

**BEFORE THE ZONING COMMISSION
FOR THE DISTRICT OF COLUMBIA**

**Department of General Services
Metropolitan Police Department 7th District Headquarters
2455 Alabama Avenue, SE
Square 5728, Lot 800**

**Application for a Consolidated Planned Unit Development and
Related Zoning Map Amendment**

**STATEMENT IN SUPPORT OF THE APPLICATION
November 24, 2025**

Holland & Knight LLP
800 17th Street, NW
Suite 1100
Washington, D.C. 20006
Jessica R. Bloomfield, Esq.
Christopher S. Cohen, Esq.

Table of Contents

EXECUTIVE SUMMARY IV

DEVELOPMENT TEAM..... V

TABLE OF EXHIBITS VI

I. INTRODUCTION1

II. BACKGROUND1

 A. MPD 7TH DISTRICT1

 B. DGS REQUEST FOR PROPOSALS.....1

 C. THE PROPERTY AND SURROUNDING AREA2

 D. EXISTING AND PROPOSED ZONING (RA-1 TO RA-2).....2

 E. COMPREHENSIVE PLAN MAP DESIGNATIONS.....3

III. DESCRIPTION OF THE PROJECT3

 A. PHASING4

 B. PROJECT DESIGN: ARCHITECTURE, LANDSCAPING, AND SUSTAINABILITY4

 C. NATIONAL CAPITAL PLANNING COMMISSION AND COMMISSION OF FINE ARTS
 REVIEW.....5

 D. PROPOSED CIRCULATION6

 E. DESIGN FLEXIBILITY7

IV. PUD PURPOSES AND ELIGIBILITY8

V. PUD FLEXIBILITY8

 A. FAR GUIDELINES8

 B. HEIGHT GUIDELINES9

 C. RELATED ZONING MAP AMENDMENT.....9

 D. ADDITIONAL PUD FLEXIBILITY9

 i. PUD Flexibility from Required Transportation Demand Management (“TDM”) Measures for Excess Parking10

 ii. PUD Flexibility from Vehicle Parking Location Requirements11

 iii. PUD Flexibility from Maximum Permitted Lot Occupancy12

VI. PUD EVALUATION STANDARDS.....12

 A. NOT INCONSISTENT WITH THE COMPREHENSIVE PLAN AND WITH OTHER ADOPTED PUBLIC PROGRAMS12

 B. IMPACTS OF PROJECT13

 C. PUBLIC BENEFITS AND AMENITIES15

VII. OUTREACH TO COMMUNITY, OFFICE OF PLANNING, AND OTHER DISTRICT AGENCIES.....20

VIII. CONCLUSION AND REQUEST FOR SET DOWN.....21

EXECUTIVE SUMMARY

The District of Columbia Department of General Services (“DGS” or the “Applicant”) seeks Zoning Commission approval of a consolidated planned unit development (“PUD”) and related Zoning Map amendment for property located at 2455 Alabama Avenue, SE (Square 5728, Lot 800). The Applicant proposes to replace the existing District of Columbia Metropolitan Police Department (“MPD”) 7th District Headquarters building and surface parking with a new MPD 7th District Headquarters facility connected to an above-grade parking structure (the “Project”).

The Project will deliver state-of-the-art police facilities, secure parking for MPD fleet vehicles, and major new streetscape and public realm improvements. Additional project components include a dedicated multi-purpose room for community use, associated off-street community parking spaces, significant new landscaping, open plazas, and pedestrian enhancements that will transform the property into an accessible civic resource.

Prompted by DGS’s Request for Proposals (RFP No. DCAM-22-AE-RFP-0001), issued on behalf of MPD, the Project directly addresses MPD’s need for a modern facility and reflects extensive feedback from the surrounding community. By establishing a visible civic anchor in Ward 8 and creating shared space for neighborhood use, the Project aims to foster stronger connections between MPD and the community.

The PUD further advances sustainability goals through LEED Gold design, green infrastructure, solar generation, and multimodal access. Taken together, these features will deliver a development that exceeds what matter-of-right zoning would permit, incorporates community-serving amenities, improves public safety, enhances the public realm, and is not inconsistent with the Comprehensive Plan.

In light of the foregoing and the justifications set forth herein, the Applicant respectfully requests that the Commission set down the application for a public hearing.

DEVELOPMENT TEAM

Applicant: Department of General Services
Capital Construction Services Division
3924 Minnesota Avenue, 5th Floor
Washington, DC 20019

Architect: Shinberg Levinas Architects
5101 Wisconsin Avenue, NW
Suite 310
Washington, D.C. 20006

Landscape Architect: Bradley Site Design
1010 Wisconsin Avenue, NW
Suite 620
Washington, D.C. 20007

Traffic Consultant: Gorove/Slade Associates, Inc.
1140 Connecticut Avenue, NW
Suite 600
Washington, D.C. 20036

Civil Engineer: Wiles Mensch
100 M Street, SE
Washington, D.C. 20003

Land Use Counsel: Holland & Knight LLP
800 17th Street, NW
Suite 1100
Washington, D.C. 20006

TABLE OF EXHIBITS

<u>Description</u>	<u>Exhibit</u>
Certified Surveyor's Plat	A
Portion of Zoning Map Showing Existing Zoning for Property	B
Portion of Zoning Map Showing Proposed Zoning for Property	C
Comprehensive Plan Evaluation	D
Proposed Architectural Plans and Elevations for Consolidated PUD	E
Letter from the National Capital Planning Commission	F
Letter from the Commission of Fine Arts	G
Certificate of Notice, Notice of Intent, and List of Owners of Property within 200 Feet of the Property	H
Letter of Support from Advisory Neighborhood Commission 8B	I
Letter of Authorization from Owner	J
Letter of Authorization from Applicant	K
Application Signature Page – Form 100	L

I. INTRODUCTION

This statement and the attached documents are submitted on behalf of the District of Columbia Department of General Services (“DGS” or the “Applicant”) in support of an application to the Zoning Commission for the District of Columbia (the “Zoning Commission”) for a consolidated planned unit development (“PUD”) and a related Zoning Map amendment from the RA-1 zone to the RA-2 zone for property located at 2455 Alabama Avenue, SE (Square 5728, Lot 800) (the “Property”). This application is submitted in accordance with Subtitle X, Chapter 3 and Subtitle Z of the District of Columbia Zoning Regulations, Title 11 of the District of Columbia Municipal Regulations (“11 DCMR” or the “Zoning Regulations”).

II. BACKGROUND

This application is being submitted to facilitate redevelopment of the Property through the demolition of the existing District of Columbia Metropolitan Police Department (“MPD”) 7th District Headquarters building, which was constructed in 1988 and has exceeded its useful life. In its place, the Applicant will construct a new MPD 7th District Headquarters building connected to a new above-grade parking structure.

A. MPD 7th District

MPD’s 7th District serves much of Southeast Washington, D.C., including Anacostia, Barry Farm, Naylor Gardens, and Washington Highlands. The 7th District includes civic and cultural landmarks such as Fort Stanton Park, the Frederick Douglass National Historic Site, and Joint Base Anacostia–Bolling. Since November 2024, the 7th District has been led by Commander James Boteler, who has experience both within MPD and in working with federal partners. The 7th District maintains a focus on responsive, neighborhood-based policing and engages with residents through recurring meetings and outreach initiatives to support equitable coverage across its service area.

B. DGS Request for Proposals

On December 7, 2022, DGS on behalf of MPD, issued RFP No. DCAM 22 AE RFP 0001, seeking architectural and engineering services for the design of a new headquarters building for MPD’s 7th District and an accompanying parking structure at the Property (the “RFP”).¹ The RFP called for replacement of the existing 1988 facility, which contains approximately 45,000 square feet, with a larger, modern facility designed to meet current and future operational needs with an opportunity for expansion. The scope of work requires completion of all phases of design through construction administration, and coordination with all appropriate regulatory agencies to address zoning, environmental, and infrastructure requirements. Proposed improvements include upgraded information technology (IT) and building systems, improved departmental space configuration, greater energy efficiency, secure fleet parking, and enhanced access control. The project is scheduled for completion in summer 2028.

¹<https://dgs.dc.gov/publication/dcam-22-ae-rfp-0001-architecturalengineering-services-mpd-7th-district-headquarters-new>.

C. The Property and Surrounding Area

The Property is located in the Southeast quadrant of the District, between the Garfield Heights and Knox Hill/Buena Vista neighborhoods. The Property contains approximately 66,371 square feet of land area and is rectangular in shape. Located approximately 0.4 miles from the District's border with Prince George's County, Maryland, the Property is bounded by Hartford Street, SE (north), Knox Street, SE (east), James M. McGee Jr. Street, SE (south),² and Alabama Avenue, SE (west). *See* Certified Surveyor's Plat attached hereto as Exhibit A. Existing improvements include the existing MPD 7th District Headquarters building, which is no longer adequate for MPD's current operations, a fuel station to serve MPD fleet vehicles, a workshop shed, and surface parking.

The area surrounding the Property includes a mix of residential, religious, and institutional uses. Single-family homes line Knox Street and Knox Terrace, SE, while multifamily apartment buildings are located west of Alabama Avenue and farther north, including the recently opened Aspire apartment building located a block to the north of the Property. Religious uses nearby include the Faith Tabernacle of Prayer Church directly north of the Property, as well as Young's Memorial Church and Allen Chapel Church to the northwest. Institutional and civic resources include Garfield Elementary School to the south, local childcare centers, the Fort Stanton Recreation Center, the Frederick Douglass National Historic Site, and the District's Engine Company 32/Truck Company 16 fire station on Irving Street, SE.

The Property is well served by public transportation options. A Metrobus stop located at the corner of Alabama Avenue and Hartford Street, SE, directly adjacent to the Property, provides access to multiple routes (C21, C25, C26, C27, C29, C53, and D10), which connect directly to the nearby Congress Heights, Southern Avenue, and Naylor Road Metrorail stations. The Irving Street interchange with Suitland Parkway facilitates regional access via car.

D. Existing and Proposed Zoning (RA-1 to RA-2)

As shown on the portion of the Zoning Map attached hereto as Exhibit B, the Property is currently zoned Residential Apartment (RA)-1. The RA zones are intended, among other things, to promote stable residential areas while permitting a variety of urban residential neighborhoods, allow limited non-residential uses that are compatible with adjoining residential uses, and encourage compatibility between new buildings and the existing neighborhood. 11-F DCMR § 101.2. The RA-1 zone specifically provides for areas predominantly developed with low- to moderate-density housing, including detached houses, row houses, and low-rise apartments. 11-F DCMR § 101.4. Matter-of-right development standards in the RA-1 zone include: a maximum density of 0.9 floor area ratio ("FAR") (1.08 FAR as an Inclusionary Zoning ("IZ") development); a maximum building height of 40 feet and 3 stories; and a maximum lot occupancy of 40% for most uses. 11-F DCMR §§ 201.1, 201.4, 203.2, 210.1.

Pursuant to Subtitle X § 303.12, and as shown on the graphic attached hereto as Exhibit C showing the proposed zoning for the Property, **the Applicant requests a PUD-related Zoning**

² Pursuant to D.C. Law 12-83, effective March 25, 1998, the 2700 block of Irving Street, SE, which abuts the Property to the south, was designated James M. McGree, Jr. Street, SE.

Map amendment to rezone the Property to the RA-2 zone. The RA-2 zone is intended for areas developed with predominantly moderate-density residential uses. 11-F DCMR § 101.5. Matter-of-right development standards in the RA-2 zone include: a maximum density of 1.8 FAR (2.16 FAR as an IZ development); a maximum building height of 50 feet with no story limit; and a maximum lot occupancy of 60% for most uses. 11-F DCMR §§ 201.1, 201.4, 203.2, 203.7, 210.1.

Other development standards for the RA-2 zone include: a maximum penthouse height of 12 feet and one story (15 feet and a second story permitted for mechanical space); a minimum rear yard equal to four inches per foot of building height (minimum 15 feet); a minimum side yard of four feet (if provided); and a green area ratio of 0.4. 11-F DCMR §§ 205.1, 207.1, 208.3(b), 211.1.

E. Comprehensive Plan Map Designations

The Property is designated as *Local Public Facilities* on the Comprehensive Plan’s Future Land Use Map (“FLUM”) and as *Federal Lands* on the Comprehensive Plan’s Generalized Policy Map (“GPM”).

The Framework Element describes *Local Public Facilities* as “land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Other non-governmental facilities may be co-located on site. While included in this category, local public facilities smaller than one acre, including some of the District’s libraries, police and fire stations, and similar uses, may not appear on the map due to scale. Zoning designations vary depending on surrounding uses.” 10-A DCMR § 227.17.

With respect to the Property’s GPM designation, the Framework Element states that *Federal Lands* “are called out to acknowledge the District’s limited jurisdiction over them but are still discussed in the text of the District Elements.” 10-A DCMR § 225.22.

A detailed evaluation of how the Project is not inconsistent with the FLUM and GPM designations, or with the Comprehensive Plan as a whole when considered through a racial equity lens, is attached hereto as Exhibit D (the “Comprehensive Plan Evaluation”). Maps showing the FLUM and GPM designations are included at pp. 8 and 10 of the Comprehensive Plan Evaluation.

III. DESCRIPTION OF THE PROJECT

Consistent with the RFP discussed above, and as shown on the Architectural Plans and Elevations attached hereto (Exhibit E) (the “Proposed Plans”), the Applicant proposes to redevelop the Property with a new building that will serve as the MPD 7th District’s Headquarters (the “Headquarters”) on the northern portion of the Property and a connected above-grade parking structure on the southern portion of the Property. The Headquarters and the parking structure will be internally connected via a pedestrian bridge at the third level. Together, these components will comprise a single building for zoning purposes (the “Project”). The Project will include approximately 151,854 square feet of gross floor area (“GFA”) (2.29 FAR), rise to a maximum building height of 48 feet, 1 inch, and provide approximately 225 new vehicle parking spaces. The

Project will also include 46 bicycle parking spaces, consisting of 44 long-term and 6 short-term spaces. In addition to meeting MPD’s operational needs, the new Headquarters will feature a multi-purpose room and gathering areas designed for public use. The first floor of the parking structure will also accommodate MPD workshop space.

A. Phasing

As illustrated on Sheet A-15 of the Proposed Plans (titled “Phasing Plans”), the Project will be completed in two phases:

- **Phase 1A/1B:** Construction of the new Headquarters will occur on the northern portion of the Property, on land currently occupied by surface parking, a workshop shed, and a fuel station for MPD fleet vehicles. During this phase of development, the existing headquarters building will remain in operation to ensure uninterrupted MPD services. Once the new Headquarters is constructed and occupied, the existing headquarters building will be razed and its site will be converted to interim surface parking.
- **Phase 2:** The second and final phase of development will complete the Project with construction of a parking structure on the southern portion of the Property, which will connect to the new Headquarters building through an enclosed pedestrian bridge.

B. Project Design: Architecture, Landscaping, and Sustainability

As shown on the elevations and renderings included with the Proposed Plans, the Project’s architectural design is intended to honor the legacy of the MPD 7th District while presenting a modernized aesthetic compatible with the surrounding area. The building has been carefully designed to screen above grade parking, reducing the visibility of automobile activity from public streets and neighboring properties.

Specifically, the design draws on the horizontal architectural language of the neighborhood by use of elongated brick and brick corbelling, which introduce texture, shadow, and depth. Textured brick clads the upper floors, while smooth brick defines the recessed first-floor base, creating a clear distinction between the two volumes. At entry points, angled walls guide visitors toward the building and establish a welcoming gesture. This treatment is repeated at façade windows to express movement and provide a modern, dynamic character for pedestrians.

Public and social spaces, including the multi-purpose room and lounge areas, are emphasized with expansive vertical curtain walls, while private office spaces are expressed with shallow horizontal ribbon windows. The main entrance, located at the northwest corner of the Property, is a glazed curtain wall screened with perforated metal mesh, which allows natural light into the building while providing protection. A secure entrance at the southern portion of the building will serve as the primary point of access for MPD officers.

The entire Property will function as a secure compound, with high-speed bi-folding security gates at each vehicular entrance. A one-way vehicular entry from Hartford Street to the north will provide access for police transport for detainees. Two primary MPD vehicle entrances are provided: one on Alabama Avenue to the west and one on Knox Street to the east. Public parking for community-related activities within the building will be accessible from the south along James M. McGee, Jr. Street, SE. Overall, the design balances openness and safety, creating a new facility that is both community-oriented and secure.

The parking structure accommodates up to 225 vehicle parking spaces, helping alleviate on-street parking pressure in the surrounding neighborhood. Textured precast concrete clads the structure, while an architectural metal mesh screen provides both a visual feature and a facilitator for vegetation growth. The vegetation is intended to soften the structure's edges, act as a visual buffer, assist with stormwater control, and mitigate its scale. Bio-retention planters on the east side of the structure further support stormwater management. Sustainability features include solar panels along the south façade and solar canopies on the roof. A pedestrian bridge, clad with precast concrete and curtain wall glazing, will connect the parking structure to the new Headquarters, providing secure, weather-protected, and efficient circulation for MPD staff and visitors while reinforcing the architectural unity of the Project.

As shown on Sheets L01–L12 of the Proposed Plans, new landscaping is also a key component of the Project's design that reflects an environmentally conscious approach. The areas surrounding the building will be supplemented with a mixture of shade and canopy trees that relate to the scale of the site and building, and that provide a shaded, comfortable pedestrian experience for those using the police headquarters, adjacent buildings, and public sidewalks. The understory plantings will be primarily native to impart a sense of place and soften the spaces between the street and the building. The primary pedestrian entrance to the building will feature an appropriately scaled entry plaza with enhanced paving treatments, tasteful area lighting, and a mixture of plantings to enrich the pedestrian experience. Above the street level, sedum plantings will be installed on the roof of the MPD Headquarters building. In addition, a substantial amount of solar paneling will be incorporated into the new above-grade parking structure, underscoring the Project's strong commitment to sustainability and setting a precedent for future institutional buildings throughout the District.

C. National Capital Planning Commission and Commission of Fine Arts Review

The proposed Project has been presented to and reviewed by the National Capital Planning Commission ("NCPC") and the Commission of Fine Arts ("CFA").

By letter dated May 28, 2025, NCPC confirmed that the Project is exempt from review under Exception 10 of NCPC's submission guidelines, which includes District projects located outside the Central Area, not adjacent to federal property, and which pose no adverse impacts on federal interests. NCPC's letter states that the Project was made available for public review on the NCPC website and no comments were received. *See Exhibit F.*

By letter dated July 23, 2025, CFA issued a letter stating that at its public meeting on July 17, 2025, CFA reviewed and approved the final design submission for the new Headquarters and

associated landscape. CFA expressed appreciation for the development of the design of the building and landscape, emphasizing the distinction between the ground floor and upper façade treatments, and reiterated recommendations on how to add architectural interest along the sidewalk. See Exhibit G.

D. Proposed Circulation

Sheet C-80 of the Proposed Plans depict the Project's proposed circulation and access. Public access to the garage will be provided from an existing curb cut on James M. McGee Jr. Street, SE, which will be widened to accommodate both inbound and outbound movements. Approximately 28 vehicle parking spaces in the garage will be designated for public use, while access to the remainder of the parking spaces will be restricted to MPD personnel.

Separate, gated/controlled access points will be located on Alabama Avenue, SE and Knox Street, SE, via two existing curb cuts (one on each street frontage). These access points will each accommodate inbound and outbound vehicle access to the garage and the rest of the Headquarters facility. They will also provide inbound and outbound access to the loading facilities located to the east of the Headquarters building. The three distinct entrances are designed to improve operational efficiency by separating public and institutional traffic, reduce congestion and queueing at security gates during peak periods, and enhance safety by limiting potential conflicts between MPD vehicles and members of the public.

A fourth gated/controlled vehicular entrance (inbound only) will be located on Hartford Street and will be limited to access by MPD fleet vehicles. This entrance will lead directly to a vanport on the east side of the Headquarters building that will provide a secure area for the transfer of detainees. Access via this curb cut is from an existing curb cut that will be narrowed from its current width that accommodates two-way travel.

Consistent with current conditions, on-street parking will also be provided along the Property's perimeter. Parking is largely currently unrestricted along James M. McGee Jr. Street, SE, Hartford Street, SE, and Knox Street, SE. Along much of Alabama Avenue, SE, there is time-restricted parking (30 minutes during non-peak hours), and the northernmost curblineline is signed as No Parking to accommodate the Metrobus stop at the corner of Alabama Avenue, SE and Hartford Street, SE. The Applicant will coordinate with DDOT to determine whether any changes to curbside designations are needed to support the Project.

DDOT- and ADA-compliant sidewalks will be provided along the Property's frontage to support pedestrian access and connect the Headquarters to the broader neighborhood network. In addition to the 44 long-term bicycle parking spaces in a secure bike room, 6 short-term bicycle parking spaces will be installed in public space to accommodate bicycle trips to and from the Property. These improvements, together with all other public space upgrades and enhancements, will be coordinated with DDOT.

E. Design Flexibility

The Applicant is committed to delivering the Project as presented to the Commission but requests design flexibility that may be necessary to address potential issues that arise during construction or cannot be anticipated at this time. The flexibility requested below is consistent with the standard language set forth in Subtitle Z § 702.8, which was approved with the text amendment under Z.C. Order No. 22-25, effective August 2, 2024.

- Interior Components: To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, atria, and mechanical rooms, provided that the variations do not change the exterior configuration of the building as shown on the plans approved by the order;
- Exterior Materials – Color: To vary the final selection of the colors of the exterior materials based on availability at the time of construction, provided such colors are within the color ranges shown on the plans approved by the order;
- Exterior Details – Location and Dimension: To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior configuration of the building or design shown on the plans approved by the order. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights;
- Parking Layout: To make refinements to the approved parking configuration, including layout and number of parking spaces of plus or minus ten percent (10%), so long as the number of parking spaces is at least the minimum number of spaces required by the Zoning Regulations;
- Streetscape Design: To vary the location, attributes, and general design of the approved streetscape to comply with the requirements of, and the approval by, the DDOT Public Space Division;
- Signage: To vary the font, message, logo, and color of the approved signage, provided that the maximum overall dimensions and signage materials are consistent with the signage on the plans approved by the order and are compliant with the DC signage regulations; and
- Sustainable Features: To vary the approved sustainable features of the project, provided the total number of LEED points achievable for the project does not decrease below the minimum required for the LEED standard specified by the order.
- Public Art: To vary the size, location, and type of public art to be located within or adjacent to the proposed building.

IV. PUD PURPOSES AND ELIGIBILITY

The purpose of the PUD process is to facilitate higher-quality projects by allowing flexibility in building controls, such as height and density, provided that the resulting development is superior to what could be achieved under matter-of-right standards, provides a commendable number or quality of meaningful public benefits, and protects and advances the public health, safety, welfare, and convenience in a manner consistent with the Comprehensive Plan. 11-X DCMR § 300.1. While the PUD process affords greater flexibility in planning and design than conventional zoning procedures, it may not be used to circumvent the intent or purposes of the Zoning Regulations or to authorize development inconsistent with the Comprehensive Plan. 11-X DCMR § 300.2.

The proposed PUD is fully consistent with these purposes and exemplifies the type of high-quality development the process is intended to achieve. The additional density needed for the Project could not be realized absent the PUD process, and as explained below, the development provides meaningful benefits and amenities that advance public health and safety while meeting operational and community needs. Rather than circumventing the limitations of the RA-1 zone, the application enables construction of a modernized Headquarters building for MPD's 7th District with secure and functional parking, together with publicly accessible spaces and community-oriented features that highlight the Property as an important civic anchor. The Project responds directly to the Comprehensive Plan's FLUM designation for the Property (Local Public Facilities), and its design emphasizes transparency, accessibility, and integration with the surrounding neighborhood. By delivering updated facilities in a central and visible location, the Project will foster neighborhood confidence and pride, reinforce a shared commitment to public safety, and create a lasting civic presence that reflects both government service and community identity.

In addition to meeting the purposes of the PUD process, the Project also satisfies the eligibility requirements. For PUDs in the RA-2 zone, the Zoning Regulations require a minimum land area of one acre (43,560 square feet). 11-X DCMR § 301.1. The Property contains approximately 66,371 square feet of land area and therefore exceeds the minimum threshold, making it eligible for PUD consideration.

V. PUD FLEXIBILITY

As part of the PUD process, the Commission may grant relief from any building development standard or other standard in the zone reference table with the exception of use regulations. 11-X DCMR § 303.1. The PUD flexibility requested with the Application is explained in the sections below.

A. FAR Guidelines

The FAR of all buildings in a PUD may not exceed the aggregate FARs permitted in the underlying zone(s), as increased by Subtitle X § 303.3. 11-X DCMR § 303.2. In the RA-2 zone, the Commission may authorize an increase in the maximum total density of up to 20% above the matter-of-right limit. 11-X DCMR § 303.3(b). As part of that increase, the Commission may

increase the maximum non-residential density by up to 34% above the matter-of-right non-residential FAR permitted. *Id.*

In the RA-2 zone, the maximum permitted density for structures other than public libraries is 1.8 FAR. Under Subtitle X § 303.3(b), this matter-of-right density may be increased by up to 34% for non-residential uses, resulting in a maximum permitted non-residential PUD density of 2.41 FAR. Applied to the Property’s land area of 66,371 square feet, this equates to approximately 159,954 square feet of non-residential GFA permitted. The Project provides a maximum non-residential density of approximately 2.29 FAR, or approximately 151,854 square feet of GFA, which is within the maximum permitted non-residential for a PUD in the RA-2 zone.

B. Height Guidelines

The maximum permitted building height for a PUD in the RA-2 zone is 60 feet. 11-X DCMR § 303.7. As shown on the Proposed Plans, the Project’s maximum building height is approximately 48 feet, 1 inch, as measured from the building height measuring point along Alabama Avenue, SE (elevation 279’–11¼”) to the highest point of the roof in accordance with Subtitle B § 308.3. The Project therefore complies with the PUD height limitations for the RA-2 zone.

C. Related Zoning Map Amendment

Under the Zoning Regulations, a PUD-related Zoning Map amendment is considered a form of flexibility to be weighed by the Zoning Commission against the benefits of the PUD. 11-X DCMR § 303.12. As part of this PUD application, the Applicant seeks to rezone the Property from the RA-1 zone to the RA-2 zone. A comparison of the matter-of-right height and density standards of the RA-1 zone with those proposed under the PUD is provided below:

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

D. Additional PUD Flexibility

The amount of flexibility from development standards not addressed by Subtitle X § 303 is at the Commission’s discretion. 11-X DCMR § 303.11. **The Project complies with all RA-2 development standards and permitted uses except with respect to the quantity and location of vehicle parking and the Project’s lot occupancy.** As explained below, the requested flexibility

is appropriate in light of the Project’s objectives, is operationally necessary, and is supported by design features that advance the purposes of the Zoning Regulations and the PUD process.

i. PUD Flexibility from Required Transportation Demand Management (“TDM”) Measures for Excess Parking

For purposes of the Zoning Regulations, “excess parking spaces” are defined as all vehicle parking spaces provided in excess of the minimum required for that location and use under Subtitle C § 701. “Minimum parking required” refers to the number of spaces required under Subtitle C § 701.5 for the relevant use. 11-C DCMR § 702.2(a).

The Project falls within the “Government, local” use category in Subtitle C § 701.5, defined as services owned, managed, or provided by the local government to meet the neighborhood-scaled needs of directly adjacent areas, such as a police station. 11-B DCMR § 200.2(s). For local government use, the vehicle parking requirement is 0.5 spaces per 1,000 square feet of GFA over 2,000 square feet. The Project includes 63,995 square feet of GFA and cellar floor area devoted to local government use. *See* Subtitle C § 709.1(c) stating that for purposes of calculating off-street parking requirements, GFA includes cellar floor area devoted to local government use within the RA zones. Accordingly: $0.5 \times ((63,995 \text{ SF} - 2,000 \text{ SF}) / 1,000 \text{ SF}) = 31$ minimum spaces required. The Project will provide 225 spaces, resulting in 132 excess parking spaces (225 spaces provided – 62 twice the minimum required).

When a project provides excess parking greater than twice the minimum required, the applicant must implement a package of TDM measures, including additional bicycle parking, street tree plantings, electric vehicle charging stations, car-share spaces, and an increase in the Property’s green area ratio. Where more than 100 excess spaces are provided, at least one Capital Bikeshare station must also be installed within the Ward in coordination with DDOT, with a second station required if the number of excess parking spaces exceeds 200. All such measures must be implemented prior to issuance of a certificate of occupancy. 11-C DCMR §§ 707.3(a)–(c).

The requested PUD flexibility from the excess parking requirements is justified for several reasons. First, the Property and adjacent lot have long provided more than 200 surface parking spaces dedicated to the MPD use. Thus, providing 225 parking spaces will not expand the current supply or change the status quo. To the contrary, given the upgraded site access and coordinated circulation plan, vehicle congestion and on-street parking in the neighborhood will be significantly alleviated.

Second, the Project will significantly improve the Property by eliminating nearly all surface parking and consolidating it within a well-designed and aesthetically appropriate structured garage. This configuration will enhance circulation, reduce conflicts between institutional and neighborhood traffic, and improve pedestrian and bicycle safety. At the same time, the proposed improvements will reduce the presence of impermeable paving, increase landscaped elements, and allow for significant surface areas to be dedicated to solar energy production.

Third, from a public safety perspective, the proposed parking supply is essential to accommodate MPD operations, including fleet vehicles and personnel access. The secure, above-grade garage directly responds to the requirements set forth in the RFP and to operational needs

identified by MPD and DGS. MPD’s 7th District operates approximately 120 fleet vehicles, and the facility will house a full-time staff of approximately 384 personnel. During the Project’s programming phase, DGS and MPD initially identified a need for 580 parking spaces, but later agreed to reduce this requirement in order to encourage use of public transit and other alternatives that are proximate to the Property. These public safety considerations make clear that the proposed parking should not be regarded as “excess” in the context of MPD’s essential functions.

Finally, the Project incorporates features that will mitigate the presence of the vehicle parking supply, including approximately 40 secure bicycle spaces, upgraded sidewalks, improved pedestrian connections, and a circulation plan that internalizes traffic and minimizes spillover. The Applicant will work collaboratively with DDOT to establish a mutually agreeable TDM plan as part of the PUD that will fully mitigate any potential impacts associated with the provision of on-site parking, including from any “excess” parking. The parking supply simply represents a continuation of longstanding MPD operations rather than the creation of new demand, ensuring that the facility’s impact on the surrounding neighborhood remains stable.

In light of the foregoing, flexibility from the TDM measures of Subtitle C § 707.3 related to excess parking is appropriate.

ii. PUD Flexibility from Vehicle Parking Location Requirements

The Applicant requests PUD flexibility from Subtitle C § 710.2(b) and (c). Sub-section (b) requires that vehicle parking spaces provided within a structure must be set back at least 20 feet from any lot line abutting a public street along the building frontage, unless the parking surface is at least 10 feet below grade. Sub-section (c) prohibits vehicle parking spaces on an open area of the lot from being located within a building restriction line.

As shown on Sheets A19-A22 and A41-A44 of the Proposed Plans, some of the vehicle parking spaces within the above-grade parking structure will not be located at least 20 feet from the abutting lot lines. In addition, one ADA vehicle parking space will be located within the building restriction line along Hartford Street, SE.

PUD-related flexibility from Subtitle C § 710.2(b) is appropriate because it allows the Project to maximize the number of parking spaces within the garage to meet the operational and public safety needs of the new Headquarters and the MPD 7th District. Locating parking spaces closer to the street frontages enables the garage to accommodate the necessary supply within the structure, rather than dispersing vehicles across the Property, into the surrounding neighborhood, and/or within a larger or taller building. As explained in this Statement, the proposed supply of 225 spaces is essential not only to serve anticipated personnel and programmatic needs but also to significantly reduce MPD’s reliance on public space and street parking. Strict compliance with the 20-foot setback requirement would materially reduce garage capacity and, by forcing a different and ineffective layout, would introduce queuing inefficiencies, maneuvering conflicts, and constrained ramp and turning movements—all of which would compromise safe and efficient MPD operations. To mitigate potential visual and functional impacts of reduced setbacks, the Project incorporates façade design and streetscape treatments that advance the intent of Subtitle C § 710.2(b) while ensuring safe, efficient, and community-compatible site circulation.

Flexibility under Subtitle C § 710.2(c) is also appropriate because the selected location for the ADA parking space is the only reasonable area within the property line that is close enough to the building's main entrance to ensure both functional and code-compliant accessibility. Additional ADA parking spaces will be provided within the garage for MPD personnel, but those spaces are located at a considerable distance from the building's main entrance and the community rooms intended for public use. The single ADA space located within the building restriction line along Hartford Street, SE is closer to the Headquarters' main entrance and will provide safe and compliant access for visitors who may not be able to access ADA spaces in the parking garage.

iii. PUD Flexibility from Maximum Permitted Lot Occupancy

The Applicant requests PUD flexibility from the maximum lot occupancy permitted in the RA-2 zone, which is 60% for structures that are not public recreation or community centers. 11-F DCMR § 210.1. The Project will result in a lot occupancy of approximately 71% in accordance with Subtitle B § 312. This additional coverage is necessary to consolidate MPD's operational and parking needs within a single secure facility, rather than dispersing functions across surface lots or neighborhood streets. The width and footprint of the garage are also needed to ensure safe internal circulation, adequate turning movements, and sufficient fleet and personnel parking. A smaller footprint would either compromise functionality or require a taller, bulkier structure with greater visual impacts.

Even with the increased footprint, the Project provides substantial perimeter landscaping, a civic plaza, and streetscape improvements, which together replace existing impervious surface with enhanced public space and environmental features. Moreover, the building is well within the maximum height permitted for a PUD in the RA-2 zone (60 feet permitted; 48 feet, 1 inch proposed) and complies with all other applicable, non-parking-related development standards, including yards, courts, and green area ratio, ensuring that its overall scale remains compatible with the surrounding neighborhood. The requested flexibility therefore allows efficient site planning, strengthens public safety operations, and delivers meaningful urban design and environmental benefits that outweigh the modest increase in lot occupancy.

VI. PUD EVALUATION STANDARDS

In deciding a PUD application, the Zoning Commission must judge, balance, and reconcile the relative value of the public benefits and project amenities offered, the degree of development incentives requested, and any potential adverse effects, based on the specific circumstances of the case. 11-X DCMR § 304.3. This "balancing test" is guided by the PUD's consistency with the Comprehensive Plan, its anticipated impacts, and the proffered public benefits and amenities. The sections below provide the information necessary for the Commission to apply this test and to weigh the value of the Project against the development incentives requested.

A. Not Inconsistent with the Comprehensive Plan and with Other Adopted Public Programs

Pursuant to Subtitle X § 304.4(a), the Commission must find that the proposed development is not inconsistent with the Comprehensive Plan and with other adopted public

policies and active programs related to the subject site. A detailed analysis of the Project's consistency with the Comprehensive Plan—including the FLUM, the GPM, the policies and objectives of the Far Southeast/Southwest Area Element, and the Citywide Elements—is attached as Exhibit D. That analysis concludes that, on balance and when evaluated through a racial equity lens, the proposed redevelopment of the Property satisfies the findings required by Subtitle X § 304.4(a).

B. Impacts of Project

Pursuant to Subtitle X § 304.4(b), the Commission must find that the proposed development does not result in unacceptable impacts on the surrounding area or the operation of city services and facilities, but instead that such impacts are favorable, capable of being mitigated, or acceptable in light of the quality of the public benefits provided. The proposed PUD meets this standard, as it will result primarily in favorable impacts on the surrounding area. The Applicant has evaluated potential impacts in detail with input from its architects, landscape architects, engineers, transportation consultants, and land use planner, and the following review is organized by topic area. The Project will replace an aging facility with a modern Headquarters building that supports MPD 7th District's operational needs, while also providing multipurpose rooms and gathering areas open to the community. In doing so, the Project delivers an updated civic facility that enhances public safety and fosters neighborhood engagement.

- **Zoning and Land Use: Favorable**. The proposed rezoning from RA-1 to RA-2 is consistent with the Comprehensive Plan's FLUM designation for the Property as a Local Public Facility and allows the additional height and density necessary to accommodate the Project. The RA-2 zone permits greater height and density than the existing RA-1 zone, but the Project falls within the PUD guidelines for the RA-2 zone. The redevelopment reinforces the longstanding civic use of the Property as a police station and enhances its institutional role by consolidating MPD operations in a modernized facility with community-serving spaces. The Project therefore ensures that the Property continues to function as a local public facility that serves both public safety and community needs, consistent with surrounding institutional, religious, and residential uses.
- **Urban Design and Aesthetics: Favorable**. The Project replaces an aging and inadequate structure with a modernized Headquarters building that emphasizes transparency, accessibility, and civic presence. The above-grade parking structure is designed with façade treatments, buffering, and architectural screening that conceals parking activity from public view, minimizing visual impacts along surrounding streets. New landscaping, a civic plaza, public art, flagpoles, and upgraded streetscapes will enhance the pedestrian experience and reinforce the Property's role as a neighborhood anchor. These improvements ensure that the Project will integrate well with surrounding institutional, residential, and cultural uses.
- **Transportation and Mobility: Capable of being mitigated or acceptable given the quality of public benefits**. The Project provides 225 vehicle parking spaces,

which is more than the minimum required under the Zoning Regulations, but which are necessary to support the MPD 7th District's operational and fleet needs and provide adequate public safety. Vehicular circulation will be managed by separating public and MPD access points and internalizing all vehicle movements. The circulation plan is designed to keep institutional and public access distinct, reducing conflicts and improving efficiency. The garage layout and designated vehicle entrances have also been designed to minimize queuing, turning conflicts, and congestion during peak activity. Moreover, the number of parking spaces being provided will adequately accommodate the proposed uses and will eliminate spillover into nearby neighborhoods.

The Applicant is working with DDOT to establish an extensive and site-specific TDM plan that will fully address any potentially adverse traffic impacts. These measures, combined with the provision of secure bicycle parking, upgraded sidewalks, and improved pedestrian connections, will ensure that transportation impacts remain manageable and acceptable when weighed against the Project's significant public benefits.

- **Environmental: Favorable.** The Project replaces an aging building and surface parking with a modern facility and parking garage, improving site conditions and ensuring compliance with the RA-2 zone's green area ratio requirements. Consolidating parking within the structure reduces impervious surface and allows for new perimeter landscaping, street trees, and a landscaped civic plaza that will enhance stormwater retention and improve the pedestrian environment. Solar panels atop the garage will provide renewable energy and further reduce the Project's environmental footprint. Collectively, these measures will ensure that the Project results in a positive environmental impact.
- **Public Safety and Culture: Favorable.** The Project strengthens public safety by providing MPD with a new 7th District headquarters building that will replace facilities no longer adequate for current operations. The new building will improve efficiency for officers and create a more secure and functional base for neighborhood policing. At the same time, the design integrates cultural and civic elements, including public art, a landscaped plaza, and multipurpose rooms accessible for community meetings and events. These features highlight the role of the Headquarters as both a center for public safety and a visible civic resource that reflects the identity and pride of the surrounding neighborhood.
- **Housing: Favorable.** While the Project does not directly create new housing or affordable housing, it will not displace existing residents, as the Property has long been devoted to public facilities. Indirectly, Project has the potential to enhance neighborhood desirability by strengthening confidence in public safety and contributing to long-term community stability. The Project therefore has no adverse housing impacts and provides a modest secondary benefit by reinforcing the appeal of the surrounding residential areas.

- **Educational Facilities: Favorable.** The Project will not generate new enrollment demand or otherwise strain District schools. Its proximity to Garfield Elementary School and nearby childcare facilities creates opportunities for public safety outreach and youth engagement programming in partnership with MPD. These connections will allow the new facility to complement, rather than compete with, local educational resources.
- **Construction: Capable of being mitigated or acceptable given quality of public benefits.** Redevelopment of the Property will occur in two phases to provide continuous MPD operations at the Property. Doing so will require careful management of construction activity. The Applicant will prepare a construction management plan in coordination with relevant District agencies and the community to address typical impacts such as truck routing, staging, noise, dust, and safety. These measures will mitigate temporary disruptions and ensure construction activities are effectively managed throughout the phased redevelopment.

C. Public Benefits and Amenities

Pursuant to Subtitle X § 304.4(c), the Commission shall find that the proposed development includes specific public benefits and project amenities of the proposed development that are not inconsistent with the Comprehensive Plan or with other adopted public policies and active programs related to the subject site.

Public benefits are defined as “superior features of a proposed planned unit development that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from the development of the site under the matter-of-right provisions” of the Zoning Regulations. 11-X DCMR § 305.2. A project amenity is further defined as “one type of public benefit, specifically a functional or aesthetical feature of the proposed development that adds attractiveness, convenience, or comfort of the project for occupants and immediate neighbors.” 11-X DCMR § 305.10. Public benefits and project amenities may be exhibited in a variety of ways and may overlap with a furthering of the policies and goals of the Comprehensive Plan. The Commission may not compel an applicant to add to proffered public benefits, but it shall deny a PUD application if the proffered benefits do not justify the degree of development incentives requested (including any requested map amendment). Nevertheless, the Commission may at any time note the insufficiency of the public benefits and suggest how the benefits may be improved. 11-X DCMR § 305.11. A project may qualify for approval by being particularly strong in only one (1) or a few of the categories set forth in Subtitle X § 305, but it must be acceptable in all proffered categories and superior in many. 11-X DCMR § 305.12.

The Applicant is proffering various public benefits and amenities in connection with the proposed redevelopment of the Property. As detailed below, these public benefits will enhance the surrounding neighborhood to a significantly greater extent than would likely result from a by-right project.

1. Superior Urban Design and Architecture (Subtitle X § 305.5(a))

The Project demonstrates superior design by combining modern functionality with compatibility to the surrounding neighborhood. The Headquarters' massing is carefully proportioned, and its fenestration creates rhythm along the façades that softens scale and improves transparency. These elements establish a civic identity that is welcoming while remaining secure and durable. The pedestrian bridge connecting the Headquarters and garage provides secure circulation between the two components without disrupting ground-level activity. It also serves to unify the development as a single facility while maintaining an organized streetscape.

The garage structure itself has been designed with articulated façades, consistent materials, and vertical rhythm so that it reads as a building rather than a conventional parking structure. Textured precast concrete with varying patterns and directions develops character and distinguishes the garage from a static utilitarian design. Angular openings reinforce the sense of movement expressed in the Headquarters, while metal mesh cladding on the east and west façades and at the circulation towers facilitates vegetation growth that visually clads the structure in nature. These features soften the building's edges, integrate it with the landscape, and provide environmental benefits such as stormwater control. Together they elevate the garage design, creating a contemporary structure with subtle elegance that complements the civic quality of the Headquarters.

Additional enhancements include bioretention areas at the base of the garage, shade plantings, and solar panels on the south façade and rooftop canopies. These measures minimize the visual prominence of the parking structure, reinforce the streetscape, and advance sustainability goals. Collectively, the proportioned massing, articulated façades, integration of landscape, and sustainable features set the Project apart from matter-of-right development and demonstrate superior urban design and architecture that provide a public benefit under Subtitle X § 305.5(a).

2. Superior Landscaping, or Creation or Preservation of Open Spaces (Subtitle X § 305.5(b))

The Project introduces extensive new landscaping across the Property and in public space, including a new entry plaza fronting Alabama Avenue, SE, that will create a welcoming and active public space. Perimeter plantings, shade trees, and green buffers will transform the Property's edges into pedestrian-friendly environments. The design of these open spaces communicates the community-serving role of the facility, signaling that the Headquarters is not set apart from its neighbors but is intended to be a place of engagement and connection. Overall, the proposed landscaping improvements enhance environmental performance, strengthen the Property's visual character, and promote walkability for both MPD officers and community members.

3. Site Planning and Efficient and Economical Land Utilization (Subtitle X § 305.5(c))

By consolidating vehicle parking within a new above-grade structure, the Project efficiently organizes land uses across the Property. This approach replaces the existing surface parking lot with structured parking, freeing land for new landscaping, pedestrian circulation, and

community-oriented features. Importantly, the garage will absorb fleet vehicles currently parked along local streets, providing meaningful relief to neighborhood parking demand while ensuring MPD's operational needs are met in an orderly and efficient fashion. The structured design also enhances safety and circulation by separating MPD fleet movements from private vehicles and pedestrian routes, reducing conflicts at the ground level, while internal ramps and access points contain vehicle operations within the Property rather than spilling into the neighborhood. In addition, consolidating parking within a single, efficiently designed facility reduces stormwater runoff compared to the existing surface lot and supports the Project's broader sustainability objectives. The above-grade structure will also enable solar generation on the roof and vertical walls, an environmental benefit not possible under current conditions, further demonstrating efficient and economical land utilization. These strategies reflect superior site planning by balancing operational needs with improved community outcomes and long-term environmental benefits.

4. Commemorative Works or Public Art (Subtitle X § 305.5(d))

A new sculpture or other form of public art will be installed along the perimeter of the Property as part of the Project's public art commitment. The art piece is intended to acknowledge the presence of MPD's 7th District and reflect its connection to the surrounding community. While final design details will be determined in coordination with the Applicant and District agencies, the installation will provide a meaningful civic element and contribute to the overall character of the public space.

5. Employment and Training Opportunities (Subtitle X § 305.5(h))

The Project will generate employment opportunities during both construction and ongoing operations. Construction will occur in two phases, creating a sustained period of contracting and subcontracting work with opportunities for local firms and workers. Once operational, the new Headquarters is expected to support MPD's recruitment efforts by providing a modern facility that attracts new officers, civilian staff, and support personnel. This investment in MPD's physical infrastructure is also an investment in the human capital needed to sustain effective neighborhood policing. The RFP requires compliance with the District's First Source Employment Program, which generally mandates that a majority of new hires be District residents. This ensures that the jobs created by the Project directly benefit the local workforce, advancing the District's employment and training goals and strengthening the public benefits associated with the PUD.

6. Building Spaces for Special Uses (Subtitle X § 305.5(j))

Subtitle X § 305.5(j) identifies as a public benefit the provision of "building space for special uses including, but not limited to, community educational or social development, [and] promotion of the arts or similar programs and not otherwise required by the zone district." In line with this benefit category, the new Headquarters will provide a dedicated multi-purpose community room designed to provide flexible space for neighborhood organizations and civic groups. The room will be large enough to accommodate a wide range of meetings, workshops, and events, and will be equipped with integrated technology/AV systems and flexible teleconferencing so that the community can host and attend online public meetings and hearings as needed. The

Applicant will specifically work with Advisory Neighborhood Commission (“ANC”) 8B to ensure that the community room is available for their regularly scheduled monthly meetings, at a minimum.

By creating a space that is accessible to the public and distinct from MPD’s operational areas, the Project expands the function of the Headquarters beyond policing and affirms its role as a community-serving facility. This dedicated community room represents a meaningful public benefit that will foster engagement, dialogue, and collaboration between residents and the MPD 7th District.

In addition, the building will also have a separate room for dedicated office space for the 7th District Citizens Advisory Council (the “CAC”). The CAC is an advisory panel for the police district that provides the district commander with information and recommendations from the community on the public’s safety concerns and police service needs. Regular CAC meetings, which may be hosted in the Headquarters’ community room, allow residents to meet and discuss police-related issues with the commander. The meetings also provide an opportunity for police officials to assess the impact of their crime-fighting efforts on the community. Providing a dedicated office space to the CAC within the Headquarters building will give the community a direct line of access to the MPD to best serve the neighborhood’s public safety needs.

7. Environmental and Sustainable Benefits (Subtitle X § 305.5(k))

The Project advances the District’s sustainability goals through the provision of landscaped areas, bioretention features, stormwater management systems, and energy-efficient building design. A significant portion of the building’s roof and exterior walls will be fitted with solar panels, generating opportunities for on-site renewable energy production. The garage will also provide EV infrastructure consistent with the requirements of the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024. While the Project offers 225 total vehicle parking spaces, those spaces will not only support MPD’s operations but will also be provided to support the community uses within the building. Moreover, the Project is designed as a multimodal facility, with approximately 40 secure bicycle parking spaces, upgraded sidewalks, and improved pedestrian connections.

Consistent with these measures, the Project will be designed to achieve LEED Gold certification under the LEED v4 Green Building Design and Construction (GBDC) rating system. Collectively, these measures reflect an environmentally responsible approach to public facilities, advance long-term District policy objectives, and set a model for sustainable design in future civic buildings across the city.

8. Streetscape Plans (Subtitle X § 305.5(l))

As shown Sheets L03-L11 of the Proposed Plans, the Project’s streetscape improvements are significant and will enhance the public realm while reinforcing the Headquarters’ role as an accessible civic destination. The landscape design will introduce upgraded sidewalks, new crosswalks, and coordinated landscape features that improve pedestrian circulation and safety, while reducing potential conflicts between MPD fleet vehicles and public traffic. Streetscape

elements such as new street trees, pedestrian-scaled lighting, seating areas, and integrated bioretention planters will be installed and finalized in coordination with DDOT, ensuring consistency with District standards and community expectations. These measures will create a safer and more attractive street environment, strengthen connections to nearby residential, institutional, and cultural uses, and elevate the neighborhood experience.

9. Transportation Infrastructure Beyond that Needed to Mitigate any Potential Adverse Impacts (Subtitle X § 305.5(o))

In addition to a TDM plan that will be finalized in coordination with DDOT, the Project will provide transportation benefits consistent with Subtitle X § 305.5(o). A designated number of vehicle parking spaces in the new garage will be reserved for neighborhood use and car sharing services, easing parking demand on residential streets while expanding reliable mobility options for households without private vehicles. The Project will also include a secure, dedicated area for bike storage, providing safe and convenient use by MPD staff and officers. In addition, the Applicant proposes to establish new camera coverage at the Metrobus stop adjacent to the Property, which will create a more secure environment for individuals traveling to the Property via public transit. These measures collectively strengthen multimodal access, reduce dependence on private automobiles, and advance the District's commitment to sustainable and equitable transportation.

10. Uses of Special Value to the Neighborhood or the District of Columbia as a Whole (Subtitle X § 305.5(q))

The redevelopment of the MPD 7th District Headquarters is a substantial civic investment for both the neighborhood and the District. Replacing the current facility with a modern headquarters will improve MPD's operational capacity and demonstrate the District's commitment to public safety in the Southeast quadrant. The Project also delivers site planning benefits by consolidating MPD's fleet and staff parking within a new secure garage, relieving pressure on neighborhood streets that currently experience spillover demand. Beyond upgraded work space, the design includes a multi-purpose community room reserved for civic gatherings and neighborhood activities, ensuring the building serves as both a policing center and a community asset. Collectively, these features reinforce the MPD 7th District's presence as a visible civic institution and a resource for Ward 8 residents.

As noted above, the Applicant also proposes to improve neighborhood security through new camera coverage at the Metrobus stop adjacent to the Property. This coverage will extend the Project's benefits beyond the building itself by creating a safer environment for residents, transit riders, and others who use these locations on a regular basis.

11. Other Public Benefits and Project Amenities and Other Ways in Which the Proposed PUD Substantially Advances the Comprehensive Plan (Subtitle X § 305.5(r))

The PUD substantially advances the Comprehensive Plan's major themes and policies by replacing an outdated facility with a modern public safety headquarters that functions as both an

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

VII. OUTREACH TO COMMUNITY, OFFICE OF PLANNING, AND OTHER DISTRICT AGENCIES

The information in this Section is provided in accordance with Subtitle Z § 300.11(e).

Pursuant to Subtitle Z § 300.7, on June 4, 2025, the Applicant³ mailed a Notice of Intent (“NOI”) to file this PUD application as set forth in the Certificate of Notice attached as Exhibit H. In accordance with Subtitle Z § 300.9, the Applicant has also engaged with the affected ANC 8B and Single Member District 8B02, represented by Commissioner Betty Scippio.

The Applicant’s outreach has been consistent throughout 2024 and 2025. Following various initial engagement and meetings with community stakeholders in 2024, on February 18, 2025, the Applicant attended ANC 8B’s duly noticed and regularly scheduled public meeting to formally introduce the Zoning Commission application for a PUD and Zoning Map amendment and announce its intent to return with a detailed design presentation.

On April 15, 2025, MPD presented the Project in detail at ANC 8B’s duly noticed and regularly scheduled public meeting. During that meeting, MPD presented architectural renderings, proposed site plans, and operational objectives for the facility, and explained the Project’s broader effort to modernize public safety infrastructure and enhance police-community engagement. Following the presentation, the public expressed a range of questions and perspectives, which were addressed in detail by the MPD. The majority of community members expressed “strong and enthusiastic support for the project, citing the urgent need for a modern, functional, and community-accessible police facility in the area.” *See* ANC 8B letter of support dated June 30, 2025 (the “ANC Support Letter”), attached as Exhibit I.

³ The NOI identified the “Applicant” as Shinberg Levinas Architects, which is the architect for the Project. Presentations to the community have been conducted by DGS with involvement from MPD, Shinberg Levinas, and other project consultants.

Following the meeting on April 15, 2025, ANC 8B issued the ANC Support Letter, which noted that the Commissioners of ANC 8B shared the community’s sentiment and acknowledged the significant public safety, operational, and civic engagement benefits of the proposed Headquarters. The ANC placed particular emphasis on the “importance of creating a secure, state-of-the-art facility that also serves as a welcoming space for residents and stakeholders to participate in community-focused initiatives.” The ANC letter stated that at the conclusion of the presentation, **ANC 8B voted unanimously (6-0) in favor of the proposed project.** See Exhibit I.

In August 2025, DGS engaged ANC 8B and the 7th District Citizens Advisory Council (the “CAC”) to begin more focused discussions on developing a Community Benefits Agreement. Additional information on outreach efforts and responses to community feedback is provided in the Comprehensive Plan Evaluation attached as Exhibit D. The Applicant will continue working with the ANC and community stakeholders, including the CAC, throughout the PUD process and will provide updates to the Zoning Commission prior to the public hearing.

The Applicant has also coordinated with the Office of Planning (“OP”). On January 23, 2025, the Applicant met with OP to present the proposed redevelopment and phased construction program and to discuss how the Project is not inconsistent with the Comprehensive Plan. Following the submission of this application, the Applicant will continue its engagement with OP and will meet with other District agencies as needed.

VIII. CONCLUSION AND REQUEST FOR SET DOWN

For the reasons set forth herein, the Applicant respectfully requests that the Commission set down the application for public hearing and ultimately approve the proposed consolidated PUD and related Zoning Map amendment. The application meets the standards of Subtitle X, Chapter 3 because it is not inconsistent with the Comprehensive Plan (§ 304.4(a)), its impacts are favorable or manageable (§ 304.4(b)), and it delivers meaningful public benefits (§ 304.4(c)) by replacing an outdated facility with a modern civic headquarters, improving the public realm, and advancing sustainability and community accessibility. Under the balancing test of § 304.3, these benefits significantly outweigh the limited development incentives requested.