

# Emery Heights/Brightwood Properties

5760, 5764, 5766, 5802, 5804, 5806, 5808, 5810, and 5812 Georgia Avenue NW



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## REQUEST FOR PROPOSALS

District of Columbia  
Office of the Deputy Mayor for Planning and Economic Development

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# INTRODUCTION

The Government of the District of Columbia (the “District”), through the Office of the Deputy Mayor for Planning and Economic Development (“DMPED”), is releasing this Request for Proposals (“RFP”) (also available online at <http://dmped.dc.gov/>) as it seeks to receive proposals (each a “Proposal” and collectively “Proposals”) from individuals and/or teams (each a “Respondent” and collectively “Respondents”) for the redevelopment of the properties from individuals and/or teams (each a “Respondent” and collectively “Respondents”) for the redevelopment of the properties (the “Project”): Parcel 00870005 and Square 2937 Lots 809, 840, 841, 842, 843, 848 (collectively the “Development Parcel” or “Site”, see Figure 1: Development Parcel Map). The Development Parcel is located between 5760-5812 Georgia Avenue NW and consists of seven (7) lots totaling approximately 35,868 square feet of land.

The Development Parcel lies within the upper reaches of the Sixteenth Street Heights neighborhood and is zoned MU-7. The Development Parcel currently consists of a historic firehouse, an outbuilding, surface parking, vacant retail storefronts, and a surface lot previously used as a carwash. Respondents are required to research title to the Development Parcel and incorporate all findings into their proposed development program (each a “Development Program”, collectively “Development Programs”) for an “as is” conveyance of the Development Parcel which shall be outlined in their proposals.

DMPED seeks Proposals that encompass the goals set out in this RFP and will consider both matter-of-right and programs requiring exceptions and/or amendments to the zoning regulations. DMPED will consider Development Programs that contemplate either a ground lease term of no less than 15 years under D.C. Official Code § 10-801(b)(8)(C) or, where a Proposal includes for-sale residential units, a fee simple transfer. The Development Programs should further reflect the important value of this Site to the surrounding community and embody the following characteristics:

- Maximize affordable and workforce housing;
- Maximize economic value to the District;
- Maximize opportunities for CBE participation;
- Maximize job creation for District residents;
- Uses that are compatible with, and leverage, surrounding neighborhood development;
- Responsive to community and stakeholder preferences;
- Sustainable and energy efficient buildings;
- High architectural design quality;
- Restoration and preservation of the façade of the historic firehouse building; and
- A transit-oriented development that reflects the project's proximity to public transit options.

# DEVELOPMENT PARCEL DESCRIPTION



Figure 1: Development Parcel Map (not to scale)

<b>Location</b>	5760, 5764, 5766, 5802, 5804, 5806, 5808, 5810, and 5812 Georgia Avenue NW. West side of Georgia Avenue NW. between Missouri Avenue NW to the north and Madison Street NW to the south.
<b>Ward</b>	4
<b>Neighborhood</b>	Boarder of Sixteenth Street Heights & Brightwood Park, Brightwood, and Brightwood Park
<b>ANC</b>	4E
<b>Bounded By</b>	Georgia Ave and Emery Heights Park (District owned) to the east; Express Car Wash (owned by Emery Park Partners LLC) to the south; The Soapstone Apartments (owned by 5816 Georgia Ave NW LLC) to the north.
<b>Square</b>	2937
<b>Lots</b>	Parcel 00870005 0809 0840 0841 0842 0843 0848
<b>Total Square Footage</b>	Approximately 35,868 sf. ft.
<b>Owner</b>	District of Columbia [District Fire and Emergency Services Department ("FEMS"), and DMPED]
<b>Zone</b>	MU-7
<b>PUD Eligible</b>	Yes

**Location:** As shown in Figure 1, the Development Parcel consists of 7 parcels identified as: Parcel 00870005 and Lots 0809, 0840, 0841, 0842, 0843, 0848 on Square 2937. The Development Parcel is bound by The Soapstone Apartments directly adjacent to the North on Square 2937 Lot 31, and the former Express Car Wash on Square 2935 Lot 819, directly South of the firehouse. To the West a public alley access road separates the Development Parcel from the rowhomes on Colorado Ave.

**Frontage, Size, and Shape:** The Development Parcel is rectangular and tapers in width from north to south with frontage on Georgia Avenue NW. The Development Parcel in totality is approximately 35,868 square feet of land.

Lot	Square	Street Address	Land Area
Parcel 00870005	2937	5760 Georgia Ave NW	11,151
809	2937	5764 Georgia Ave NW 5766 Georgia Ave NW	8,444
840	2937	5808 Georgia Ave NW 5810 Georgia Ave NW	1,439
841	2937	5806 Georgia Ave NW	4,552
842	2937	5804A-B Georgia Ave NW	3,308
843	2937	5802 Georgia Ave NW	4,192
848	2937	5812 Georgia Ave NW	2,782
		Total	35,868

**Visibility/Access:** The Development Parcel has good visibility from Georgia Avenue and is half a block south of the intersection of Georgia Ave & Missouri Ave. Currently, the Site can be accessed from Georgia Avenue at the front of the Site and from an alley at the rear of the Site.

**Property Advantages:** The Site's location on a Metrobus Priority Corridor Network and its proximity to Rock Creek Park and downtown make it an attractive Site prime for new investment. The Site is a short commute to downtown Washington, DC ("DC"), and within easy reach of many parks, restaurants and shopping options. It is directly across the street from the Emery Heights Community Center which offers playing fields and a fitness facility. It is also within walking distance of Metrobus stops that offer direct and convenient access to the Takoma Park and Petworth Metrorail Stations, the Downtown Business District, the National Mall, and the Walter E. Washington Convention Center.

**Soil and Environmental:** The Development Parcel is offered "as-is". DMPED makes no representations or warranties as to any soil or environmental conditions at the Site.

**Community Context**

The Development Parcel sits at the intersection of several neighborhoods, ANC boundaries, and community service areas. Located in Sixteenth Street Heights and directly adjacent to Brightwood Park and Brightwood, the site lies within ANC 4E and borders ANCs 4A, 4B, and 4D. It is also served by active community organizations such as the Clara Barton East Civic Association, the Sixteenth Street Heights Civic Association, and Upper Georgia Avenue Main Street. Its position along Georgia Avenue connects multiple residential and commercial districts, resulting in a wider and more diverse stakeholder base reflecting the overlapping interests and priorities of adjacent communities.

**Existing Uses and Tenancies:** The southernmost parcel of the Site contains Parcel 00870005, which includes the Old Engine Company No. 22 firehouse constructed in 1897. There are two buildings on the parcel, the main firehouse building fronting Georgia Avenue and a secondary auxiliary building located in the rear. Following the 2018 opening of a new firehouse for Engine Company 22 at 6825 Georgia Avenue on the Walter Reed campus, the main building is used by FEMS for classroom and training functions and the auxiliary building is used for storage. FEMS will relocate their training operations offsite prior to groundbreaking. All other buildings on the Development Parcel are vacant, with no active leases or tenants, and include surface parking spaces on the back side.

**Area and Activity Surrounding the Development Parcel**

- **Sixteenth Street Heights:** The Site is on the northern edge of residential neighborhood in Northwest D.C., known for its tree-lined streets, spacious homes, and proximity to Rock Creek Park. The Georgia Avenue commercial corridor, which borders the neighborhood, is experiencing ongoing redevelopment, bringing new businesses and mixed-use developments to the area.
- **The Soapstone Apartments:** The 49-unit multifamily apartment building located at 5816 Georgia Ave NW, directly north of the Development Parcel was completed in 2023

- **The Lofts at Brightwood Condominiums:** Completed in 2007, this mixed-use project includes 44 condominium units with ground-floor retail along Georgia Avenue NW and Colorado Avenue NW. The development adaptively reused the historic Masonic lodge, preserving its original façade, which faces Georgia Avenue.
- **The Residences at the Beacon Center:** This project, located at 6120 Georgia Avenue NW and just to the north of the Development Parcel delivered 99 new housing units, community spaces, and commercial space alongside a renovated church. All units are reserved for residents earning less than 60 percent of MFI.
- **Emery Heights Community Center:** This park and recreation center is situated directly opposite the Site, across Georgia Avenue NW. Named after the former Emery Elementary School at the site, the open space and fields provide opportunities for both informal and structured recreation. The Community Center offers a full-service facility that provides participants of all ages varied opportunities including a fitness center, playing fields, personal enrichment, summer camps, and senior programming.

## LOGISTICS

### When

<i>RFP Process Timetable*</i>	
Issuance of RFP	March 19, 2026
Site Tour	April 2, 2026
Pre-Response Question & Answer Period	March 19 - May 17, 2026
<b>Submission Due Date (5:00 PM ET)</b>	<b>May 18, 2026</b>

\*Subject to change at the District's sole discretion and without prior notice

### Where

The RFP is posted on DMPED's website at <https://dmped.dc.gov/page/emery-heights-brightwood-properties> (the "Project Website").

DMPED will have an online question and answer portal (the "Q&A Portal") during the dates set forth above in the "When" sub-section of this "Logistics" section ("Pre-Response Question & Answer Period"), and DMPED will post responses on the Project Website on a rolling basis. Respondents are encouraged to check the Project Website weekly for posted responses.

**DMPED will conduct an introductory site tour at the Development Parcel ("Site Tour") on the date set forth in the "When" sub-section of this "Logistics" section.** Attendance at this session is strongly recommended for all Respondents.

The tentative schedule for the Site Tour is as follows:

1:00 – 1:15 pm: ..... Check-in  
 1:15 – 2:00 pm: ..... Information and Q&A Session  
 2:00 – 2:45 pm: ..... Tour of Development Parcel

Respondents can RSVP by **March 27th, 2026**, by emailing the Project Development Manager as identified below in the "Who" sub-section of this "Logistics" section with the name, organization, phone number, and email address of the attendee(s).

***All attendees must complete the site tour waiver, release, and indemnification form ("Waiver Form") that has been attached as Appendix H. Executed Waiver Forms will be collected prior to commencement of the site walk. Those that have not executed the Waiver Form will not be permitted onto the Development Parcel.***

### What

DMPED seeks Proposals that reflect the important value of this Development Parcel to the surrounding community, embody those priorities identified in the "District Policy Goals, Requirements, and Preferences" section, and satisfy the requirements set forth in the "RFP Submission Requirements" sub-section of the "Solicitation Process" section.

#### **RFP Submission Deposit:**

A \$50,000 deposit in the form of an executed, irrevocable standby letter of credit ("Letter of Credit") is required utilizing the Form Irrevocable Letter of Credit attached as Appendix D. Submission requirements for the Letter of Credit are outlined in the "How" sub-section of this "Logistics" section.

*Additional deposits will be required if selected and upon execution of the disposition agreement.*

Conditions: If a Respondent's Proposal is not selected, the Letter of Credit shall be returned to the Respondent. If a Respondent's Proposal is selected, the Letter of Credit will only be returned upon the Respondent's successful completion of Closing as defined in the "Affordable Housing" sub-section of the "Common Requirements" section and as determined by the District through the terms of the disposition agreement.

## Who

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The DMPED development manager for the Project is Vinita Phonseya (the "Project Development Manager"), with an email address of [Vinita.phonseya@dc.gov](mailto:Vinita.phonseya@dc.gov). **Please note all questions regarding this RFP shall be submitted through the Q&A Portal identified in the "Where" section, and Respondent shall not direct questions to any other location or person within the District except as allowed elsewhere in this RFP.**

## How

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All Proposals must be submitted electronically via the "[Submit Files](#)" link on the Project Website specified in the "Where" sub-section of this "Logistics" section by the Proposal submission due date (the "Submission Due Date") specified in the "When" subsection of this "Logistics" section. Uploaded electronic files should use the following naming convention: "EMERY HEIGHTS - BRIGHTWOOD PROPERTIES RFP PROPOSAL SUBMISSION - [Team Name] - [File Type]". Hand delivered or mailed Proposals shall not be accepted. Adherence to the Submission Due Date is essential. Incomplete Proposals or those submitted after the Submission Due Date shall not be accepted. Immediately following submission, Respondent shall email the Project Development Manager to confirm submission. The subject line for such email communication shall state: "EMERY HEIGHTS - BRIGHTWOOD PROPERTIES - RFP PROPOSAL SUBMISSION".

A copy of the Letter of Credit is required to be uploaded electronically with Respondent's electronic Proposal, with the original hardcopy delivered to DMPED by close of business on the RFP Proposal Submission Due Date. A representative of DMPED will be available at the Office of the Deputy Mayor for Planning and Economic Development, The John A. Wilson Building, 1350 Pennsylvania Avenue, NW, Suite 317, Washington, D.C. 20004, to receive the Letter of Credit between 3 p.m. and 5 p.m. on the RFP Proposal Submission Due Date.

# DISTRICT POLICY GOALS, REQUIREMENTS, AND PREFERENCES

## Planning and Zoning Framework

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### Comprehensive Plan

In 2021, Council approved amendments to the 2006 Comprehensive Plan ("Comp Plan"), including specific references to the Rock Creek East planning area the Development Parcel is located within. The 2021 Comp Plan provides guidance for development:

- [Rock Creek East Planning Area](#) – outline the policies and initiatives of the 2021 amendment for the 7.4 square miles located east of Rock Creek Park, north of Spring Road, NW, and west of North Capitol Street and Riggs Road.
- [Future Land Use Map](#) ("FLUM") – designates the Development Parcel for Commercial-High Density.
- [Generalized Policy Map](#) – designates much of the Development Parcel as being within a Main Street Mixed Use Corridor. This plan is part of the Great Streets Initiative which combines public realm investment, strategic land use plans, and economic development assistance to improve the physical, economic and safety condition of the District's major corridors. The plan builds upon efforts of the government, community, and private sector along Georgia Avenue to increase local neighborhood livability and create a new environment that stimulates private investment and neighborhood revitalization.
- [Upper Georgia Avenue Area Land Development](#) – Small Area Plan of the 2006 Comprehensive Plan, enacted in 2008, which guides growth and development along the corridor to create an attractive destination for residents, business owners and visitors.

### 2050 Comprehensive Plan Rewrite

The Office of Planning (OP) is undertaking the first full rewrite of the District's Comprehensive Plan in nearly 20 years. OP will work with residents, advocacy groups, elected officials, District agencies, and other community leaders to develop policies and priorities to guide the investments in growth and development in the District over the next two decades. The outcome will be "DC 2050", the District's next Comp Plan.

As the Comp Plan rewrite progresses, the recommended land use designation for these parcels is still unknown. Nevertheless, we expect that any future designation will preserve, if not enhance, the current development capacity. OP will engage residents on future land use scenarios that reflect racial equity goals and account for expected trends and drivers of change. From October 2026 to June 2027, OP

expects to collect public input, refine DC 2050, and prepare the plan for the mayor to transmit to Council for approval. From July 2027 to December 2027, Council expects to consider approval of DC 2050. To learn more, visit the [DC 2050 website](#) or contact [dc2050@dc.gov](mailto:dc2050@dc.gov).

### **Zoning**

The Development Parcel is zoned MU-7 which permits medium-density mixed-use development by right. Redevelopment of this site may include a mix of uses including retail and housing. The MU-7 zone permits a maximum floor area ratio of 4.0 and a lot occupancy up to 75%. Under Inclusionary Zoning provisions, those criteria increase to 4.8 and 80% respectively. MU-7 allows a maximum height limit of 65 feet. Utilization of the PUD process could allow for greater building height and density than permitted by the underlying zone.

Information on the Comprehensive Plan and Zoning can all be found at the OP [website](#).

### **Historic Framework**

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The Old Engine Company 22 building is listed in the DC Inventory of Historic Sites and the National Register of Historic Places. The earliest portion of the main building, which is two and one-half stories tall and two bays wide, was constructed in 1897. A one-story addition was constructed on the south side of the original building in 1907. In 1939, a second story was constructed on top of the 1907 addition so that it matched the height and details of the original building.

Any exterior alterations or new construction on the parcel will require review by the DC Historic Preservation Review Board (HPRB) in accordance with the DC Historic Landmark and Historic District Protection Act (Act). To be consistent with the Act, the character of the property must be maintained through retention of historic materials, architectural details, and the features which convey the building's historical use as a fire station. New construction on the parcel must be compatible in terms of scale, massing, materials, and other details. Although the interiors are not designated, retention of significant historic interior fabric is strongly encouraged. Applicants should contact the DC Historic Preservation Office (HPO) as early as possible to discuss concepts for rehabilitation and new construction. Additional information about HPO and HPRB review is available at <https://planning.dc.gov/page/historic-preservation-office>. The smaller building at the rear of the property is not designated and can be removed without HPRB approval.

Sponsors of income-producing rehabilitation projects at Old Engine Company 22 are also encouraged to apply for a 20% Federal income tax credit through the National Park Service [Federal Historic Preservation Tax Incentives Program](#) since the requirements of this program are similar to those which are required to comply with the Act. .

### **Transportation Planning Framework**

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The District Department of Transportation's ("DDOT") commitment to building a safe and efficient transportation network will guide all review of transportation-related issues regarding development of the Development Parcel. Depending on the development plan proposed and the approval process required for the Project (i.e., Zoning Commission review), DDOT may require a Comprehensive Transportation Review ("CTR") study to determine the impacts on the transportation network. Respondents should have a basic understanding of the projected number of trips by mode generated by the proposed development program in the Proposal.

#### **Site Access & Vehicle Parking**

The site is on the west side of Georgia Avenue NW and is served by a 16-foot public alley. The site's vehicular parking, trash, and loading should all be provided through the alley. The site's curb cut for FEMS' Old Engine Company 22 should be redesigned to meet current DDOT standards and all other existing curb cuts on Georgia Avenue should be closed.

Given the Development Parcel's multi-modal transportation access, DDOT expects the amount of vehicle parking provided onsite to be appropriate within the parameters of transportation access. Specifically, DDOT expects the amount of off-street vehicle parking to be no more than 0.35 (approximately 1 per 3 units) space per residential unit, 0.45 space per 1,000 GSF hotel (approximately 1 per 5 rooms), 0.5 space per 1,000 GSF office, and 1.25 or less spaces per 1,000 GSF retail, per the 2024 DDOT *Guidance for Comprehensive Transportation Review* (available at [DDOT Development Review Program](#)). Priority will be given to Proposals that provide minimal vehicle parking and efficient vehicle access and loading that deliver a pedestrian-friendly streetscape and take additional actions to support nearby transit. If the Project does include off-street parking, Respondents should plan to install a minimum of one electric vehicle charging station for every 50 parking spaces or more if required by applicable District laws.

#### **Bus Priority Lanes**

The Georgia Avenue NW corridor, which has the highest bus ridership in the region, is part of DDOT's Bus Priority network. A project to install bus lanes and other improvements is currently in design and is expected to start construction in 2027. The selected design concept calls for 24/7 offset bus lanes, leaving the curb lane mostly available for access or parking. The project spans the full 4.5-mile corridor from Barry Place to Eastern Avenue NW, including the block in front of the Site. Respondents should refer to DDOT's project materials (available

at [Georgia Avenue NW | Bus Priority Projects](#) )for the most up-to-date information and be aware that, depending on the timing of redevelopment, coordination with DDOT may be required for public space access during construction.

For further information on DDOT's Bus Priority Program please contact Jamie Carrington, DDOT Project Manager [James.carrington@dc.gov](mailto:James.carrington@dc.gov).

### **Bicycle Parking and Transportation Demand Management**

High-quality bicycle parking remains a critical amenity to support the District's multi-modal transportation goals and reduce reliance on single-occupancy vehicles. In alignment with the *Guidance for Comprehensive Transportation Review*, all new development must exceed the minimum requirements outlined in Title 11 of *DCMR*, Chapter 800 and Title 18 of *DCMR*, Chapter 1214 for both long- and short-term bicycle parking, as well as shower and locker facilities for non-residential uses.

Long-term bicycle storage rooms must be designed to include the following features:

- At least 50% of spaces located horizontally on the floor (not vertical or stacked)
- A minimum of 10% of spaces equipped with electrical outlets to support e-bikes and scooters
- At least 5% of spaces designed to accommodate cargo or larger bikes (minimum dimensions: 10 ft x 3 ft)
- A bicycle repair station in each long-term storage room

### **Public Space Framework**

DDOT, in partnership with the OP, works to ensure the design of public space is of high quality and meets minimum requirements. To this end, the District has in place streetscape standards, guidelines, and policies to guide changes to public space. Respondents will be expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curbs and gutters, street trees, landscaping, streetlights, sidewalks, and other appropriate features within the public right-of-way (ROW) bordering the site. As the site has public alley access curb cuts on Georgia Avenue are not permitted except for those serving FEMS apparatus vehicles. At the time of public space permitting, all existing curb cuts will be evaluated as new, requiring review by the Public Space Committee.

Respondents should work within existing public space standards, guidelines, and policies to create additional public amenities that further serve to activate and improve the existing streetscape. Respondents may refer to Titles 11, 12A, and 24 of the *DCMR*, DDOT's latest *Design and Engineering Manual* ("DEM"), and the *Public Realm Design Manual* for public space design guidance.

For further information on DDOT's development review process and public space design, please contact Erkin Ozberk, [erkin.ozberk1@dc.gov](mailto:erkin.ozberk1@dc.gov).

## **Community & Stakeholder Outreach**

The success of any development project hinges on the inclusion and support of the local community. Respondents are strongly encouraged to work with the Advisory Neighborhood Commission ("ANC") 4E, where Development Parcel is located, as well as the adjacent ANC 4A, 4B, 4D, local community groups such as Clara Barton East Civic Association, Sixteenth Heights Civic Association, Upper Georgia Ave Main Streets, and area residents to understand how the community's goals can be met in the Respondents' Proposals. The building design should demonstrate architectural excellence, appropriate to the neighborhood fabric, that enlivens and enhances the streetscape and that is attractive, open, and inviting. Proposals should consider and incorporate stakeholder and community preferences, to the extent feasible and practicable.

## **Preferences and Evaluation**

Proposals will be evaluated for completeness, responsiveness, market feasibility, innovative ideas, strength of community benefits, and strength of financial response, among other factors.

Proposals may be deemed incomplete and/or unresponsive if they do not satisfy all the requirements set forth in the "RFP Submission Requirements" sub-section of the "Solicitation Process" section. As such, evaluation for completeness and responsiveness are threshold considerations.

The District shall prioritize Proposals that meet or exceed, as applicable, the following criteria, organized by category but otherwise in no particular order:

- I. Attainment of District Goals
  - i. Respond to the goals and objectives of the Comprehensive Plan;
  - ii. Improve the quality of life for the surrounding neighborhood;
  - iii. Address stakeholder concerns and requirements;
  - iv. Address community preferences;
  - v. Maximize housing opportunities, particularly family-sized units and home ownership;
  - vi. Maximize the highest density allowable for the Development Parcel; Respondent may consider matter-of-right development, pursuit of a map amendment, or—if applicable—a Planned Unit Development ("PUD");

- vii. Create job opportunities and/or apprenticeship programs for District of Columbia residents—particularly for District of Columbia residents within 1-mile of the Development Parcel—and exceed the requirements of the CBE Act (which requirements are detailed in the “First Source” and “Certified Business Enterprises” sub-sections of the “Common Requirements” section);
  - viii. In addition to proposing terms to satisfy the “Equitable Development Focus” section, promote social equity generally, including, but not limited to, as applicable, prioritizing and including community-serving retail and fresh food access; and
  - ix. Any other additional goals identified throughout this RFP and any other District policy documents.
- II. Qualifications and Experience of Respondent
- i. Demonstrate that Respondent, its member entities, and/or key personnel have successfully served in lead developer roles for completed projects of a similar scale and scope to the project proposed by Respondent;
  - ii. Provide evidence of sufficient organizational capability to ensure successful and timely delivery of the Project.
- III. Economic Benefit to the District
- i. Maximize value to the District through land value proceeds (paid by Respondent to the District) and incremental property and sales taxes;
  - ii. Seek the least amount of subsidy (either through a reduction in fair market value or through other District or federal public financing tools) to fill anticipated financing and/or investment gaps in the Project’s capital structure;
  - iii. Provide District and particularly Ward 4 neighborhood-based businesses/business owners with opportunities to participate in the Project; evidence of the inclusion of such businesses shall be in the form of written confirmation from such neighborhood-based businesses/business owners which shall include the scope and details of the said businesses’ involvement in the Project.
- IV. Project Financial Feasibility and Respondent’s Financial Capacity
- i. Demonstrate that Respondent possesses the financial resources, capacity, and ability to successfully close the transaction, and to execute the Project requirements;
  - ii. Provide an estimated construction budget prepared by a third-party general contractor or cost estimator;
  - iii. Provide a realistic and achievable funding plan, including Sources and Uses (as defined in the “Part 7: Project Budget Sources and Uses” sub-section of the “Solicitation Process” section);
  - iv. Provide a realistic multi-year development and operating pro-forma (pre-development through 18 years post-stabilization) as further articulated in “Part 8: Project Development and Operating Pro Forma” sub-section of the “Solicitation Process” section;
  - v. Demonstrate significant investments by Respondent of “at risk” capital during the pre-development and development process;
  - vi. Exhibit a readiness to provide the District with a meaningful guarantee regarding payment and performance through final Project completion.
- V. Development Vision
- i. Promote a vibrant, walkable, and pedestrian-friendly neighborhood character, as demonstrated through a high level of streetscape design, including building features that directly link to the sidewalk level, and a high degree of visual continuity along street corridors;
  - ii. Complement the existing neighborhood and the commercial corridors;
  - iii. Achieve architecture that is of the highest design qualities and standards, which further reflects the significance of the site, complementing the neighborhood character while accommodating necessary uses;
  - iv. Provide a development plan that has minimal impact on the environment and achieves higher levels of sustainability than required by DOEE pursuant to Applicable Law as articulated in the “Sustainability and Green Building” sub-section of the “Common Requirements” section; and
  - v. Include an appropriate amount of parking that reflects the Development Parcel’s proximity to a Metrorail station and other transportation infrastructure.