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Board of Zoning Adjustment

Case No. 18281

611-627 K Street, NW, and 616-640 New York Avenue, NW
(Square 451, Lots 2, 3, 4, 31, 801, 806, 807, 810, 811 820, 821, 824, 825, 826, and 830)



ASSOCIATION OF AMERICAN MEDICAL COLLEGES ("AAMC")

PRE-HEARING STATEMENT

November 15, 2011

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18281

EXHIBIT NO. 27

Board of Zoning Adjustment
District of Columbia
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VIA HAND DELIVERY

Meredith Moldenhauer, Chairperson
D.C. Board of Zoning Adjustment
441 4th Street, N.W.
Second Floor
Washington, D.C. 20001

Re: American Association of Medical Colleges – BZA Application No. 18281 – Pre-hearing Statement

Dear Chairperson Moldenhauer and Members of the Board:

Please accept for filing the enclosed fourteen day pre-hearing filing of the American Association of Medical Colleges (the “**Applicant**”), the applicant under BZA Case No. 18281 for Square 451, Lots 2, 3, 4, 31, 801, 806, 807, 810, 811, 820, 821, 824, 825, 826, and 830 (the “**Property**”). The Applicant is requesting special exception and variance relief in order to construct an approximately 289,000 office and retail building at the Property (the “**Project**”). In order to implement the Project, the Applicant is seeking (i) special exception relief under § 411.11 and 771.1 from the roof structure setback requirement and under § 2108.1 from the number of parking spaces requirement, and (ii) variance relief for the setback of roof structures fronting on Mount Vernon Square (§ 1701.7).

I. Further Discussion of Section 1701.7 Variance Relief

This statement further addresses the variance relief required from Section 1701.7 of the Zoning Regulations for construction of the Project. Section 1701.7 requires that a building that fronts on Mount Vernon Square must be set back so that no part of such building projects above a plane drawn at a 45 degree angle from a line located 110 feet above the property line abutting Mount Vernon Square. As stated in the Applicant's application, we believe that the standards for the approval for a variance from Section 1707.1 are satisfied in this instance.

a. Proposed Plan

As shown on the updated plans attached as Exhibit A ("Plans"), the building's westernmost portions of its tenth and eleventh floors extend into the setback area required by Section 1701.7. The total square footage of such projection for both stories is approximately 309 square feet. Specifically, on the tenth floor, the building projects approximately one foot, ten inches into the setback area and on the eleventh floor, the building projects approximately thirteen feet, ten inches into the setback area.

b. Design Response to Mount Vernon Square

The Property does not immediately abut Mount Vernon Square, but is actually separated from the Square (and Seventh Street, N.W.) by a federal reservation. Despite the relief requested from Section 1701.7, the design is intentionally respectful of its location on Mount Vernon Square as follows: (1) the building is designed so that there is a five foot setback from the Property's western boundary line for the entirety of the building above 110 feet; (2) on the tenth and eleventh floors, there is a "notch" of approximately 22 feet in width by 24 feet in depth for the portion of the building fronting

on Mount Vernon Square, which is intended to create a more celebratory corner feature of the building that also continues the building's northern façade; (3) the first, second, and third floors are designed to be a large atrium space where the building faces Mount Vernon Square, the scale and configuration of which relates directly to Mount Vernon Square, and the Carnegie Library; and (4) there is a significant water feature at the westernmost edge of the Project that will relate to the park across Seventh Street, N.W.

c. Satisfaction of Variance Standards

As you are well aware, the standards for variance relief are well established. In order to satisfy the standards for area variance relief, an applicant must satisfy a three part test:

- (a) the property must be subject to an extraordinary or exceptional situation or condition;
- (b) a practical difficulty will result if the applicant is required to satisfy the strict application of the Zoning Regulations; and
- (c) no harm to the public or to the zone plan will occur as a result of the approval of the variance application.

See Gilmartin v. District of Columbia Bd. of Zoning Adjustment, 579 A.2d 1164, 1167 (D.C. 1990).

i. Exceptional Conditions of the Property

The Property meets the "exceptional conditions" element of the variance test which arises from its triangular shape and the need to retain historic structures as part of the design. It is well-established that the confluence of several circumstances, considered together, make a property unique. French v. D.C. BZA, 658 A.2d 1023, 1035 (D.C. 1995).

The Property has an unusual and atypical lot configuration, since it is comprised of a largely triangular parcel adjacent to a narrow alley. The alignment of the alley and

the angle of New York Avenue create a lot shape on which it is difficult to locate a fully-functional building in complete compliance with the Zoning Regulations. Due to the triangular nature of the Property, the building is oddly-shaped, which has ramifications on the floor plates as discussed below.

In addition, the retention of four historic buildings on the Property, which is desirable from a design, sustainability and cultural point of view (and is also a requirement of a Preservation Agreement that the applicant has with the District of Columbia Preservation League (“DCPL”)), creates, in and of itself, an exceptional condition on the site. In order to utilize the existing buildings, the Applicant must work with constraints created by those structures. The total area of construction that is sacrificed over the historic buildings is approximately 20,000 square feet. Clearly, a large amount of space has been dedicated for preservation of the integrity of these historic structures. The setback from the historic structures requires that the upper floors are pushed away from the southeast corner of the Property. Therefore, the floors for the building are pushed towards the west lot line of the property and slightly into the Mount Vernon Square setback.

ii. Practical Difficulties Created by Strict Compliance

To demonstrate practical difficulty, the Applicant must show that strict compliance with the regulations is burdensome, not impossible. Gilmartin, 579 A.2d at 1171, citing Barbour v. D.C. Bd. of Zoning Adjustment, 358 A. 2d 326, 327 (D.C. 1976). See also, Tyler v. D.C. Bd. of Zoning Adjustment, 606 A.2d 1362, 1367 (D.C. 1992). An area variance only requires a finding of practical difficulty, not that there may be an alternative method to the construction that meets the zoning requirements. See Draude v.

DCBZA, 527A.2d 1242 (D.C. 1987). The Applicant meets this standard for the requested relief from Section 1701.7.

As mentioned, due to the configuration of the existing historic buildings and the odd lot configuration, the provision of a fully-compliant setback from Mount Vernon Square would be burdensome. If such a setback were maintained, the floor plans on the tenth and eleventh floors of the Project would be altered so that each floor would have a unique configuration along the western property line. Such alteration would increase the inefficiency of the tenth and eleventh floors of the building and render them less desirable for the ultimate users of such space. Currently, the design without the required setback allows the tenth and eleventh floors to maintain floor plates which are substantially identical to one another.

Given the setbacks over the historic buildings and the many design accommodations relating to the adjacency to Mount Vernon Square described above, the floor plates for the Project have a high degree of variation. In fact, there are five (5) different basic floor layouts in the Project. The ground floor is unique in order to provide the required retail and design elements for the Downtown District and Mount Vernon Triangle Overlay. The second and third floors are both unique to satisfy the Applicant's program needs and accommodate the above-described features relating to the Mount Vernon Square park. The fourth through ninth floors are generally typical. As mentioned, the tenth and eleventh floors have the same layout, not different layouts that step back from Mount Vernon Square. All of the Project's floor plates are also affected by either incorporating or deferring to the historic buildings. Such variation makes the design, construction and operation of the building more difficult and expensive. Cost and

expense has been recognized by the BZA and the courts as a “practical difficulty” in the context of the variance test. Gilmartin, Ibid at 1170. The requested relief from the Mount Vernon Square setback would allow the tenth and eleventh floors to have substantially the same floor plate and the corresponding complexity and expense would not be required.

Further, if the building was designed to satisfy the setback requirements of Section 1701.7, the entirety of the tenth and eleventh floors would have to shift in a manner that would fill in a portion of the setback over the historic structures. Such configuration of floors would alter the sensitive and deferential design of the building.

Due to the exceptional conditions of the Property, notably the fact that the Property is oddly-shaped, and contains existing historic structures, the Applicant is faced with a practical difficulty in creating a development that presents itself to the surrounding community as a single integrated and cohesive development yet defers to the historic structures and satisfies the Zoning Regulations.

iii. No Harm to the Public Good or Zone Plan if Relief Granted

The variance relief from Section 1701.7 can be granted without detriment to the public good or Zone Plan. In fact, the Project furthers the goals and policies of the Zoning Regulations and Comprehensive Plan that focus on design in the Downtown Development (“DD”) Overlay. The Project is the type of exceptionally-designed office building that was envisioned for the Central Employment Area (“CEA”) and is consistent with the Zoning Regulations. The Project incorporates existing historic fabric in its design, will allow the retention of an important District employer and will allow a more efficient use of the Property. The proposed development is consistent in scale and bulk

with the zoning and Comprehensive Plan designation for the surrounding buildings and properties.

Perhaps most importantly, the variance will not alter nor undermine the integrity of Mount Vernon Square's aesthetics. Mount Vernon Square is abutted by a variety of architectural styles, uses and massing. On Square 372, 901 New York Avenue, N.W., confronts Mount Vernon Square with a singular façade of 130 feet. On Square 371, the Mount Vernon Place United Methodist Church combines a lower height historic church with a modern, glassy office component located behind it. The resulting setback provides a large gap between Mount Vernon Square and such structure. At the south of Mount Vernon Square, in Square 403, Techworld presents a facade that steps back at 110 feet, however it does so due to the constraints of the HR Overlay Zone District under which it was constructed and which are no longer applicable to the Mount Vernon Square area. On the north of Mount Vernon Square, in Squares 402 and 426, the Convention Center presents a sweeping modern glass and steel façade that looms over the entirety of Mount Vernon Square park. To the south of the Property, on Square 484W, the building that is to be constructed on the current National Public Radio headquarters site is to obtain a height of 130 feet and will be comprised of yet another design approach.

It should be noted that the Mount Vernon Square setback first appeared in the Zoning Regulations in 1991 with the creation of the DD Overlay (ZC Order No. 681). The historical record for that text and map amendment to the Regulations does not shed much light on the rationale for the requirement. Ostensibly, it was put in place to create a uniform cornice line around the square, but as noted above, there are relatively new buildings that surround the Square which do not honor that intent. Further, while the

intent may make design sense for the properties that front Mount Vernon Square on the north and south, it does not make sense for the properties on the east and west, all of which are separated from the Square by federal parks (see Exhibit B).

The community also supports this requested relief, along with the remainder of the relief requested by this application. The Applicant met with and obtained the unanimous support of Advisory Neighborhood Commission (“ANC”) 2C on October 5, 2011. The Applicant also obtained the support of the Mount Vernon Square Business Improvement District (“**BID**”).

Therefore, for the reasons stated above, the Project will not impair the intent, purpose and integrity of the Zone Plan, but will actually create positive benefits for the public good.

d. Precedent for Setback Relief

While recognizing that each BZA application is unique to its own record and circumstances, it is worth noting that the BZA has granted relief from similar setback requirements of the DD Overlay. For example:

i. BZA Case No. 17594

The BZA granted variance relief from Section 1709.20 at 2175 K Street, N.W. Section 1709.20 requires a 45 degree setback beginning at the maximum permitted height of an adjacent building, if the height of a TDR-receiving building exceeds the matter-of-right height of a building located on such abutting lot. As shown on Exhibit C, the tenth and eleventh floors (along with the penthouse) were approved to be constructed into the 45 degree setback from the maximum permitted height of the adjacent building.

ii. BZA Case No. 17696

The BZA granted variance relief from Section 1709.20 at 2100 M Street, N.W. As shown on Exhibit D, similar to the instant case and BZA Case No. 17594, the tenth and eleventh floors (along with the penthouse) of the project at 2100 M Street were approved to be constructed into the 45 degree setback area required under Section 1709.20 (as determined from the maximum permitted height of the adjacent building approved through its PUD case). If the adjacent building's maximum permitted height is to be considered 90 feet, the ninth floor also extends into such 45 degree setback space, as well.

II. Traffic and Parking Planning

Attached as Exhibit E, please find the Applicant's parking and traffic memorandum from its transportation consultant, HWA Parking Strickland Jamail. Such memo concludes that the Project is not expected to have any significant impact on neighborhood traffic or parking. The memo cites the Project's access to alternative modes of transportation due to the close proximity of multiple bus routes and Metrorail stations and abundance of bicycle parking and facilities.

The Applicant met with the District Department of Transportation ("DDOT") on October 27, 2011. In response to that meeting and requests from the Office of Planning ("OP"), the Applicant put forth the Transportation Demand Management ("TDM") Plan attached as Exhibit F. The Applicant will continue to work with DDOT and OP through the Large Tract Review ("LTR") and permitting processes.

Board of Zoning Adjustment – Square 451
November 15, 2011

III. Conclusion

By this filing, the Applicant is also submitting its expert witness resumes as Exhibit G and its outlines of witness testimony as Exhibit H.

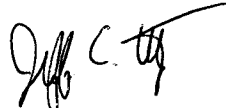
We look forward to presenting this case to the Board on November 29, 2011. If you have any questions, please do not hesitate to contact the undersigned at (202) 721-1132. Thank you for your attention to this application.

If you have any questions, please do not hesitate to contact the undersigned.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Phil T. Feola".

Phil T. Feola

A handwritten signature in black ink, appearing to read "Jeff C. Utz".

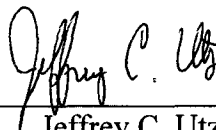
Jeff C. Utz

Enclosures

cc: Bernard Jarvis
Mark Wood
Scott Kaufmann

Certificate of Service

I certify that on November 15, 2011, I delivered a copy of the foregoing document via hand delivery or first class mail to the addresses listed below.



Jeffrey C. Utz

Paul Goldstein (2 copies)
Office of Planning
1100 4th Street, S.W., Suite 650E
Washington, DC 20024

ANC 2C (4 copies)
PO Box 26182, Ledroit Park Station
Washington, DC 20001

Doris Brooks – ANC 2C03
612 Emmanuel Ct., N.W. #204
Washington, DC 20001

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AAMC HEADQUARTERS

BOARD OF ZONING ADJUSTMENT APPLICATION DRAWINGS

OCTOBER 28, 2011

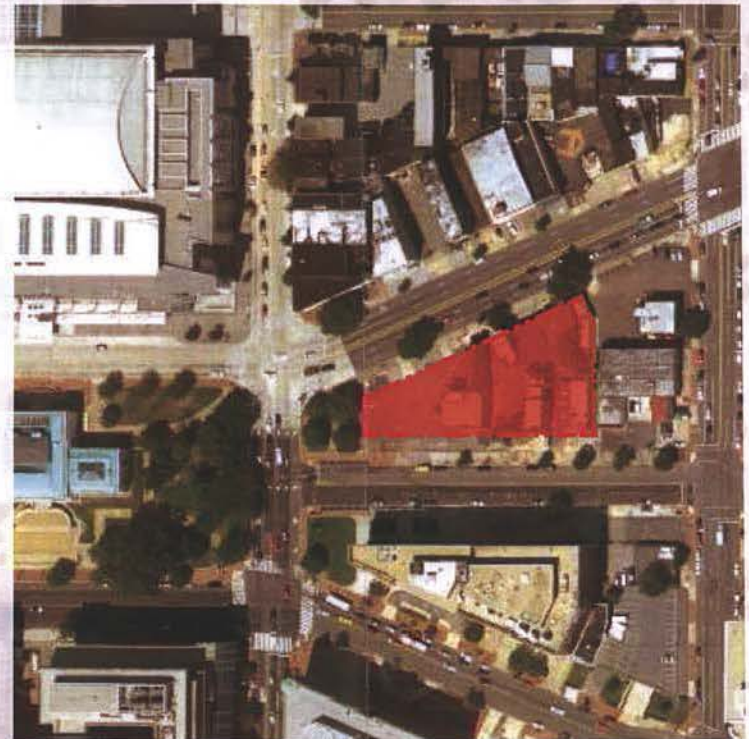
APPLICANT: ASSOCIATION OF AMERICAN MEDICAL COLLEGES
JMZELL PARTNERS
HINES

ARCHITECT: SHALOM BARANES ASSOCIATES, PC

LAND USE COUNSEL: GOULSTON & STORRS

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THE **ASSOCIATION OF AMERICAN MEDICAL COLLEGES** IS PROPOSING TO BUILD A NEW HEADQUARTERS BUILDING ON SQUARE 451, OVERLOOKING MOUNT VERNON SQUARE, IN NORTHWEST WASHINGTON, DC. THE 30,238 SQUARE FOOT BUILDING SITE IS ZONED C-2-C AND IS INCLUDED IN THE DOWNTOWN DEVELOPMENT AND THE MOUNT VERNON TRIANGLE DISTRICTS. THE BUILDING WILL INCLUDE A MAXIMUM OF 290,500 SQUARE FEET OF GROSS FLOOR AREA, INCLUDING A MINIMUM OF 13,860 SQUARE FEET OF GROUND FLOOR RETAIL. THREE LEVELS OF BELOW-GRADE PARKING ARE PROPOSED.

SITUATED BETWEEN THE EAST-WEST RUNNING K STREET, NW AND NEW YORK AVENUE, NW, A DIAGONAL STREET IN L'ENFANT'S GRID, THE TRAPEZOIDAL BUILDING SITE IS ALMOST TRIANGULAR, WITH A NARROW DIMENSION OF APPROXIMATELY 40 FEET DEFINING ITS WESTERN BOUNDARY. THE SITE IS CURRENTLY IMPROVED WITH A NUMBER OF 2-3 STORY BUILDINGS, MOST OF WHICH WILL BE DEMOLISHED TO MAKE WAY FOR THE HEADQUARTERS BUILDING. AS A RESULT OF A PRESERVATION AGREEMENT BETWEEN THE DC PRESERVATION LEAGUE AND THE OWNERS OF THE BUILDING SITE, PORTIONS OF FOUR EXISTING BUILDINGS WILL BE RETAINED. IN ORDER TO CREATE AN EFFICIENT BUILDING FOOTPRINT, THOSE RETAINED STRUCTURES, WHICH ARE CURRENTLY SCATTERED ACROSS THE PROPERTY, WILL BE RELOCATED AND CONSOLIDATED TO THE SOUTHEAST CORNER OF THE SITE. THEY WILL ALSO BE INCORPORATED INTO THE NEW BUILDING DESIGN. THE UPPER FLOOR LEVELS OF THE PROPOSED NEW CONSTRUCTION ARE CARVED AWAY BEHIND THE EXISTING STRUCTURES, GIVING THEM THREE-DIMENSIONAL INTEGRITY, WHILE CREATING A SYMPATHETIC BACKDROP.

UNDERSTANDING THE IMPLICATIONS OF BUILDING ON A TRIANGULAR SITE, AS WELL AS THE CONSTRAINT OF WORKING AROUND EXISTING STRUCTURES, IS IMPORTANT TO UNDERSTANDING THE NEED FOR THE REQUESTED ZONING RELIEF. THE SITE CONFIGURATION AND THE RETENTION OF STRUCTURES IMPOSE

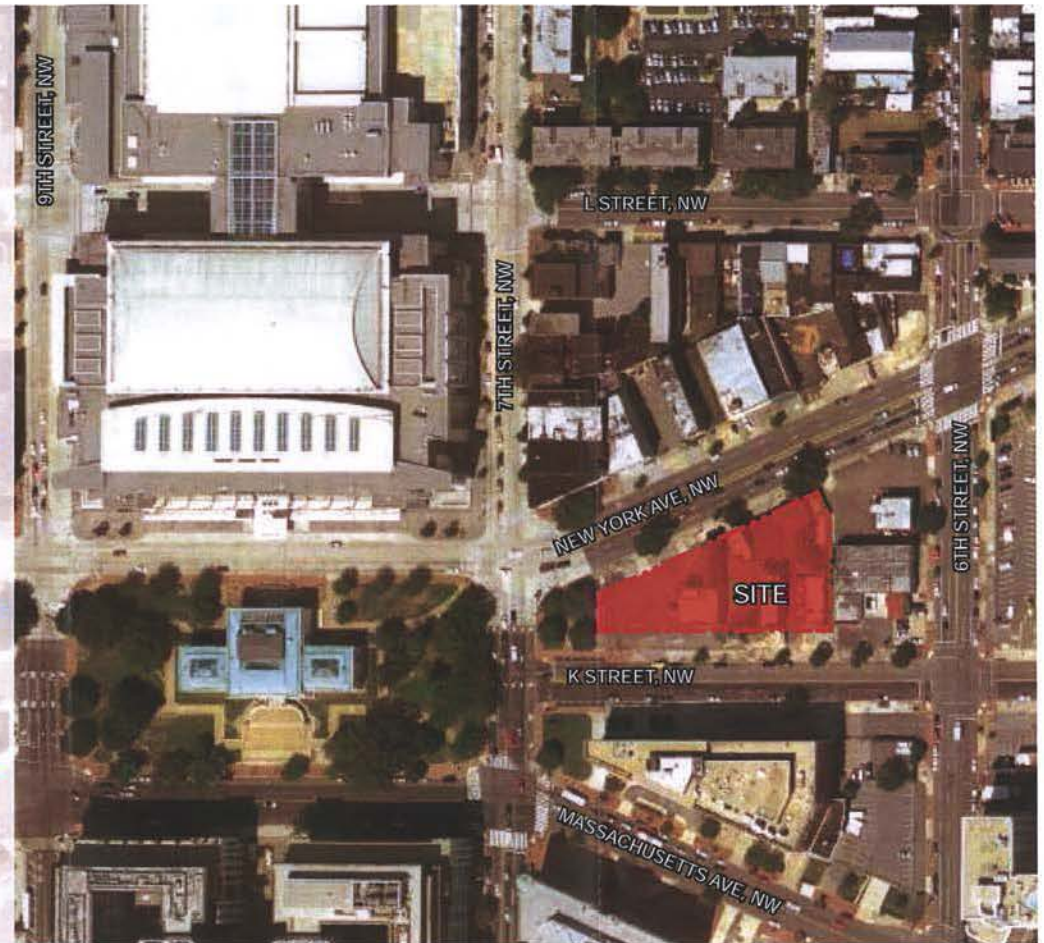
THIS APPLICATION TO THE BOARD OF ZONING ADJUSTMENT IS SEEKING RELIEF FROM THREE ZONING REQUIREMENTS:

1. RELIEF FROM §770.6(B), WHICH REQUIRES ALL ROOF STRUCTURES TO BE SETBACK FROM ALL EXTERIOR WALLS A DISTANCE EQUAL TO THE HEIGHT ABOVE THE ROOF. DUE TO BUILDING SETBACKS BEHIND THE RETAINED EXISTING BUILDINGS, THE PROPOSED ROOF STRUCTURE DOES NOT MEET THIS REQUIREMENT IN A LIMITED AREA.
2. RELIEF FROM §2201.1, WHICH REQUIRES A MINIMUM NUMBER OF PARKING SPACES. THE APPLICANT WISHES TO LIMIT THE EXTENT OF BELOW-GRADE EXCAVATION TO THREE LEVELS. DUE TO THE INEFFICIENT TRIANGULAR SHAPE OF THE SITE, COUPLED WITH THE INABILITY TO BUILD PARKING SPACES DIRECTLY BELOW THE EXISTING STRUCTURES ON THE FIRST BELOW-GRADE LEVEL, THE PROPOSED NUMBER OF PARKING SPACES FALLS JUST SHORT OF MEETING THIS REQUIREMENT.
3. RELIEF FROM §1701.7, WHICH REQUIRES A BUILDING FRONTING ON MOUNT VERNON SQUARE BE DESIGNED AND BUILT SO THAT NO PART OF THE BUILDING SHALL PROJECT ABOVE A PLANE DRAWN AT A 45-DEGREE ANGLE FROM A LINE LOCATED 110 FEET ABOVE THE PROPERTY LINE ABUTTING MOUNT VERNON SQUARE. THE SETBACKS BEHIND THE RETAINED EXISTING STRUCTURES RESULT IN A NEED TO PROVIDE OPEN SPACE IN AN AREA NOT OTHERWISE REQUIRED BY ZONING, WHICH LIMITS THE ACHIEVABLE DENSITY ON THE SITE. WHILE THE PROPOSED BUILDING EXCEEDS THE SETBACK ABOVE 110 FEET ALONG MUCH OF THE MOUNT VERNON SQUARE FRONTAGE, A LIMITED ENCROACHMENT DOES NOT MEET THIS REQUIREMENT.

ZONING TABULATIONS		
	PERMITTED/REQUIRED	PROVIDED
BUILDING HEIGHT (§1701.7)	130' ¹	130'
FLOOR AREA RATIO (§1706 & 1708)		
MATTER-OF-RIGHT COMMERCIAL	3.5	3.5
COMBINED LOT DEVELOPMENT RIGHTS	NO LIMIT	6.1
TOTAL	NO LIMIT	9.6
GROSS FLOOR AREA		
OFFICE	NO LIMIT WITH CLD RIGHTS	
RETAIL "PREFERRED USES" (§1733)	50% OF THE GFA OF THE GROUND FLOOR	13,750 SF MIN.
TOTAL	NO LIMIT	289,000 SF MAX
LOT OCCUPANCY (§772.1)	100%	UP TO 100%
REAR YARD (§774)	15'	15' MINIMUM ²
SIDE YARD (§775)	NOT REQUIRED	NOT PROVIDED
MT VERNON SQUARE SETBACK (§1701.7)	1:1 ABOVE 110'	REFER TO SHEETS #15&18
ROOF STRUCTURE (§411)		
AREA	0.37 FAR	0.37 FAR MAX
HEIGHT	18'-6"	18'-6"
SETBACK	1:1 MIN	REFER TO SHEETS #15&18
PARKING (§2101)		
OFFICE ³	IN EXCESS OF 2,000 SF, 1 PER 1,800 SF = 152 SPACES	
RETAIL ⁴	IN EXCESS OF 3,000 SF, 1 PER 750 SF = 14 SPACES	
TOTAL	166 SPACES	REFER TO SHEET #13
LOADING (§2201)		
OFFICE		
12' x 30' BERTH/100 SF PLATFORMS	3	3
10' x 20' SERVICE/DELIVERY SPACE	1	1
RETAIL		
12' x 30' BERTH/100 SF PLATFORMS	0 ⁴	0

AREAS OF REQUESTED ZONING RELIEF ARE HIGHLIGHTED IN ORANGE

1. AS PERMITTED BY THE HEIGHT ACT (§ 1701.1), THE STREET WIDTH OF BOTH NEW YORK AVENUE AND K STREET EXCEED 110 FEET.
2. AS A THROUGH LOT, THE REAR YARD IS MEASURED FROM THE CENTER LINE OF K STREET, NW AS PERMITTED IN §774.11
3. THE OFFICE AND RETAIL GFA'S USED FOR PARKING TABULATION PURPOSES EXCLUDE LOADING DOCK AREAS AS PERMITTED IN §2118.4
4. BECAUSE OFFICE USE OCCUPIES MORE THAN 90% OF THE GROSS FLOOR AREA AND CELLAR FLOOR AREA, RETAIL LOADING ISN'T REQUIRED (§2201.2)



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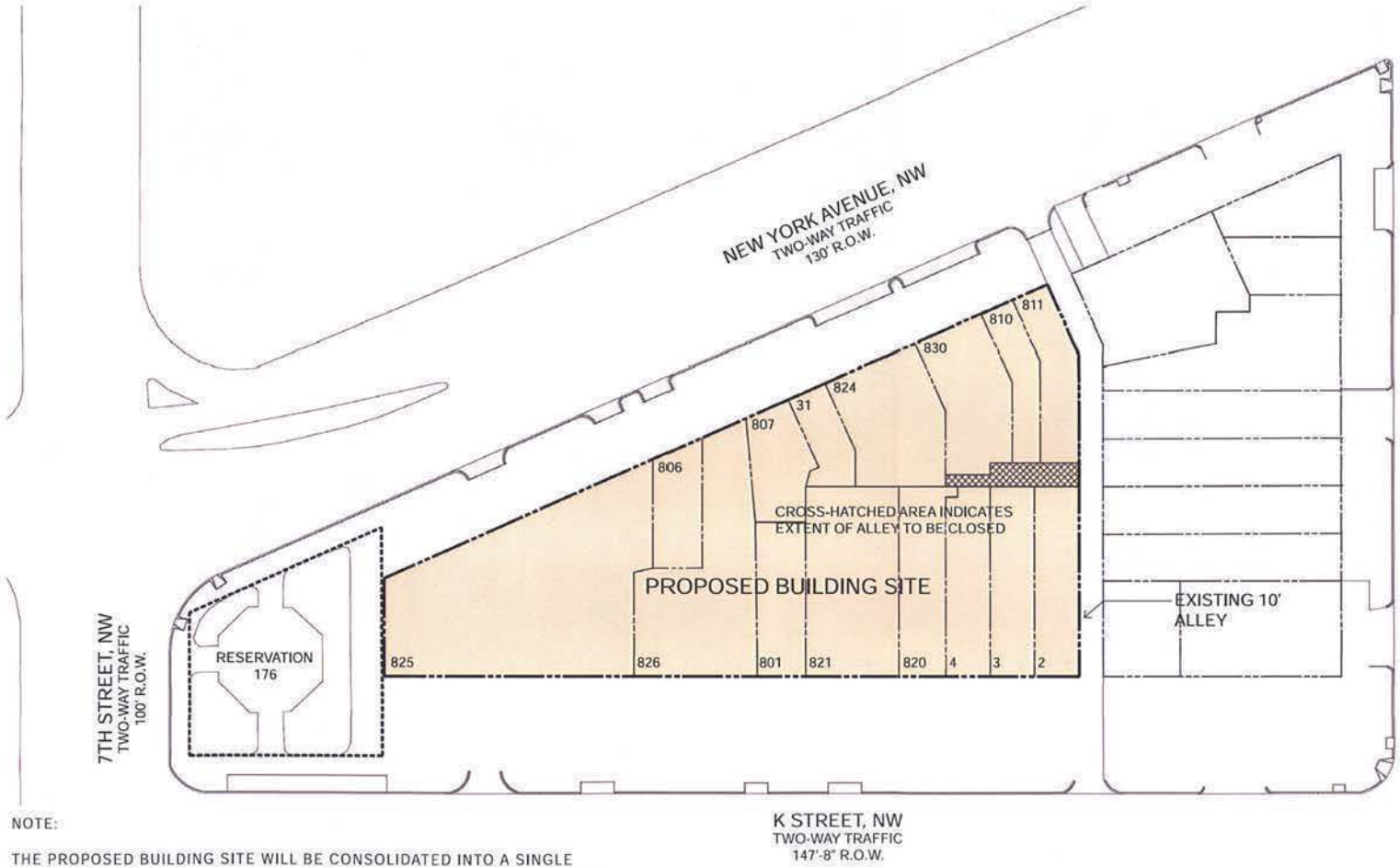


shalom baranes associates

architects

BOARD OF ZONING ADJUSTMENT APPLICATION

SITE DEVELOPMENT PLAN



SITE AREA	LOT AREA
CONSOLIDATED LOTS	29,787 SF
CLOSED ALLEY	451 SF
TOTAL SITE AREA	30,238 SF

PROPOSED BUILDING
GROSS FLOOR AREAS

RETAIL GROSS FLOOR AREA	13,860 SF
OFFICE GROSS FLOOR AREA	276,640 SF
TOTAL GROSS FLOOR AREA	290,500 SF

FAR = 9.61

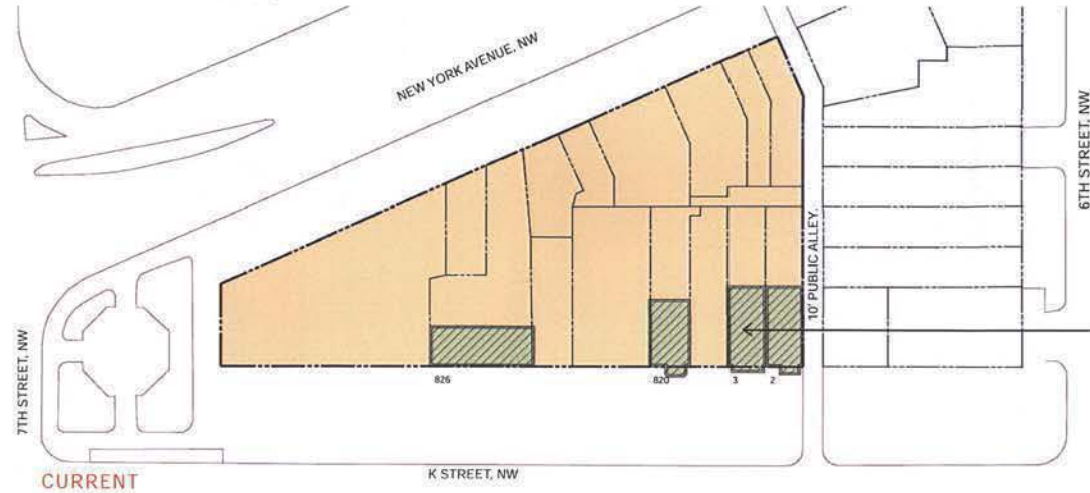
ZONING DISTRICT:
DD/MVT/C-2-C

NOTE:
THE PROPOSED BUILDING SITE WILL BE CONSOLIDATED INTO A SINGLE RECORD LOT, ONCE AN ONGOING ALLEY CLOSING PROCESS IS CONCLUDED.

CURB CUTS ALONG NEW YORK AVENUE AND K STREET, WEST OF THE ALLEY, WILL BE ELIMINATED.

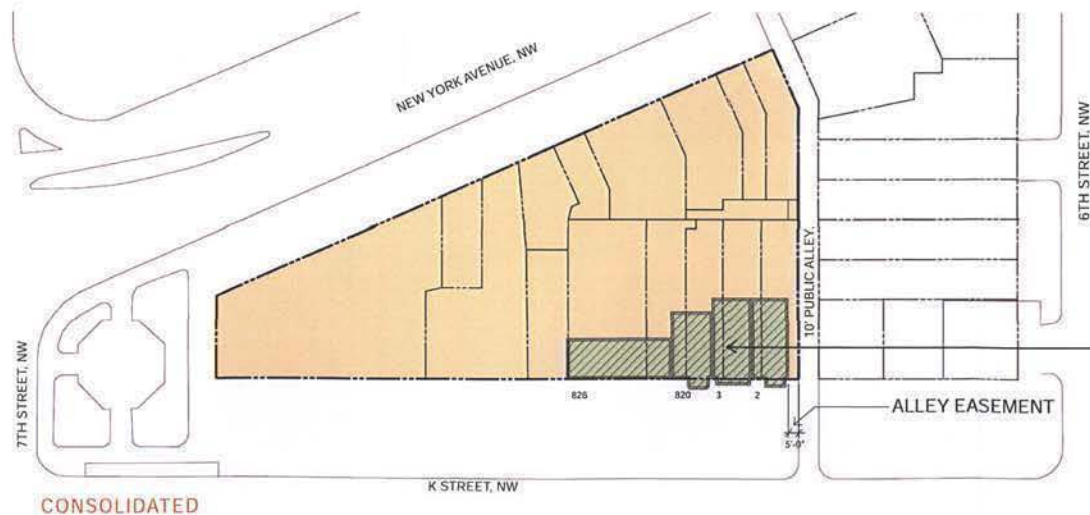
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PRESERVATION PLAN



PER THE REQUIREMENTS OF A PRESERVATION AGREEMENT BETWEEN THE DC PRESERVATION LEAGUE AND THE OWNERS OF THE BUILDING SITE, PORTIONS OF FOUR EXISTING BUILDINGS WILL BE RETAINED. IN ORDER TO CREATE AN EFFICIENT BUILDING FOOTPRINT, THOSE RETAINED STRUCTURES, WHICH ARE CURRENTLY SCATTERED ACROSS THE PROPERTY, WILL BE RELOCATED AND CONSOLIDATED TO THE SOUTHEAST CORNER OF THE SITE. THEY WILL ALSO BE INCORPORATED INTO THE NEW BUILDING DESIGN.

PORTIONS OF THE EXISTING STRUCTURES ON THE SITE THAT ARE TO BE RETAINED, SHOWN IN THEIR EXISTING LOCATIONS.



PREScribed RELOCATION AND CONSOLIDATION OF THE RETAINED EXISTING STRUCTURES.

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BOARD OF ZONING ADJUSTMENT APPLICATION



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BOARD OF ZONING ADJUSTMENT APPLICATION | 5

VIEW LOOKING EAST DOWN K STREET, NW



NOTE:

THE EXTERIOR MASSING AND MATERIALS SHOWN IN THIS RENDERING REPRESENT A SCHEMATIC LEVEL OF DEVELOPMENT AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ADJUSTMENTS TO MASSING AND MATERIALS, NOT IMPACTING THE REQUESTED RELIEF, MAY OCCUR AS THE DESIGN IS ADVANCED.



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shalom baranes associates architects

BOARD OF ZONING ADJUSTMENT APPLICATION

VIEW LOOKING EAST DOWN NEW YORK AVENUE, NW



NOTE:

THE EXTERIOR MASSING AND MATERIALS SHOWN IN THIS RENDERING REPRESENT A SCHEMATIC LEVEL OF DEVELOPMENT AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ADJUSTMENTS TO MASSING AND MATERIALS, NOT IMPACTING THE REQUESTED RELIEF, MAY OCCUR AS THE DESIGN IS ADVANCED.



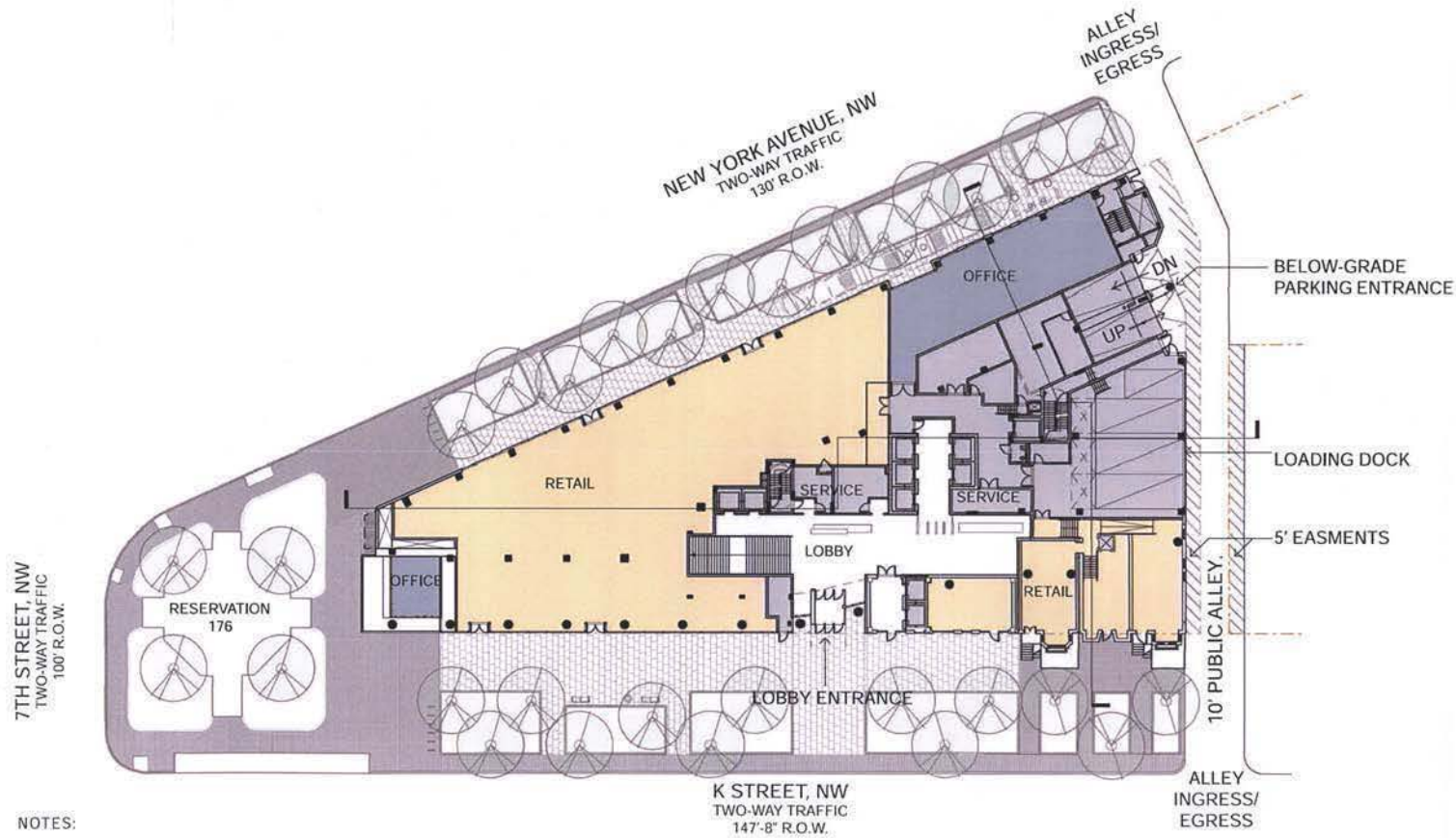
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BOARD OF ZONING ADJUSTMENT APPLICATION

LEVEL 1 / SITE PLAN



NOTES:

INTERIOR LAYOUTS ARE CONCEPTUAL AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN MAY VARY.

THE LANDSCAPE TREATMENTS SHOWN ON THIS PLAN ARE PRELIMINARY AND SUBJECT TO REVIEW, COORDINATION AND APPROVAL BY DDOT, NPS AND UTILITY PROVIDERS.

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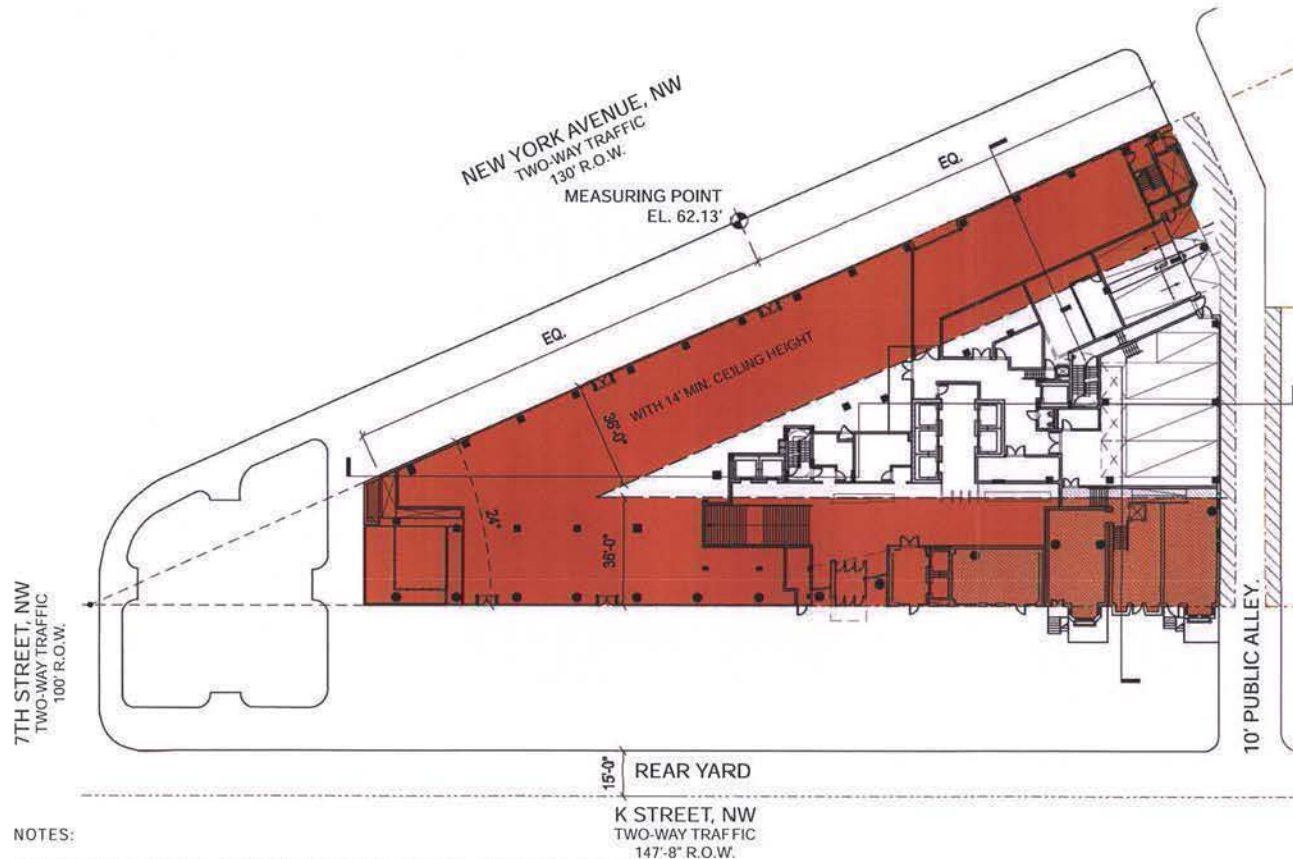
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BOARD OF ZONING ADJUSTMENT APPLICATION

LEVEL 1 / ZONING DIAGRAM



NOTES:

FIRE CONTROL ROOM, LOBBY ENTRANCE VESTIBULE, EXISTING BUILDINGS AND LIMITED AREA UNDER SOME STRUCTURAL BEAMS MAY NOT PROVIDE 14' CEILING HEIGHT.

THE BUILDING SITE IS BOUNDED BY A FEDERAL RESERVATION ON THE WEST, NEW YORK AVENUE, NW ON THE NORTH, A PUBLIC ALLEY ON THE EAST AND K STREET, NW ON THE SOUTH. THE ANGLE BETWEEN NEW YORK AVENUE, NW AND K STREET, NW IS LESS THAN 45 DEGREES, MAKING IT A THROUGH LOT. THE MEASURING POINT FOR BUILDING HEIGHT CALCULATION PURPOSES IS LOCATED AT THE CENTER OF THE BUILDING FRONTAGE ON NEW YORK AVENUE, AND THE REAR YARD IS MEASURED OFF OF THE CENTERLINE

LOADING

	REQUIRED	PROVIDED
12' X 30' BERTHS	3	3
10' X 20' SERVICE DELIVERY	1	1

STREET WALL TO A HEIGHT OF 15' CONSTRUCTED TO WITHIN 4' OF PROPERTY LINE (§1701.3)

	REQUIRED	PROVIDED
NEW YORK AVE	75%	75% MIN
K STREET	75%	75% MIN

SURFACE AREA OF THE STREETWALL DEVOTED TO DISPLAY WINDOWS WITH CLEAR OR LOW-E GLASS, EXCLUDING THE OFFICE ENTRANCE (§1722.2)

	REQUIRED	PROVIDED
NEW YORK AVE	N/A	N/A
K STREET	50%	50% MIN

SURFACE AREA OF STREETWALL WITH CLEAR OR LOW-E GLASS BETWEEN 12 AND 14 FEET ABOVE GRADE (§1722.3)

	REQUIRED	PROVIDED
NEW YORK AVE	N/A	N/A
K STREET	50%	50% MIN

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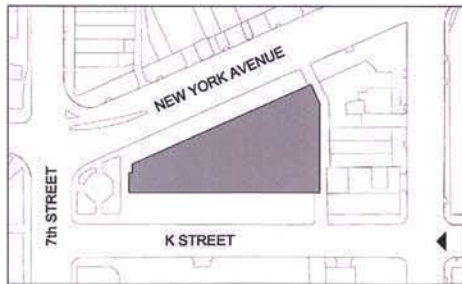


SCALE 1" = 40'

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BOARD OF ZONING ADJUSTMENT APPLICATION

VIEW LOOKING WEST DOWN K STREET, NW



NOTE:

THE EXTERIOR MASSING AND MATERIALS SHOWN IN THIS RENDERING REPRESENT A SCHEMATIC LEVEL OF DEVELOPMENT AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ADJUSTMENTS TO MASSING AND MATERIALS, NOT IMPACTING THE REQUESTED RELIEF, MAY OCCUR AS THE DESIGN IS ADVANCED.



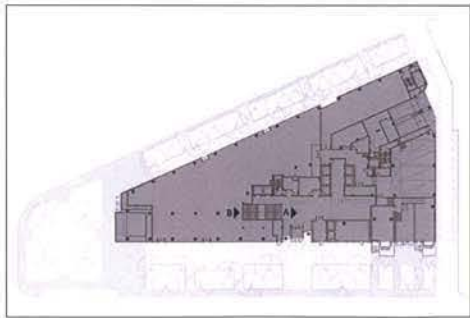
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BOARD OF ZONING ADJUSTMENT APPLICATION

10



NOTE:

THE INTERIOR MASSING AND MATERIALS SHOWN IN THIS RENDERING REPRESENT A SCHEMATIC LEVEL OF DEVELOPMENT AND ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. ADJUSTMENTS TO MASSING AND MATERIALS, NOT IMPACTING THE REQUESTED RELIEF, MAY OCCURE AS THE DESIGN IS ADVANCED.



A



B

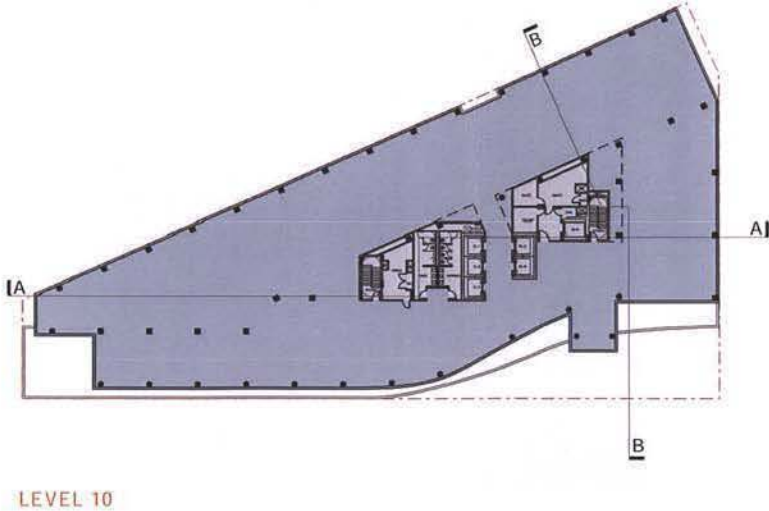
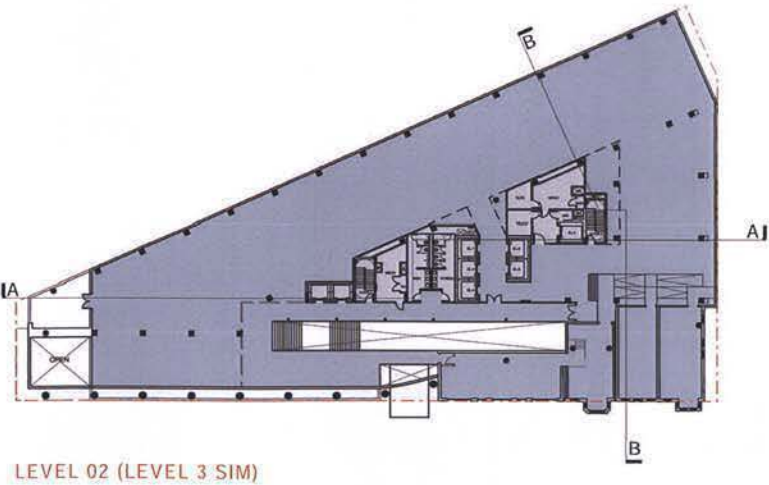
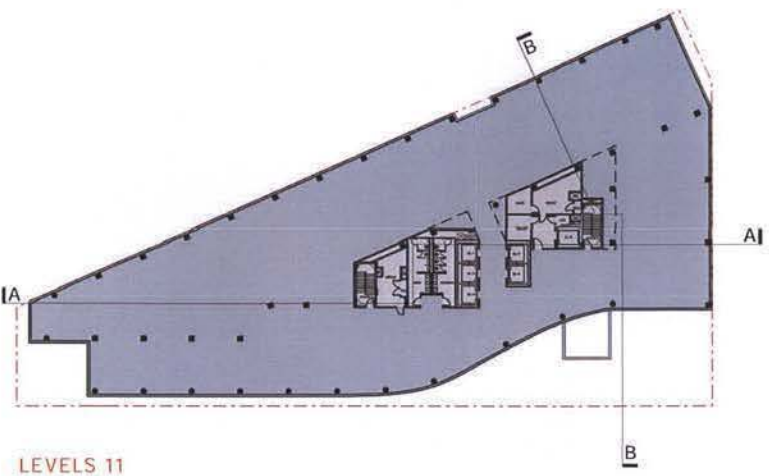
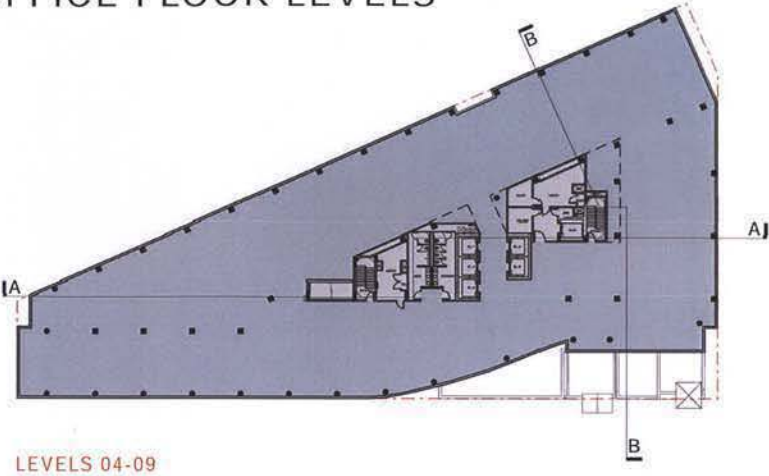
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UPPER OFFICE FLOOR LEVELS



NOTE:
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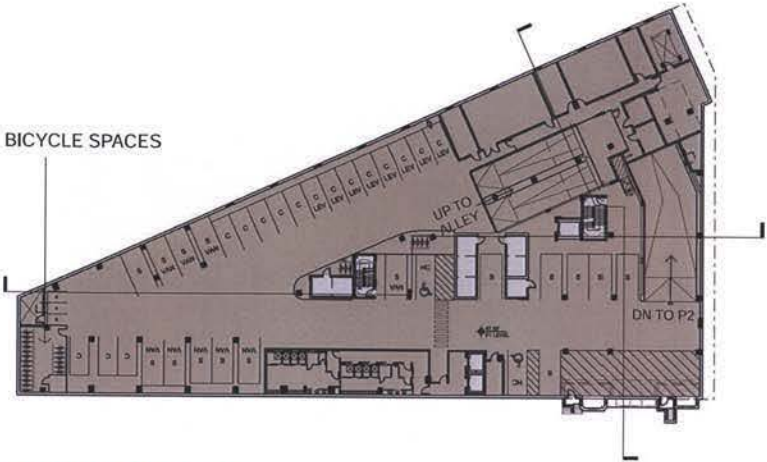


SCALE 1" = 50'

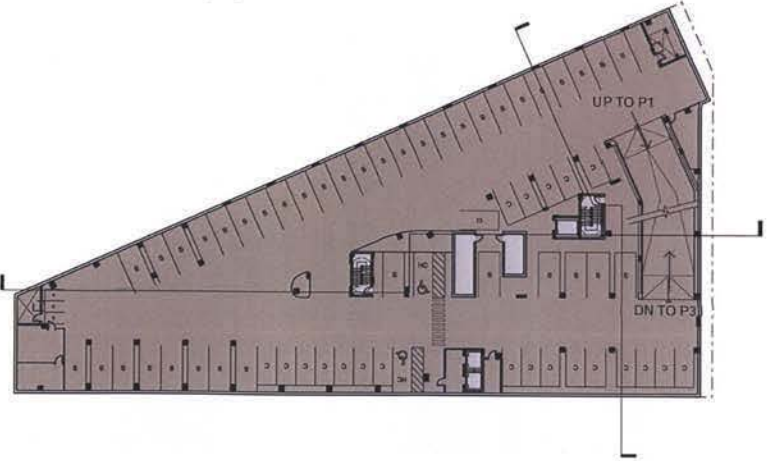
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BOARD OF ZONING ADJUSTMENT APPLICATION

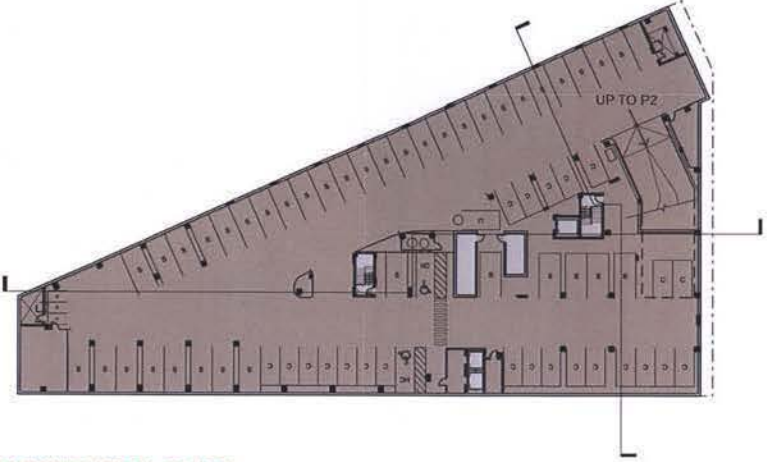
BELOW - GRADE PARKING LEVELS



PARKING LEVEL 01 (P1)



PARKING LEVEL 02 (P2)



PARKING LEVEL 03 (P3)

PARKING TABULATIONS		
GROSS FLOOR AREA FOR PARKING TABULATION PURPOSES (S2118.4)		
OFFICE = 276,640 + 1,120 (LOADING) = 275,520 SF		
RETAIL = 13,860 - 460 (LOADING) = 13,400 SF		
	PERMITTED/REQUIRED	PROVIDED
NUMBER OF SPACES (S2101)		
OFFICE	IN EXCESS OF 2,000 SF, 1 PER 1,800 SF = 152 SPACES	
RETAIL	IN EXCESS OF 3,000 SF, 1 PER 750 SF = 14 SPACES	
TOTAL	166 SPACES	162 SPACES
SIZE OF SPACES (S2115)		
STANDARD	9' x 19', WITH 6'-6" MINIMUM CLEARANCE	9' x 19', WITH 6'-6" MINIMUM CLEARANCE
COMPACT	9' x 10', WITH 6'-6" MINIMUM CLEARANCE	9' x 10', WITH 6'-6" MINIMUM CLEARANCE
VAN	9' x 19', WITH 7'-2" MINIMUM CLEARANCE	9' x 19', WITH 7'-2" MINIMUM CLEARANCE
ACCESS OF SPACES (S2117)		
ADJ. WITH 90 DEGREE ADJACENT PARKING	20'	20' MINIMUM
BICYCLE PARKING SPACES (S2119)		
COUNT	5% OF THE REQUIRED PARKING SPACE TOTAL = 9	9 SPACES MIN
SIZE	2' x 6'	2' x 6'
ACCESS AISLE	5'	5'
AREA OR REQUESTED ZONING RELIEF IS HIGHLIGHTED IN ORANGE		

NOTE:
WHILE THE PLANS SHOW A FIXED NUMBER OF COMPACT PARKING SPACES, FLEXIBILITY IS REQUESTED TO PROVIDE UP TO THE 40% ZONING MAXIMUM.

NOTE:
PARKING LAYOUTS ARE CONCEPTUAL AND SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN MAY VARY.

AAMC HEADQUARTERS

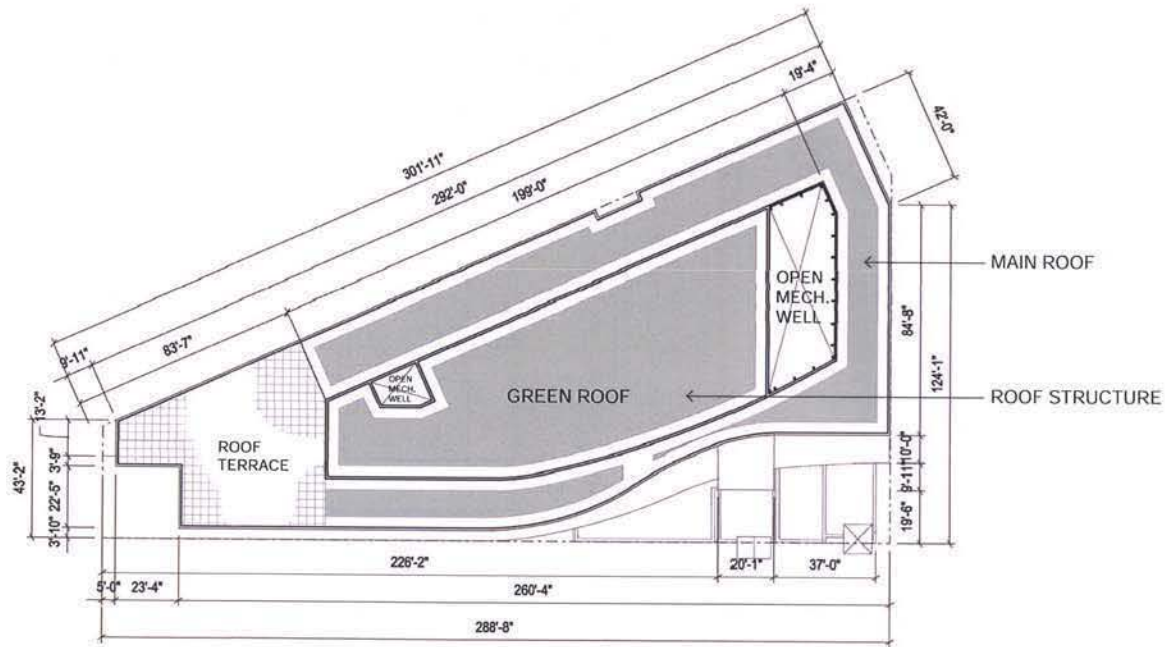
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ROOF LEVEL



NOTE:

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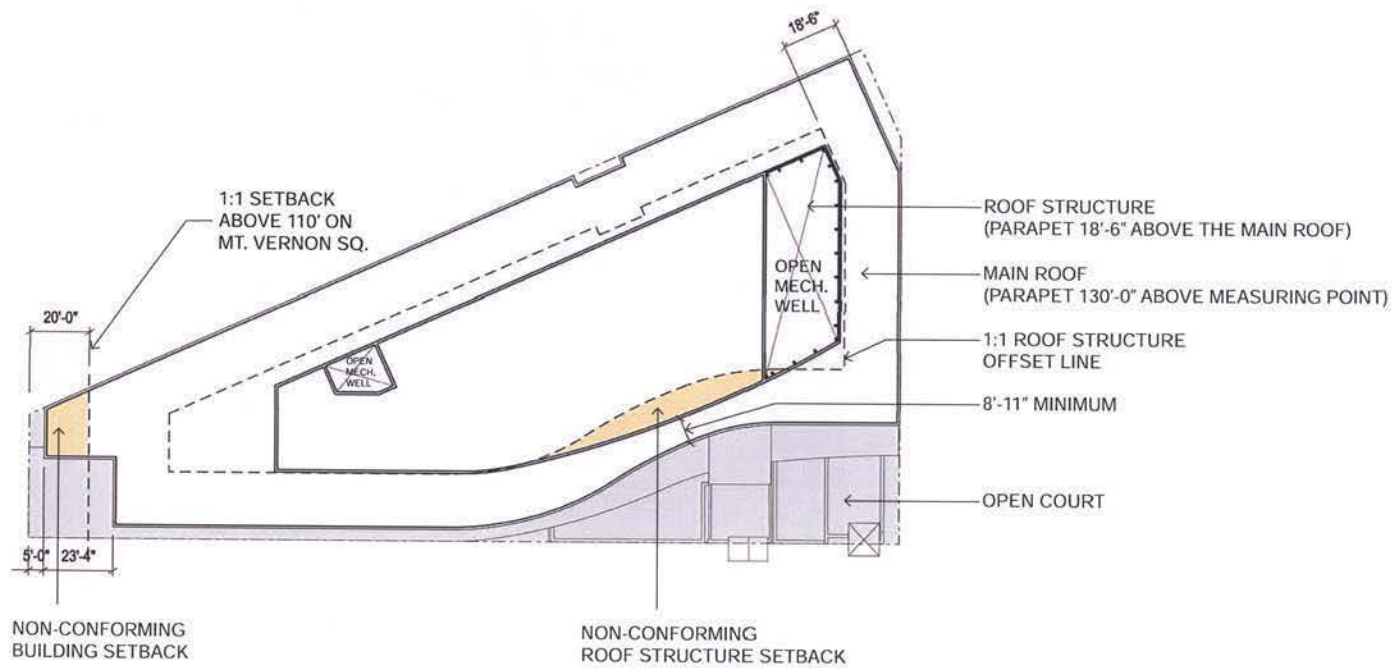


SCALE 1" = 40'

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BOARD OF ZONING ADJUSTMENT APPLICATION

ROOF LEVEL ZONING DIAGRAM



NOTE:

ROOF STRUCTURE GROSS FLOOR AREA
(NOT INCLUDING OPEN MECHANICAL WELLS) = 9,000 SF, OR 0.29 FAR

AAMC HEADQUARTERS

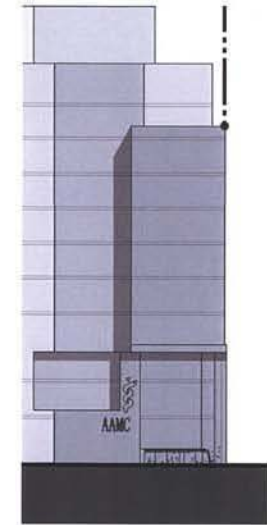
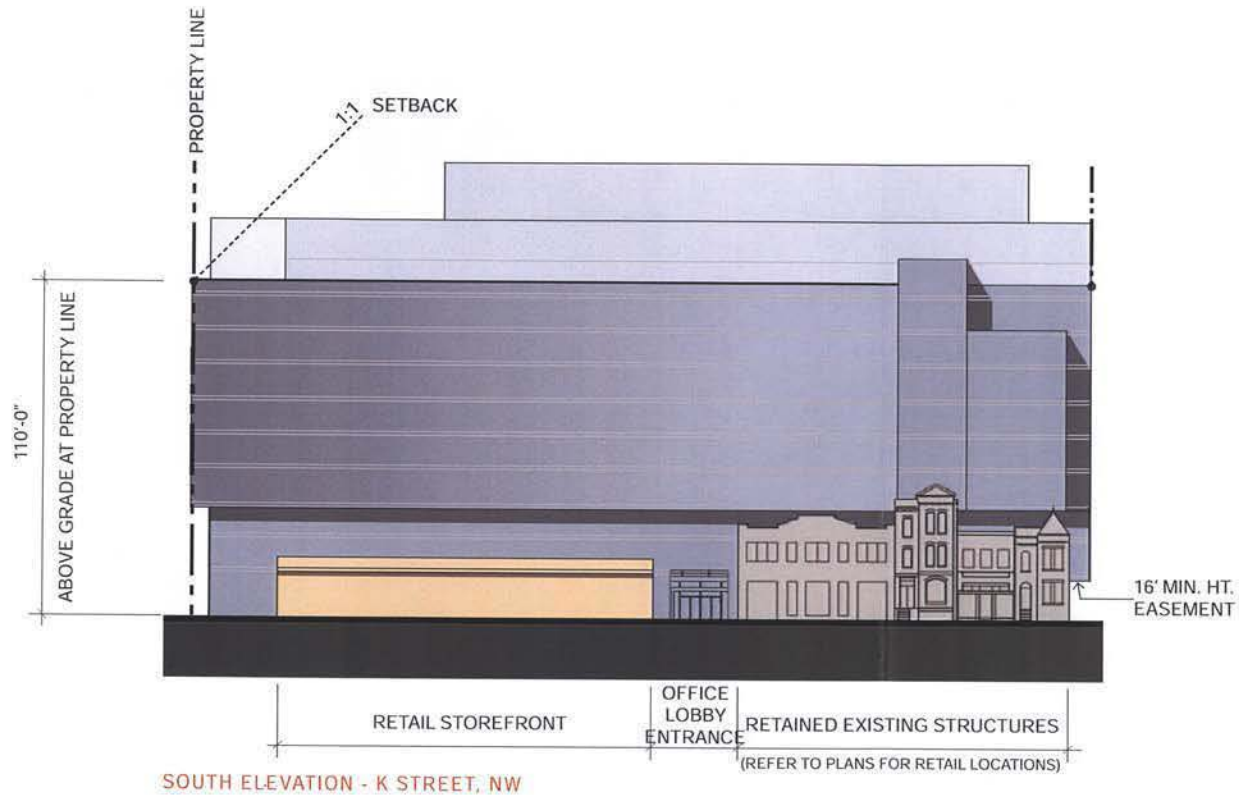
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SOUTH / WEST ELEVATIONS



NOTE:

BUILDING ELEVATIONS ARE CONCEPTUAL.

SCALE 1" = 40'

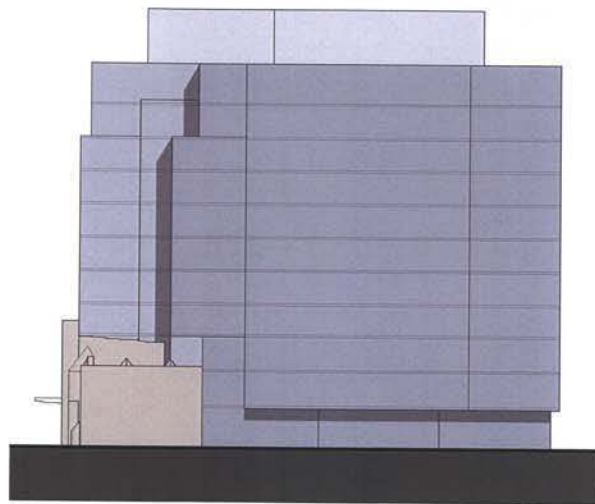
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EAST / NORTH ELEVATIONS



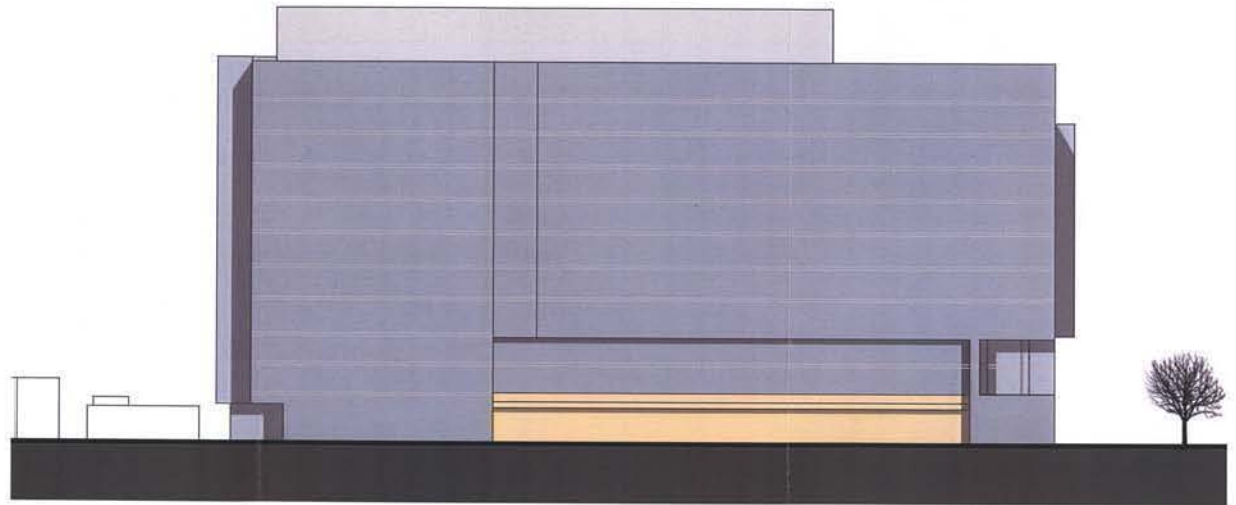
RETAINED
EXISTING
STRUCTURES

LOADING

PARKING
ENTRANCE

OFFICE

EAST ELEVATION - ALLEY



OFFICE

RETAIL STOREFRONT

NORTH ELEVATION - NEW YORK AVENUE, NW

NOTE:

BUILDING ELEVATIONS ARE CONCEPTUAL.

SCALE 1" = 40'

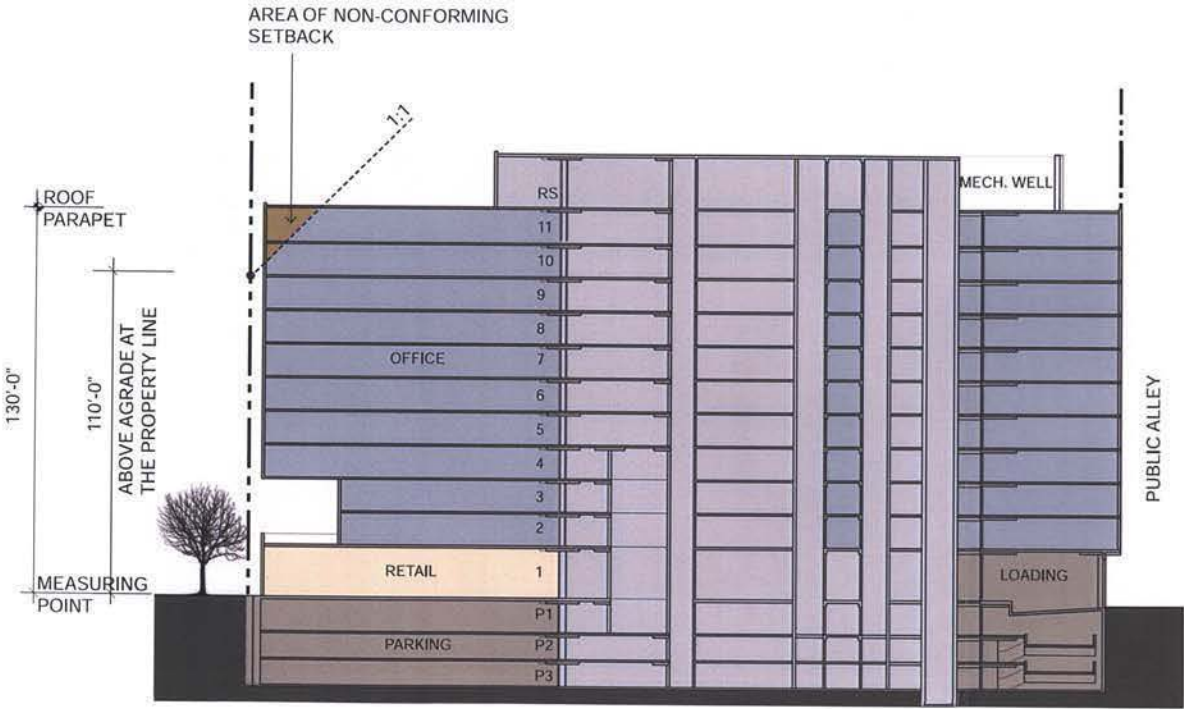
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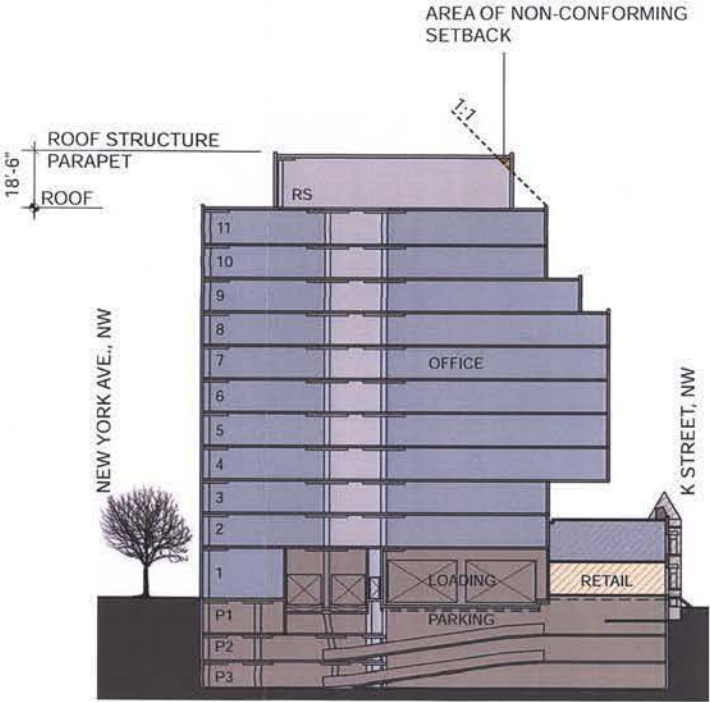
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BOARD OF ZONING ADJUSTMENT APPLICATION

BUILDING SECTIONS



SECTION A



SECTION B

SCALE 1" = 40'

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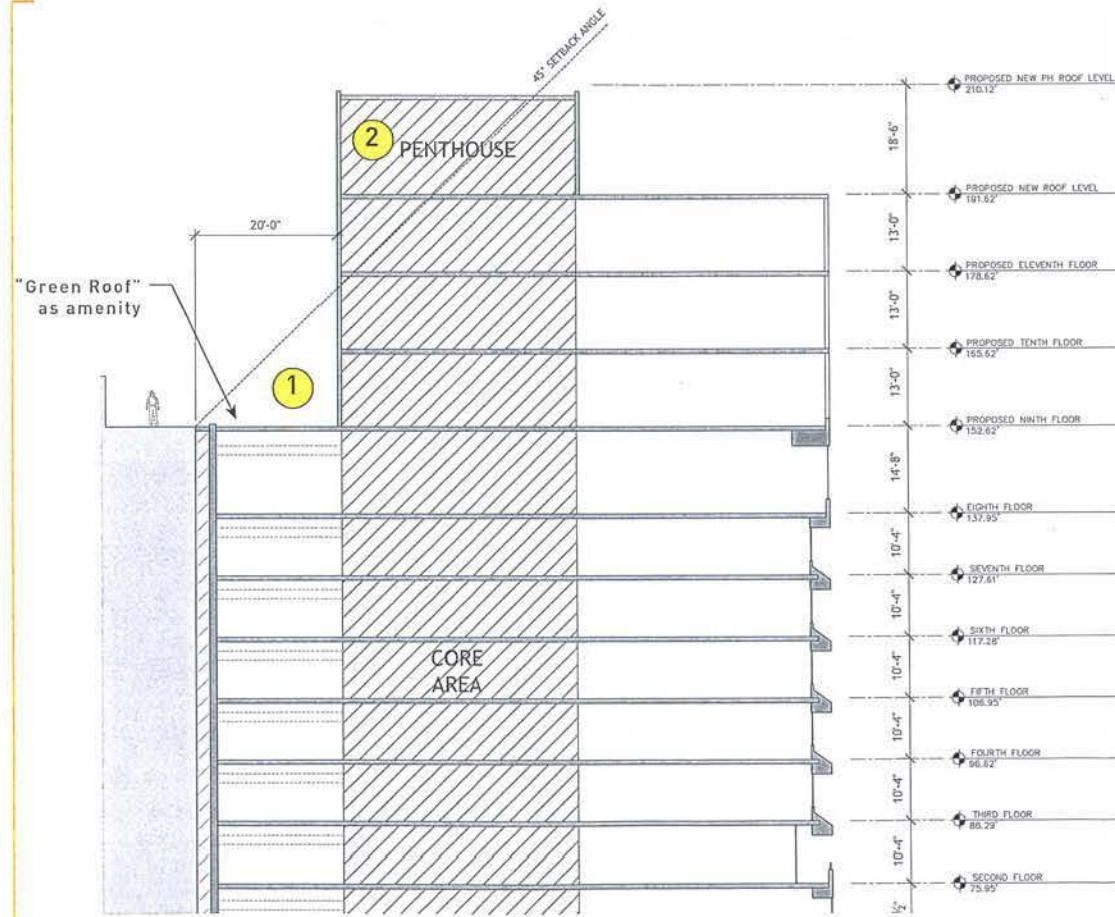
B



2

Revised Design Proposal

2175 K STREET, N.W.



Notes:

- 1 The setback of the 9th and 10th floors represents a greater setback than what is required as a matter-of-right. It also represents an improvement over the existing condition due to the relocation of the existing mechanical penthouse
- 2 Portions of the 11th floor and penthouse exceed the setback due to practical difficulties tied to the existing building layout and location of the building core.

Section: New Addition with Setback to Building Core

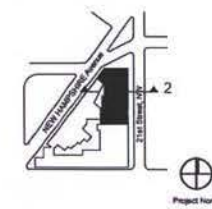
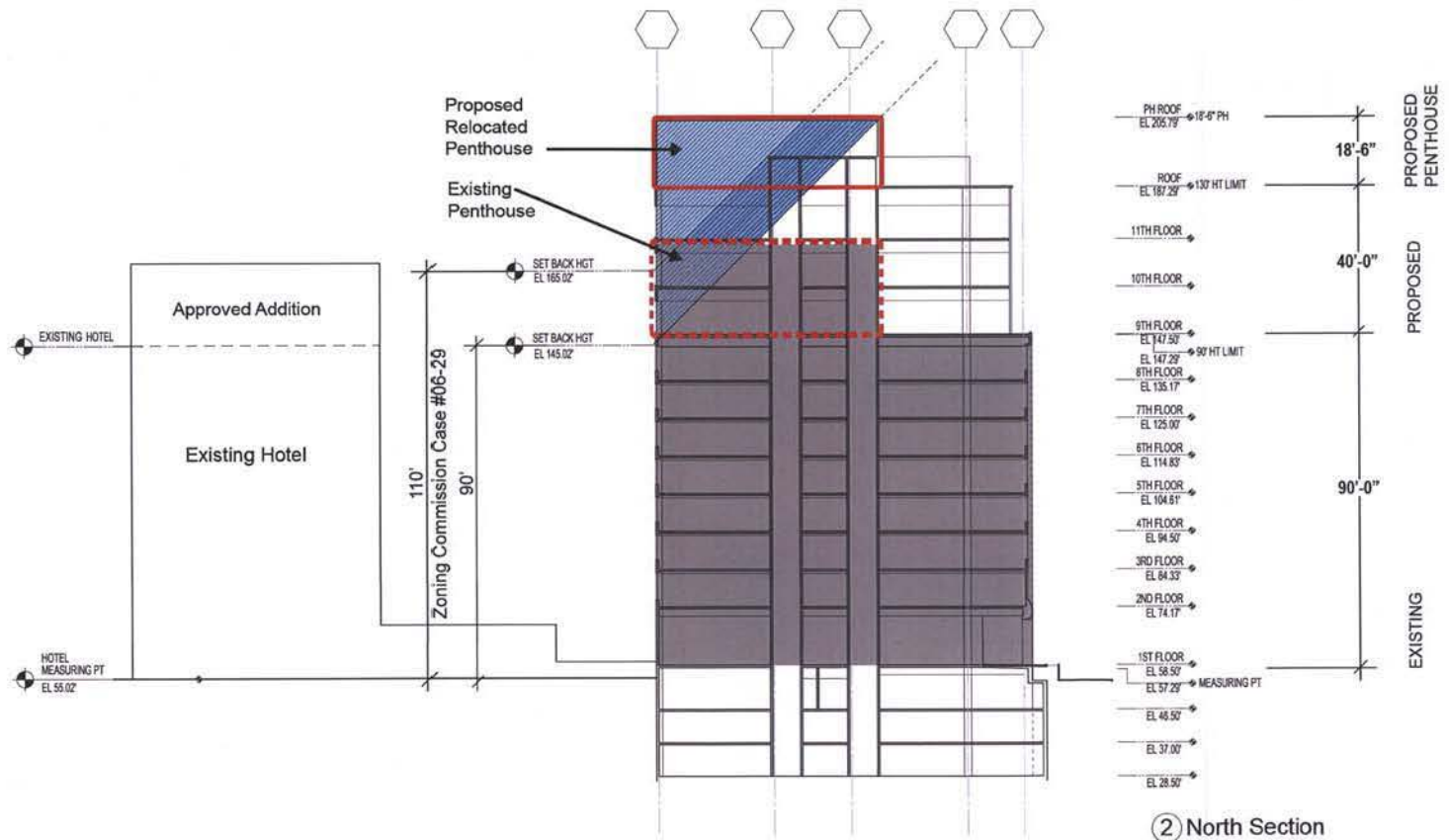
07 December 2007

Page:

3



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2100 M STREET
 MODERNIZATION & EXPANSION
 2100 M STREET, NW
 WASHINGTON, DC 20036

HINES
 505 15th Street, NW
 Suite 1000 East
 Washington, DC 20004-1108
 Tel: 202-546-8337
 Fax: 202-547-0850

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 architecture engineering interior planning
 SmithGroup Architecture
 1800 K Street, NW
 Washington, DC 20006
 T 202-842-5100
 F 202-874-4900
 www.smithgroup.com

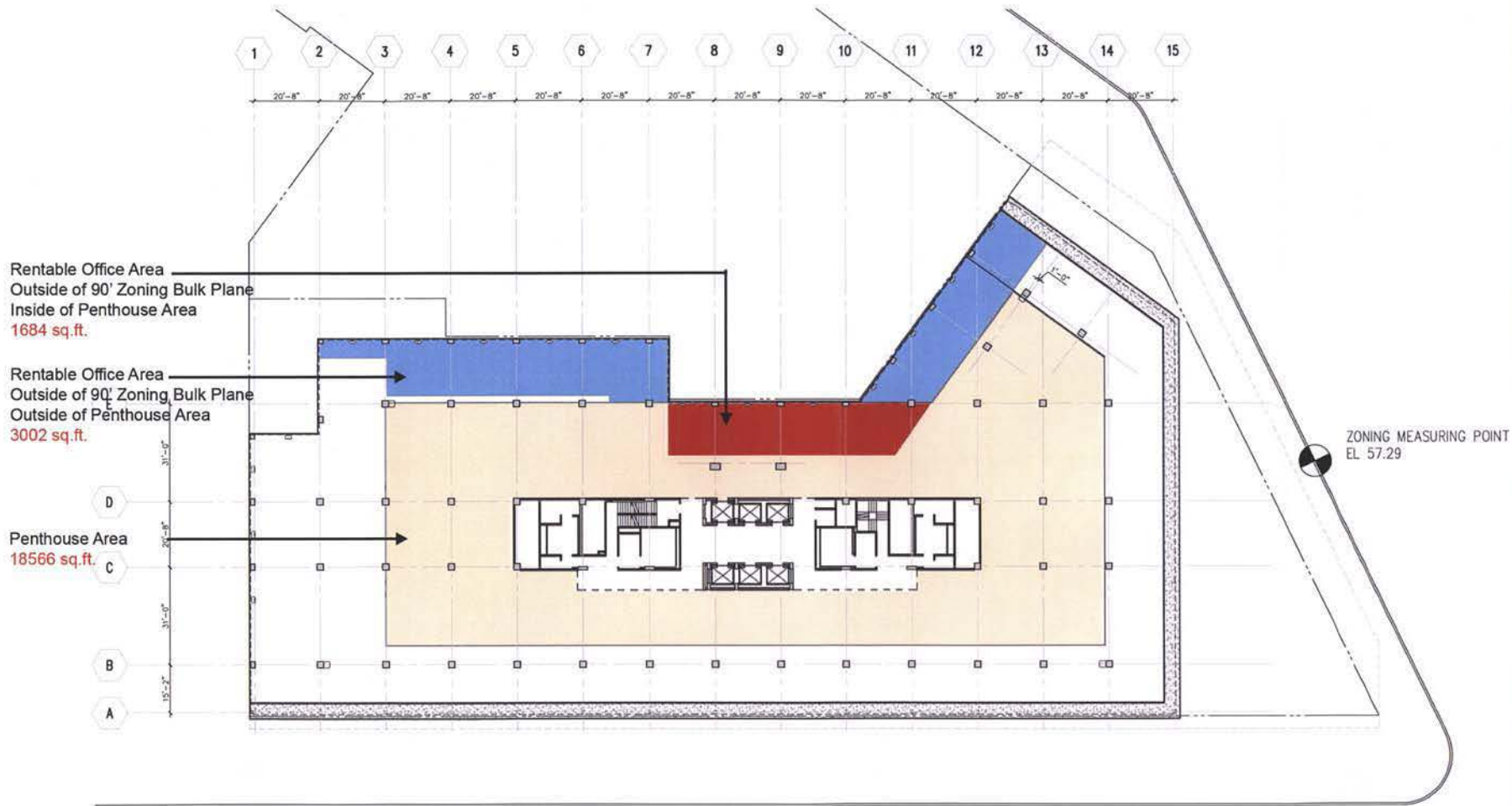


BZA
 Submission

June 29, 2007

2 NORTH
 Section

Proposed Plan
32,000 sq.ft. total



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2100 M STREET, NW
WASHINGTON, DC 20036

HINES

1015 13th Street, NW
Suite 1525 East
Washington, DC 20004-1106
Tel: 202-347-6100
Fax: 202-347-2902

SMITHGROUP
architect engineering interior planning

SmithGroup Incorporated
1400 K Street, NW
Washington, DC 20005
T 202 342 2100
F 202 374 4800
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BZA
Submission

November 29, 2007

9th Floor Plan

Rentable Office Area
Outside of 110' Zoning Bulk Plane
Inside of Penthouse Area
606 sq.ft.

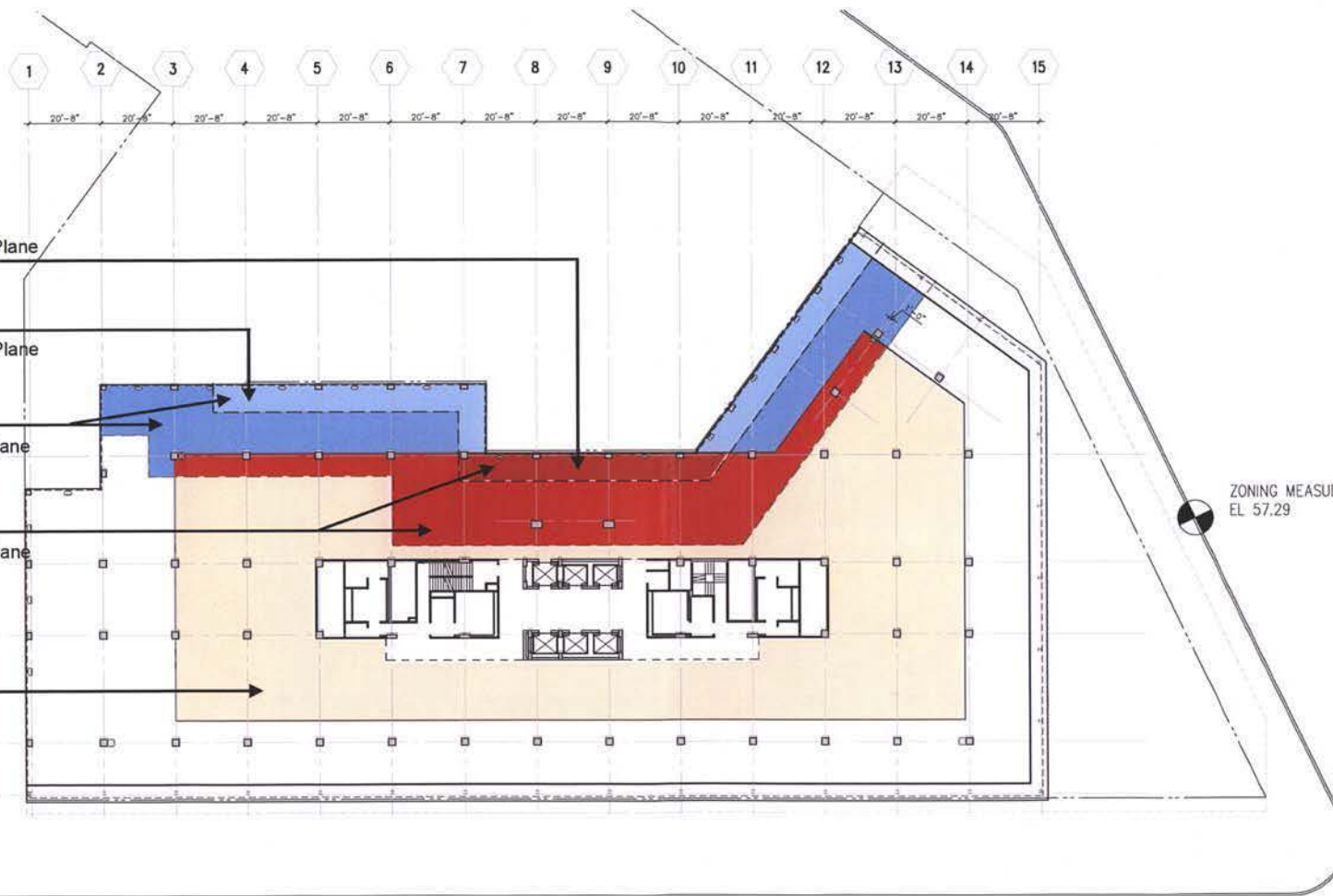
Rentable Office Area
Outside of 110' Zoning Bulk Plane
Outside of Penthouse Area
1309 sq.ft.

Rentable Office Area
Outside of 90' Zoning Bulk Plane
Outside of Penthouse Area
5056 sq.ft.

Rentable Office Area
Outside of 90' Zoning Bulk Plane
Inside of Penthouse Area
3654 sq.ft.

Penthouse Area
18566 sq.ft.

Proposed Plan
32,000 sq.ft. total



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WASHINGTON, DC 20036

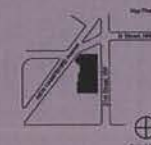
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805 15th Street, NW
Suite 1000 East
Washington, DC 20004-1108
Tel. 202.347.6337
Fax. 202.347.2853

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Washington, DC 20004-1108
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BZA
Submission

November 29, 2007

10th Floor Plan

Rentable Office Area
Outside of 90' Zoning Bulk Plane
Outside of Penthouse Area
2126 sq.ft.

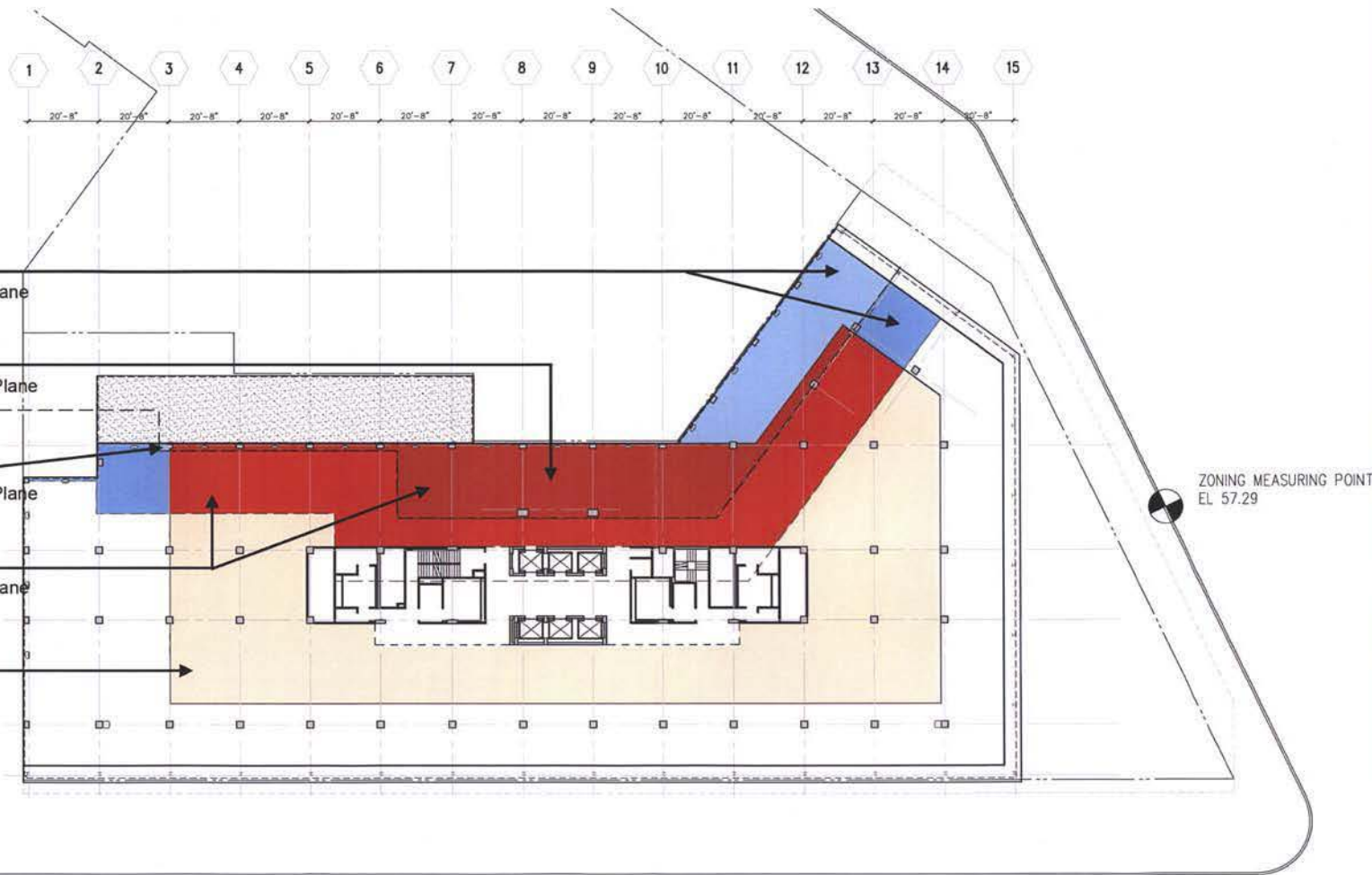
Rentable Office Area
Outside of 110' Zoning Bulk Plane
Inside of Penthouse Area
2567 sq.ft.

Rentable Office Area
Outside of 110' Zoning Bulk Plane
Outside of Penthouse Area
1345 sq.ft.

Rentable Office Area
Outside of 90' Zoning Bulk Plane
Inside of Penthouse Area
6079 sq.ft.

Penthouse Area
18566 sq.ft.

Proposed Plan
29,000 sq.ft. total



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2100 M STREET, NW
WASHINGTON, DC 20009

HINES

555 15th Street, NW
Suite 1200 East
Washington, DC 20004-1108
Tel: 202-462-8200
Fax: 202-542-2802

SMITHGROUP

Architecture engineering interior planning

SmithGroup Architecture
1500 K Street, NW
Washington, DC 20005
T: 202-462-2100
F: 202-374-4900
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BZA
Submission

November 29, 2007

11th Floor Plan

E

MEMO

To: Jeffrey Utz
Goulston & Storrs

Date: November 9, 2011

From: Matt Strickland

Pages: 4

Re: Traffic and Parking Summary for the Proposed AAMC HQ Building

Message:

Introduction

This memorandum is intended to provide applicable information related to traffic and parking conditions associated with the proposed development of the new Association of American Medical Colleges (AAMC) headquarters building overlooking Mount Vernon Square in Northwest Washington, DC. The proposed building includes eleven floors above grade and three levels of below-grade parking. Approximately half of the ground floor will be occupied with retail space.

Background Information

The proposed building site is on a parcel of land bounded by K Street, NW to the south, New York Avenue, NW to the north, Federal Reservation 176 to the west and a 10' Public alley to the east as shown in Figure 1.

The roadway network serving the site consists of K Street NW, New York Avenue, NW and 7th Street NW. All the surrounding streets provide two-way travel. K Street, NW provides one lane in each direction with on-street parallel parking. New York Avenue, NW provides three lanes in each direction during the peak commuter periods.

Existing Conditions

The site is currently well served by transit options as shown in Figure 2. Several major bus lines are within close proximity and include the 70, 71, 79, P6, D4 and DC Circulator bus routes. Additionally, the site is within a five-block walking distance of three Metrorail portals, Convention Center, Gallery Place and Metro Center stations.

Vehicular access to the site is provided to the site with the existing alley on the east side of the site. This public alley system will be maintained with the proposed development.

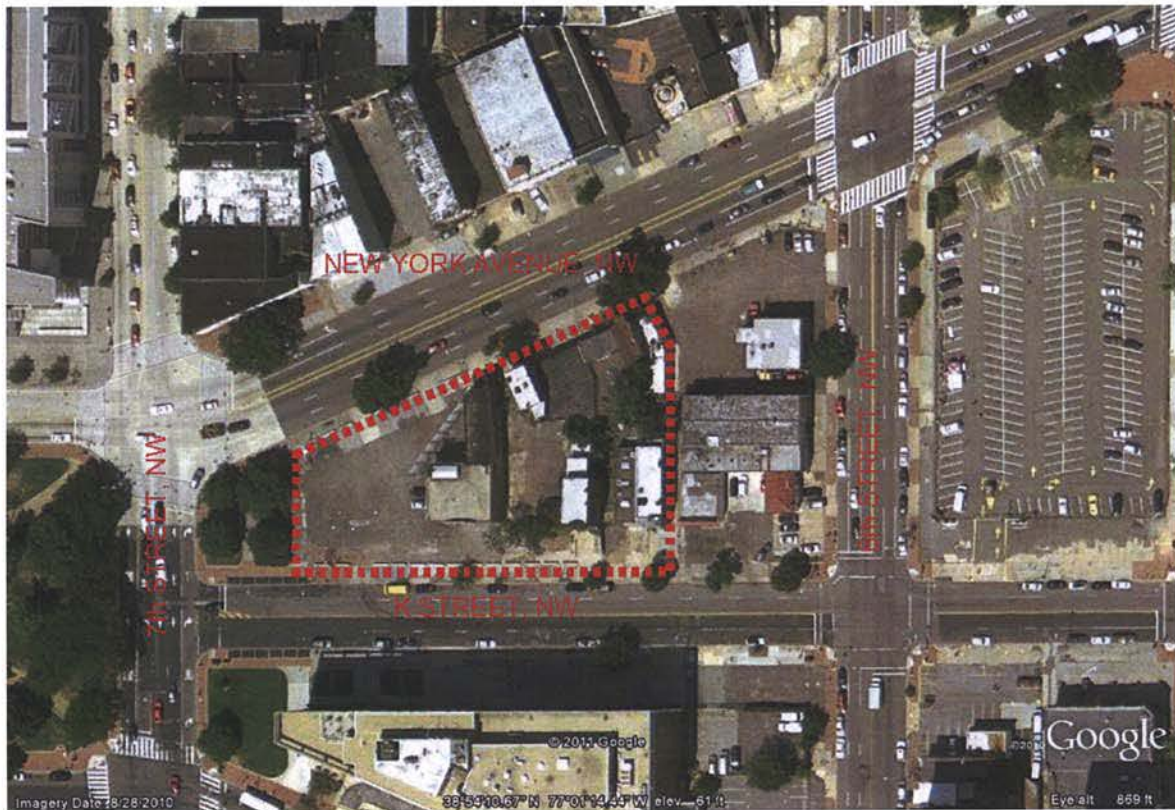


Figure 1
Aerial Map of Site and Surrounding Vicinity (Google Maps)



Figure 2
Existing Transit Service (WMATA)

Proposed Development Program

The proposed development consists of demolishing most of the existing buildings on-site to make way for the proposed headquarters building. Consistent with a Preservation Agreement between the DC Preservation League and the owners of the building site, portions of four existing buildings will be retained. In order to create an efficient building footprint, the retained structures will be relocated and consolidated to the southeast portion of the site. The existing buildings will be incorporated into the new building design, which consists of approximately 290,500 GFA. The proposed building includes approximately 13,860 GFA of ground floor retail, 276,640 GFA of above grade office space and three levels of below-grade parking, which include bicycle parking and showers. The proposed site plan is shown in Figure 3.

Vehicular access to the proposed below-grade garage and delivery truck access will be through the existing public alley.

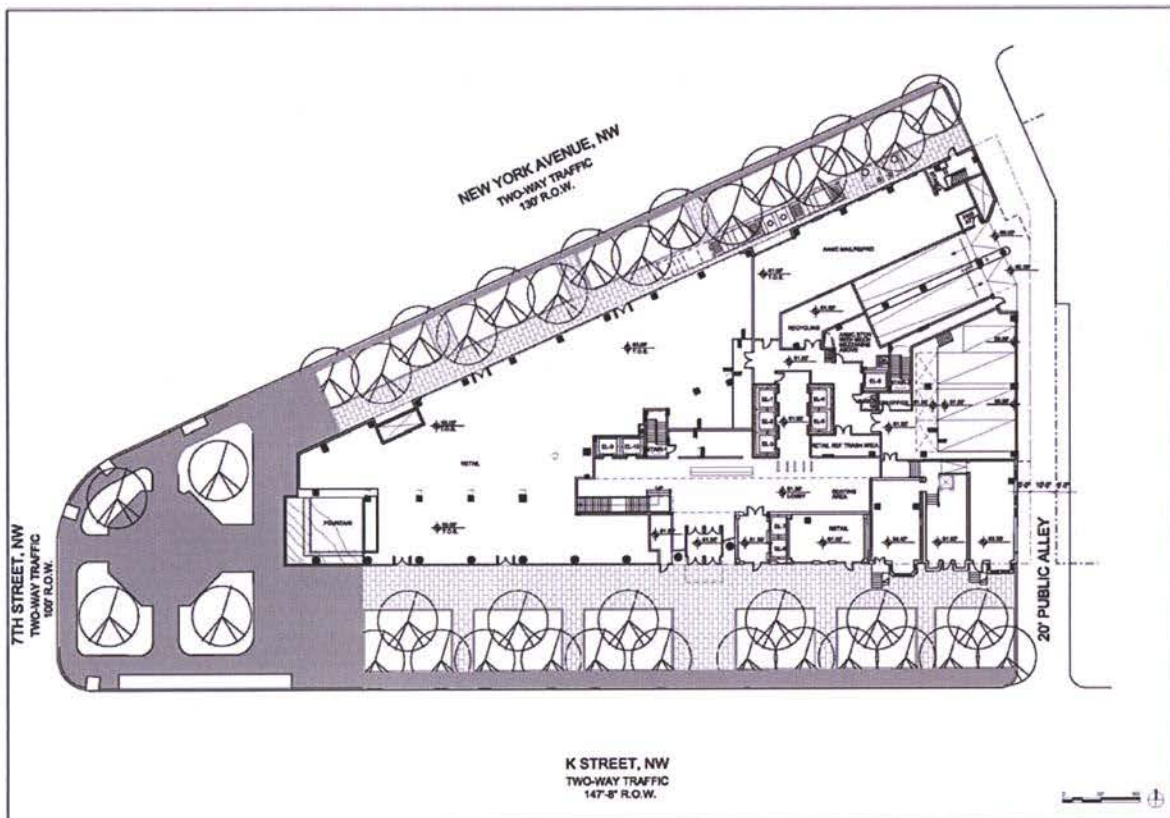


Figure 3
Proposed Site Plan (Shalom Baranes Associates)

The proposed loading dock will include three (3) berths at 12'x30' with 100sf platforms and one (1) service/delivery space at 10'x20' to satisfy the Zoning requirements. Given the office area comprises greater than 90% of the gross floor area, the loading requirements are based on the office area.

The proposed below-grade garage is currently designed for a capacity of 162 parking spaces. Nine of the spaces (5%) in the garage are designated as Van Spaces in accordance with Zoning requirements and nine spaces (5%) are designated as LEV Spaces to meet LEED requirements.

Approximately sixty-eight (68) bicycle spaces are proposed, and are in excess of Zoning (9 minimum) and LEED (40 minimum) requirements at the Owner's request. Additionally, ten (10) motorcycle spaces are proposed in the garage at the Owner's request.

The proposed parking capacity is expected to be more than adequate to meet the needs of staff and visitors given the available alternative transit options. BZA relief is requested to allow for a minor reduction (4 spaces, approximately 2%) in the code requirement of 166 parking spaces. The site is not eligible for a 25% reduction in required parking for its proximity to a Metrorail station entrance per DCMR 11 Section 2104 since it is within 800' of an R-zoned property.

Office developments located in urban districts typically provide easy access to transit facilities and marked routes for bicycle commuters. As a result, these developments experience high rates of transit ridership and bicycle commuting. Data from the U.S. Census Bureau, 2008-2010 American Community Survey, concludes that approximately 14% of office workers in the Metro Area use public transportation and approximately 1.5% travel by bicycle/motorcycle as a means of transportation to work. Higher rates are often seen when workers both live and work in the Metro Area.

AAMC's corporate philosophy on commuting is one that supports the census data mentioned above. With the intent to encourage staff to utilize public transportation, AAMC runs a daily shuttle service from two of their current buildings to the Foggy Bottom and Dupont Circle Metro stations. Additionally, commuting related benefits are offered to all employees. Their Smart Benefits program provides monthly subsidies to employees that limit their on-site parking to a maximum of ten working days a month. A recent statistic indicates approximately 75% of employees are using the Smart Benefits program. To encourage carpooling, AAMC employees are eligible for free parking at their N Street location when a minimum of three AAMC staff members participate in the carpool. A total of 29 spaces are available for bicycle parking in their current buildings, which further encourages alternate methods of commuting, and is the basis for the high number of bicycle spaces planned in the new building.

Due to the close proximity of the development to public transportation options, specifically multiple Metrorail stations, and the anticipated high use of bicycles and motorcycles by users is expected to result in a reduced parking demand. As a result the proposed parking capacity should adequately support the development and we do not anticipate any adverse affects.

Conclusions

The proposed development is not expected to have any significant impact on neighborhood traffic or parking. The primarily office development provides convenient access to alternative modes of transportation due to the close proximity of multiple bus routes and Metrorail stations. Additionally, providing an abundance of bicycle parking and access to showers and lockers in the building will reduce vehicle trips by encouraging employees to bike to work.

F

Square 451 – Association of American Medical Colleges (AAMC)
Traffic Demand Management Plan

1. AAMC will provide bicycle parking which exceeds 5% of vehicle parking, bicycle storage facilities, and shower and changing facilities for office and retail employees.
2. Preferential parking for carpools and vanpools that is conveniently located near the elevators and close to the entry/exit points to reduce travel time and distance in the parking garage. If there is a charge for parking, carpool spaces shall be offered at a discount to registered carpools and vanpools.
3. Continue SmartBenefits program allowing office employees to obtain discounted mass transit fares and continue to incentivize ridership. Encourage retail tenants to provide similar SmartBenefit programs.
4. Provide website hotlinks to CommuterConnections.com and goDCgo.com on property management websites, if any.
5. Designate a member of building management as a point of contact who is responsible for implementing, coordinating, and monitoring TDM obligations, including developing and distributing informational and promotional materials for all site uses and overseeing the implementation of each strategy. The job description for the property manager will include the responsibilities of a transportation management coordinator.
6. Provide a total of three loading berths and one delivery space on-site. Loading and deliveries will be scheduled whenever possible to minimize any conflicts.
7. Incorporate loading operations into the Rules and Regulations provided to all retail tenants. The Rules and Regulations for the loading operations will inform tenants that all trucks larger than 30 feet are prohibited from using the alley.
8. Designating a member of the on-site staff as the freight manager, who will be responsible for enforcing the Rules and Regulations regarding loading operations. The job description for the property manager will include the responsibilities for enforcing the loading operations outlined in the Rules and Regulations.
9. Distribute alternative transportation information and brochures via lobby kiosks, welcome packets and bulletin boards.

G

Matt Strickland, IPI, TPA
PRINCIPAL

Matt Strickland is a Principal of the firm and a highly accomplished designer and Project manager with over 10 years of experience in the field of architecture and project management and over 5 years dedicated solely to parking.

Mr. Strickland has extensive parking design experience that includes large Commercial projects in Dallas, Houston, the East Coast and Internationally. His expertise resides in parking studies and providing effective and cost saving solutions for parking facility projects. Mr. Strickland has direct responsibility for firm management, which includes: design, project management, project profitability, sales and marketing. Mr. Strickland's strengths include a diverse background in commercial, residential, historic preservation and planning projects.

"We have worked with Matt on difficult projects, large and small, and have always benefitted from his outstanding client service. Matt is a terrific team player and truly at the top of his game; his analytical skills and considerable depth of experience routinely help us provide our clients with superior parking concepts that work brilliantly. I would recommend Matt without hesitation. He is a true professional and it is an absolute pleasure to work with him."

Matt Mooney, Principal Corgan Associates



Education

Austin Community College

Contra Costa College
School of Architecture

California State University
Fresno School of Business

Professional Affiliations

Austin Community College
A&E CADD Dept. Advisory
Committee

Texas Parking Association
International Parking
Institute

National Council of
Architectural Registration
Boards

2200 Post Oak Blvd
1,200 Space Functional Design Services
Redstone-Stream Realty/HKS
Houston, Texas 2011

La Jolla Commons II
1,800 Space Functional Design Services
Hines/AECOM
San Diego, CA 2011

Sofia Tower
1,000 Space Functional Design Services
Hines-ODG/Pelli Clarke Pelli
Monterrey, Mexico 2010

Encana Regional HQ Building
1,200 Space Functional Design Services
KDC/Corgan
Legacy, Texas 2010

Hess Discovery Tower
1,300 SP Tenant Improvement
Hess Corporation
Houston, Texas 2010

Skyview Corporate Park
800 Space Functional Design
Hines India/ODELL
Gurgaon, India 2010

Horizon Center
1,800 Space Functional Design
Hines India/Robert A.M. Stern
Gurgaon, India 2010

Devon Energy World Headquarters
3,000 Space Functional Design
Hines/Pickard Chilton
Oklahoma City, OK 2010

Lakepointe Costentino
600 Space Architectural Production
Powers Brown Architecture
Houston, Texas 2008

Five Oaks Tower
1,450 Space Functional Design Services
Transwestern/Pickard Chilton
Houston, Texas 2008

Shalom Baranes, FAIA
Principal

As founding principal of Shalom Baranes Associates, Mr. Baranes has established a firm recognized for its work on significant buildings in the nation's capital and surrounding region. As director of design work within the firm, he has overseen projects which have received over 100 design awards for both new construction and renovation. He has a strong background in commercial and governmental work, as well as an intimate familiarity with local and federal regulatory review processes.

Among his completed buildings are chanceries for the governments of Turkey and Nigeria, the national headquarters for the American Red Cross, the American Geophysical Union and the Carpenter's Union (101 Constitution Avenue), and the Ritz Carlton Hotel and Residences in Georgetown. Historic projects include the renovation of the Warner Theatre, the expansion of the District of Columbia's City Hall, the John Wilson Building, the US Treasury Building and Daniel Burnham's Postal Square. His current work includes masterplanning the area around Washington's new ballpark, the redevelopment of the ten acre Waterside Mall site in southwest and the renovation and expansion of GSA's national headquarters building.

Mr. Baranes' design and preservation work and its influence on the character of Washington's downtown was recognized by the American Institute of Architects in his investiture to the College of Fellows, whose nomination noted,

"His design skills are strengthened by an exceptional ability to communicate with both his clients and the community, allowing him to master demanding aesthetic, preservation and political problems and gain approvals from federal and local review agencies."

He has served on a number of design juries, boards and commissions, including GSA's national peer review panel, and has chaired the Architectural Review Panel for the District of Columbia.

Mr. Baranes received his Bachelor of Architecture degree in 1973, and his Master of Architecture degree in 1976, both from Yale University. The Lambda Alpha International Honorary Land Economics Society inducted Mr. Baranes in 1987 noting,

"For designing sensitive additions to and renovation plans for landmark commercial structures in the heart of downtown Washington, and for creating new buildings that arrest the eye and capture the zest of urban life."

In 1990, The Catholic University of America Honorary Society awarded Mr. Baranes their annual Tau Sigma Delta Medal for "Distinction in Architecture."

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**OUTLINE OF TESTIMONY OF REPRESENTATIVE OF THE APPLICANT
BERNARD JARVIS,
ASSOCIATION OF AMERICAN MEDICAL COLLEGES**

- I. Introduction of Applicant
- II. History of Site and Previous Approval
- III. Overview of Relief Requested
- IV. Goals and Objectives of Application
 - A. Entirely Office and Retail Use
 - B. Relocation of Headquarters Building
- V. Community Dialogue Process
- VI. Commitment to Neighborhood
- VII. Conclusion

**OUTLINE OF TESTIMONY OF SHALOM BARANES;
PROJECT ARCHITECT,
SHALOM BARANES ARCHITECTS**

- I. Introduction
 - A. Project Architect, Shalom Baranes Architects
- II. Site Location and Description
 - A. Overview of Site, Surrounding Area, and Land Use
- III. Description of Project
 - A. Design as Proposed
 - B. Areas of Relief Requested
 - C. Design Considerations
- IV. Conclusion

**OUTLINE OF TESTIMONY OF MATT STRICKLAND;
PROJECT TRANSPORTATION CONSULTANT,
HWA PARKING STRICKLAND JAMAIL**

- I. Introduction
 - A. Project Transportation Consultant, HWA Parking Strickland Jamail
- II. Site and Area Conditions
- III. Discussion of Parking Relief Requested
- IV. Discussion of Traffic Impacts of Project
- V. Conclusion