

August 19, 2026

VIA IZIS

Anthony Hood, Chairperson
District of Columbia Zoning Commission
441 4th Street, NW, Suite 200-S
Washington, DC 20001

**Re: Z.C. Case No. 25-07
Bridge District – Parcel 5 – 633 Howard Road, SE (Square 5860, Lot
1070) ("Property")
Modification Without Hearing of a Mandatory Design Review
Approval**

Dear Chairperson Hood and Members of the Commission:

BD Parcel 5, LLC (the "**Applicant**") hereby requests a Modification Without Hearing pursuant to Subtitle Z § 703 of Title 11 of the District of Columbia Municipal Regulations ("**DCMR**") for the NHR Zone design review approval granted in Z.C. Order No. 25-07 (the "**Order**"). The Order approved the development of a mixed-use building containing approximately 272 residential dwelling units and approximately 8,649 square feet of ground floor commercial gross floor area (the "**Project**") on property located at 633 Howard Road, SE (Lot 1070 in Square 5860) (the "**Property**"). The Project is located on Parcel 5 of the Bridge District, a multi-phased mixed-use development located on Howard Road, SE in the Anacostia neighborhood of Ward 8.

The Applicant requests approval to modify the Project's ground-floor loading facilities to remove one (1) of the two (2) previously approved 30-foot loading berths. As approved, the Project provided two (2) 30-foot loading berths and one (1) 20-foot delivery space. As modified, the Project will provide one (1) 30-foot loading berth and one (1) delivery space that is slightly larger than the minimum required 20-foot delivery space. As discussed further below, the Project will continue to satisfy the minimum loading requirements applicable to the Project under Subtitle C, Chapter 9 of the Zoning Regulations notwithstanding the proposed modification.

An agent authorization letter for this Application is attached as Exhibit A, and a copy of Z.C. Order No. 25-07 is attached as Exhibit B.

I. Background

The Property comprises approximately 33,326 square feet of land area located on the north side of Howard Road, SE, and is part of the area referred to as the "Bridge District," a collection of several adjacent parcels located on both sides of Howard Road between South Capitol Street, SE and the Anacostia Freeway. The Property is also known as Bridge District – Parcel 5. The Project, as approved, entails construction of a mixed-use building containing approximately 239,328 square feet of gross floor area ("**GFA**"), of which approximately 230,679 square feet of GFA is devoted to residential use and approximately 8,649 square feet of GFA is devoted to ground floor commercial use. The approved Building contains two (2) levels of below-grade parking with approximately 160 vehicle parking spaces, two (2) loading berths and one (1) delivery space, approximately 92 long-term bicycle parking spaces, and 17 short-term bicycle parking spaces. The Building, which will be constructed of mass timber above a concrete podium, will reach a maximum height of 130 feet and a maximum overall density of approximately 7.16 FAR.

The Project was approved by the Zoning Commission pursuant to Z.C. Order No. 25-07, which became final and effective on May 1, 2026. The Project represents the next phase in the build-out of the Bridge District, following the recently completed Bridge District Phase 1 (approved pursuant to Z.C. Order No. 21-13) and approved Bridge District – Parcels 1 and 2 (approved pursuant to Z.C. Order No. 22-39). The Project is currently under construction.

This Application is the Applicant's first request for modification of the Order.

II. Modification

A. Proposed Modifications

As shown in the current approved ground floor plan and the proposed ground floor plan attached as Exhibit C ("**Plans**"), the Applicant proposes to modify the Project's ground-floor loading facilities to remove one (1) of the two (2) 30-foot loading berths approved under the Order. As approved, the Building's ground-floor loading area provided two (2) 30-foot loading berths and one (1) 20-foot delivery space. Under the proposed modification, the Building will provide one (1) 30-foot loading berth and one (1) delivery space that is slightly larger than the minimum required 20-foot delivery space.

The location of the loading facilities on the east side of ground-floor, and access to the loading facilities from a shared, private driveway between Bridge Districts Parcels 5 and 6, will remain the same.

The proposed modification to the Project's loading facilities is the result of adjustments the Applicant needed to make to the Building's mechanical systems as it advanced the Building design during the permit process following issuance of the Order. Specifically, some of the mechanical equipment that was anticipated to be located on the Building roof during the Commission's Design Review process had to be relocated to a mechanical room located on the ground floor adjacent to the Building's loading facilities. As a result of this relocation, the ground-floor mechanical room had to be enlarged, which in turn required the removal of one (1) of the two (2) loading berths from the previously approved plans. The Applicant has carefully evaluated the Project's loading needs in light of this design change and has confirmed, as discussed below, that the Project will continue to meet all applicable minimum loading requirements notwithstanding the reduction in loading berths, and will continue to meet the loading demand generated by the Project.

Pursuant to Subtitle C § 901.1, the minimum loading requirement applicable to the Project is one (1) loading berth (minimum 30-foot depth) and one (1) delivery space (minimum 20-foot depth). As modified, the Project will provide one (1) 30-foot loading berth and one (1) delivery space that is slightly larger than the minimum required 20-foot delivery space, thereby continuing to satisfy the minimum loading requirement for the Project.

To demonstrate that the proposed modification will not cause any adverse impacts to traffic or loading on the surrounding street network, the Applicant has prepared a transportation evaluation, attached as Exhibit D (the "**Transportation Memorandum**"). As explained in the Transportation Memorandum, the Project is not expected to generate loading demand requiring more than one (1) standard loading berth and one (1) oversized delivery space, and the Project's retail component, at approximately 8,649 square feet, is minimal and does not independently trigger a requirement for a separate service/delivery space. Since the total minimum number of required loading spaces will continue to be met under the proposed modification, no impacts are anticipated with respect to vehicle maneuvers, as loading and unloading vehicles can use the remaining berth and delivery space. By extension, no impacts to Howard Road, SE are expected. As a result, the Transportation Memorandum concludes that the proposed loading facilities in the Project will not have a detrimental impact on the proposed development or adjacent transportation facilities. The Transportation Memorandum further confirms that the

proposed loading berth meets the minimum size requirements of Subtitle C § 905 and that the proposed delivery space is larger than the standard service/delivery space dimensions, such that these spaces can accommodate the service, delivery, and loading needs of both the Project's residential and retail uses without causing operational issues or conflicts.

As shown in the Plans, the proposed modification is limited to the configuration of the ground-floor loading facilities and the adjacent mechanical room. Additionally, as a result of the removal of a loading berth the Applicant also requests minor design adjustments to the ground-level façade on the east side of the Project. The overall footprint, height, density, unit count, and all other aspects of the Project approved under the Order remain unchanged. The Applicant remains committed to delivering the high-quality design approved by the Commission, and the proposed modification does not affect the Project's exterior architecture, massing, or materiality in any respect.

B. The Modification Qualifies as a Modification Without Hearing

Pursuant to Subtitle Z § 703.6, a "modification without hearing is a modification in which impact may be understood without witness testimony, including, but not limited to a proposed change to a condition in the final order, a change in position on an issue discussed by the Commission that affected its decision, or a redesign or relocation of architectural elements and open spaces from the final design approved by the Commission."

Here, the proposed modification to remove one loading berth from the Project's ground-floor loading facilities is readily understood without witness testimony and constitutes a redesign of an architectural element from the final design approved by the Commission. The revised loading configuration is clearly illustrated in the attached Plans, and the need for the change—resulting from adjustments made to the Building's mechanical systems during the permit process—is addressed in this Application. As described above and in the attached Transportation Memorandum, the Project will continue to meet the applicable minimum loading requirements under Subtitle C, Chapter 9, and the proposed modification will not have any adverse impact on traffic or loading conditions on the surrounding street network, while it will allow the Applicant to efficiently support the site's service, delivery, and loading requirements. Furthermore, aside from the modified loading configuration, enlargement of a mechanical room adjacent to the Building's loading facilities, and design adjustments to the ground floor along the east side of the Building, the Project design remains entirely consistent with the design intent

of the Commission's prior approval under the Order. For all these reasons, the proposed modification qualifies as a Modification Without Hearing under Subtitle Z § 703.6.

C. Service on Parties

Apart from the Applicant, ANC 8A was the only party to the proceedings that resulted in the Order, and there were no other parties or requests for party status. A copy of this Application is being sent to ANC 8A concurrent with this filing as required pursuant to Subtitle Z § 703.10.

III. Filing Requirements

The following exhibits are attached in support of the Application. The Applicant is delivering the filing fee for the Application to the Office of Zoning concurrent with this filing, as required.

<u>Exhibit A</u>	Applicant Signature Page (Form 100) and Letter of Authorization
<u>Exhibit B</u>	Z.C. Order No. 25-07
<u>Exhibit C</u>	Current Approved and Proposed Plans
<u>Exhibit D</u>	Transportation Memorandum

IV. Conclusion

For the foregoing reasons, the Applicant requests that the Commission grant the requested Modification Without Hearing to permit the removal of one (1) loading berth from the Project's ground-floor loading facilities, as the Project will continue to satisfy the applicable minimum loading requirements under Subtitle C, Chapter 9 of the Zoning Regulations, and the modification will not have any adverse impact on the surrounding transportation network and will allow for the proposed loading facilities to efficiently support the site's service, delivery, and loading requirements.

Please do not hesitate to contact the undersigned if you have any questions or comments regarding this application. The Applicant looks forward to the Commission's consideration of the Application.

Sincerely,

/s/ Jeff Utz

Jeff C. Utz, Director

/s/ Shane L. Dettman

Shane L. Dettman, Urban Planner

Enclosure

CERTIFICATE OF SERVICE

On August 19, 2026, I caused a copy of the foregoing letter and enclosures to be delivered by electronic mail to the following:

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/s/ Shane L. Dettman
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