GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

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Office of the Director

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MEMORANDUM

TO: Board of Zoning Adjustment

FROM: Andrew Altman
Director

DATE: June 19, 2003

SUBJECT: BZA Application 17029 - RLA and Donatelli and Klein

APPLICATION

Application of RLA Corporation and Donatelli and Klein (the applicants), pursuant to 11 DCMR §§3104.1 and 3108, for variances and special exceptions to develop a seven-story apartment building on the site located in Square 2672 at 14th and Irving Streets, N.W., including:

- **Variance relief to §770** to increase the permitted height of the proposed building in the C-3-A zone District;
- **Variance relief to §773** from the residential recreation space requirement;
- **Special Exception pursuant to § 2514.2** to extend a use across a boundary line into that portion of the lot located in a more restrictive (R-5-B) district to the maximum of 35 feet;
- **Special Exception pursuant** to §2108 for a 25% reduction in the retail parking requirement; and
- **Special Exception pursuant to § 411** from the roof structure requirements.

SUMMARY RECOMMENDATION

The Office of Planning recommends approval of the request to permit:

- A seven-story mixed use apartment building at a height of 85 feet;
- A reduction of the residential space requirement;
- The provisions of the C-3-A District to be extended into the R-5-B District, to the maximum of 35 feet, as submitted by the applicant;
- A 25% reduction in the retail parking requirement and
- WMATA's cooling tower to be integrated into the building's design as an architectural embellishment on the roof at a distance less than the required 1:1 setback from the northeast portion of the roof.

BZA
Case No. 17029
Exhibit No. 28

Board of Zoning Adjustment
District of Columbia
CASE NO. 17029
EXHIBIT NO. 28

BACKGROUND

This development of Parcel 26 represents one in a series of planned developemnts for at least seven parcels around the Columbia Heights Metro Station Area. The RFP offered by the Redevelopment Land Agency (RLA) incorporated the underlying principles established by the Columbia Heights community through a series of workshops held in 1997 and 1998 and documented in "A Community-Based Plan for the Columbia Heights Metro Station Area" published in 2000. Planners and the community worked with the 1980 Urban Renewal Plan and the results of a 1996 Strategic Planning Conference to design a community's vision for the areas around the then yet to be opened Metro Green Line Station at Columbia Heights. Development Control Principles and a Design Code were drafted that addressed:

- Use
- Height
- Building Site Plan
- Permitted Projections for Added Floor Area and
- Building Specifications

for seven parcels identified as Parcels 24, 27, 26, 39, 15, 38, and 29. Six building types were identified for these parcels, each with different specifications regarding the bulk requirements of height, lot occupancy, FAR and uses. Although the District Council has not adopted this plan, it signifies the community's vision for the area.

SITE AND AREA DESCRIPTION

The subject parcel, Parcel 26, is 75,779 square feet and represents a surveyed area consolidating Lots 720, 876, 659 through 664 and 864 through 866 located in Square 2672, as well as an alley, which is proposed for closure. An alley closing application (Surveyors Office Application No. 03-757) has been distributed to reviewing agencies and public utilities for comment. Most of the property is vacant and surrounded by a chain link fence nearly six feet tall. The northeast corner of the site, at the intersection of 14th Street and Irving Street, is improved as a paved and covered plaza, which serves as the entrance to the Washington Metropolitan Transit Authority's (WMATA) Columbia Heights Rail Station on the Green Line route. A similar canopy covers the other entrance to this station at the northeast corner of 14th and Irving Streets.

Surrounding development includes: vacant property to the north across Kenyon Place, and the historic former Tivoli Theatre building further north across Park Road; a new one-story CVS Pharmacy building and nine-story Trinity Towers Apartments to the east across Irving Street; vacant property, four-story apartment and condominium buildings, and three-story row dwellings to the east along Irving and Kenyon Street. Properties within the development site, and to the north and east across 14th Street and Irving Street are zoned C-3-A. Properties to the south are zoned R-5-B and R-4 while properties to the south are also zoned Major Business and Employment Center (C-3-A) district. The site is split-zoned by R-5-B zoning on a southern portion of the property and C-3-A zoning on the majority (northern portion) of the property.

PROJECT PROPOSAL

The Applicant wishes to construct a 235-unit apartment house with approximately 20,000 square feet of ground floor retail (the "Project") atop the Columbia Heights Metrorail Station. The Project proposes a height of eighty-five feet and an FAR of 3.84, with 278 parking spaces in two and one-half below-grade levels. Pursuant to §2201.2 of the Zoning Regulations, no loading is

required for the retail use. However, the proposal provides a 55-foot wide loading berth, a 200 square-foot loading platform and a 20-foot wide service/delivery space. Loading access is to the west of the property along Irving Street, while parking access is proposed through the alley entrance at 14th Street.

EXISTING ZONING AND RELIEF REQUESTED

The site is split zoned with R-5-B residential and C-3-A commercial zoning. The C-3-A commercial zone extends to an irregular line that abuts the rear lot lines of lots 659 through 664 and a few feet north of the rear of lots 664, 866, 865 and 864. This represents a gross floor area of 70,451square feet. The remaining 5,328 square feet of the surveyed lot is zoned R-5-B. The applicant is requesting a special exception to permit the expansion of the C-3-A portion of the site into the southern edge of the site zoned R-5-B residential. The building will extend no more than 35 feet into the residential portion of the lot. Table 1 below assumes that the R-5-B zone would be subsumed by the requirements of the C-3-A zone.

Table 1

Standard	C-3-A Requirement	Existing	Proposed	Required Relief
Lot Area	N/A	75,779 sq. ft.[1]	Same	N/A
Lot Width	N/A	150 ft. at front 254 ft. at rear	N/A	N/A
Floor Area Ratio	FAR = 4.0 (4.0 comm./1.8 res.)	vacant	3.84[2]	N/A
Lot Occupancy	C-3-A = 75% R-5-B = 60%	vacant	65%	N/A
Height	65 feet/ unlimited stories	--	85 feet	Variance 20 feet
Residential Recreation Space	15% of residential s.f. (at least 50% outside)	--	27,550 s.f. (82% outside)	N/A
Parking (on-site)	0.5 space/units (118), 1 space/300 s.f. over 3,000 s.f. (58)	--	278 spaces (Retail and residential)	25% retail reduction by Special Exception
Roof Structure	1:1 setback	-	Less than 1:1	S.E.

[1] Based on proposed consolidation of Square 2672 Lots 720, 876, 659, 660, 661, 662, 663, 664, 866, 865, and 864, and closing existing alley (8,587 sq. ft.)

[2] Includes 2,640 square feet under existing escalator canopy and elevator over underground WMATA rail station.

VARIANCES

The Board is authorized to grant an area variance when the applicant proves that:

(1) The property is unique because of its size, shape or topography or other extraordinary or exceptional situation or condition;

(2) Because of the unique situation or condition of the property, the strict application of the Zoning Regulations would result in peculiar and exceptional practical difficulties; and

(3) The variance can be granted without substantial detriment to the public good and the integrity of the Zone Plan.

Height

Section 770

§770 of the Zoning Regulations permits a building height of sixty-five feet in the C-3-A District. The submitted application proposes a height of eighty-five feet to the top of the parapet. The Applicant, therefore, requests a variance from §770 to increase the permitted height for the development.

According to the applicant, the site has several extraordinary conditions and constraints that create a practical difficulty in developing this project within the zone's height requirement, including:

- the below-grade complexities of WMATA's underground facilities, including Metrorail;
- extensions of the below-grade facilities above ground, including vents, cooling towers, elevator shafts and stairs;
- the requirements for the inclusion of retail as part of the RFP;

all of which create "unbuildable" areas on the site.

The site is impacted by the location of above and below-grade WMATA facilities, including cooling towers, the 1,444 square-foot canopy for Metro's Green Line entrance, existing vents, the elevator shaft, signage, WMATA's bus shelters along Irving Street, as well as required public space. Metro's Plaza area at 9,000 square feet represents an area that cannot be built upon based on WMATA's requirements. While the surveyed lot described as Parcel 26 is not unusual in shape, the existing constraints on the site are not typical of lots in C-3-A or R-5-B zone Districts. Metro's underground tunnel prevents excavation of the site beyond the proposed underground parking levels.

The applicant contends that the WMATA restrictions discussed above, along with the requirement to create a workable public realm around these facilities, eliminate approximately 16,000 square feet of site area that is not available to the Applicant for development. The applicant calculated that if the building was constructed to six stories in these areas, the Project could include approximately 43,290 square feet of additional gross floor area that is not available to the Applicant due to this extraordinary condition of the lot. The Applicant is only requesting 36,000 square feet of gross floor area for the seventh (or additional) floor. This difference approximates the WMATA restrictions on the site.

OP agrees that the number of restrictions placed on the site, including WMATA's restricted area, and existing site encumbrances (vents, tower and elevator shaft) create a site that is not typical of other lots in the immediate area and the neighboring zones, resulting in a unique property with exceptional conditions. The applicant has shown that the area of an additional floor is approximately proportional to the area lost due to the existing WMATA facilities, and the increase in height did not increase the density on the site.

Therefore, as the applicant contends, they would encounter practical difficulties if a strict interpretation of the Zoning Regulations were applied as follows:

- A practical difficulty is encountered in complying with the height requirement based on the retail requirements on the first level. The development must include retail use on the first floor and the RFP requires ground floor ceiling heights of 20 feet to attract the retailers desired by the community.
- The applicant states "...this Project only proposes a top of slab to underside of slab of eighteen feet, six inches, which is below the preferred height." Further reduction in height limits the Applicant's ability to lease the retail space to quality retailers. To meet building code requirements, the top floor of the building would require an additional foot of clearance to provide space for plumbing and drainage lines. The applicant's statement concludes, "...the first floor ceiling height (18'6") and the additional top story height (11' 1.5") are almost equivalent to an additional floor..." Each floor measures 10' 1.5" in height.

The additional height is necessary to maximize whatever FAR is available for use on the site, minus the WMATA constraints, and to comply with the requirements of the RFP. The C-3-A District permits 4.0 FAR. Even with the requested height variance, the maximum gross floor area for the Project is only 3.84 FAR. OP believes that in this instance, the applicant has established a practical difficulty.

OP concurs with the applicant that approval of this project is not detrimental to the public good and would not substantially impair the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations. It should be noted that although the requested height variance is for eighty-five feet, the building includes a three foot, six inch parapet, resulting in the height of the building to the top of the roof being only eighty-one feet, six inches. As proposed, the variance request does not impair the integrity of the Zone Plan.

OP observed that the building height is compatible with surrounding structures and strongly supported by the community. Specifically, a ninety foot residential building is located immediately south of the Project on the east side of the 14th Street. Other residential buildings with similar heights are located to the south of Columbia Road. The lot occupancy on the site was not exceeded and the inability to maximize the FAR will result in the loss of residential units, which is inconsistent with the District's stated goal of increasing the residential population by 100,000. The Project's proximity to Metrorail and Metrobus Stations and its provision of a mix of uses at this location support the transit-oriented development policies of the District. Accordingly, the requested relief will not be detrimental to the public good or impair the intent of the Zone Regulations.

Further, the Community Based Plan for the Columbia Heights Metro Station Area addresses this parcel in its Key Plan and places a 60-foot wide building restriction line in the Metro Plaza area of the plan. Development Control Principles and an Urban Design Code guided the community-based plan, which were intended for adoption and codification by the RLA.[4] The Plan requires "…the RLA, as well as Metro to include the Principles and Code with offering documents for any or all of the seven RLA sites in the Columbia Heights Metro Station Area."

As shown in Figure 1, the Plan describes the type of building proposed for this site as a Type VI building, which was proposed as the most use-intensive building type in Columbia Heights, to be found "only immediately adjacent to the Metro Station entrance. It states further, "…subject to community approval of additional height, a Type VI building could have an additional two stories, for a total of 9 stories and 90 feet above street level." Seven stories are proposed at 85 feet, with 3.5 feet attributed to the height of the parapet.

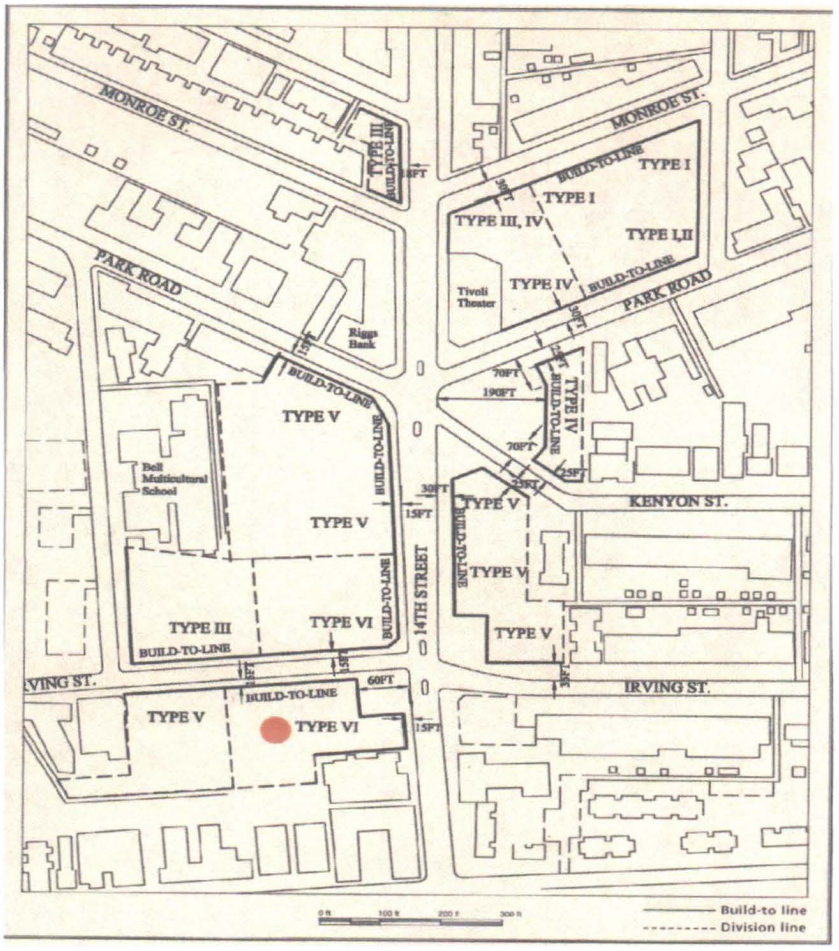


Figure 1 - Key Plan with Proposed Development of the Columbia Heights Metro Station Area (1998)

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[4] Community Based Plan for the Columbia Heights Metro Station Area (2000), page 23

Residential Recreation Space
Section 773

Section 773.3 requires that residential development in the C-3-A District provide not less than fifteen percent of the gross floor area of the building devoted to residential use for residential recreation space.

Rec. Space Allowed	Proposed	Variance
15 % Residential Gross Floor Area = 15% of 247,647 = 37,147 Square Feet	27,770 Square Feet = 11%	- 4%

The applicant is requesting a variance from the residential recreation space requirement of Section 773.3, since the fifteen percent requirement cannot be met on the site.

The space breakdown is as follows:

- Ground level esplanade - 7,268 square feet
- Ground level garden - 2,375 square feet
- Main lobby and mezzanine - 3,766 square feet
- Library/computer center - 630 square feet
- Community room - 1,975 square feet
- Fitness center - 1,756 square feet
- Roof garden - 10,000 square feet

As stated above, the property is unique due to the exceptional conditions created by the 16,000 square feet of WMATA area not available to the applicant for development. The additional 9,377 square feet is needed to meet the requirement designated for apartment or retail uses. If additional recreation space were included, the number of residential units would decrease. Alternatively, the loss of the ground floor retail space would decreases neighborhood serving retail, which is contrary to the goals of the RFP and would not be supported by the community. The existence of Metro facilities physically prevents further excavation and residential recreation space cannot be included in the below-grade parking area.

OP concurs that the strict application of Section 773.3 would create an exceptional practical difficulty for the Applicant to provide the required percentage of residential recreation space.

The amount of recreation space proposed by the applicant is not detrimental to the public good, since the quality of recreation space, including the provision of ground level garden areas and a 10,000 square-foot roof garden, library and computer rooms, enhance the amenities provided to future residents of the apartment building. There are other neighborhood recreation areas including the Malcolm X Park, which is within walking distance of the Project. The 4% difference from the required amount is negligible as to not harm the intent of the Zone Plan.

SPECIAL EXCEPTIONS

Boundary Line Crossing a Lot
Section 2514 provides criteria for use and bulk of a structure on a lot divided by a zoning line. Section 2514.1 (a), (b) and (c) provide for that portion of a lot in the less restrictive zone (C-3-A) to be increased by the allowable bulk requirements of the more restrictive zone (R-5-B).

2514.2 If approved by the Board of Zoning Adjustment as a special exception under § 3104, the regulations applicable to that portion of a lot located in a lesser restrictive use zone district that control the use, height, and bulk of structures and the use of land may be extended to that portion of the lot in a more restrictive use zone district; provided:

(a) The extension shall be limited to that portion of the lot in the more restrictive use zone district but not exceeding thirty-five (35 ft.);

The subject application does not extend the portion of the lot into the restrictive R-5-B zone beyond 35 feet. The zoning boundary line is irregularly shaped but the extension is not greater than thirty-five feet in any location.

(b) In authorizing an extension, the Board shall require compliance with § 2514.1 (d);

2514.1(d) For computation purposes, any portion of the lot located in an R-1 or R-2 District shall be deemed to be limited to a floor area ratio of four-tenths (0.4), any portion of the lot located in an R-3 District shall be deemed to be limited to a floor area ratio of six-tenths (0.6), and any portion of the lot located in an R-4 District shall be deemed to be limited to a floor area ratio of nine-tenths (0.9); and

This section is not applicable as the application is for the extension of the provisions, for C-3-A, which a FAR is prescribed, into the R-5-B District. No portion of the Site is zoned R-4.

(c) The extension shall have no adverse effect upon the present character and future development of the neighborhood; and

OP does not believe that the extension would have an adverse effect on the future development of the neighborhood, since this project represents the realization of the community's wishes as outlined in their Community-Based Plan for the Columbia Heights Metro Station Area and the RFP adopted by the applicant. This is a targeted area for redevelopment in the District, specifically designed for the type of transit oriented and mixed-use development currently proposed. The development of this vacant parcel contributes to the redevelopment of this area of the District.

(d) The Board may impose requirements pertaining to design, appearance, screening, location of structures, lighting, or any other requirements it deems necessary to protect adjacent or nearby property.

The proposed extension abuts a 20-foot wide alley and would not have an adverse effect on the light and air available to neighboring properties.

It is the conclusion of the Office of Planning that the application satisfies the criteria contained within §2514.2.

Parking Reduction
Section 2108

§ 2108.1 of the Zoning Regulations permits the Board to reduce the amount of parking spaces required for non-residential uses under Section 2101.1 in accordance with Section 3104 of the Zoning Regulations. The Regulations require 176 parking spaces as follows:

- 1 space per two dwelling units (.5 x 235), = **118 spaces**; and
- 1 space for each additional 300 square feet over 3,000 square feet of retail (20,394 – 3,000 = 17,394/300), = **58 spaces**.

The submitted plan shows 278 parking spaces, 235 of which the applicant wishes to apply to residential parking, and 44 applied to the retail portion of the site. 44 spaces represent the 25% reduction in the amount of retail spaces the applicant is requesting through special exception. The applicant contends that since the ground floor retail will be mostly neighborhood-serving retail, many patrons would either be transit users or pedestrians.

The standards to be met are as follows:

2108.2 The amount of required parking spaces shall not be reduced by more than twenty-five percent.

The retail component includes 20,394 square feet, which requires 58 parking spaces. The applicant proposes to devote 44 parking spaces to the retail use, which is a reduction of twenty-five percent.

2108.3 The Board shall give consideration to the following:

a) **Nature and Location of the Structure**

This is a mixed-use project composed primarily of residential apartment units with ground floor retail located at the corner of 14th and Irving Street NW, above-ground of WMATA's Green Line Metrorail. (Refer to previous Site and Project Description).

b) **Maximum number of students, employees, guests, customers, or clients who can reasonably be expected to use the proposed building or structures at one time.**

The Traffic Impact Assessment prepared by O.R. George & Associates, on behalf of the applicant states that the proposed retail use would be local, with a high percentage (80%±) of pedestrian trips.

Proposed retail will primarily be neighborhood serving, to be accessed by area residents and patrons arriving from the adjacent Metrorail station. According to the Traffic Report, an average of 97 persons will access the building during the morning and evening peak times (table below).

Trips Generation	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Trips/235 Apt. Units	24	56	80	59	35	94
Trips/20,394 GFA Retail	3	1	4	7	8	15
Total	27	57	84	66	43	109

Table 2 *(O.R. George and Associates 2003)*

c) **Amount of traffic congestion existing or that the building or structure can reasonably be expected to create in the neighborhood**

The proposed number of parking spaces and the number of multi-purpose walk trips, are outlined in the applicant's Traffic Report which states that the projected trip generation for the Project would have a minimal impact on traffic and parking conditions within the local area. At this time, OP has no information from DDOT concerning the requested parking adjustment and whether there would be adverse parking demand impacts.

d) **Quantity of existing public, commercial or private parking, other than curb parking, on the property or in the neighborhood which can reasonably be expected to be available when the building or structure is in use**

According to the applicant's Traffic Report, the proposed parking on-site will be sufficient to meet the site's needs, without consideration of the additional parking, since the retail will primarily be neighborhood-supported. In addition to the on-site parking, the applicant submits that retail patrons can park in the proposed parking garage of the new Grid project located directly to the north across Irving Street.

In accordance with the regulations, the proposed development also provides loading facilities, including: a 12'x55' loading berth, a 10' x 20' service and loading space area and a 200 square foot loading platform. These spaces will be accessed off Irving Street to the west of the building. Loading and delivery are expected during off-peak periods and will be controlled by the facility's management.

OP expects that the Project will provide ample controlled on-site parking that will be available at all times to residents and to some retail patrons who may drive. At this time, OP does not have DDOT's opinion in this regard.

e) **Proximity to public transportation, particularly Metrorail stations, and the availability of public transportation service in the area**

The site is well served by public transportation, including several Metrobus routes and rail provided by Metro's Green Line.

The Office of Planning believes that the request meets the general intent and purpose of the Zoning Regulations and would not adversely affect the use of neighboring properties. The site provides 1:1 residential parking, which is above what is required and more than half of the retail parking for the site. The area is well served by Metrorail and Metrobus, and the type of retail intended for this development is based on neighborhood demand and not national or chain retail projections, which would draw customers from a wider radius. Accordingly, the Project will not adversely affect adjacent or nearby property.

Roof Structure
Section 411
The applicant submits that due to the exceptional conditions of the site, the setback requirements relating to roof structures as outlined in §§ 411 and 770.6(b) of the Zoning Regulations cannot be met. Thus, the Applicant requests a special exception from the strict compliance of those requirements as permitted under Sections 411.11 and 3104.1 of the Zoning Regulations.

411.11 Standard of Review for Roof Structure Special Exceptions

Under Section 411.11, the Board may grant special exception relief from the strict requirements for a roof structure where full compliance is "impracticable because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area" and would be "unduly restrictive, prohibitively costly, or unreasonable."

411.2

The applicant requests relief from Sections 411.2 and 770.6(b) of the Zoning Regulations, which requires roof structures to be set back in accordance with the provisions of the zone district in which the Project is located. The C-3-A zone District requires the roof structure to be set back from the building's walls a distance at least equal to the roof structure's height.

All proposed roof structures for the Project comply with this provision with the exception of the Metro cooling tower, which is proposed on the northeast portion of the roof. The cooling tower is currently located in the Metro Plaza area.

The applicant has agreed to extend the tower to the roof of the building in an effort to create a more pedestrian friendly Metro plaza. The building will utilize the tower as a design feature, enclosed as a tower-like architectural embellishment, since it cannot be physically relocated on the building's roof to meet the required 1:1 setback for roof structures in this zone. The tower is 15 feet high with a base of twenty-nine square feet. At this location, the building is only forty-five feet in width, which makes it impossible to achieve a fifteen-foot setback on each side.

The purpose of the setback requirement is to ensure adequate light and air to adjacent property and abutting streets. The roof structure as incorporated into the design elements of the building, does not abut any adjacent property, and is sufficiently set back from 14th Street. Accordingly, OP does not perceive an adverse impact to the light and air of adjacent buildings and concludes that the special exception is in harmony with the purpose and intent of the Zoning Regulations.

411.3

Section 411.3 requires that all penthouses and mechanical equipment be placed in one enclosure. Based on the submitted plans, the proposal shows four penthouse enclosures which all meet the setback requirements. OP agrees with the applicant's submission that a single enclosure is impractical, as it would create an unacceptable visible mass for a roof structure and eliminate the roof garden recreation area and its means of ingress and egress.

The multiple roof structures will not adversely impact the light and air of adjacent buildings. The placement of the penthouse enclosures minimizes the visibility of the penthouses from any vantage point, and the overall mass of the roof structures have been reduced. Therefore, the intent and purposes of the Zoning Regulations will not be impaired and the light and air of adjacent buildings shall not be adversely affected.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Project is consistent with the goals of the Comprehensive Plan and current planning initiatives of the Office of Planning and District of Columbia. The Generalized Land Use Map designates the site in the mixed-use category for medium density residential uses and moderate density commercial uses.

In addition, the site is designated on the Generalized Land Use Policies map in both a housing opportunity area and development opportunity area. Housing opportunity areas are areas where the District expects and encourages either new housing or rehabilitated housing and represent locations for significant concentration of housing. Development opportunity areas offer opportunities to accommodate new growth and development.

Finally, the Project supports 1230.1 (f) of the Comprehensive Plan, which defines one of the policies of land use objectives as follows:

- To promote the establishment and growth of residential and mixed-use commercial centers at appropriate locations to reduce automobile congestion…

This transit-oriented mixed-use site would place denser residential uses with ground floor retail at the Columbia Heights Metro Station. This would encourage increased Metro ridership with decreased reliance on private vehicle use at peak periods consistent with the policies established in support of Metrorail station areas outlined in 1136.1(a).

AGENCY and COMMUNITY COMMENTS

As previously mentioned, this development represents one facet of Columbia Heights community's vision for this neighborhood. Based on community charettes and workshops held in 1997 and 1998, a "Community-Based Plan for the Columbia Heights Metro Station Area" was developed and formed the basis for the RFP as required by that report. As such, the applicant's proposal was designed to represent the community's vision for this property.

At its March 12, 2003 meeting, ANC 1A voted to support the application. In addition, ANC 1B, also voted to support this project at its February 6, 2003, meeting, since the project abuts the boundary line between the two ANC districts. To date, OP has not received comments from DDOT pertaining to any adverse traffic impacts of the development.

RECOMMENDATION

Based on analysis of the arguments presented by the applicant in support of the variance and special exception requests, the Office of Planning recommends approval of the application to allow the following:

- The structure to be built up to a height of 85 feet;
- Reduction of the residential space requirement;
- Provisions of the C-3-A District to be extended into the R-5-B District, to the maximum of 35 feet, as submitted by the applicant;
- 25% reduction in the retail parking requirement and
- The metro cooling tower to be integrated into the building's design as an architectural embellishment on the roof at a distance less than the required 1:1 setback from the northeast portion of the roof.

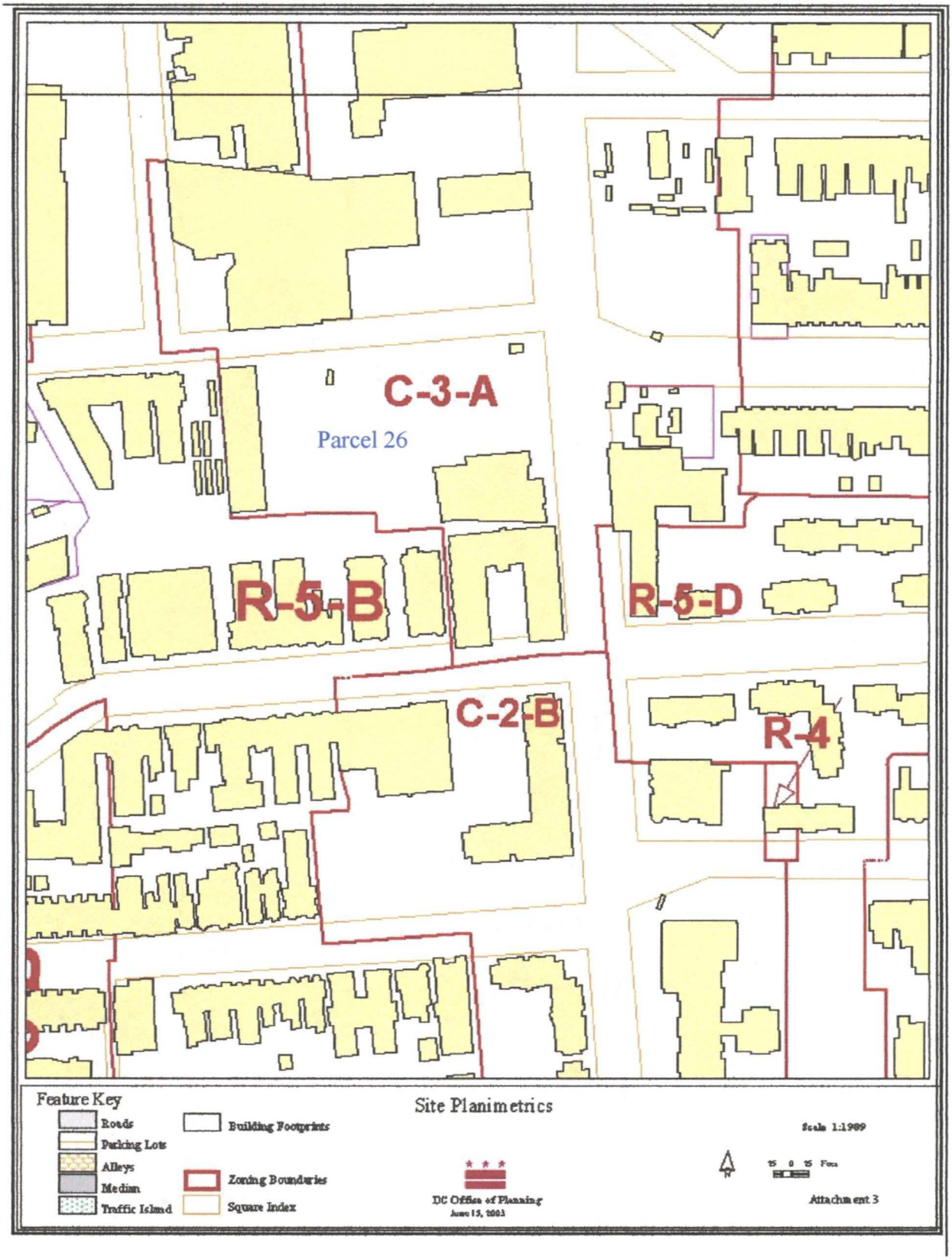
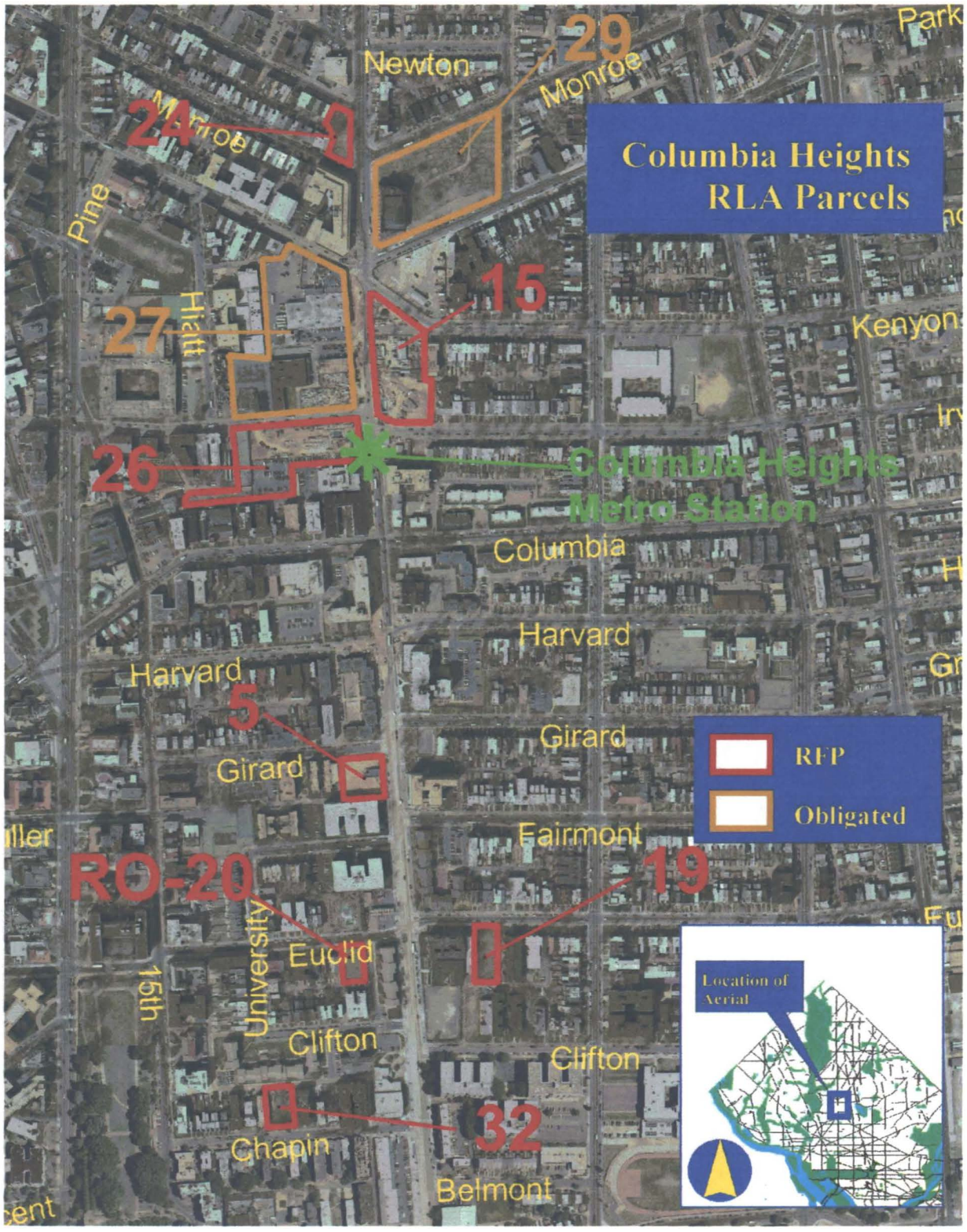

C-3-A
Parcel 26
R-5-B
R-5-D
C-2-B
R-4
Feature Key
Roads
Parking Lots
Alleys
Median
Traffic Island
Building Footprints
Zoning Boundaries
Square Index
Site Planimetrics
DC Office of Planning
June 15, 2003
Scale 1:1989
Attachment 3

Exhibit 2


Columbia Heights
RLA Parcels
RFP
Obligated
Location of Aerial
Columbia Heights
Metro Station
29
24
15
27
26
5
RO-20
19
32
Newton
Monroe
Pine
Hiatt
Kenyon
Columbia
Harvard
Girard
Fairmont
Euclid
University
15th
Clifton
Chapin
Belmont