportation Demand Management and Loading Measures

2. **For the life of the Project**, the Applicant shall adhere to the following TDM Plan:

- a. The following TDM strategies are proposed for the Project:
 - i. Identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
 - ii. Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
 - iii. Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and patrons, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications.
 - iv. Transportation Coordinator will subscribe to goDCgo's hospitality newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
 - v. Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for hotel guests and employees discouraging use of on-street parking in Residential Permit Parking (RPP) zones.
 - vi. Provide employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
 - vii. Transportation Coordinator will demonstrate to goDCgo that the hotel is in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.

- viii. The hotel will participate in the Capital Bikeshare Corporate Membership program and offer discounted annual memberships to employees.
- ix. The hotel will purchase Capital Bikeshare one-day passes in bulk to have on hand for guests.
- x. Provide at least two (2) short-term and nine (9) long-term bicycle parking spaces, meeting or exceeding the Zoning requirements.
- xi. Provide at least one (1) shower and a minimum of five (5) lockers for use by employees.
- xii. Long-term bicycle storage room will accommodate employee bikes and there will be no fee to the employees for usage of the bicycle storage room.
- xiii. Following the issuance of the final certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
- xiv. Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- xv. Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.
- xvi. Provide guests with goDCgo's Get Around Guide by making it available on the property website and in printed format for front office or customer-facing staff.
- xvii. Provide comprehensive transportation information and directions on hotel website, including promoting the use of non-automotive modes of transportation and links to goDCgo, Capital Bikeshare, and WMATA.
- xviii. Provide brochures with information on non-automotive options for traveling to the property available at all times in a visible location in the lobby.

- xix. Post locations of nearby parking garages to the hotel's website.
- xx. The Applicant has proposed multimodal transportation improvements as a part of the larger Bridge District development including the bicycle/pedestrian path along the northern boundary of the site.

3. **For the life of the Project**, the Applicant shall adhere to the following Loading Plan:

- b. The following loading plan strategies are proposed for the Project:
 - i. A loading dock manager will be designated by the hotel who will be on duty during delivery hours. The dock manager will be responsible for coordinating with vendors to schedule deliveries to resolve any conflicts should they arise.
 - ii. The dock manager will schedule deliveries such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the berth is being utilized, that driver will be directed to return at a later time when the berth will be available so as to not compromise safety of Anacostia Metro Access Road.
 - iii. The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along Anacostia Metro Access Road.
 - iv. Trucks using the loading dock will not be allowed to idle and must follow all District guidelines for heavy vehicle operation including but not limited to DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map.
 - v. The dock manager will be responsible for disseminating suggested truck routing maps to the delivery drivers from the services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions.

4. **Sidewalk Access Easement** - No later than twelve (12) months after the issuance of the Project's first permanent full building Certificate of Occupancy, the Applicant shall provide evidence that it has provided a public access easement, subject to DDOT review, for the sidewalk along the WMATA access drive to provide public access to the Anacostia Metro Rail station.

Mural

5. **No later than twelve (12) months after the issuance of the Project's first permanent full building Certificate of Occupancy**, the Applicant shall provide evidence that: (i) it has issued a request for proposals ("RFP") to residents of Ward 8 to install a mural relating to neighborhood or community history, culture, or other similar themes approximately in

Z.C. ORDER No. 26-07

Z.C. CASE No. 26-07

PAGE 33

the locations shown on Pages A6.02 and A6.04 of Exhibit ##### (“Mural”) and, (ii) such Mural has been installed in such locations.

General

6. This Application approval shall be valid for a period of two years from the effective date of this Order. Within such time, an application for building permit must be filed as specified in Subtitle Z § 702.2. Construction must begin within three years after the effective date of this Order. (Subtitle Z § 702.3.)
7. 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 which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in violation of the Act will not be tolerated. Violators will be subject to disciplinary action.

FINAL ACTION

Vote (September 14, 2026): 4-0-1 (Robert E. Miller, Joseph Imamura, Gwen Wright, and Christine Bruins to **APPROVE**; Anthony J. Hood not present, not voting)

In accordance with the provisions of Subtitle Z § 604.9, this Order No. 26-07 shall become final and effective upon publication in the *DC Register*; that is, on _____.

ANTHONY J. HOOD
CHAIRMAN
ZONING COMMISSION

SARA A. BARDIN
DIRECTOR
OFFICE OF ZONING

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 WHICH IS PROHIBITED BY THE ACT. IN ADDITION, HARASSMENT BASED ON ANY OF THE ABOVE PROTECTED CATEGORIES IS PROHIBITED BY THE ACT. DISCRIMINATION IN VIOLATION OF THE ACT WILL NOT BE TOLERATED. VIOLATORS WILL BE SUBJECT TO DISCIPLINARY ACTION.

Z.C. ORDER No. 26-07
Z.C. CASE No. 26-07
PAGE 34