



**PROPOSED STREET CLOSING, BURNHAM PLACE AND GRANT PLACE
ADJACENT TO SQUARES 5041 AND 5056 (S.O. 07-1214)
Northwest of Kenilworth Avenue, NE
Washington, D.C.**

Delegated Action of the Executive Director

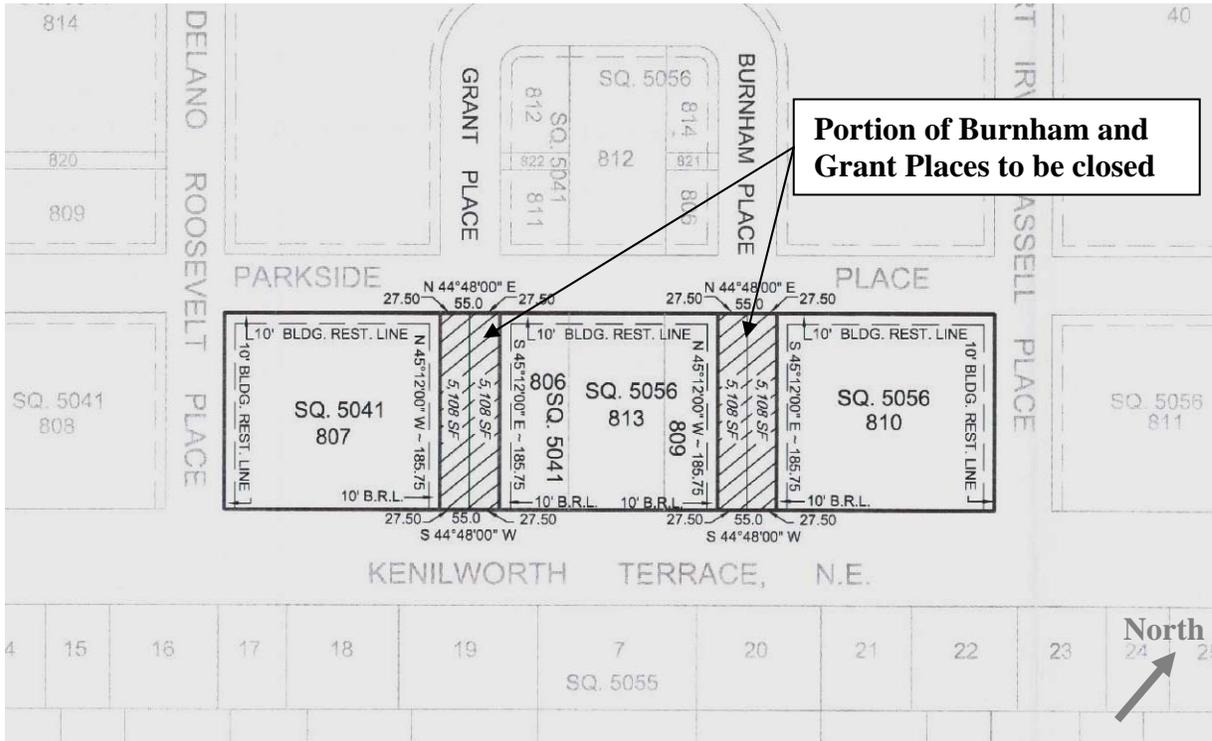
January 31, 2008

Pursuant to the Commission's delegations of authority adopted on October 3, 1996 and D.C. Code §9-202.02, I find that the proposed street closures for Burnham Place and Grant Place (S.O. 07-1214) in Squares 5041 and 5056, as shown on NCPC Map File No. 81.00(44.40)42440, would not be inconsistent with the Federal Elements of the Comprehensive Plan for the National Capital nor adversely affect any other federal interests.

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The District of Columbia Office of the Surveyor has filed on behalf of Parkside Residential LLC and Lano Parcel 12 LLC an application for the closing of two streets adjacent to Squares 5041 and 5056. This proposal is to close paved portions of two streets, Burnham Place, NE and Grant Place, NE between Parkside Place, NE and Kenilworth Terrace, NE. These streets are 55 feet wide. Parkside Place has a 55 foot right-of-way and Kenilworth Terrace has a 90 foot right-of-way.

The applicant has submitted this proposal in furtherance of a first stage Planned Unit Development (PUD) application to prepare the property for future development. This first stage PUD, Zoning Commission Case Number 05-28, was approved by the National Capital Planning Commission on July 6, 2006. It proposed 3.3 million square feet of mixed-use development with a Floor Area Ratio of approximately 4.4. As part of the PUD, the majority of the site was rezoned to C-3-A with the exception of two lots on Kenilworth Avenue which have been rezoned to CR to accommodate two 110 foot office buildings.



The Coordinating Committee reviewed the proposal at its January 16, 2008 meeting and forwarded the proposal to the Commission with the statement that the proposal has been coordinated with all agencies represented except the District of Columbia Office of Planning (DCOP) and the District Department of Transportation (DDOT). The representatives for DCOP and DDOT indicated that there are unresolved local issues related to the proposal.

The identified federal interest for this proposal is the Height of Buildings Act of 1910. The Act regulates building height based on the width of street rights-of-way. Heights for development of the adjacent parcels must be taken from the widths of the remaining adjacent streets. The closure of these rights-of-way will enable the PUD that NCPC has approved to be developed.

Marcel C. Acosta
Acting Executive Director