GOVERNMENT OF THE DISTRICT OF COLUMBIA
OFFICE OF PLANNING

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Office of the Director

MEMORANDUM

TO: D.C. Board of Zoning Adjustment

FROM: Andrew Altman, Director

DATE: November 9, 2004

BZA
Case No. 17232
Exhibit No. 27

SUBJECT: BZA Application No. 17232
RLA Revitalization Corporation for 1400-1420 Park Road, 3100-3220 14th Street; and 1417-37 Irving Street, N.W. (Grid/DC USA)
Square 2674, Lots 719,720,812,832,863,866,869-872

I. APPLICATION SUMMARY

Relief Sought: Area Variance from Off-Street Parking Requirements of 11 DCMR §2101.1

Special Exception from Roof Structure Requirements of 11 DCMR §411.3

Relief Sought Under: §3103.2 and §3104.1

The applicant has executed an exclusive rights agreement with Grid Properties, Inc., *et al* for Parcel 27 in the former 14th Street Urban Renewal Area. The parcel is in the Columbia Heights neighborhood of northwest Washington. Grid is planning to develop a large retail complex to be known as DC USA. On behalf of Grid, the RLA Revitalization Corporation is asking the Board of Zoning Adjustment to grant a variance authorizing a 38% reduction in off-street parking spaces, and a special exception authorizing the construction of multiple roof structures.

II. SUMMARY RECOMMENDATION

OP recommends approval of the special exception relief. OP also recommends approval of the requested variance, with conditions.

III. SITE AND AREA DESCRIPTION *(See Attachment1)*

The site for which the special exception is sought is 4.96 acres (215,940 SF) in northwest Washington. The principal frontage is along 14th Street, the commercial spine of the Columbia Heights neighborhood for which this project is intended to be a retail anchor. Most of the site has been cleared, with the

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exception of two, stabilized, historic auto showroom facades along Irving Street, and some retail establishments at the corner of Park Road and 14th Street. The latter buildings are slated for demolition.

The Columbia Heights Metro Station has entrances across Irving Street and across 14th Street from the southeast corner of the proposed DC USA site.

The site is part of Square 2674 in northwest Washington. The Square is bounded by: Park Road on the north, 14th Street on the east, Irving Street on the south, and Hiatt Place on the west. The bulk of the former alley system within the Square has been closed for the DC USA project. One alley stub remains. It is located in the northwestern sixth of the square and runs east-west.

Within the northwestern third of the Square, there are several shops, some apartments along Park Road, and the Bell Multicultural High School that stretches along the center portion of the east side of Hiatt Place.

Lincoln Middle School is across Hiatt Place from the Bell School. The Lincoln School is bordered by 16th Street, Irving Street and Park Road, in addition to Hiatt Place. Both the Lincoln and Bell schools are in the process of being completely rebuilt. Playing fields will eventually replace much of the Bell School after it is consolidated on the western part of the academic campus. A church and some smaller apartment buildings occupy the remainder of the Square, north of Lincoln School.

There are a variety of land uses near Square 2674. Commercial structures and apartments tend to be located along 14th Street. Row dwellings, many of which have been converted to flats, predominate behind the 14th Street corridor. A major new complex of condominiums, shops, and apartments for the elderly has broken ground directly across 14th Street from the DC USA site. There are many vacant parcels nearby, most owned by public agencies. Re-use proposals are in various stages of agreements, or are in the process of being advertised. Intended uses are indicated in Attachment 1. [1]

IV. AREA ZONING AND HISTORIC DISTRICTS *(See Attachment 1)*

The site is zoned C-3-A, a medium density major business and employment zone district. Zoning along 14th Street, and zoning to the north, south, and immediate east, is also C-3-A. However, other than the 14th Street corridor, the predominant surrounding zoning is residential. The residential zoning ranges from R-4 to R-5-D.

The site is not within a historic district. It is diagonally across 14th Street and Park Road from the Tivoli Theater Historic Landmark.

V. PROJECT DESCRIPTION

The applicant has executed an exclusive rights agreement with Grid Properties, Inc. *et al* to build a 2.25 FAR, approximately 486,789 square-foot retail complex. The anchor tenant, Target, will occupy approximately 163,000 SF of the building. There will most likely be two to three medium-sized retailers fronting on an interior atrium and, on the ground level, small-scale retail shops fronting on 14th and Irving Streets.

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[1] Please note that the intersection of Kenyon and 14th Streets has been re-configured since this aerial photo was taken.

Commercial space in the C-3-A zone may occupy 100% of the lot, have a maximum FAR of 2.5, and rise to 65 feet above grade. The Zoning Administrator has determined that the project would meet these requirements. It will have an FAR of 2.25 and a legal height of 64.5 feet. The project would also have decorative elements on the northeast and southeast corners that would rise higher, but they would not be occupied above the 65-foot level.

There would be two levels of underground parking, for 1,000 vehicles.

VI. ZONING HISTORY OF PROJECT

When the project was last before the BZA in 2002, it was larger than is now planned (539,850 SF vs. 486,789 SF), and with a different mix of uses (then both retail and entertainment [e.g., a multiplex cinema, bowling alley]; now retail and a health club). At that time the Board approved a special exception for a 25% parking reduction for the project (BZA Case No. 16858). 11DCMR 2108.2 (b) authorizes the Board to grant special exceptions to reduce parking for non-residential uses by *[not] more than twenty-five percent.*

The reduction from the required 1810 spaces to 1364 space was supported by OP, DDOT, and ANC 1-A.

VII. REQUESTED ZONING RELIEF

The primary zoning relief now requested by the applicant is, again, for parking. This time the requested relief is for a variance, rather than for a special exception. Under a matter of right development, 1612 spaces would be required. Grid is requesting an approximately 38% reduction, to allow it to provide parking for 1000 vehicles. Because the reduction is greater than 25%, the applicant must now seek a variance, rather than a special exception.

The applicant is also seeking a special exception to have multiple roof structures with three enclosures. Roof structure relief request was not part of the previous Case No. 16858.

VIII. RELATIONSHIP OF THE APPLICATION TO THE COMPREHENSIVE PLAN AND OTHER PLANS *(See Attachment 2)*

A. The proposed development is not inconsistent with the Comprehensive Plan's Generalized Land Use Map, as well as with the Comprehensive Plan's objectives for the Columbia Heights commercial core. The Generalized Land Use Map designates the area for a mix of medium density commercial and medium density residential uses. The 14th Street Urban Renewal Plan shows this portion of 14th Street as the commercial hub of Columbia Heights.

   There are numerous objectives and policies in 10 DCMR Sections 1201 and 1202 (the Economic Development Sections of the Ward 1 Plan Element) that stress the importance of commercial development along the 14th Street urban renewal corridor. Sections 1201.1 (b) and 1202.1 (f) also stress the importance of including neighborhood development corporations in the redevelopment process. The Development Corporation of Columbia Heights is a partner in the DC USA proposal.

B. The requested parking variance is consistent with the Transportation Objectives for Ward 1. Section 1213.1 (c) emphasizes the need to *reduce the ward's dependence on private passenger automobile.* Section 1215.1 (a) (2) suggests *providing privately financed off-street parking at appropriate sites near certain station areas to accommodate the demands generated by the stations and most of the spinoff development.* The proposed Grid development can provide convenient short-term off-street parking for people not patronizing the Grid project on weekdays, when DC USA is not likely to be at peak usage. During evening hours and weekends, the usage of the proposed development is likely to be higher. At these times, the provision of parking that is 38% less than that required by the zoning regulations is likely to encourage DC USA patrons to avail themselves of the Green Line or the many bus transit options available on 14th Street and 16th Street, and on the cross-town pairing of Harvard and Irving Streets.

The variance would also be consistent with the recommendations of the report of Mayor's Task Force on Transit Oriented Development (TOD Task Force). The report cites the provisions of the zoning regulations that allow a decrease in parking requirements for developments near Metro stations as an example of a pro-TOD policy that encourages the use of transit.

The requested variance also appears to be not inconsistent with one of the more general goals of the Comprehensive Plan. §502.2(f) encourages *the supply and management of public parking in commercial areas to afford priority to customers and others on business errands...and discourage the use of these spaces by all-day parkers, including establishment employees.* The application itself does not speak to a management and pricing plan for the parking spaces. However, OP and NCRC have been assured that the pricing structure will discourage all-day commuter parking.

The variance would not be inconsistent with the first part of §504.2(c), but does not yet appear to be consistent with the second part of this section: *Promote the use of alternatives to the private passenger automobile, including bicycling and walking, and provide additional pedestrian paths and bicycle routes and facilities.* While it is likely that reducing the supply of parking at a popular facility may encourage the use of transit, bicycling and walking, the applicant does not appear to have accommodated the additional pedestrians and cyclists with additional facilities or sidewalk space.

C. With respect to the **special exception request**, the closest the Comprehensive Plan comes to addressing roof structures is 10 DCMR §708.2(b), which stresses the need to design buildings with materials, height, scale, massing and buffering to complement the immediate region. Having three roof structures that are set back from the street at the distances specified in the Zoning Regulations (as would be required by those regulations) does not seem inconsistent with the Comprehensive Plan.

IX. DOES THE APPLICATION MEET THE TESTS FOR THE REQUESTED VARIANCE RELIEF?

Tests for Area Variance from Off-Street Parking Requirements of 11 DCMR §2101.1.

- ***1. Uniqueness**: Is the property exceptionally narrow, shallow, of a shape or with topography, or possessing of other extraordinary or exceptional situations or conditions of the specific piece of property that make it unique?*

The applicant states that the site is very large, and has an unusual shape with angled lot lines and multiple street frontages. The site is approximately 215,000 square feet. Of this, over 200,000 square feet is contained within an L shaped rectangle. The rectangle parallel to 14th Street ("A") measures approximately 475' x 286 feet'. The non-overlapping rectangle parallel to Irving Street measures 205' x 185' ("B"). There is an unusual shape at the northern end parallel to Park Road, where an approximately 12,000 sf triangular area connects with "A", and this measures approximately 280' x 195' x 110'.

The applicant also submits two other conditions to demonstrates the site's exceptional nature:

- the depth of the water table
- the adjacency to a Metro tunnel.

On November 8, 2004, the applicant e-mailed to OP the project's consulting engineer's study of the above two conditions. The water table is below the floor of two-levels of underground parking, but would be six (6) to eight (8) feet above the floor of a third level of underground parking. The adjacency to the Metro tunnel will require additional support structure to avoid putting pressure on the tunnel. The engineer's report also referred to a separate report on Metro-related requirements, but this has not yet been submitted to OP or to the record.

In OP's opinion, the applicant has outlined why the property suffers from an extraordinary or exceptional condition, but needs to provide more detail, which it has promised to provide at the public hearing. OP looks forward to hearing the additional information the applicant has promised for the public hearing. OP will also be forwarding the information about subsurface water conditions to the District Department of Health for review and comment.

- ***2. Practical Difficulties**: Would there be "practical difficulties" that would be "unnecessarily burdensome" and impose "undue hardship to the Applicant" that result from the strict application of the Zoning Regulations?*

With respect to practical difficulties, the applicant states that the need to design the floorplates for large tenants such as "big box" retailers precludes the provision of any above-ground parking. This, combined with difficulties in providing a third level of underground parking, and the expense of constructing next to a Metro tunnel, constitute the practical difficulties.

With respect to the third level of parking, the applicant states that -- because all parking must be underground and only 500 spaces can be accommodated on each underground level -- being required to provide 1612 spaces would require the applicant to construct a third level of underground parking. The applicant states that providing the partial third below-grade level would be impracticable due to subsurface water conditions. The engineering report supplied to OP on November 8th indicates that the water table would be six to eight feet above the floor of a third level of parking. According to the engineering report, to adjust to this situation would require underdraining the bottom-most slab, providing pumps to lift water to the level of the sewer system, as well as additional waterproofing.

The applicant has also submitted a detailed memorandum from Clark Construction Company dated October 29, 2004. This indicates that it would cost approximately $8.3 million to "add a third level of below grade parking, for 225 spaces..."

With respect to the heavier structure needed for construction in proximity to the Metro, OP has asked for additional information about cost premiums for the construction.

- *3. Can The Relief Be Granted Without **Substantial Detriment to the Public Good** and Without **Substantially Impairing the Intent, Purpose and Integrity of the Zone Plan** as Embodied in the Zoning Regulations and Map?*

a. Impact on the Public Good

The applicant states that granting the requested parking reduction would not be detrimental to the public good because of the unusual combination of the project's market area, location and transit service. OP believes that, while there is such a combination of factors, there are still design changes necessary to avoid negative impacts on the public good.

Parking Relief and Vehicular Traffic

The applicant's statements regarding market area, location and transit service are supported by several studies and public policies:

- The current application, and both the marketing and Tax Increment Financing (TIF) plans Grid submitted to the RLA Revitalization Corporation in 2001, and that were submitted to the BZA with Case No. 16858, state that the retail mix is designed to serve primarily Columbia Heights and the surrounding communities (defined as the 200,000 people who live within two miles of the site). Other areas of the District are secondary service areas.

- The applicant's site is across the street from the Columbia Heights Metro station, and within one block of 6 north/south bus lines and 15 east/west bus lines. Ward 1, where the project is to be located, is, according to the 2000 census, by far the most densely settled part of the District of Columbia. The Adams-Morgan, Columbia Heights, Mount Pleasant, Petworth and U Street neighborhoods are within walking distance or one Metro stop of the development. There is also extensive bus service on 14th Street and the coupled Harvard and Irving Streets.

- Since 2001, the mix and scale of retail types within the project have changed and the entertainment uses have been eliminated. The principal tenant will be a 163,000 square foot Target department store.

Based on a traffic study performed in December 2000 by Gorove-Slade Associates, and updated in both April 2002 and October 2004, one intersection (morning peak hour movements from southbound 14th Street to westbound Park Road) now operates at a failing level of service. Four other turning movements at three intersections are approaching

problematic levels of service. Gorove-Slade does not project any significant deterioration after the combination of the applicant's project, other pending projects, and planned transportation improvements in the area come on line.

OP has referred the parking and traffic study to DDOT and requested that DDOT provide a report on this case.

Parking Relief and Neighborhood Parking Supply

The overall project --which is adjacent to the Columbia Heights Metro, and which will have 405,000 sf of general retail (including the 163,000 sf Target store) and a 40,000 sf health club -- will have a parking ratio of approximately 2.2 spaces per thousand square feet of retail. By way of comparison:

- Mazza Gallerie -- which is atop the Friendship Heights Red Line Metro station, has no big-box retail, and has a multiplex cinema -- has a parking ratio of 2.8 spaces per thousand square feet;
- The newly opened Gallery Place retail component, which has general retail and a multiplex cinema atop a Metro transfer-point station, has a parking ratio of 2.3 per thousand;
- Best Buy and the Container Store, which has electronics and storage-related retail atop the Tenleytown Red Line Metro has a retail parking ratio of 1.7 spaces per thousand;
- The Shops at Georgetown Park, which has boutique-type retail and has no Metrorail service, has a retail parking ratio of 1.5 per thousand.

The applicant's October 28, 2004 revised DC USA parking reduction analysis, determined that a 50% reduction from typical suburban parking requirements was appropriate for the DC USA site. A 35% reduction for transit-usage, walking and bicycling is based on the recent Columbia Heights/Mount Pleasant Transportation Study prepared by Cambridge Systematics. An additional 15% reduction is attributed to requiring employees at DC USA to "use alternate modes of transportation" to reach the site:

Columbia Heights is a Residential Parking Permit area. The parking restrictions currently end at 8:00 p.m. There are no public parking lots in Columbia Heights at present. When the Tivoli Square project is developed, there will be sufficient parking (200 spaces) for the grocery store, other retail uses and limited office uses on that site. There will, however, be no surplus commercial parking provided. The programs for the remaining National Capital Revitalization Corporation (NCRC)/ Redevelopment Land Agency parcels do not include public parking lots intended to serve off-site users in any substantial numbers. NCRC and the Office of Planning have been projecting the development of Columbia Heights as a prototype for Transit Oriented Development in the District. Current policy is to use a variety of incentives to encourage retail patrons to walk, bicycle or ride transit to the revitalized Columbia Heights.

OP believes the 35% shift-share to alternative transportation modes to be realistic for patrons, given Metrorail and Metrobus usage at similar locations. Given the applicant's promised

parking fare structure that would discourage long-term parking, the 15% reduction attributed to employees also seems reasonable.

The applicant's traffic consultant estimated that each parking space would be used just once on a typical weekday, and would turnover three times per day on weekends. The traffic consultant's October 28, 2004 parking reduction analysis concluded that "for approximately 40% of the operational hours over the year, over half of the parking spaces will remain empty" and that for "only 19 hours out of the year should it be expected that the parking supply will be exceeded, and these 19 hours will typically occur during the 10 busiest shopping days of the year."

By affecting parking supply and demand either on-site or off-site, these measures would reduce the incentive for vehicle users to drive through the neighborhood looking for parking, and would reduce the pressure on neighborhood residential parking.

Parking Relief and Pedestrian Traffic

OP agrees that the project will draw heavily from the surrounding neighborhoods, which are well served by transit.

OP's principal concern lies with the applicant's failure to ensure the provision of the facilities needed to accommodate pedestrians and those walking to transit in a project that is heavily dependent on people arriving by transit, cab, bicycle or on-foot.

While the parking reduction analysis assists in justifying the request for parking relief, it does not address the implications of such a significant percentage of DC USA patrons and employees arriving by alternative modes. Those not arriving via the parking garage will need room to walk from the Metro or busses, congregate in front of the building, load in front of the building, or to maneuver and park their bicycles.

DDOT reports that the District government is responding to the upcoming development in Columbia Heights by reconfiguring street lanes, widening sidewalks, and adding parking and loading- lay-bys, to assist the flow of pedestrians, bicycles and automobiles. These improvements will be particularly important on both sides of the block of 14th Street where the DC USA project will be located. This is the first block north of the Metro entrances and is the block that separates Metro from the grocery store and retail offerings at the rehabilitated Tivoli Theater complex to the north.

Based on the applicant's most recent site plans, dated August 4, 2004, OP and the District Department of Transportation (DDOT) are concerned that the sidewalk along the project's perimeter will be too narrow to accommodate the pedestrians arriving in Columbia Heights via Metrorail or Metrobus, or walking to the complex from the nearby neighborhood, Mt. Pleasant or Adams-Morgan. DDOT has determined that the standard for minimum sidewalk width in this area of the Columbia Heights commercial corridor should be 16 feet, exclusive of any planting strip. However, DDOT is willing to accept a minimum 14 foot sidewalk width, exclusive of any planting strip, along 14th Street for the DC USA Grid project,

provided this minimum is maintained along the entire project frontage on 14th Street, Irving Street and Park Road.

Overall, OP believes that the impact of the requested parking reduction will be acceptable, as long as the applicant provides for sufficient sidewalk space to accommodate and ensure safety for those not arriving at DC USA by automobile.

b. Harmony with the Zoning Regulations, Map and Their Intent

The project is of the type for which the C-3-A zone is designed. It is of note that the zoning regulations provide precedents for parking reductions near some Metrorail stations. 11 DCMR §2104.1 allows, as a matter of right, a 25% reduction in the parking required under Section 2101.1 for non-residential structures that are not more than 800 feet from a Metrorail stop, and not less than 800 feet from an R-1, R-2, R-3 or R-4 district. The proposed project is less than 150 feet from two Metro entrances and well more than 800 feet from any R-1 through R-4 residential zones on three sides. However, although separated by 14th Street and an additional strip of C-3-A development, the site is closer than 800 feet to an R-4 zone on the east side of 14th Street.

OP believes that the requested relief would be in harming with the zoning regulations, map and their intent provided:

1. The applicant sufficiently demonstrates the uniqueness of the site;
2. The applicant sufficiently demonstrates the practical difficulty that will result from subsurface water conditions and proximity to metro stations and/or tunnels;
3. The applicant works with DDOT to ensure that there is a minimum 14-foot wide sidewalk around the project to accommodate the higher than typical "alternative" mode split.

X. DOES THE APPLICANT MEET THE TEST FOR THE REQUESTED SPECIAL EXCEPTION RELIEF?

The applicant proposes to construct several roof structures of varying sizes and heights, and to group them within three enclosures: a stair tower and elevator enclosure on the northern part of the roof; a penthouse/stair/mechanical enclosure in the center of the roof, and; a stair tower and elevator on the lower roof. All of the structures and enclosures would be setback from the roofline in at least a 1:1 ratio to their height. None would be greater than 18'6" high.

Tests for Roof Structure Special Exception Relief under 11 DCMR §411.11

Is compliance "impracticable because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area" and would compliance be "unduly restrictive, prohibitively costly or unreasonable"?

The applicant provides several reasons for an affirmative answer to the above question.

- The footprint is over 200,000 square feet, and the square footage approaches 490,000 square feet. This large a building cannot be served by one mechanical unit that would meet the varying needs of the tenants;
- The Target store – the principal tenant --requires separate mechanical units for separate zones within its store;
- Numerous mechanical units are required for the other tenants;
- Multiple roof vents for the garage will be used to keep the exhaust away from the street level, and to avoid cluttering the building's façade.

OP notes that it is typical for buildings with such large footprints to have more than one mechanical unit, especially when particular tenants have complex needs. Size also seems to dictate the distribution of stair towers and elevator overruns around different parts of the roof.

Would the granting of the requested relief "materially impair" the intent and purpose of the zoning regulations, or "adversely affect" the "light and air of adjacent buildings"?

The applicant states that the roof structures are set back from the edge of the building in a 1:1 ratio to their height, and that there is also a three-foot high parapet to further screen the structures from the ground. The applicant further states that the impact of three smaller roof enclosures will be less intrusive than one extremely large enclosure spread out over a 200,000+ square foot roof. OP notes that the roof structures will be at least 100 feet from the nearest adjacent building.

OP believes that the requested roof structure relief meets the applicable special exceptions tests.

XI. ANC AND COMMUNITY GROUPS

ANC 1-A was to have met to consider this application on November 10, 2004.

XII. OTHER AGENCY COMMENTS

11 DCMR Section 2108.5 requires the application to be referred to the District Department of Transportation for review and a report. The applicant has met with DDOT as recently as November 5 in a joint meeting with OP. DDOT indicated that the area surrounding the site includes high density residential land uses and schools. DDOT has noted that parking would normally be required along the entire 14th Street Frontage between Park Road and Irving Street. It further noted that the Public Realm Framework Study (currently in draft format) and the Columbia Heights/Mt. Pleasant Transportation Study (completed January 2004) have identified the following key information:

- 14th / Irving intersection has 2,853 pedestrians daily
- 14th / Park / Kenyon intersection has 3,483 pedestrians daily
- 14th Street between Park/Irving/Columbia Road has been identified as a length of roadway with safety concerns for pedestrians (not solely at the intersection)
- 85% of Columbia Heights Metro riders arrive at the Metro station on foot; i.e., 5,350 riders daily, with a 17% annual growth rate
- There is significant growth in the population of multi-family residential.
- There is very low auto ownership in the immediate area

OP is continuing to work with DDOT and the applicant to ensure a sidewalk width that promotes adequate pedestrian flow and safety, as well as well as unimpeded flow of adjacent vehicular traffic.

OP has referred the water table information, which was received from the applicant on Monday November 8, to the Department of Health for its review.

XIII. SUMMARY

As discussed above, it is OP's opinion that additional information with respect to the demonstration of uniqueness and practical difficulty is needed. OP believes the applicant has demonstrated that there are many aspects of the project that would not impact the public good, nor substantially impair the zone plan or zoning regulations. Reduction of parking below that normally required, for projects in close proximity to a Metro station and in areas with high residential density, supports policy goals of the Comprehensive Plan and the Long Range Transportation Plan.

However, based on information from DDOT, OP and DDOT are concerned that the requested parking variance will impact the pedestrian circulation and general sidewalk environment around the project.

As discussed in Section XI, OP also believes that the roof structure special exceptions request meets the criteria outlined in 11 DCMR Section 411.11.

XIV. RECOMMENDATION

A. OP recommends the Board APPROVE the requested special exception relief.

B. OP recommends approval of the requested parking variance provided:

1. The applicant provides information sufficient to demonstrate the uniqueness of the site, including:
    a. The uniqueness of the site's problematic water conditions, and;
    b. The uniqueness and practical difficulty of the site's problems with constructing a third level of underground parking next to Metro facilities;
2. The applicant submits revised plans that are consistent with DDOT's comments on this application, providing additional sidewalk width to accommodate those who are accessing the project by walking, taking the bus or biking.

Aa/slc

Attachments (2)



Feature Key

- Zoning Boundaries
- Square Index
- Site Boundary

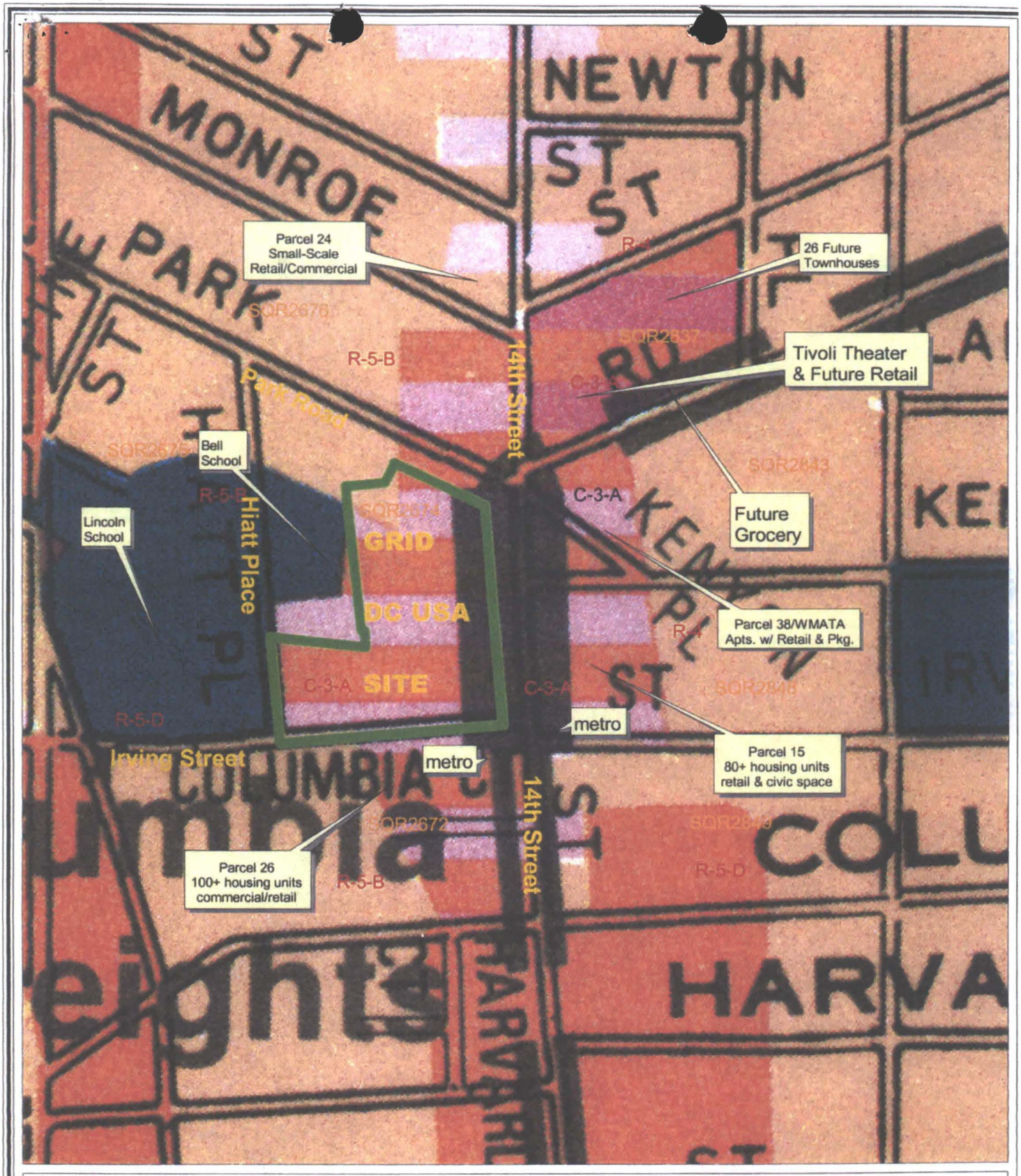
GRID - DC USA

DC Office of Planning

Scale 1:3461

50 0 50 100 150 200 Feet

Attachment 1



Generalized Land Use Key

- Residential Low Density
- Residential Moderate Density
- Residential Medium Density
- Residential High Density
- Water
- Commercial Low Density
- Commercial Moderate Density
- Commercial Medium Density
- Commercial Med.-high Density
- Commercial High Density
- Federal
- Institutional
- Local Public
- Parks, Recreation and Open Space
- Production and Technical Employment

Comprehensive Plan Landuse

DC Office of Planning

Scale 1:3461

N

0 150 Feet

Attachment 2