

Government of the District of Columbia

Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Meredith Soniat
Acting Associate Director *MS*

DATE: July 6, 2025

SUBJECT: ZC Case No. 13-14E – Reservoir District Parcels 2 & 4 PUD Modification

PROJECT SUMMARY

McMillan Parcel 2 Owner LLC & McMillan Parcel 4 Owner LLC, (jointly the “Applicant”) seeks approval for a Modification with Hearing to Consolidated, 1st-Stage and 2nd-Stage Planned Unit Developments (PUDs). The subject properties are Parcels 2 and 4 of the Reservoir District, located at Lots 809, 814, and 815 within Square 3128. The site is within the broader Reservoir District development, bounded by North Capitol Street, Channing Street NW, First Street NW, and Michigan Avenue NW in the MU-10 Zone. Zoning Case Nos. 13-14A and 13-14B were approved in 2015 and 2016, respectively, for the following development program:

- Parcel 2 (ZC 13-14A)
 - 233 residential units
 - 18,259 square feet of retail
 - 227 vehicle parking spaces
 - 79 long-term and eight (8) short-term bicycle parking spaces
 - One (1) 40-foot loading berth and one (1) 30-foot loading berth
- Parcel 4 (ZC 13-14B)
 - 281 residential units
 - 58,705-square-foot grocery store
 - 329 vehicle parking spaces
 - 93 long-term and eight (8) short-term bicycle parking spaces
 - Four (4) 40-foot loading berths and one (1) 20-foot service/delivery space

As part of the overall PUD’s approval (ZC Case 13-14(6)), the Applicant also committed to implementing a Transit Improvement Plan (TIP) designed to support multimodal accessibility and mitigate transportation impacts generated by the proposed PUD. The Applicant is seeking to modify the approval to provide the following development program:

ZONING COMMISSION

- Parcel 2
 - Increase building height by up to 5 feet
 - 260 residential units, +/-10%, with flexibility to change some of these units to 120-226 lodging rooms
 - 17,000 square feet of retail, with flexibility to decrease to 5,000 square feet
 - 122 vehicle parking spaces
 - At least the zoning-required number of bicycle parking spaces for the chosen program
 - Two (2) 30-foot loading berths and two (2) 20-foot service/delivery spaces
 - Flexibility to reduce the number of senior affordable units in the East Building to 88 (if District financing is not sufficiently awarded) and related reduction in building size
 - Flexibility to change some exterior materials, subject to HPRB approval
- Parcel 4
 - Increase building height by up to 5 feet
 - 324 residential units, +/-10%, with flexibility for up to 20% of units to be used as temporary lodging units during building lease-up
 - 59,000 square feet of retail, of which 22,500 square feet will be a grocery store, with flexibility to decrease total retail to 16,000 square feet with 10,000 square feet of grocery store
 - 311 vehicle parking spaces, with flexibility to change the number of spaces to between the zoning minimum and zoning excess maximum
 - At least the zoning-required number of bicycle parking spaces for the chosen program
 - Loading facilities serving the chosen development program, which will meet zoning requirements
 - Flexibility to change loading to zoning minimum and accommodate retailers' needs
 - 93 long-term and eight (8) short-term bicycle parking spaces
 - Change locations of entrances for residential, retail, loading, and parking
 - Change some exterior materials, subject to approval by the Historic Preservation Review Board (HPRB)
- All Parcels
 - Potentially modified TIP, to be finalized.

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District's multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The Applicant proposes to shift the balance of the development program away from retail and towards residential/lodging along with a corresponding decrease in vehicle parking;
- The number of bicycle parking spaces will be adjusted commensurate with the change in development plan and will still meet zoning requirements;

- While a Comprehensive Transportation Review (CTR) study was not required, the Applicant submitted a memo to compare the transportation aspects of the approved and proposed development programs. The Applicant has committed to implementing the revised Transportation Demand Management (TDM) plan in the March 7, 2025 comparison memo ([Exhibit 19E](#));
- The Applicant proposes a revised TDM Plan which carries forward the prior TDM commitments from the original PUD. DDOT finds the revised TDM plan sufficient to encourage residents to use non-automotive means of travel;
- The Applicant proposes a revised Loading Management Plan (LMP), modified based on the new mix of uses at the site; and
- The Applicant proposes modifying the TIP, whereby instead of providing a shuttle service based on transit ridership, the Applicant proposes a set financial contribution to the Washington Metropolitan Area Transit Authority (WMATA) with similar proportionate dispersal for each development parcel.

RECOMMENDATION

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

- The Applicant will implement the revised TDM Plan and LMP, as proposed by the Applicant in the March 7, 2025 comparison memo, for the life of the project, unless otherwise noted. This TDM Plan shall supersede the prior TDM commitments from the original PUD approval under ZC Order No. 13-14A.
- The Applicant will continue to work with DDOT and WMATA to revise the TIP, as proposed by the Applicant in the March 7, 2025 comparison memo, to be resolved before Certificates of Occupancy are approved for either Parcel 2 or Parcel 4.

STREETSCAPE AND PUBLIC REALM

DDOT's lack of objection to this application should not be viewed as an approval of the public realm design. All elements of the project proposed within District-owned right-of-way require the Applicant to pursue a public space construction permit.

The Applicant has an approved public space permit application TOPS #362521 for streetscape improvements.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the [DCMR](#), the most recent version of DDOT's [Design and Engineering Manual](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System](#) (TOPS) website.

MS:nh