GOVERNMENT OF THE DISTRICT OF COLUMBIA
BOARD OF ZONING ADJUSTMENT

Application No. 14021 of the President and Directors of Georgetown College, pursuant to Sub-section 8207.2 of the Zoning Regulations, for a special exception under Paragraph 3101.46 for review and approval of its campus plan, for the period beyond 1983, for the university and medical campuses located in an R-3 and C-1 District at premises 3800 Reservoir Road, N.W., (Square 1321, Lot 1; Square 1248, Lots 835, 122-125, 150-158, 830, 831, 804-806, 800-802, and 829; Square 1226, Lots 105, 104, 803, 804, 91, 806, 811, 812, 813, 814, 815, and 94-101; Square 1223, Lots 804, 805, 843, 855, 807, 808, 809, 810, 852, 853, 85, 846, 812, 86, 827, 826, 824, 815, 847, 831, 821, and 856; and Square 1222, Lots 62, 801, and 802).

HEARING DATE: October 13, 1983
DECISION DATE: November 2, 1983

FINDINGS OF FACT:

1. Georgetown University, bordered on two sides by public parkland and Canal Road, is located in an urban setting composed of residential, institutional and commercial activities. The main campus, including both university and medical campuses, is bounded on the south by Canal Road and National Park Service land which are at the bottom of a steep slope. The southern boundary extends east along Prospect Street to 35th Street, excluding the structure along the north side of Prospect Street between 37th and 36th Streets. On the west the campus is bounded by Glover Archbold Park, where the parkland slopes rapidly down to the west. The northern boundary is Reservoir Road, across which are the French Chancery under construction, the Hillandale PUD site, the Duke Ellington High School athletic field and a block of row houses. The eastern boundary starts on the north at Reservoir Road and 37th Street and zigzags south and east past the currently undeveloped portion of the Cloisters rowhouse development and the grounds of the Sisters of Visitation High School and Convent to a point just west of 36th and P Streets. The boundary then continues south, excluding a row of residences on the west side of 36th Street to O Street, south on 36th Street to N Street, east to 35th Street and finally south to Prospect Street. The uses along the eastern boundary of the campus are largely residential and institutional, with some scattered commercial uses also. The site is located in an R-3 and C-1 Districts and is known as premises 3800 Reservoir Road, N.W.

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EXHIBIT NO.50

ZONING COMMISSION
District of Columbia
Case 02-32
Exhibit 50

2. The site is 100.28 acres in size. There are dramatic topographic changes in the site which effect the organization and use of the campus. The land rises twenty feet from Reservoir Road on the north to a large, relatively level area, then falls sixty feet to the large parking lot at the southern edge of the campus, then falls another sixty feet to Canal Road below. Moving from east to west, the original portion of the University sits on a bluff which falls off at a thirty-five foot high cliff to the aforementioned parking lot and then drops another fifty-five feet down a steep slope into Glover Archbold Park.

3. The medical campus occupies the high ground to the northwest, and the main academic portion of the university campus sits on the bluff located to the southeast. The residential function is also located on the high ground to the east, effectively connecting the two academic campuses, The large recreation/open space area is located to the east in the leftover lower lying portion of the campus. Parking is generally located in that same leftover area, but concentrated to the north with multiple access from Reservoir Road and to the south with access from Prospect Street to the southeast and Canal Road to the south. There is another major auto access point from O Street on the east, connecting with both the northern and southern parking areas.

4. Georgetown University is within a Category II Historic District. In addition, Old North, the Observatory and Healy Hall are all Category II Landmarks. Because the campus is within the boundaries of the Old Georgetown Act, the Commission of Fine Arts has architectural review authority for specific building projects.

5. Since the adoption of the 1958 Zoning Regulations, the University has submitted seven campus plans to the Board of Zoning Adjustment for review and approval. All of the property proposed for inclusion in the 1983 plan was included in the previous plans. The plan's campus boundaries include, with certain exceptions, land owned by the University that has been actively devoted to University use for nearly 200 years.

6. Since 1977, the University has developed the campus in accordance with the most recent Campus Plan approved by the Board of Zoning Adjustment in Order No. 10814, dated December 19, 1977. This plan outlined five projects that the University intended to implement prior to 1983. Four of these projects have been approved by the Board and are now in operation or under construction. They are the Student Residence Village A, the Academic Intercultural Center, the Vincent T. Lombardi Cancer Research Center, and Student Residence Village B. The fifth project, the Animal Resource

Facility, is in the final stages of planning and funding, and is included in the proposed Campus Plan.

7. The Board of Zoning Adjustment, in Condition No. 3 of the Order in Case No. 10403, dated December 19, 1977, directed the University to reapply to the Board for approval of a campus plan for the period beyond 1982.

8. In the subject application, the President and Directors of Georgetown College request approval of its campus plan through a special exception pursuant to Paragraph 3101.46 of the Zoning Regulations for the post 1982 development.

9. The campus plan is shown and described in the report prepared by the Office of the Vice-President for Administration and Facilities, Georgetown University, entitled Campus Plan 1983 - 2000 A.D. and Beyond and marked as Exhibit No. 29A of the record.

10. Paragraph 3101.46 of the Zoning Regulations provides that a college or university which is an academic institution of higher learning, including a college or university hospital, dormitory, fraternity or sorority house proposed to be located on the campus of a college or university, is permitted as a special exception in a residential district, provided that:

A. Such use is so located that it is not likely to become objectionable to neighboring property because of noise, traffic, number of students, or other objectionable conditions;

B. In R-1, R-2, R-3, R-4, R-5-A and R-5-B Districts the maximum bulk requirements normally applicable in such districts may be increased for specific buildings or structures provided the total bulk of all buildings and structures on the campus shall not exceed the gross floor area prescribed for the R-5-B District.

C. The applicant shall submit to the Board a plan for developing the campus as a whole, showing the location, height, and bulk, where appropriate, of all present and proposed improvements, including, but not limited to buildings, parking and loading facilities, screening, signs, streets, and public utility facilities, and a description of all activities conducted or to be conducted therein, and of the capacity of all present and proposed campus development;

D. Within a reasonable distance of the college or university campus, the Board may also permit the

interim use of land or improved property with any use which the Board may determine is a proper college or university function; and,

E. Before taking final action on an application for such use, the Board shall have submitted the application to the District of Columbia Office of Planning and the District of Columbia Department or Transportation for review and report.

11. Georgetown University was founded in 1789 and is fully accredited. It has been located on its present campus since its founding. It offers degree and non-degree programs in its College of Arts and Sciences, School of Medicine, School of Dentistry, Nursing School, Graduate School, School of Foreign Service, School of Languages and Linguistics, School of Business Administration, and School for Summer and Continuing Education, all of which are located on the campus under consideration. Its Law Center is located at 600 New Jersey Avenue, N.W. and is not part of the subject application.

12. The proposed campus plan calls for an increase in the campus population for students, faculty, staff and visitors, as well as an increase in the number of parking spaces as follows:

	Existing	Proposed	Increase	Percentage Increase
Students (Full Time Equivalent)	9,264	10,000	+ 736	8.0
Faculty	1,442	1,601	+ 159	11.0
Staff	1,695	2,254	+ 559	33.0
Sub-total	12,401	13,855	+1,454	12.0
Hospital	2,420	2,880	+ 460	19.0
Sub-total	14,821	16,735	+1,914	13.0
Visitors	1,379	1,579	+ 200	14.5
TOTAL	16,200	18,314	+2,114	13.0
Parking Spaces	3,482	4,080	+ 598	17.0

13. The allocation of parking spaces is controlled through the issuance of parking permits and the allotment of specific numbers of parking spaces to each group in the campus population. The existing and proposed parking allocation plan is summarized as follows:

	Present	Percent	Proposed (Estimated)	Percent
Main Campus-Staff/Faculty	1,021	29	1,080	25-35
Medical Ctr-Staff/Faculty	1,703	49	2,000	45-55

Medical Ctr-Visitor	243	7	400	5-15
Main Campus-Visitor	-	0	300	5-10
Students (all)	515	15	300	5-10
TOTAL	3,482	100	4,080	100

14. The proposed Campus Plan will not create objectionable conditions because of noise. All proposed construction under the Campus Plan is located well within the campus boundaries. Within these boundaries, the plan locates activities in such a manner so as to satisfy the University's need for a quiet and secure place of study. In an effort to reduce noise, the University has built into this plan the location of the more active educational uses to sites internal to the campus and thereby noise on the nearby residential streets is reduced. Finally, all facilities will be constructed of materials that will provide a maximum amount of sound insulation.

15. The current supply of parking spaces on open lots throughout the campus will be replaced and consolidated into parking structures. At the approximate center of the campus, accessible directly from Canal Road, will be three mixed use building complexes which will house 2,800 parking spaces. A total of 1,280 existing parking spaces will remain located in parking decks at the north medical center complex. The three buildings, termed "Socioenergy Podia A, B & C," will be the central circulation and terminal point for most campus traffic, with the exception of the medical center and other special facilities such as the animal vivarium. The eleven minibuses which compose the Georgetown University Transit System (GUTs) will eventually terminate at Podium A instead of Healy Circle off 37th and O Streets where they currently terminate.

16. The internal street system will be changed to a one-way circular pattern around the three main podium buildings on a two-lane road system. Vehicles will enter from Canal Road and circulate either back to Canal Road or out to Reservoir Road. Existing access points to the campus from the public street system at Prospect Street and 37th and O Streets will be limited to service vehicles following proposed physical improvements to the southern entrance to the campus from Canal Road. The University is pursuing a Federal grant for a proposed grade separation to improve access to the Canal Road entrance. This improvement would allow all turning movements to and from the University campus to be made from Canal Road. Some of these movements are not possible under current roadway conditions. As a result of this improvement, much University traffic could be shifted from quiet residential streets to Canal Road.

17. In order to reduce University traffic, the applicant is proposing to construct a 700-bed undergraduate dormitory (Village B) as well as 175 other residential units. This would increase the existing bed capacity on the campus from 3,697 beds to 4,864 beds, an increase of 1,167 beds, or thirty-two percent. In addition, the University has taken further steps to reduce traffic on streets within the residential areas of Georgetown. The University's shuttle bus system (GUTS) serves the local Washington area and Arlington through five main routes and provides service to both the Rosslyn and Foggy Bottom Metrorail stations. The daily number of passengers carried by the GUTS system averages 700 on a total of seventy-eight trips a day. The parking fees have been raised thirty-two percent since 1977 to discourage persons from driving to work and encourage alternative modes of transportation. The number of racks for bicycles has increased from 500 to 800 spaces since 1977. The program of controlled access to the campus is in operation and has effectively restrained traffic flow and parking by non-University persons.

18. Access to the University is from Reservoir Road on the north, Canal Road on the south and on the east from various streets passing through the residential portion of Georgetown. Information from the University's traffic consultant indicates that, in the spring of 1982, approximately sixty-three percent of the total traffic entering and leaving the University campus uses Reservoir Road, approximately thirty percent of the traffic uses the two gates on 37th Street and approximately seven percent uses the Canal Road access. The plans for full access to Canal Road from the University are in the planning stages. Therefore, it is necessary to continue to use the gates on 37th Street for trips.

19. Fifteen Metrobus routes stop within walking distance of the Georgetown University campus, including the G2, D4, D8, De, 5K, 5W, D1, D2, D6, 30, 32, 36, 36, 38B and 38C routes.

20. The concept of the plan through the year 2000 is to maintain the present student enrollment with minor increases to the Adult and Continuing Education programs. The proposed building development and replacement under this Campus Plan is based on fulfilling the unmet needs of the existing programs and the present student population. The academic and residential activities of the University are planned along the borders of the campus with the more active recreational and educational support activities directed towards the center of the campus, away from the community's residential areas. The potential adverse impact of the built environment of the campus on the surrounding area will be lessened by the campus self-containment policy and the policy to preserve historically and architecturally

significant buildings, ensuring that the character and scale of those buildings will guide the design of future structures. In addition, almost all new development is planned for that portion of the campus farthest from any residential neighbors. The combination of topography and intense landscaping, and the current negotiations by the National Park Service for an easement to ensure long term protection of the integrity of Glover Archbold Park, all work to reduce any potential adverse impacts stemming from the University's built environment.

21. According to the Zoning Regulations, the total bulk of all buildings and structures on a campus in an R-3 District shall not exceed an FAR of 1.8. The proposed plan indicates a maximum ultimate development of 1.41 FAR, well below the maximum allowed.

22. The applicant has filed with the Board, in this case, the University's long range plans for developing the campus as a whole, showing the location, height and bulk where appropriate, parking and loading facilities, athletic and other recreational facilities, and a description of all activities to be conducted therein, in the capacity of all present and proposed Campus development. References to pages within the Campus Plan addressing the specific information furnished to the Board of Zoning Adjustment are as follows:

Information	Existing	Proposed
Location	Page 12	Page 34
Height	Page 63	Pages 39 - 45
Bulk (F.A.R.)	Page 63	Pages 39 - 45
Parking and Loading	Page 51, 68	Pages 39 - 45 Page 68
Screening	Page 10, 11	Page 46, 47
Streets	Page 20	Page 48
Public Utility Facilities	Page 24	Page 52
Athletic and other Recreational Facilities	Page 15, 16	Page 37, 46
Description of all activities conducted or to be conducted therein	Page 15	Page 37

Capacity of all present and proposed Campus development	Appendix C	Pages 39 - 45

23. The University is not requesting interim use of land or improved property at this time but could conceivably do so in the future.

24. The Office of Planning, by report dated October 6, 1983, recommended that the application be approved. The Office of Planning reported that the proposed campus plan is not a brand new plan but rather a refinement of the approved 1977 campus plan. The plan guides the University in its continuing efforts to create a self-contained mixed-use campus, including the reduction of office and classroom uses east of 37th Street. The plan also calls for the continued preservation of historic buildings to ensure that the campus maintains its character and fit with the surrounding community. The plan directs the more active recreational and support activities away from its borders. The Office of Planning noted that the University has been working for some time to mitigate traffic related impacts. The plan calls for an annual growth rate of only .003 and a stable day population on weekdays. It points out the recent and current construction of approximately 900 residential units on campus with 350 new additional units to be completed in the next two years, reducing the need for commuting. The plan indicates that the projected maximum number of parking spaces has been reduced by thirty-three percent from the 1977 plan. The plan emphasizes the University's commitment to the ongoing traffic reduction program cited in BZA Order No. 10814, which includes encouraging the use of mass transportation, operating shuttle buses, increasing the quantity of residential units on campus and improving auto access to the campus. The Office of Planning noted that successful implementation of the proposed campus plan and the resolution of citizen concerns depend upon the full improvement of the Canal Road entrance to the campus. The ANC's strongly support that improvement, BZA Order No. 10814 calls for shifting access from the east to Canal Road, and D.C. DOT recommends full improvements as a condition for shifting access from the east. The Board concurs with the reasoning and recommendation of the Office of Planning.

25. The Department of Transportation, by memorandum dated October 6, 1983, reported that the campus plan as proposed provides for substantial improvements that would increase the campus population and thereby increase the flow of traffic on the surrounding street system. At the same time, the University has proposed to increase the level of students and faculty residing on the campus grounds, which would off-set to a great extent the increase in traffic volumes and peak parking accumulation to the existing University population and parking levels. It is estimated

that the campus plan as proposed would generate approximately 285 additional peak A.M. vehicle trips and approximately 275 additional peak P.M. vehicle trips. Although the street system in the Georgetown University area currently operates at or near capacity, the DOT reported that the additional traffic can be absorbed if the proposed increases in campus residential capacity are implemented in advance of or along with the other proposed developments.

26. The DOT has determined that the parking supply of 4,080 parking spaces proposed to accommodate the projected increase in the campus population is consistent with the interim demand for parking on the campus, while also providing a level of parking which will not inordinately encourage increased vehicular traffic. At present, the on-campus parking spaces are used nearly to capacity and there is a substantial overflow of campus vehicles onto the surrounding residential streets.

27. The DOT recommended that approval of this interim increase in parking capacity as well as of the proposed campus plan be contingent upon the implementation of the following recommendations:

a. The proposed supply of 4,080 parking spaces is workable as an interim solution to the on-campus parking needs. However, these parking spaces should be of a flexible design so that the future parking supply on campus can be reduced as more residential units are completed and other transportation improvements are implemented. The DOT was in agreement with the thrust of the campus plan, which calls for a flexible parking arrangement, designed so that parking decks can be converted to educational uses as automobile demand decreases. The plan estimates that the 4,080 parking spaces can eventually be reduced by 900 spaces to a total of 3,180 parking spaces. The DOT expected the University to work continuously toward achieving this goal and to implement transportation improvements which will reduce automobile demand.

b. The construction of the residential facilities should either precede the other facility expansions within the development timetable or occur concurrently with the other proposed developments in order to minimize existing as well as future adverse traffic impact on the surrounding street system.

c. The DOT noted that seventy-eight percent of the existing parking spaces and from seventy to ninety percent of the proposed allocated spaces are

designated for faculty and staff. Traffic congestion around the university could be reduced if a greater percentage of parking spaces were allocated to the student body. As the University develops its new residential facilities and intensifies transit programs, the level of student parking can be reduced.

d. The University should expand the GUTS minibus system to accommodate additional students, staff and faculty and to reduce automobile traffic further.

e. The University should report at five to ten year intervals its progress toward the above-stated goals.

The Board concurs in the general reasoning and thrust of the recommendation of the DOT.

28. The D.C. Department of Environmental Services by memorandum filed August 31, 1983, reported that it had no objection to the application. The DES however reported that the proposed location of buildings and plans should be closely coordinated with the Department in the early stages of design since there are some major District sewer lines crossing the University Campus. Also, if possible, storm water management measurements should be included as part of the proposed development. The Board concurs.

29. The D.C. Metropolitan Police Department, by memorandum filed September 7, 1983, reported that since the University anticipates no dramatic increases in student enrollment during the next sixteen years, the site will have minimal impact on the level of services provided by that Department. However, the site will be monitored for any dramatic increase in criminal and traffic activity, and appropriate tactics will reflect same. Based on its analysis of the Georgetown University Campus Plan, it was the Department's recommendation that favorable consideration be given to the approval of same by the Board of Zoning Adjustment.

30. Advisory Neighborhood Commission 2E, by report dated September 13, 1983, reported that a resolution in support of the Georgetown University Campus Plan for 1983-2000, was unanimously passed by Advisory Neighborhood Commission 2E at its September 7th monthly meeting. The Campus Plan and allied zoning and transportation issues had been items on seven ANC 2E meeting agendas during 1982-1983 and therefore subject to lengthy and thorough discussion. Proper notification of these meetings was made to residential neighbors of the University and local community groups, as well as ANCs 3B and 3D, which are affected by

any decisions regarding the Campus Plan. The ANC 2E advised that:

A. The University is an important institution of higher learning and shares a long history with the community of Georgetown.

B. The University is embarking on a major expansion program for its physical plant and that growth will take place within the traditional boundaries of the University and not in the surrounding community.

C. The adopted policy of the University administration is to gradually withdraw the office and classroom uses from the buildings it owns east of 37th Street and to have future uses move toward the underlying zoning of R-3 and C-1-A, respectively.

D. The University is undertaking a significant reorientation of its vehicular traffic flow, will be closing the 37th Street access to commuter and visitor traffic and will be upgrading the Canal Road entrance to an all-way, main entrance. This action alone will remove an estimated 1500 vehicle trips per day from local residential streets in Georgetown.

E. The University and the community have cooperated in the past on traffic management, chancery locations, aircraft noise, and historic preservation, and the community and the University will continue to search for common understandings that will benefit both groups in areas of mutual interest.

F. The community has concluded that the proposed Campus Plan would be a significant step in the right direction and could serve as an example to other institutions of higher learning located in the District of Columbia as to what is possible through cooperation with the surrounding community.

The ANC urged the Board of Zoning Adjustment to approve the proposed Georgetown University Campus Plan for 1983-2000. The Board concurs in the ANC recommendation.

31. Advisory Neighborhood Commission 3B, by report dated June 29, 1983, supported the application with the reservation that the ANC opposed the installation of a left turn traffic signal at the Canal Road south entrance. The Board finds that the issue of the traffic light is under the

jurisdiction of the D.C. Department of Transportation. The Board notes that the plans submitted to the Board show a grade separated intersection.

32. Advisory Neighborhood Commission 3D, by report dated July 12, 1983, reported that its principal interest in the Plan centers on the Canal Road traffic situation and the adverse impact that any increasing use of the University's South Entrance could have on that situation. Citizens of the Palisades, Wesley Heights, Spring Valley and the American University Campus areas, traveling on MacArthur Boulevard and Foxhall Road, use Canal Road and the Whitehurst Freeway as a major access route to downtown and other parts of the city. While the ANC was sympathetic with the University's desire to provide more convenient entry and egress to its members, the ANC was extremely concerned that this already heavily trafficked area could become virtually impassible if all of the non-medical traffic of the University is routed through the South Entrance. In this connection, the ANC strongly opposed imposition of a traffic signal at that location. The ANC's favorable response to the Plan was contingent on an acceptable South Entrance proposal, and on the following additional recommendations regarding traffic impact:

a. Phrases in the draft such as "full improvements" (of the South Entrance) and "free flow of vehicles" be modified so as not to give the impression that the Board has pre-approved any specific traffic configuration at this location;

b. The 37th and O Street and Prospect Street entrance be retained, even if on a more limited basis than is currently afforded, in order to provide for some additional flexibility; and

c. The adjustable management-control system portrayed and described on pp. 48-9 be instituted, but with the capability of allowing main campus traffic to use Reservoir Road in the event of infrequent major backups and large-scale events on campus.

Finally, the ANC urged the Board to expressly disapprove a traffic light at the South Entrance and to review the Plan in light of other alternatives available to address the situation. The Board concurs with the ANC's first specific recommendation. The Board takes no position on any traffic configuration for the south entrance, including whether or not a light is to be installed, such being the responsibility of the D.C. Department of Transportation. The ANC's concerns as to traffic impact will be reflected in the conditions attached to this approval.

33. The Citizens Association of Georgetown, by Resolution dated September 19, 1983, recommended approval of the application.

34. There was no opposition to the application at the public hearing.

CONCLUSIONS OF LAW AND OPINION:

Based on the record, the Board concludes that the applicant is seeking a special exception, the granting of which requires compliance with the requirements of Paragraph 3101.46 and that the relief requested can be granted as in harmony with the general purpose and intent of the Zoning Regulations and that it will not tend to affect adversely the use of neighboring property. The Board concludes that the applicant has met its burden of proof. The applicant, has addressed the issues of noise, traffic, number of students, or other objectionable conditions. The Board concludes that the use is so located so as not to become objectionable to neighboring property. The total bulk of all buildings and structures on the campus does not exceed the gross floor area prescribed for the R-5-B District. The applicant has submitted a plan for developing the campus as a whole. The Office of Planning and the DOT have reported on the campus plan. The Board further concludes that the application can be granted as in harmony with the general purpose and intent of the Zoning Regulations and will not tend to affect adversely the use of neighboring property. The Board concludes that it has accorded to Advisory Neighborhood Commission's 2E, 3B and 3D the "great weight" to which they are entitled. Accordingly, it is ORDERED that the application is GRANTED SUBJECT to the following CONDITIONS:

a. Approval of the Campus plan shall be for a period of FIVE YEARS from the date of this Order. The University shall reapply to the Board, or whatever body which may have jurisdiction over the plan, for approval beyond that period.

b. The plan shall be as shown in the revised Campus Plan 1983-2000 A.D. and Beyond, and marked as Exhibit No. 29A in the record.

c. The boundaries of the University are those shown on Page 37 in the Plan and marked as Exhibit No. 29A as established by the Board in Order No. 10814.

d. The University shall submit to the Board, as a special exception, each individual request to construct a building. Along with each request, the University shall submit information as to how

the particular request complies with the plan. Such information shall also include a detailed statement as to the effect of the proposed building on traffic and parking, and the relationship to and impact of the request on, and the status of, development of the entrance to the campus from Canal Road as set forth in the Campus plan.

e. The University must continue the remedial traffic and parking proposals, and develop new proposals to limit the effect of the University on traffic and parking.

VOTE: 4-0 (Douglas J. Patton, William F. McIntosh and Carrie Thornhill to grant; Walter B. Lewis to grant by proxy; Charles R. Norris not voting, not having heard the case).

BY ORDER OF THE D.C. BOARD OF ZONING ADJUSTMENT

ATTESTED BY: Steven E. Sher
STEVEN E. SHER
Executive Director

FINAL DATE OF ORDER: DEC 30 1983

UNDER SUB-SECTION 8204.3 OF THE ZONING REGULATIONS, "NO DECISION OR ORDER OF THE BOARD SHALL TAKE EFFECT UNTIL TEN DAYS AFTER HAVING BECOME FINAL PURSUANT TO THE SUPPLEMENTAL RULES OF PRACTICE AND PROCEDURE BEFORE THE BOARD OF ZONING ADJUSTMENT."

THIS ORDER OF THE BOARD IS VALID FOR A PERIOD OF SIX MONTHS AFTER THE EFFECTIVE DATE OF THIS ORDER, UNLESS WITHIN SUCH PERIOD AN APPLICATION FOR A BUILDING PERMIT OR CERTIFICATE OF OCCUPANCY IS FILED WITH THE DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS.

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