

BRIDGE DISTRICT

PARCEL 5

BD Parcel 5 LLC
1275 New Jersey Ave - Suite 601
Washington, DC 20003



REDBRICK LMD 
THE BRIDGE DISTRICT, PARCEL 5 | DESIGN REVIEW | [05/xx/2025]

HPA

FUTURE GREEN

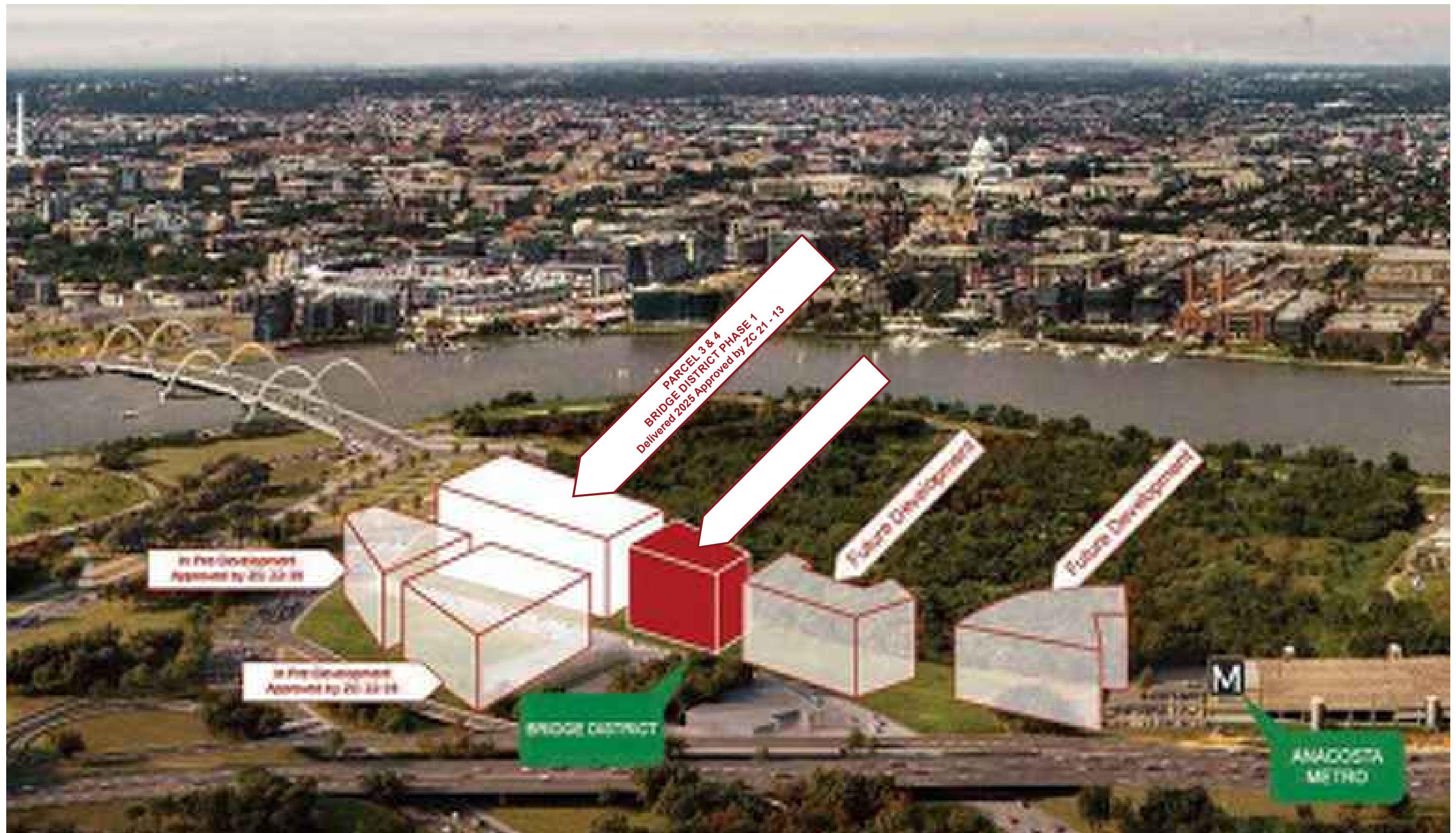
WILESMENSCH

September 8th, 2025 hearing

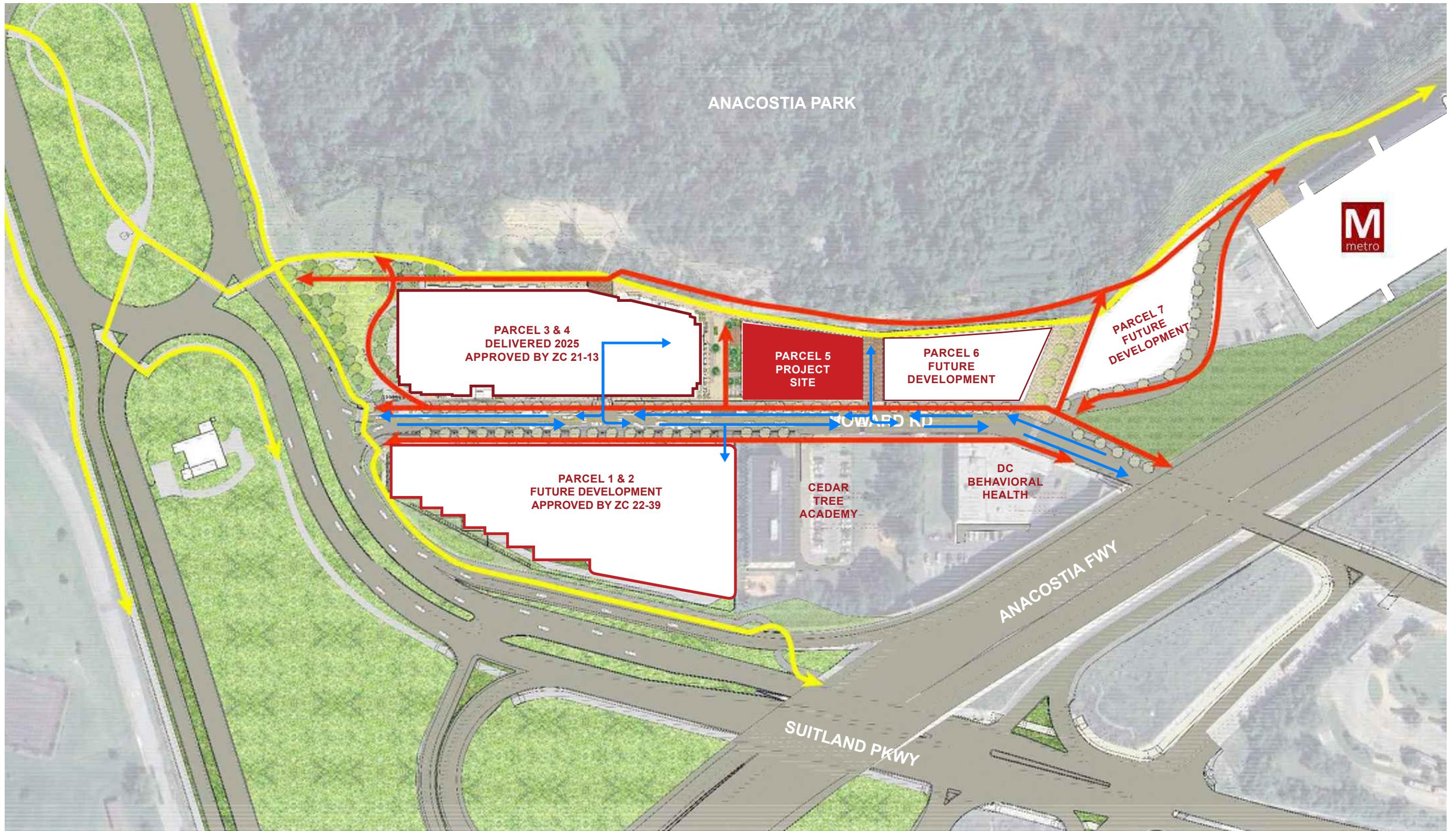
ZONING COMMISSION
District of Columbia
CASE NO. 25-07
EXHIBIT NO. 22

SITE CONTEXT | SITE MAP | A0.01

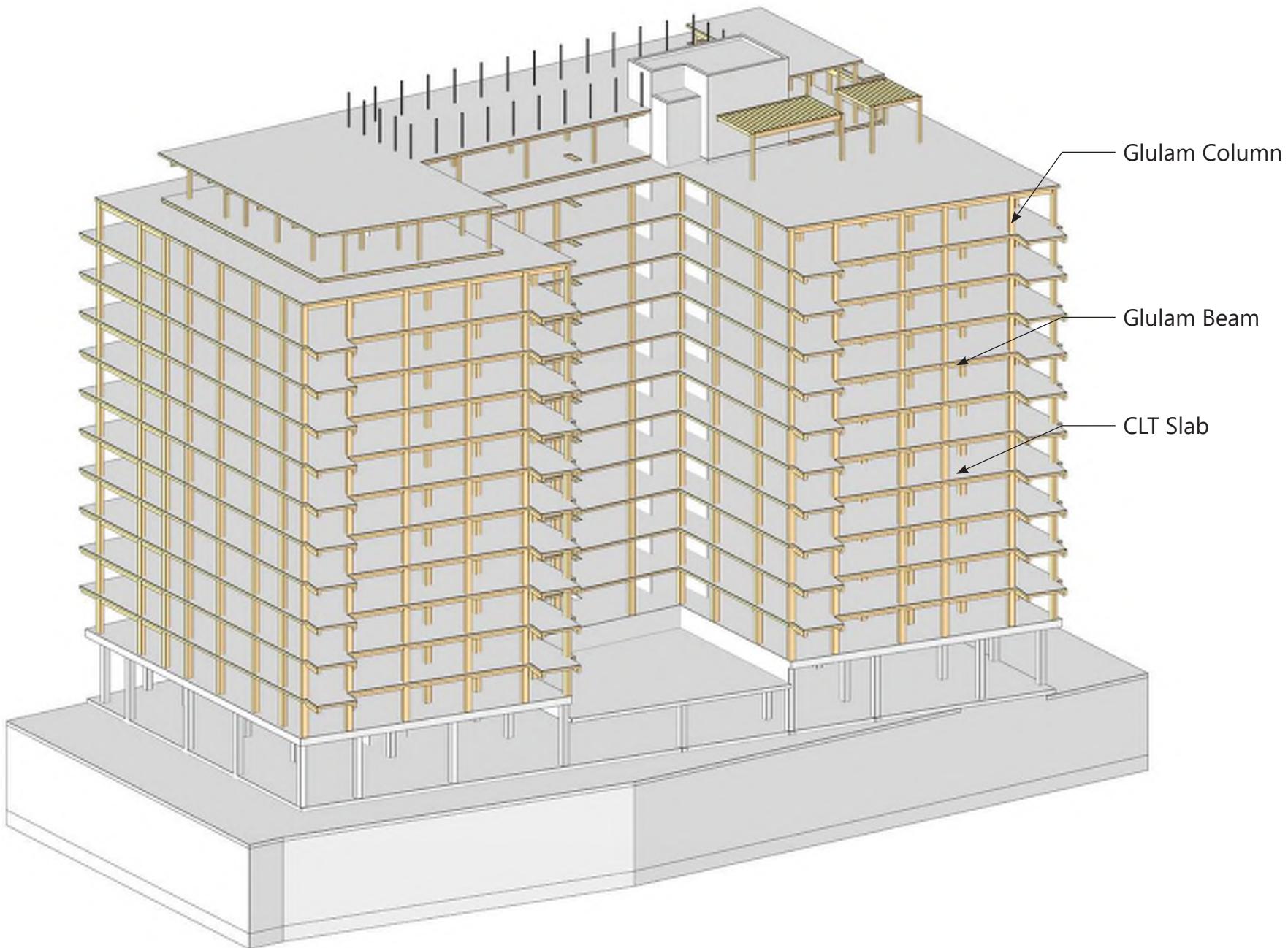




SITE CONTEXT | SITE CIRCULATION AND ACCESS | A0.05



BUILDING | MASS TIMBER STRUCTURE | A3.01



REFERENCE IMAGE: MASS TIMBER INSTALLATION



REFERENCE IMAGE: MASS TIMBER INTERIORS

Community Outreach and Engagement

Goals:

- **1) INFORM** community stakeholders about Parcel 5 design were presented and discussed in community; **2) ENGAGE** community stakeholders to share input and feedback; **3) INVOLVE** community stakeholders at this stage of the planning and decision-making process to access and implement ideas and solutions where feasible.

Engagement Timeline:

- December 2024
 - Contacted ANC 8A Commissioner to preview NOI and kickoff discussions about the Project.
- January 2025
 - Met with Cedar Tree Academy to share project plans, review designs, and captured feedback.
 - Met with ANC 8C Commissioners to share project plans, review designs, and captured feedback.
 - Continued engagement of ANC 8A
- February 2025
 - Continued engagement of ANC 8A; confirmed public meeting date.
 - Met with the Board of Historic Anacostia Block Association to share project plans, review designs, and captured feedback.
 - Met with the Washington Area Capital Investment Fund to share project plans, review designs, and captured feedback.
 - Hosted a Community Open House for neighbors and members of the community to meet Project team; discussed plans and collected retail activations ideas.
- March 2025
 - Presented Project plans and reviewed designs at a public ANC 8A meeting with Commissioners and constituents.

Community Outreach and Engagement

Letters of Support

- As a result of the community outreach and engagement process, we received several letters in favor of the proposed development.

Advisory Neighborhood Commission 8A

Cedar Tree Academy Public Charter School

Historic Anacostia Block Association (HABA)

Pastor Ricardo Payne

Rock Run Group

Washington Area Community Investment Fund (Wacif)

Additional Outreach:

Anacostia Business Improvement District (BID)

Community Outreach and Engagement

What we heard:

-  **Local Retail & Activation**

Interest in local shops and active ground floor uses

-  **Housing Mix**

Desire for both affordable and market-rate housing options

-  **Mass Timber**

Curiosity about material and construction process

-  **Jobs & Upskilling**

Support for job creation and workforce training using mass timber

-  **Sustainability**

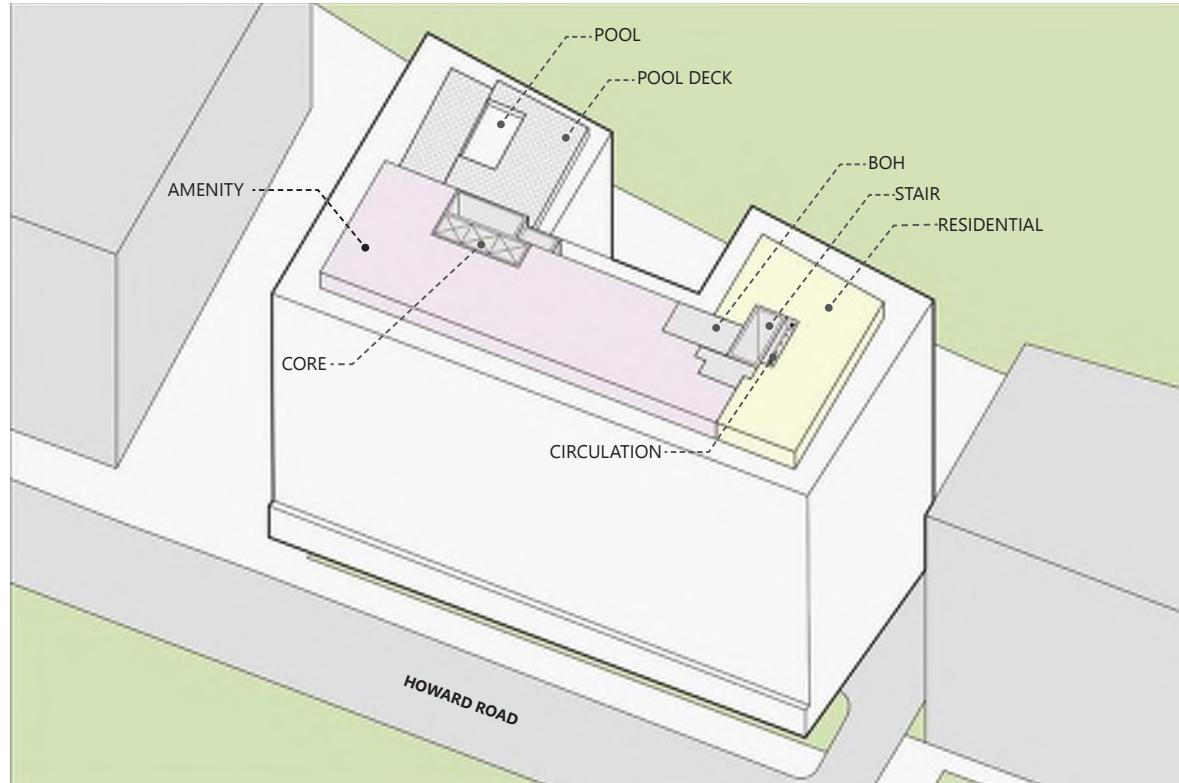
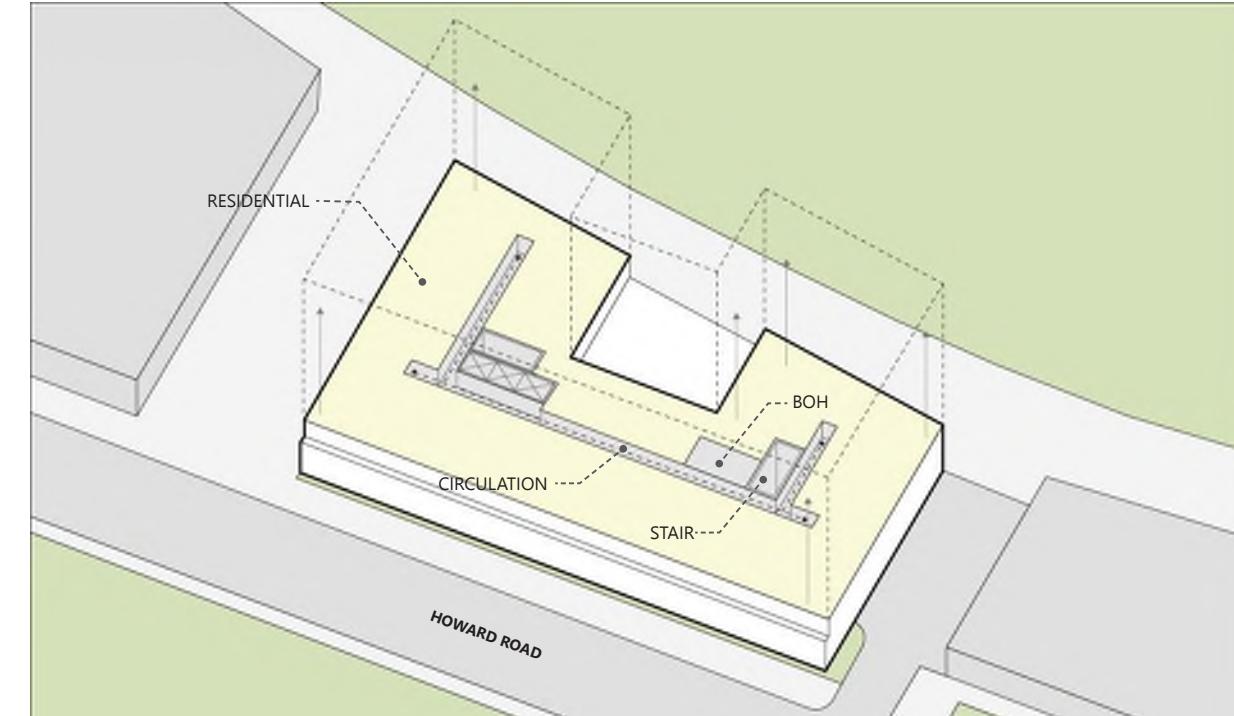
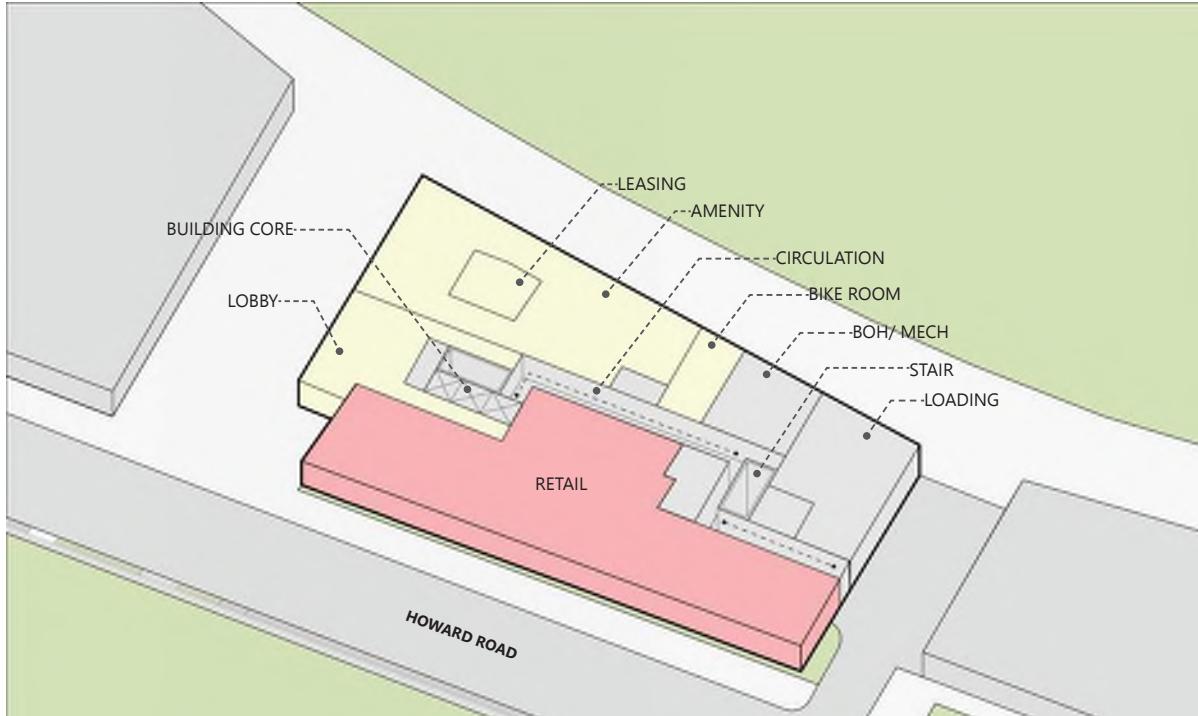
Desire for green and environmentally responsible design in Ward 8

-  **Public Art & Local Artists**

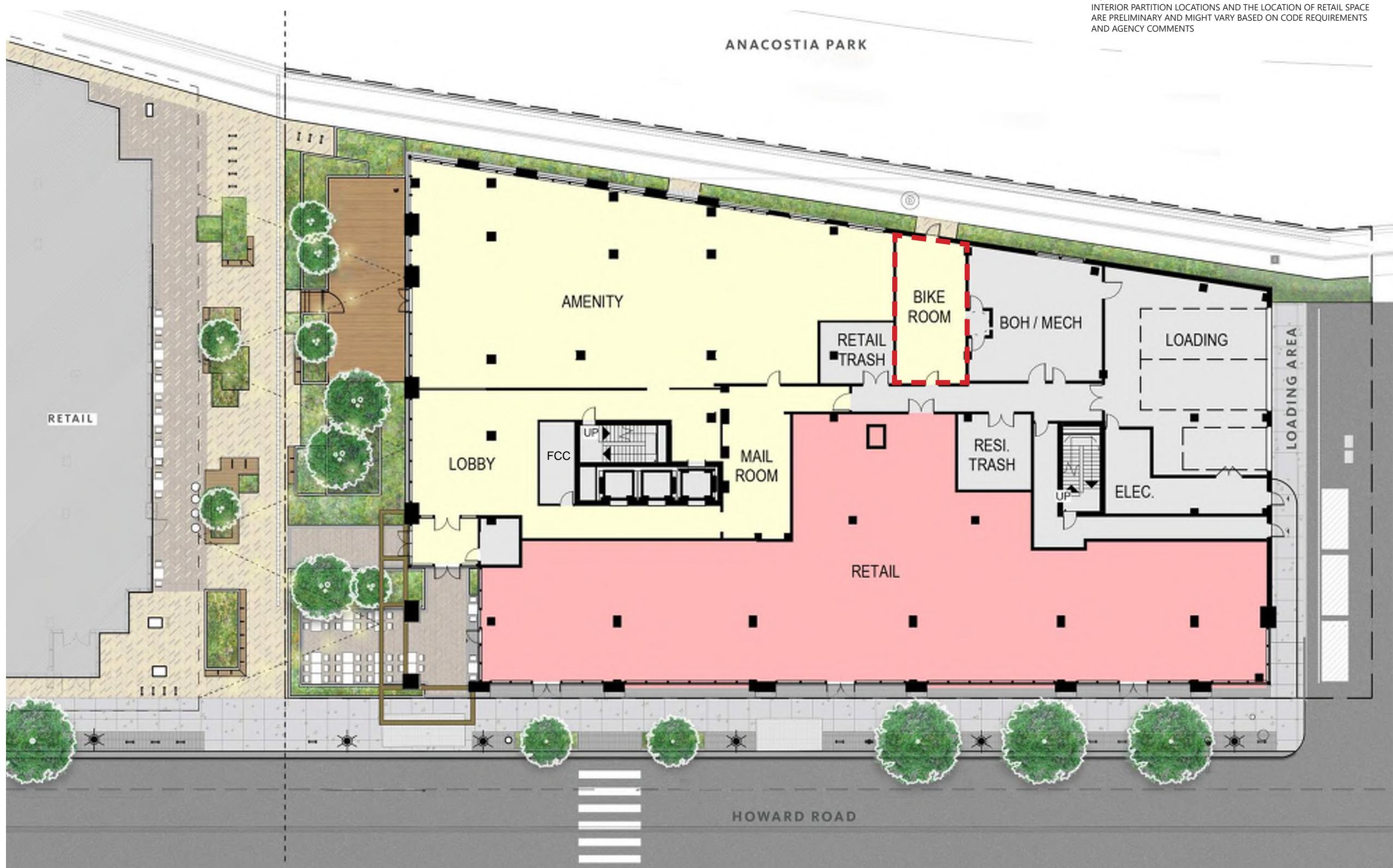
Opportunity to install public art and highlight local creative talent



MASSING DIAGRAMS | A2.00

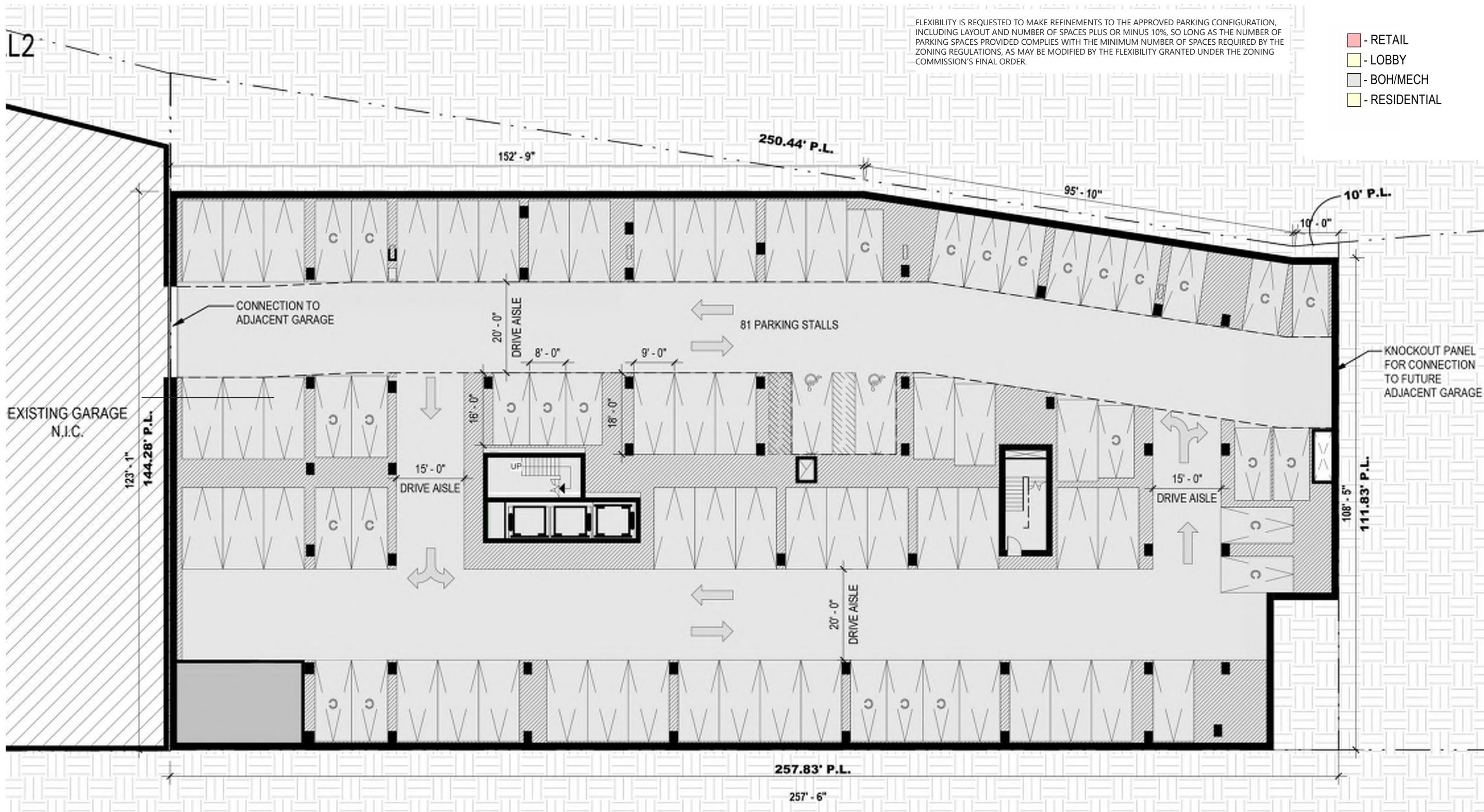


FLOOR PLANS | GROUND FLOOR | A2.01



■ - BIKE PARKING
■ - RETAIL
■ - LOBBY
■ - BOH/MECH
■ - RESIDENTIAL

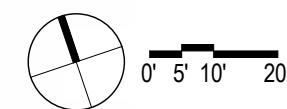
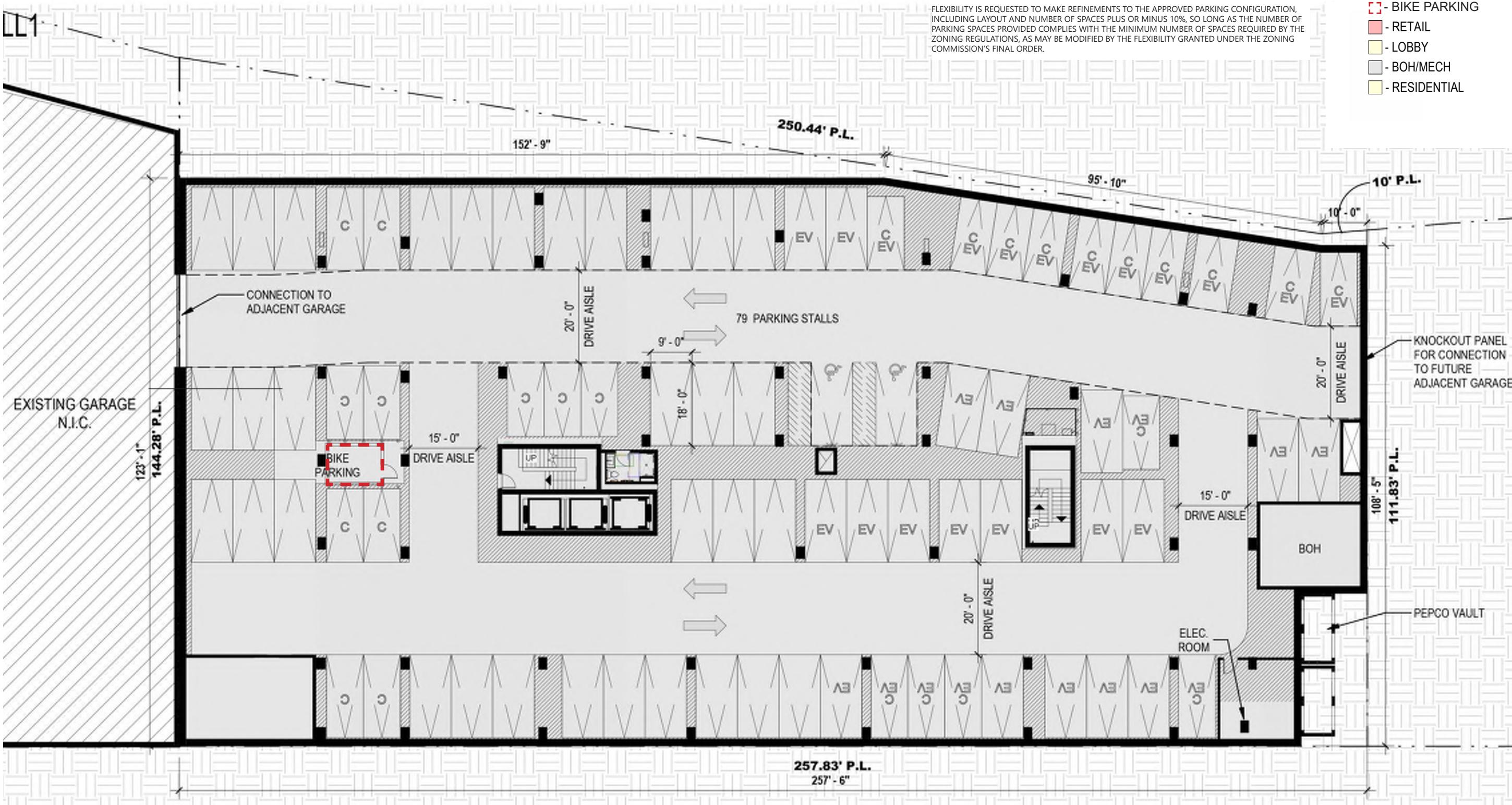
FLOOR PLANS | LOWER LEVEL 02 | A2.04



FLOOR PLANS | LOWER LEVEL 01 | A2.05

FLEXIBILITY IS REQUESTED TO MAKE REFINEMENTS TO THE APPROVED PARKING CONFIGURATION, INCLUDING LAYOUT AND NUMBER OF SPACES PLUS OR MINUS 10%, SO LONG AS THE NUMBER OF PARKING SPACES PROVIDED COMPLIES WITH THE MINIMUM NUMBER OF SPACES REQUIRED BY THE ZONING REGULATIONS, AS MAY BE MODIFIED BY THE FLEXIBILITY GRANTED UNDER THE ZONING COMMISSION'S FINAL ORDER.

- EV -WIRED OR EQUIPPED
- - BIKE PARKING
- - RETAIL
- - LOBBY
- - BOH/MECH
- - RESIDENTIAL



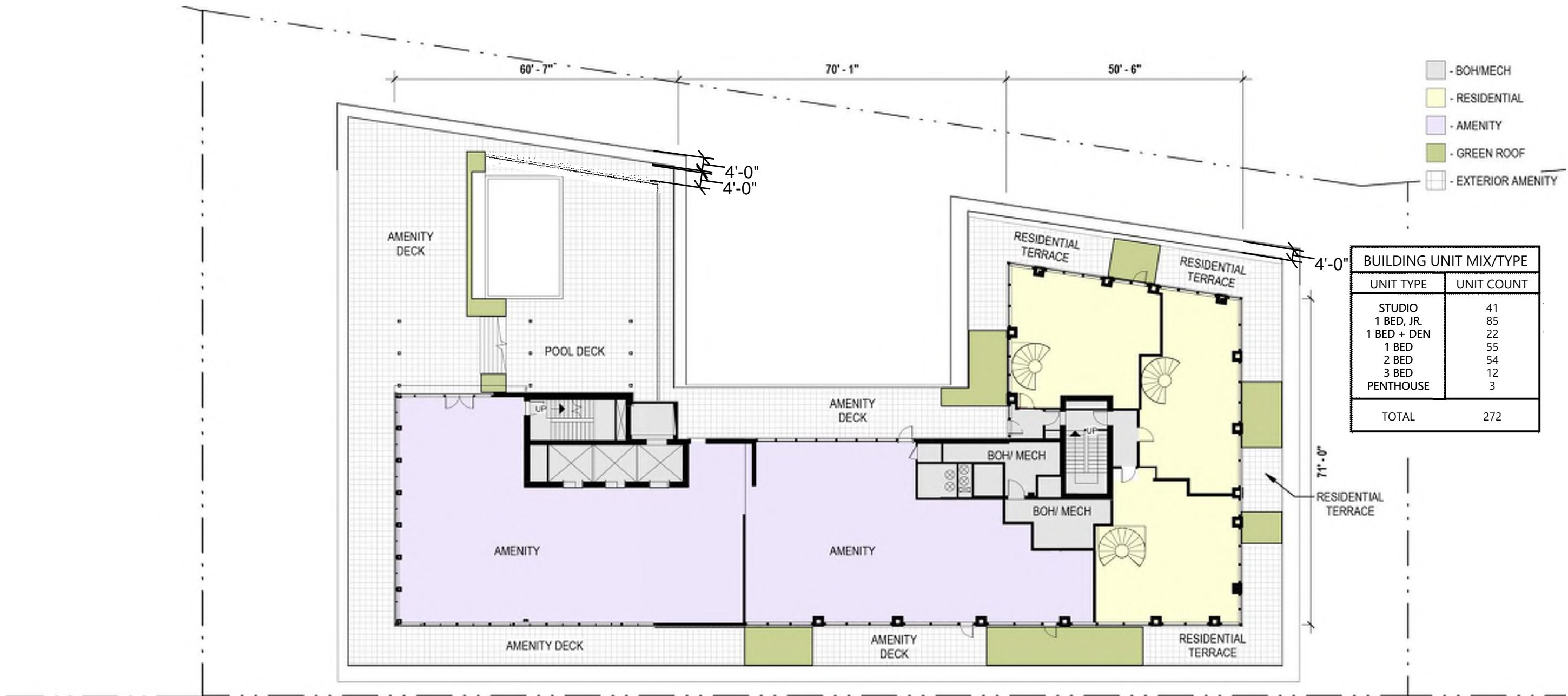
FLOOR PLANS | LEVEL 02 | A2.06



FLOOR PLANS | TYPICAL FLOOR | A2.07



FLOOR PLANS | PENTHOUSE | A2.08

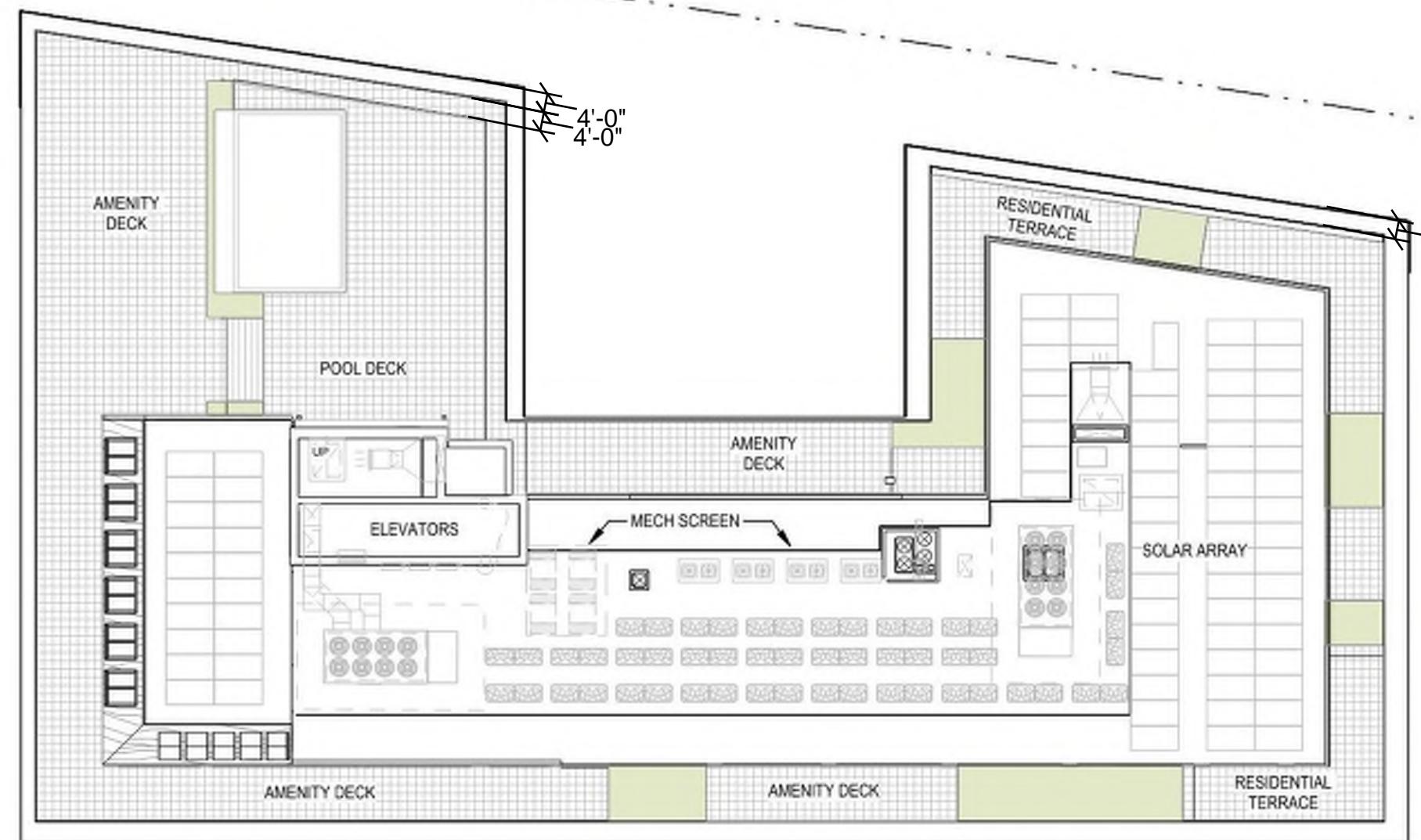


NOTE:

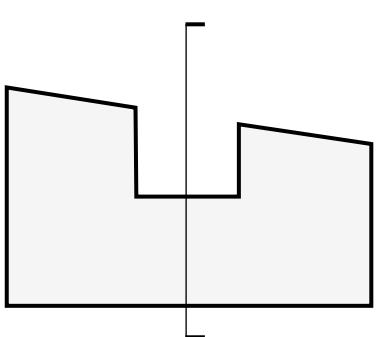
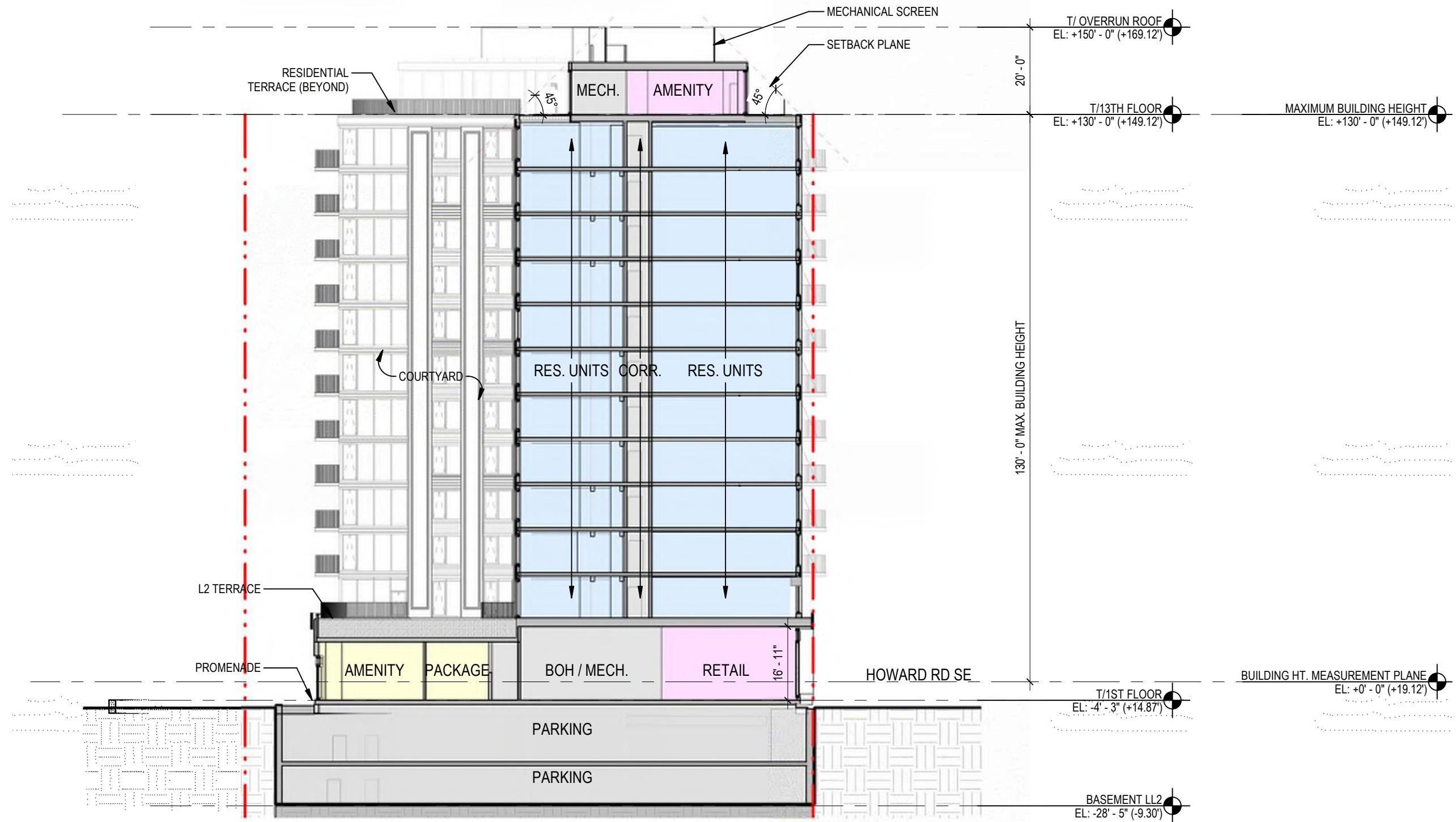
1. INTERIOR PARTITION LOCATIONS, THE NUMBER, SIZE AND LOCATIONS OF UNITS, STAIRS, AND ELEVATORS ARE PRELIMINARY AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL LAYOUTS MAY VARY.

2. PROPOSED UNIT MIX IS PRELIMINARY. FINAL MIX WILL BE DETERMINED UPON FURTHER DWELLING UNIT LAYOUT STUDY AS PART OF THE FINAL DESIGN

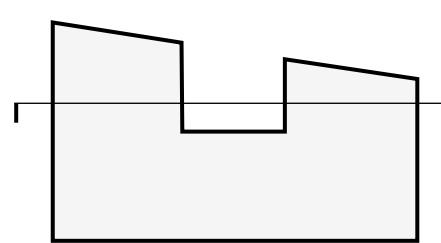
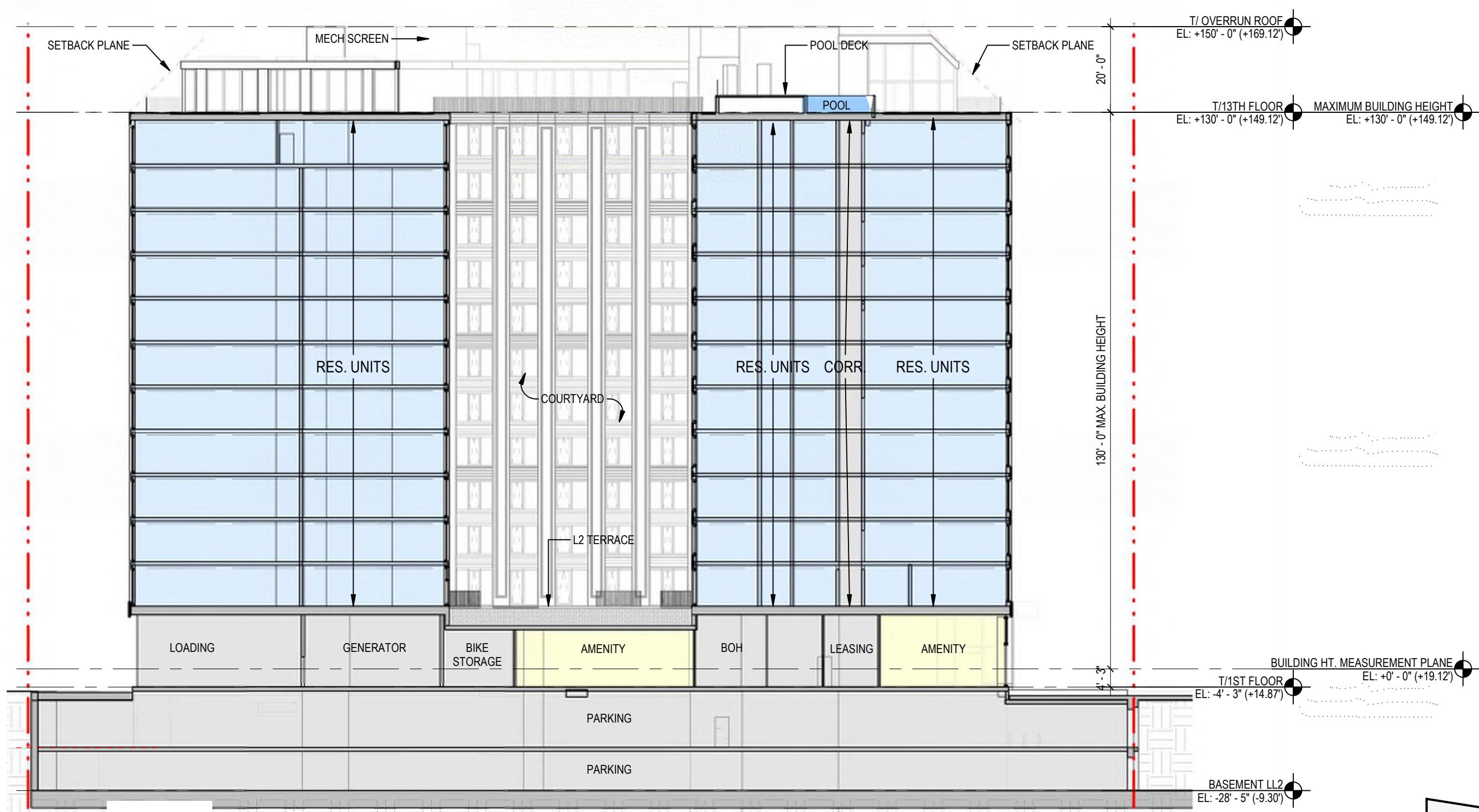
FLOOR PLANS | ROOF | A2.09



ZONING ANALYSIS | N-S BUILDING SECTION | A4.01



ZONING ANALYSIS | E-W BUILDING SECTION | A4.02



BUILDING OVERVIEW | SW CORNER RENDERING | A5.01

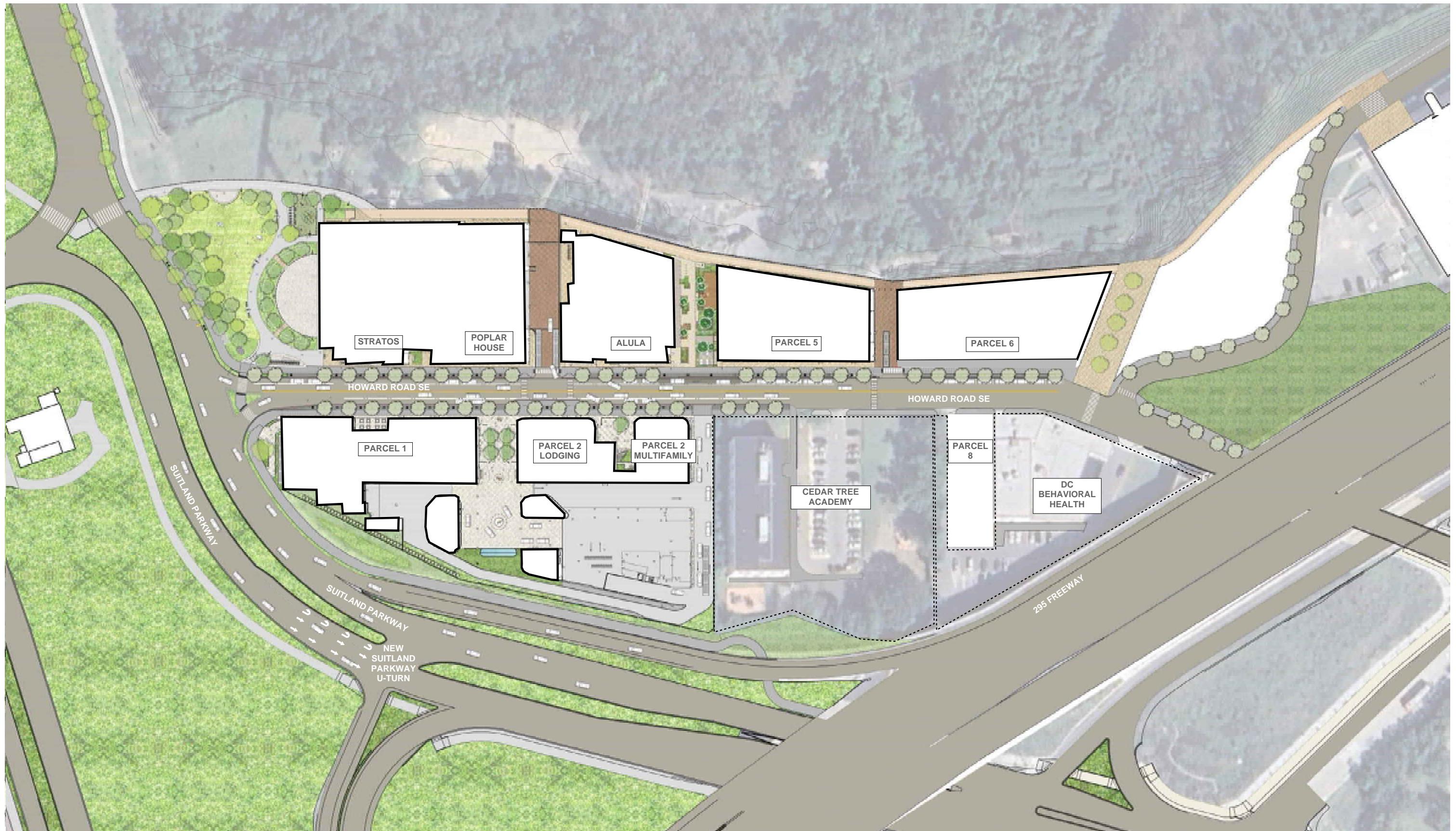


BUILDING OVERVIEW | NW CORNER RENDERING | A5.02





LANDSCAPE

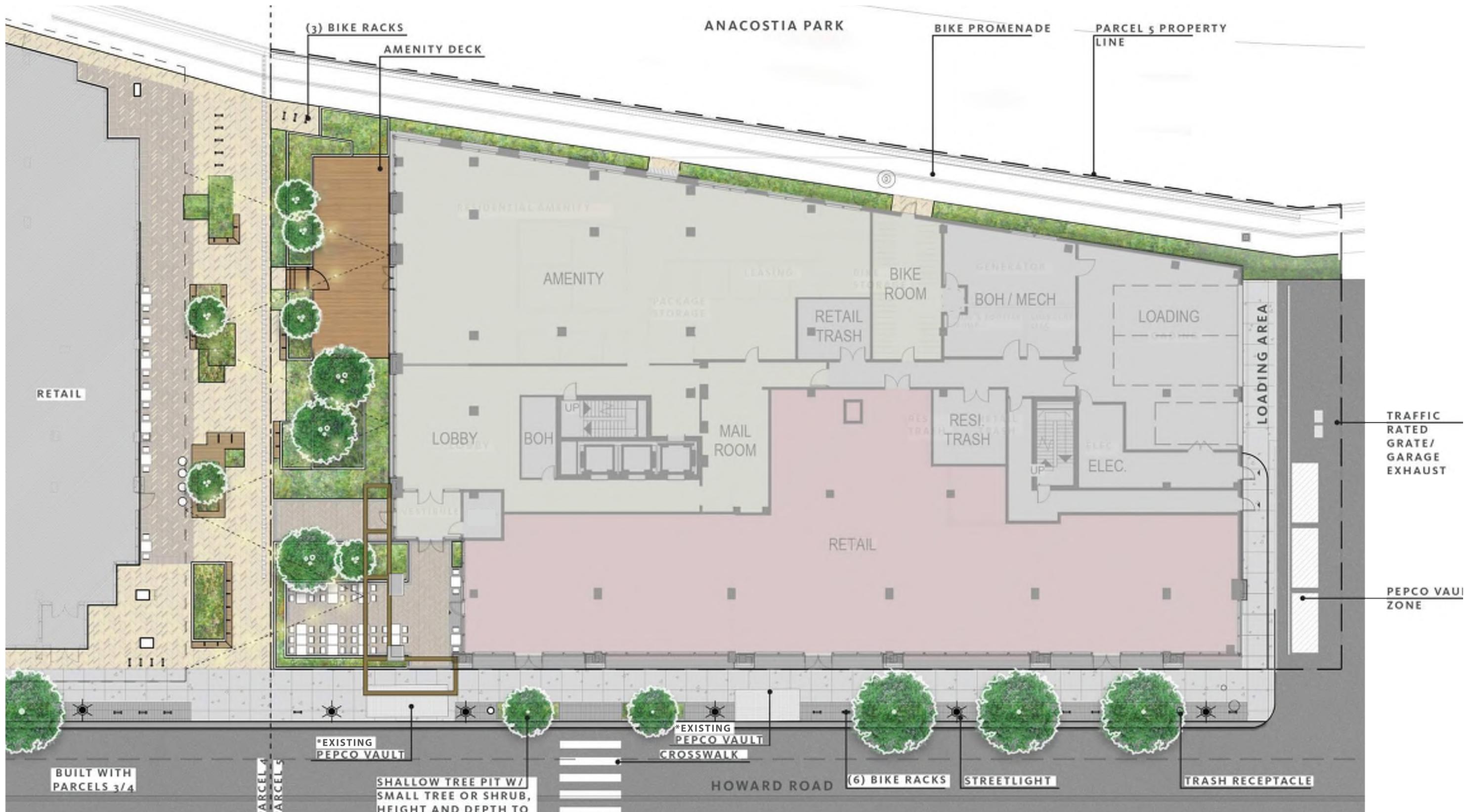


Note: Landscape areas and locations shown are subject to further design and coordination of project requirements.

-Roof plan subject to vary as it relates to the green roof areas, solar panels, planters, terraces, pool, equipment, and outdoor amenity areas, provided no relief is required.

-Approved project sustainable features subject to vary, 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.

LANDSCAPE | SITE PLAN | L0.00



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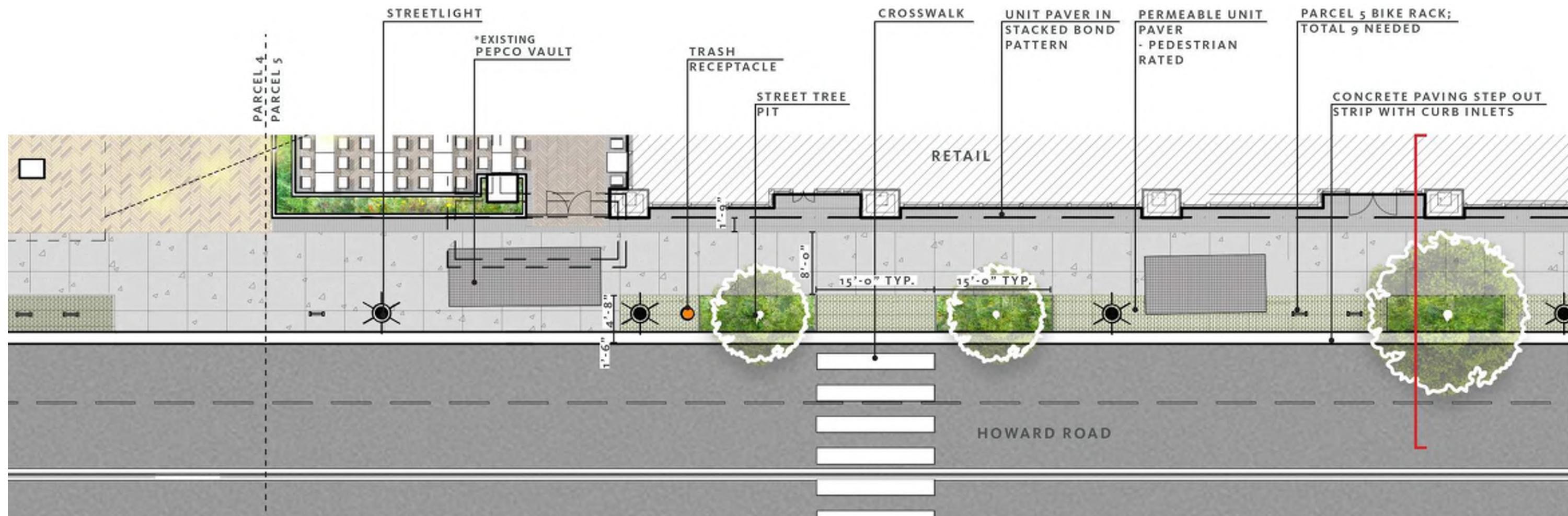
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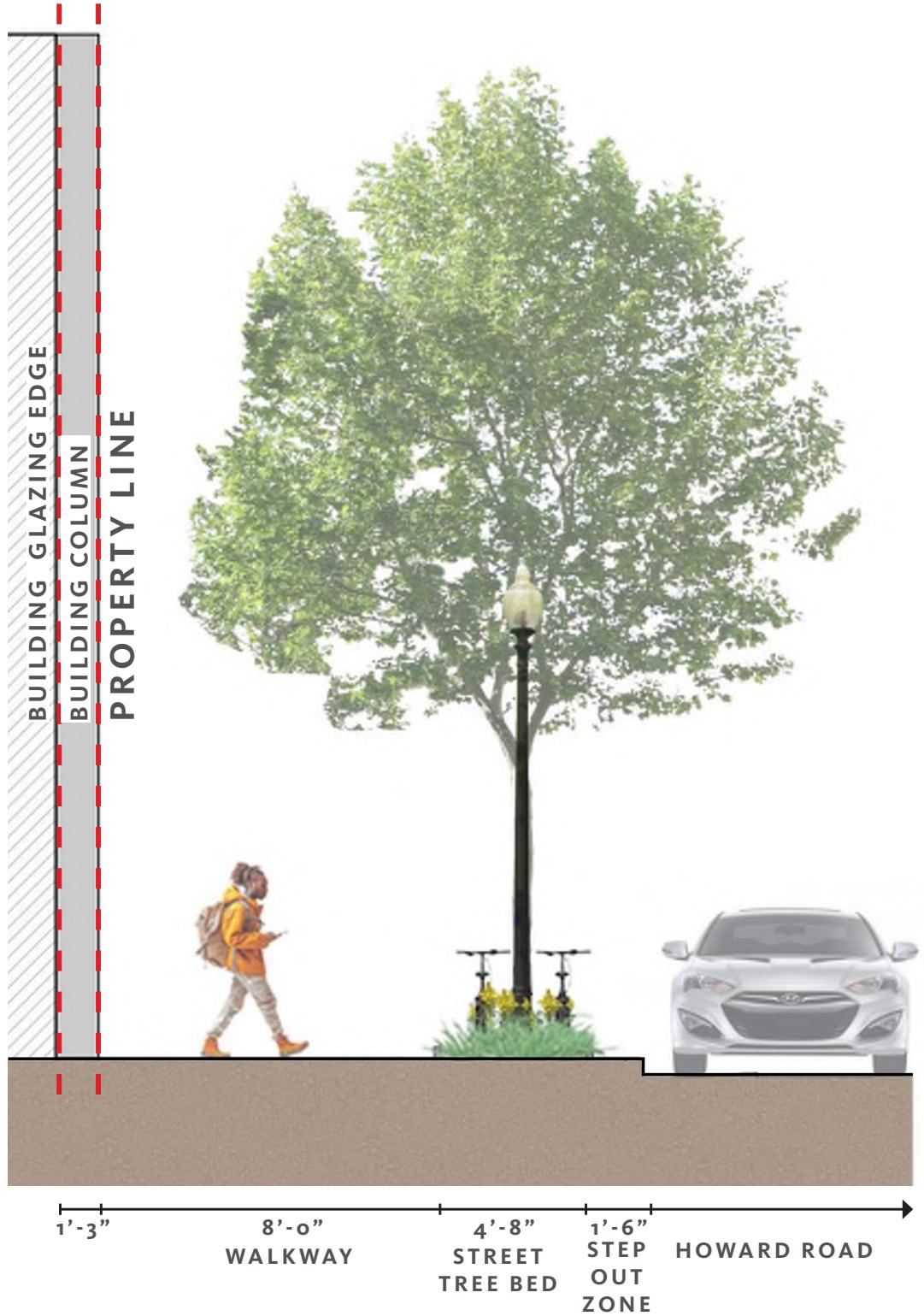
FUTURE GREEN



LANDSCAPE | SECTION 1A HOWARD ROAD | L0.01



LANDSCAPE | SECTION 1B HOWARD ROAD | L0.02



LANDSCAPE | SECTION GREEN COURTYARD | L0.03



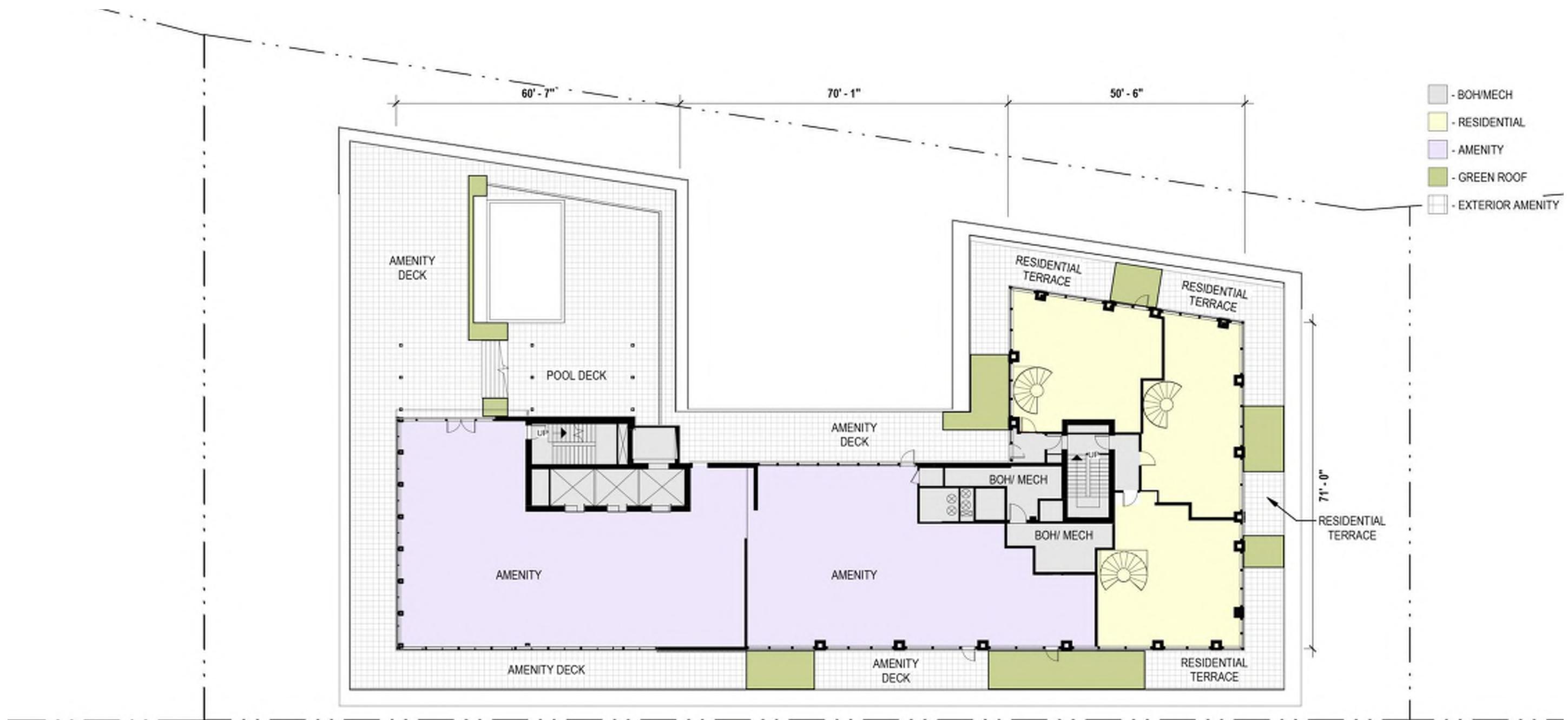
LANDSCAPE | RENDER GREEN COURTYARD | L0.04



LANDSCAPE | LEVEL 02 | L0.05



LANDSCAPE | PENTHOUSE | L0.06



TRANSPORTATION DEMAND MANAGEMENT PLAN

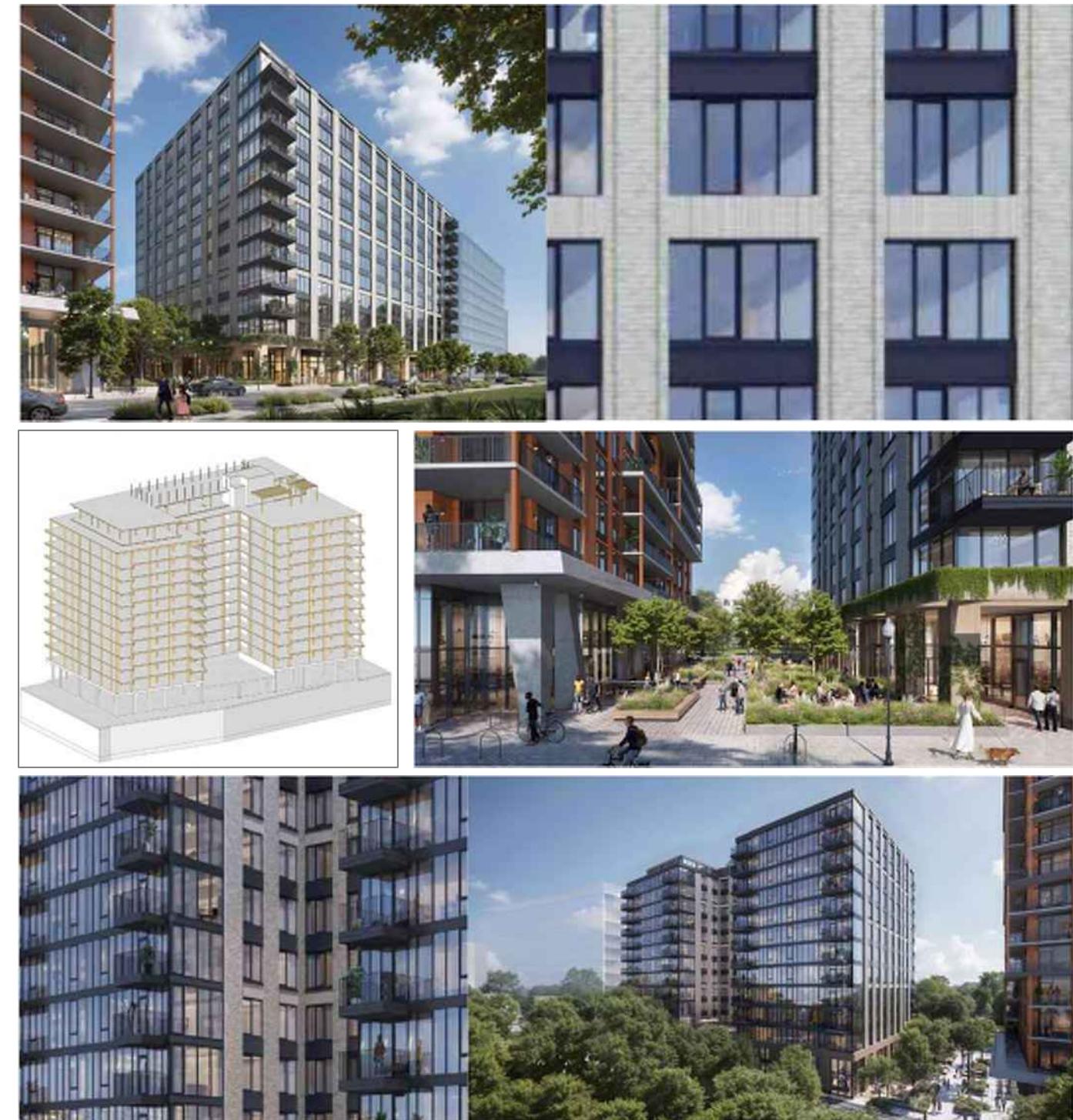
Transportation Demand Management Plan

- TDM Coordinator
- TDM marketing program
- Work with and coordinate with goDCgo (DDOT's TDM program)
- TDM Coordinator to receive TDM training from goDCgo
- Provide TDM materials to new residents and employees
- Accommodate non-traditional sized bicycles (cargo, tandem, kids' bikes, etc.) and outlets for e-bike charging
- Exceed zoning requirements for bicycle parking
- As part of ZC Order 22-39, a 23-dock capital bikeshare station will be funded and installed
- Proposed improvements to pedestrian and bicycle network
 - Northern Promenade shared use path
 - Raised Crosswalk on Howard Road within the site vicinity
 - New curb extensions on Howard Road along the site's frontage
 - Upgraded sidewalks and curb ramps on Howard Road along the site frontage
- Develop a 1-acre public park on DDOT land that will include a playground, Capital Bikeshare access, and open green space for recreation and relaxation

DESIGN REVIEW CRITERIA

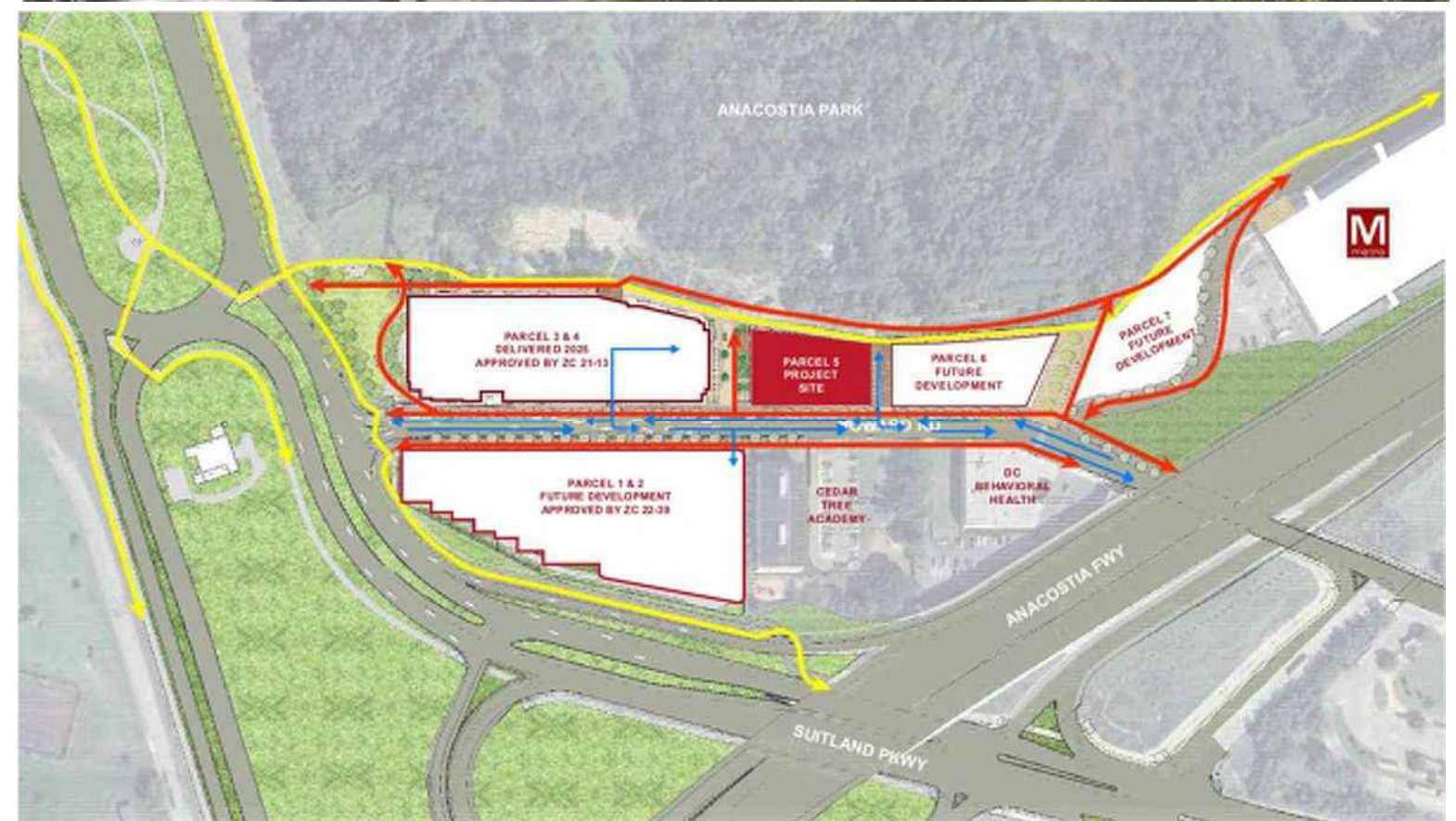
Standard of Review

- North Howard Road (NHR) Zone
 - NHR design review criteria (K-1005)
 - NHR designated streets criteria (K-1004)
- Design Review (Subtitle X, Chap. 6)
 - Design review flexibility and relief (X-603)
 - Open court - **Flexibility**
 - Side yard - **Flexibility**
 - Ground level clear height - **Flexibility**
 - Stormwater retention - **Flexibility**
 - Rooftop solar panel – **Flexibility**
 - Penthouse enclosing wall height – **Special Exception**
 - ~~Rooftop guardrail setback~~ **Special Exception**
 - Design review standards (X-604.7)
 - Comprehensive Plan consistency (X-604.5)
 - Special exception criteria (X-604.6)



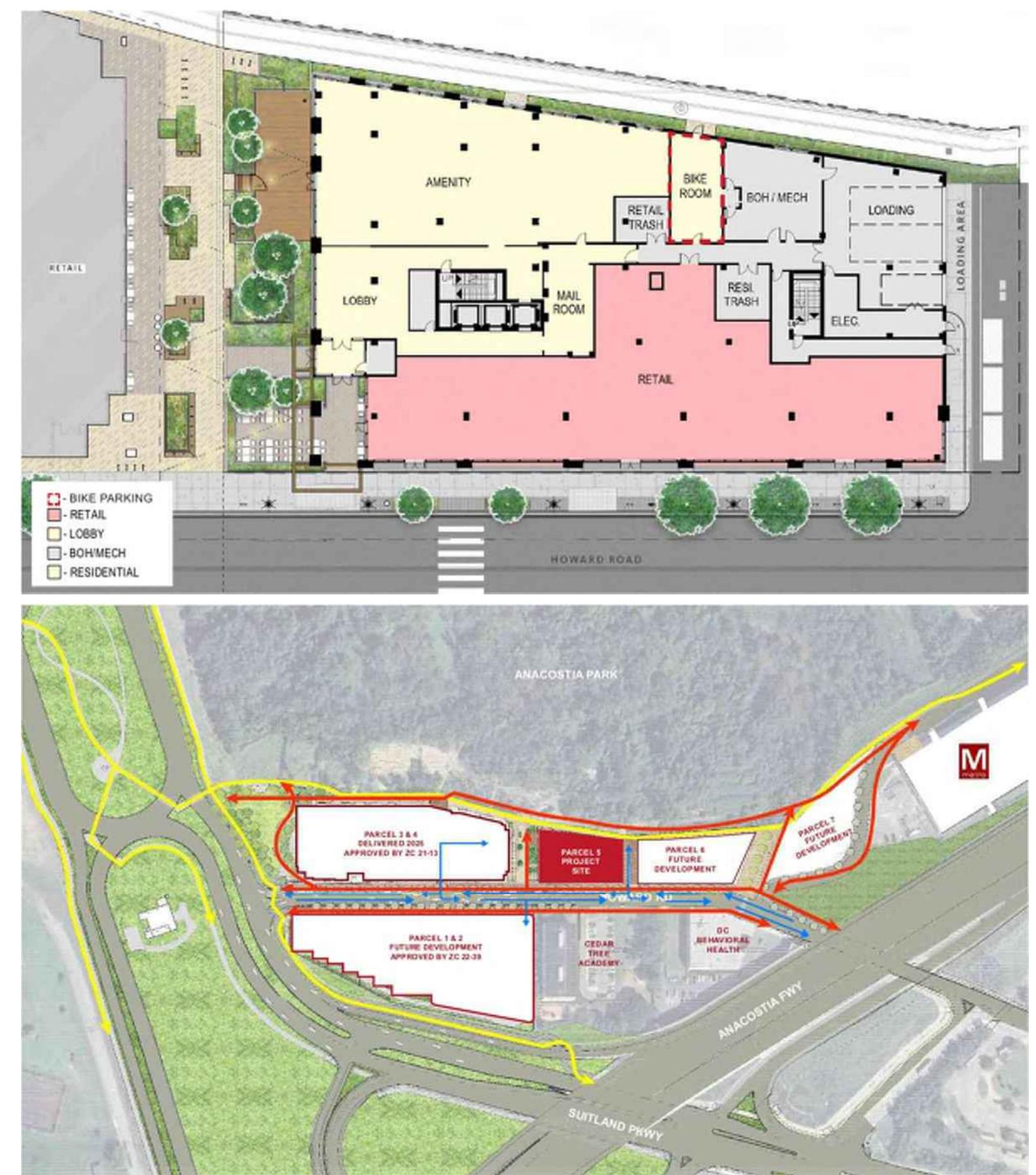
NHR Design Review Criteria

- Help achieve the objectives of the NHR zone
 - Assure a **mixture of residential and commercial uses** and suitable height, bulk, and design as generally indicated in the Comp Plan.
 - Encourage a **variety of visitor-related uses**.
 - Provide **increase height and density** associated with **increased affordable housing**.
 - Encourage **superior architecture and design** in all buildings and publicly accessible outdoor spaces.
 - Require **preferred ground-level retail and service uses** along Howard Road.
 - Provide for development of Howard Road as a **pedestrian- and bicycle-friendly street**, with **street-activating uses**, and **connections to Metrorail and the broader neighborhood**.
 - Encourage **inclusion of a bicycle track** along Howard Road.



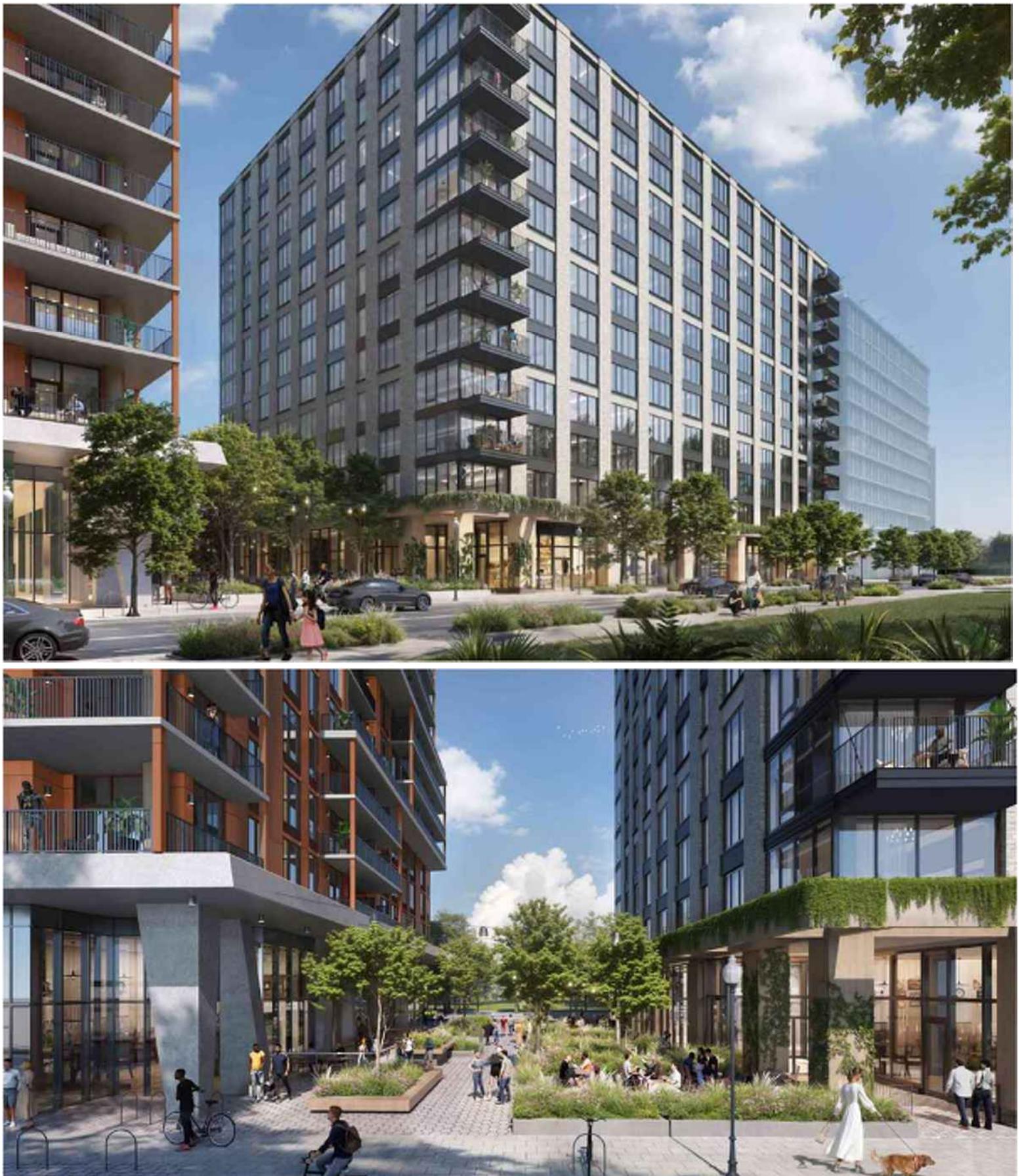
NHR Design Review Criteria

- Help **achieve the desired use mix**, with preferred uses being residential, office, entertainment, retail, or service uses.
- Provide **streetscape connections for future development** on adjacent lots and parcels, and be in context with an urban street grid.
- **Minimize conflict** between vehicles, bicycles, and pedestrians.
- **Minimize unarticulated blank walls** adjacent to public spaces through facade articulation.
- **Minimize impact on the environment**, as demonstrated through the provision of an evaluation of the proposal against LEED certification standards.
- Promote **safe and active streetscapes** through building articulation, landscaping, and the provision of active ground level uses.



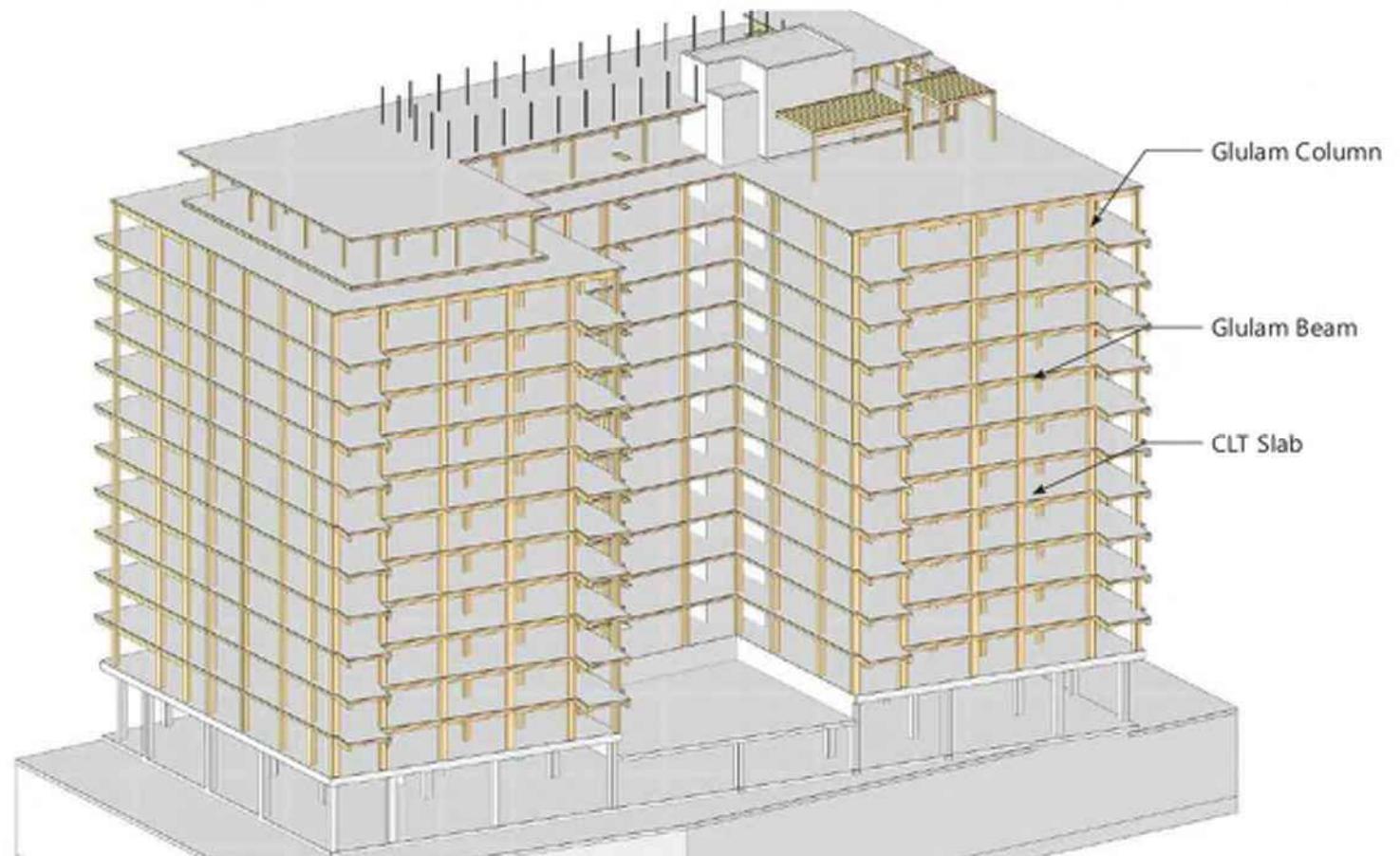
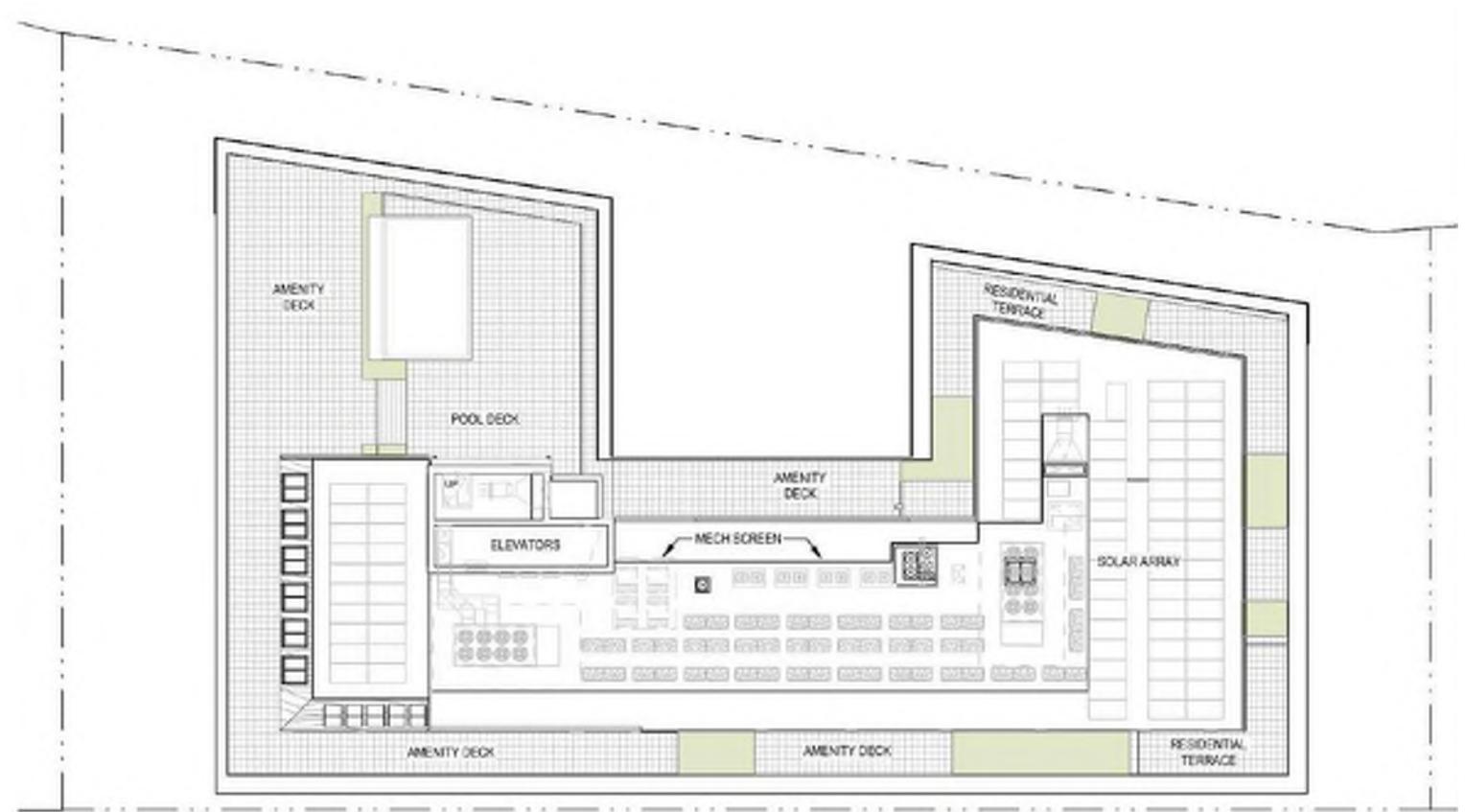
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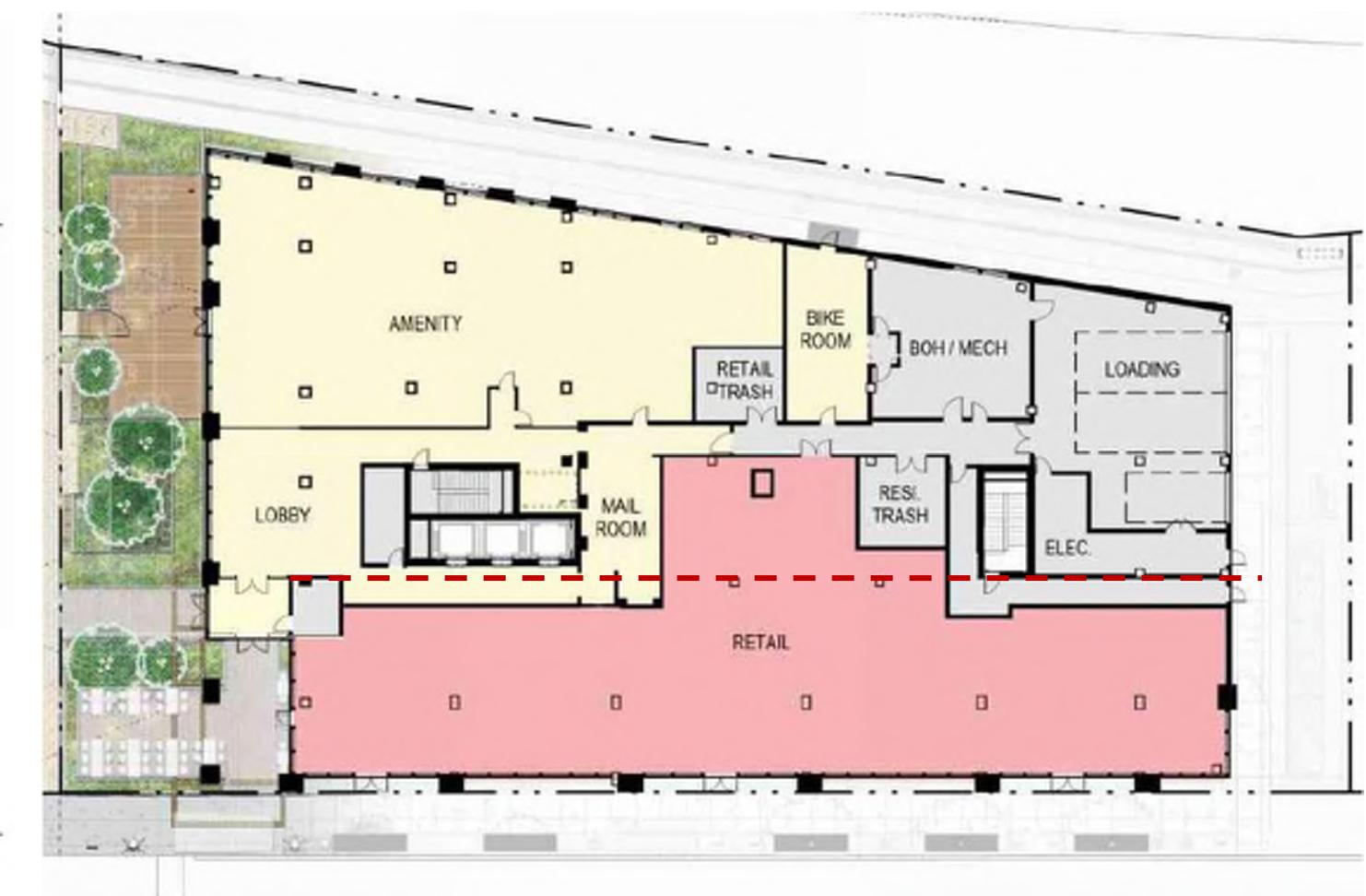
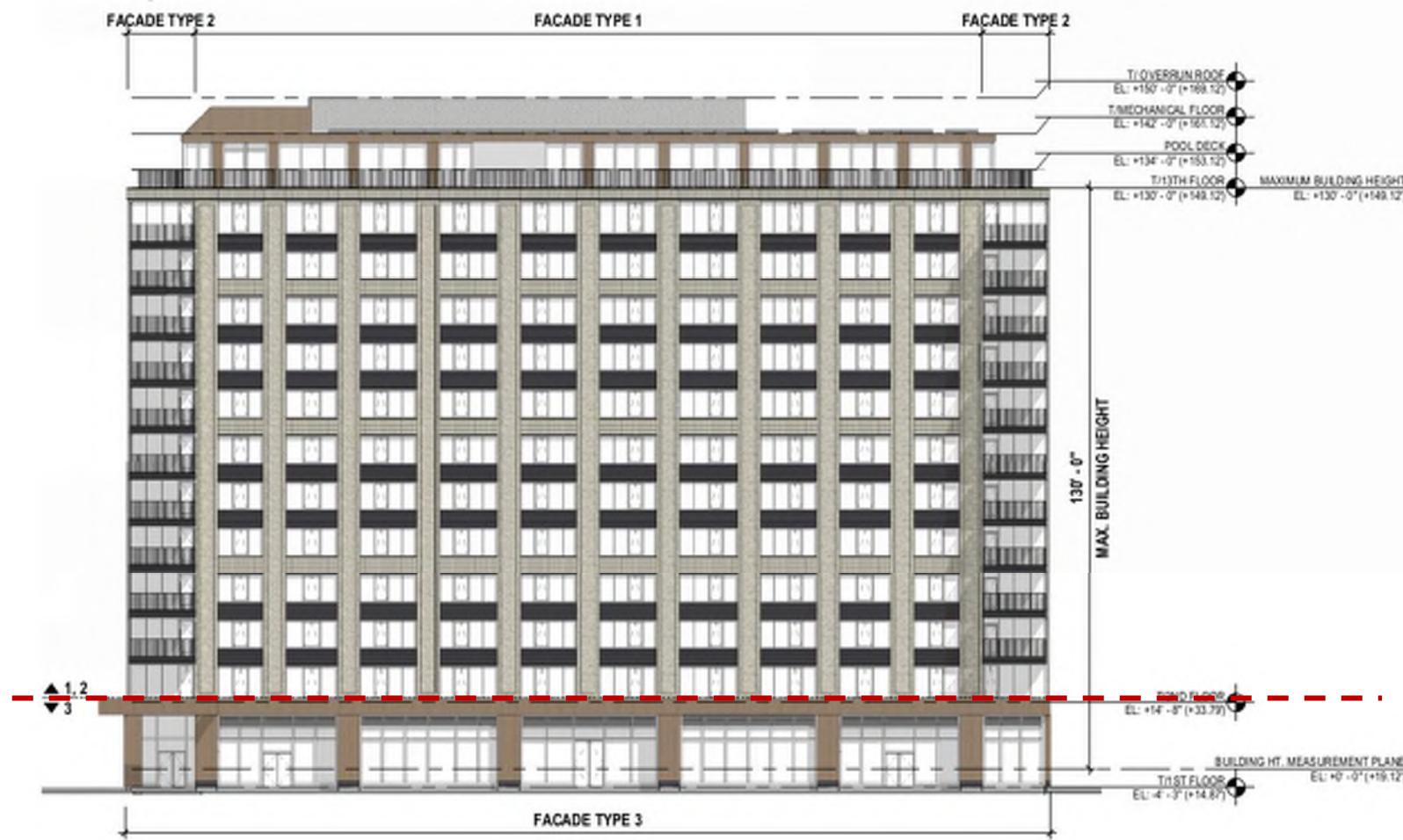


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NHR Designated Streets Criteria



- The ground floor shall have a minimum clear height of fourteen feet (14 ft.), for a continuous depth of at least thirty-six feet (36 ft.) from the building line on the Designated Street. **Flexibility Requested**
- Devote at least fifty percent (50%) of the surface area facing Howard Road to display windows or pedestrian entrances having clear low-emissivity glass and ensure the view through the display windows and pedestrian entrances is not blocked for at least ten feet (10 ft.) in from the building face.
- Ground-floor pedestrian entrances, or areas where a future ground-floor entrance could be installed without structural changes, shall be located no more than 40 ft. apart on average along Howard Road.

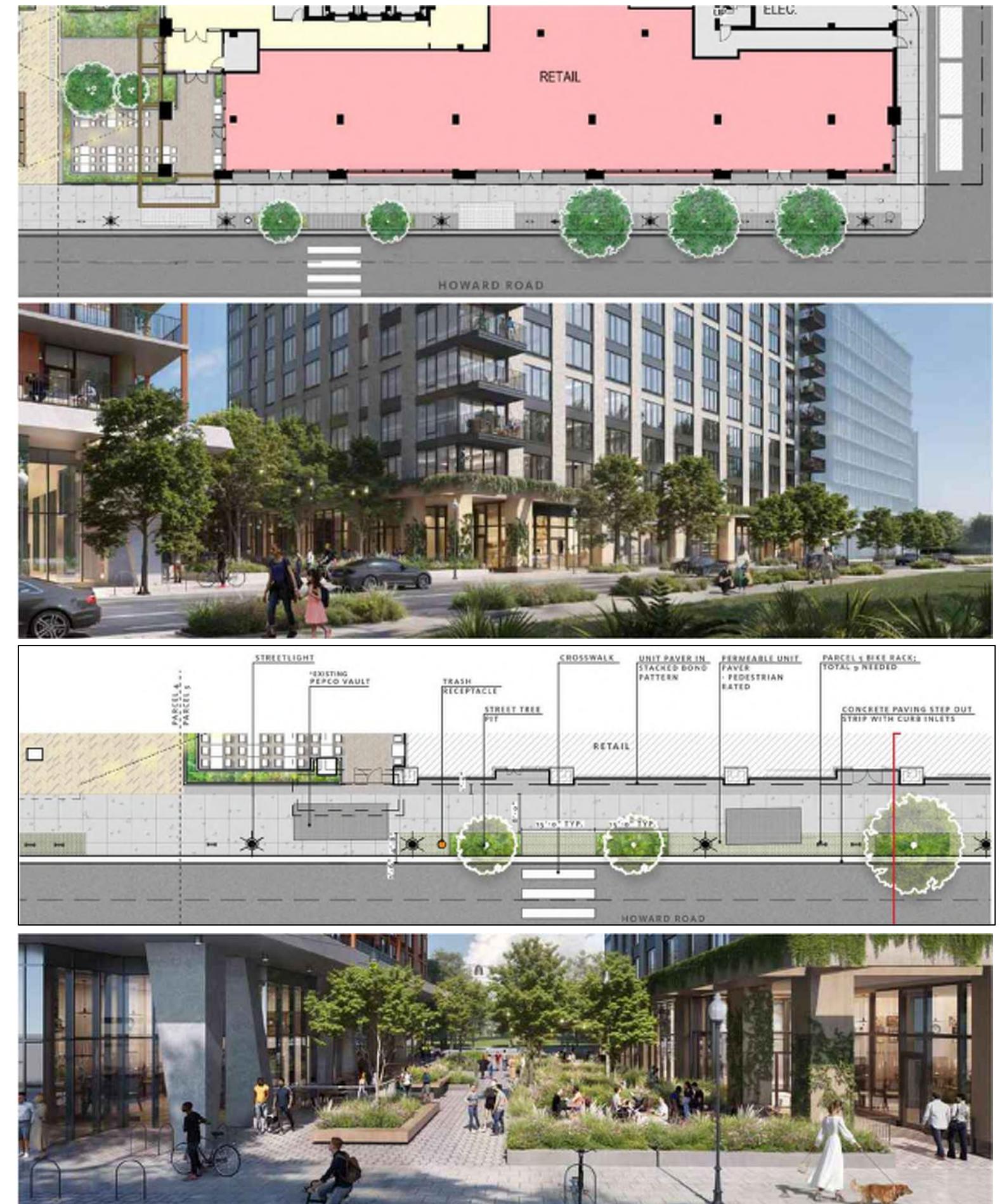
NHR Design Review Criteria



- The ground floor shall have a minimum clear height of fourteen feet (14 ft.), for a continuous depth of at least thirty-six feet (36 ft.) from the building line on the Designated Street.
- Devote 100% of ground floor street frontage along Howard Road to preferred uses, except for space devoted to building entrances or required for fire control.
- No direct vehicular garage or loading entrance or exit shall be permitted.

Subtitle X Design Review Standards

- Street frontages are designed to be safe, comfortable, and encourage pedestrian activity:
 - **Multiple pedestrian entrances** for large developments.
 - Direct driveway or garage access to the street is discouraged.
 - Commercial ground-floors contain **active uses with clear, inviting windows**.
 - Blank facades are prevented or minimized.
 - **Wide sidewalks** are provided.
- **Public gathering spaces and open spaces** are encouraged:
 - Where neighborhood open space is lacking.
 - Near transit stations or hubs.
 - When they can enhance existing parks and the waterfront.



Subtitle X Design Review Standards

- New development respects the historic character of Washington’s neighborhoods:
 - Developments near the District’s major boulevards and public spaces should reinforce the existing urban form.
 - Infill development should respect, though need not imitate, the continuity of neighborhood architectural character.
 - Development should respect and protect key landscape vistas and axial views of landmarks and important places.
- Buildings strive for attractive and inspired façade design:
 - Reinforce the pedestrian realm with elevated detailing and design of 1st and 2nd stories.
 - Incorporate contextual and quality building materials and fenestration.
- Sites are designed with sustainable landscaping.



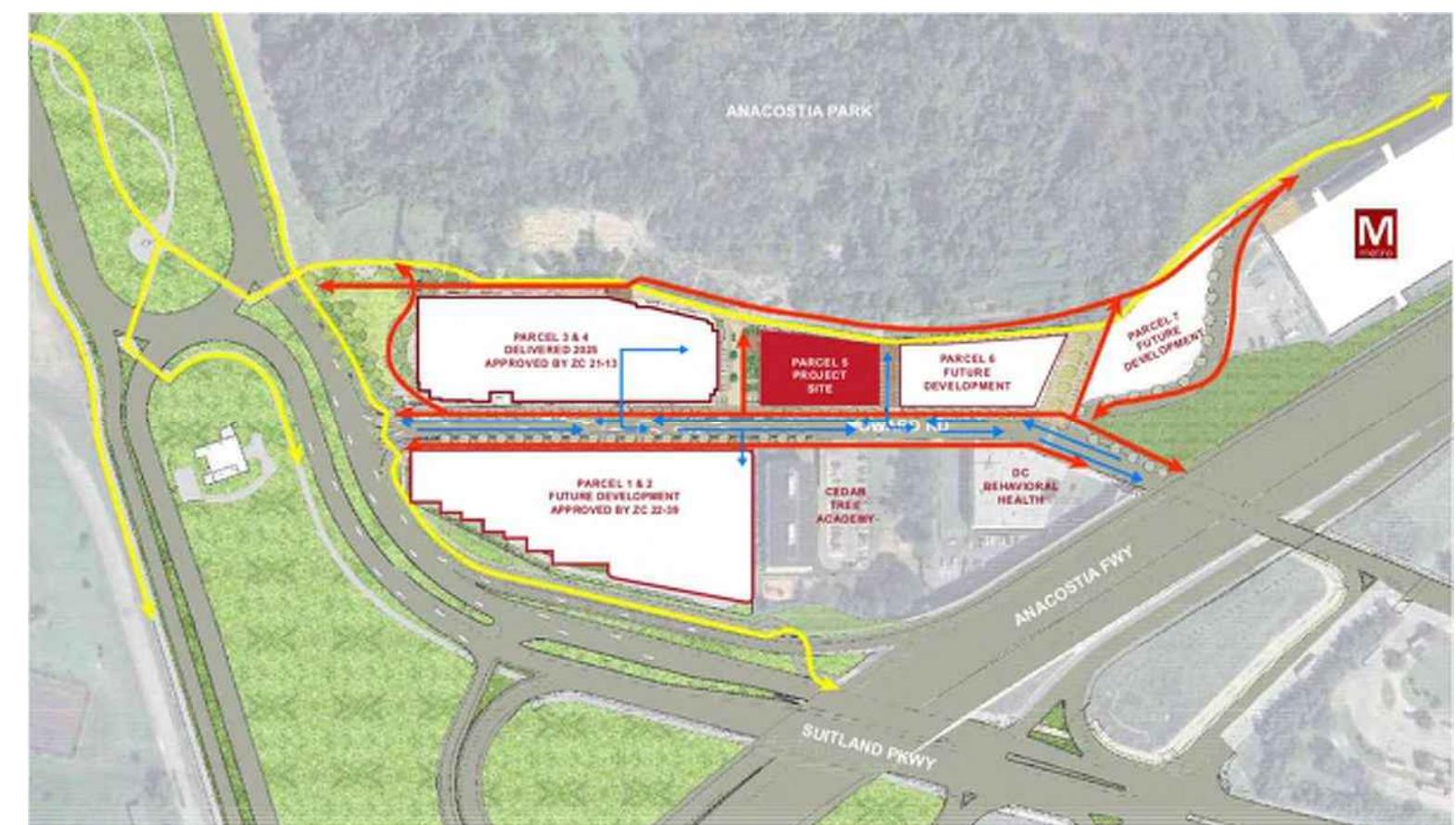
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Subtitle X Design Review Standards

- Sites are developed to promote connectivity both internally and with surrounding neighborhoods:
 - Pedestrian pathways through developments increase mobility and link neighborhoods to transit.
 - The development incorporates transit and bicycle facilities and amenities.
 - Streets, easements, and open spaces are designed to be safe and pedestrian friendly.
 - Large sites are integrated into the surrounding community through street and pedestrian connections.
 - Waterfront development contains high quality trail and shoreline design as well as ensuring access to view corridors to the waterfront.



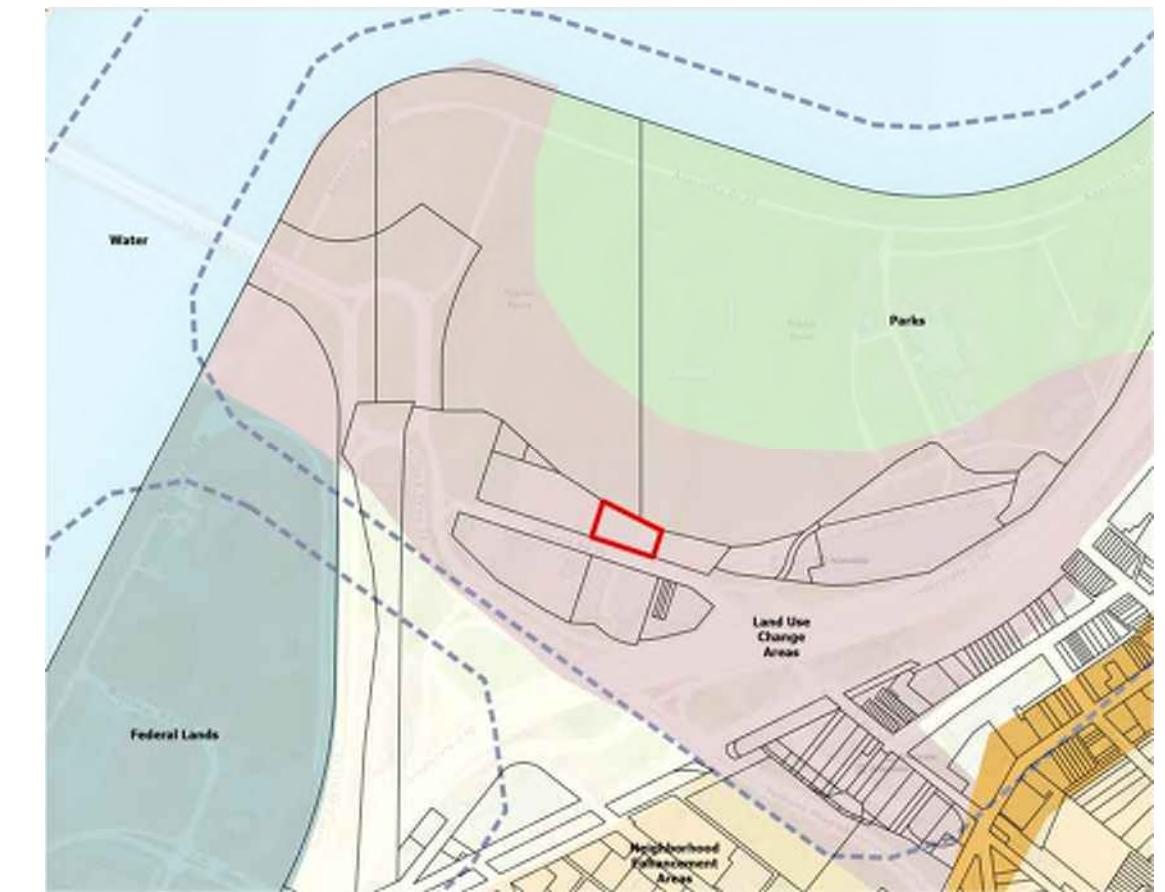
Comprehensive Plan Consistency

– Generalized Policy Map

- Land Use Change Area
- Resilience Focus Area
- Have capacity to become mixed-use communities.
- Area Element policies provide guidance on desired use mix.

– Future Land Use Map

- Mixed Use (High Density Commercial, High Density Residential, Institutional).
- Areas where the mixing of two or more land uses is especially encouraged.
- High Density Commercial: densities greater than 6.0 FAR.
- Proposed project:
 - Mixed-use development containing residential with ground-floor retail and service uses.
 - 7.16 FAR



Comprehensive Plan Consistency

CITYWIDE AND AREA ELEMENT POLICIES

- Land Use Element
 - LU-1.1.2: Resilience and land use
 - LU-1.4.2: Affordable Rental and For-sale Multi-family Housing Near Metrorail Stations
 - LU-1.4.3: Development Along Corridors
 - LU-1.4.5: Metro Station and Inclusionary Zoning
 - LU-2.1.1: Variety of Neighborhood Types
 - LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods
- Environmental Protection Element
 - E-1.1.1: Resilience to Climate Change as a Civic Priority
 - E-1.1.2: Urban Heat Island Mitigation
 - E-2.1.2: Tree Requirements in New Developments
 - E-2.1.3: Sustainable Landscape Practices
 - E-3.2.3: Renewable Energy
 - E-3.2.6: Alternative Sustainable and Innovative Energy Sources
 - E-3.2.7: Energy-Efficient Building and Site Planning
 - E-4.1.2: Using Landscape and Green Roofs to Reduce Runoff
 - E-4.1.3: GI and Engineering
 - E-4.2.1: Support for Green Building
- Housing Element
 - H-1.1.1: Private Sector Support
 - H-1.1.3: Balanced Growth
 - H-1.1.4: Mixed-Use Development
 - H-1.1.5: Housing Quality
 - H-1.1.9: Housing for Families
 - H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority
 - H-1.2.2: Production Targets
 - H-1.2.3: Affordable and Mixed-Income Housing
 - H-1.2.9: Advancing Diversity and Equity of Planning Areas
 - H-1.2.11: Inclusive Mixed-Income Neighborhoods
 - H-1.3.1: Housing for Larger Households
 - H-1.3.2: Tenure Diversity
 - H-1.6.1: Resilient and Climate-Adaptive Housing
 - H-1.6.5: Net-Zero, Energy Efficient Housing

Comprehensive Plan Consistency

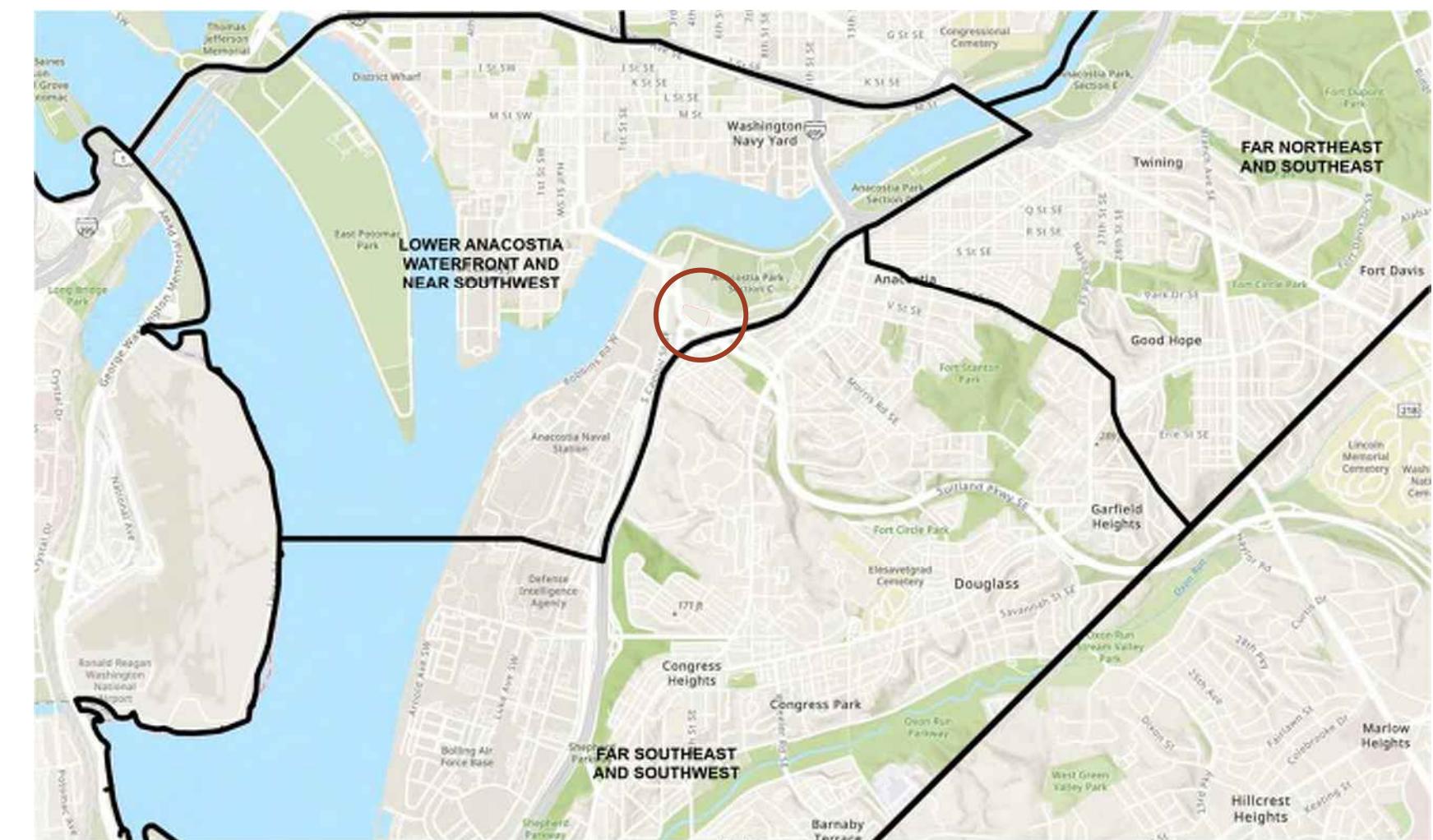
CITYWIDE AND AREA ELEMENT POLICIES

- Economic Development Element
 - ED-2.2.1: Expanding the Retail Sector
 - ED-2.2.3: Neighborhood Shopping
 - ED-2.2.4: Support Local Entrepreneurs
 - ED-2.2.9: Clustered Retail at Transit
 - ED-3.1.1: Neighborhood Commercial Vitality
 - ED-3.2.2: Support Business Incubators
 - ED-3.2.8: Certified Business Enterprise Programs
- Transportation Element
 - T-1.1.4: Transit-Oriented Development
 - T-1.1.7: Equitable Transportation Access
 - T-1.2.3: Discouraging Auto-Oriented Uses
 - T-2.3.2: Bicycle Network
 - T-2.3.3: Bicycle Safety
 - T-2.4.1: Pedestrian Network
 - T-3.1.1: TDM Programs
 - T-3.4.1: Traveler Information Systems
 - T-5.2.2: Charging Infrastructure
- Urban Design Element
 - UD-2.1.1: Streetscapes That Prioritize the Human Experience
 - UD-2.1.4: Connections Between Public Spaces and Streets
 - UD-2.1.6: Minimize Mid-Block Vehicular Curb Cuts
 - UD-2.4.1: Inclusive and Diverse Neighborhood Spaces
 - UD-3.1.5: Sidewalk Culture
 - UD-3.2.5: Safe and Active Public Spaces and Streets
 - UD-3.3.1: Neighborhood Meeting Places
 - UD-4.2.1: Scale and Massing of Large Buildings
 - UD-4.2.4: Creating Engaging Facades
 - UD-4.2.6: Active Facades

Comprehensive Plan Consistency

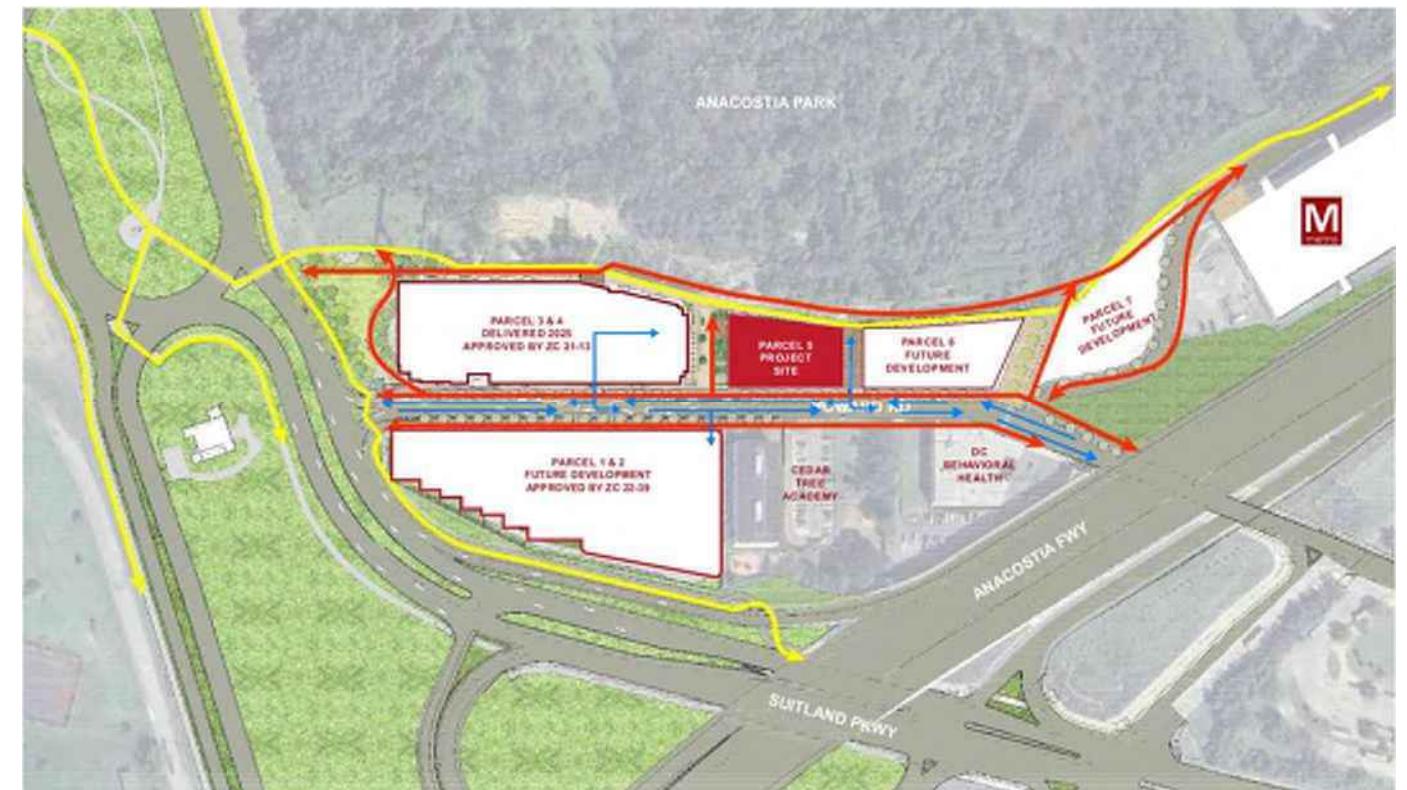
CITYWIDE AND AREA ELEMENT POLICIES

- Lower Anacostia Waterfront and Near Southwest
 - AW-1.1.2: New Waterfront Neighborhoods
 - AW-1.1.5: Flood-Resilient and Climate-Adaptive Development
 - AW-1.1.6: Resilient Affordable Housing
 - AW-1.1.7: Waterfront Area Commercial Development
 - AW-1.1.8: Waterfront Development Amenities
 - AW-1.1.9: River Basins as a Planning Guide
 - AW-2.4.3: Poplar Point Mixed-Use Neighborhood
 - AW-2.4.5: Scale of Development at Poplar Point
 - AW-2.4.7: Poplar Point as an Economic Catalyst
 - AW-2.4.8: Access Improvements to Poplar Point



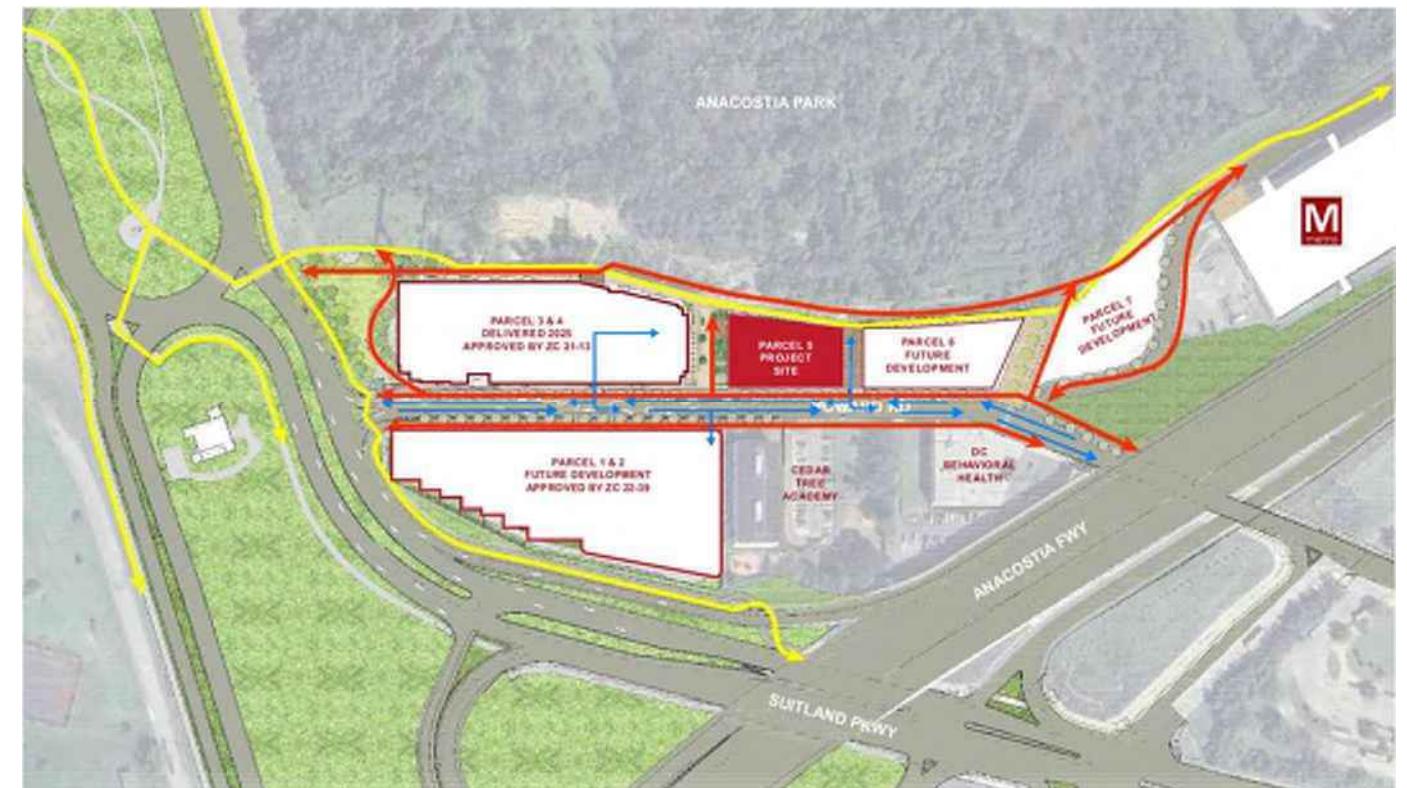
Special Exception Criteria

- The Project is in harmony with the general purpose and intent of the Zoning Regulations and Zoning Maps.
(11-X DCMR § 901.2(a))
 - Will promote the public health, safety, and general welfare of District residents through significant new market rate and affordable housing, neighborhood-serving amenities, publicly-accessible open spaces, and increased access to transit.
 - Consistent with all applicable NHR purposes and development standards.
 - No undue concentration of population or overcrowding of land.
 - No impact on the light and air of surrounding neighborhoods given separation from lower-scale neighborhoods.
 - Minimal impact on transportation given proximity to transit.
 - Project meets all applicable roof structure and penthouse setback requirements
 - Request of relief to allow penthouse of unequal heights will reduce massing and minimize views of overall habitable and mechanical penthouse.



Special Exception Criteria

- The Project will not affect adversely the use of neighboring property in accordance with the Zoning Regulations and Zoning Map. (11-X DCMR § 901.2(b))
 - Surrounded by parkland, the Anacostia Metrorail station, and transportation infrastructure.
 - Majority of immediately adjacent property owned by the Applicant and planned for other high-density mixed-use development.
 - Minimized pedestrian / vehicle conflicts through integrated approach to site access for parking and loading, minimization of curb cuts, and significant upgrades to public realm / streetscapes.
 - Support from ANC 8A, Cedar Tree Academy, Historic Anacostia Block Association, and Washington Area Community Investment Fund.



Conclusion

- The Project satisfies all applicable design review criteria in Subtitle X, Chapter 6 and in the NHR zone.
- The Project is consistent with the general purpose and intent of the Zoning Regulations and will not adversely affect the use of neighboring property.
- The Project will comply with all NHR zone designated street requirements related to ground-floor programming and design.
- The burden of proof for relief from roof structure (guardrail) setback and penthouse walls of equal height requirements is satisfied.
- The Project is not inconsistent with the Comprehensive Plan when read as a whole through a racial equity lens.
- The Project is particularly strong in equitable development indicators related to displacement, housing, affordable housing, environmental, and access to opportunity.

