

**BEFORE THE BOARD
OF ZONING ADJUSTMENT
FOR THE DISTRICT OF COLUMBIA**

**APPLICATION OF
JBG/33 N STREET, L.L.C.
33 N STREET, N.E.**

**BZA APPLICATION NO. 18636
HEARING DATE: OCT. 22, 2013
ANC 6C**

STATEMENT OF THE APPLICANT

**I.
NATURE OF RELIEF SOUGHT**

This statement is submitted on behalf of JBG/33 N Street, L.L.C. (the “Applicant”) in support of its application to the Board of Zoning Adjustment for the following variance and special exception relief from the requirements of the Zoning Regulations pursuant to 11 DCMR §§ 3104.1 and 3103.2: (i) a variance from the loading requirements required by Section 2201.1; and (ii) special exception relief from the roof structure requirements under Sections 411 and 770.6. The relief requested will permit the construction of a residential building with ground floor retail at 33 N Street, N.E., which is planned to be the first phase of development on the larger record lot. The proposed development is appropriate for the site, fully compatible with the surrounding area, and not inconsistent with either the Comprehensive Plan or the Zoning Regulations.

**II.
JURISDICTION OF THE BOARD**

The Board of Zoning Adjustment (the “Board”) has jurisdiction to grant the variance and special exception relief requested herein pursuant to Sections 3103 and 3104 of the District of Columbia Municipal Regulations (“Zoning Regulations”).

III. **BACKGROUND**

A. Description of the Site

The site is located in the central portion of Square 672, fronting on N Street, N.E. and was formerly known as Lot 254 in Square 672¹. Lot 254 was combined with Lots 247, 847, and 848 in Square 672 to create Record Lot 260 (the "Site"). The subdivision plat creating the Site was recorded in the Office of the Surveyor for the District of Columbia on September 25, 2013. A copy of the subdivision plat is attached as Exhibit B.

This application proposes the development of the western portion of the Site with the first phase of development on the Site. The Site is located in the north half of Square 627, which is bounded by N Street to the north, North Capitol Street to the west, Patterson Street to the south, and First Street to the east. The Site is large and irregular in shape, with frontage on N Street, Patterson Street, and First Street. The Site is currently improved with one two-story office building on the portion of the Site formerly known as Lot 254, a seven-story office building, and surface parking lots. The first phase of development on the Site includes the demolition of the existing two-story office building and the construction of a residential building with ground floor retail ("Residential Building"). The Residential Building will front on N Street on its north façade, be bounded by lot lines on the west and south facades and be constructed generally adjacent to and connected to the existing office building on its east façade. The Site is zoned C-3-C and is located within the North Capitol Receiving Zone.

¹ While the original application referenced Lot 254, the 200-foot property owners list and the posted notice were based on proposed boundaries of Lot 260 because the subdivision was in process and expected to be completed prior to the public hearing on this case.

B. Description of Surrounding Area

The Site is located in the heart of NoMA, which is being developed with a wide variety of high-density commercial, residential and mixed-use developments. NoMA is located four blocks from Capitol Hill and directly to the north of Union Station. The area is experiencing rapid growth and transformation, and has seen sustained investment over the past decade that has ushered in a number of prominent commercial businesses, government organizations, and retail establishments. The area is served by multiple public transportation amenities, including Metrorail at the NoMA-Gallaudet Metro station, Metrobus, Union Station as well as two Capital Bikeshare locations less than half a mile from the Site and the Metropolitan Branch Trail, with an entrance four blocks from the Site.

The Future Land Use Map of the Comprehensive Plan designates the Site and the surrounding area for High Density Commercial Land Use, as shown on the attached Exhibit C. This designation is characterized by office and mixed use/retail buildings greater than eight stories in height, and corresponding zone districts include the C-3-C District. The Site is also located within the Central Employment Area, which is the core area of the city where the greatest concentration of employment is encouraged. North Capitol Street and New York Avenue, both major thoroughfares, are located near the Site.

C. Existing Zoning

The Site is zoned C-3-C and is located within the North Capitol Receiving Zone. The C-3-C District is a medium to high-density zone that permits a variety of uses. As a matter-of-right, the C-3-C district permits an apartment house, with a maximum building height of 90 feet and a maximum FAR of 6.5.

The North Capitol Receiving Zone was established with the creation of the Downtown Development ("DD") District to permit increased height and density with the use of transferrable development rights ("TDRs") in appropriate areas throughout the city based on the development of preferred uses and fulfillment of historic preservation goals in the DD District. Pursuant to Section 1709.21, the maximum additional height permitted in a TDR receiving zone is based on the Act to Regulate the Height of Buildings in the District of Columbia ("1910 Height Act"). The 1910 Height Act generally provides that the maximum permitted building height in a commercial district is the width of the street on which the building fronts plus twenty feet, but not greater than 130 feet, with limited exceptions. The Site fronts on First Street, which has a right-of-way width of 110 feet. Thus, the 1910 Height Act permits a maximum height of 130 feet for this Site. In the North Capitol Receiving Zone, the maximum permitted FAR for buildings permitted to go to 130 feet is 10.0 FAR. 11 DCMR § 1709.21.

D. Project Description

The Applicant proposes to replace the existing low rise office building on the Site with a new 13-story multi-family residential building containing approximately 342 units and ground floor retail. The proposed building will have a maximum height of 130 feet and contain approximately 309,700 square feet of gross floor area. The Residential Building will also include tenant amenities on the ground floor and roof. Ground floor amenities include a residential lobby, a club room, fitness center, and a library. These spaces wrap around a landscaped courtyard open to the sky. Roof top amenities include a garden terrace, swimming pool, dog park, and an urban agriculture space where residents can grow their own vegetables and flowers.

The Residential Building has the character of a modernized industrial warehouse. The primary façade of the building is composed of a grid of reddish brick vertical piers and

alternating brick and metal spandrels in-filled with gridded industrial style windows. Overlaid on this grid is a large central glass bay that projects four feet over the sidewalk and contains two-story residential units. The façade also has many balconies and operable windows that enhance the residential character of the building. The top of the building is crowned with a metal cornice. These elements add texture and rich architectural detail to the project. The most up-to-date plans and renderings of the project are included as Exhibit H.

The base of the building is treated in a retail manner with granite piers and dark bronze color storefront doors and windows along with metal canopies at the retail and residential entries. The primary residential entrance is at the center of the building and is highlighted by a metal canopy. The required loading is provided from a curb cut on N Street, which has been placed as far as possible to the west of the primary pedestrian entrance and the pedestrian path to the Metrorail Station. All trucks will access the loading via front-in, front-out maneuvers, in accordance with the District Department of Transportation's ("DDOT") standards. No back-in loading will be permitted. The loading entry and the parking entry share a single curb cut, and all electrical vaults are located on the property, not in the sidewalk, which will greatly enhance the pedestrian experience on the streetscape. There are three levels of below grade parking providing approximately 210 parking spaces for residents.

V.
THE APPLICANT MEETS THE TEST FOR
VARIANCE RELIEF TO REDUCE THE SIZE OF THE LOADING BERTH
PURSUANT TO 11 DMCR § 2201.1

A. Standards for Granting Area Variances

Under D.C. Code §6-641.07(g)(3) and 11 DCMR 3103.2, the Board is authorized to grant an area variance where it finds that three conditions exist:

- (1) the property is unusual because of its size, shape or topography or other extraordinary or exceptional situation or condition;
- (2) the owner would encounter practical difficulties if the zoning regulations were strictly applied; and
- (3) the variance would not cause substantial detriment to the public good and would not substantially impair the intent, purpose and integrity of the zone plan as embodied in the Zoning Regulations and Map.

See French v. District of Columbia Board of Zoning Adjustment, 658 A.2d 1023, 1035 (D.C. 1995) (quoting *Roumel v. District of Columbia Board of Zoning Adjustment*, 417 A.2d 405, 408 (D.C. 1980)); see also, *Capitol Hill Restoration Society, Inc. v. District of Columbia Board of Zoning Adjustment*, 534 A.2d 939 (D.C. 1987). As discussed below, the Site and development of the Residential Building with the variance requested meet all three prongs of this test.

1. The Property is Unusual Because of its Size, Shape, or Topography and is Affected by an Exceptional Situation or Condition

The phrase "exceptional situation or condition" in the above-quoted variance test may arise from a confluence of factors which affect a single property. *Gilmartin v. D.C. Board of Zoning Adjustment*, 579 A.2d 1164, 1168 (D.C. 1990). In this case, the Site is affected by several exceptional conditions due to its unique shape and size, phased development, and multiple frontages. The Site is a large, "T" shaped lot, spanning three-quarters of the block between North Capitol Street to the west and First Street to the east. Accordingly, development of the Site will be in phases with multiple uses.

The initial phase of development being planned includes the Residential Building. As noted, the west and south façades of the building front on interior lot lines while the east façade fronts an existing building which will be maintained until such time as subsequent phases of the project are developed. The portion of the Site proposed for development is shallow compared to

its length, having a north-south dimension of approximately 125 feet. The Residential Building only has frontage N Street and has no alley access.

2. Strict Application Would Result in a Practical Difficulty to the Owner

The Applicant requests a variance from the loading requirements pursuant to Section 2201.1 of the Zoning Regulations. Section 2201.1 requires that an apartment house with more than 50 units include the following loading facilities: one berth at 55 feet, one platform at 200 square feet, and one service/delivery space at 20 feet. No loading is required for the proposed retail use because it does not exceed 8,000 square feet. As shown on the plans, the Applicant proposes to provide one berth at 30 feet, one platform at 100 square feet, and one service delivery space at 20 feet. These loading facilities have been designed to adequately service the 342 residential units and the 5,000 square feet of retail planned for the building.

The provision of a 55-foot loading berth and a 200 square foot platform would result in a practical difficult for several reasons. First, the loading facilities have been carefully designed to allow front-in, front-out maneuvering, in keeping with the requirements of DDOT's Design and Engineering Manual. As noted in the Loading Assessment prepared by Gorove Slade and attached as Exhibit D ("Loading Assessment"), the constraints of the portion of the Site being developed would not allow sufficient room for a 55-foot truck to be accommodated within the loading facilities of the Residential Building. Specifically, the 55-foot truck would need more north-south space than is available within the western portion of the Site to complete the necessary maneuvers for front-in, front-out access. Furthermore, the truck would not be able to complete these maneuvers even if the dimension was sufficient given the slope of the ramp as it enters the building and the internal ramping for the below-grade parking facility.

Second, the inclusion of a 55-foot loading berth within the loading facility would adversely impact the proposed layout of the ground floor. Specifically, a 55-foot loading berth would adversely impact the trash room, the west egress stair, and the three provided elevators. These facilities would need to be pushed further into the center of the building where the main lobby is located. The relocation of the core would adversely impact the circulation of the overall building, creating additional dead-end corridors which would not be code compliant. In addition, shifting the core would further exasperate the needed roof structure relief discussed below.

Third, the Residential Building incorporates only a single curb cut, which was requested by DDOT. The single curb cut will provide access both into the loading area and to the ramp to the below-grade parking garage, as there is no alley access. Given the size of the curb cut and the multiple functions it is serving, it is practically difficult to access the loading area with a 55-foot truck. As noted below, this area includes several ramped areas in order to provide the multiple uses from the single curb cut. A 55-foot truck could not maneuver across those ramped areas, and it would be impossible to access the loading area with front-in front-out access as currently required by DDOT's Design and Engineering Manual.

Fourth, according to the analysis done by Gorove Slade, neither Patterson Street, having a right-of-way width of 50 feet, or N Street, having a right-of-way width of 85 feet, are wide enough with on-street parking to support the turning maneuvers required for a 55-foot truck to access the Site without mounting sidewalks. Accordingly, while there is open space on the Site in the interim which could be striped with a 55-foot loading berth, the 55-foot truck could not access it within the permitted widths of curb cuts due to the street widths.

Finally, it is practically difficult for the Applicant to provide the required loading following full development of the Site. As part of its master planning for the Site and for the

property to the north, the Applicant intends to develop a pedestrian pass-through from New York Avenue through to Patterson Street. As such, the Applicant has worked closely with the DDOT to minimize the number and location of curb cuts for the Site. As is currently planned, the overall development on the Site will include all access for the eastern phases of development from Patterson Street (See attached concept plan at Exhibit G). As noted above, a 55-foot truck cannot complete the required turning maneuvers to access a loading facility from Patterson Street. Accordingly, a 55-foot loading berth cannot be provided at final completion of the development.

All of these unusual site conditions result in a practical difficulty in complying with strict application of the Zoning Regulations to provide a 55-foot loading berth and related platform.

3. **No Substantial Detriment to the Public Good Nor Substantial Impairment to the Intent, Purpose and Integrity of the Zone Plan**

Relief can be granted without substantial detriment to the public and without substantially impairing the intent, purpose and integrity of the Zone Plan, as embodied in the Zoning Regulations and Map. There will be no adverse impact as a result of reducing the size of the loading facilities because the proposed loading facilities, including the 30-foot loading dock, the 100 square foot platform, and the 20-foot service/delivery space, will adequately serve the proposed development and its residents.

The Loading Assessment concludes that, based on the size of the units, the proposed loading facilities are sufficient to serve the needs of prospective residents. Given that the majority (approximately 70%) of the residential units are planned to be one bedroom or smaller, the proposed 30-foot loading dock will accommodate the moving trucks anticipated for residential units of this size. According to the Loading Assessment, most move-in and move-outs use vehicles of 24 feet in length or smaller, based on review of properties with similar unit sizes

as the proposed development, and most operate sufficiently utilizing either off-street or on-street loading facilities (see Exhibit D). Despite this fact, the Applicant will include in every residential lease a prohibition against using trucks larger than 30 feet for move-ins and move-outs.

Furthermore, the Loading Assessment states that the Residential Building will not generate more than three to four truck trips per day on a regular basis, and these will primarily be delivery trucks, such as FedEx and UPS. Residential move-in/move-out activity is expected to be more infrequent and will be managed by the residential management company. Therefore, the loading facilities proposed for the Residential Building will be adequate to accommodate the needs of the development and relief can be granted without substantial detriment to the public or on the Zone Plan.

V.
THE APPLICANT MEETS THE TEST FOR
SPECIAL EXCEPTION RELIEF TO ALLOW ADJUSTMENTS TO THE ROOF
STRUCTURE REQUIREMENTS UNDER 11 DCMR § 411 AND § 770.6

A. Description of Special Exception Relief Requested

Due to the location of the Residential Building on the Site, the project does not fully comply with the roof structure requirements set forth in Section 411 and 770.6 of the Zoning Regulations. Specifically, Section 770.6(b) requires that the roof structure be set back at least 1:1 from all exterior walls. Because the proposed project does not fully comply with these provisions for portions of the roof structure abutting the court walls, the Applicant requests special exception relief to deviate from the strict compliance of the Zoning Regulations, as permitted under Sections 411.11 and 3104.1 of the Zoning Regulations.

B. Standard for Approving Special Exception Relief

Relief granted through a special exception is presumed appropriate, reasonable and compatible with other uses in the same zoning classification, provided the specific regulatory

requirements for the relief requested are met. In reviewing an application for special exception relief, "[t]he Board's discretion ... is limited to a determination of whether the exception sought meets the requirements of the regulations." *First Baptist Church of Washington v. District of Columbia Board of Zoning Adjustment*, 423 A.2d 695, 701 (D.C. 1981) (quoting *Stewart v. District of Columbia Board of Zoning Adjustment*, 305 A.2d 516, 518 (D.C. 1973)). If the applicant meets its burden, the Board must ordinarily grant the application. *Id.*

C. Standard of Review for Roof Structure Special Exceptions

Under Section 411.11, the Board may grant special exception relief from the strict requirements for a roof structure where full compliance is "impracticable because of operating difficulties, size of building lot, or other conditions relating to the building or surrounding area" and would be "unduly restrictive, prohibitively costly, or unreasonable." 11 DCMR § 411.11. The Board may approve deviations from the roof structure requirements provided the intent and purpose of Chapter 400 and the Zoning Regulations are not "materially impaired by the structure, and the light and air of adjacent buildings shall not be affected adversely." *Id.* In this case, special exception approval is required because, as shown on the Penthouse Roof Plan included in the plans, the roof structure does not meet the setback requirements pursuant to Section 770.6(b) of the Zoning Regulations.

The Applicant requests relief from Section 770.6(b) in order to create a roof structure that contains all of the required mechanical equipment and complies with the intent of Section 411 to the greatest extent possible. The shape of the Residential Building is dictated by the interior lot lines on its west and south faces and an existing structure on its east face. In order to achieve sufficient light and air for the residential units, open courtyards with approximately 50-foot depth are proposed on the interior lot lines of the Residential Building. Given the existence of the

courts and the location of the building's core, elevators, and required exit stairs, the roof structure does not meet the 1:1 setback from the court walls. Specifically, at various locations along its edge, the southern perimeter of the roof structure is setback 10'2", 8'4", 14'8", and 10'0" from the court walls, thus requiring setback relief.

Despite these facts, the roof structure does comply with the spirit and intent of the roof structure provisions and the Zoning Regulations by ensuring adequate light and air to adjacent properties and abutting streets. The location of the roof structure fails to comply with the Zoning Regulations only with respect to its distance from the court walls. In all other directions (northern, eastern, and western), the roof structure meets or exceeds the setback requirements. The courtyards themselves are set back at least 53 feet from the south property line, which provides sufficient setback from abutting properties and does not adversely impact the light and air of these adjacent buildings. Although the roof structure does not meet the setback requirements on the building, the building itself was designed to be respectful of the adjacent buildings. Accordingly, the proposed roof structure is in harmony with the purpose and intent of the Zoning Regulations and meets the test for special exception relief under Section 411.11.

VI.

COMMUNITY SUPPORT

On October 2, 2013, the Applicant presented the application to Advisory Neighborhood Commission 6C ("ANC 6C") Planning, Zoning, and Environment subcommittee, which voted unanimously (7-0-0) to recommend support for the application to the full ANC. On October 3, 2013, ANC 6C's Transportation and Public Space subcommittee also voted unanimously to recommend support for the curb cut and public space improvements to the full ANC. The full ANC will consider the project at its regularly-scheduled public meeting on October 9, 2013.

VII.
EXHIBITS SUBMITTED IN SUPPORT OF THE APPLICATION

- Exhibit A: A portion of the Zoning Map showing the Site
- Exhibit B: Subdivision Plat
- Exhibit C: Future Land Use Map and Interpretive Legend
- Exhibit D: Loading Assessment prepared by Gorove Slade
- Exhibit E: Outline of Testimony of representative of the Applicant
- Exhibit F: Resumes of Expert Witnesses
- Exhibit G: Concept Development Plan for Overall Site
- Exhibit H: Updated Architectural Plans and Drawings for the Project

VIII.
WITNESSES

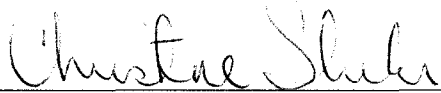
- A. Brook Katzen, representative of the Applicant
- B. Devon Perkins, Hickok Cole Architects, architect for the project
- C. Erwin N. Andrew, Gorove/Slade, traffic consultant for the project
- D. Steven E. Sher, Land Planner

IX.
CONCLUSION

For the reasons stated above, the requested relief meets the applicable standards for variance and special exception relief under the Zoning Regulations. Accordingly, the Applicant respectfully requests the Board to grant the application.

Respectfully submitted,

HOLLAND & KNIGHT, LLP

By: 
Christine Moseley Shiker, Esq.

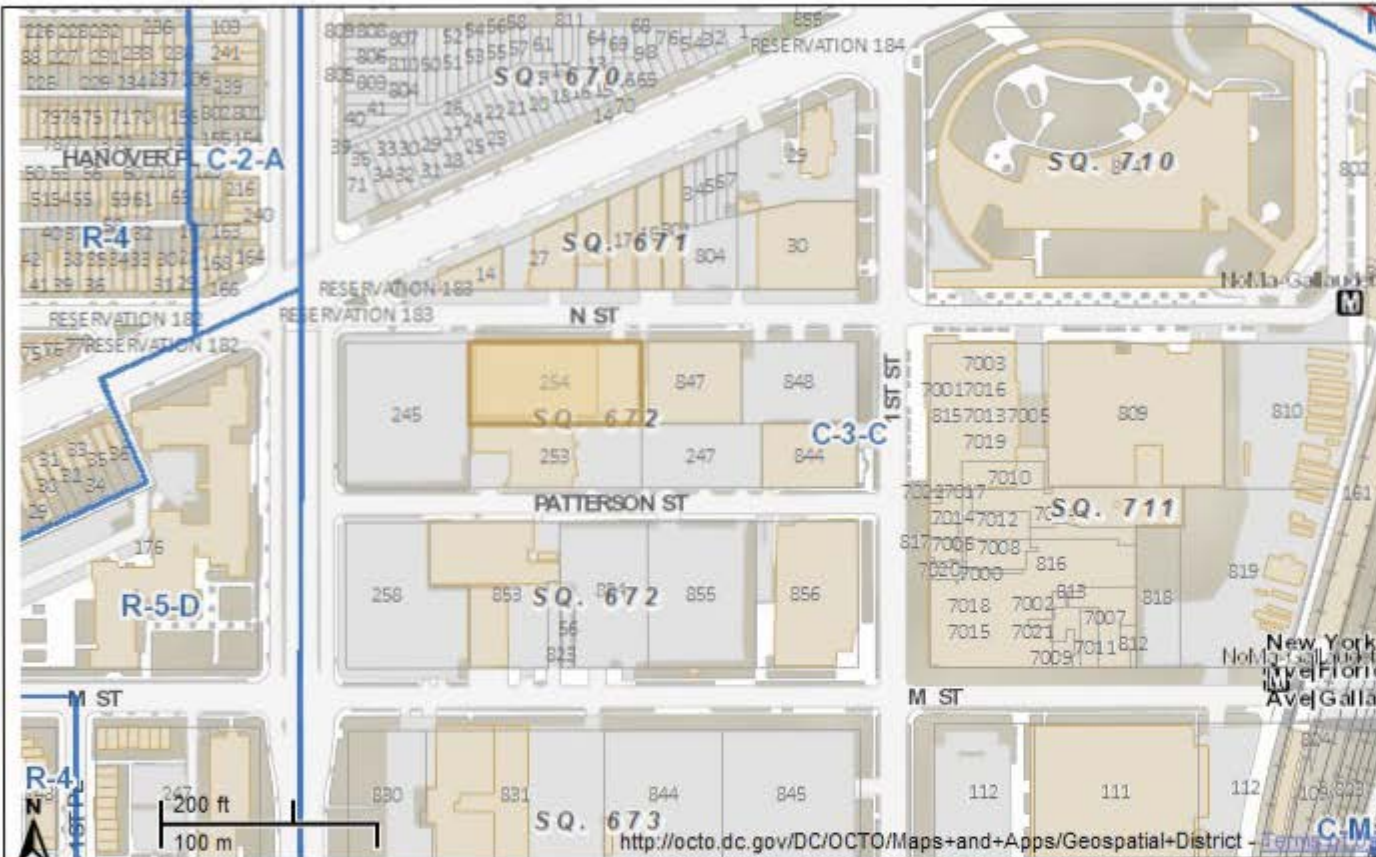
800 17th Street, N.W.
Suite 1100
Washington, D.C. 20006
(202) 955-3000

EXHIBIT A



Zoning Report for Square: 0672 Lot: 0254

September 27, 2013



Zoning Layers

- | | | | |
|----------------|--------------------|--------------|--|
| Zone Districts | Pending Overlays | Active PUDs | Latitude: 38.906743, Longitude: -77.006871 |
| Pending Zones | Baist Index | Pending | |
| Overlays | Historic Districts | TDRs | |
| | | Campus Plans | |
| | | | CEA |

While DCOZ is committed to providing accurate and timely zoning information via the zoning map, DCOZ cannot guarantee the quality, content, accuracy, or completeness of the information, text, graphics, links, and other items contained therein. All data visualizations on the zoning map should be considered approximate. Information provided in the zoning map should not be used as a substitute for legal, accounting, real estate, business, tax, or other professional advice. DCOZ assumes no liability for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken, or action not taken by the user in reliance upon any maps or information provided herein. DCOZ retains the right to change any content on its zoning map without prior notice.

Zoning Data Summary*

Square/Suffix/Lot	0672 / n/a / 0254
Premises Address	0033 N ST NE
Zoning District (s)	C-3-C
Overlay District (s)	
Pending Zoning District(s)	
Pending Overlay District(s)	
PUDs	None
Pending PUDs	None
Ward	6
Council Member	Tommy Wells
ANC	6C
ANC Chairperson	Karen J. Wirt
SMD	6C06
Commissioner	Tony T. Goodman

* For a detailed explanation of zoning related terms, please refer to the DC Zoning Map Glossary available at http://maps.dcoz.dc.gov/css/Map_App_User_Guide/Glossary.pdf.

** To the extent an active PUD exists on a particular site, the PUD zoning depicts the zoning in effect for that site.

EXHIBIT B

The undersigned certify that they are owners in fee simple of the property to be subdivided and are in peaceful possession thereof; that there are no pending suits or actions that affect title to the property; that parties to any needs of trust have hereto indicated their assent; and that there are no interests or claims affecting title to the property other than such needs of trust. The undersigned hereby combines Lot 246 (Book 160 Page 183), Lot 247 (Book 164 Page 4) and Lot 254 (Book 177 Page 135), all Lots in Square 672, into one Lot and requests that this subdivision be recorded in the Office of the Surveyor of the District of Columbia.

WITNESSES

OWNERS

JBG/33 N STREET, L.L.C.
BY: JBG/CAPITOL SQUARE MEMBER, L.L.C.
ITS MANAGING MEMBER
BY: JBG/COMPANY MANAGER II, L.L.C.
ITS MANAGING MEMBER

BRIAN P. COULTER, MANAGING MEMBER

JBG/51 N STREET, L.L.C.
BY: JBG/51 N STREET PARENT, L.L.C.
ITS MANAGING MEMBER
BY: JBG/CAPITOL SQUARE MEMBER, L.L.C.
ITS MANAGING MEMBER

BY: JBG/COMPANY MANAGER II, L.L.C.
ITS MANAGING MEMBER

BRIAN P. COULTER, MANAGING MEMBER

JBG/1250 FIRST STREET, L.L.C.
BY: JBG/CAPITOL SQUARE MEMBER, L.L.C.
ITS MANAGING MEMBER
BY: JBG/COMPANY MANAGER II, L.L.C.
ITS MANAGING MEMBER

BRIAN P. COULTER, MANAGING MEMBER

JBG/50 PATTERSON STREET, L.L.C.
BY: JBG/CAPITOL SQUARE MEMBER, L.L.C.
ITS MANAGING MEMBER
BY: JBG/COMPANY MANAGER II, L.L.C.
ITS MANAGING MEMBER

BRIAN P. COULTER, MANAGING MEMBER

OFFICE OF TAX AND REVENUE

9/18, 2013

I certify that the following statements relating to this subdivision are correct.

- 1 Ownership agrees with our records: 9/19/13 DW
- 2 Real estate taxes are paid to: 9/30/13 DW
- 3 There are no unpaid assessments: 9/19/13 DW

for Doug Collins
Chief Assistant, Assessment Division

I acknowledge for the owners that this is not a tax certificate as intended by D.C. Code Section 47-405.

Freda Hoban

DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS

9/20/2013

I certify that this subdivision complies with all applicable provisions of DCMR11, Zoning Regulation of the District of Columbia.

Zoning District: C-3-C

M. J. Law for M.L.
Zoning Administrator

Brian
HISTORIC PRESERVATION

OFFICE OF THE SURVEYOR

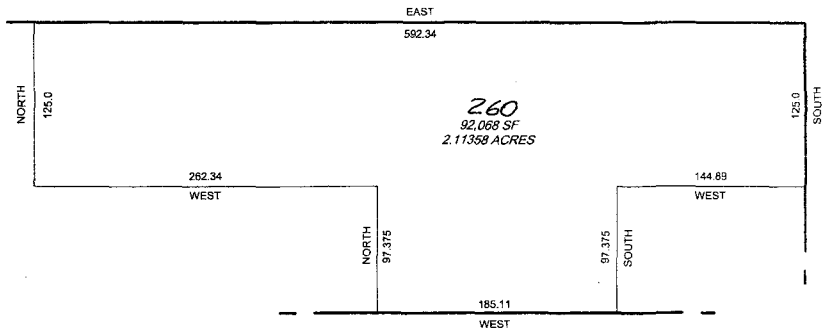
September 25, 2013

I certify that this plat is correct and is hereby recorded.

Paul F. Dwyer
Surveyor, D.C.

SUBDIVISION SQUARE 672

N STREET, N.E.



1st STREET, N.E.

PATTERSON STREET, N.E.

SURVEYOR'S OFFICE, D.C.

Made for: CANDACE EVANS

Drawn by: L.E.S. Checked by: B.M. B.D.

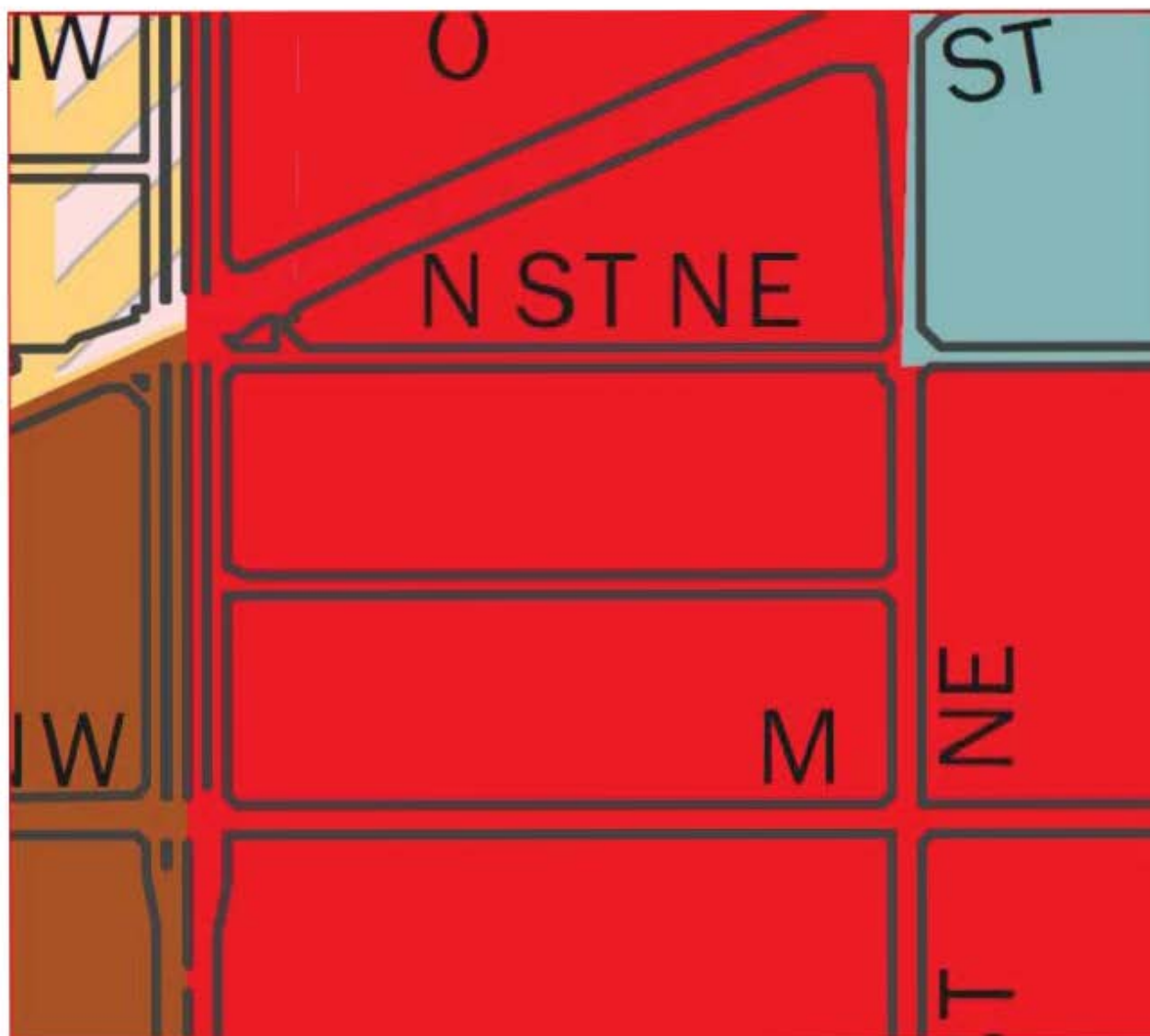
Record and computations by: B. MYERS

Recorded at: 905 AM ON SEPTEMBER 25, 2013

Recorded in Book: 707 Page: 192 SR-13-02180

Scale: 1 inch = 60 feet File No. 13-07408

EXHIBIT C



LEGEND

Residential Land Use Categories

- **Low Density Residential**
Defines the District's single family neighborhoods. Single family detached and semi-detached housing units with front, back, and side yards are the predominant uses.
- **Moderate Density Residential**
Defines the District's row house neighborhoods as well as its low-rise garden apartment complexes. Also applies to areas characterized by a mix of single family homes, 2-4 unit buildings, row houses, and low-rise apartment buildings. In some older inner city neighborhoods with this designation there may also be existing multi-story apartments.
- **Medium Density Residential**
Defines neighborhoods or areas where mid-rise (4-7 stories) apartment buildings are the predominant use. Pockets of low and moderate density housing may exist within these areas. This designation also may apply to taller residential buildings surrounded by large areas of permanent open space.
- **High Density Residential**
Defines neighborhoods and corridors where high-rise (8 stories or more) apartment buildings are the predominant use. Pockets of less dense housing may exist within these areas.

Commercial Land Use Categories

- **Low Density Commercial**
Defines shopping and service areas that are generally low in scale and character. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Their common feature is that they are comprised primarily of one- to three-story commercial buildings.
- **Moderate Density Commercial**
Defines shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas range from small business districts that draw primarily from the surrounding neighborhoods to larger business district uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height.
- **Medium Density Commercial**
Defines shopping and service areas that are somewhat more intense in scale and character than the moderate-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas generally draw from a citywide market area. Buildings are generally larger and/or taller than those in moderate density commercial areas but generally do not exceed eight stories in height.
- **High Density Commercial**
Defines the central employment district of the city and other major office employment centers on the downtown perimeter. Characterized by office and mixed office/retail buildings greater than eight stories in height, although many lower scale buildings (including historic buildings) are interspersed.
- **Production, Distribution, and Repair**
This category defines areas characterized by manufacturing, warehousing, wholesale and distribution centers, transportation services, food services, printers and publishers, tourism support services, and commercial, municipal, and utility activities which may require substantial buffering from noise-, air pollution- and light-sensitive uses such as housing. This category is also used to denote railroad rights-of-way, switching and maintenance yards, bus garages, and similar uses related to the movement of freight, such as truck terminals.

Public and Institutional Land Use Categories

- **Federal**
Includes land and facilities owned, occupied and used by the federal government, excluding parks and open space. Uses include military bases, federal government buildings, the International Chancery Center, federal hospitals, and similar federal government activities. The "Federal" category generally denotes ownership rather than use. Land with this designation is generally not subject to zoning.
- **Local Public Facilities**
Includes land and facilities occupied and used by the District of Columbia government or other local government agencies (such as WMATA), excluding parks and open space. Uses include public schools including charter schools, public hospitals, government office complexes, and similar local government activities. Because of the scale of this map, local public facilities smaller than one acre—including some of the District's libraries, police and fire stations, and similar uses—may not be shown.
- **Institutional**
Includes land and facilities occupied and used by colleges and universities, large private schools, hospitals, religious organizations, and similar institutions. Because of the scale of this map, smaller institutional uses such as churches are generally not shown unless they are located on sites that are several acres in size.
- **Parks, Recreation, and Open Space**
Includes the federal and District park systems, including the National Parks, the circles and squares of the L'Enfant city and District neighborhoods, the National Mall, settings for significant commemorative works, certain federal buildings such as the White House and the US Capitol grounds and museums, and District-operated parks and associated recreation centers. It also includes permanent open space uses such as cemeteries, open space associated with utilities such as the Dalecarlia and McMillan Reservoirs, and open space along highways such as Suitland Parkway. This category includes a mix of passive open space (for resource conservation and habitat protection) and active open space (for recreation).

Mixed Land Use

- 

Areas where the mixing of two or more land uses is encouraged are shown using striped patterns. The colors of the stripes correspond to the specific land uses. The general density and intensity of development within a Mixed Use area is determined by the specific mix of uses. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the map may indicate the dominant use by showing it at a slightly higher density (in this case, "Moderate Density Residential/ Low Density Commercial). The Comprehensive Plan Area Elements may also provide additional detail on the specific mix of uses envisioned.

- **Water Bodies**

- **Metro Stations**

- **Metro Lines**

EXHIBIT D

TECHNICAL MEMORANDUM

To: Brook Katzen JBG Companies

From: Jim Watson, PTP
Erwin N. Andres, P.E.
Maris Fry, EIT

Date: September 4, 2013

Subject: 33 N Street Loading Assessment

INTRODUCTION

This memorandum reviews the loading aspects of the 33 N Street development located in the NoMa neighborhood in Northeast Washington, DC. Figure 1 shows the regional site location within the District. The site currently exists as a two-story building with a small surface parking lot. This will be replaced by a mixed-use development consisting of a residential component with 342 dwelling units and a retail component comprised of approximately 5,000 square feet (sf) of ground floor retail. The site plan for the development is shown in Figure 2.

Parking for the 33 N Street development is proposed in a three level below-grade parking facility accessible from N Street. The parking garage will include 210 vehicular spaces and 115 bicycle spaces. The site is currently zoned as C-3-C thus the District requires 1 space for each 4 dwelling units, based on the existing zoning ordinances. This results in a requirement of 86 spaces. Therefore, the development will provide an adequate number of parking spaces. Additionally, new developments should supply one long-term bicycle parking space per three units. This results in a requirement of 114 spaces, which the development exceeds. The main access for residents will be located on the north side of the building along N Street. Additionally there will be separate access points for the ground floor retail establishments along N Street.

Loading for the site will take place in a loading area located adjacent to the parking garage. Zoning regulations require that the development provide one 55 foot loading berth, one 20 foot service space, and a 200 sf loading platform. The loading facilities at 33 N Street have been designed to accommodate one 30 foot loading berth, one 20 foot service space, and a 100 sf loading platform, which will satisfy the amount of loading activity expected to take place at the development.

LOADING ASSESSMENT

The loading facilities planned for 33 N Street include one 30 foot loading berth, one 20 foot service space, and a 100 sf loading platform as shown on Table 1. Although current zoning regulations require one 55 foot loading dock, one 20 foot services space, and one 200 sf loading platform, the loading facilities have been designed to adequately service the 342 residential units and 5,000 sf of retail planned for the building. Based on previous studies conducted by Gorove/Slade Associates, it is expected that the new project would not generate more than three to four (3-4) truck trips per day. These are likely to be primarily delivery trucks such as FedEx and UPS, with some additional residential move-in/move-out activity as well.

Table 1: Development Mix and Loading Provided

Unit Type	# of Units	% of Mix	Loading	Required	Provided
Studio	60	18%	20' Service	1	1
1 Bedroom	196	57%	55' Berth	1	0
2 Bedroom	86	25%	200 SF Platform	1	0
Total	342		30' Berth	0	1
			100 SF Platform	0	1

Given that the majority of the residential units in the building are planned to be one bedroom units or smaller (75 percent), a single 30 foot loading dock is sufficient since larger trucks are not necessary for moving residential units of this size. It should also be noted that the lease language for residential units in the development will prohibit larger trucks from being used for move-ins and move-outs. Based on a review of the similar properties shown in Table 2, those with similar residential units as the 33 N Street development operate sufficiently utilizing either off-street or on-street loading. The compiled information reveals that most move-in and move-outs utilize vehicles 24 feet in length and smaller. Occasionally, vehicles up to 30 feet in length are used. As a result, the loading facilities planned for 33 N Street are adequate to accommodate the needs of the development.

Table 2: Comparable Site Loading Area Supply

Property	Total Units	Loading Location	Studio Apartment		Small 1 Bedroom Apartment	
			Average Size	Max Size	Average Size	Max Size
Hamilton House, 1255 New Hampshire Ave, NW	304	Off-Street	SU-25 or Less	SU-40 ²	N/A	N/A
M Street. 1112 M Street, NW ¹	124	Off-Street	SU-22 or Van	SU-30 ²	N/A	N/A
Preston, 1743 P Street, NW	27	On-Street	SU-20	SU-30	SU-22	SU-30
Sutton Plaza, 1230 13th Street, NW	176	On-Street	Van	SU-20 ²	SU-20	SU-22 ²

1. Most studio renters move in with personal vehicle.

2. Vehicle size used rarely throughout calendar year (10 times or less per year).

In addition, careful attention was paid to the design of the loading facilities at 33 N Street in order to eliminate the need for back-in or back-out maneuvers across the sidewalks from N Street itself. As shown on Figure 3, the loading facilities at 33 N Street were designed so that trucks can enter the development “head-in” from N Street and back into the loading dock within the site. Similarly, trucks can exit the site “head-out”, with some maneuvering, directly to N Street.

While the residential unit mix for 33 N Street does not dictate the need for the required 55 foot loading berth, the feasibility of its inclusion was examined to determine if it could be accommodated. As shown on Figure 4, the constraints of the site would not allow enough room for a 55 foot truck to completely turn around on-site without compromising much of the ground floor level. In order to accommodate a 55 foot truck with “head-in” and “head-out” maneuvers, the truck would need more north-south space than is available on the property and would use much more of the first floor space in order to be able to maneuver out of the existing curb cut and on to N Street. Since it is extremely uncommon for residential units similar to those planned for 33 N Street to use trucks larger than 30 feet long for moving and given that the constraints of the site would make it impractical to accommodate a 55 foot truck, it was determined that the provision of a single 30 foot loading dock would adequately serve the development.

33 N Street Loading Assessment

September 4, 2013

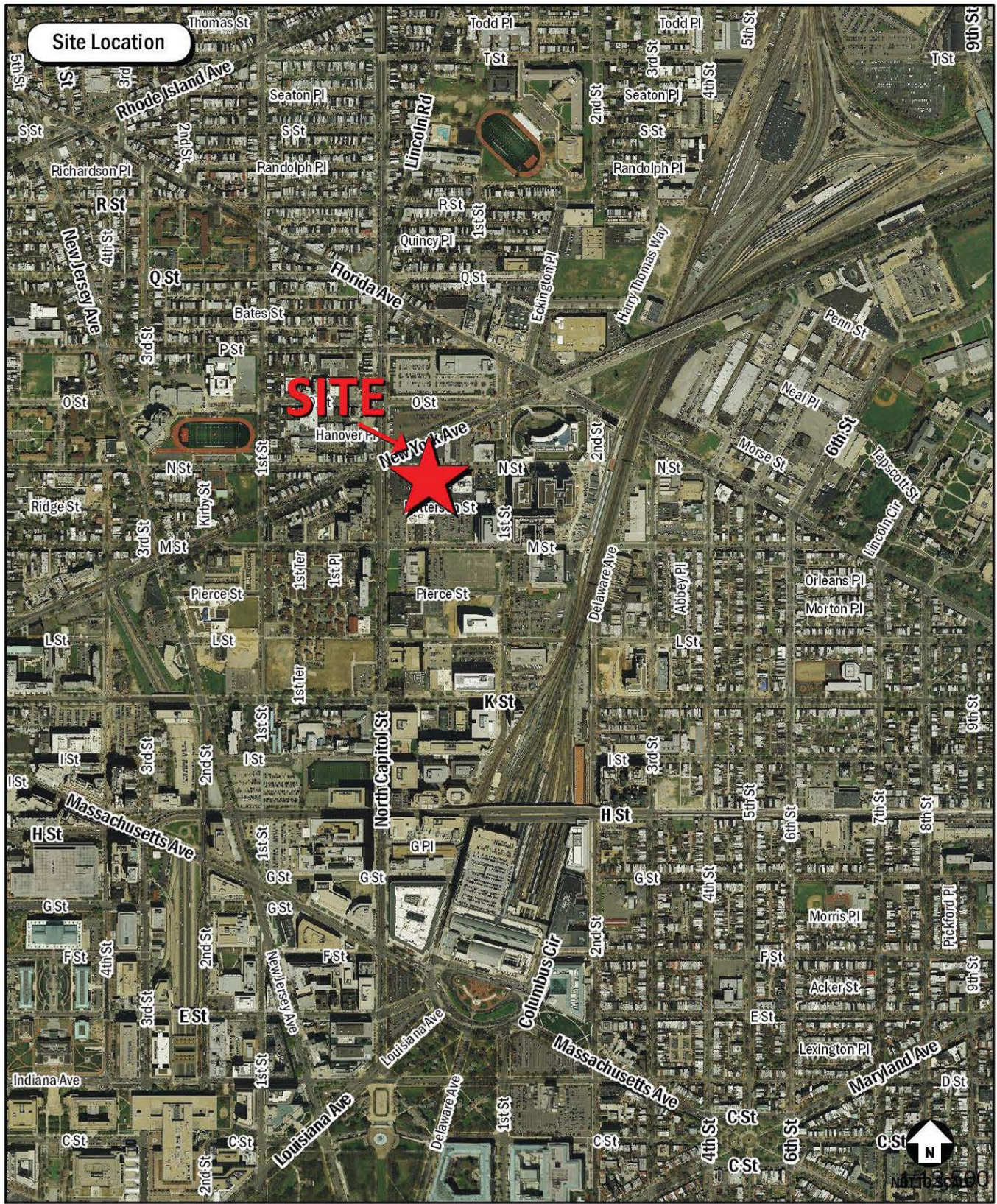


Figure 1: Site Location

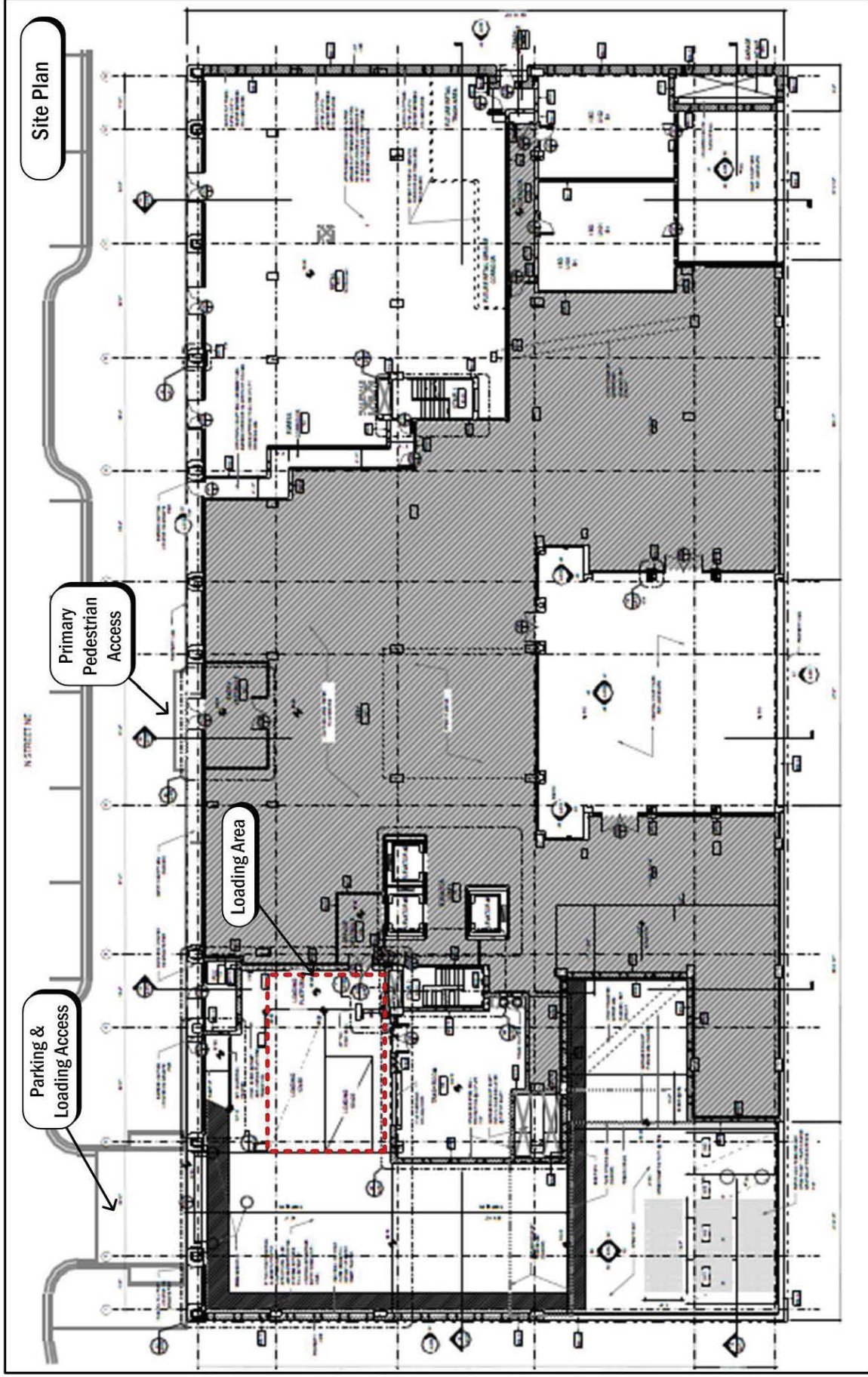


Figure 2: Site Plan

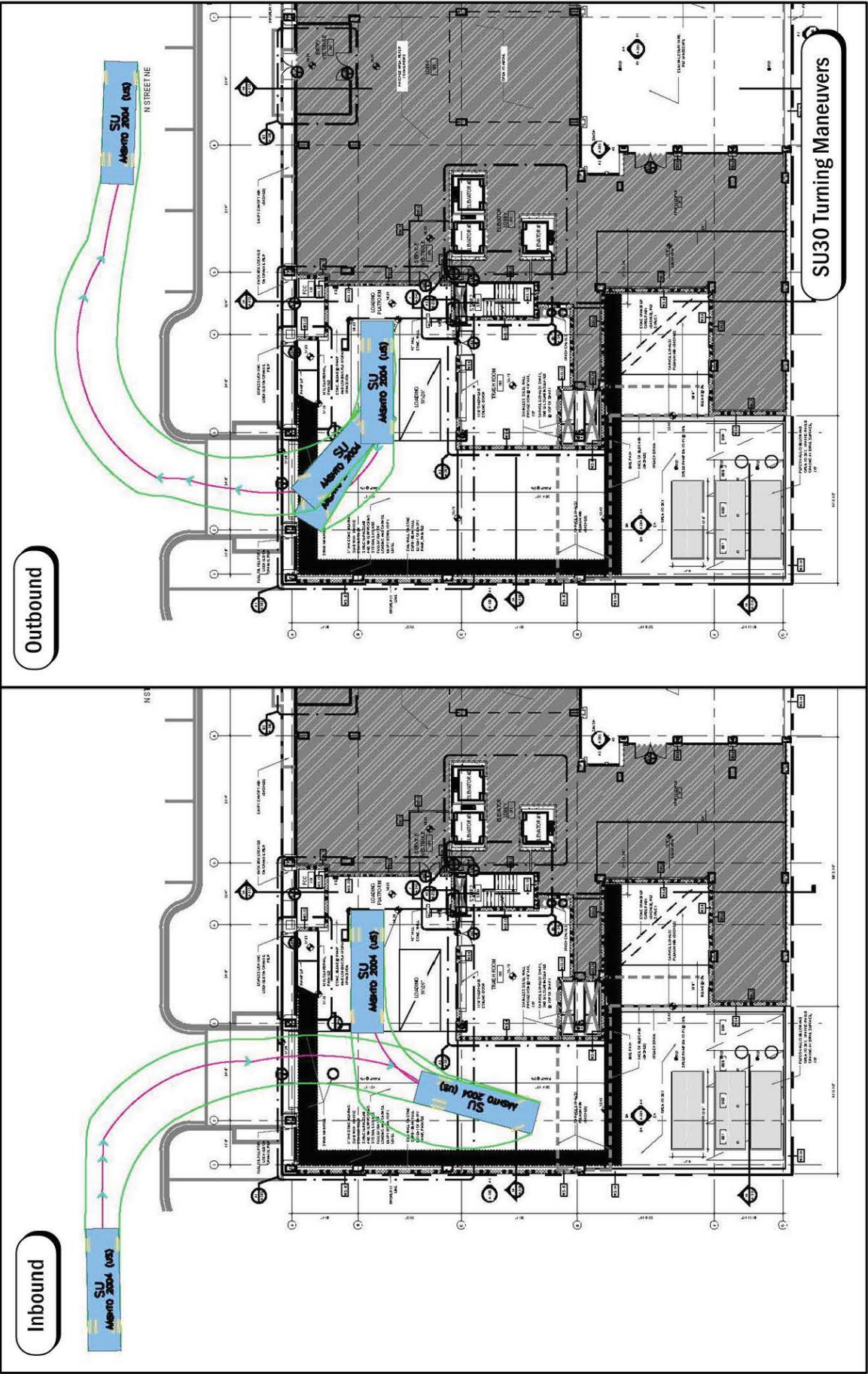


Figure 3: Turning Maneuvers



Figure 4: 55 Foot Truck Turning Maneuvers

EXHIBIT E

**Board of Zoning Adjustment Case No. 18636
33 N Street, NE**

**Outline of Testimony
Brook Katzen
Representative of the Applicant**

- I. Introduction
- II. General History of Project
- III. Phased Development of Record Lot
- IV. Work with Agencies and Community
- V. Conclusion

**Board of Zoning Adjustment Case No. 18636
33 N Street, NE**

**Outline of Testimony
Devon Perkins
Hickok Cole Architects**

- I. Introduction
- II. Description of Site
 - A. Location
 - B. Existing Building and Proposed Use
 - C. Summary of Site Constraints and Exceptional Conditions
- III. Areas of Relief
 - A. Variance for Loading (§2201.1)
 - B. Special Exception from Roof Structures (§§411 and 770.6)
- IV. Conclusions

**Board of Zoning Adjustment Case No. 18636
33 N Street, NE**

**Outline of Testimony
Erwin N. Andrew, Gorove Slade Associates
Traffic Consultant**

- I. Introduction
 - A. Description of Gorove Slade Associates
 - B. History and Experience
- II. Overview of Loading Variance
 - A. Operation of Loading Dock
 - B. Practical Difficulty for Providing 55-foot Loading Berth
 - C. Accommodation for Loading Needs
- III. Conclusions

**Board of Zoning Adjustment Case No. 18636
33 N Street, NE**

**Outline of Testimony
Steven E. Sher, Land Planner**

- I. Introduction
- II. Experience and Expertise
- III. Zoning
- IV. Analysis of Requested Area Variances
 - A. Standards
 - B. Satisfaction of Standard for Loading Variance (§ 2201.1)
 - C. Satisfaction of Standard for Roof Structure Special Exception (§ 2201.1)
- V. Consistency with the Comprehensive Plan
- VI. Conclusions

EXHIBIT F

B. Devon Perkins, AIA, LEED AP BD+C

Associate Principal



Mr. Perkins is an Associate Principal with Hickok Cole Architects with more than sixteen years of experience in architectural design for Academic, Institutional, Commercial, and Residential projects. He has a Bachelor of Science in Architecture from the University of Maryland and a Master of Architecture degree from Yale University.

Prior to joining Hickok Cole Architects, Mr. Perkins worked at Cunningham|Quill Architects, Zaras & Neudorfer Architects, and Hartman-Cox Architects. His breadth of experience ranges from high-profile historic preservation projects such as the Lincoln Memorial, The Jefferson Memorial, and the National Portrait Gallery to luxury single family residences and additions. He has also served as designer on many university and library projects across the United States for clients such as Case Western Reserve University, Washington University in St. Louis, the University of Maryland, Georgetown University, and American University.

Mr. Perkins is a member of the American Institute of Architects and is LEED accredited in sustainable design by the U.S. Green Building Council. He has taught graduate level studies at Catholic University and often serves on design reviews and as a thesis advisor at local universities. An accomplished photographer, Mr. Perkins' work was featured in the multi-page article "Space to Learn" in the April 2009 issue of *Architect* magazine.

Professional Experience Includes:



Reston Station

Reston Station, Reston, Virginia

Project Designer for mixed-use transit oriented development including 460,000 sf residential, 9,000 sf retail and 700 residential parking spaces. Targeting LEED Silver Certification.



33 N Street, NE

33 N Street, NE, Washington, DC

Project Designer for mixed-use development including 240,000 sf residential, 133,000 sf hotel, 23,500 sf retail and 7,100 sf parking.

Square 701, SE, Washington, DC

Project Designer for mixed-use development including 240,000 sf residential, 133,000 sf hotel, 23,500 sf retail and 7,100 sf parking.



Square 701, SE

Loudoun Station Master Plan, Loudoun County, VA

Master plan for 1,600,000 sf mixed-use transit-oriented development including residential buildings, office buildings, hotel, retail and public spaces.



CSIS

Center for Strategic and International Studies, Washington, DC

Senior Project Architect for new 130,000 sf 9-story headquarters building and interiors for international policy institution. Will target LEED Platinum certification. Winning entry in a design competition of 12 national and regional design firms.



Loudoun Station

Loudoun Station, Loudoun County, VA

Project Designer for 1,600,000 sf transit-oriented master plan including residential buildings, office buildings, hotel, retail and public spaces.



Loudoun Station West

Loudoun Station West, Loudoun County, VA

Project Designer for transit-oriented mixed-use development which includes 45,000 sf of residential; 18,000 sf of retail; and 54,000 sf of parking.



District Architecture Center

AIA|DC District Architecture Center, Washington, DC

10,500 sf, two-level reception area, gallery and classroom space in Penn Quarter. This project was awarded through an anonymous open design competition held by the AIA. LEED-CI Gold Certified.

Winner, 2013 AIA Northern Virginia Chapter Award of Merit, Commercial Interiors

Winner, 2013 IIDA Mid-Atlantic Silver Award, Interior Architecture Educational/Institutional

Winner, 2012 AIA Potomac Valley Chapter, Award for Interior Architecture

Winner, 2012 AIA | DC Award of Merit, Interior Architecture



Fillmore Music Hall

Fillmore Music Hall and LDG Office/Hotel Complex, Silver Spring, MD

Project Manager for the office building component of 389,000 gsf new mixed-use project which also includes the Fillmore on Colesville Road and a hotel on Fenton Street.

The Fillmore is a 30,000 gsf music venue that accommodates 2,000 patrons. The project is an adaptive re-use of the 1940s-era J.C. Penney's façade. The two-level venue includes green rooms for the artists and offices for Fillmore staff. The project is LEED-NC Silver Certified, and includes a green roof.



LDG Office

The office building is appx. 220,000 gsf and includes 5,000 sf of retail at sidewalk level, 8 levels of structured parking, and 7 levels of office.

The hotel is appx. 139,000 gsf. Consists of a 2-story lobby, a double-height amenity space with 3 levels of structured parking, and 9 levels of hotel.



George Washington University

George Washington University Science and Engineering Complex, Washington, DC

PUD Manager and Designer on new 480,000 sf science and engineering building which includes five levels below-grade parking on George Washington University's Foggy Bottom Campus. Targeting LEED-NC Silver Certification or higher. *Design Architect is Ballinger*



Hampden Lane

Hampden Lane, Bethesda, MD

Design consultant for 3-story commercial project including two-story build-to-suit gym with first floor retail. **LEED Core and Shell certified, Gold level.**



1901 L Street, NW

1901 L Street NW, Washington DC

Feasibility study for renovation of a 130,000 sf office building.

Twinbrook, Rockville, MD

Schematic Design for 326,000 sf mixed-use office building with structured parking; site includes public open space and retail pavilion.



Northeast Gateway

New York Avenue – Northeast Gateway, Washington, DC

Master plan for 2.5 million sf mixed-use development, including residential, commercial and office uses.

Congressional Plaza Residential Study, Washington, DC

Feasibility study for 143 unit, 250,000 sf condominium building.

Select Projects Completed at Previous Firms:



The Alta

The Alta at Thomas Circle, Washington, DC

Designer and Project Architect/Project Manager for 13-story, 140,000 sf upscale loft condominium building. Worked on project from Concept through Construction Administration and Occupancy. First LEED-certified multi-family residential building in DC. *Completed while with Cunningham | Quill Architects.*

2008 U.S. Green Building Council, National Capital Region Chapter, Award of Excellence, Best Medium-Sized Project.



1875 K Street, NW

1875 K Street, NW, Washington, DC

Designer and Project Manager for 250,000 sf Class A commercial office building in the downtown core. *Completed while with Cunningham | Quill Architects.*

10th and G Streets, NW, Washington, DC

Project Architect for 11-story, 300,000 sf Class A commercial office building and church. Through Design Development. *Completed while with Cunningham | Quill Architects.*



Kelvin Smith Library

Kelvin Smith Library at Case Western Reserve University, Cleveland, OH

New construction in historic part of campus. Design was intended to blend seamlessly with neo-classical character of existing campus. *Completed while with Hartman-Cox Architects.*



The Mercer and
The Wooster

The Mercer and The Wooster, Arlington, VA

Designer and Project Architect for upscale condominium buildings at 1600 Clarendon Boulevard. Through Construction Documents.

Erwin N. Andres, P.E.

Principal

Mr. Andres's diverse experience bridges the disciplines of civil engineering design, urban transportation planning, traffic engineering, land development, environmental analysis, and transportation systems design. Mr. Andres has directed traffic circulation and transit studies, and parking needs and design optimization studies for central business districts and new developments. He has evaluated alternative public transportation modal options. He is familiar with roadway classification and its application to transportation planning. He has performed traffic impact assessments for residential, office, shopping and convention centers, and institutional complexes. He has been responsible for the transportation and parking components for academic, government, and corporate campuses.

Professional Registration

Professional Engineer: Maryland (#29177), New Jersey (#4557000)

Education

Bachelor of Science, Civil Engineering, *Rutgers University, New Brunswick, NJ*

Publications

"Ask the Expert", Healthcare Magazine, November 2003

North Capitol Main Street Technical Assistance Program Study, Urban Land Institute, August 2009

Professional Associations

Urban Land Institute (ULI); American Planning Association (APA); Institute of Transportation Engineers (ITE) Lambda Alpha International (LAI) Land Economics Honorary Society, Board Member; Georgetown University Real Estate Program, Capstone Advisor

Representative Projects

MIXED-USE AND TRANSIT ORIENTED DEVELOPMENTS

Mr. Andres has managed a number of mixed-used developments in the District of Columbia, including the redevelopment of a defunct mall into a premiere mixed-use town center. The analysis addresses the existing traffic conditions, future traffic conditions without development, future traffic conditions with development, and future traffic conditions in ten to twenty years. Other tasks that are usually involved in larger projects of this nature are traffic signal design plans, parking analysis, site access planning, vehicular maneuverability analysis and loading access design, Transportation Demand Management (TDM) planning, and site circulation planning.

Mr. Andres has also managed transportation studies for mixed-use developments that analyzed potential multi-trip sharing and shared parking between restaurant, hotel, bank, residential, office, and retail center uses. Principal tasks of these projects include hourly trip and parking generation, development of parking demand profiles, entrance design for large vehicle circulation access, and identification of general street traffic conditions around the site.

Projects include: North Bethesda Conference Center, Bethesda, MD; Half Street Akridge Development, Washington, DC; Poplar Point Master Plan, Washington, DC; Burnham Place, Washington, DC; Georgetown Safeway, Washington, DC; Southeast Federal Center Master Plan, Washington, DC

MASTER PLANNING AND REDEVELOPMENT PROJECTS

Mr. Andres has worked on the transportation aspects of overall master planning efforts for several redevelopment projects. Tasks for these types of projects include developing multi-modal plans, long-term transportation master plans, near-term detailed traffic analyses, on-site circulation studies, parking and shared parking studies, loading dock maneuverability analyses, and Transportation Demand Management plans.

Projects include: Poplar Point Master Plan, Washington, DC; Southwest Waterfront Development, Washington, DC; Boathouse Row, Washington, DC; Bethlehem Baptist Church Planned-Unit Development (PUD), Washington, DC; Takoma Small-Area Plan, Washington, DC; The Yards, Washington, DC; Walter Reed Army Medical Center LRA and Department of State Redevelopments, Washington, DC

CAMPUSES, SCHOOLS, AND INSTITUTIONS

Mr. Andres has been involved with the development of circulation studies, traffic simulations, traffic signal design, parking studies, transportation master plans and data collection for many universities, schools and institutions. In addition, Mr. Andres has worked on numerous federal agency installations throughout the metropolitan Washington, DC area.

Projects include: Ohio State University, Columbus, OH; Howard University, Washington, DC; Georgetown University, Washington, DC; Kingsbury Academy, Washington, DC; Washington International School, Washington, DC; Washington National Cathedral, Washington, DC; National Institutes of Health, Bethesda, MD; National Cancer Institute, Fort Detrick, Frederick, MD; NASA Goddard Space Flight Center, Greenbelt, MD; Suitland Federal Center, Suitland, MD; Department of Homeland Security at St. Elizabeth's Campus, Washington, DC; USDOT Headquarters Building, Washington, DC.

Public Testimony

Mr. Andres has been qualified as an expert witness before Zoning Boards and Commissions in numerous jurisdictions throughout the northeast United States that include the District of Columbia, Montgomery County in Maryland, and numerous counties in Pennsylvania, New Jersey, New York and Connecticut.

PROFESSIONAL QUALIFICATIONS

STEVEN EDWARD SHER
DIRECTOR OF ZONING AND LAND USE SERVICES
HOLLAND & KNIGHT, LLP

EDUCATION:

Brooklyn College of the City University of New York, 1969, Bachelor of Arts
(Urban Studies and Political Science)
Cornell University, 1971, Master of Regional Planning

PROFESSIONAL EXPERIENCE:

Director of Zoning and Land Use Services, Holland & Knight, LLP
2000 - present
Director of Zoning Services, Wilkes, Artis, Hedrick & Lane, Chartered
1985 - 2000
Executive Director, Zoning Secretariat, District of Columbia
1977 - 1985
Deputy Director, Zoning Division, Municipal Planning Office, District of
Columbia
1975 - 1977
Acting Secretary to the Board of Zoning Adjustment, District of Columbia
1976
Urban Planner, D.C. Zoning Commission, D.C. Office of Planning and
Management, D.C. Municipal Planning Office
1972 - 1975
Renewal Coordinator, District of Columbia Zoning Commission
1972 - 1973
Acting Secretary to the District of Columbia Zoning Commission
1972
Project Planner, District of Columbia Zoning Commission
1971 - 1972
Planning Intern, Frederick P. Clark Associates, Planning and Development
Consultants
1970
Research Intern, Brooklyn Linear City Development Corporation
1969

APPEARED AS EXPERT WITNESS:

District of Columbia Zoning Commission
District of Columbia Board of Zoning Adjustment
District of Columbia Historic Preservation Review Board
District of Columbia Mayor's Agent for D.C. Law 2-144
Zoning Hearing Examiner, Montgomery County, Maryland
Montgomery County (Maryland) Planning Board
U.S. Bankruptcy Court for the District of Columbia
Superior Court of the District of Columbia

AREAS OF INTEREST AND/OR SPECIALIZATION:

Land use planning
Zoning, subdivision and other control of land use
Urban design
Urban transportation planning

ORGANIZATIONS:

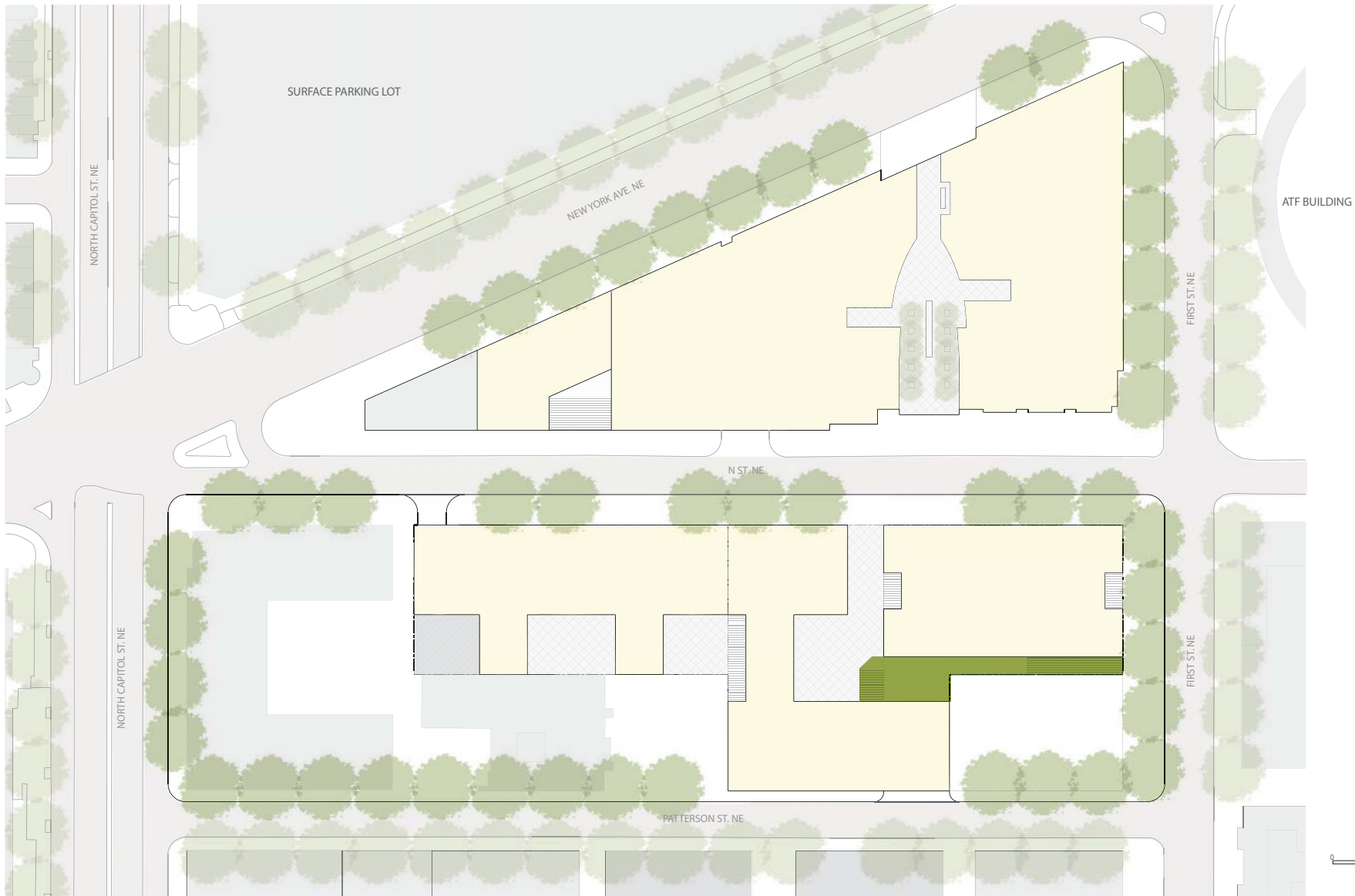
American Planning Association (1971-present)
Greater Washington Board of Trade (1986-2000)
 Planning and Development Committee (Vice-Chairman for Zoning and
 Regulatory Affairs) (1987-8)
 Community Development Bureau Steering Committee (1987-9)
 PUD Task Force (Chairman) (1987)
 Comprehensive Plan Task Force (1987-8)
 Downtown Revitalization Committee Housing Team (1988)
Mayor's Commission on Downtown Housing (1988-89)
Downtown Partnership Downtown Development District Task Force
 (1989-90)
Lambda Alpha (honorary land economics society) (1990-present)
Metropolitan Washington Council of Governments Metropolitan Development
 Citizens Advisory Committee (1997-2004)
District of Columbia Comprehensive Plan Assessment Task Force (2002-
 2003)
District of Columbia Comprehensive Plan Revision Task Force (2004-2006)
District of Columbia Zoning Advisory Committee (2003-2008)
District of Columbia Zoning Review Task Force (2007-present)

LECTURES/SEMINAR PRESENTATIONS:

District of Columbia Association of Realtors
District of Columbia Building Industry Association

D.C. Bar/Georgetown University Law School Continuing Legal Education
Capitol Hill Realtors
American University Real Estate Alumni
District of Columbia Apartment and Office Building Association

EXHIBIT G



CAPITOL POINT--MASTER PLAN

WASHINGTON, D.C.

09.27.2013

THE JBG COMPANIES

copyright, ©2013 | sba, PC

shalom baranes associates architects

CAPITOL POINT OVERALL ROOF PLAN

EXHIBIT H

33 N STREET NE
PREHEARING SUBMISSION

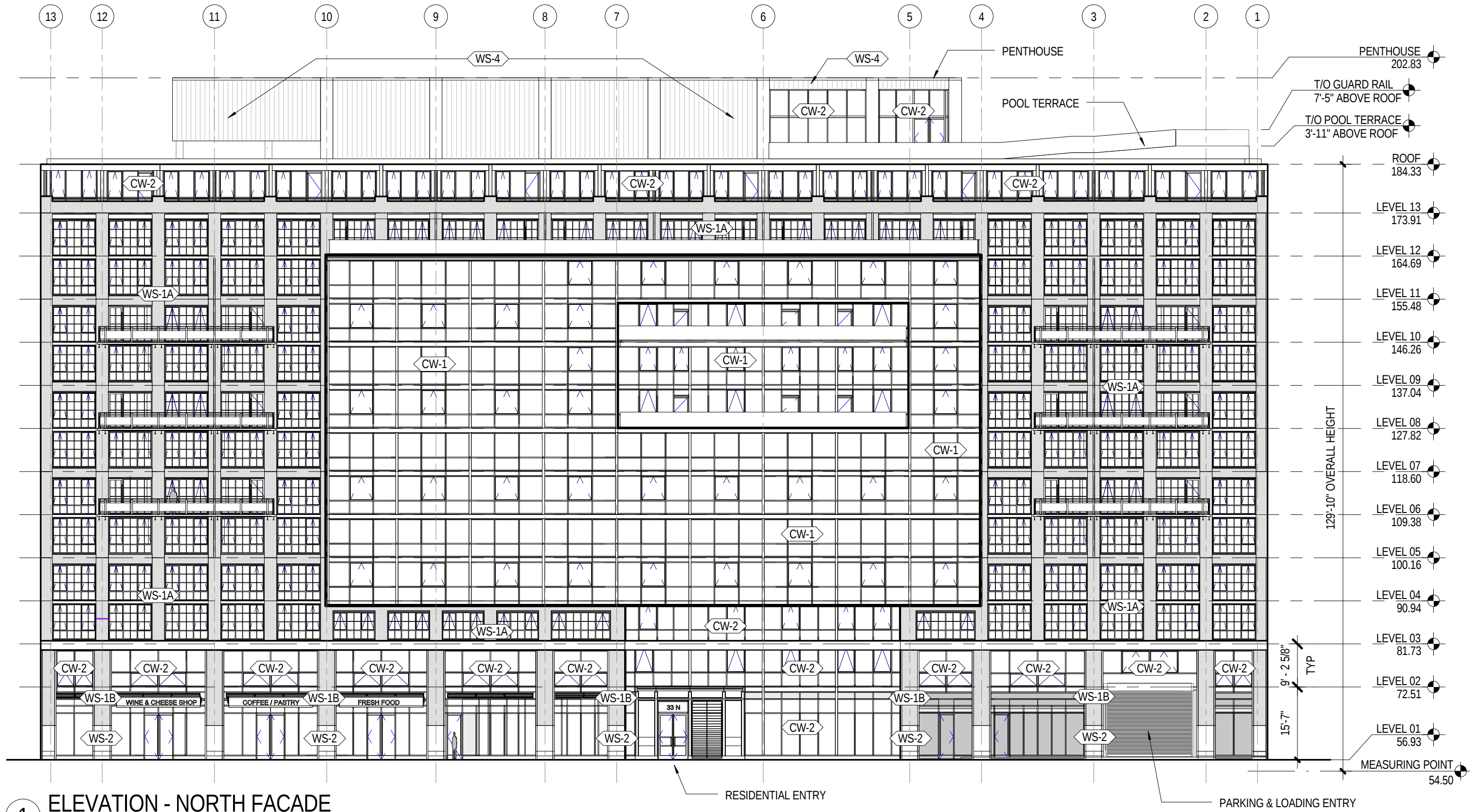
OCTOBER 08, 2013
THE JBG COMPANIES



FOR ILLUSTRATIVE PURPOSES ONLY

DRAWING LIST

BZA G-01	COVER SHEET AND DRAWING LIST
BZA A-01	ZONING CALCULATIONS & SUMMARY
BZA A-02	SITE PLAN
BZA A-11	P3 LEVEL PLAN
BZA A-12	P2 LEVEL PLAN
BZA A-13	P1 LEVEL PLAN
BZA A-14	GROUND FLOOR PLAN
BZA A-15	02 LEVEL PLAN
BZA A-16	TYPICAL FLOOR PLAN
BZA A-17	13 LEVEL PLAN
BZA A-18	ROOF PLAN
BSA A-19	PENTHOUSE ROOF PLAN
BZA A-20	NORTH ELEVATION
BZA A-21	SOUTH ELEVATION
BZA A-22	EAST AND WEST ELEVATIONS
BZA A-23	WEST COURT ELEVATIONS
BZA A-24	CENTER COURT ELEVATIONS
BZA A-25	EAST COURT ELEVATIONS
BZA A-26	NORTH FACADE RENDERING & MATERIALS SCHEDULE



1 ELEVATION - NORTH FACADE
1" = 20'-0"



TITLE:
NORTH ELEVATION

PROJECT NUMBER:
12045.00

PROJECT NAME:
33 N Street NE
Washington, DC Square 672 / Lot 254

REFER TO MATERIALS SCHEDULE ON A-26

DATE:
10/08/2013

NUMBER:
BZA A-20

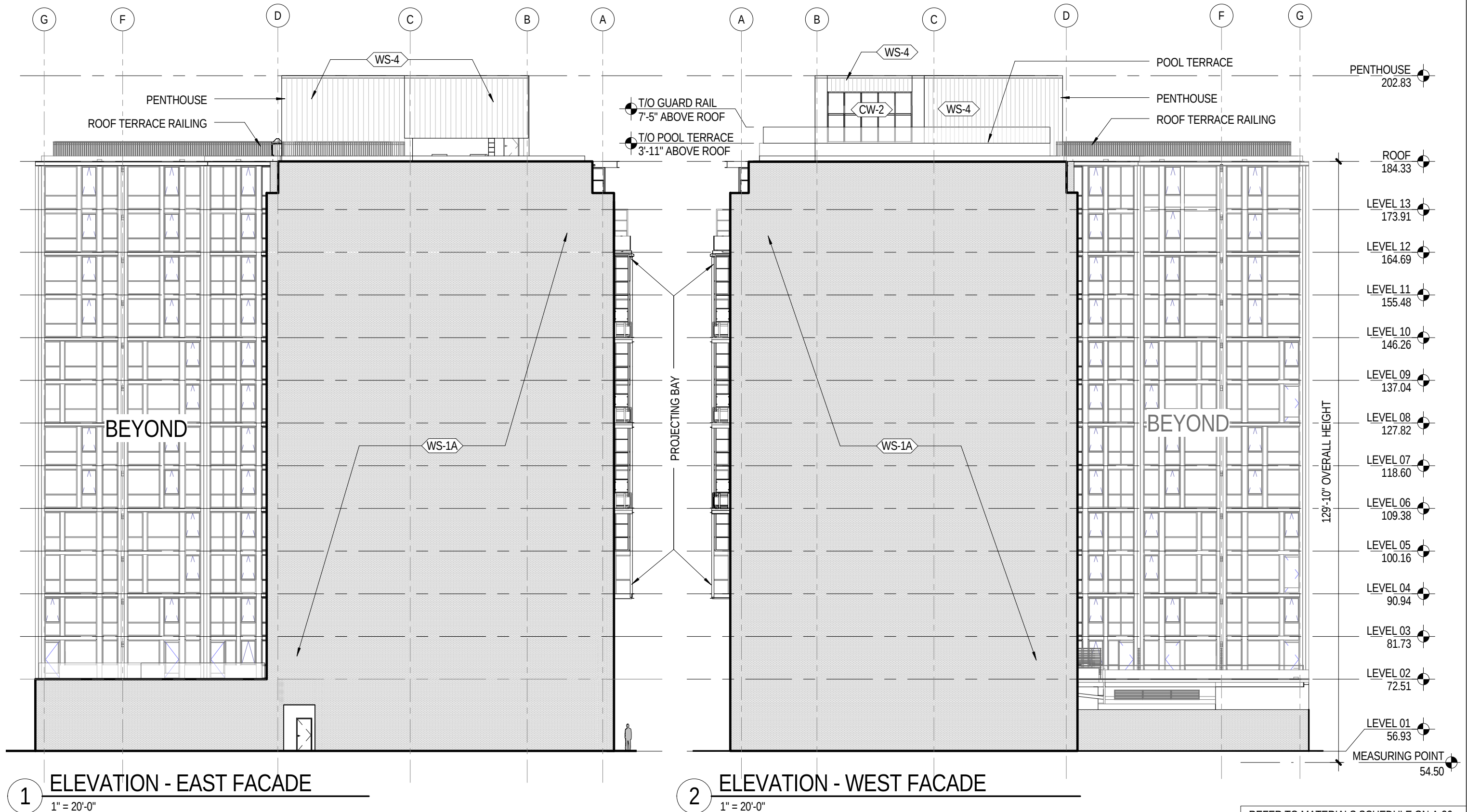




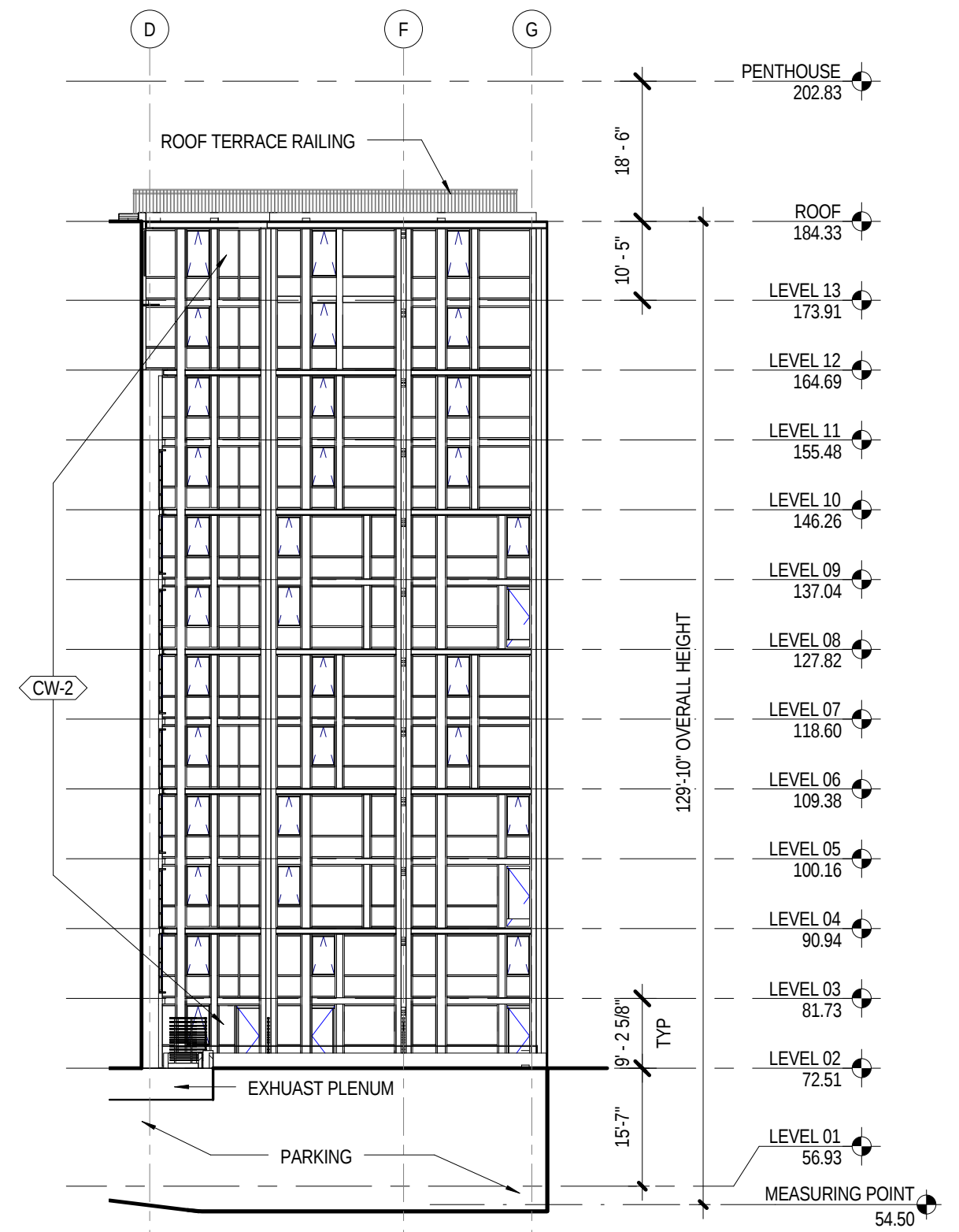
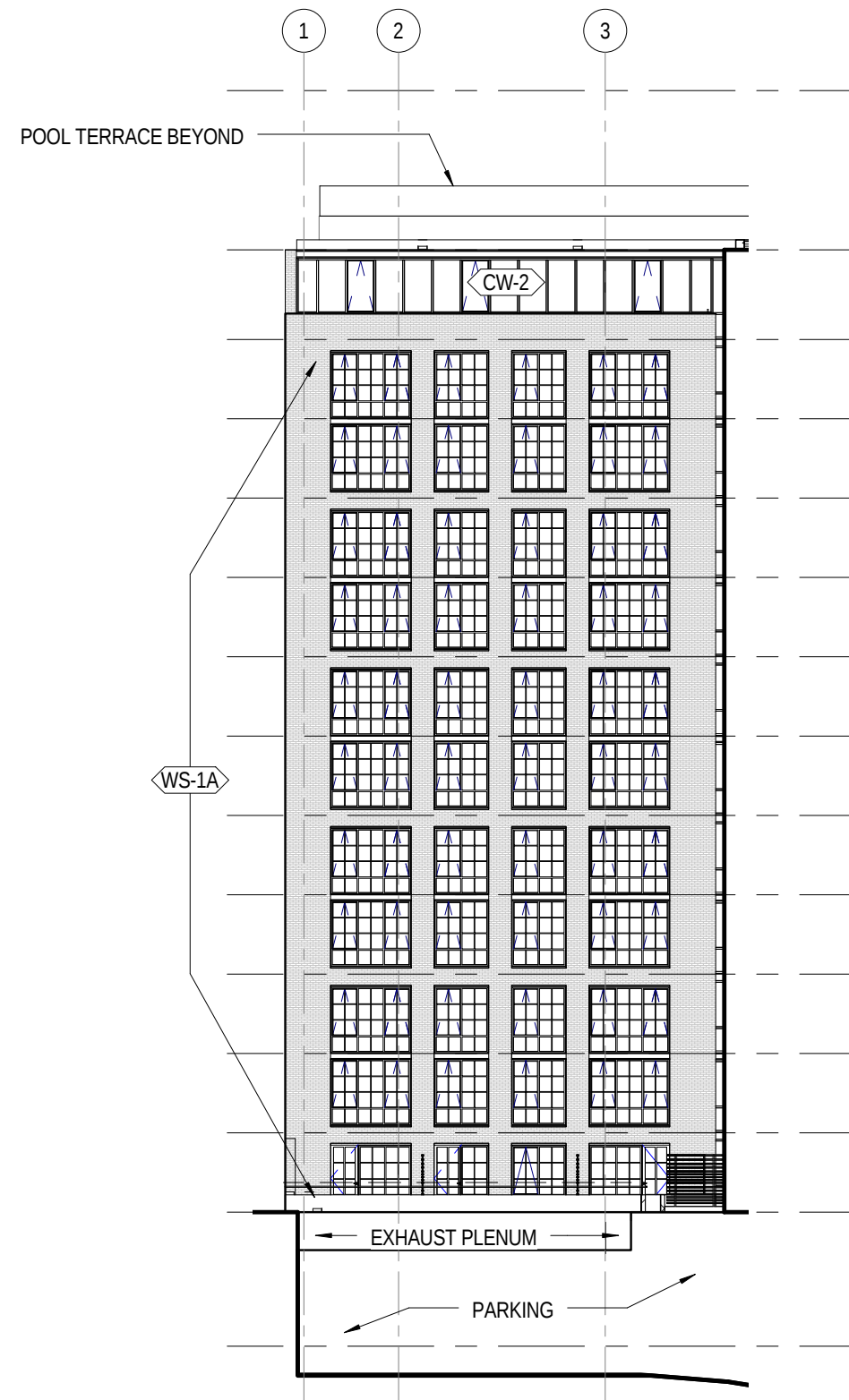
1 ELEVATION - SOUTH FACADE

1" = 20'-0"

REFER TO MATERIALS SCHEDULE ON A-26



REFER TO MATERIALS SCHEDULE ON A-26



REFER TO MATERIALS SCHEDULE ON A-26



TITLE:
WEST COURT ELEVATIONS

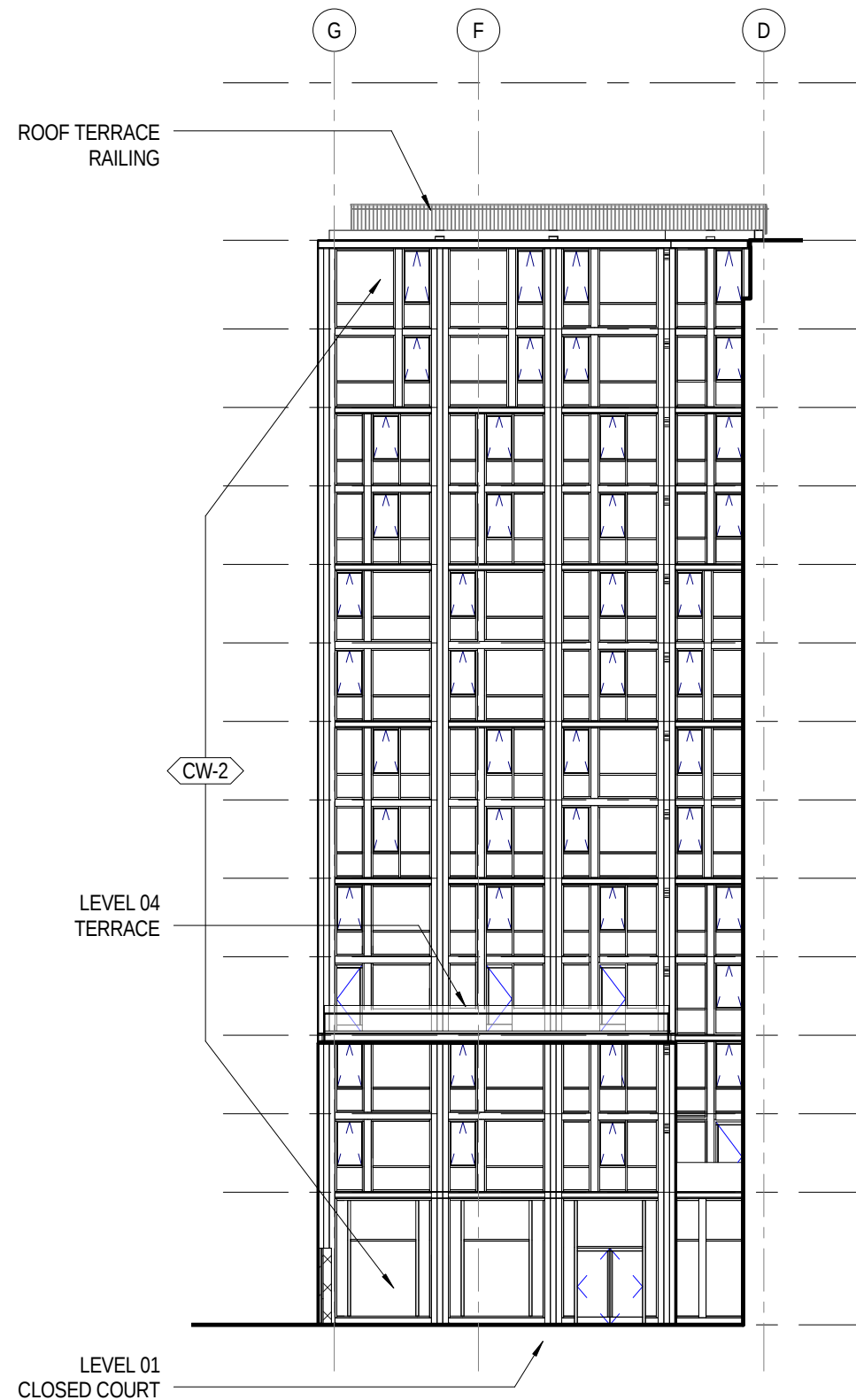
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PROJECT NAME:
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Washington, DC Square 672 / Lot 254

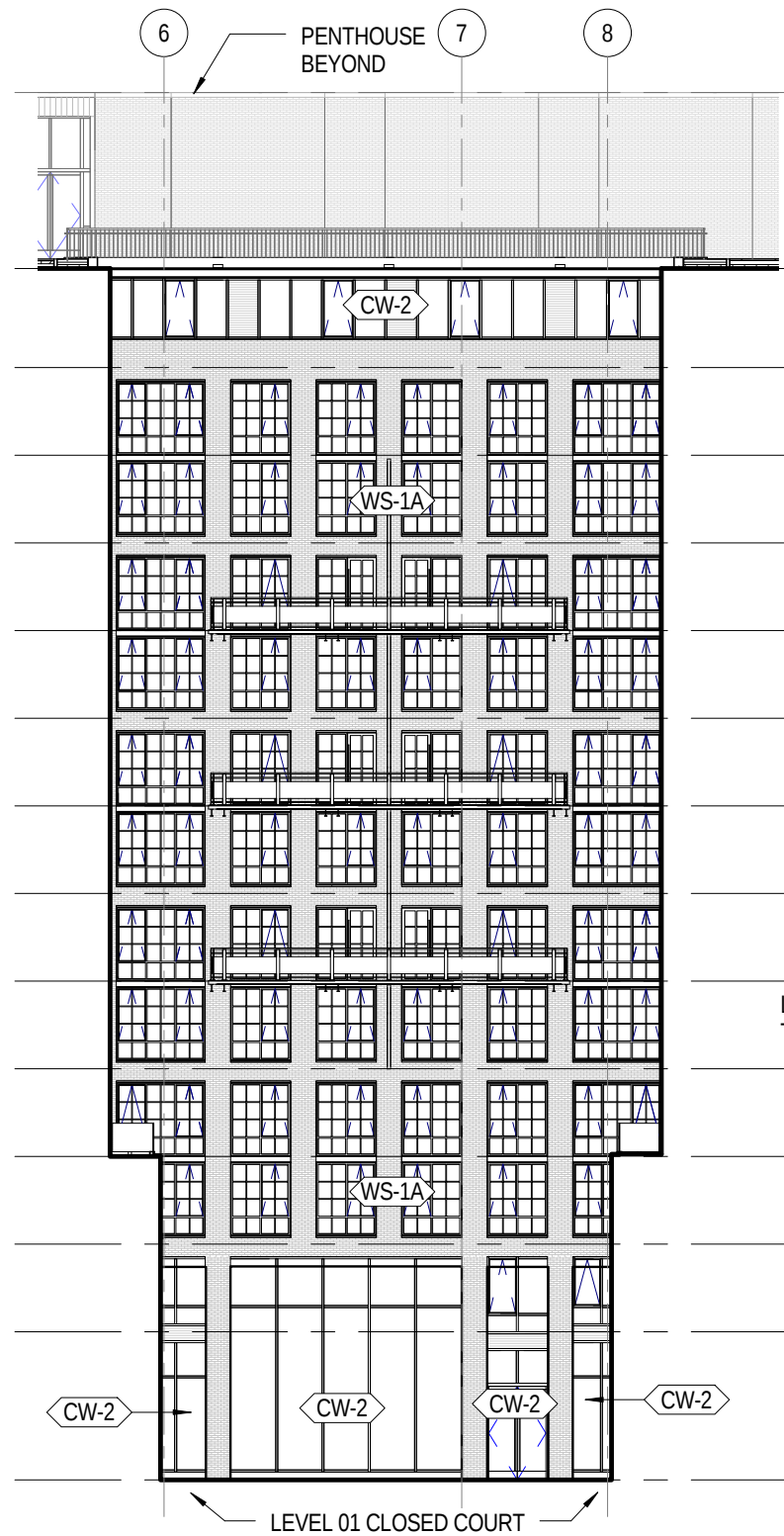
DATE:
10/08/2013

NUMBER:
BZA A-23

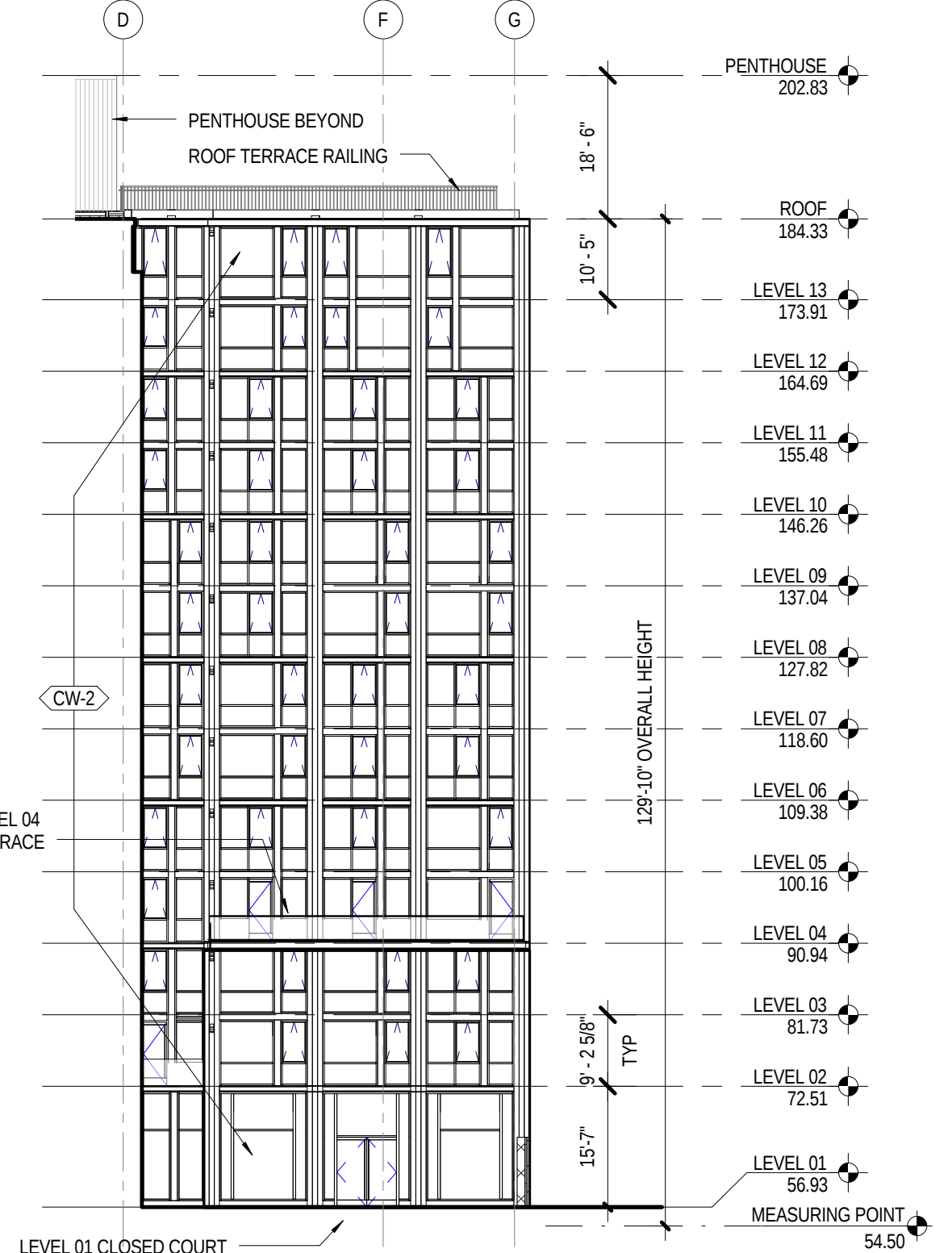




1 CENTER COURT - LOOKING WEST
1" = 20'-0"

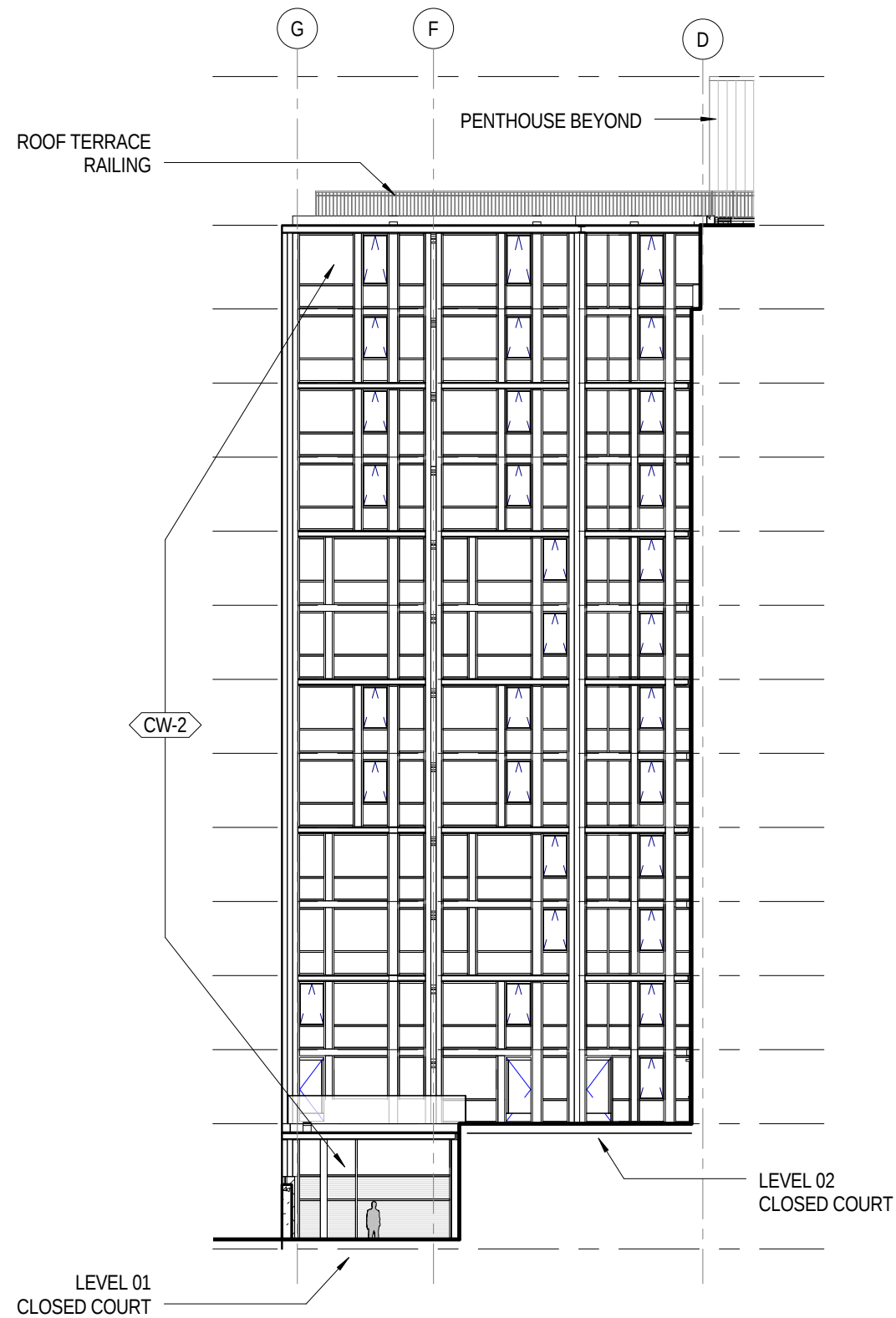


2 CENTER COURT - LOOKING NORTH
1" = 20'-0"

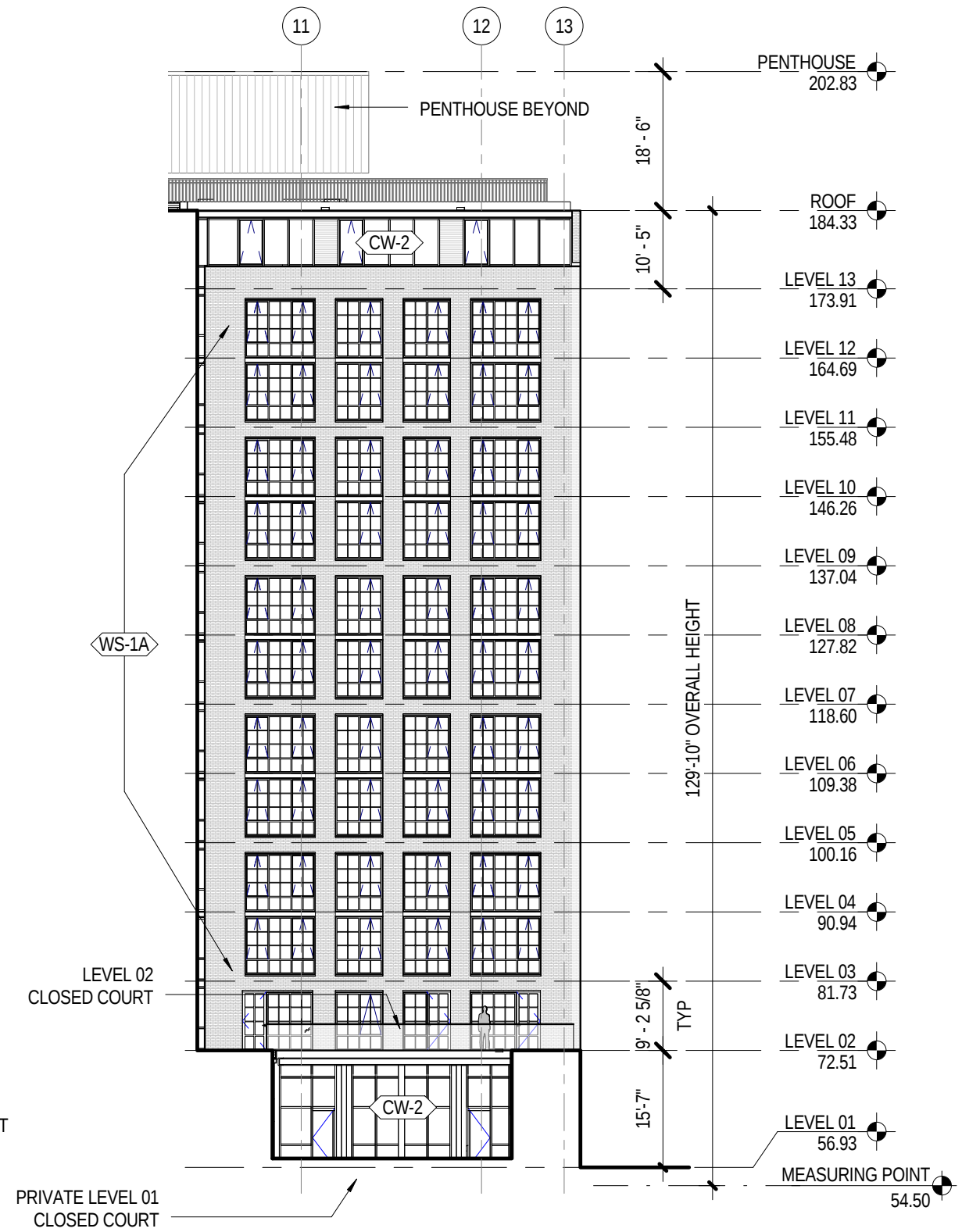


3 CENTER COURT - LOOKING EAST
1" = 20'-0"

REFER TO MATERIALS SCHEDULE ON A-26



1 EAST COURT - LOOKING WEST
1" = 20'-0"



2 EAST COURT - LOOKING NORTH
1" = 20'-0"

REFER TO MATERIALS SCHEDULE ON A-26



NORTH FACADE RENDERING; FOR ILLUSTRATIVE PURPOSES ONLY

MATERIALS SCHEDULE

CW-1	CURTAIN WALL AT NORTH FACADE
CW-2	CURTAIN WALL / WINDOW WALL W/ SUPPLEMENTAL REINFORCING AS REQUIRED; CONCEALED W/ IN FRAME
WS-1A	BRICK CAVITY WALL WITH PUNCHED WINDOW OPENINGS OPENING: OUTSWINGING CASEMENTS
WS-1B	BRICK CAVITY WALL AND/OR BRICK PIER @ GROUND FLOOR
WS-2	STONE VENEER @ GROUND FLOOR
WS-3	ULTRA HIGH PERFORMANCE CONCRETE PANELS
WS-4	METAL PANEL - AT PENTHOUSE
WS-5	CERAMIC TILE - AT PENTHOUSE