

As discussed at the hearing on this Project, the University reiterates its commitment that the buildout of the Campus Plan / PUD will in no way preclude the accommodation of a future Metrorail entrance on Square 77. As the University explained, the timing of its future development of this portion of Square 77 is not known at this time. Like all campus development, the timing of this project is dependent on availability of resources and balancing of other campus priorities.

Importantly, however, the University's development of Square 77 **does not preclude WMATA's ability to construct a second Metrorail station entrance either now or in the future.**

- If WMATA moves forward with construction of the second entrance before the University is ready to develop this portion of Square 77, the University will coordinate with WMATA to ensure that the design for the second entrance will inform the design of the University's future development.
- If the University moves forward with construction of this portion of Square 77 before WMATA is ready to construct the second entrance, the University will coordinate with WMATA to ensure that the design of the future building accommodates the planned entrance.

Under either scenario, the University is willing to consider a design that would allow direct access from the underground platform to the Square 77 development, but that design will have no impact on the timing of the construction of a new second entrance.

In the interim, the University is willing to participate in discussions with area stakeholders regarding the second entrance in order to explore ways in which the second entrance may be brought to fruition.

2. Pedestrian Safety

Since a large number of pedestrians within the Foggy Bottom Campus are members of the University community, it is of course in the University's best interest to improve the pedestrian environment and ensure the safety of its students, faculty, and staff as well as its neighbors.

Consistent with the campus Streetscape Plan, which is currently awaiting DDOT final approval, the proposed improvements that will be implemented through the Project will enhance the pedestrian experience and improve pedestrian safety around the entire perimeter of the square through the following features:

- Reduce the total number of curb cuts on the square from seven to two, which will significantly reduce the number of potential pedestrian/vehicle conflicts.

- Construct new sidewalks surrounding the entire square that are wider than existing sidewalks and also provide improved tree pits, planting zones, and other pedestrian amenities.
- Construct two pocket parks on private property—one off I Street another off 23rd Street—to visually and functionally enhance the pedestrian experience.
- Use pedestrian-friendly paving materials, including scored concrete along 22nd and 23rd Streets, brick pavers along H and I Streets, and ADA-compliant cobblestones between the tree pits. As was discussed at the hearing, per the Streetscape Plan, the bricks will be laid on a concrete slab foundation, which will provide a uniform and stable base. Additionally, the University has identified silva cells and/or structural soil as materials that may be used to increase the volume of soil available to tree roots without causing the sidewalk to heave.
- Carry the brick pavers from the sidewalk on I Street across the loading/service driveway. The contrast between the brick pavers and the driveway material will provide a visual cue to drivers that they are crossing a sidewalk.
- Provide pedestrian warning signs for vehicles exiting the loading/service area emphasizing that a pedestrian crossing is ahead and that pedestrians have the right of way.

The final evaluation, design, and installation of the streetscape improvements will be determined in consultation with DDOT during the public space permitting process. As a part of this process, the University will work with DDOT and other public space representatives to determine whether additional sidewalk width is achievable.

During the hearing, some questions were also raised regarding pedestrian crossing activity related to the Project and elsewhere in the campus. For this Project:

- The proposed retail component is located at the northeastern corner of the Project and Property, closest to the legal crosswalk at the 22nd Street/I Street intersection. The University expects that pedestrians crossing the street to/from Square 54 will therefore utilize the crosswalk and minimize the number of midblock crossings. The new traffic signal at this intersection, which DDOT stated it will install by the end of the year, will further facilitate safe pedestrian crossings.
- Other elements of the streetscape plan, such as the stamped crosswalks at the 23rd Street/H Street and 23rd Street/I Street intersections, will further help to emphasize the use of intersection crosswalks.

Anthony Hood
April 11, 2011
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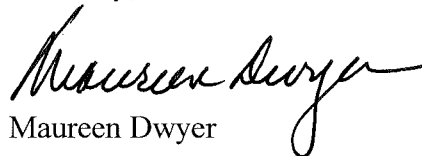
GW will continue to work with public space officials to identify whether supplemental efforts are needed to address pedestrian crossing activity both at the intersections surrounding the Project and elsewhere on campus.

Finally, the University notes that, in response to concerns expressed by WECA regarding the relocation of the current John A. Wilson commemorative plaque on 22nd Street, the University has agreed to relocate the plaque to the 23rd Street pocket park, adjacent to the building's pedestrian entrance, rather than the I Street pocket park, adjacent to the loading and service entrance. Notwithstanding this change, the University continues to believe that both pocket parks will serve as significant amenities for students and neighbors alike.

Conclusion

As set forth above and in prior submissions, the Project meets the criteria for approval under the Zoning Regulations. If you have any questions regarding this application, please feel free to contact Maureen at 202-721-1101 or David at 202-721-1137.

Sincerely,



Maureen Dwyer



David Avitabile

DA/da
Enclosures

cc: Charles Barber
Alicia O'Neil Knight

CERTIFICATE OF SERVICE

On April 11, 2011, I caused a copy of the foregoing letter and enclosure to be delivered by hand or by U.S. Mail to the following:


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David Avitabile