

# BRIDGE DISTRICT

## PARCEL 5

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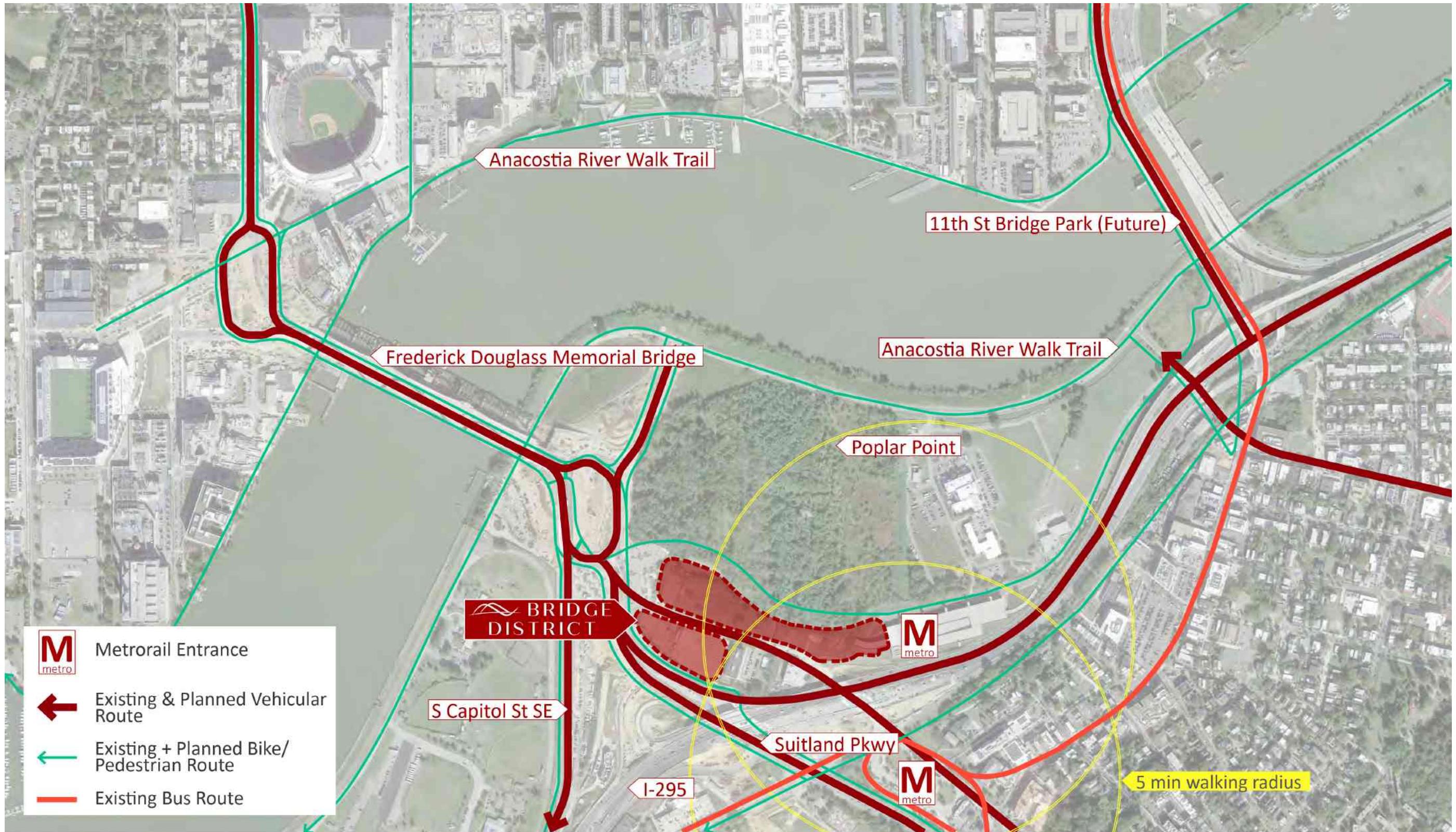
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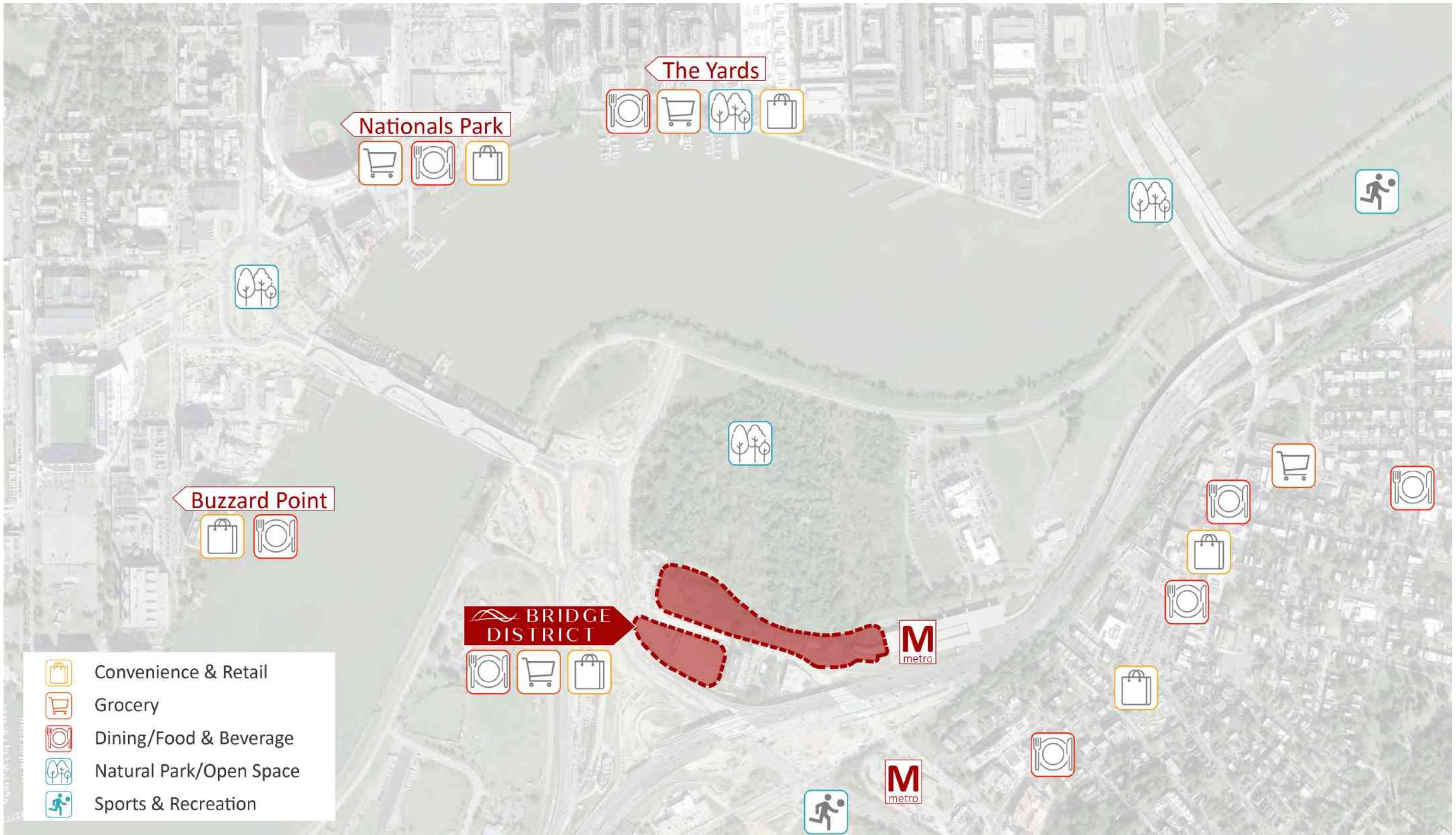
# SITE CONTEXT | SITE MAP | A0.01



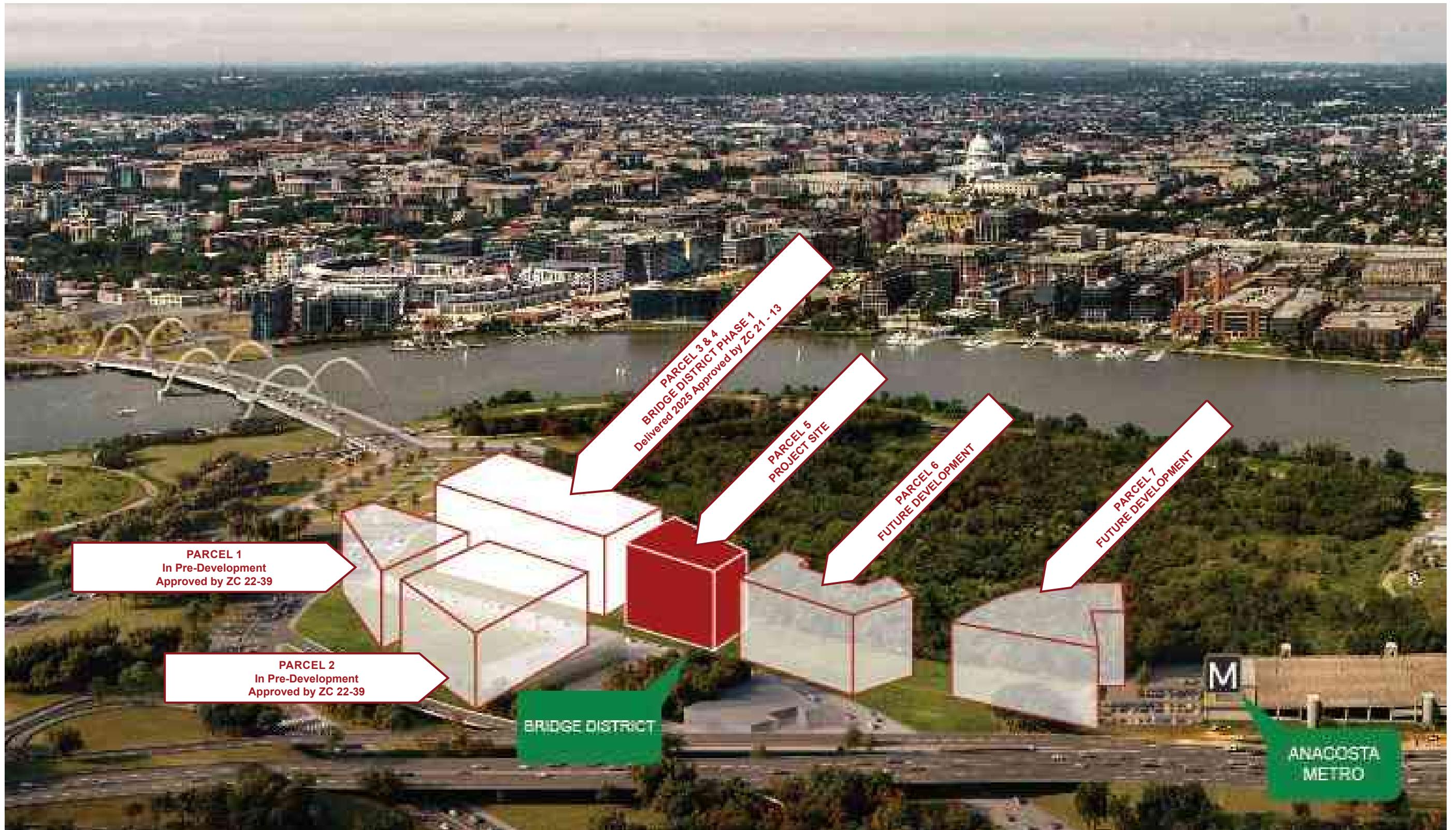
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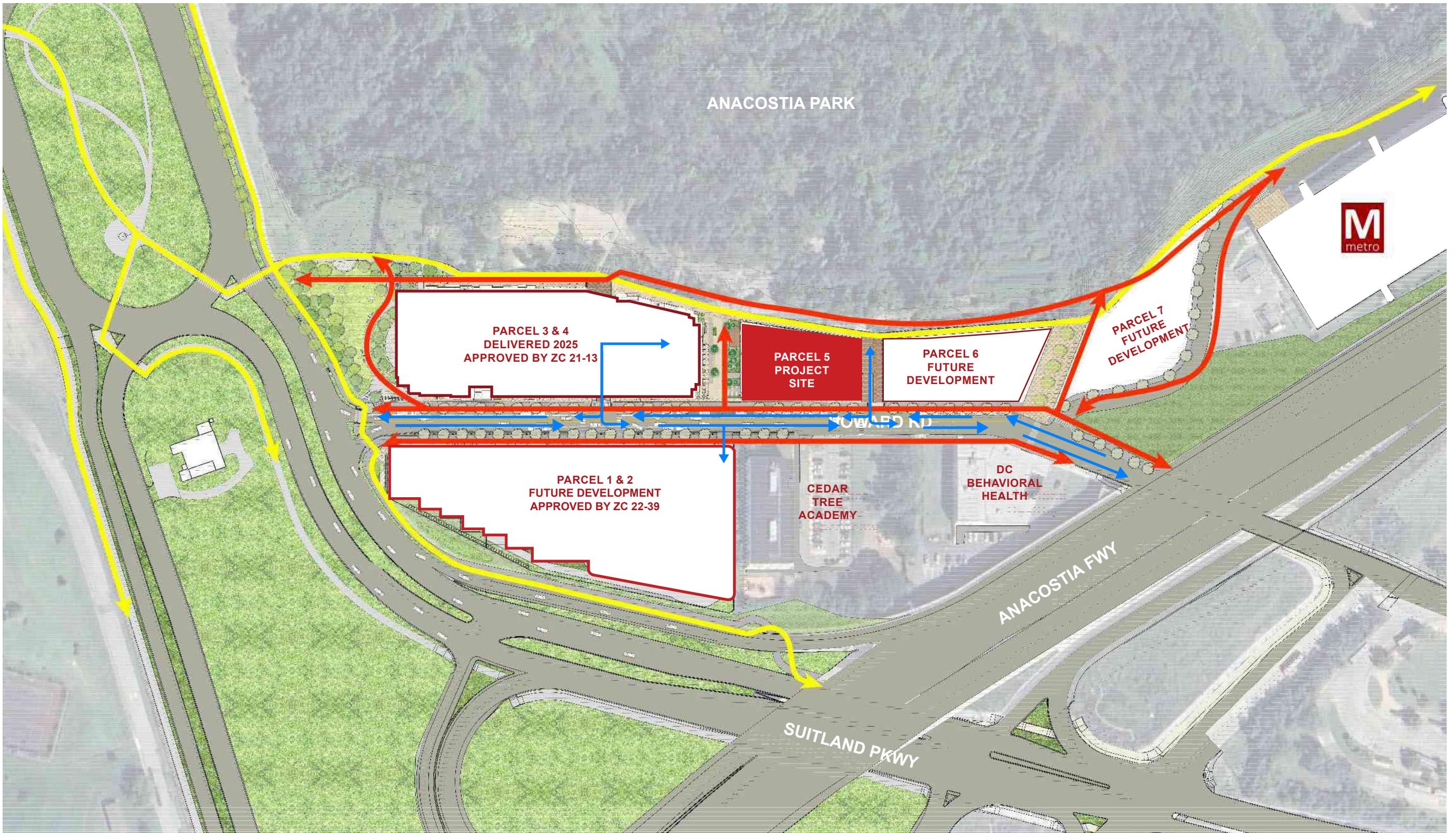
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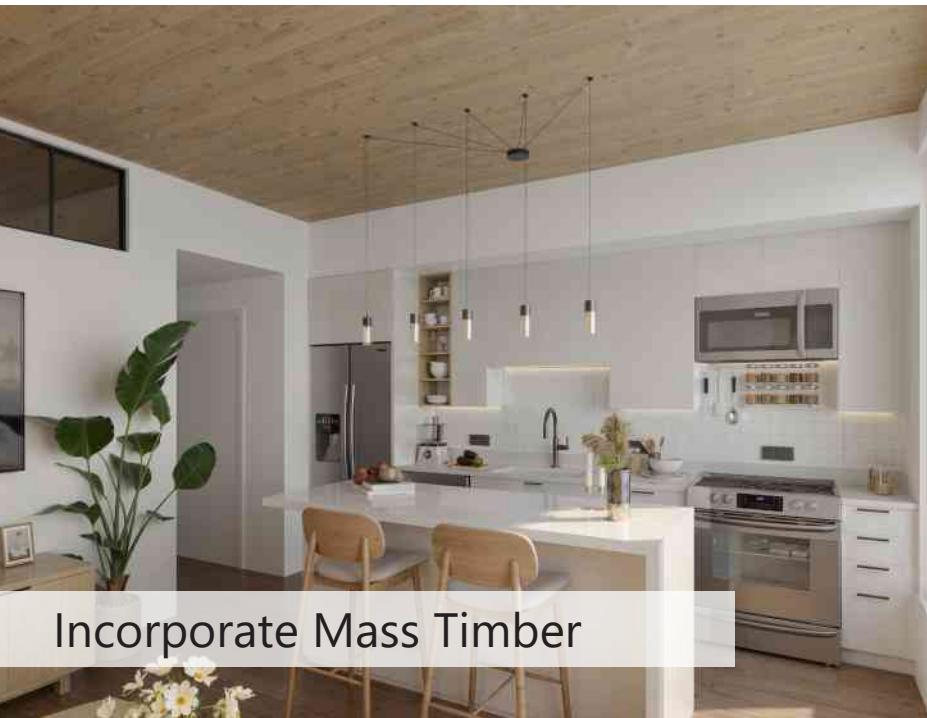
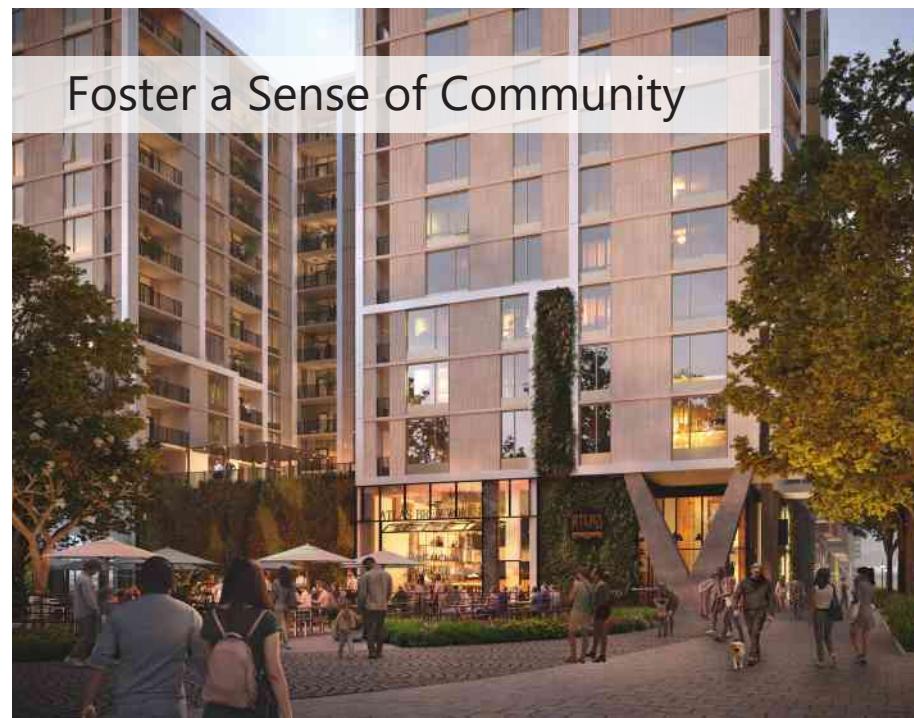
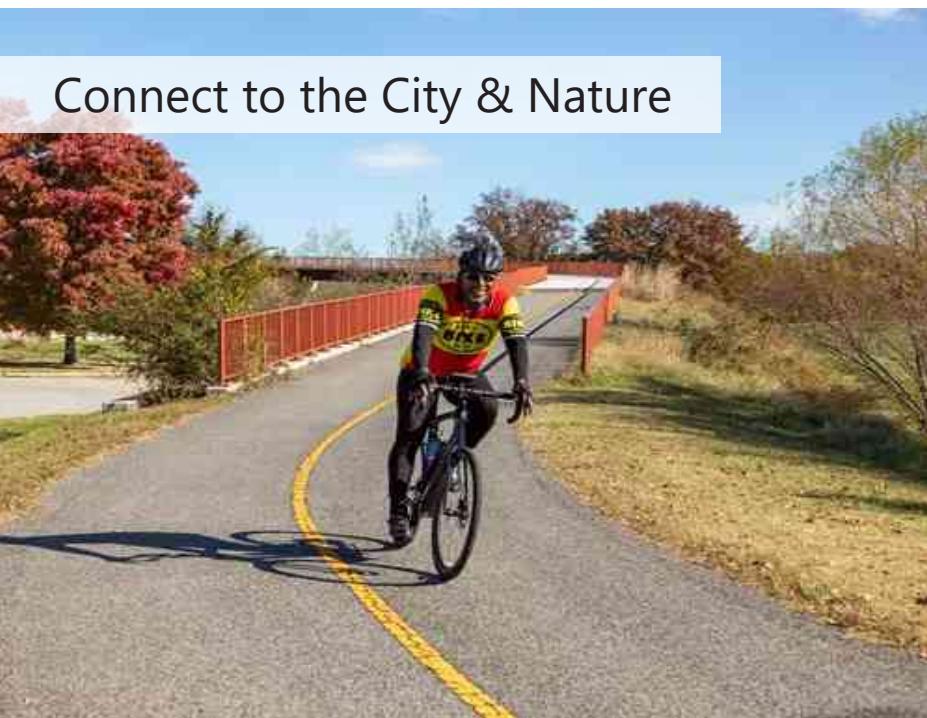
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# SITE CONTEXT | PROJECT OVERVIEW AND PRIORITIES | A0.06



The Project is a mixed-use residential building with ground-floor retail that continues the expansion of Bridge District in SE DC. It features a Mass Timber structural grid above a concrete podium. It complements Bridge District Phase 1 (comprised of Stratos, Alula, and Poplar House), which welcomed its first residents in March 2025, while introducing its own distinct energy, amenities, and architectural identity. The Project plays a key role in advancing Bridge District's vision of a vibrant, high-density neighborhood that blends historic context with inclusive, affordable residential and retail uses.

At the ground level, the building's lobby entry is positioned on the west side to maximize uninterrupted retail frontage along Howard Road. A green courtyard between Bridge District Phase 1 and the Project will feature retail on the left, lush landscaping on the right, and a north-south pedestrian path connecting to the promenade north of the buildings. Four "Project Priorities" have guided our approach towards the design of the project.

(i) The Project will Connect to the City & Nature through enhanced physical and visual connections to Central DC, Historic Anacostia, and the surrounding green areas. The green courtyard between The Project and Bridge District Phase 1 will visually pull the green elements from the Anacostia park into the space between the two buildings.

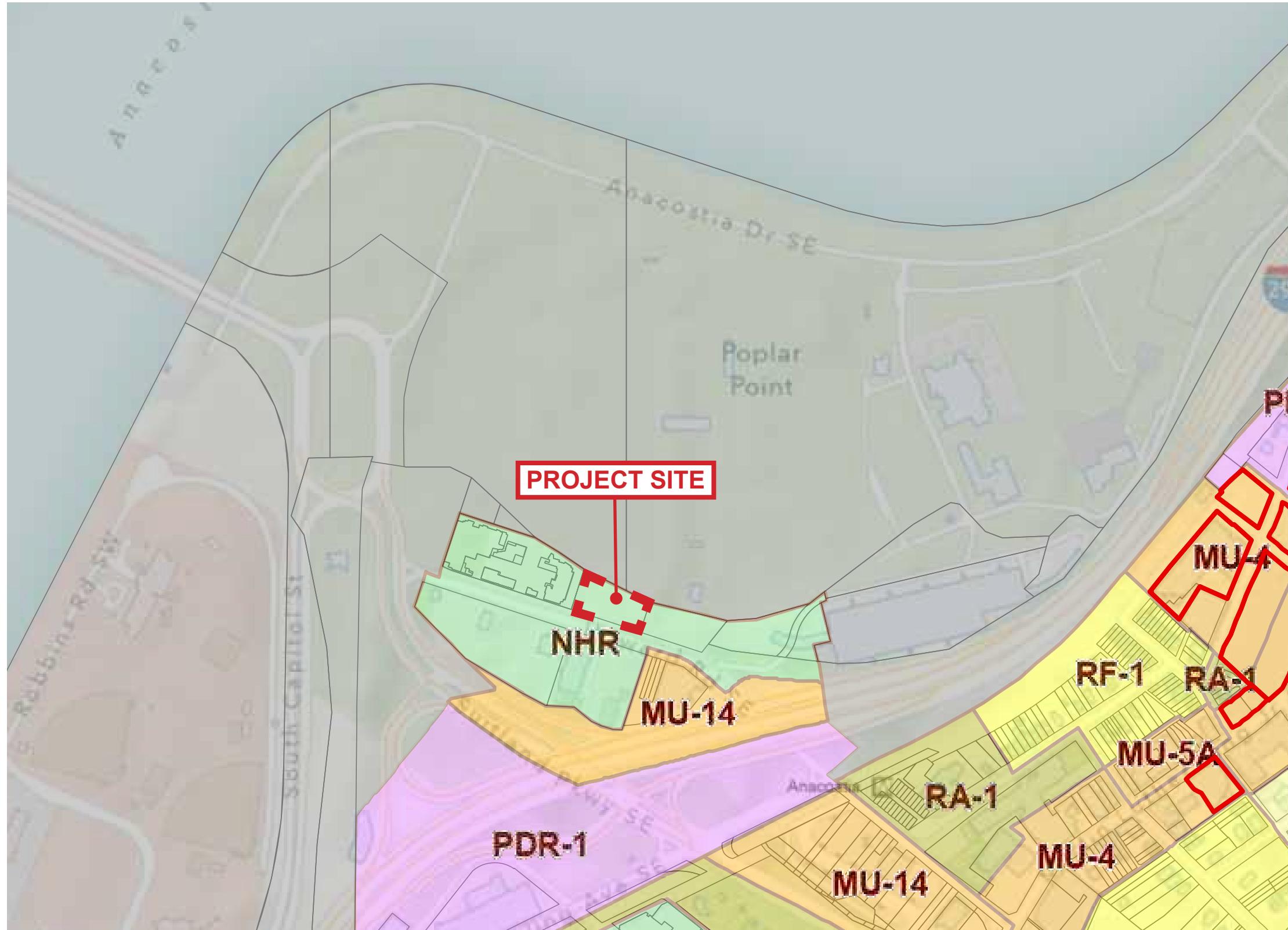
(ii) The Project will Foster a Sense of Community by building upon the residential and retail offering of Bridge District Phase 1 by encouraging visitors, residents, and neighbors to gather and engage with each other. The Project will help create a 24/7 neighborhood that is active throughout the day and night, and that is open and available to all.

(iii) The Project Incorporates Mass Timber as a Defining Element, celebrating the unique character it brings to the design. Building with mass timber instead of concrete results in a 20–30% reduction in embodied carbon, directly advancing the Project's sustainability goals. Beyond its environmental benefits, mass timber offers a warm and natural aesthetic that adds richness and depth to the architectural expression.

The Mass Timber structure will be complemented with a simple façade design featuring a combination of masonry (east, west and south facades) and window wall (north façade) systems. This design provides an elegant design aesthetic that will complement the existing terra cotta façade materiality of Bridge District Phase 1.

(iv) Finally, the Project will enhance the Streetscape Activation by maximizing the amount of retail along Howard Road. The Project achieves this vision through locating the entrance to the lobby to the west side of the building and off the main corridor. This maximized streetscape will enhance the pedestrian experience, while the entry at the west side of the building will enliven the green courtyard space between the Project and Bridge District Phase 1 by having residents of the Project enter the residential portion of the building through that space.

# ZONING ANALYSIS | ZONING MAP | A1.01



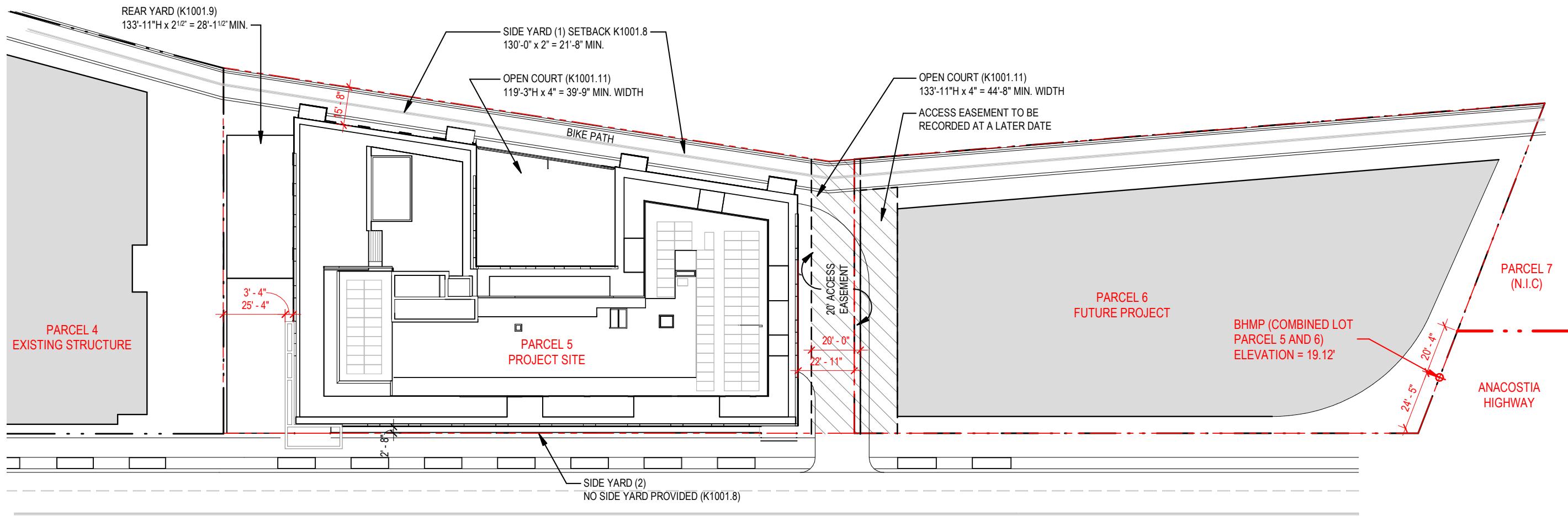
## Zoning District Map

Project Site is in the Northern Howard Road (NHR) zone

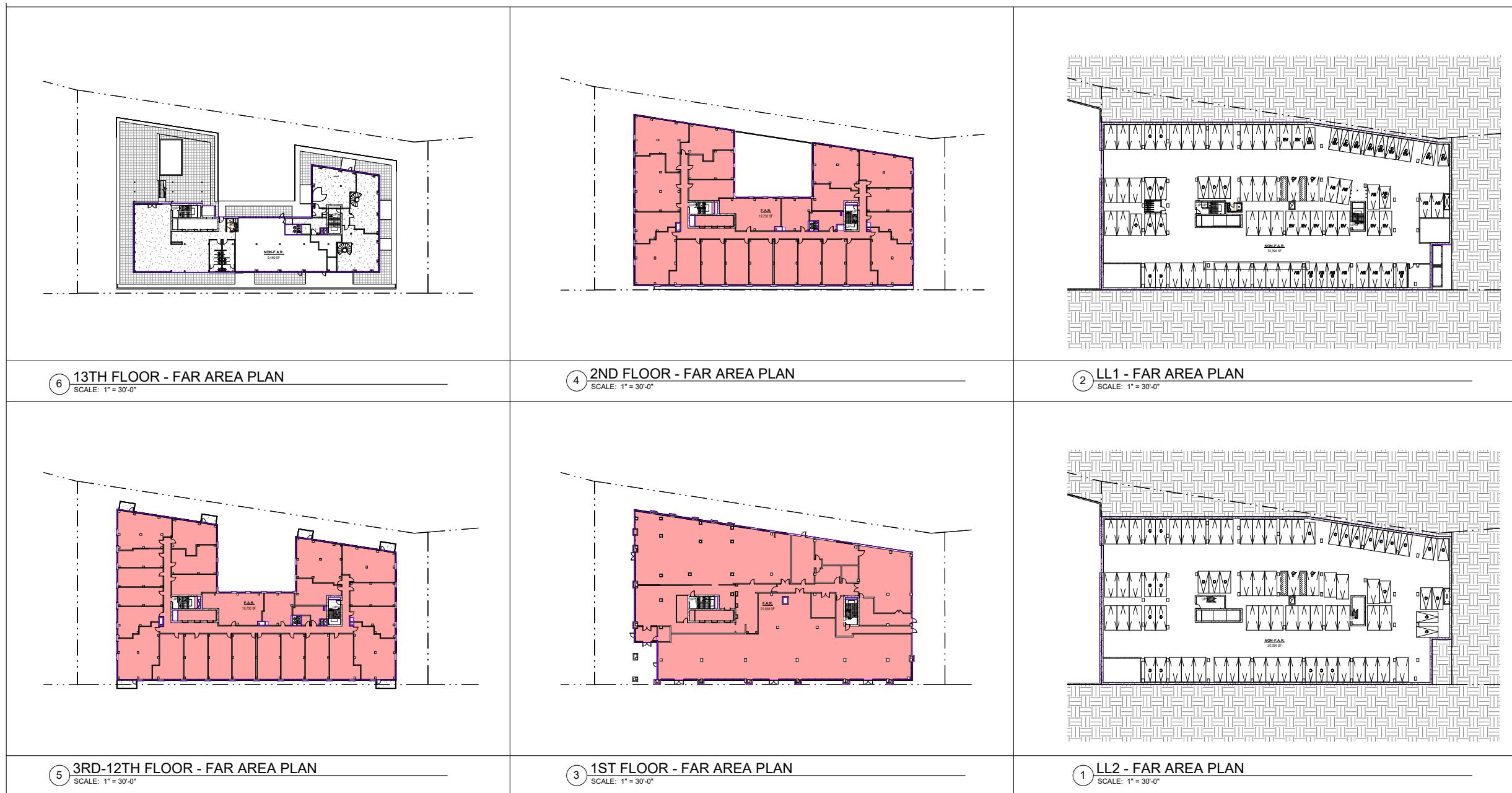
# ZONING ANALYSIS | ZONING DATA | A1.02

TABULATION OF DEVELOPMENT DATA				
Land Area: 33,418 sf	Zoning (NHR)	Allowed/Required	Proposed	Flexibility / Relief Requested
<b>Density / Floor Area Ratio (FAR)</b>		9.0 FAR (2.5 FAR residential min.)	7.16 FAR	
<b>Gross Floor Area (GFA, sf.)</b>		300,762 sf.	239,328 sf.	
Residential			230,679 sf. (includes prorated amount of loading)	
Non-residential			8,649 sf. (includes prorated amount of loading)	
<b>Lot Occupancy</b>		100%	67%	
<b>Building Height</b>		130 ft.	130 ft.	
<b>Penthouse</b>				
Height		20 ft. / 1 story plus mezzanine (2nd story for penthouse mechanical space)	20 ft. / 1 story	
<b>Density (Non-Communal Habitable)</b>		0.4 FAR	0.08 FAR	
Setbacks		1:1 with exceptions	1:1 except for select guardrails	Yes
<b>Rear Yard</b>	2.5 in. / 1 ft. (12 ft. min.)	27 ft. 11 in.	28 ft. 8 in.	
<b>Side Yard</b>				
Side Yard 1	N/A, if provided 2 in. / 1 ft. (5 ft. min.)	N/A	N/A	
Side Yard 2	N/A, if provided 2 in. / 1 ft. (5 ft. min.)	21.67 ft.	15 ft. 8 in.	Yes
<b>Open Court</b>				
Open Court 1 (Residential)	Width: N/A, if provided 4 in. / 1 ft. (10 ft. min.)	39 ft. 9 in.	58 ft. 0 in.	
Open Court 2 (Residential)	Width: N/A, if provided 4 in. / 1 ft. (10 ft. min.)	44 ft. 8 in.	11 ft. 5.5 in.	Yes
<b>Closed Court (Residential)</b>	Width: N/A, if provided 4 in. / 1 ft. (15 ft. min.) Area: 2X the square of required with (350 sf. min.)	N/A	N/A	
<b>Green Area Ratio (GAR)</b>		0.2 min.	0.24	
<b>Loading Berths (1)</b>				
Residential (More than 50 dwelling units)	1 berth @ 30 ft. min.	1 berth @ 30 ft. min.	2 berths @ 30 ft.	
Retail / Service / Food and Alcohol Services (5,000 - 20,000 sf. GFA)	1 berth @ 30 ft. min.			
<b>Loading Delivery Spaces (1)</b>				
Residential (More than 50 dwelling units)	1 delivery space @ 20 ft. min.	1 delivery space @ 20 ft. min.	1 delivery space @ 20 ft.	
Retail / Service / Food and Alcohol Services (5,000 - 20,000 sf. GFA)	None required			
<b>Loading Platforms (berth depth &lt; 55 ft.) (1)</b>				
Residential (More than 50 dwelling units)	1 (Area: 100 sf. / Width: 8 ft. min.)	1 (Area: 100 sf. / Width: 8 ft. min.)	Provided as required	
Retail / Service / Food and Alcohol Services	1 (Area: 100 sf. / Width: 8 ft. min.)			
<b>Vehicle Parking (2)</b>				
Residential (Multiple Dwelling Unit)	1 per 3 dwelling units in excess of 4 units	91	160	
Retail / Service / Eating and Drinking	1.33 per 1,000 sf. in excess of 3,000 sf.	8		
Total		99		
<b>Bicycle Parking (Short-Term)</b>				
Residential (Apartment)	1 per 20 dwelling units	14	17	
Retail / Service / Eating and Drinking	1 per 3,500 sf.	3		
Total		17		
<b>Bicycle Parking (Long-Term)</b>				
Residential (Apartment) (3)	1 per 3 dwelling units	91	92	
Retail / Service / Eating and Drinking	1 per 10,000 sf.	1		
Total		92		
<b>Designated Streets</b>				
Ground floor preferred uses	100% of ground floor street frontage along Howard Road devoted to preferred uses			
Ground floor clear height	14 ft. clear height for a continuous depth of 36 ft. min. from the building line along Howard Road	14 ft. clear height provided as required, flexibility requested from continuous depth requirement at east side of ground floor for utility access	Yes	
Ground floor pedestrian entrances	Ground-floor pedestrian entrances, or areas where a future ground-floor entrance could be installed without structural changes, 40 ft. apart along facade facing Howard Road.	Provided as required		
Vehicular and loading access	No direct vehicular garage or loading entrance or exit on a new building.	Provided as required		
<b>Special Requirements</b>				
Rooftop solar energy generation	178 kWh per 1,000 sf. GFA	Relief Requested	Yes	
3-bedroom IZ Units	All 50% MFI IZ Units and 1/3 of 60% MFI IZ Units	Provided as required		
Stormwater capacity	1.7 in. stormwater event	Relief Requested	Yes	
Floodplain location restriction	Outside 500-yr. floodplain	Provided as required		
Notes:				
(1) Loading calculated and provided per 11-C DCMR 902.2				
(2) Minimum vehicle parking requirement shown does not include the 50% transit reduction that is permitted under 11-C DCMR 702.1(a)				
(3) Minimum long-term residential bicycle parking requirement calculated according to D.C. Code 50-1641.05(b)(1) which requires 1 space per 3 residential units				

# ZONING ANALYSIS | SETBACK AND COURTS | A1.03



# ZONING ANALYSIS | GAR, FAR, AND PARKING SUMMARY | A1.04



F.A.R. ANALYSIS	
ZONING DISTRICT	NORTH HOWARD ZONE (NHR)
USE	RESIDENTIAL, RETAIL
NET SITE AREA	33,326 SF
F.A.R.	9.0 MAX F.A.R.
MAX F.A.R. TOTAL	299,934 SF
# OF FLOORS	13 FLOORS
TOTAL BUILDING HEIGHT	130'

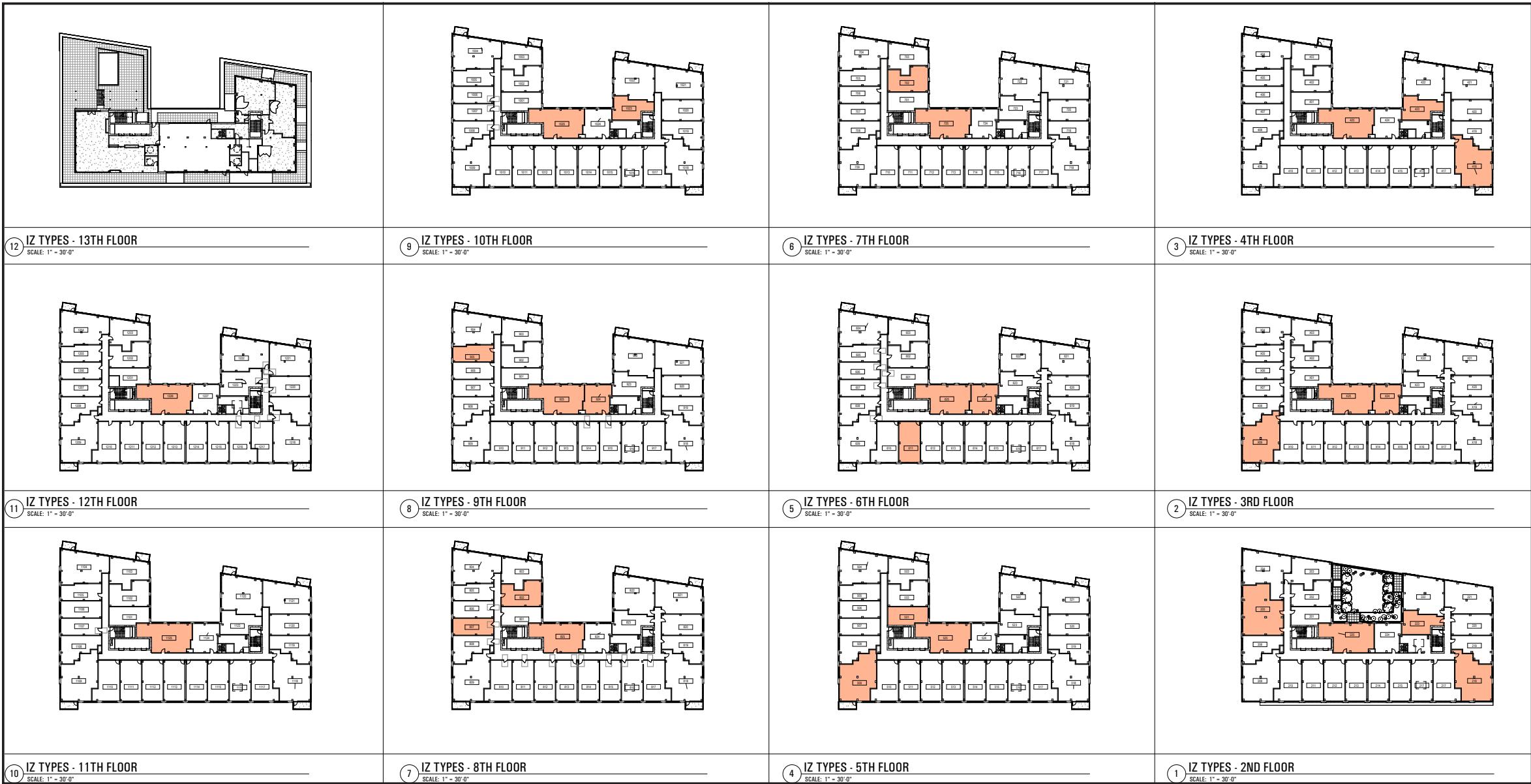
FLOOR AREA PROVIDED		
FLOOR	GROSS AREA	F.A.R. APPLICABLE
LOWER LEVEL 2	30,394 SF	0 SF
LOWER LEVEL 1	30,394 SF	0 SF
LEVEL 1	21,930 SF	21,930 SF
LEVEL 2	19,730 SF	19,730 SF
LEVEL 3	19,730 SF	19,730 SF
LEVEL 4	19,730 SF	19,730 SF
LEVEL 5	19,730 SF	19,730 SF
LEVEL 6	19,730 SF	19,730 SF
LEVEL 7	19,730 SF	19,730 SF
LEVEL 8	19,730 SF	19,730 SF
LEVEL 9	19,730 SF	19,730 SF
LEVEL 10	19,730 SF	19,730 SF
LEVEL 11	19,730 SF	19,730 SF
LEVEL 12	19,730 SF	19,730 SF
LEVEL 13	9,460 SF	0 SF
<b>TOTALS:</b>	<b>309,216 SF</b>	<b>238,968 SF</b>

PER DC ZONING SECTIONS B.304 AND C.1505.1, THE FOLLOWING ARE EXCLUDED FROM FAR:

1. BELOW GRADE PARKING LEVELS
2. EXTERIOR BALCONIES THAT PROJECT LESS THAN 6' BEYOND THE EXTERIOR WALLS OF THE BUILDING
3. ALL PROJECTIONS BEYOND THE PROPERTY LINE ALLOWED BY DC BUILDING CODE
4. PENTHOUSE MECHANICAL SPACE
5. PENTHOUSE HABITABLE SPACE DEVOTED TO COMMUNAL RECREATION, OR AMENITY SPACE FOR RESIDENTS OR NON-RESIDENTIAL TENANTS OF THE BUILDING
6. UP TO 0.4 FAR OF ALL OTHER FORMS OF PENTHOUSE HABITABLE SPACE BEYOND THE EXCEPTIONS LISTED IN #5.

		MINIMUM SPACES REQUIRED	PROVIDED			
		RESIDENTIAL, MULTI-DWELLING UNIT (272 UNITS)	90	153		
		RETAIL (7,607 SF)	6	7		
TOTAL PARKING SPACES PROVIDED: 160						
	STANDARD SPACES	COMPACT SPACES (50% MAX)	ACCESSIBLE SPACES	TOTAL SPACES		
NUMBER OF PARKING SPACES PROVIDED - BY SPACE TYPE	101	55	4	160		
REQUIRED		PROVIDED				
BICYCLE PARKING		92	92			
REQUIRED		PROVIDED				
LOADING BERTH SPACES		1	2			
1. VEHICLE PARKING REQUIREMENTS: a. 11 DCMR (2016) TABLE C § 701.5 b. RESIDENTIAL, MULTI-DWELLING UNIT = 1 SPACE PER 3 DWELLING UNITS b. RETAIL = 1.33 PER 1,000 SF IN EXCESS OF 3,000 SF b. 11 DCMR (2016) 702.1.a EXEMPTION a. MINIMUM VEHICLE PARKING REQUIREMENT SHALL BE REDUCED BY 50% FOR ANY SITE LOCATED WITHIN ONE-HALF MILE OF A METrorail STATION THAT IS CURRENTLY IN OPERATION. 2. BIKE PARKING REQUIREMENTS: a. 11 DCMR (2016) TABLE C § 802.2 a. RESIDENTIAL, MULTI-DWELLING UNIT (LONG-TERM) = 1 SPACE PER 3 DWELLING UNITS b. RETAIL (SHORT-TERM) = 1 SPACE PER 3,500 SF 3. LOADING SPACE REQUIREMENTS: a. 11 DCMR (2016) TABLE C § 901.1 a. RESIDENTIAL (>50 DWELLING UNITS) = 1 LOADING BERTH AND 1 SERVICE/DELIVERY SPACE b. RETAIL (5,000-20,000 GROSS SF) = 1 LOADING BERTH						

# ZONING ANALYSIS | INCLUSIONARY ZONING | A1.05



## GROSS IZ REQUIRED

$$\begin{aligned}
 & (\text{TOTAL GROSS RESIDENTIAL AREA} \times 12\%) & 230,679 \text{ SF} \times 12\% \\
 & + (\text{PENTHOUSE HABITABLE SPACE} \times 8\%) & + 2,723 \text{ SF} \times 8\% \\
 & = \text{GROSS RESIDENTIAL IZ REQUIRED} & = 27,900 \text{ SF}
 \end{aligned}$$

## IZ UNIT TABULATIONS

UNIT TYPE	COUNT
STUDIO	9
1 BED	5
2 BED	4
3 BED	11
<b>GRAND TOTAL</b>	<b>29</b>

1. All numbers are approximate and subject to adjustments during design development and permitting in accordance with any flexibility granted by the Zoning Commission.

2. The IZ unit mix and locations are subject to change based on final interior layout, total unit mix, and as necessary, to comply with any applicable DC laws and regulation, including the IZ implementation Regulations (14 DCMR Chapter 22), provided that the final IZ unit distributions will generally be consistent with the distributions shown and the requirements under the regulations in Subtitle C, Chapter 10 of the Zoning Regulations and the IZ Implementation Regulations.

3. The unit types shown herein are based on definitions in the DC Building Code and may be reallocated as necessary to comply with the requirements of the IZ Implementation Regulations.

 INCLUSIONARY ZONING UNITS