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April 13, 2017

VIA IZIS

Chairman Anthony Hood
District of Columbia Zoning Commission
441 4th Street NW, Suite 200S
Washington, DC 20001

Re: Application to Amend the Campus Plan Approved in Z.C. Order No. 06-11/06-12

Dear Chairman Hood and Members of the Commission:

With the accompanying application form and on behalf of the George Washington University, we hereby request an amendment to the campus plan approved in the above-referenced order.

This campus plan amendment application is being filed simultaneously with another application for a modification of a First-Stage planned unit development (PUD), a Second-Stage PUD, and a related Map amendment for Square 75, Lots 50 & 51. All of the materials and explanation in support of this proposed campus plan amendment are included with the other application, so please refer to the record in that case.

Accordingly, the applicant in this case requests that the Commission consider and review both this case and the other case together.

If you have any questions, please feel free to contact us.

Sincerely,
/s/
David M. Avitabile

/s/
Cary R. Kadlecek

2100 Pennsylvania Avenue, NW

APPLICATION FOR REVIEW AND APPROVAL OF
A MODIFICATION OF A FIRST-STAGE PLANNED UNIT DEVELOPMENT,
A SECOND-STAGE PLANNED UNIT DEVELOPMENT,
A RELATED ZONING MAP AMENDMENT, AND
AN AMENDMENT TO A CAMPUS PLAN

April 13, 2017

DEVELOPMENT TEAM

Applicant	The George Washington University 2121 I Street NW, 7th Floor Washington, DC 20052 Boston Properties 2200 Pennsylvania Avenue NW, Suite 200W Washington, DC 20037
Architects	Pelli Clarke Pelli Architects 322 8th Avenue, 11th Floor New York, NY 10001 WDG Architecture 1025 Connecticut Avenue NW, Suite 300 Washington, DC 20036
Transportation Consultant	Wells + Associates 1420 Spring Hill Road, Suite 600 McLean, VA 22102
Civil Engineer	Wiles Mensch Corporation 11860 Sunrise Valley Drive, Suite 200 Reston, VA 20191
Land Use Counsel	Goulston & Storrs, PC 1999 K Street, NW, 5th Floor Washington, DC 20006

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EXHIBITS

PREFACE

This statement and the attached documents support the application of the George Washington University and Boston Properties to the Zoning Commission for review and approval of an amendment to the University's 2007 Foggy Bottom Campus Plan ("**the Campus Plan**"), a modification of the University's First-Stage Planned Unit Development ("**PUD**") and a related Zoning Map amendment, and a Second-Stage PUD. The zoning actions will facilitate the redevelopment of a strategic corner site along Pennsylvania Avenue into a signature mixed-use building, and the proposed project's retail use will significantly strengthen the development of the I Street retail corridor called for in the Campus Plan.

The affected property is known as Lots 50 and 51 in Square 75, which have the addresses of 2100 Pennsylvania Avenue NW and 2121 I Street NW, respectively. The subject property is within the boundaries of the Campus Plan. Lot 50's primary use designation is identified as commercial/investment under the Campus Plan, and it is located in the MU-9 Zone District. Lot 51 is part of Site 75B, which is one of 16 development sites identified in the Campus Plan and related First-Stage PUD for the Foggy Bottom campus that was approved by the Commission in order to facilitate the development of the Campus Plan. Pursuant to the First-Stage PUD, Site 75B was rezoned to the C-3-C Zone District (now known as the MU-9 Zone District).

To implement the proposed project, the applicants propose the following zoning actions:

- An amendment to the Campus Plan to re-designate Lot 51 for commercial and investment use, rather than academic and administrative use;
- A modification to the First-Stage PUD to split Development Site 75B into Sites 75B1 and 75B2, and incorporate Lot 50 into Site 75B1;
- A PUD-related rezoning of Lot 50 into the proposed MU-30 Zone District; and

- Second-stage PUD approval for the new building on Site 75B1.

Approximately 453,562 square feet of gross floor area of commercial office and retail space will be created as a result of the project proposed in this application.

This PUD application is consistent with the District of Columbia Comprehensive Plan, D.C. Law 16-300, 10A DCMR (Planning and Development) § 100 et seq. (2006), as well as numerous goals and policies of the District of Columbia. This project will benefit the District through increased tax revenue, exemplary architecture, and sustainable design. The project will also benefit the surrounding neighborhoods through the continued implementation of the I Street retail corridor, a key benefit outlined in the First-Stage PUD; streetscape improvements; and other new benefits and amenities to be provided in association with the increase in density yielded by the proposed amendment to the Zoning Map.

Submitted in support of this application are completed application forms, copies of the notices of intent to file the zoning actions, which were mailed to surrounding property owners and parties (with the certification of mailing and list of property owners), architectural drawings, plans, and elevations of the proposed project, and a map depicting the Zone Districts for the property and surrounding area. As set forth below, this statement and the attached documents meet the filing requirements for a Campus Plan amendment and a PUD application under Subtitle Z § 300 of the District of Columbia Zoning Regulations.

I. INTRODUCTION

A. Summary of Requested Action

This document supports the application of The George Washington University ("**University**") and Boston Properties ("**BP**") (together, "**Applicant**") to the Zoning Commission for the District of Columbia ("**Commission**") for the review and approval of zoning changes that will facilitate the development of a strategic corner property along Pennsylvania Avenue into a signature new mixed-use commercial office and retail development.

The property that is the subject of this application consists of 2100 Pennsylvania Avenue NW (Lot 50 in Square 75), and 2121 I Street NW (Lot 51 in Square 75) (together, the "**Property**" or "**Subject Property**"). The Subject Property consists of approximately 50,780 square feet of land area. The Property is located in the Foggy Bottom/West End neighborhood of Ward 2, within the jurisdiction of Advisory Neighborhood Commission 2A ("**ANC 2A**"). The Foggy Bottom-GWU Metrorail station is located two blocks west of the Property.

The Applicant requests the following actions related to the 2007 Foggy Bottom Campus Plan ("**Campus Plan**") and related First-Stage Planned Unit Development ("**First-Stage PUD**") (together, "**Campus Plan/PUD**"), which was approved by the Zoning Commission in Z.C. Order No. 06-11/06-12 ("**Campus Plan/PUD Order**") for the University's Foggy Bottom campus ("**Campus**"):

- Amendment to the Campus Plan. The Campus Plan identified Site 75B as a development site for academic/administrative/medical use for the University. Lot 51 is a part of Site 75B. The Applicant proposes to amend the Campus Plan to change the use designation for Lot 51 to commercial/investment use. A separate application for the Campus Plan amendment is being filed simultaneously herewith, but the University requests that the Commission consider it together with the other requests/application described herein. The remainder of Site 75B will remain as academic/administrative/medical use.

- Modification of the First-Stage PUD. The First-Stage PUD approved height and massing for Site 75B and rezoned it to the C-3-C (now MU-9) Zone District. The applicant proposes to divide Site 75B into two development sites: 75B1 and 75B2. Site 75B1, which is coterminous with Lot 51, will be expanded to incorporate Lot 50 as a development site for commercial/investment use to the height and density proposed in this application. The intended use and development envelope of Site 75B2 will remain as approved in the First-Stage PUD.

- PUD-Related Zoning Map Amendment. As a part of the First-Stage PUD Modification, the Applicant proposes a PUD-related rezoning for Lot 50 from the MU-9 zone to the MU-30 zone.[1] Lot 51 will remain zoned MU-9, which was approved in the initial First-Stage PUD.

- Second-Stage PUD Approval. Finally, the Applicant seeks approval of a Second-Stage PUD for a new mixed-use office and retail building on the Property, which is described below.

The Applicant intends to redevelop the Subject Property for commercial use as an 11-story office building with ground-floor retail and office-supporting uses ("**Project**"). The Project will have a building height of approximately 130 feet, stepping down to a height of approximately 110 feet along I Street. The total gross floor area included in the project is approximately 453,562 square feet for a floor area ratio ("**FAR**") of approximately 8.93 and a lot occupancy of approximately 98%. The Project will include approximately 335 below-grade parking spaces as well as a loading and service area in the interior of the block, both accessed from I Street.

B. The Applicant

1. George Washington University

The Subject Property is owned by the George Washington University. The University, which was founded in 1821 and has been located in the Foggy Bottom neighborhood since 1912,

[1] A proposed new MU-30 zone is pending approval of a text amendment by the Commission in Case No. 17-04. A public hearing in that case will occur on May 11, 2017.

combines the resources of a major international research university with the dynamics of a vibrant, urban setting in the heart of the nation's capital. GW's location is key to its mission and critical to its success, as the opportunities and resources surrounding the campus attract outstanding students, faculty, and staff to GW and also help shape some of the University's most successful academic, research, and clinical programs. By capitalizing on its location, GW delivers an educational experience that is distinctive and rewarding – encouraging students to take advantage of opportunities in international finance, public policy, democratic governance, and many other pursuits that are truly unique to DC.

Similar to the investment practices of major universities across the country, the University has long used the income from investment properties to help fund its academic mission. The return from these investments, many of which are situated along Pennsylvania Avenue, helps to fund academic programs, new facilities, student financial aid, and other expenses necessary to operate a world-class university. Investment in properties on the edge of the Foggy Bottom campus helps to ensure the maintenance of well-run buildings near the campus, providing an attractive environment for the University population and Foggy Bottom residents, and provides tax revenue for the District. To this end, the approved 2007 Foggy Bottom Campus Plan specifically identified the use and redevelopment of the 2000, 2100, and 2200 blocks of Pennsylvania Avenue for commercial/investment use.

The Project that is the subject of this application is consistent with this practice. GW selected Boston Properties as its development partner to construct the Project; BP was the same development partner for the redevelopment of the old GW Hospital site on Square 54/The Avenue. This partnership will continue to generate non-enrollment driven revenue that will support the University's academic mission and permit the development of future academic sites

and improvements outlined in the Foggy Bottom Campus Plan. The 2007 Foggy Bottom Campus Plan recognized the important investment potential of continued commercial use of the Property, given its prominent Pennsylvania Avenue location.

2. Boston Properties

Boston Properties, a self-administered and self-managed real estate investment trust (REIT), is one of the largest owners, managers and developers of Class A office properties in the United States, with a significant presence in five markets: Boston, Los Angeles, New York, San Francisco, and Washington, DC. The company was founded in 1970 by Mortimer B. Zuckerman and Edward H. Linde in Boston, where it maintains its headquarters. Boston Properties became a public company in June 1997 and is traded on the New York Stock Exchange under the symbol "BXP."

Boston Properties is a fully integrated real estate investment trust that develops, redevelops, acquires, manages, operates and owns a diverse portfolio of primarily Class A office space totaling 47.7 million square feet and consisting of 164 office properties (including six properties under construction), five retail properties, four residential properties (including two properties under construction), and one hotel. Boston Properties is well-known for its in-house building management expertise and responsiveness to tenants' needs. The company holds a superior track record in developing premium Central Business District (CBD) office buildings, suburban office centers, and build-to-suit projects for the U.S. government and a diverse array of creditworthy tenants.

In the Washington, DC region, Boston Properties owns approximately 10.5 million square feet consisting of 48 properties.

C. Project Goals and Objectives and the Benefits of Using the PUD Process

Consistent with the goals of the District as outlined in the Land Use Element of the Comprehensive Plan as well as the goals of the approved Foggy Bottom Campus Plan, the University intends to redevelop the Subject Property with commercial office and retail uses that will improve the utilization of land at this strategic, transit-oriented location. This PUD will provide Class "A" office space two blocks from the Foggy Bottom-GWU Metrorail station in an attractive and sustainable building that is compatible with surrounding buildings and uses. Furthermore, the PUD will include at least 30,000 square feet of retail use that will strengthen and enhance the I Street retail corridor called for in the Campus Plan.

The PUD process outlined in Subtitle X, Chapter 3 of the Zoning Regulations serves as the appropriate means of achieving the above objectives because the PUD process provides the community and District agencies with the tools needed to ensure that the Project is well-designed and best meets the needs of the community while making sure that the density and uses are appropriate and the architecture is compatible with the surrounding neighborhood.

D. Development Timetable

The Applicant intends to begin construction of the Project in the second or third quarter of 2019, with completion in the first or second quarter of 2022.

II. OVERVIEW OF THE FOGGY BOTTOM CAMPUS PLAN AND FIRST-STAGE PUD

In the Campus Plan/PUD Order, the Commission approved a new Campus Plan for the University's Foggy Bottom Campus as a means to provide for predictable, planned growth consistent with surrounding development patterns and guided by smart growth and transit-oriented development principles. The proposed Campus Plan incorporated a development plan, known as "Grow Up, Not Out," in reference to an effort to accommodate the University's forecasted academic and student housing needs within the existing Campus boundaries. The Campus Plan calls for increased density targeted at specific development sites within the Campus boundaries that are generally concentrated towards the core of the Campus, away from residential areas. The additional space is required to advance the University's academic mission and enhance the quality of its educational programs through new facilities that will address evolving technological and academic program needs as well as increase the number of on-campus beds.

In conjunction with the Campus Plan, the University sought and received First-Stage approval for a PUD for the Foggy Bottom Campus. The approved First-Stage PUD identifies 16 development sites referenced in the Campus Plan as future Second-Stage PUD projects, and it identifies the uses, height, gross floor area, and lot occupancy for each Second-Stage PUD development site. In addition, a PUD-related Map Amendment for many of these development sites was approved in conjunction with the First-Stage PUD. These sites and uses were individually evaluated and selected based on each site's current use and condition, suitability for redevelopment, existing campus use patterns, and the University's overall forecasted space requirements. The Commission recognized that the campus-wide PUD would provide certain project amenities and public benefits, including an advisory committee to foster communication

between the University and community representatives, streetscape improvements, sustainable development features, commitments to historic preservation and neighborhood-serving retail activity on certain portions of the Campus, construction of below-grade parking at various sites dispersed through campus, and off-campus commitments, all of which were determined as part of the First-Stage approval.

Since the approval of the Campus Plan/PUD in 2007, the University has moved forward with the implementation of many of the proffered benefits and amenities outlined in the conditions of the Commission's Order. These amenities include: the creation of the proposed historic district and related landmark designations for large portions of the Campus; the cessation of use of off-campus properties for undergraduate student housing; the implementation of streetscape improvements; commitment to sustainable design (which include one certified LEED Platinum building and eight certified LEED Gold buildings and renovation projects on the Foggy Bottom Campus) and the creation of new retail spaces along I Street.

The University has also advanced the implementation of the Campus Plan/PUD and has received approval from the Commission for five major development projects that include two new academic buildings, a new residence hall, a new museum, and a new parking garage. In addition, pursuant to the Campus Plan/PUD, the University secured approval for the redevelopment of another commercial/investment site in Square 75; the PUD approved by the Commission in Z.C. Order 06-11G/06-12G for Site 75A is now under construction.

III. THE PROPOSED PUD PROJECT

A. Site Location

As described above, the Property consists of two parcels: Lots 50 and Lot 51, which total approximately 50,780 square feet of land area. The Property slopes significantly (approximately 12 feet downward) from northeast to southwest.

Lot 50, or 2100 Pennsylvania Avenue NW is located at the east end of Square 75, and it is bounded by Pennsylvania Avenue on the north, 21st Street on the east, I Street on the south, and a public alley on the west. Lot 50 consists of approximately 39,718 square feet of land area and is improved with an eight-story commercial office building occupied by multiple office tenants as well as ground-floor retail uses. However, the retail spaces are largely located within an arcade and are elevated above the grade along I Street, so they fail to activate the surrounding public streets. The Campus Plan identified continued commercial / investment use on Lot 50.

Lot 51, or 2121 I Street NW is located immediately west of Lot 50 along I Street. Lot 51 consists of approximately 11,062 square feet of land area and is improved with an eight-story office building for the University. The First-Stage PUD identified Lot 51 as a part of Development Site 75B – an infill location appropriate for future redevelopment at a height of 110 feet and density of 8.0 FAR, consistent with the C-3-C zone. As part of this Application, the Applicant requests an amendment to the Campus Plan to re-designate Lot 51 for commercial/investment use. By combining Lots 50 and 51, the Applicant will be able to achieve a more efficient footprint and floorplate that corresponds with market needs as well as deliver the retail space and street-activating experience that will further the development of the I Street retail corridor.

The Property is surrounded by multiple commercial and University-operated buildings. 2112 Pennsylvania Avenue, an 11-story office and retail building currently under construction on Site 75A, is located immediately to the west of the Subject Property on Pennsylvania Avenue. Immediately to the west of the Subject Property on I Street is a public alley that was widened and improved as part of the project on Site 75A. Also further to the west of the Subject Property, along I Street, is the 90-foot tall President Condominium, the only non-University owned property within the Square. Further west from the Subject Property, at the west end of the Square, are the 12-story H.B. Burns Memorial Building, a historic landmark, and the Ambulatory Care Center, both of which are operated by the GW Medical Faculty Associates, a medical affiliate of GW.

Other surrounding uses include a mix of commercial and university uses at relatively high heights and densities. To the north of the Property, across Pennsylvania Avenue, is the 130-foot tall headquarters of the International Finance Corporation, a division of the World Bank. To the east of the Property, across 21st Street, is James Monroe Park, a reservation maintained by the National Park Service. To the south of the Property, across I Street, is Lafayette Hall, a recently-renovated residence hall; the Marvin Center, the student center and a future development site; and District House, a recently-completed 110-foot tall residence hall. The "Red Lion Row" PUD, which consists of the Shops at 2000 Penn and the 10-story commercial office building at 2000 Pennsylvania Avenue NW, is located southeast of the Property.

The Subject Property is located at the northern edge of the University's Foggy Bottom Campus. The Foggy Bottom-GWU Metrorail Station is approximately two blocks to the west of the Subject Property. Surrounding property to the west, east and north is located in a mix of zones that permit high-density commercial office development, including the MU-9 Zone

District and the D-5 Zone District. Immediately to the west, Site 75A was rezoned to the C-4 Zone District (now the proposed MU-30 Zone District) as a part of its PUD. Property to the south and west, within the Foggy Bottom Campus, includes property located in the RA-4 Zone District as well as sites rezoned to MU-9 in conjunction with the Campus Plan / PUD.

B. Project Description

As shown on the architectural plans, elevations, and drawings attached as Exhibit P in this application, the University seeks approval to develop the Subject Property with an 11-story commercial office building, a minimum of 30,000 square feet of retail uses[2], and three levels of below-grade parking. Such use is fully consistent with the commercial / investment use designation of Lot 50 in the Campus Plan / PUD.

The retail and office uses have been located within the Project to take advantage of the site context and topography. The primary office entrance is located at the intersection of Pennsylvania Avenue and 21st Street, where it anchors this prominent corner with a three-story lobby that is appropriate given the scale of the intersection and open spaces created by Pennsylvania Avenue and the adjacent reservations. The primary retail entrances are located on the southern portion of the Property, along I Street. Multiple slab breaks will be introduced to ensure that retail entrances are aligned with the adjacent sidewalk, and the change in grade creates an opportunity to extend the retail depth fully within the building, underneath the office lobby.

[2] The plans and statement refer to the ground-floor uses as "retail" uses. Potential uses within the space may include a variety of street-activating and neighborhood-serving uses that were previously permitted in the C-1 and C-2-A Zone Districts under the 1958 Zoning Regulations and now include uses in the Arts, Design, and Creation; Eating and Drinking Establishments; Entertainment, Assembly, and Performing Arts; Retail; and Service (general and financial) categories under the 2016 Zoning Regulations.

The retail space, totaling at least 30,000 square feet, will permit the Applicant to attract neighborhood-defining retail opportunities. The I Street frontage will include a glassy double-height retail space totaling approximately 17,000 GSF (including an additional 13,000 GSF of contiguous, below-grade retail space) targeted for a high-end food market, café and dining, but could also be attractive to a soft goods or fitness-related concept. The remaining retail space, on both I Street and Pennsylvania Avenue, will target fast casual dining, boutique fitness, daycare, and other convenience-related retail that will maximize the retail/merchandising opportunities afforded by the ceiling heights in the retail spaces, particularly along I Street.

In addition to the retail uses contemplated above, some office support uses will be located along the Project's Pennsylvania Avenue frontage.[3] The office component of the Project will be organized around two separate wings, each of which will overlook a central atrium element at the center of the building that will bring natural light in through both the western wall of the façade and a skylight above the atrium.

The massing, scale, and façade design of the Project are appropriate given the prominent Pennsylvania Avenue location, and the proposed design employs many of the primary massing strategies that moderate the scale of other successful large, contemporary, buildings along or near Pennsylvania Avenue. The foundation for the design approach will be a strong vertical corner element that anchors the building to the intersection of Pennsylvania Avenue and 21st Street. Two wings then will extend out from the corner, with detailed articulation elements, multi-story bay windows, and variations in scale combining to break up and modulate the façades. The façade design will be further enhanced through a series of simple, flowing curves,

[3] Such uses may include a separate dedicated entrance for a primary tenant; tenant-driven function space; daycare or fitness center uses, and similar uses that will create additional entrances and activity along Pennsylvania Avenue.

evocative of the curves of Alvar Aalto's glass vases that distinguish the Project from the typical angular and rectilinear forms that tend to dominate District architectural form. These design elements all will continue around to the I Street façade of the Project. A second-story recess also will be introduced, which helps to further accentuate the retail base along I Street. Furthermore, the upper two floors of the Project will be set back along I Street, which will provide a transition in height from Pennsylvania Avenue back into the core of the Foggy Bottom campus.

Parking and loading access to the Project will be separate, but both will be served from I Street NW, which is the most appropriate location given the prominence of Pennsylvania Avenue and the limited length of frontage along 21st Street. The Project will contain 335 vehicular parking spaces as well as secured, covered parking for at least 118 bicycles within the underground garage. The Project also will include an area for loading and service vehicles, accessed from the public alley to the west of the Property. This alley was widened and reconfigured as part of the adjacent Site 75A project, and it provides access to the parking and loading uses in the Site 75A commercial office development as well as the service and loading for the other uses within the Square. The alley will be able to accommodate the service and delivery activity for the Project (which is not a new use, since the existing office and retail uses on the Property are already served through the alley), and the Applicant has designed the Project's loading area so that is can accommodate front-in, front-out maneuvers for most of the Project's deliveries. However, a separate driveway is needed for the Project's vehicular parking to avoid overwhelming the public alley, which only has one ingress/egress point into the surrounding street network. The Applicant has applied to the Public Space Committee for concept approval of the proposed driveway. In addition, streetscape improvements will be

constructed along the Pennsylvania Avenue, 21st Street, and I Street frontages of the Subject Property consistent with the GW Foggy Bottom Streetscape Plan.

The proposed Project will incorporate a series of sustainable features that represent an improvement over existing conditions and seek to reduce the impact of the redevelopment. The Subject Property is currently covered with impervious building and paving area. The Project will be designed to achieve Gold certification under the LEED v4 Core and Shell standard. The specific LEED credits pursued are those that will help provide quality space at a greatly reduced environmental impact. Project features will include the following:

- Significantly reducing or eliminating storm water runoff / pollution through rainwater collection and through an approximately 13,000 square foot vegetated roof.
- Reducing potable water usage:
    - Irrigation will be limited and will be designed to use little or no potable water.
    - Water savings of 30 - 35% for interior plumbing will be realized through the use of water conserving fixtures such as low-flush toilets, and low-flow faucets and showerheads.
    - Reuse of rainwater for cooling tower make-up is proposed.
- Reducing energy consumption by designing a high-performance building envelope and adopting high efficiency HVAC systems.
- Improving productivity and occupant health by access to daylight and views.
- Meeting ASHRAE 55 standards to ensure thermal comfort and providing thermal controls to ensure accommodation of the individual preferences of its occupants.
- Installing low-emitting paints, adhesives, sealants and flooring systems.

C. Development Parameters Under the Zoning Regulations

The Property is currently located within the MU-9 Zone District, which permits a maximum FAR of 6.5, height of 90 feet, and lot occupancy of 100%. Through the proposed Zoning Map amendment, Lot 50 will be rezoned to the MU-30 Zone District. In this zone, the Zoning Regulations permit a maximum height of 130 feet, 10.0 FAR, and 100% lot occupancy as a matter-of-right. (The Regulations also permit a maximum FAR of 12.0 for a PUD in the MU-30 Zone District, but the Applicant does not seek this additional PUD-related bonus density.) Lot 51 will remain within the MU-9 Zone District, which permits a height of 130 feet and a maximum FAR of 7.8 for a PUD. The existing and proposed Zone Districts both permit a broad mix of commercial office, retail/service, and similar uses.

The Campus Plan/PUD approved a total density of 134,914 square feet of gross floor area and approximately 193 new parking spaces on Site 75B. The University proposes to proportionally allocate this density and parking between the Sites 75B1 and 75B2. Site 75B1, which is included in this Project, will be allocated 80,259 square feet of gross floor area and 115 parking spaces, and the campus plan amendment will authorize the use of the site for commercial/investment use. Site 75B2 will remain a future development site for academic/administrative/medical use, with approximately 54,655 square feet of gross floor area and approximately 78 parking spaces.

The total gross floor area included in the Project will be approximately 453,562 square feet (or a 8.93 FAR), but the gross floor area may increase by up to 2% to accommodate certain infill spaces within the building, such as an infill slab or mezzanine within the retail spaces, upon final design. This will be approximately 129,865 square feet more than permitted as a matter-of-

right under the current zoning (including the density already approved for Lot 51 in the Campus Plan/PUD). The Project will have a maximum height of approximately 130 feet, stepping down to approximately 110 feet along I Street, and a lot occupancy of approximately 98%. The Project will provide approximately 335 vehicular parking spaces, accessed from a driveway along I Street, and three loading berths and one delivery space at grade and accessed via the public alley off I Street. (As noted in the plans, the Applicant requests flexibility to vary the number of parking spaces by up to 5%, depending on the final layout and configuration of the parking garage.)

The following tabulation of development data highlights the Project's compliance with the Zoning Regulations.

Table 1: Compliance With the Zoning Regulations and First-Stage PUD

	Underlying MU-9 Zoning		**Proposed MU-30 Zoning (Lot 50 Only)**		**Proposed Project**
	Matter-of-Right	***PUD (Lot 51 Only)***	***Matter-of-Right***	***PUD***	
Height	90 feet	130 feet	130 feet	130 feet	130 feet
FAR	6.5	7.8	10.0	12.0	8.93[4]
Lot Occupancy	100%				98.3%
Rear Yard	2.5 inches per foot of height; for corner lots fronting on three streets, may be measured to center line of street at rear				Complies (See A200)
Courts	If provided for non-residential use, 2.5 inches per foot of height but not less than six feet (open)				Complies (See A200)
Penthouse	1:1 setback; 20' height limit; 0.4 FAR limit (habitable space)				**Setback Relief Required**
Automobile Parking	Office: 0.5 per 1000 sf in excess of 3000 sf Retail: 1.33 per 1000 sf in excess of 3000 sf Total requirement: 245 spaces				Complies 335 spaces[5]
Bicycle Parking	Office: 1 per 2500 sf (long-term); 1 per 40,000 sf (short-term) Retail: 1 per 10,000 sf (long-term); 1 per 3500 sf (short-term) Total requirement: 113 long-term and 20 short-term spaces				Complies 118 long-term 20 short-term
Loading	3 berths @ 30 ft. deep 3 platforms at @ 100 sf each 1 service/delivery space @ 20 ft. deep				Complies
GAR	0.2 minimum				Complies

D. Flexibility under the PUD Guidelines

The PUD process was created to allow greater flexibility in planning and design than is possible under conventional zoning procedures. Subtitle X § 303.1 specifically allows the

[4] May be increased by up to 2%.

[5] May vary by up to 5%

Zoning Commission to grant relief from any building development standard as part of the PUD process.

The proposed penthouse design generally conforms to the requirements of the Zoning Regulations, and it fully conforms to the setback requirements under the 1910 Height Act. However, the penthouse on the northern wing of the Project is not set back 1:1 from the western edge of the building roof. The upper stories of the northern wing are set back from the western property line, thereby creating an open court from which the penthouse must be set back under the Zoning Regulations. Accordingly, the Applicant requests relief from Subtitle C § 1502.1(c)(5) for this non-conforming penthouse setback.

Here, the proposed "V" shape of the building, combined with the large central atrium and corresponding skylight, creates a challenge in accommodating the building's mechanical and operational needs on the available penthouse roof space. Each wing requires its own separate elevator and vertical circulation core, and these cores are located near the junction of the "V" so that they are proximate to the building lobby on the ground floor. The penthouse habitable space has been located at this junction, where it provides access from and utilizes both building cores. (It is also the logical and most desirable location for such habitable space given the orientation of the Property to Pennsylvania Avenue and the adjacent reservations to the east and the views down Pennsylvania Avenue.) This leaves roof space available for mechanical and building system uses on each wing extending westward, but the 1:1: setback requirement from the outer roof edge and the atrium skylight on the inner edge limits the area available for mechanical equipment to a relatively narrow, linear space along each wing. Complicating matters further, the roof of the southern wing of the Project is even more narrow than the roof of the northern wing pf the Project because of the upper-story setback from I Street.

Accordingly, the only roof space that is wide enough and large enough to accommodate the Project's mechanical equipment with a large footprint (like its cooling towers) is on the northern wing. Because of the overall narrow shape of the wing, the mechanical equipment must be organized linearly, which places the enclosed mechanical penthouse next to the building core, and then places the screened, open mechanical area next to the mechanical penthouse, extending west to a point that approaches the western edge of the roof, within the 1:1 setback. The screened mechanical equipment located in this area includes large building systems (such as the cooling towers) that cannot fit elsewhere on the roof; it also includes exhaust systems that are necessary to serve the retail spaces below in the north wing and by definition cannot be relocated elsewhere. This relief is necessary only because of the setback from the adjacent building to the west at 2112 Pennsylvania Avenue. Without the setback, the Project would be constructed to the western property line, and the penthouse setback would conform. (Indeed, under this configuration, no setback would be required.)

The relief will allow for a more streamlined and uniform penthouse, as it places the screened mechanical equipment directly adjacent to the mechanical penthouse. As demonstrated by the drawings in Exhibit P, the proposed penthouse will not have an adverse visual impact due to the requested relief. The penthouse will have limited visibility from the street level since the building will be constructed to the property line for most of its height. The penthouse will only be able to be perceived for a small moment as one heads eastbound down Pennsylvania Avenue; it will not be visible headed west, towards Washington Circle.

The only alternative location for the screened mechanical equipment would be where the habitable penthouse space is proposed, but this otherwise matter-of-right location would have more significant adverse visual impacts. If the mechanical equipment were to be located at the

junction of the “V”, it would be quite visible from the north, east, and south given the location and context of the Property. Placing the habitable penthouse space, which will be designed to be complementary to the building design, in the most visible location makes the most sense from a design and planning perspective.) Accordingly, the penthouse setback relief results in a better design with less visual impact. The requested flexibility will not materially impact surrounding properties, and it will not impair the intent of the Zoning Regulations.

IV. PLANNING ANALYSIS

A. Land Use Impact

As detailed in Section VI, the proposed PUD is fully consistent with the goals and policies of the Comprehensive Plan for the District of Columbia, which designate the majority of the Property for High Density Commercial land use and the balance of the Property for Institutional land use. Furthermore, the proposed commercial office use is consistent with the goals of the approved Campus Plan/PUD (as amended and modified), which call for the continued use of the Property for commercial/investment use. The amendment to the Campus Plan and modification of the First-Stage PUD is fully consistent with these goals. The PUD will have a positive land use impact that is consistent with the Comprehensive Plan and other planning goals of the District of Columbia.

B. Zoning Impact

The proposed amendment to the Campus Plan, modification of the First-Stage PUD and related map amendment, and Second-Stage PUD for the Project are all consistent with the intent of the Zoning Regulations and carry out the purposes of Subtitle X, Chapter 3, which is to encourage well-planned, efficient, and attractive development that exceeds what is achievable under matter-of-right development. Here, the PUD process permits the development of a commercial office building that is fully consistent with the land use, height, and density of surrounding properties. The proposed height and density of the Project does not exceed what is permitted in the MU-30 Zone District as a matter of right, and it is consistent with the heights and densities of many surrounding properties in Foggy Bottom and in and near the Golden Triangle business district.

1. Lot 51

The proposed amendment to the Campus Plan to permit commercial/investment use on Lot 51 is consistent with the intent of the Zoning Regulations, for the reasons set forth in Section IV of this Statement. The Campus Plan/PUD rezoned Lot 51 to the MU-9 Zone District, and the Property will remain in that zone district as a part of this PUD. The density and parking attributable to Lot 51 is consistent with the amounts approved in the Campus Plan/PUD, as allocated to Lot 51. The Campus Plan/PUD approved a height of 110 feet for Lot 51; while portions of the Project located on Lot 51 will be constructed to a height of 130 feet, the Project incorporates a stepdown in height to 110 feet along the Project's entire I Street frontage and wrapping the corner into the public alley, which maintains the transition in height contemplated in the Campus Plan/PUD.

2. Lot 50

The proposed modification of the First-Stage PUD to incorporate Lot 50 as a development site and related rezoning of Lot 50 to the MU-30 Zone District is consistent with the Campus Plan/PUD as well as the intent of the Zoning Regulations and Map. The zoning, High Density Commercial Future Land Use Map designation, and commercial/investment use designation in the Campus Plan / PUD all anticipate the continued use of Lot 50 for high density commercial office use. The proposed zoning, height, and density are in keeping with this land use designation. Furthermore, the proposed height, density, and zone is consistent with the parameters that the Commission approved for the adjacent Site 75A (which was constructed to a height of 130 feet, density of 10.0 FAR, and located in the C-4 Zone). The proposed rezoning of the Property allows for additional density (and the related project amenities and public benefits)

that is appropriate for this strategic, transit-oriented site along one of the primary commercial corridors and widest streets in the District of Columbia.

3. Relationship to the Foggy Bottom Campus Plan

As described below, the proposed amendment to the Campus Plan satisfies the criteria for a campus plan in Subtitle X § 101. The Project, as a whole, is consistent with the overall intent of the Campus Plan, which explicitly recognized the continued use of Lot 50 as commercial / investment use in support of the University's academic mission. The Project also furthers the goals and priorities of the Campus Plan, including the development of the I Street retail corridor and the commitment to sustainable design and exemplary architecture.

C. Environmental Impact

As more specifically detailed in Exhibit F, no adverse environmental impact will result from the construction of the Project. The Project will include features such as a green roof, a reduction in energy consumption, a reduction in potable water usage, etc., and it represents a significant improvement over existing 100% impervious conditions. The Project will attain at least a Gold rating under the LEED v4 Core and Shell rating system.

D. Facilities Impact

The proposed Project will not have an adverse impact on the facilities that it will rely on for service. The Foggy Bottom-GWU Metrorail station, which is two blocks from the Subject Property as well as numerous Metrobus lines—and the DC Circulator—all service the site, and it is expected that many of the Project's occupants and visitors will use public transit. The Project also will provide ample bicycle facilities to promote the expanded use of cycling as an alternative to driving. The Project will contain 335 below-grade parking spaces to accommodate the parking demand of building users and visitors as well as adequate loading facilities to

accommodate building service and deliveries. To ensure that the Project will not overwhelm the existing public alley, the Applicant has included a separate driveway for vehicular and bicycle access. Additionally, the Project's loading dock is designed to allow most service and delivery vehicles to maneuver front-in and front-out from the Project.

Wells + Associates, Inc., the traffic and parking engineer for this Project, has prepared a comprehensive transportation review ("**CTR**"), which is attached as Exhibit G. As discussed in the CTR, the proposed Project will not have an adverse impact on the surrounding road network with the implementation of mitigation measures identified in the CTR. Furthermore, the proposed Project will not have an adverse impact on the public alley system within Square 75; indeed, the proposed driveway on I Street for the vehicular parking entrance will help limit future congestion within the alley system.

V. SATISFACTION OF STANDARDS FOR A CAMPUS PLAN

As discussed above, the University requests approval of an amendment to the Campus Plan to change the use designation for Site 75B1 from academic/administrative/medical use to commercial/investment use, which requires that the Applicant demonstrate satisfaction of the standards of approval under Subtitle X, Section 101 of the Zoning Regulations. Furthermore, pursuant to Condition No. P-15 in the Campus Plan/PUD, the University must demonstrate how it satisfies the conditions of approval for a campus plan for the approval of the Second-Stage PUD. These standards are addressed below.

A. Subtitle X § 101 Evaluation Standards

The proposed campus plan amendment and the Project each satisfy the standards for approval of a campus plan, pursuant to Subtitle X, Section 101, as follows:

- X § 101.1 – As demonstrated herein, the proposed Project satisfies the standards of this chapter. Importantly, none of the Property that is the subject of this application will be used for education use.

- X § 101.2 – The Project shall be located so that it is not likely to become objectionable to neighboring property because of noise, traffic, parking, number of students, or other objectionable conditions. The existing use of the Property consists of commercial office, university office and retail uses. As a proposed commercial office/retail use, the Project will not generate objectionable noise, and it will be located far enough away from any residential property so that any noise will not be objectionable in any case. As described below and in the comprehensive transportation review, the Project will not generate objectionable traffic or parking impacts. The Project will include mitigation and other measures to ensure any potentially adverse effects on traffic and parking are minimized. As a commercial building, the Project will not affect the number of students. Further, a commercial building is appropriate for this location given its placement among other similar building and uses, so it is not likely to cause other objectionable conditions.

  The property is not located within a historic district, but it is located adjacent to the George Washington University/Old West End Historic District, which is located across I Street and 21st Street. In addition, buildings to the south and west are

generally constructed to a height of 90 – 110 feet in height. To accommodate this context, the Project steps down to 110 feet in height along I Street, the alley, and 21st Street.

To accommodate the Project, the University will need to relocate existing University uses on the Property. The University is currently in the process of evaluating current administrative uses on the Property and developing a plan for relocating and migrating such uses, so as not to create objectionable impacts on the surrounding neighborhoods. The University contemplates that most of these uses will be migrated to existing buildings on the Campus and other campuses where administrative use is permitted.

- X § 101.3 – Not applicable, as the zoning permits commercial use as a matter of right.

- X § 101.4 – The campus plan process is not being used to generate additional commercial opportunities. The Project will be located on Property that is primarily designated as High Density Commercial under the Future Land Use Map of the Comprehensive Plan, zoned for high-density commercial use, and designated for commercial/investment use under the Campus Plan.

  The proposed amendment to the Campus Plan to designate Lot 51 for commercial use is not inconsistent with either the Comprehensive Plan, which designations the property for Institutional and High-Density Commercial Use, or the Campus Plan, which specifically recognizes the importance of commercial uses as investment properties that help fund the University's academic mission. Furthermore, the incorporation of Lot 51 into the Project will help facilitate the I Street retail corridor, a key benefit of the Campus Plan/PUD.

- X §§ 101.5 – 101.6 – Not applicable, as the Property is not located in a residential zone.

- X § 101.7 – Not applicable.

- X § 101.8 – Not applicable, as further processing approval in itself is not required for the Project since it does not contain university use in a residential zone. As described herein, the Project is generally consistent with and furthers the 2007 Campus Plan. The Campus Plan generally recognized the continued use of the Property for commercial/investment and office use, and the University will continue to be able to accommodate its forecasted needs within the remainder of the Campus. To the extent that the Campus Plan/PUD must be modified, the Applicant has sought the appropriate changes through this application.

- X § 101.9 – Not applicable, as further processing approval in itself is not required for the Project; however, the Project is being approved through a Second-Stage PUD, consistent with the conditions of the approved Campus Plan/PUD, which would satisfy the requirements of this subsection.

- X § 101.10 – Not applicable. Furthermore, as discussed above, the University will accommodate the existing University-related uses on the Property within existing buildings on the Campus and other campuses where administrative use is permitted. The University is not proposing to construct any new administrative building to house these uses, and the University does not seek to change the use or development of other approved development sites in the Campus Plan/PUD to accommodate those uses.

- X § 101.11 – As described below in Section VII, the Project will promote various elements and policies of the Comprehensive Plan, and it will not be inconsistent with the Comprehensive Plan.

- X § 101.12 – With the construction of the Project, the FAR for the residentially-zoned portions of the Campus will be 3.12 FAR, and the FAR for the Campus as a whole will be 4.23 FAR, each of which is within the limit established by the Campus Plan/PUD, as modified by this application.

- X § 101.13 – The Applicant has already met with the Office of Planning ("OP"), the District Department of Transportation ("DDOT"), and the Department of Energy and Environment ("DOEE"), and it will continue to work with all three agencies as this application proceeds.

- X § 101.14 – As described above and throughout this statement, the proposed Project will not adversely affect neighboring properties. As a high-density commercial building adjacent to the central business district of the city, the Project will be in harmony with the purpose and intent of the Zoning Regulations and Maps. Further, as described herein, this application satisfies the conditions for special exception standards in Subtitle X § 101.

- X § 101.15 – Not applicable.

- X § 101.16 – Not applicable.

B. Subtitle Z Filing Standards

The campus plan amendment application satisfies the filing requirements of Subtitle Z, Section 302.

- Notice (Z §§ 302.6 – 302.8): As stated on the certification attached as Exhibit E, the Applicant provided notices of its intent to file zoning application to (1) ANC 2A; (2) owners of all property within 200 feet of the proposed development site; and (3) the Foggy Bottom Association and West End Citizens Association, each of which were parties to the initial Campus Plan/PUD. The Applicant also presented the application to ANC 2A after mailing of the notice at its March 15, 2017 public meeting. The application has also been presented to FBA, WECA, the Campus Plan Advisory Committee, and the President Condominium, among other surrounding stakeholders.

- Filing Information (Z § 302.10): The application contains all required information that is pertinent to the campus plan amendment requested herein, as follows:

  - Z § 302.10(a): The application form was completed through IZIS.

  - Z § 302.10(b): A Surveyor's plat is attached as Exhibit C.

  - Z § 302.10(c): Information regarding existing and proposed conditions (including details on building mass, height, density, and use) is shown on the plans attached as Exhibit P.

  - Z §§ 302.10(d)-(e): Not applicable.

  - Z § 302.10(f): Information on surrounding neighborhood context is included in this statement and shown on the plans attached as Exhibit P.

  - Z § 302.10(g): A detailed transportation study is attached as Exhibit G.

  - Z § 302.10(h): As discussed above, the Property is not located within a historic district, but it incorporates a stepdown in height to provide a transition to the historic district across the street. The Project's sustainability commitments and environmental impacts are addressed in the PUD portions of the statement.

  - Z § 302.10(i): Not applicable.

  - Z § 302.10(j): The proposed streetscape is consistent with the approved Foggy Bottom Streetscape Plan.

  - Z §§ 302.10(k)-(l): Not applicable.

- Z § 302.10(m): A list of the names and addresses of the property owners within 200 feet of the Property is included in Exhibit D.

VI. PUD EVALUATION STANDARDS

A. Second-Stage PUD Requirements

This application complies with the process and requirements set forth in Subtitle X, Chapter 3 of the Zoning Regulations for review of a modification to a First-Stage PUD as well as for review of a Second-Stage PUD application. Specifically, this application complies with the requirements of Subtitle X § 300 and Subtitle Z § 300 as follows:

- Area Requirement (X § 301). The First-Stage PUD encompasses approximately 1,669,744 square feet of land area, which exceeds the minimum area requirement for a PUD in the RA-4, RA-5, MU-2, MU-9, and MU-30 Zone Districts, as set forth in Subtitle X § 301.

- Notice (Z § 300.7 – 300.9; 300.11(e); 300.12(d)). As stated on the certification attached as Exhibit E, the Applicant provided notices of its intent to file zoning application to (1) ANC 2A; (2) owners of all property within 200 feet of the proposed development site; and (3) the Foggy Bottom Association and West End Citizens Association, each of which were parties to the initial Campus Plan/PUD. The Applicant also presented the application to ANC 2A after mailing of the notice at its March 15, 2017 public meeting. The application has also been presented to FBA, WECA, the Campus Plan Advisory Committee, and the President Condominium, among other surrounding stakeholders.

- Filing Information (Z §§ 300.11 and 300.12): The application includes all required information, including:

  - Z §§ 300.11(a) and 300.12(a). The application form was completed in IZIS.

  - Z §§ 300.11(b) and 300.12(b). A Surveyor's Plat is included in Exhibit C.

  - Z § 300.11(c). Maps showing the location of the project as well as existing, proposed, and surrounding zoning are included as part of Exhibit P.

  - Z §§ 300.11(d), 300.12(c), and 300.12(j). This statement provides detailed information on the location, number, size, and types of uses to be located in the Project, as well as the Project's related features and impacts. Further, this statement addresses consistency of the application with the intent and purposes of the Zoning Regulations, the PUD process, and the First-Stage approval of the Campus Plan / PUD.

- Z §§ 300.11(f)-(g) and 300.12(e)-(h). Included in Exhibit P are plans, elevations, and sections that include a detailed site plan; detailed landscaping and grading plan; floor plans, elevations, and sections of the project as well as sections and elevations of the entire square in relationship to the project; and a final detailed circulation plan.

- Z §§ 300.11(h) and 300.12(k). A list of the names and addresses of the property owners within 200 feet of the Property is included in Exhibit D.

B. Additional Filing Requirements from Conditions of Approval

Approval of the Campus Plan / PUD in Order No. 06-11/06-12 was based on a number of conditions that govern future second-stage PUD applications for development sites within the approved Campus Plan. The University's compliance with these conditions is briefly discussed as follows:

- Condition P-14: Second-Stage PUD Required for Development Resulting in Additional Density or a Change in Use. Condition P-14 requires that, except for minor renovation projects including those necessary to address building code compliance, no development on Campus resulting in additional density or change in use is permitted unless approved by the Commission as a Second-Stage PUD. Such development is limited to the sites identified in the Campus Plan / PUD at the uses, zoning, gross floor area, lot occupancy, and height called for in the approved plan.

  Here, the University has requested modification of the First-Stage PUD to incorporate Lot 50 into Site 75B1 and rezone Lot 50 to the MU-30 Zone District, which will result in an additional 129,865 square feet of gross floor area beyond what was already approved in the First-Stage PUD. The University has also requested an amendment to the Campus Plan to permit commercial/investment use on Lot 51.

- Condition P-15: Satisfaction of Further Processing Standards. The standards have been addressed in Section V above.

- Condition P-16(a): Compliance with the Zoning Regulations and Approved Campus Plan. As detailed herein, the application complies with the applicable provisions of the Zoning Regulations as well as the contents of the approved Campus Plan, as amended, including the use, zoning, height, gross floor area, and lot occupancy limitations for Site 75B1.

- Condition P-16(b): Demonstration that Use, Height, Bulk, and Design is Sensitive to and Compatible with Adjacent and Nearby non-University Owned Structures and Uses. The proposed Project has been sensitively designed to be compatible with the overall height, mass, and rhythm of commercial and institutional development along

Pennsylvania Avenue and I Street yet also respect the nearby President Condominium—the one non-University property within the square.

As discussed in Section III above, the massing, scale, and façade design of the Project is appropriate given the prominent Pennsylvania Avenue location, and the proposed design employs many of the primary massing strategies employed to moderate the scale of other successful large, contemporary buildings along or near Pennsylvania Avenue, including the sculpted wave pattern of the fins to vary the depth of the façade and provide fine-grained, medium-scaled texture, and a recessed second story above the ground levels to accentuate the main lobby and other secondary entrances. Furthermore, the Applicant has incorporated a stepdown in height along I Street to provide a transition from the 130-foot height predominant along Pennsylvania Avenue to the 90- and 110-foot height within the campus itself.

With regard to the President Condominium, the Project will not have an adverse impact because the separation distance will ensure that light and air are not obstructed. In addition, the design of the Project will ensure that no adverse visual impact occurs. Finally, as discussed in Exhibit G, the Project will not have an adverse impact on the President Condominium or other nearby properties due to traffic, parking, or service and delivery impacts.

- Condition P-16(c): Interim Leased Space for Activities Either Displaced by Construction or Intended to be Located Permanently in the Completed Structure. No interim leased space is located for activities displaced by construction or intended to be located permanently in the completed structure. As discussed above, the University is developing a plan to accommodate existing university uses that will be displaced by construction. Such uses will be migrated to existing buildings where such administrative use is permitted. The University remains committed to furthering small locally owned businesses at various locations on its Foggy Bottom Campus and will continue its commitment through the implementation of the I Street Retail Corridor.

- Condition P-16(d): FAR Report. As detailed in the report attached as Exhibit H, the University's existing FAR of residentially-zoned property within the Foggy Bottom Campus Plan boundaries is 3.15 FAR. Upon completion of the proposed improvements as well as all other improvements currently pending before or approved by the Zoning Commission as well as under construction, the University's FAR of residentially-zoned property on the Foggy Bottom Campus will be 3.12 FAR. This FAR Report will be submitted directly to OP and the Zoning Administrator.

- Condition P-16(e): Foggy Bottom Campus Plan Compliance Report. The University's November 20, 2016 Compliance Report is attached as Exhibit I and demonstrates full compliance with the approved Campus Plan, as amended.

- Condition P-16(f): Streetscape Plan Implementation Progress Report. As detailed on the progress report attached as Exhibit J, the University has worked with DDOT, OP,

and other District agencies, as well as community representatives, to implement the streetscape components of the Campus Plan / PUD.

- Condition P-16(g): Off-Street Parking Space Census. The University continues to meet its requirement to provide at least 2,800 off-street parking spaces. As detailed on the parking census attached as Exhibit K, as of October 10, 2016 the University provided a total of 3,109 off-street parking spaces. A full accounting of the existing number of off-street parking spaces is attached as Exhibit K.

  Note that the proposed parking spaces within the Project as well as other commercial developments within the Campus are not counted within the above census unless they are specifically set aside for University (as is the case, for example, for a portion of the parking spaces within the Square 54 PUD).

- Condition P-16(h): Transportation Management Program Status Report. Led by its Transportation Management Coordinator, the University has implemented a comprehensive transportation management plan ("TMP") to promote alternatives to driving and eliminate adverse traffic and parking impacts. As detailed on the status report attached as Exhibit L, the University has successfully publicized and promoted transportation alternatives.

- Condition P-16(i): Advisory Committee Consultation. The University presented the Project to the Advisory Committee at a regularly-scheduled meeting on February 13, 2017. Notice of the meeting was provided to ANC 2A, FBA, and WECA, as well as through publication in the Foggy Bottom Current and via electronic notice. The Project was the featured topic of discussion at the meeting. Certification of the presentation to the Advisory Committee as well as copies of the meeting minutes are attached as Exhibit M. The University also introduced the project to ANC 2A at the ANC's regularly-scheduled March 15, 2017 public meeting. The University will continue to engage the Advisory Committee, ANC 2A and representatives of the Foggy Bottom/West End community regarding the project leading up to the public hearing.

- Condition P-16(j): List of Outsourcing Activities. The University has not, in any 30 day period since the filing of the Square 77 second-stage PUD in December 2012, terminated 50 or more Foggy Bottom faculty or staff who were assigned to a specific University department or unit and then permanently replaced them with contractors or other persons not employed by the University.

- Condition P-17: Substantial Compliance. As demonstrated by the attached Compliance Report, the University is in substantial compliance with the conditions of the Campus Plan / PUD.

C. Public Benefits and Project Amenities

Subtitle X § 305.5 provides categories of public benefits and project amenities for review by the Zoning Commission. The objective of the PUD process is to encourage high-quality development that provides public benefits and project amenities by allowing applications greater flexibility in planning and design than may be possible under matter-of-right zoning. This Project will achieve the goals of the PUD process through a number of benefits that build upon and exceed the benefits already promised in the First-Stage PUD, including exemplary design and planning, streetscape improvements, increased tax revenue, commitment to a minimum of LEED Gold certification under the v4 Core and Shell standard, a day care, a minimum of 30,000 square feet of retail use, and other community-supporting uses to be identified through discussions with Foggy Bottom/West End stakeholders.

1. Superior Urban Design and Architecture

As shown on the detailed plans, elevations, and renderings included in Exhibit P, the proposed Project exhibits many characteristics of exemplary urban design, including use of high-quality materials, building articulation and modulation, and context-specific design features that distinguish this building from typical commercial office development.

2. Site Planning, and Efficient and Economical Land Utilization

Pursuant to Subtitle X § 305.5(c), "site planning and efficient and economical land utilization" are public benefits and project amenities to be evaluated by the Zoning Commission. The site is currently underutilized: it fails to fully capitalize on its Pennsylvania Avenue location, and it similarly fails to engage its street frontages on all three streets. In particular, the existing improvements create a "dead wall" condition along I Street, which is contemplated as a vibrant retail corridor under the Campus Plan.

The proposed Project will provide an appropriately-sized development that complements the height and mass of other buildings along Pennsylvania Avenue yet also respects the nearby President Condominium and other uses within the square. The Project not only creates street-activating ground-level entrances and uses around the perimeter of the site; it also takes advantage of the change in grade to create an expanded retail space within the Project that will attract the type of retail user that will enhance and sustain the vibrancy of the I Street retail corridor.

3. Social Services and Facilities

The Applicant intends to include a day care within the Project, which will serve not only the Project's tenants but also the general public. Such a use is considered to be a public benefit under Subtitle X § 305.5(i).

4. Environmental Benefits

Subtitle X § 305.5(k) states that environmental benefits in excess of the zoning or other regulations are considered to be public benefits of a PUD. Here, the Project will attain a minimum of Gold certification under the LEED v4 Core and Shell standard, which significantly exceeds both the minimum requirements of the First-Stage PUD and other applicable regulations. Among other features, the Project is anticipated to incorporate approximately 13,000 square feet of green roof.

5. Streetscape Plans

The Project will include streetscape improvements along all three street frontages consistent with the approved standards for the Foggy Bottom campus, which is a recognized benefit of the Campus Plan/PUD and a benefit under Subtitle X § 305.5(l).

6. Uses of Special Value

Subtitle X § 305.5(q) lists uses of special value to the neighborhood or the District of Columbia as a whole as public benefits of a PUD. The Campus Plan / PUD currently provides a number of uses of special value that have been previously identified in the First-Stage PUD. In conjunction with this Project, the Applicant will provide a minimum of 30,000 square feet of retail use, which significantly exceeds the minimum retail requirement under the First-Stage PUD. Moreover, the amount and design of the Project's retail component creates the potential to attract signature retail tenants that will build upon the success of earlier projects along the I Street retail corridor. The proposed Project will also provide significant additional tax revenues for the District that are generated not only through the increase in density for Lot 50 but also through the change in use for Lot 51 from university use to commercial use. Such tax revenue has been previously recognized by the Commission as uses of special value.

The Applicant has commenced discussions regarding potential additional public benefits and project amenities with the Campus Plan Advisory Committee, ANC 2A, and other community stakeholders and has received initial feedback regarding a variety of potential interests. The Applicant will continue to work with ANC 2A and other neighborhood organizations to develop a targeted proposal of additional benefits and amenities that will enhance the Foggy Bottom / West End neighborhood.

D. Housing Linkage

Pursuant to the requirements in Subtitle X § 306, the Applicant shall either provide new required housing or make a housing linkage financial contribution for the increase in gross floor area devoted to office space over that amount permitted as a matter- of-right as a result of the PUD. If the Applicant choses to make a financial contribution, then the anticipated payment is

intended to be approximately **$8.077 million** based on the current density of the Project. This payment is based on the increase in permitted gross floor area for office use, which is calculated here based on the increase over the total of the office density permitted as a matter of right on Lot 50 and the existing office density on Lot 51. The estimated calculation is based on the assessed value for Lot 50 and is attached as Exhibit O.

VII. COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed PUD is consistent with and fosters numerous goals and policies in the Comprehensive Plan.

> The purposes of the District elements of the Comprehensive Plan for the National Capital are to: (1) Define the requirements and aspirations of District residents, and accordingly influence social, economic, and physical development; (2) Guide executive and legislative decisions on matters affecting the District and its citizens; (3) Promote economic growth and jobs for District residents; (4) Guide private and public development in order to achieve District and community goals; (5) Maintain and enhance the natural and architectural assets of the District; and (6) Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District.

D.C. Code § 1-301.62 (2006). The Commission previously found that the Campus Plan/PUD was consistent with the Comprehensive Plan and would further the objectives and policies of the Plan including the land use, urban design, and preservation elements of the Plan, as well as the Ward 2 elements. See Order No. 06-11/06-12 at 16-17 (FOF 68-69). The proposed Project significantly advances these purposes by furthering the social and economic development of the District through increased commercial office space and the continued improvement of the University.

A. Land Use Maps

The majority of the Property (Lot 50 and a portion of Lot 51) is located in the High Density Commercial land use category on the Future Land Use Map ("**FLUM**"), and a smaller portion (the remainder of Lot 51) is located in the Institutional land use category on the FLUM. Also, the Property is located in the Institutional category on the Generalized Policy Map ("**GPM**"). The Property is also located approximately one block from the defined boundary of the Central Employment Area ("**CEA**"). The Framework Element provides guidelines for using the FLUM and GPM. This Element states that the FLUM should be interpreted "broadly" and

that zoning for an area should be guided by the FLUM interpreted in conjunction with the text of the Plan. The Element also clearly provides that density and height gained through the PUD process as bonuses that may exceed the typical ranges cited for each land use category. The Element also states that, for institutional land, "change and infill can be expected on each campus consistent with campus plans," 10 DCMR § 223.22, and changes in use should be "comparable in density or intensity to those in the vicinity, unless otherwise stated in the Comprehensive Plan Area Elements or in an approved Campus Plan." 10 DCMR § 226.1(h).

In its consideration of the Campus Plan/PUD, the Commission found that the uses, buildings, and zoning changes described in the First-Stage PUD were compatible and consistent with the Institutional land use designation of the campus and the character of the surrounding neighborhood. Here, the proposed development of the Property as a commercial office building is consistent with the FLUM as well as the approved Campus Plan, as amended, and it is compatible with the nearby mix of commercial, institutional, and residential uses, particularly given the site's location two blocks from the Foggy Bottom-GWU Metrorail and one block from the CEA.

B. Land Use Element

The Land Use Element promotes the continued development of the District's connected business districts – including the Golden Triangle/K Street district – as integral parts of the city's central business district. See Policy 1.1.2. The Land Use Element also calls for concentration of office development within the CEA, and specifically notes that the goals appropriate for the CEA may be applied to additional land necessary to support economic growth given the scarcity of vacant land in the District. See Policy 1.1.3. The Land Use Element also includes a number of policies that promote transit-oriented development near Metrorail stations such as the Foggy

Bottom-GWU Metrorail station. See Policy 1.3. Finally, the Land Use Element calls for infill development on sites that create "gaps" in the urban fabric and promotes redevelopment that is consistent with the established character of the surrounding area. See Policy LU-1.4.1. The Subject Property provides an opportunity to fulfill these goals through the development of a strategically located infill parcel as a commercial office and retail building that is consistent with the height and mass of nearby properties. As discussed herein, the proposed Project will not impose adverse impacts on nearby property and is therefore not inconsistent with Policy LU-2.3.2.

The Land Use Element includes a series of policies applicable to institutional uses. It notes that these institutions make an important contribution to the District economy, with colleges and universities alone spending over $1.5 billion annually and employing tens of thousands of workers. Policy LU-3.2.1 calls for support of ongoing efforts by District institutions to mitigate their traffic and parking impacts through the promotion of alternatives to driving such as bicycling and other transportation demand management measures. Policy LU-3.2.2 encourages large institutions such as universities to be corporate role models as they improve the physical environment through high quality architecture and design and expanded use of sustainable building methods. The proposed Project will further the above goals and policies.

C. Other Citywide Elements

Implementation of the approved Foggy Bottom Campus Plan will continue to permit the University's Foggy Bottom Campus to thrive and evolve, which furthers important policies and goals of the Economic Development and Education Elements of the Comprehensive Plan. The Economic Development Element notes that educational services, as one of the 20 largest private sector industries as well as one of the top 15 projected high growth industries in the District, are

a "core" District industry. See Policy ED-1.1.2. In recognition of this importance, the Comprehensive Plan specifically "supports growth in the higher education" sector based on its potential to create jobs and income opportunities as well as enhance District cultural amenities. See Policy ED-2.4.1.

Here, the Project will not only support the University's contributions to the District's economic development but will also provide direct contributions through the development of a signature commercial office building that will accommodate high-end tenants and advance Policy ED-2.1.3. The new commercial office development will provide additional office space for the District's core industries and in space that is proximate to Central Washington, in support of Policy ED-1.1.1 and Policy ED-2.1.1. In particular, the proposed PUD—including the First-Stage PUD modification—is fully consistent with Policy ED-2.1.5, which supports continued office sector growth "through infill and renovation within established commercial districts to more efficiently use available space while providing additional opportunities for new space." Such use of the Subject Property as Class A office space will fulfill these goals and provide additional opportunities for employment as well as increased tax revenue to the District.

Implementation of the approved Campus Plan, as modified, through this Project is also consistent with Educational Element policies that encourage University growth and development through the campus plan process and attention to community issues and concerns. Policy EDU-3.3.2; EDU-3.3.3. Furthermore, the specific features of this Project implement the Education Element's call for good "corporate citizenship" by universities through commitments to high-quality design and inclusion of sustainable development features. See Policy EDU-3.2.2; see also Policy LU-3.2.2. The Project also includes measures intended to mitigate traffic and parking

impacts, which is supported by the Comprehensive Plan's Education Element. See Policy EDU-3.3.5.

The Project will also further other citywide elements of the Comprehensive Plan, including the Transportation, Environmental Protection, and Urban Design Elements.

- Consistent with the policies of the Transportation Element, the Project reinforces the University's continued commitment to transit-oriented development anchored by the Foggy Bottom-GWU Metrorail station, as well as encouragement of transportation demand management and pedestrian- and bicycle-related improvements,. See T-2.2 – T-2.4; T-3.1 – T-3.2. In particular, this Project provides improvements to the pedestrian streetscape and bicycle storage, thus fulfilling "action" items of the Comprehensive Plan. See Action T-2.2.C; Action T-2.3.A.
- The proposed Project will incorporate many of the features called for the Environmental Element, including the use of permeable materials and green roofs to reduce runoff. See Policies E-3.1.1 to E-3.1.3.
- The proposed building will provide an infill development of a strategic but underutilized site that will satisfy multiple goals of the Urban Design Element, through infill development that relates to the scale of surrounding buildings (UD-2.2.1, UD-2.2.7); new development that complements the form, height, and bulk of historic landmarks (UD-2.2.2); and maintenance of the established façade lines and form along the block (UD-2.2.6).

Finally, the Project and Campus Plan are consistent with the Near Northwest Area Element. The Advisory Committee formed under the Campus Plan provides improved communication and coordination between the University and its neighbors, as called for under Policy NNW-2.5.1. Furthermore, the Campus Plan calls for increasing density on the campus to meet future space and facility needs, consistent with Policy NNW-2.5.3. At the same time, the Campus Plan and related First-Stage PUD include mitigation measures, benefits, and amenities designed to ameliorate the traffic, parking, housing, and other impacts of the University and improve the character of the area as a whole. The Project will further these efforts by providing increased density along Pennsylvania Avenue to fund campus improvements at the core of the Campus and other features that ensure an attractive and sustainable development.

VIII. CONCLUSION

For the foregoing reasons, the University submits that the enclosed applications meet the standards of Subtitle X, Chapters 1 and 3 as well as Subtitle Z, Chapter 3 of the Zoning Regulations; are consistent with the purposes and intent of the Zoning Regulations and Map; will enhance the health, welfare, safety, and convenience of the citizens of the District of Columbia; satisfy the requirements for approval of the included applications; provide significant public benefits; and advance important goals and policies of the District of Columbia. Therefore, the amendment to the Campus Plan, modification of the First-Stage PUD and related Zoning Map amendment, and Second-Stage PUD should be approved and adopted by the Zoning Commission.

Accordingly, the Applicant respectfully requests that the Zoning Commission consider the Campus Plan amendment and PUD application together and set down the PUD application for a public hearing at the earliest possible date.

Respectfully submitted,

GOULSTON & STORRS, PC

_____/s/_____

David M. Avitabile

_____/s/_____

Cary R. Kadlecek

Date: April 13, 2017

Form 101
(Revised 06/01/2016)

BEFORE THE ZONING COMMISSION
FOR THE DISTRICT OF COLUMBIA

Form 101 - Application/Petition to Amend the Zoning Map

* The Zoning Commission (ZC) will determine at the time of set down whether this is a contested (Application) or rulemaking (Petition) case.

In accordance with the provisions of Subtitle X, Chapter 6 - Zoning Regulations, request is hereby made for an amendment to the Zoning Map:

Square No.	Lot No.	Square Feet	Existing Zoning	Requested Zoning
75	50	39,718	MU-9	MU-30

Previous zoning (ZC and/or BZA) actions, including Order No(s)., affecting the above properties:	06-11/06-12
Address or boundary description of the premises:	2100 Pennsylvania Avenue NW

Total area of the site in square feet:	39,718	Total area of the site acres:	
Advisory Neighborhood(s):	2A	Date Presented at ANC(s):	3/15/2017
Date NOI Sent:	2/21/2017	* How NOI Sent:	☑ U.S. Mail ☐ E-mail ☐ Other

If applicable, Historic District(s) in which site is located:

I ☑ Own ☐ do not own all of the property (ies) listed above

I/We certify that the above information is true and correct to the best of my/our knowledge, information and belief. Any person(s) using a fictitious name or address and/or knowingly making any false statement on this application/petition is in violation of D.C. Law and subject to a fine of not more than $1,000 or 180 days imprisonment or both. (D.C. Official Code § 22-2405)

Signature:		Date:	4/13/17
Applicant / Petitioner Name:	Please Print Cary Kadlecek for owner/applicant	Owner: ☑	Applicant/ Petitioner: ☑

Person(s) to be notified of all actions:

Name:	David Avitabile & Cary Kadlecek		
Address:	Goulston & Storrs, 1999 K Street NW, Suite 500, Washington, DC	Zip Code:	20006
Phone No(s):	202-721-0011	E-Mail:	ckadlecek@goulstonstorrs.com

Form 103
(Revised 06/01/2016)

BEFORE THE ZONING COMMISSION
FOR THE DISTRICT OF COLUMBIA

FORM 103 – PLANNED UNIT DEVELOPMENT (PUD)

In accordance with the provisions of Subtitle X, Chapter 3 or Subtitle Z, §704 – Zoning Regulations, request is hereby made for a PUD, details of which are as follows: as follows:

Please Select: ☐ 1st-Stage ☑ 2nd-Stage ☐ Consolidated ☑ Modification of Significance

Square No.	Lot No.	Square Feet	Existing Zoning	Requested Zoning
75	50, 51	50,780	MU-9	MU-9, MU-30

Address or boundary description of the premises:	2100 Pennsylvania Avenue NW, 2121 I Street NW
Total area of the site in square feet:	50,780
Total area of the site in acres:	
Brief description of proposal:	Modification of First-Stage PUD and approval of Second-Stage PUD to allow the construction of an office building with ground-floor retail.
Date NOI sent:	2/21/2017
How NOI Sent:	☑ U.S Mail ☐ E-mail ☐ Other
Advisory Neighborhood(s):	2A
Date presented at ANC(s):	3/15/2017
If applicable, Historic District(s) in which site is located:	

I/We certify that the above information is true and correct to the best of my/our knowledge, information and belief. Any person(s) using a fictitious name or address and/or knowingly making any false statement on this application is in violation of D.C. Law and subject to a fine of not more than $1,000 or 180 days imprisonment or both.
(D.C. Official Code § 22-2405)

Owner's Signature:	Cary Kadlecek for owner *Please Print*	Date:	4/13/17
Owner's Name:	George Washington University		

Person(s) to be notified of all actions:

Name:	David Avitabile & Cary Kadlecek		
Address:	Goulston & Storrs, 1999 K Street NW, Suite 500, Washington, DC	Phone No(s).:	202-721-0011
Zip Code:	20006	E-Mail:	ckadlecek@goulstonstorrs.com

ANY APPLICATION THAT IS NOT COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS ON THE BACK OF THIS FORM WILL NOT BE ACCEPTED.

BEFORE THE ZONING COMMISSION
FOR THE DISTRICT OF COLUMBIA

Form 108 - Application for Campus Plans and Medical Plans

Pursuant to Subtitle X, Chapter 1

☐ New Campus Plan	Amendment of: ☑ Approved Campus Plan ☐ Campus Plan Order	☐ Further Processing of Campus Plan	☐ Medical Plan

The details of which are as follows:

Present use(s) of Property:	office, retail, academic		
Proposed use(s) of Property:	office, retail		
Organization Name:	George Washington University		
Owner of Property	George Washington University		
Address of Owner:	2121 I Street NW, Washington, DC 20052		
Phone No.(s):	202-994-6600	E-Mail:	
Single-Member Advisory Neighborhood Commission District(s):	2A07		

Address(es)	Square	Lot No(s).	Zone District(s)
2100 Pennsylvania Avenue NW	75	50	MU-9
2121 I Street NW	75	51	MU-9

Brief description of proposal: Amendment to campus plan re-designate development Lot 51 as commercial/investment use and to combine Lots 50 & 51 into one development site for commercial/investment use to allow the construction of a new office building with ground floor retail.

Advisory Neighborhood(s):	2A	Date Presented at ANC(s):	3/15/2017
Date NOI Sent:	2/21/2017	* How NOI Sent:	☑ U.S. Mail ☐ E-mail ☐ Other

I/We certify that the above information is true and correct to the best of my/our knowledge, information and belief. Any person(s) using a fictitious name or address and/or knowingly making any false statement on this application/petition is in violation of D.C. Law and subject to a fine of not more than $1,000 or 180 days imprisonment or both. (D.C. Official Code § 22-2405)

Date:	4/13/17	Signature*:	

To be notified of hearing and decision (Owner or Authorized Agent*):

Name:	David Avitabile & Cary Kadlecek		
Address:	Goulston & Storrs, 1999 K Street NW, Suite 500, Washington, DC	Zip:	20006
Phone No.(s):	202-721-0011	E-Mail:	ckadlecek@goulstonstorrs.com

** To be signed by the Owner of the Property for which this application is filed or his/her authorized agent. In the event an authorized agent files this application on behalf of the Owner, a letter signed by the Owner authorizing the agent to act on his/her behalf shall accompany this application.*

ANY APPLICATION THAT IS NOT COMPLETED IN ACCORDANCE WITH THE INSTRUCTIONS ON THE BACK OF THIS FORM WILL NOT BE ACCEPTED.

April 3, 2017

D.C. Zoning Commission
441 4th Street NW, Suite 200S
Washington, DC 20001

Re: Applicant's Agent Authorization Letter – Application for Amendment to a Campus Plan, Modification of First-Stage Planned Unit Development, Zoning Map Amendment, and Second-Stage Planned Unit Development for Square 75, Lots 50 & 51

Dear Members of the Commission:

This letter hereby authorizes the law firm of Goulston & Storrs to file the above-referenced application and to represent us in all proceedings before the Zoning Commission relating to such application.

Sincerely,

BOSTON PROPERTIES

THE GEORGE WASHINGTON UNIVERSITY
WASHINGTON, DC

Office of the Executive Vice President and Treasurer

April 3, 2017

D.C. Zoning Commission
441 4th Street NW, Suite 200S
Washington, DC 20001

Re: Owner's Agent Authorization Letter – Application for Amendment to a Campus Plan, Modification of First-Stage Planned Unit Development, Zoning Map Amendment, and Second-Stage Planned Unit Development for Square 75, Lots 50 & 51

Dear Members of the Commission:

This letter hereby authorizes the law firm of Goulston & Storrs to file the above-referenced application and to represent us in all proceedings before the Zoning Commission relating to such application.

Sincerely,

THE GEORGE WASHINGTON UNIVERSITY

2121 I Street, NW, Suite 701 | Rice Hall | Washington, DC 20052
t 202-994-6600 | f 202-994-9304

DISTRICT OF COLUMBIA GOVERNMENT
OFFICE OF THE SURVEYOR

Washington, D.C., January 25, 2017

Plat for Building Permit of: SQUARE 75 LOTS 50 - 51

Scale: 1 inch = 40 feet Recorded in Book 209 Page 185

Receipt No. 17-02234

Furnished to: DIANA HERNDON

_____

Surveyor, D.C.

By: A.S.

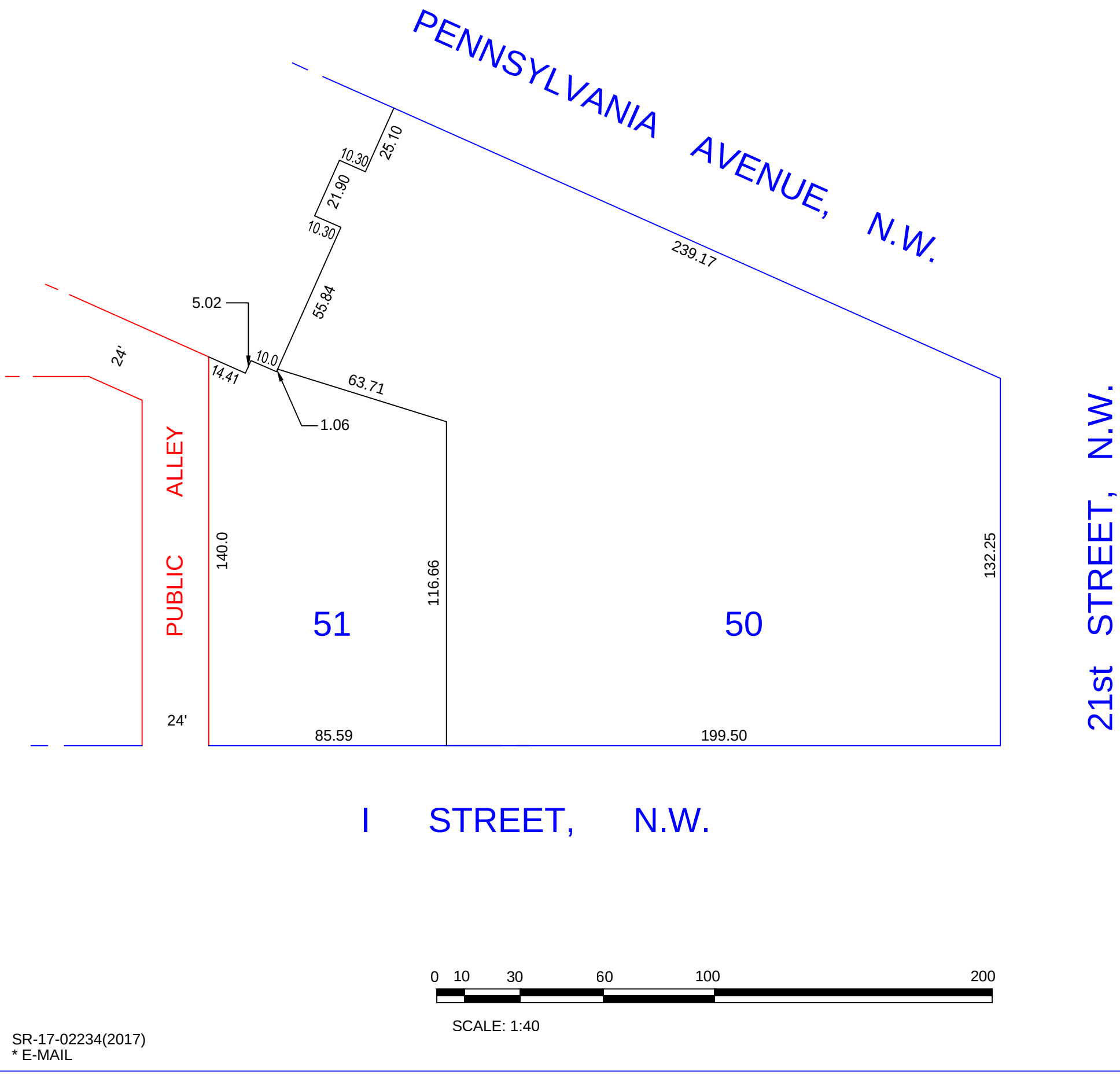
I hereby certify that all existing improvements shown thereon, are completely dimensioned, and are correctly platted; that all proposed buildings or construction, or parts thereof, including covered porches, are correctly dimensioned and platted and agree with plans accompanying the application; that the foundation plans as shown hereon is drawn , and dimensioned accurately to the same scale as the property lines shown on this plat; and that by reason of the proposed improvements to be erected as shown hereon the size of any adjoining Lot or premises is not decreased to an area less than is required by the Zoning Regulations for light and ventilation; and it is further certified that all Lot divisions or combinations pending at the Office of Tax & Revenue are correctly depicted, and it is further certified and agreed that accessible parking area where required by the Zoning Regulations will be reserved in accordance with the Zoning Regulations, and that this area has been correctly drawn and dimensioned hereon. It is further agreed that the elevation of the accessible parking area with respect to the Highway Department approved curb and alley grade will not result in a rate of grade along centerline of driveway at any point on private property in excess of 20% for single-family dwellings or flats, or in excess of 12% at any point for other buildings. (The policy of the Highway Department permits a maximum driveway grade of 12% across the public parking and private restricted property.) Owner/Agent shall indemnify, defend, and hold the District, its officers,employees and agents harmless from and against any and all losses, costs, claims, damages, liabilities, and causes of action (including reasonable attorneys' fees and court costs) arising out of death of or injury to any person or damage to any property occurring on or adjacent to the Property and directly or indirectly caused by any acts done thereon or any acts or omissions of Owner/Agent; provided however, that the foregoing indemnity shall not apply to any losses, costs, claims,damages,liabilities,and causes of action due solely to the gross negligence or willful misconduct of District or its officers, employees or agents. It is the policy of the Zoning Office that a Building Plat is valid for six (6) months from the date of issuance.

Date: _____

_____

(Signature of owner or his authorized agent)

NOTE: Data shown for Assessment and Taxation Lots or Parcels are in accordance with the records of the Department of Finance and Revenue, Assessment Administration, and do not necessarily agree with deed description.



SR-17-02234(2017)
* E-MAIL

NAME AND MAILING ADDRESS OF THE OWNERS OF ALL PROPERTY WITHIN 200 FEET IN ALL DIRECTIONS FROM ALL BOUNDARIES OF THE PROPERTY INVOLVED IN THE APPLICATION

SQUARE	LOT	PREMISES ADDRESS	OWNER AND MAILING ADDRESS
74	846	2121 Pennsylvania Avenue NW	International Finance Corporation 2121 Pennsylvania Avenue NW Washington, DC 20433-0005
75	48	2150 Pennsylvania Avenue NW	George Washington University 2121 I Street NW, Suite 701 Washington, DC 20052-0086
75	49	2100 Pennsylvania Avenue NW	
75	869	2129 Pennsylvania Avenue NW	
77	51	837 22nd Street NW	
77	59	801 22nd Street NW	
77	61	2119 H Street NW	
77	62	2121 H Street NW	
77	864	831-33 22nd Street NW	
75	2001-2125	2141 I Street NW	President Condominium Associates 2141 I Street NW Apt 101 Washington, DC 20037-2323
78	848	2099 Pennsylvania Avenue NW	2099 Owner LP Paramount Group Inc. 1633 Broadway Suite 1801 New York, NY 10019-6748
N101	800	Pennsylvania Avenue NW	Mr. Peter May US Government Property National Park Service 1100 Ohio Drive SW Washington, DC 20242-0001
101	58	2000-2040 PA Avenue NW	George Washington University Jones Lang LaSalle 2000 Pennsylvania Avenue NW Suite 3500 Washington, DC 20006-1812
101	839	2040 I Street NW	New H LLC 45714 Oakbrook Court Ste 10 Sterling, VA 20166-7224

SQUARE	LOT	PREMISES ADDRESS	OWNER AND MAILING ADDRESS
			ANC 2A 2020 Pennsylvania Avenue NW Suite 293 Washington, DC 20006
			Detrick Campbell ANC 2A07 2222 I Street NW Washington, DC 20052
			President, Foggy Bottom Association c/o Marina Streznewski 904 New Hampshire Avenue NW Washington, DC 20037
			West End Citizens Association c/o Barbara Kahlow 800 25th Street, NW, #704 Washington, DC 20037
			Stephen J. Joyce Chairperson, The President Condominium 605 N. Emerson Street Arlington, VA 22203

Certificate of Notice

I HEREBY CERTIFY that a copy of the Notice of Intent to File an Application for an Amendment to a Campus Plan for Lots 50 and 51 in Square 75 was mailed to Advisory Neighborhood Commission 2A and the owners of all property within 200 feet of the perimeter of the project site on February 21, 2017, at least 45 calendar days prior to the filing of this application, as required by the Zoning Regulations of the District of Columbia, 11-Z DCMR §§ 302.6 & 302.7.

A copy of the notice is attached hereto.

David M. Avitabile

NOTICE OF INTENT TO FILE A ZONING APPLICATION

APPLICATION TO THE DISTRICT OF COLUMBIA ZONING COMMISSION FOR APPROVAL OF AN AMENDMENT TO A CAMPUS PLAN

February 21, 2017

The George Washington University ("University") gives notice of its intent to file an application for approval of an amendment to its 2007 Foggy Bottom Campus Plan ("Campus Plan") for its Foggy Bottom campus ("Campus"). The property that is the subject of this application is known as Lot 51 in Square 75 ("Property"). The Property is located at 2121 I Street NW and it is improved with an 8-story administrative office building that contains 63,700 square feet of gross floor area. The Property consists of approximately 11,062 square feet, or approximately 0.25 acres, of land area.

The Property is part of Site 75B, which is one of sixteen development sites identified in the University's Campus Plan and related First-Stage Planned Unit Development ("Campus Plan/PUD"). The Campus Plan/PUD approved the redevelopment of Site 75B with an academic or administrative building with a height of 110 feet and a total density of 134,914 square feet. The Campus Plan/PUD also called for the development of ground-floor retail uses along I Street NW.

The Property is located in the RA-4 Zone District (which was known as the R-5-D Zone District under the 1958 Zoning Regulations). As a part of the Campus Plan/PUD, the Zoning Commission approved the rezoning of Site 75B to the C-3-C Zone District (which is now known as the MU-9 Zone District under the 2016 Zoning Regulations). The Property is located in the Institutional and the High Density Commercial Land Use categories on the Future Land Use Map of the District of Columbia Comprehensive Plan.

The University proposes to partner with Boston Properties, Inc. ("Developer") to redevelop the Property along with adjacent property at 2100 Pennsylvania Avenue NW (Square 75, Lot 50) into a new 11-story mixed-use building with approximately 22,000 square feet of gross floor area ("GFA") for retail/service use, approximately 435,000 square feet of GFA for office use, and approximately 330 to 350 parking spaces ("Project"). (The total amount of retail/service uses, including portions of the building that do not count toward GFA, will be a minimum of 30,000 square feet.) The Project will have a height of 130 feet, with a step down in height to 110 feet along I Street, and a total gross floor area of approximately 457,000 square feet (for a floor area ratio ("FAR") of 9.0). Access to the Project's parking is proposed from I Street, while access to the Project's loading is proposed from the public alley. No changes are proposed to the public alley system. The Developer will entitle the Project through the PUD process, through a modification of the First-Stage PUD and related Second-Stage PUD, as well

as a related Zoning Map Amendment to rezone Lot 50 to the proposed MU-30 Zone District. Notice of intent to file the PUD will be mailed under separate cover.

The University seeks approval for an amendment to the Campus Plan to redesignate the proposed use of the Property for commercial / investment use ("Amendment"). The Amendment is required to facilitate the Project. The Amendment seeks only to change the proposed use of the Property from academic or administrative office use to commercial office use. The 2007 Foggy Bottom Campus Plan/PUD recognized the important investment potential of continued commercial use of the Subject Property given its prominent Pennsylvania Avenue location. Such commercial uses will generate non-enrollment driven revenue that will support the University's academic mission, and permit the development of future academic sites and improvements outlined in the Foggy Bottom Campus Plan.

The proposed development of Site 75B is otherwise consistent with the Campus Plan/PUD. The portion of the Project attributable to the Property (that is, "Site 75B1") will have a density of 80,259 square feet of gross floor area, which is consistent with the density approved in the Campus Plan/PUD. The balance of Site 75B, which is known as Lot 869 in Square 75 ("Site 75B2"), will remain as a future development site in the Campus Plan/PUD, with potential to construct approximately 54,655 square feet of gross floor area devoted to academic / administrative use on the site. The Campus Plan/PUD also proposed the potential construction of up to 193 new parking spaces on Site 75B; such spaces will be allocated with approximately 115 spaces to Site 75B1 and approximately 78 spaces to Site 75B2. Furthermore, the Project will create extensive retail use focused along I Street, consistent with the I Street retail corridor goals of the Campus Plan/PUD.

The University is in the process of evaluating current administrative uses on the Property and developing a plan for relocating and migrating such uses. The University contemplates that most of the uses will be migrated to existing buildings on its Foggy Bottom and other campuses where administrative use is permitted. The University is not proposing to construct any new administrative building to house these uses, and the University does not seek to change the use or development of other approved development sites in the Campus Plan/PUD to accommodate these uses.

Representatives of the University and Developer have engaged the leaders of Advisory Neighborhood Commission ("ANC") 2A, the West End Citizens Association ("WECA"), and the Foggy Bottom Association ("FBA") in initial discussions regarding the Project, including the Amendment. Representatives of the University and Developer have also reached out to representatives of the surrounding uses in Square 75 to introduce the Project. Additionally, the Project was presented to the Campus Plan Advisory Committee ("CPAC") at its February 13, 2017 meeting. Pursuant to Subtitle Z, Section 302.8, the University will present the Amendment to ANC 2A in the near future. The University also expects to present the Amendment to WECA

and FBA at upcoming meetings. The University is available to discuss the proposed Amendment with all interested groups and individuals.

This application will be filed with the District of Columbia Zoning Commission under Subtitle X, Chapter 1 and Subtitle Z, Section 302 of the District of Columbia Zoning Regulations, 11 DCMR (effective September 6, 2016, as amended), not less than forty-five (45) days from the date of this Notice, which is given pursuant to Subtitle Z, Section 302.6 of the Zoning Regulations. The land use counsel is Goulston & Storrs. If you require additional information regarding the proposed campus plan amendment, please contact David Avitabile (202-721-1137).

Certificate of Notice

I HEREBY CERTIFY that a copy of the Notice of Intent to File an Application for a Modification of a First-Stage Planned Unit Development and Second Stage Approval of a Planned Unit Development and Related Zoning Map Amendment for Lots 50 and 51 in Square 75 was mailed to Advisory Neighborhood Commission 2A and the owners of all property within 200 feet of the perimeter of the project site on February 21, 2017, at least 45 calendar days prior to the filing of this application, as required by the Zoning Regulations of the District of Columbia, 11-Z DCMR §§ 300.7 & 300.8.

A copy of the notice is attached hereto.

David M. Avitabile

NOTICE OF INTENT TO FILE A ZONING APPLICATION

APPLICATION TO THE DISTRICT OF COLUMBIA ZONING COMMISSION FOR MODIFICATION OF A FIRST-STAGE PLANNED UNIT DEVELOPMENT AND SECOND-STAGE APPROVAL OF A PLANNED UNIT DEVELOPMENT AND RELATED AMENDMENT TO THE ZONING MAP

February 21, 2017

On behalf of The George Washington University ("University"), Boston Properties, Inc. ("Applicant") gives notice of its intent to file an application for (1) modification of a first-stage planned unit development ("PUD") and (2) approval of a second-stage planned unit development for property known as Lots 50 and 51 in Square 75 ("Property"). The Property is within the boundaries of the University's approved first-stage PUD for its Foggy Bottom Campus.

- **Lot 50** is located at 2100 Pennsylvania Avenue NW and is improved with an 8-story commercial office building. Lot 50 is located in the MU-9 Zone District (which was known as the C-3-C Zone District under the 1958 Zoning Regulations). Lot 50 is located in the High Density Commercial Land Use category on the Future Land Use Map of the District of Columbia Comprehensive Plan.
- **Lot 51** is located at 2121 I Street NW and is improved with an 8-story administrative office building. Lot 51 is located in the RA-4 Zone District (which was known as the R-5-D Zone District). Lot 51 is located in the Institutional and High Density Commercial Land Use categories on the Future Land Use Map.

The Property consists of approximately 50,780 square feet, or approximately 1.17 acres, of land area.

Modification of the First-Stage PUD

Lot 51 is part of development site 75B, which is one of sixteen development sites identified in the First-Stage PUD. As part of the First-Stage PUD, the Zoning Commission approved the rezoning of Site 75B from the R-5-D to the C-3-C Zone District (or what is now from the RA-4 to the MU-9 Zone District under the 2016 Zoning Regulations).

The Applicant proposes to modify the First-Stage PUD to incorporate Lot 50. Through the modification of the First-Stage PUD, the Applicant now seeks rezoning of Lot 50 from the MU-9 to the proposed MU-30 Zone District, which is pending in Zoning Commission Case No. 17-04. (This corresponds to a rezoning from the C-3-C to the C-4 Zone District under the 1958 Zoning Regulations.)

Second-Stage Approval of a PUD

The Applicant proposes to redevelop the Property into a new 11-story mixed-use building with approximately 22,000 square feet of gross floor area ("GFA") for retail/service use,

approximately 435,000 square feet of GFA for office use, and approximately 330 to 350 parking spaces ("Project"). (The total amount of retail/service uses, including portions of the building that do not count toward GFA, will be a minimum of 30,000 square feet.) The Project will have a height of 130 feet, with a step down in height to 110 feet along I Street, and a total gross floor area of approximately 457,000 square feet of GFA (for a floor area ratio ("FAR") of approximately 9.0). Access to the Project's parking is proposed from I Street, while access to the Project's loading is proposed from the public alley. No changes are proposed to the public alley system. The Project represents a net increase of approximately 133,300 square feet of GFA from the existing 2100 Pennsylvania Avenue office building and Rice Hall improvements on the Property.

Development of the Project will also provide significant benefits to the District through increased tax revenue, contribution to the District's Housing Production Trust Fund, exemplary architecture, and sustainable design (the Project will target LEED-Gold certification). The Project will also benefit the surrounding neighborhoods through the continued implementation of the benefits outlined in the First-Stage PUD, improved streetscape improvements, and other new benefits and amenities to be provided in association with the modification of the First-Stage PUD.

The 2007 Foggy Bottom Campus Plan/PUD recognized the important investment potential of continued commercial use of the Subject Property given its prominent Pennsylvania Avenue location. Such commercial uses will generate non-enrollment driven revenue that will support the University's academic mission and permit the development of future academic sites and improvements outlined in the Foggy Bottom Campus Plan. Lot 50 is designated for commercial/investment use under the 2007 Foggy Bottom Campus Plan ("Campus Plan") that is related to the First-Stage PUD. Lot 51 is designated for academic/administrative use under the Campus Plan. To facilitate the Project, the University proposes to redesignate Lot 51 for commercial/investment use through an amendment to the Campus Plan.

Representatives of the University and Applicant have engaged the leaders of Advisory Neighborhood Commission ("ANC") 2A, the West End Citizens Association ("WECA"), and the Foggy Bottom Association ("FBA") in initial discussions regarding the Project. Representatives of the University and Applicant have also reached out to representatives of the surrounding uses in Square 75 to introduce the Project. Additionally, the Project was presented to the Campus Plan Advisory Committee ("CPAC") at its February 13, 2017 meeting. Pursuant to Subtitle Z, Section 300.9, the Applicant will present the Project to ANC 2A in the near future. The Applicant also expects to present the Project to WECA and FBA at upcoming meetings. The Applicant is available to discuss the proposed Project with all interested groups and individuals.

This application will be filed with the District of Columbia Zoning Commission under Subtitle X, Chapter 3 and Subtitle Z, Section 300 of the District of Columbia Zoning Regulations, 11 DCMR (effective September 6, 2016, as amended), not less than forty-five (45) days from the date of this Notice, which is given pursuant to Subtitle Z, Section 300.7 of the Zoning Regulations.

The project architects are Pelli Clarke Pelli Architects and WDG Architecture. The land use counsel is Goulston & Storrs. If you require additional information regarding the proposed PUD and map amendment, please contact David Avitabile (202-721-1137).

Environmental Analysis

Domestic Water Demand

A four (4) inch domestic water service will be extended from the eight (8) inch water main in I Street, NW. The water meter will be located outside the building face on I Street, NW. The system design pressure will provide 35 psi residual at the highest, most remote flush valve and a maximum pressure of 80 psi to any plumbing fixture. The piping system will be sized to maintain a velocity of 4-8 feet per second within the piping system. Domestic water distribution will be provided in the lower level mechanical room to feed a domestic water booster pump system. Maximum estimated building water load will be approximately 300 GPM. The proposed connection for the domestic service will be made within the existing distribution system and will be coordinated with the D.C. Fire Marshal and DC Water.

Fire Service Demand

An eight (8) inch fire suppression service will be utilized for this Project and will be extended from the eight (8) inch water main on I Street, NW. The proposed connection for the fire service will be made within the existing distribution system and will be coordinated with the D.C. Fire Marshal and DC Water.

Sanitary Sewer Demand

A sanitary waste maximum estimated load is about 1900 Drainage Fixture Units (DFUs) as defined in the International Plumbing Code, and this will be split in 2" - 8" laterals. The drainage systems will drain by gravity. Any fixtures located below the depth of the sewer system will connect to a sewage ejector. Sewage ejectors will be on emergency/standby power. The proposed connections for the sanitary sewer lines will be at the existing 18" combined sewer along Pennsylvania Avenue, NW and the existing 12" combined sewer on I Street, NW and will be coordinated with DC Water.

Stormwater Management

The proposed connections for the storm sewer lines will be at the existing 18" combined sewer line along Pennsylvania Avenue, NW and the existing 12" combined sewer on I Street, NW. The District Department of Energy and Environment requires retention and detention requirements for Major Land Disturbing Activity be met for the Project. Green roof will be utilized as well as two (2) cisterns below grade to satisfy this requirement. The non-green roof areas will be drained via roof drains to the below grade cistern structures. The cistern structures are designed to store the required retention and detention volume and will reuse captured stormwater on site for cooling tower make-up. The Project also will provide landscaping and tree plantings in the

public right of way for runoff reduction, reduction of impervious areas, and to support green communities.

Solid Waste Services

Solid waste and recycling materials generated by the Project will be collected by a private trash collection contractor.

Electrical Services

Electrical service will be provided by the local utility transformer(s) located below grade outside the building within local utility approved transformer vaults and ring bus. Utility service will be 460 volt, three phase, four wire service. Electrical service duct banks from the ring bus manway will serve three main switchboards, which will be 3000 amps each and will include a 2500 amp gutter for future special spaces.

Energy Conservation

The building will be provided with a low temperature, high efficiency chilled water system with variable air volume air handling units. The building will exceed the code minimum ASHRAE building baseline energy performance by approximately 25 to 30%.

Erosion Control

Erosion and sediment control will be implemented during excavation and during construction per the District Department of Energy and Environment standards and specifications. Silt fence, inlet protection, construction entrance with wash rack, sump pump, and sediment trap are the erosion and sediment control methods being use for this Project.

Transportation Consultants
INNOVATION + SOLUTIONS

WELLS + ASSOCIATES

2100 Pennsylvania Avenue NW

Comprehensive Transportation Review

April 2017

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INTRODUCTION

Overview

This report presents a Comprehensive Transportation Review (CTR) conducted in conjunction with Boston Properties' (the Applicant) proposed plans to redevelop the properties located at 2100 Pennsylvania Avenue NW and 2121 I Street NW. The proposed site is located on the George Washington University's Foggy Bottom Campus and is bordered by Pennsylvania Avenue on the north, 21st Street on the east, I Street on the south, and a public alley on the west. The site location is shown on Figure 1.

The proposed project will be developed in accordance with the George Washington University's 2007 Campus Plan and 1st Stage PUD approval for the Campus. The proposed redevelopment will be entitled through a Planned Unit Development (PUD) and related map amendment, along with a Campus Plan Amendment.

The site is zoned MU-9 and currently is occupied with an existing 270,000 SF office building with 20,000 SF of ground floor retail and Rice Hall, which houses approximately 63,700 SF of office space for George Washington University. Approximately 250 below-grade parking spaces, accessed from a curb cut on I Street, serve the site today. Loading access for the site is currently provided via the public alley.

Under the proposed redevelopment, the Applicant will replace the existing office buildings with a new, 11-story office building housing approximately 440,000 SF of office space and approximately 40,000 SF of retail space.[1] Three levels of below-grade parking will provide approximately 335 parking spaces (±5%). Access to the parking is proposed via a new curb cut on I Street, which will be constructed in accordance with DDOT requirements (the existing curb cut on I Street serving the property will be closed). An application for Concept Review of the proposed curb cut has been filed with the Public Space Committee. Loading access will be provided via the public alley. The proposed site plan is shown on Figures 2A and 2B.

The purpose of this report is to:

- Evaluate existing traffic operational and safety conditions,
- Evaluate future traffic conditions without the proposed project,
- Evaluate future traffic conditions with the proposed project,
- Identify existing mode choice alternatives,
- Identify any traffic operational impacts associated with the proposed project,
- Evaluate the appropriateness of the proposed parking, including an evaluation of

[1] Due to below grade office and retail space, not all square footage counts toward gross floor area (GFA). The proposed project will include 424,822 SF of office GFA and 28,740 SF of retail GFA.

the proposed curb cut on I Street,

- Evaluate effectiveness of the proposed loading facilities, and
- Recommend transportation improvements (including roadway, operational, and demand management strategies) to mitigate the impact of the project and promote the safe and efficient flow of vehicular and pedestrian traffic associated with the proposed redevelopment.

Study Scope

In order to assess the impacts of the proposed development on the surrounding roadway network, the Applicant commissioned this Comprehensive Transportation Review. The scope of the study and proposed methodologies were approved by the District Department of Transportation (DDOT) prior to beginning the study. The agreed upon scope is included in Appendix A.

The study area was selected based on those roadway segments that potentially could be affected by the proposed project. The following intersections were identified for detailed analysis:

- Washington Circle/Pennsylvania Avenue (east),
- Washington Circle/K Street (east),
- Washington Circle/New Hampshire Avenue (north),
- Washington Circle/23rd Street (north),
- Washington Circle/Pennsylvania Avenue (west),
- Washington Circle/K Street (west),
- Washington Circle/New Hampshire Avenue (south),
- Washington Circle/23rd Street (south),
- 22nd Street/K Street,
- Pennsylvania Avenue/22nd Street,
- Pennsylvania Avenue/21st Street/I Street,
- Pennsylvania Avenue/I Street,
- Pennsylvania Avenue/20th Street
- I Street/23rd Street,
- I Street/22nd Street,
- I Street/Public Alley,
- I Street/Curb Cut, and
- I Street/21st Street.

EXISTING TRANSPORTATON FACILITIES

Roadway Network

General details regarding the surrounding roadway segments, including functional classification, average daily traffic volume (ADT), and speed limit are summarized in Table 1.

Table 1
Roadway Segment Details

Roadway	Functional Classification	Average Daily Traffic* (vehicles per day)	Speed Limit (miles per hour)
Pennsylvania Avenue	Principal Arterial	19,400	25†
K Street	Principal Arterial	21,400	25
New Hampshire Avenue	Collector/ Minor Arterial‡	7,100	25
I Street‡	Principal Arterial	4,700	25‖
20th Street†	Minor Arterial	9,800	25‖
21st Street†	Collector	6,800	25‖
22nd Street†	Collector/ Minor Arterial§	5,900	25‖,¶
23rd Street†	Principal Arterial	15,500	25‖

* The ADT volume is based on DDOT historical traffic volume data collected in 2014, which are the most recent data available.
† Denotes street is one-way only. I Street is one-way eastbound only from 21st Street to Pennsylvania Avenue.
‡ New Hampshire Avenue southwest of Washington Circle is a collector roadway. New Hampshire Avenue northeast of Washington Circle is a minor arterial roadway.
§ 22nd Street south of Pennsylvania Avenue is a collector roadway. 22nd Street north of Pennsylvania Avenue is a minor arterial roadway.
‖ Speed limit unposted in the study area; assumed to be 25 mph.
¶A 15 mph School Speed Limit When Children are Present is posted for traffic.

The existing lane use and traffic control at the study intersections is illustrated on Figure 3.

Multi-Modal Transportation Facilities

Overview

The site is ideally situated to benefit from a multitude of transportation services and amenities. The site is located just two blocks from the Foggy Bottom – GWU Metro station and is served by numerous bus routes, including Metrobus, DC Circulator, and several commuter bus lines. The site also is proximate to Capital Bikeshare stations and car

sharing services. The multi-modal transportation options are shown on Figure 4. More details regarding the facilities and services are provided below.

Public Transportation Facilities and Services

The subject site is well served by public transportation, including both bus and Metrorail. The subject site is just two blocks from the Foggy Bottom – GWU Metro Station, which provides access to Metro's Orange, Silver, and Blue lines. Riders can transfer to the Red line at the Metro Center Metro Station or to the Green and Yellow lines at the L'Enfant Plaza Metro Station. The minimum and maximum headways for the Orange, Silver, and Blue Lines are summarized in Table 2.

Table 2
Metrorail Headways

Headway*	**AM Rush** 5:00 AM – 9:30 AM	**Midday** 9:30 AM – 3:00 PM	**PM Rush** 3:00 PM – 7:00 PM	**Evening** 7:00 PM – 9:30 PM	**Late Night** 9:30 PM – Close	**Weekend** Open – 9:30 PM	**Weekend** 9:30 PM – Close
Orange and Silver Lines (Foggy Bottom - GWU Station)							
Min	0:06	0:12	0:06	0:12	0:20	0:12	0:20
Max	0:06	0:12	0:06	0:12	0:20	0:15	0:20
Blue Line (Foggy Bottom - GWU Station)							
Min	0:12	0:12	0:12	0:12	0:20	0:12	0:20
Max	0:12	0:12	0:12	0:12	0:20	0:15	0:20

* Headways presented represent headways in both directions and are presented in minutes.

According to WMATA's Foggy Bottom – GWU Station Second Entrance Demand Analysis (prepared by Parsons Transportation Group, Inc., et. al., March 1, 2007), the Foggy Bottom – GWU Metro Station was the 8th busiest station in the system in 2006. Ridership at the station is expected to increase by 15 percent between 2005 and 2030.

Based on a 2002 Metrorail Passenger Survey (as reported in the Foggy Bottom – GWU Station Second Entrance Demand Analysis), 74 percent of passengers at the Foggy Bottom – GWU Station walk to the station during the AM peak and 89 percent walk during the PM peak.

The study evaluated three entrance alternatives to the station, including:

- The northwest corner of 22nd Street/I Street,
- The southeast corner of 22nd Street/I Street, and
- The corner of 24th Street and I Street.

The study concluded that an entrance to the west of the current station entrance (i.e. at the intersection of 24th Street and I Street) would not provide sufficient capacity to meet the projected demands. Both other locations would provide sufficient capacity. The location on the southeast corner of the 22nd/I Street intersection was recommended rather than the northwest corner of the intersection because the topography in the area would result in less extensive construction.

The study concluded that the new entrance would not measurably increase the catchment area for passengers who walk, but a second entrance would improve access for passengers located east of the station. An estimated 65 percent of the future ridership at the station would use the new station entrance due to the concentration of jobs to the east of the station.

Subsequent to the Foggy Bottom – GWU Station Second Entrance Demand Analysis, WMATA released the Metrorail Station Access and Capacity Study (prepared by Parsons Transportation Group, Inc., et. al., April 2008). The purpose of the study was to examine future demand and available capacity. The study prioritized the needs of the stations within the system and identified stations where more detailed analysis is needed.

According to the study, the Foggy Bottom – GWU station is among the top ten stations ranked by ridership and is projected to continue in the top 10 in 2030. The study recommends that vertical capacity at the Foggy Bottom Metro Station be further studied for 2005 and 2030 conditions.

The site also is within a ¼ mile radius of bus stops serving 22 Metrobus routes and a DC Circulator route (Georgetown – Union Station). A second DC Circulator route (Dupont Circle – Rosslyn) has two stops just outside the ¼ mile radius. Numerous Maryland Transit Authority (MTA) bus routes and four OmniRide routes, operated by the Potomac and Rappahannock Transportation Commission (PRTC) stop within ¼ mile of the site. Additionally, numerous Loudoun County Commuter bus routes stop ¼ mile from the site or just beyond the ¼ mile radius.

One bus stop is located directly in front of the subject site on the southwest corner of Pennsylvania Avenue and 21st Street. The stop serves Metrobus routes 30S, 30N, 32, 33, 36, and 39 and the Georgetown – Union Station Circulator. At the request of DDOT, the bus stop was evaluated for ADA compliance. Based on the current location of the bus shelter, the shelter does not currently have sufficient clearance to meet WMATA's requirements for access. The Applicant proposes to relocate and/or replace the shelter in conjunction with the proposed streetscape improvements along Pennsylvania Avenue.

The minimum, maximum, and average headways for the WMATA and DC Circulator routes are provided in Table 3, and the minimum, maximum, and average headways for the MTA, PRTC, and Loudoun County routes are provided in Table 4.

Table 3
Metrobus Headways

Headway*	Northbound/Westbound			Southbound/Eastbound		
	AM Peak Period 7:00 AM – 10:00 AM	Midday Period 10:00 AM – 4:00 PM	PM Peak Period 4:00 PM – 7:00 PM	AM Peak Period 7:00 AM – 10:00 AM	Midday Period 10:00 AM – 4:00 PM	PM Peak Period 4:00 PM – 7:00 PM
Friendship Heights – Southeast Line (30N, 30S)						
Min	0:30	0:27	0:20	0:23	0:25	0:30
Max	0:37	0:35	0:33	0:36	0:35	0:36
Avg	0:32	0:31	0:28	0:30	0:30	0:31
Wisconsin Avenue Line (31, 33)						
Min	0:20	0:16	0:05	0:10	0:25	0:15
Max	0:31	0:33	0:22	0:25	0:32	0:34
Avg	0:29	0:28	0:14	0:16	0:29	0:26
Pennsylvania Avenue Line (32, 36)						
Min	0:01	0:05	0:09	0:08	0:02	0:03
Max	0:14	0:22	0:22	0:20	0:24	0:21
Avg	0:07	0:15	0:16	0:14	0:12	0:12
Wisconsin Avenue Limited Line (37)						
Min	N/A	N/A	0:13	0:14	N/A	N/A
Max	N/A	N/A	0:21	0:25	N/A	N/A
Avg	N/A	N/A	0:18	0:16	N/A	N/A
Ballston - Farragut Square Line (38B)						
Min	0:12	0:20	0:00	0:09	0:08	0:09
Max	0:20	0:20	0:15	0:16	0:20	0:24
Avg	0:15	0:20	0:14	0:12	0:19	0:16
Pennsylvania Avenue Limited Line (39)						
Min	0:09	N/A	N/A	N/A	N/A	0:17
Max	0:24	N/A	N/A	N/A	N/A	0:18
Avg	0:18	N/A	N/A	N/A	N/A	0:17
North Capitol Street Line (80)						
Min	0:15	0:20	0:20	0:14	0:12	0:18
Max	0:32	0:35	0:28	0:30	0:34	0:24
Avg	0:18	0:30	0:21	0:19	0:30	0:21

* All headways are in minutes.

Table 3 (continued)
Metrobus Headways

Headway*	Northbound/Westbound			Southbound/Eastbound		
	AM Peak Period 7:00 AM – 10:00 AM	Midday Period 10:00 AM – 4:00 PM	PM Peak Period 4:00 PM – 7:00 PM	AM Peak Period 7:00 AM – 10:00 AM	Midday Period 10:00 AM – 4:00 PM	PM Peak Period 4:00 PM – 7:00 PM
Glover Park - Franklin Square Line (D1)						
Min	N/A	N/A	0:28	0:08	N/A	N/A
Max	N/A	N/A	0:32	0:17	N/A	N/A
Avg	N/A	N/A	0:30	0:10	N/A	N/A
Ivy City - Franklin Square Line (D4)						
Min	0:33	N/A	N/A	N/A	0:36	0:34
Max	0:43	N/A	N/A	N/A	0:36	0:36
Avg	0:36	N/A	N/A	N/A	0:36	0:35
MacArthur Blvd. - Georgetown Line (D5)						
Min	N/A	N/A	0:30	0:16	N/A	N/A
Max	N/A	N/A	0:30	0:26	N/A	N/A
Avg	N/A	N/A	0:30	0:19	N/A	N/A
Sibley Hospital - Stadium - Armory Line (D6)						
Min	N/A	N/A	0:00	N/A	0:01	0:01
Max	N/A	N/A	0:29	N/A	0:15	0:30
Avg	N/A	N/A	0:15	N/A	0:08	0:10
Connecticut Avenue Line (L1)						
Min	N/A	N/A	0:19	0:15	N/A	N/A
Max	N/A	N/A	0:22	0:27	N/A	N/A
Avg	N/A	N/A	0:20	0:17	N/A	N/A
DC Circulator – Dupont Circle – Georgetown - Rosslyn						
Min	0:10	0:10	0:10	0:10	0:10	0:10
Max	0:10	0:10	0:10	0:10	0:10	0:10
Avg	0:10	0:10	0:10	0:10	0:10	0:10
DC Circulator – Georgetown to Union Station						
Min	0:10	0:10	0:10	0:10	0:10	0:10
Max	0:10	0:10	0:10	0:10	0:10	0:10
Avg	0:10	0:10	0:10	0:10	0:10	0:10

* All headways are in minutes.

Table 4
Commuter Bus Headways

Headway*	Northbound/Westbound		Southbound/Eastbound	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
MTA Commuter Bus: Annapolis – Washington DC (220)				
Min	0:13	N/A	N/A	0:15
Max	0:22	N/A	N/A	0:31
Avg	0:18	N/A	N/A	0:19
MTA Commuter Bus: Kent Island – Washington DC (240)				
Min	0:37	N/A	N/A	0:20
Max	0:39	N/A	N/A	0:45
Avg	0:38	N/A	N/A	0:27
MTA Commuter Bus: Severna Park and Davidsonville –Washington DC (260)				
Min	0:35	N/A	N/A	0:30
Max	0:35	N/A	N/A	0:30
Avg	0:35	N/A	N/A	0:30
MTA Commuter Bus: Waldorf –Washington DC (620)				
Min	0:14	N/A	N/A	0:15
Max	0:22	N/A	N/A	0:25
Avg	0:18	N/A	N/A	0:18
MTA Commuter Bus: La Plata/ Waldorf –Washington DC (630)				
Min	0:18	N/A	N/A	0:15
Max	0:24	N/A	N/A	0:20
Avg	0:21	N/A	N/A	0:19
MTA Commuter Bus: Waldorf and Accokeek –Washington DC (640)				
Min	0:25	N/A	N/A	0:20
Max	0:25	N/A	N/A	0:20
Avg	0:25	N/A	N/A	0:20
MTA Commuter Bus: La Plata, Waldorf and Accokeek –Washington DC (650)				
Min	0:25	N/A	N/A	0:20
Max	0:25	N/A	N/A	0:30
Avg	0:25	N/A	N/A	0:22
MTA Commuter Bus: Charlotte Hall/Waldorf –Washington DC (715)				
Min	0:16	N/A	N/A	0:20
Max	0:25	N/A	N/A	0:20
Avg	0:21	N/A	N/A	0:20

* All headways are in minutes.

Table 4 (continued)
Commuter Bus Headways

Headway*	Northbound/Westbound		Southbound/Eastbound	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
MTA Commuter Bus: California and Charlotte Hall –Washington DC (725)				
Min	0:41	N/A	N/A	0:30
Max	0:45	N/A	N/A	0:30
Avg	0:43	N/A	N/A	0:30
MTA Commuter Bus: Pindell –Washington DC (810)				
Min	0:35	N/A	N/A	0:30
Max	0:39	N/A	N/A	0:30
Avg	0:37	N/A	N/A	0:30
MTA Commuter Bus: Pindell –Washington DC (810)				
Min	0:35	N/A	N/A	0:30
Max	0:39	N/A	N/A	0:30
Avg	0:37	N/A	N/A	0:30
MTA Commuter Bus: North Beach/ P.G. Equestrian Center –Washington DC (820)				
Min	0:11	N/A	N/A	0:10
Max	0:15	N/A	N/A	0:20
Avg	0:13	N/A	N/A	0:11
MTA Commuter Bus: Sunderland/ Dunkirk –Washington DC (830)				
Min	0:11	N/A	N/A	0:12
Max	0:22	N/A	N/A	0:20
Avg	0:14	N/A	N/A	0:15
MTA Commuter Bus: St. Leonard/ Prince Frederick –Washington DC (840)				
Min	0:20	N/A	N/A	0:20
Max	0:30	N/A	N/A	0:25
Avg	0:24	N/A	N/A	0:21
Loudon County Transit Commuter Bus: Arlington, VA & Washington, DC				
Min	N/A	0:02	0:05	N/A
Max	N/A	0:37	1:24	N/A
Avg	N/A	0:15	0:41	N/A

* All headways are in minutes.

Table 4 (continued)
Commuter Bus Headways

Headway*	Northbound/Westbound		Southbound/Eastbound	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
PRTC OmniRide: Dale City – Washington (D100)				
Min	0:04	N/A	N/A	0:09
Max	0:17	N/A	N/A	0:37
Avg	0:10	N/A	N/A	0:13
PRTC OmniRide: Gainesville – Washington (G100)				
Min	N/A	0:27	0:22	N/A
Max	N/A	0:40	0:38	N/A
Avg	N/A	0:33	0:30	N/A
PRTC OmniRide: Lake Ridge – Washington (L100)				
Min	N/A	0:10	0:14	N/A
Max	N/A	0:27	0:45	N/A
Avg	N/A	0:13	0:23	N/A
PRTC OmniRide: Manassas – Washington (M100)				
Min	N/A	0:27	0:16	N/A
Max	N/A	0:40	0:34	N/A
Avg	N/A	0:33	0:25	N/A

* All headways are in minutes.

Pedestrian Facilities

The District of Columbia Pedestrian Master Plan (the Pedestrian Plan) strives to make Washington, DC safer and more walkable by improving sidewalks, roadway crossings, and the quality of the pedestrian environment as well as by ensuring that the District's policies and procedures support walking.

The Pedestrian Plan provides an overview of existing pedestrian conditions, recommends new pedestrian projects and programs, establishes performance measures, and provides a plan for implementation through 2018. As part of the Pedestrian Plan, eight priority corridors (one in each ward) were identified based on areas of heavy pedestrian traffic and deficient walking conditions. The priority corridor in Ward 2 is New York Avenue NW to New York Avenue NE between 15th Street NW and Penn Street NE. None of the study intersections are included in the priority corridor.

A summary of the pedestrian facilities at each of the study intersections is presented in Table 5. Pedestrian facilities and likely walking routes to the Metro Station and nearest bus stops within a ¼ mile of the site are shown on Figure 5. Figure 5 also shows pedestrian activity and deficiency according to the Pedestrian Master Plan.

Table 5
Pedestrian Inventory by Intersection

Intersection	Pedestrian Heads/ Countdown	Type of Crosswalks	One Ramp/ Crosswalk	Tactile Warning Strip
Washington Circle/Pennsylvania Avenue - east (Signalized)	Yes	All Legs – High Visibility Note 1	Yes	Yes
Washington Circle/K Street/Pennsylvania Avenue (Signalized)	Yes	All Legs – High Visibility Note 2	Yes	Yes
Washington Circle/K Street - east (Signalized)	Yes	All Legs – High Visibility Note 3	Yes	Yes
Washington Circle/New Hampshire Avenue - north (Signalized)	Yes	All Legs – High Visibility Note 4	Yes	Yes
Washington Circle/23rd Street - north (Signalized)	Yes	All Legs – High Visibility Note 4	Yes	Yes
Washington Circle/Pennsylvania Avenue - west (Signalized)	Yes	All Legs – High Visibility Note 5	Yes	Yes
Washington Circle/K Street/Pennsylvania Avenue - west (Signalized)	Yes	All Legs – High Visibility Note 6	Yes	Yes
Washington Circle/K Street - west (Signalized)	Yes	All Legs – High Visibility Note 7	Yes	Yes
Washington Circle/New Hampshire Avenue – south (Signalized)	Yes	All Legs – High Visibility Note 8	Yes	Yes
Washington Circle/23rd Street - south (Signalized)	Yes	All Legs – High Visibility Note 8	Yes	Yes

1. Crosswalks present only on the northern and eastern legs.
2. Crosswalks present only on the northern, western, and eastern legs.
3. Crosswalk present only on the eastern leg.
4. Crosswalks present only on the northern and eastern legs.
5. Crosswalks present only on the western and southern legs.
6. Crosswalks present only on the southern, western, and eastern legs.
7. Crosswalk present only on the western leg.
8. Crosswalks present only on the western and eastern legs.

Table 5 (continued)
Pedestrian Inventory by Intersection

Intersection	Pedestrian Heads/ Countdown	Type of Crosswalks	One Ramp/ Crosswalk	Tactile Warning Strip
22nd Street/K Street -eastbound (Signalized)	Yes	All Legs – High Visibility Note 9	Yes	Yes
22nd Street/K Street - westbound (Signalized)	Yes	All Legs – High Visibility Note 10	Yes	Yes
Pennsylvania Avenue/22nd Street (Signalized)	Yes	All Legs – High Visibility	Yes	Yes
Pennsylvania Avenue/21st Street/I Street (Signalized)	Yes	All Legs – High Visibility Note 11	No Note 12	No Note 12
Pennsylvania Avenue/I Street (Unsignalized)	N/A	All Legs – Standard Note 13	Yes	Yes
Pennsylvania Avenue/20th Street (Signalized)	Yes	All Legs – High Visibility	No Note 14	No Note 15
I Street/23rd Street (Signalized)	Yes	All Legs – High Visibility Note 16	Yes	Yes Note 17
I Street/22nd Street (Signalized)	Yes	All Legs – High Visibility Note 18	Yes	Yes
I Street/21st Street (Unsignalized)	N/A	All Legs – High Visibility	Yes	Yes

9. Crosswalk present only on the eastern leg.
10. Crosswalks present only on the northern and eastern legs
11. North leg crosswalk not striped at the northwest corner.
12. One ramp without tactile warning strips is present on the southeast corner.
13. Crosswalk only present on the southern leg.
14. One ramp with tactile warning strips is present on the northwest leg.
15. Ramps on the southeast corner do not have tactile warning strips.
16. Crosswalk present only on the northern, eastern, and southern legs.
17. Tactile warning strips are present only on the northeast and southeast corners.
18. Crosswalk present only on the northern, western, and southern legs.

Bicycle Facilities

The District of Columbia Bicycle Master Plan (the Bicycle Plan) seeks to create a more bicycle-friendly city by establishing high-quality bicycle facilities and programs that are safe and convenient.

The Bicycle Plan provides bicycle levels of service (BLOS) for roadways in the District where bicycles share the road with vehicles. The Bicycle Plan also reports the number of bicycle crashes that occurred between 2000 and 2002.

Finally, the Bicycle Plan identifies areas and corridors that are barriers to cyclists. These barriers include "freeways, railroad and highway grade separations, neighborhoods with heavy traffic, and other impediments to bicycle travel." No such barriers exist in the vicinity of the site.

Bicycle facilities and likely biking routes to the Metro Station and nearest bus stops within one mile of the site are shown on Figure 6. Figure 6 also shows the BLOS for roadways in the study area and the reported bicycle crashes in the study area, per the Bicycle Plan.

One dedicated bicycle lane is provided on the north side of L Street for eastbound bicycle traffic between Pennsylvania Avenue and Massachusetts Avenue. Additionally, sharrows are present on New Hampshire Avenue for northeast bound and southwest bound bicycle traffic between Washington Circle and L Street. Between L Street and Dupont Circle, dedicated bicycle lanes are provided on either side of New Hampshire Avenue for northeast bound and southwest bound bicycle traffic.

Capital Bikeshare

Capital Bikeshare is an automated bicycle rental or bicycle sharing program that provides approximately 3,700 bicycles at 440 stations across Washington, DC, Arlington, VA, Alexandria, VA, Montgomery County, MD, and Fairfax County, VA.

Membership, which is required to use Capital Bikeshare, includes five options for joining: single trip ($2), 24 hours ($8), three days ($17), 30 days ($28), or one year ($85). The first 30 minutes of use are free; users then are charged a usage fee for each additional 30-minute period. Bicycles can be returned to any station with an available dock.

As shown on Figure 4, the closest Bikeshare station is located on the northwest corner of the 21st Street/I Street intersection immediately adjacent to the site. This station includes 33 docks. Seven additional Bikeshare stations are located within ¼ mile of the site. These stations provide an additional capacity of 124 docks.

The District of Columbia Capital Bikeshare Development Plan outlines a system-wide expansion plan including 99 new Bikeshare stations by the end of 2018 and 21 existing stations to be expanded by the end of 2017. In the vicinity of the site, the nearest planned Bikeshare station is identified on K Street NW west of New Hampshire Avenue NW and is slated for completion in 2017.

In conjunction with the proposed redevelopment, the Applicant proposes to relocate the existing Capital Bikeshare station that is located on the northwest corner of the 21st Street/I Street intersection abutting the existing building. While the station currently occupies space along a blank wall of the existing building, the proposed redevelopment envisions ground floor retail that will activate the street, extend the planned I Street retail corridor, and encourage and foster pedestrian traffic along I Street, thus requiring relocation of the station.

When evaluating potential sites for relocation, the Applicant took into account several factors including: locations proximate to the existing station to ensure continued use by existing users, the visibility of the station to attract new users, sufficient daylight to ensure solar power to the station, and adequate clearance zones to minimize impacts to the surrounding pedestrian infrastructure. Based on these criteria, the Applicant proposes to relocate the station to the north side of I Street between 21st Street and 20th Street (adjacent to James Monroe Park).

Details of the relocation site are included in Appendix B.

Car Sharing Services

Three car-sharing providers currently operate in the District. Zipcar requires a $25 application fee and members can choose from three plans: occasional driving plan - $70 per year (pay as you go based on the standard hourly or daily rate), monthly plan - $7 per month (pay as you go based on the standard hourly or daily rate), extra value - $50 per month, $75 per month (1 month rollover), $125 per month (2 month rollover), and $250 per month (2 month rollover) (after using up the monthly cash, pay as you go based on a discounted hourly or daily rate). Cars must be returned to the same designated parking spaces from which they were picked up.

As shown on Figure 4, the closest Zipcar location is 21st Street/K Street NW. There are also three Zipcars located at 2310 L Street NW and one Zipcar located at 2312 L Street NW, which are within ½ mile of the site. Four more Zipcar locations are present within one mile of the site.

Car2Go requires a one-time $5 application fee. Once registered, a member card is issued, which enables members to access an available car. Car2Go members can choose from two plans: smart fortwo – $0.32 per minute/$15 per hour/$59 per day, and Mercedes-Benz CLA & GLA – $0.45 per minute/$19 per hour/$79 per day. No reservation is required and car usage is charged by the minute, with hourly and daily maximum fees. Unlike Zipcar, a Car2Go vehicle does not have to be returned to its original location. A Car2Go vehicle can be parked in any unrestricted curbside parking space, in any metered/paystation curbside parking space (without paying meter/paystation fees), or in any residential permit parking space. Car2Go currently has 500 vehicles in the District.

Enterprise CarShare requires one-time $25 application fee and $40 annual membership fee. Cars can be reserved by the hour or day (hourly and daily fees are charged per usage). In the District, cars must be returned to their original location. 21st Street/I Street contains

two cars which is located within 500 feet of the subject site. There is also one car located at Tompkins Hall – George Washington University Campus and one car located at 1101 New Hampshire Avenue NW, which are both within ½ mile of the site.

EXISTING CONDITIONS ANALYSIS

Traffic Volumes

Vehicular turning movement, bicycle, and pedestrian counts for Washington Circle and the immediately adjacent study intersections were conducted on Wednesday, January 25, 2017. Counts were conducted at the I Street intersections with 21st Street, 22nd Street, 23rd Street, the Public Alley, and the existing curb cut to the site on Tuesday, January 31, 2017. Counts were conducted at the Pennsylvania Avenue/I Street intersection on Wednesday, February 8, 2017 and counts were conducted at the Pennsylvania Avenue/20th Street intersection on February 28, 2017. All counts were conducted from 7:00 AM to 10:00 AM and from 4:00 PM to 7:00 PM.

AM and PM peak hours for each of the study intersections were determined individually to provide the most conservative peak hour analysis, per standard DDOT practice. Minor adjustments were made at the Washington Circle/Pennsylvania Avenue (east) and Pennsylvania Avenue/21st Street/I Street intersections to ensure a reasonable balance of volumes.

Existing vehicular peak hour traffic volumes are shown on Figure 7. Pedestrian volumes are shown on Figure 8. Traffic count data are included in Appendix C.

Capacity Analysis

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the existing lane use and traffic control shown on Figure 3, existing vehicular traffic volumes shown on Figure 7, existing pedestrian volumes shown on Figure 8, and existing traffic signal timings obtained from DDOT, which are included in Appendix D.

Synchro software (Version 9) was used to evaluate levels of service at the study intersections during the peak hours. Synchro is a macroscopic model used to evaluate the effects of changing intersection geometrics, traffic demands, traffic control, and/or traffic signal settings and to optimize traffic signal timings. The levels of service reported were taken from the Highway Capacity Manual 2000 (HCM) reports generated by Synchro. Level of service descriptions are included in Appendix E.

The results of the analyses are summarized in Table 6. Capacity analysis worksheets are included in Appendix F.

As shown in Table 6, under existing conditions, the following signalized intersections currently operate at an overall LOS E or F during the AM and/or PM peak hours:

- Washington Circle/23rd Street (south),
- Pennsylvania Avenue/21st Street, and
- I Street/22nd Street.

Additionally, the following intersections currently have one or more lane groups that operate at a LOS E or F during the AM and/or PM peak hours:

- Washington Circle/K Street WB (east),
- Pennsylvania Avenue/20th Street,
- I Street/23rd Street,
- I Street/Public Alley, and
- I Street/21st Street.

Table 6
Level of Service Summary

Approach	Existing Conditions		Background Conditions		Total Future Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Washington Circle/Pennsylvania Avenue EB (east)						
NBL	A	C	A	C	A	C
NBT	A	B	A	B	A	B
NBR	B	A	B	A	B	A
Overall	**A**	**B**	**A**	**B**	**A**	**B**
2A. Washington Circle/Pennsylvania Avenue WB (east)						
WBR	D	A	D	A	D	B
NBT	A	A	A	A	A	A
Overall	**B**	**A**	**B**	**A**	**B**	**B**
2B. Washington Circle/K Street/Pennsylvania Avenue (east)						
EBT	A	A	A	A	A	A
NBT	C	B	C	B	C	B
Overall	**B**	**A**	**B**	**B**	**B**	**B**
2C. Washington Circle/K Street WB (east)						
WBR	D	F (80.4)	D	F (87.1)	D	F (87.0)
NBT	A	A	A	A	A	A
Overall	**A**	**B**	**A**	**B**	**A**	**B**
3. Washington Circle/New Hampshire Avenue (north)						
WBTR	A	A	A	A	A	A
WBR	D	A	D	A	D	A
SBR	D	D	D	D	D	D
Overall	**C**	**B**	**C**	**B**	**C**	**A**
4. Washington Circle/23rd Street (north)						
WBT	A	B	A	B	A	B
SBR	C	D	D	D	D	D
Overall	**B**	**C**	**B**	**C**	**B**	**C**
5. Washington Circle/Pennsylvania Avenue WB (west)						
SBT	D	C	D	C	D	C
SBR – To K Street	B	C	B	C	B	C
SBR – To Penn Ave	A	A	A	A	B	A
Overall	**C**	**C**	**C**	**C**	**C**	**C**

[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

Table 6 (continued)
Level of Service Summary

Approach	Existing Conditions		Background Conditions		Total Future Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
6A. Washington Circle/K Street/Pennsylvania Avenue (west)						
WBT	A	A	A	A	A	A
SBR	C	D	D	D	D	D
Overall	**C**	**C**	**C**	**C**	**C**	**C**
6B. Washington Circle/Pennsylvania Avenue EB (west)						
EBR	D	C	E (78.3)	C	F (84.5)	C
SBT	B	A	B	A	B	A
Overall	**D**	**B**	**E (58.1)**	**B**	**E (62.3)**	**B**
6C. Washington Circle/K Street EB (west)						
EBR	D	D	D	D	D	D
SBT	A	A	A	A	A	A
Overall	**B**	**A**	**B**	**A**	**B**	**A**
7. Washington Circle/New Hampshire Avenue (south)						
EBT	A	A	B	A	B	A
EBR	A	A	A	A	A	A
NBR	D	D	D	D	D	D
Overall	**B**	**A**	**B**	**A**	**B**	**A**
8. Washington Circle/23rd Street (south)						
EBTR	A	A	B	A	B	A
EBR	D	F (114.6)	E (57.5)	F (131.2)	F (83.6)	F (141.9)
NBR	F (255.0)	F (83.8)	F (276.6)	F (90.4)	F (276.3)	F (90.3)
Overall	**F (86.0)**	**D**	**F (93.4)**	**D**	**F (95.2)**	**D**
9A. 22nd Street/K Street EB						
EBLT	A	C	A	C	A	C
NBTR	A	B	A	B	A	B
Overall	**A**	**B**	**A**	**B**	**A**	**B**
9B. 22nd Street/K Street WB						
WBTR	C	C	C	C	C	C
NBLTR	B	A	B	A	B	A
Overall	**C**	**B**	**C**	**B**	**C**	**B**
10. Pennsylvania Avenue/22nd Street						
EBLT	A	B	A	B	A	B
WBTR	D	B	D	B	D	B
NBLTR	C	C	C	C	C	C
Overall	**C**	**B**	**C**	**B**	**C**	**C**

[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

Table 6 (continued)
Level of Service Summary

Approach	Existing Conditions		Background Conditions		Total Future Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
11. Pennsylvania Avenue/21st Street						
EBTR	C	C	D	C	D	C
WBLT	C	D	C	D	C	D
SBL	E (62.8)	C	E (67.2)	C	E (67.2)	C
SBTR	C	F (122.5)	D	F (141.5)	D	F (148.6)
SBR	-	C	-	C	-	C
SWBLR	F (224.0)	F (97.2)	F (235.7)	F (103.3)	F (235.7)	F (103.3)
SWBR	F (165.8)	F (129.5)	F (177.9)	F (138.6)	F (177.9)	F (138.6)
Overall	**E (64.9)**	**E (76.3)**	**E (67.2)**	**F (83.4)**	**E (67.1)**	**F (85.5)**
12. Pennsylvania Avenue/I Street						
EBLR	B	B	B	B	B	B
13. Pennsylvania Avenue/20th Street						
EBLT	E (69.3)	C	F (92.3)	C	F (94.8)	C
WBTR	B	B	B	B	B	B
NBLTR	C	C	C	C	C	C
Overall	**D**	**C**	**E (63.2)**	**C**	**E (64.4)**	**C**
14. I Street/23rd Street						
WBLR	D	E (77.2)	D	F (97.6)	D	F (115.5)
NBTR	B	A	B	A	B	A
SBLT	A	A	A	A	A	A
Overall	**B**	**A**	**B**	**B**	**B**	**B**
15. I Street/22nd Street						
EBLTR	F (3373.8)	F (1709.6)	F (4672.8)	F (1974.0)	F (5747.8)	F (2504.0)
WBTR	C	D	B	D	C	E (59.9)
NBLTR	D	C	D	C	D	C
Overall	**F (1264.7)**	**F (542.6)**	**F (1909.9)**	**F (575.7)**	**F (2472.0)**	**F (744.2)**
16. I Street/Public Alley						
EBLTR	A	A	A	A	A	A
WBLTR	A	A	A	A	A	A
NBLTR	C	E [38.8]	D	F [67.2]	D	F [88.5]
SBLTR	C	B	C	C	C	C

[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

Table 6 (continued)
Level of Service Summary

Approach	Existing Conditions		Background Conditions		Total Future Conditions	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
17. I Street/Existing Curb Cut						
EBLTR	A	A	A	A	A	A
WBLTR	A	A	A	A	A	A
NBLTR	C	B	C	B	C	B
SBLTR	C	B	D	B	D	B
18. I Street/21st Street						
EBTR	D	F [585.4]	D	F [818.0]	D	F [973.7]
SBLTR	A	A	A	A	A	A

[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

Queue Analysis

A queue analysis was conducted for existing conditions using the 95th percentile queue lengths reported by Synchro. The results are summarized in Table 6. Queue reports are provided in Appendix F.

As shown in Table 7, the following intersections have one or more lane groups with 95th percentile queues exceeding the available storage under existing conditions:

- Washington Circle/K Street WB (east),
- Washington Circle/New Hampshire Avenue (north),
- Washington Circle/23rd Street (north),
- Washington Circle/Pennsylvania Avenue WB (west),
- Washington Circle/K Street/Pennsylvania Avenue (west),
- Washington Circle/Pennsylvania Avenue EB (west),
- Washington Circle/New Hampshire Avenue (south),
- Washington Circle/23rd Street (south),
- 22nd Street/K Street EB,
- Pennsylvania Avenue/22nd Street,
- Pennsylvania Avenue/21st Street,
- Pennsylvania Avenue/20th Street, and
- I Street/22nd Street.

Queues that extend to adjacent intersections are typical in urban environments, particularly in situations like Washington Circle, where intersections are closely spaced.

Table 7
95th Percentile Queue Summary (in feet)

Approach	Available Storage†	Existing Conditions		Background Conditions		Total Future Conditions	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Washington Circle/Pennsylvania Avenue EB (east)							
NBL	250'	7	73	3	73	2	73
NBT	280'	37	48	40	49	40	48
NBR	145'	7	5	4	7	2	8
2A. Washington Circle/Pennsylvania Avenue WB (east)							
WBR	70'	42	0	45	44	47	92
NBT	127'	75	36	83	38	83	37
2B. Washington Circle/K Street/Pennsylvania Avenue (east)							
EBT	142'	6	1	6	1	6	1
NBT	164'	143	42	148	54	152	66
2C. Washington Circle/K Street WB (east)							
WBR	212'	83	259	87	287	87	286
NBT	104'	51	13	51	16	51	17
3. Washington Circle/New Hampshire Avenue (north)							
WBT	106'	27	73	29	77	29	77
WBR	80'	756	76	831	95	838	95
SBR	220'	104	168	107	173	112	177
4. Washington Circle/23rd Street (north)							
WBT	130'	32	152	33	164	34	168
SBR	160'	0	321	0	350	0	356
5. Washington Circle/Pennsylvania Avenue WB (west)							
SBT	187'	201	513	209	530	216	531
SBR – To K Street	160'	79	479	83	523	88	554
SBR – To Penn Ave	190'	20	15	23	0	26	19
6A. Washington Circle/K Street/Pennsylvania Avenue (west)							
WBT	105'	2	12	2	12	2	12
SBR	200'	314	235	345	245	351	247
6B. Washington Circle/Pennsylvania Avenue EB (west)							
EBR	85'	513	350	545	360	551	362
SBT	190'	31	34	32	34	32	34

† All distances measured to nearest intersection or end of turn lane, as appropriate. Where two storage lengths are given, the first is the distance to the driveway, the second is the distance to the nearest intersection.

Table 7 (continued)
Synchro 95th Percentile Queue Summary (in feet)

Approach	Available Storage†	Existing Conditions		Background Conditions		Total Future Conditions	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
6C. Washington Circle/K Street EB (west)							
EBR	220'	173	51	203	60	215	65
SBT	78'	61	52	60	61	61	62
7. Washington Circle/New Hampshire Avenue (south)							
EBT	50'	243	105	321	121	353	130
EBR	50'	7	6	6	5	6	5
NBR	315'	101	69	112	76	117	79
8. Washington Circle/23rd Street (south)							
EBTR	35'	369	29	491	30	530	31
EBR	35'	325	800	393	838	447	862
NBR	370'	674	268	703	280	703	280
9A. 22nd Street/K Street EB							
EBLT	55'	81	81	91	82	91	82
NBTR	30'	13	61	15	60	14	57
9B. 22nd Street/K Street WB							
WBTR	95'	59	93	61	99	61	99
NBLTR	210'	31	2	33	3	33	3
10. Pennsylvania Avenue/22nd Street							
EBLT	100'	131	95	143	99	143	98
WBTR	240'	89m	217m	91m	213m	91m	202m
NBLTR	375'	112	97	120	121	129	139
11. Pennsylvania Avenue/21st Street							
EBTR	580'	334	93	349	95	349	95
WBLT	325'	55	132	61	138	66	140
SBL	140'/300'	363	280	379	294	379	294
SBTR	140'/300'	184	921	201	971	211	989
SBR	140'/300'	-	0	-	0	-	0
SWBLR	280'	283	402	291	413	291	413
SWBR	280'	268	420	276	432	276	432
12. Pennsylvania Avenue/I Street							
EBLR	305'	22	16	24	18	25	20
13. Pennsylvania Avenue/20th Street							
EBLT	470'	658	323	708	341	712	345
WBTR	365'	50	45	55	46	58	48
NBLTR	315'	294	262	314	274	314	275

† All distances measured to nearest intersection or end of turn lane, as appropriate. Where two storage lengths are given, the first is the distance to the driveway, the second is the distance to the nearest intersection.

Table 7 (continued)
Synchro 95th Percentile Queue Summary (in feet)

Approach	Available Storage†	Existing Conditions		Background Conditions		Total Future Conditions	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
14. I Street/23rd Street							
WBLR	260'	86	189	89	216	96	193
NBTR	330'	276	58	307	61	319	61
SBLT	370'	0	18	0	20	0	20
15. I Street/22nd Street							
EBLTR	260'	607	329	741	354	864	412
WBTR	230'/535'	42	79	27	122	37	228
NBLTR	320'	197	102	209	105	212	106
16. I Street/Public Alley							
EBLTR	240'	0	0	7	1	7	1
WBLTR	65'/265'	1	0	1	0	1	0
NBLTR	NA	2	23	3	40	3	50
SBLTR	NA	1	2	6	41	7	51
17. I Street/Existing Curb Cut							
EBLTR	100'/345'	3	0	3	0	12	2
WBLTR	170'	0	0	0	0	0	0
NBLTR	NA	1	0	1	0	2	0
SBLTR	NA	2	6	2	7	20	18
18. I Street/21st Street							
EBTR	160'/540'	86	320	96	403	110	462
SBLTR	120'	2	9	2	9	2	9

† All distances measured to nearest intersection or end of turn lane, as appropriate. Where two storage lengths are given, the first is the distance to the driveway, the second is the distance to the nearest intersection.

Safety Analysis

Crash data at the study intersections were obtained from DDOT. The information provided by DDOT included the total number of crashes over the latest three years of available data (i.e. 2013, 2014, and 2015) at each intersection and was further categorized by type of crash. Based on the data, Table 8 shows the overall intersection crash rates at each of the study intersections.

As shown in Table 8, the crash rates at nine of the study intersections are above 1.0, which is considered high by DDOT. Crash data at intersections with a crash rate of 1.0 or higher were reviewed in further detail to determine whether any patterns, trends, or causation factors could be identified.

Table 8
Crash Data Summary

Intersection	Type of Control	No. of Crashes (3 Yrs)	ADT *	Crash Rate†
Washington Circle/Pennsylvania Avenue (east)	Signal	14	13,940	0.92
Washington Circle/K Street (east and west)	Signal	13	12,360	0.96
Washington Circle/New Hampshire Avenue (north)	Signal	12	11,320	0.97
Washington Circle/23rd Street (north)	Signal	38	20,270	1.71
Washington Circle/Pennsylvania Avenue (west)	Signal	19	27,050	0.64
Washington Circle/New Hampshire Avenue (south)	Signal	25	18,490	1.23
Washington Circle/23rd Street (south)	Signal	42	19,890	1.93
22nd Street/K Street (east and west)	Signal	17	8,060	1.93
Pennsylvania Avenue/22nd Street	Signal	37	15,040	2.25
Pennsylvania Avenue/21st Street/I Street	Signal	53	26,060	1.86
Pennsylvania Avenue/I Street	Stop	N/A	12,090	N/A
Pennsylvania Avenue/20th Street	Signal	37	22,890	1.48
I Street/23rd Street	Signal	74	14,850	4.55
I Street/22nd Street	Signal	17	5,000	3.11
I Street/Public Alley	Stop	N/A	3,050	N/A
I Street/Existing Curb Cut	Stop	N/A	3,140	N/A
I Street/21st Street	Stop	10	11,560	0.79

* Average Daily Traffic Entering the intersection in vehicles per day (vpd)
† Crash rate is provided in crashes per Million Entering Vehicles (MEV)

Washington Circle/23rd Street (north)

A review of the crash types at the Washington Circle/23rd Street (north) intersection reveals that the majority of the crashes at the intersection involved sideswipe collisions (66 percent). Two of the crashes involved bicycles. No pedestrians were involved in collisions at this intersection.

Approximately 76 percent of the crashes occurred during daylight hours. Eight percent of the crashes occurred during the morning peak period (7:30 – 9:30 AM) while 32 percent occurred during the PM peak period (4:00 – 6:30 PM). The vast majority of crashes (82 percent) occurred during dry weather conditions.

Based on the limited information provided, no discernable pattern, trend, or causation factors could be identified. However, approximately 32 percent of the crashes occurred

during the evening peak period (between 4:00 PM and 6:30 PM). Based on observations at this intersection, vehicles making a southbound right turn from 23rd Street onto Washington Circle can yield to the traffic in the Circle when the right turn signal is red. The yield condition, coupled with the high volume of traffic at the intersection, may contribute to the high percentage of sideswipe collisions. In order to make specific recommendations to improve safety, a more detailed analysis that looks at other potential causation factors, such as direction of travel, should be conducted.

Washington Circle/New Hampshire Avenue (south)

A review of the crash types at the Washington Circle/New Hampshire Avenue (south) intersection reveals that the majority of crashes at the intersection involved sideswipe collisions (44 percent) and rear end collisions (24 percent). Another 16 percent were right turn collisions. None of the crashes involved pedestrians or bicycles.

Sixty-eight percent of the crashes occurred during daylight hours. Twenty percent of the crashes occurred during the morning peak period (7:30 – 9:30 AM) while 24 percent occurred during the PM peak period (4:00 – 6:30 PM). Most of the crashes (84 percent) occurred during dry weather conditions.

In order to make specific recommendations to improve safety, details regarding the crash history including direction of travel are needed. Additionally, while the data provide information such as time of day and weather conditions for the crashes as a whole, detailed information is not provided for each individual crash.

Washington Circle/23rd Street (south)

A review of the crash types at the Washington Circle/23rd Street (south) intersection reveals that the majority of crashes that have occurred at the intersection were sideswipe collisions (60 percent). Another 26 percent were right turn collisions. One of the crashes involved a bicycle. No pedestrians were involved in collisions at this intersection.

Sixty-seven percent of the crashes occurred during daylight hours. Nineteen percent of the crashes occurred during the morning peak period (7:30 – 9:30 AM) while 29 percent occurred during the PM peak period (4:00 – 6:30 PM). The vast majority of crashes (83 percent) occurred during dry weather conditions.

In order to make specific recommendations to improve safety, details regarding the crash history including direction of travel are needed. Additionally, while the data provide information such as time of day and weather conditions for the crashes as a whole, detailed information is not provided for each individual crash.

22nd Street/K Street (east and west)

A review of the crash types at the 22nd Street/K Street (east and west) intersections reveals that the majority of crashes at the intersections were sideswipe collisions (35 percent). Right angle collisions make up 17 percent of the crashes and rear end collisions make up

another 12 percent of the crashes. No pedestrians or bicycles were involved in collisions at this intersection.

Seventy-seven percent of the crashes occurred during daylight hours. Six percent of the crashes occurred during the morning peak period (7:30 – 9:30 AM) while six percent occurred during the PM peak period (4:00 – 6:30 PM). The vast majority of crashes (94 percent) occurred during dry weather conditions.

In order to make specific recommendations to improve safety, details regarding the crash history including direction of travel are needed. Additionally, while the data provide information such as time of day and weather conditions for the crashes as a whole, detailed information is not provided for each individual crash.

Pennsylvania Avenue/22nd Street

A review of the crash types at the Pennsylvania Avenue/22nd Street intersection reveals that most of the crashes at the intersection involved sideswipe collisions (51 percent). Left and right turn collisions each comprised eight percent of the crashes. No pedestrians or bicycles were involved in any of the crashes.

Sixty-five percent of the crashes occurred during daylight hours. Sixteen percent of the crashes occurred during the morning peak period (7:30 – 9:30 AM) while eight percent occurred during the PM peak period (4:00 – 6:30 PM). The vast majority of crashes (89 percent) occurred during dry weather conditions.

In order to make specific recommendations to improve safety, details regarding the crash history including direction of travel are needed. Additionally, while the data provide information such as time of day and weather conditions for the crashes as a whole, detailed information is not provided for each individual crash.

Pennsylvania Avenue/21st Street/I Street

A review of the crash types at the Pennsylvania Avenue/21st Street/I Street intersection reveals that 40 percent of the crashes involved sideswipe collisions. Rear-end collisions made up 15 percent of the crashes. Two crashes involved pedestrians and two crashes involved bicycles. Both pedestrians were in a crosswalk at the time of the crashes. The data do not provide information regarding weather conditions, time of day, or lighting conditions for those specific crashes.

Seventy percent of the crashes occurred during daylight hours. Thirteen percent of the crashes occurred during the morning peak period (7:30 – 9:30 AM) while 21 percent occurred during the PM peak period (4:00 – 6:30 PM). The vast majority of crashes (94 percent) occurred during dry weather conditions.

In order to make specific recommendations to improve safety, details regarding the crash history including direction of travel are needed. Additionally, while the data provide

information such as time of day and weather conditions for the crashes as a whole, detailed information is not provided for each individual crash.

Pennsylvania Avenue/20th Street

A review of the crash types at the Pennsylvania Avenue/20th Street intersection reveals that 32 percent of crashes involved sideswipe collisions. Three other categories that made up more than 10 percent of the crashes included: left turn collisions (14 percent), right turn collisions (11 percent), and rear-end collisions (11 percent). Two of the crashes involved pedestrians. One bicycle was involved in a collision at this intersection. One of the pedestrians was crossing in a crosswalk at the time of the collision. Information on the other pedestrian-involved collision was not specified.

Seventy percent of the crashes occurred during daylight hours. Fourteen percent of the crashes occurred during the morning peak period (7:30 – 9:30 AM) while 22 percent occurred during the PM peak period (4:00 – 6:30 PM). The vast majority of crashes (84 percent) occurred during dry weather conditions.

In order to make specific recommendations to improve safety, details regarding the crash history including direction of travel are needed. Additionally, while the data provide information such as time of day and weather conditions for the crashes as a whole, detailed information is not provided for each individual crash.

I Street/23rd Street

A review of the crash types at the I Street/23rd Street intersection reveals that 51 percent of crashes were sideswipe collisions. Right turn collisions comprised eight percent of the crashes, while parked vehicles were involved in seven percent of the collisions. Four pedestrians were involved in crashes at the intersection, while one bicycle was involved at a collision at the intersection. Two of the pedestrians were in the crosswalk at the time of the crash(es), while one pedestrian was crossing between parked cars. No information was provided on the crash involving the fourth pedestrian.

Seventy-six percent of the crashes occurred during daylight hours. Twelve percent of the crashes occurred during the morning peak period (7:30 – 9:30 AM) while 24 percent occurred during the PM peak period (4:00 – 6:30 PM). The vast majority of crashes (85 percent) occurred during dry weather conditions.

In order to make specific recommendations to improve safety, details regarding the crash history including direction of travel are needed. Additionally, while the data provide information such as time of day and weather conditions for the crashes as a whole, detailed information is not provided for each individual crash.

I Street/22nd Street

A review of the crash types at the I Street/22nd Street intersection reveals that most of the crashes involved sideswipe collisions (41 percent). Three other categories that made up

more than 10 percent of the crashes included: rear-end collisions (12 percent), collisions involving parked vehicles (12 percent), and backing collisions (12 percent). One of the crashes involved a pedestrian. Two crashes involved bicycles.

FUTURE BACKGROUND CONDITIONS

Transportation Facilities

DDOT currently is conducting a transportation planning study, the purpose of which is to look at ways to improve east-west travel for pedestrians, bicyclists, and buses. The Downtown West Transportation Planning Study includes Pennsylvania Avenue between 17th Street and Washington Circle (portions of which are within the study area for 2100 Pennsylvania Avenue) and H Street between New York Avenue and Pennsylvania Avenue.

For the Pennsylvania Avenue corridor, the study will build upon moveDC's identification of Pennsylvania Avenue as a high priority cycle track corridor. Specifically, along Pennsylvania Avenue, the goals of the study are to develop alternatives for a cycle track and to identify opportunities to improve the pedestrian realm, including green infrastructure.

Three alternative design concepts for Pennsylvania Avenue were developed in conjunction with the study and are summarized below:

Alternative 1

Between 22nd Street and 19th Street

- Six travel lanes,
- One-way cycle track on each side of the roadway,
- Sidewalk on each side of the roadway, and
- Tenant zone on each side of the roadway.

Between 19th Street and 18th Street

- Six travel lanes,
- One-way cycle track on each side of the roadway, and
- Sidewalk on each side of the roadway.

Between 18th Street and 17th Street

- Six travel lanes,
- One-way cycle track on each side of the roadway,
- Sidewalk on each side of the roadway, and

- Tenant zone on each side of the roadway.

Alternative 2

Between 22nd Street and 19th Street

- Four travel lanes,
- On-street parking on each side of the roadway,
- One-way cycle track on each side of the roadway,
- Sidewalk on each side of the roadway, and
- Tenant zone on each side of the roadway.

Between 19th Street and 18th Street

- Four travel lanes,
- On-street parking on each side of the roadway
- One-way cycle track on each side of the roadway,
- Sidewalk on each side of the roadway, and
- Tenant zone on each side of the roadway.

Between 18th Street and 17th Street

- Four travel lanes,
- On-street parking on south side of the roadway,
- One-way cycle track on each side of the roadway, and
- Sidewalk on each side of the roadway.

Alternative 3

Between 22nd Street and 19th Street

- Four travel lanes,
- On-street parking on south side of the roadway,
- Two-way cycle track on south side of the roadway, and
- Sidewalk on each side of the roadway.

Between 19th Street and 18th Street

- Four travel lanes,
- On-street parking on north side of the roadway,
- Two-way cycle track on south side of the roadway,
- Sidewalk on each side of the roadway, and

- Tenant zone on each side of the roadway.

Between 18th Street and 17th Street

- Four travel lanes,
- On-street parking on south side of the roadway,
- One-way cycle track on each side of the roadway, and
- Sidewalk on each side of the roadway.

An alternative is anticipated to be selected in July 2017.

Traffic Volumes

Overview

In order to forecast year 2022 background traffic volumes in the study area without the proposed redevelopment, increases in traffic associated with growth outside the immediate site vicinity (regional growth) and increases in traffic associated with planned or approved but not yet constructed developments in the study area (pipeline developments) were considered.

Regional Growth

To account for potential increases in traffic associated with regional growth and developments outside of the study area, a growth rate was applied to existing traffic volumes. DDOT's historical ADT volume maps were examined to determine an appropriate growth rate for the study area. The historical ADTs indicate that traffic volumes in the study area generally have a growth rate less than one percent per year. Therefore, a growth rate of ½ percent per year, compounded annually over five years (2017 to 2022), conservatively was applied to the existing vehicular volumes shown on Figure 7. The resulting 2022 volumes with regional growth are shown on Figure 9.

Pipeline Developments

Four developments that are planned in and around the study area were identified and considered as part of the background traffic growth for the 2022 study year (see Figure 10 for locations). A summary of each pipeline development is provided below.

2112 Pennsylvania Avenue NW

Skanska currently is constructing an office building of approximately 250,000 SF immediately adjacent to the 2100 Pennsylvania Avenue site. Both loading and parking access for the project will be provided via the public alley for the square, which is accessible via I Street. The project will provide approximately 154 below-grade parking spaces.

Upon completion, the project will generate an estimated 118 AM peak hour vehicle trips and 110 PM peak hour vehicle trips.

Trip generation and site assignments for the project were taken from the George Washington University Site 75A Revised Transportation Impact Study (prepared by Wells + Associates, dated September 2012). Trip generation estimates for the project were reduced by 40 percent from that presented in the study to account for the limited proposed parking supply, as directed by DDOT during the scoping process for this project.

2001 K Street NW (Alexander Court)

The Alexander Court redevelopment will feature the combination of already existing buildings on 2001 K Street NW and 2000 L Street NW with approximately 280,000 SF of additional office space. The proposed redevelopment is currently under construction and is slated to open in January 2018.

Site trip assignments for the redevelopment was based on existing traffic patterns in the study area and general knowledge of existing transit facilities near the site. The development will generate an estimated 175 AM peak hour vehicle trips and 157 PM peak hour vehicle trips.

950 24th Street NW

The 950 24th Street residential redevelopment will feature approximately 197 residential units. The proposed redevelopment was not leased at the time counts were conducted.

Site trip assignments for the redevelopment was based on existing traffic patterns in the study area and general knowledge of existing transit facilities near the site. The development will generate an estimated 25 AM peak hour vehicle trips and 31 PM peak hour vehicle trips.

1111 24th Street NW

The 1111 24th Street NW mixed use redevelopment will feature approximately 160 to 180 residential units, 10,450 SF of ground floor retail, and a 20,000 SF public library. The project is currently under construction and is slated to open in January 2018.

The project is expected to generate 8 AM peak hour vehicle trips and 30 PM peak hour vehicle trips as presented in the West End Parcel Square 37 Transportation Impact Study. However, the study did not provide site trip assignment and distribution. Therefore, to account the trips generated by the 1111 24th Street NW a growth rate of ½ percent per year, compounded annually over five years (2017 to 2022), conservatively was applied to the existing vehicular volumes shown on Figure 7.

Combined Pipeline Developments

Details for each of the pipeline developments and trip assignments are included in Appendix G. The traffic associated with the pipeline developments combined is shown at each of the study intersections on Figure 11.

Background Forecasts

Background 2022 traffic forecasts (without the proposed redevelopment) were developed by combining the existing traffic volumes grown to the year 2022 (shown on Figure 9) with the pipeline traffic volumes (shown on Figure 11). The resulting 2022 background traffic forecasts are shown on Figure 12.

Capacity Analysis

Capacity/level of service (LOS) analyses were conducted at the study intersections based on the existing lane use and traffic control shown on Figure 3, future background traffic forecasts shown on Figure 12, and existing DDOT traffic signal timings.

The level of service results for the 2022 background conditions without the 2100 Pennsylvania Avenue redevelopment are presented in Appendix H and summarized in Table 6. As shown in Table 6, under background conditions, many of the study intersections will experience an increase in delay as a result of the background traffic growth and the numerous pipeline projects. The following intersections will drop to an overall LOS E or F under background conditions:

- Washington Circle/Pennsylvania Avenue EB (west) and
- Pennsylvania Avenue/20th Street.

Queue Analysis

A queue analysis was conducted for 2022 conditions without the 2100 Pennsylvania Avenue redevelopment. Synchro was used to conduct the analyses, using the 95th percentile queue lengths. The results are summarized in Table 7. Queue reports are provided in Appendix H.

As shown in Table 7, the 95th percentile queues at several study intersections will increase under background conditions. The 22nd Street/K Street WB intersection is projected to have additional lane groups with 95th percentile queues that exceed available storage.

SITE ANALYSIS

Overview

Boston Properties proposes to redevelop the properties at 2100 Pennsylvania Avenue NW and 2121 I Street NW with a mixed-use office and retail project. The site is located on Square 75, Lots 50 and 51 and is zoned MU-9. The subject properties are within the George Washington University Campus Plan boundaries. The University has partnered with the Applicant to redevelop the site with commercial uses, using the investment potential of the site to generate non-enrollment driven revenue to support the University's academic mission. The site also is ideally situated to enhance and strengthen the I Street retail corridor envisioned in the 2007 Foggy Bottom Campus Plan.

The existing site currently is occupied with approximately 353,700 SF of office and retail space comprised of the existing 290,000 SF office building at 2100 Pennsylvania Avenue (including approximately 20,000 SF of ground floor retail) and Rice Hall, which houses 63,700 SF of office space for the University.

The proposed redevelopment would raze both existing buildings to accommodate a new, 11-story building housing approximately 440,000 SF of office and 40,000 SF of retail space resulting in a net increase of 126,300 SF over existing conditions.

Site Access and Circulation

Overview

Parking access to the site currently is provided via a 38-foot wide curb cut on I Street. Under the proposed redevelopment, the 38-foot curb cut would be abandoned and a new 24' wide curb cut would be constructed on I Street. The proposed curb cut would be located 75 feet east of the existing public alley that abuts the site on the west and would be roughly aligned with an existing curb cut on the south side of I Street.

Loading access is provided via the existing public alley immediately to the west of the site. Loading access will continue to be provided via the public alley.

The proposed vehicular circulation patterns for the site are shown on Figures 13A through 13D.

Parking Access

Based on DDOT's guidelines, parking access from the adjacent alley was evaluated. However, due to existing and expected vehicular traffic volumes in the alley, including a significant proportion of truck traffic, parking access from the alley was determined to be infeasible. The alley system for the square has only one point of access to and egress from the surrounding public street system, via a single curb cut on I Street. In conjunction with the approvals for the 2112 Pennsylvania Avenue project, the DC Council approved a 24-foot wide

alley on paper; however, at the direction of DDOT, the alley will be paved at a width of 22 feet.

The alley currently serves the Burns Medical Building, which houses the largest independent physician group in the District (Medical Faculty Associates), the Ambulatory Care Center, which is an outpatient medical clinic, the 125-unit President Condominium, Rice Hall, and the existing 2100 Pennsylvania Avenue building. Upon completion of the new office building currently under construction at 2112 Pennsylvania Avenue, the alley also will provide access to the building's loading facility and 154-space parking garage.

Under future conditions, with completion of 2112 Pennsylvania Avenue and the proposed redevelopment of 2100 Pennsylvania Avenue, the alley is anticipated to carry an AM peak hour volume of 126 vehicles and a PM peak hour volume of 123 vehicles. The daily traffic in the alley is estimated at 954 vehicles per day, including approximately 20 trucks per day.

The volume of truck traffic in the alley is of particular concern since trucks entering and exiting the alley require the entire width of the alley to negotiate the required turns. As a result, when vehicles are exiting the alley at the same time a truck is entering, outbound drivers in the alley either need to back up to allow trucks to enter the alley, or trucks must wait on I Street for the outbound alley traffic to exit the alley. Likewise, when a vehicle is entering the alley at the same time a truck is exiting the alley, either the truck driver needs to back up to allow the vehicle to enter from I Street, or the vehicle on I Street must wait on the street for the truck to exit. Autoturn diagrams are included in Appendix I.

The anticipated alley volumes are summarized on Table 9.

Table 9
Anticipated Alley Traffic Volumes

Component	AM Peak Hour			PM Peak Hour			ADT
	In	Out	Total	In	Out	Total	
2017 Alley Volume	5	3	8	5	8	13	130*
2112 Pennsylvania	104	14	118	19	91	110	824
Total	109	17	126	24	99	123	954

* ADT estimated based on the assumption that the peak hour volume is 10% of the ADT.

As detailed in a subsequent section, the proposed redevelopment of 2100 Pennsylvania Avenue is anticipated to generate 163 AM peak hour vehicle trips, 185 PM peak hour vehicle trips, and 1,532 daily vehicle trips. If the parking access were provided via the public alley, the total peak hour alley traffic volume would be 289 vehicles during the AM peak hour and 308 vehicles during the PM peak hour. The estimated daily alley traffic would be 2,486 vehicles per day. The increased alley volume would create more conflicts with trucks using the alley thereby creating increased delays and potential safety concerns. A detailed level of service and queuing analysis of the I Street/Public Alley intersection

with and without the proposed project's parking access on the alley is provided in the "Total Future Conditions" section of the report.
Upon concluding that the public alley was not a workable location for parking access, the three street frontages were considered for parking access. From a traffic operations perspective, the vehicular traffic volume on I Street is approximately 75 percent lower than Pennsylvania Avenue and approximately 30 percent lower than 21st Street. Pennsylvania Avenue is classified as a principal arterial. While I Street also is technically classified as a principal arterial within the study area, due to its limited connectivity, it does not function as such. I Street terminates to the west at 23rd Street. To the east, I Street becomes one-way eastbound between 21st Street and Pennsylvania Avenue. East of Pennsylvania Avenue, I Street is one-way westbound.

From a site planning and project design perspective, I Street is the most appropriate location to place access to underground parking. The elevation on I Street is approximately 12 feet lower than the elevation on Pennsylvania Avenue, which allows the parking ramp to begin its descent lower than the building's ground floor.

The proposed curb cut on I Street would meet all of DDOT's design criteria, as summarized below in Table 10.

Table 10
Summary of DDOT Design Criteria for Curb Cuts

Criteria	Proposed
32' between adjacent driveways	75.07'
60' between adjacent intersections	215.47'
24' Max curb cut width	24'
20' Min curb cut width (two-way)	24'
90° Angle	90°
Flush with sidewalk	Yes
Continuous sidewalk material across driveway	Yes
12% Max grade in public space	<12%
Must lie within property it serves	Yes
6' Radii	6'
Min 16' from existing healthy tree	Approx. 103'
Gates/Card Readers at least 20' behind sidewalk	>20'
Min Sight Distance per Design and Engineering Manual†	Met

† Per §31.2.3.1 of DDOT's Design and Engineering Manual, sight-distance when exiting a driveway or parking garage requires a minimum 15 feet distance from the edge line of the driveway on a 45-degree angle from the property line or garage exit, as applicable, to the back edge line of the sidewalk. Within this area, no over-height fencing and/or shrubbery over 4 feet tall are allowed, excluding city trees. See Appendix J for sight distance diagrams.

Loading Access

The loading facilities are planned internal to the site on the ground level and will be accessed via the abutting public alley. The site's loading facilities have been designed to accommodate the vast majority of trucks in a front-in/front-out manner to minimize conflicts with other alley traffic. Deliveries made via WB-40 trucks, which are expected to be infrequent, would back into the proposed loading berth from the alley.

All delivery and service vehicles will enter the alley system front-first from I Street and exit the alley system front-first to I Street.

Diagrams showing the truck maneuvers in and out of the alley and loading areas are included in Appendix K.

Pedestrian and Bicycle Access

Pedestrian access to the various uses will be provided along the three site frontages: Pennsylvania Avenue, 21st Street, and I Street. The main pedestrian access to the office lobby will be located at the corner of Pennsylvania Avenue and 21st Street.

A bicycle access lane will be provided along the ramp to the parking garage to facilitate bicycle access to the long-term bicycle parking located in the P1 level of the garage.

Pedestrian and bicycle circulation patterns are shown on Figures 13B and 13C.

Trip Generation Analysis

Overview

The total number of trips generated by the proposed redevelopment would be comprised of vehicular trips, pedestrian trips, bicycle trips, and transit trips.

Existing Development

Total Trips

The total number of net new trips anticipated to be generated by the proposed redevelopment was estimated based on the Institute of Transportation Engineer's (ITE's) Trip Generation Manual. To estimate the number of trips currently generated by the site, Land Use Code (LUC) 710 (General Office) and LUC 820 (Retail) were used with the square footage as the independent variable. The trip generation for the existing development is summarized in Table 11.

Table 11
Site Trip Generation Summary – Existing Uses

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
General Office (LUC 710) – 333,700 SF[1]						
Total Trips[2]	442	60	502	77	375	452
Non-auto Mode Split (60%)[3]	*265*	*36*	*301*	*46*	*225*	*271*
Transit (50%)	*221*	*30*	*251*	*38*	*187*	*225*
Bicycle (4%)	*18*	*2*	*20*	*3*	*15*	*18*
Pedestrian (6%)	*26*	*4*	*30*	*5*	*23*	*28*
Sub-total Vehicle Trips	177	24	201	31	150	181
Reduction due to Parking Supply (40%)[4]	*71*	*10*	*81*	*12*	*60*	*72*
Vehicle Trips	106	14	120	19	90	109
Retail (LUC 820) – 20,000 SF[1]						
Total Trips[2]	36	22	58	98	16	204
Non-auto Trips (75%)[5]	*27*	*17*	*44*	*74*	*79*	*153*
Transit (50%)	*18*	*11*	*29*	*49*	*53*	*102*
Bicycle (10%)	*4*	*2*	*6*	*10*	*10*	*20*
Pedestrian (15%)	*5*	*4*	*9*	*15*	*16*	*31*
Sub-total Vehicle Trips	*9*	*5*	*14*	*24*	*27*	*51*
Reduction due to Parking Supply (40%)[4]	*4*	*2*	*6*	*10*	*11*	*21*
New Vehicle Trips	5	3	8	14	16	30
Total Existing Uses						
Total Trips	478	82	560	175	481	656
Non-auto Trips	292	53	345	120	304	424
Transit	239	41	280	87	240	327
Bicycle	22	4	26	13	25	38
Pedestrian	31	8	39	20	39	59
Sub-total Vehicle Trips	186	29	215	55	177	232
Reduction due to Parking Supply (40%)	*75*	*12*	*87*	*22*	*71*	*93*
Vehicle Trips	111	17	128	33	106	139

[1] The trip generation presented in this table reflects full occupancy of the existing building. Due to the pending zoning application, occupancy rates have decreased (the building currently is 70 percent occupied, including 14 percent GW-related uses). Should the zoning application not move forward (or not be approved), occupancy rates for the existing building would increase to at or near 100 percent. To provide a conservative analysis, all LOS and queue analyses presented in this study account for a reduction in traffic equal to the actual, observed trip generation, not the trip generation that would be realized at 100 percent occupancy.

[2] Trips generated using ITE's Trip Generation Manual, 9th Edition.

[3] The non-auto mode split for office was conservatively assumed to be 60 percent based on data for similar sites contained in the 2005 WMATA Ridership Survey. This reduction represents the sum of all non-vehicular trips.

[4] The "Reduction due to parking supply" assumes an additional 40 percent reduction from the number of vehicle trips. The reduction was based on traffic counts from the Square 54 Transportation Performance Monitoring Study dated April 1, 2016, and from traffic counts conducted at the existing driveway for 2100 Pennsylvania Avenue conducted in January 2017. Based on these traffic counts, approximately 40 percent of vehicular traffic arrives in a single AM peak hour and approximately 40 percent of vehicular traffic departs in a single PM peak hour. With an existing parking supply of 250 spaces, the application of a 40 percent reduction yields approximately 40 percent of the parking spaces entering during the morning peak hour and approximately 40 percent leaving during the PM peak hour.

[5] The non-auto mode split for retail was assumed to be 75 percent based on the location of the project in the heart of the George Washington University campus and the significant volume of pedestrian traffic along the I Street corridor oriented to/from the Foggy Bottom Metro Station. This reduction represents the sum of all non-vehicular trips.

Non-Auto Mode Split

A portion of the trips generated by the existing development are made via non-auto modes of transportation. The percentage of site-generated trips that would use non-auto modes of transportation is dependent on the proximity of the site to transit stops, the walkability of the surrounding area, and the degree to which the use of non-auto modes is encouraged, such as by implementation of a transportation demand management (TDM) program.

To estimate the non-auto mode splits, the 2005 WMATA Ridership Survey was used. Based on similar office sites included in the Ridership Survey (including sites near the Friendship Heights, Farragut West, and U Street Metro Stations), approximately 60 percent of office trips would be expected to be made by transit, bicycle, or on foot.

Based on the equations provided in the Ridership Survey, an estimated 35 percent of retail trips would be expected to be made by transit (including bus and rail). Data for a retail site near the U Street Metro Station suggests that 81 percent of trips could be expected to be made by non-auto modes of transportation (including transit, biking, and walking). Given the site's location in the heart of GW's campus, the walkability of the surrounding neighborhood, and the proximity to the Foggy Bottom – GWU Metro Station, a non-auto mode split of 75 percent was assume for the retail component of the existing development.

Based on these mode split estimates, the existing development is estimated to generate 345 AM peak hour trips and 424 PM peak hour trips by non-auto modes of transportation. The non-auto trips will be comprised on transit, pedestrian, and bicycle trips. The estimates for the specific modes, as shown in Table 11, were based on data contained in the 2005 WMATA Ridership Survey.

Pass-By Trips

A portion of the trips generated by retail and service uses are made by vehicles already using the adjacent streets to reach a different destination but stop at the site in passing. This type of trip is called a pass-by trip, and is defined by ITE's Trip Generation Manual as a trip in which the retail or service destination is the secondary part of a primary trip, such as a work-to-shopping-to-home trip. An example of a pass-by trip would be one in which a driver stops at the retail or service uses on his/her way home from work. According to the Trip Generation Manual, pass-by trips make up approximately 34 percent of retail trips during the PM peak hour (based on an average of 100 retail sites included in the ITE database). In accordance with DDOT policy, no pass-by trip reduction was taken for the existing uses. Therefore, the number of vehicle trips generated by the existing site should be considered conservative.

Proposed Redevelopment

Total Trips

To estimate the number of trips anticipated to be generated by the proposed uses on site, Land Use Code (LUC) 710 (General Office) and LUC 820 (Retail) were again used with the

square footage as the independent variable. The trip generation for the proposed development is summarized in Table 12.

Table 12
Site Trip Generation Summary – Proposed Uses

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
General Office (LUC 710) – 440,00 SF						
Total Trips[1]	551	75	626	97	474	571
Non-auto Mode Split (60%)[2]	*331*	*45*	*376*	*58*	*284*	*342*
Transit (50%)	*276*	*37*	*313*	*48*	*237*	*285*
Bicycle (4%)	*22*	*3*	*25*	*4*	*19*	*23*
Pedestrian (6%)	*33*	*5*	*38*	*6*	*28*	*34*
Sub-total Vehicle Trips	220	30	250	39	190	229
Reduction due to Parking Supply (40%)[3]	*88*	*12*	*100*	*16*	*76*	*92*
Vehicle Trips	132	18	150	23	114	137
Retail (LUC 820) – 40,000 SF						
Total Trips[1]	55	34	89	156	168	324
Non-auto Trips (75%)[4]	*41*	*26*	*67*	*117*	*126*	*243*
Transit (50%)	*27*	*17*	*44*	*78*	*84*	*162*
Bicycle (10%)	*6*	*4*	*10*	*16*	*17*	*33*
Pedestrian (15%)	*8*	*5*	*13*	*23*	*25*	*48*
Reduction due to Parking Supply (40%)[3]	*6*	*3*	*9*	*16*	*17*	*33*
New Vehicle Trips	8	5	13	23	25	48
Total Proposed Uses						
Total Trips	606	109	715	253	642	895
Non-auto Trips	372	71	443	175	410	585
Transit	303	54	357	126	321	447
Bicycle	28	7	35	20	36	56
Pedestrian	41	10	51	29	53	82
Reduction due to Parking Supply (40%)	234	38	272	78	232	310
Vehicle Trips	140	23	163	46	139	185

[1] Trips generated using ITE's Trip Generation Manual, 9th Edition. Total gross square footage was used (not GFA).

[2] The non-auto mode split for office was conservatively assumed to be 60 percent based on data for similar sites contained in the 2005 WMATA Ridership Survey. This reduction represents the sum of all non-vehicular trips.

[3] The "Reduction due to parking supply" assumes an additional 40 percent reduction from the number of vehicle trips. The reduction was based on traffic counts from the Square 54 Transportation Performance Monitoring Study dated April 1, 2016, and from traffic counts conducted at the existing driveway for 2100 Pennsylvania Avenue conducted in January 2017. Based on these traffic counts, approximately 40 percent of vehicular traffic arrives in a single AM peak hour and approximately 40 percent of vehicular traffic departs in a single PM peak hour. With a proposed parking supply of approximately 336 spaces, the application of a 40 percent reduction yields approximately 40 percent of the parking spaces entering during the morning peak hour and approximately 40 percent leaving during the PM peak hour.

[4] The non-auto mode split for retail was assumed to be 75 percent based on the location of the project in the heart of the George Washington University campus and the significant volume of pedestrian traffic along the I Street corridor oriented to/from the Foggy Bottom Metro Station. This reduction represents the sum of all non-vehicular trips.

Non-Auto Trips

Like the existing development, a portion of the trips generated by the proposed redevelopment would be made via non-auto modes of transportation. Consistent with the existing uses, 60 percent of office trips and 75 percent of retail trips were assumed to be made by non-auto modes of transportation. The breakdown of transit, bicycle, and pedestrian trips is provided in Table 12.

Based on these mode split estimates, the proposed redevelopment is expected to generate 443 AM peak hour trips and 585 PM peak hour trips by non-auto modes of transportation.

Pass-by Trips

Like existing conditions, no pass-by trips were assumed for the proposed redevelopment. As a result, the vehicular trip generation for the site should be considered conservative.

Net Vehicle Trips

The number of net new vehicle trips generated by the proposed redevelopment was calculated by subtracting the existing vehicular site trips from the proposed vehicular site trips. As shown on Table 13, the proposed redevelopment would generate 35 additional AM peak hour vehicle trips than current conditions and 46 additional PM peak hour vehicle trips than current conditions.

Table 13
Site Trip Generation Summary – Net New Vehicle Trips

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing Vehicle Trips	111	17	128	33	106	139
Proposed Vehicle Trips	140	23	163	46	139	185
Net New Vehicle Trips	29	6	35	13	33	46

Site Trip Distribution and Assignment

The distribution of new peak hour vehicle trips generated by the proposed redevelopment was based on existing traffic patterns in the study area and general knowledge of commuter routes to/from the site. The site trip distribution also was consistent with the George Washington University Site 75A Revised Transportation Impact Study (prepared by Wells + Associates, dated September 2012). The site trip distributions are summarized in Table 14.

Table 14
Site Trip Distributions

Roadway	Direction	Inbound	Outbound
Pennsylvania Avenue	To/From North	15%	15%
	To/From South	15%	15%
New Hampshire Avenue	To/From East	5%	10%
	To/From West	5%	5%
K Street	To/From East	0%	10%
	To/From West	15%	15%
23rd Street	To/From North	5%	0%
	To/From South	15%	15%
22nd Street	To/From North	0%	10%
	To/From South	5%	0%
21st Street	To/From North	20%	0%
	To/From South	0%	5%

The trip distributions shown in Table 14 were applied to the new office and retail vehicle trips generated by the proposed redevelopment. The resultant site trip assignments for the proposed office and retail uses are shown on Figures 14 and 15, respectively. The total site trips generated by the redevelopment are shown on Figure 16.

The existing office and retail trips were removed from the network based on the distribution above; however, volumes at the existing curb cut were adjusted slightly to ensure that existing driveway counts were "zeroed out" as the result of the razing of the existing building. The removed office and retail site trips are shown on Figure 17.

The net new site trips were calculated by subtracting the removed site trips, shown on Figure 17, from the total site trips generated by the redevelopment, shown on Figure 16. The resulting net new site trips are shown on Figure 18.

Proposed Parking

Vehicular Parking

Based on parking requirements prescribed in the 2016 Zoning Regulations (ZR16), a minimum of 268 parking spaces are required for the proposed project. A summary of the parking required and provided for each land use is provided in Table 15. As shown in Table 15, the Applicant is not seeking relief from the minimum parking requirements.

Table 15
Parking Summary

Land Use	Required Parking†	Proposed Parking‡
Office	0.5 per 1,000 SF of GFA (>3,000 SF) = 0.5*(424,822-3,000)/1,000 211 spaces	238 standard spaces 8 ADA spaces 89 compact spaces
Retail	1.33 per 1,000 SF of GFA (> 3,000 SF) = 1.33*(28,740-3,000)/1,000 34 spaces	
Total	**245 spaces**	**335 spaces**

† In accordance with ZR16, GFA used to calculate parking requirements.
‡ Office vs. retail split not yet determined

Bicycle Parking

The development also would be required to provide long-term and short-term bicycle parking, in accordance with ZR16. Long-term bicycle parking is intended for use by employees and must be located on the first level below grade or on the ground floor of the building. Short-term bicycle parking is intended for use by visitors to the site and should be located in public space with input from DDOT during the public space process. The required bicycle parking for the development is summarized in Table 16 below.

Table 16
Bicycle Parking Summary

Land Use	Required Parking†		Proposed Parking	
	Long-term	Short-term	Long-term	Short-term‡
Office	1 per 2,500 SF of GFA 424,822/2,500 = 170 spaces Provide 110*	1 per 40,000 SF of GFA 424,822/40,000 = 11 spaces	118 spaces	20 spaces
Retail	1 per 10,000 SF of GFA 28,740/10,000= 3 spaces	1 per 3,500 SF of GFA 28,740/3,500= 8 short-term		
Total	**113 spaces**	**19 spaces**	**118 spaces**	**20 spaces**

* Per ZR16 §802.2, after the first 50 bicycle spaces are provided for a use, additional spaces are required at ½ the specified ratio.
† In accordance with ZR16, GFA used to calculate parking requirements.
‡ The exact number and location of short-term bicycle parking spaces will be finalized through the public space process.

Long-term bicycle parking will be located on the first floor of the garage along with a bicycle repair station.

Proposed Loading

The loading requirements for the proposed redevelopment are prescribed by the ZR16 and are summarized in Table 17.

Table 17
Loading Summary

Land Use	Required Loading*	Proposed Loading
Office	> 200,000 SF of GFA 3 loading berths + platforms 1 service/delivery space	3 30-foot berths with 100 SF platforms; 1 service/delivery space
Retail	> 20,000; ≤100,000 SF of GFA 2 loading berths = platforms 1 service/delivery space	
Total	**3 loading berths + platforms 1 service/delivery space**	**3 30-foot berths with 100 SF platforms; 1 service/delivery spaces**

* Where two or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading.

TOTAL FUTURE CONDITIONS

Traffic Forecasts

Total future traffic forecasts with the proposed redevelopment were determined by combining the background volumes shown on Figure 12 with the net new site traffic volumes shown on Figure 18 to yield the 2022 total future traffic forecasts shown on Figure 19.

Capacity Analysis

Capacity analyses were performed at the study intersections using the lane use and traffic controls shown on Figure 3, the total future peak hour traffic forecasts shown on Figure 19, and existing DDOT traffic signal timings. The level of service results for the 2022 total future conditions with the proposed redevelopment are included in Appendix L and summarized in Table 6.

By comparing total future levels of service to background levels of service, the impact of the proposed development can be identified. In accordance with DDOT methodology, an impact is defined as follows:

- Degradation in approach or overall level of service to LOS E or LOS F or
- Increase in overall intersection delay by more than five seconds when compared to background conditions for intersections operating at an overall LOS E or LOS F under background conditions.

As shown in Table 6, where **overall** intersection levels of service under background conditions are projected to be a LOS D or better, **overall** intersection levels of service under total future conditions with the proposed redevelopment also are projected to be at a LOS D or better. However, two approaches are projected to experience a degradation in level of service to LOS E or LOS F. One intersection currently operating with significant overall delay is projected to experience an increase in overall intersection delay by more than five seconds. Specifically, these impacts are as follows:

- The eastbound approach at Washington Circle/Pennsylvania Avenue EB (west) is projected to drop from a LOS E to a LOS F during the AM peak hour.
- The westbound approach at I Street/22nd Street is projected to drop from a LOS D to a LOS E during the PM peak hour.
- The overall intersection delay at I Street/22nd Street is projected to increase by more than five seconds during the AM and PM peak hours. Note this intersection operates at a LOS F during the AM and PM peak hours under existing, background, and total future conditions.

Queue Analysis

A queue analysis was conducted for 2022 total future conditions. Synchro was used to conduct the analyses, using the 95th percentile queue lengths. The results are summarized in Table 7 and queue reports are provided in Appendix L.

By comparing total future queues to background queues, the impact of the proposed development can be identified. In accordance with DDOT methodology, an impact is defined as an increase in the 95th percentile queue greater than 150 feet when compared to background conditions. As shown in Table 7, no queues would increase by more than 150 feet and the proposed redevelopment is not projected to have any queueing impacts.

Analysis with Parking Access via the Public Alley

As requested by DDOT, an analysis of the I Street/Public Alley intersection was conducted assuming that the proposed project's parking access would be provided via the alley rather than a separate curb cut. The levels of service and 95th percentile queues are summarized in Tables 18 and 19, respectively. Results of the analyses are included in Appendix M.

Table 18
Level of Service Summary with Parking Access via Alley

Approach	Total Future Conditions*		Total Future with Parking Access via Alley	
	AM Peak	PM Peak	AM Peak	PM Peak
16. I Street/Public Alley				
EBLTR	A	A	A	A
WBLTR	A	A	A	A
NBLTR	D	F [88.5]	E	F [210.3]
SBLTR	C	C	D	F [62.8]

* Reflects Parking Access via Curb Cut on I Street; not via alley
[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

As shown in Table 18, the southbound (alley) approach would drop from a LOS C to a LOS F during the PM peak hour if the garage access were provided via the alley.

Table 19
95th Percentile Queue Summary (in feet) with Parking Access via Alley

Approach	Available Storage†	Total Future Conditions*		Total Future with Parking via Alley	
		AM Peak	PM Peak	AM Peak	PM Peak
16. I Street/Public Alley					
EBLTR	240'	7	1	18	4
WBLTR	65'/265'	1	0	1	0
NBLTR	NA	3	49	4	80
SBLTR	NA	7	50	23	229

* Reflects Parking Access via Curb Cut on I Street; not via alley

As shown in Table 19, the queues for the alley are projected to increase by 179 feet (or approximately seven car lengths) during the PM peak hour if the parking access were provided via the alley.

Improvement Analysis

To mitigate the potential impact of the proposed redevelopment, as identified above, improvements were examined at each impacted intersection. Level of Service results with the improvements are summarized in Table 20. Queue results with the improvements are summarized in Table 21. Level of Service and queue reports are included in Appendix N.

I Street/22nd Street

Due to the significant delay experienced by eastbound vehicles currently and under future conditions, a separate eastbound left turn lane with a storage length of 150 feet was evaluated at the intersection. As shown in Table 20, during the both the AM and PM peak hours, the eastbound left turn lane would significantly reduce the delay for the eastbound approach. During the PM peak hour, the overall level of service for the intersection is projected to improve from a LOS F to LOS E. Parking on the south side of I Street would need to be restricted to accommodate an eastbound left turn lane.

During the PM peak hour, signal timings at the intersection were re-optimized to account for the added capacity in the eastbound direction. Six seconds of green time were shifted from the eastbound phase to the westbound phase. As a result, the westbound approach is projected to improve from LOS E to LOS D during the PM peak hour.

As shown in Table 21, the 95th percentile queues on the eastbound approach are projected to substantially decrease with the addition of an eastbound left turn lane at the intersection.

I Street/21st Street

Peak hour traffic signal warrants were examined to determine whether signalization of this intersection would be appropriate in the future. Based on the peak hour warrants identified by the Manual on Uniform Traffic Control Devices (MUTCD), peak hour traffic forecasts would not meet the threshold required for signalization.

AM and PM pedestrian peak hour traffic signal warrants for the I Street/21st Street intersection also were evaluated in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) under future conditions with the proposed redevelopment. Based on the anticipated traffic forecasts, the pedestrian peak hour warrant would be met for both the AM and PM peak hours under future conditions. Applicable traffic signal warrants are included in Appendix O.

Therefore, a signal is proposed at this intersection in conjunction with the proposed redevelopment. As shown in Table 20, the eastbound approach is projected to improve from a LOS F to LOS C during the PM peak hour.

As shown in Table 21, the 95th percentile queues at the intersection are projected to be accommodated within the available storage with signalization.

Table 20
Level of Service Summary with Recommended Improvements

Approach	Background Conditions		Total Future Conditions		Total Future With Improvements	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Washington Circle/Pennsylvania Avenue EB (east)						
NBL	A	C	A	C	A	C
NBT	A	B	A	B	A	B
NBR	B	A	B	A	B	A
Overall	**A**	**B**	**A**	**B**	**A**	**B**
2A. Washington Circle/Pennsylvania Avenue WB (east)						
WBR	D	A	D	B	D	B
NBT	A	A	A	A	A	A
Overall	**B**	**A**	**B**	**B**	**B**	**B**
2B. Washington Circle/K Street/Pennsylvania Avenue (east)						
EBT	A	A	A	A	A	A
NBT	C	B	C	B	C	B
Overall	**B**	**B**	**B**	**B**	**B**	**B**
2C. Washington Circle/K Street WB (east)						
WBR	D	F (87.1)	D	F (87.0)	D	F (87.0)
NBT	A	A	A	A	A	A
Overall	**A**	**B**	**A**	**B**	**A**	**B**
3. Washington Circle/New Hampshire Avenue (north)						
WBTR	A	A	A	A	A	A
WBR	D	A	D	A	D	A
SBR	D	D	D	D	D	D
Overall	**C**	**B**	**C**	**A**	**C**	**A**
4. Washington Circle/23rd Street (north)						
WBT	A	B	A	B	A	B
SBR	D	D	D	D	D	D
Overall	**B**	**C**	**B**	**C**	**B**	**C**
5. Washington Circle/Pennsylvania Avenue WB (west)						
SBT	D	C	D	C	D	C
SBR – To K Street	B	C	B	C	B	C
SBR – To Penn Ave	A	A	B	A	B	A
Overall	**C**	**C**	**C**	**C**	**C**	**C**
6A. Washington Circle/K Street/Pennsylvania Avenue (west)						
WBT	A	A	A	A	A	A
SBR	D	D	D	D	D	D
Overall	**C**	**C**	**C**	**C**	**C**	**C**

[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

Table 20 (continued)
Level of Service Summary with Recommended Improvements

Approach	Background Conditions		Total Future Conditions		Total Future With Improvements	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
6B. Washington Circle/Pennsylvania Avenue EB (west)						
EBR	E (78.3)	C	F (83.0)	C	F (83.0)	C
SBT	B	A	B	A	B	A
Overall	**E (58.1)**	**B**	**E (61.3)**	**B**	**E (61.3)**	**B**
6C. Washington Circle/K Street EB (west)						
EBR	D	D	D	D	D	D
SBT	A	A	A	A	A	A
Overall	**B**	**A**	**B**	**A**	**B**	**A**
7. Washington Circle/New Hampshire Avenue (south)						
EBT	B	A	B	A	B	A
EBR	A	A	A	A	A	A
NBR	D	D	D	D	D	D
Overall	**B**	**A**	**B**	**A**	**B**	**A**
8. Washington Circle/23rd Street (south)						
EBTR	B	A	B	A	B	A
EBR	E (57.5)	F (131.2)	E (76.3)	F (139.3)	E (76.3)	F (139.3)
NBR	F (276.6)	F (90.4)	F (276.3)	F (90.3)	F (276.3)	F (90.3)
Overall	**F (93.4)**	**D**	**F (94.6)**	**D**	**F (94.6)**	**D**
9A. 22nd Street/K Street EB						
EBLT	A	C	A	C	A	C
NBTR	A	B	A	B	A	B
Overall	**A**	**B**	**A**	**B**	**A**	**B**
9B. 22nd Street/K Street WB						
WBTR	C	C	C	C	C	C
NBLTR	B	A	B	A	B	A
Overall	**C**	**B**	**C**	**B**	**C**	**B**
10. Pennsylvania Avenue/22nd Street						
EBLT	A	B	A	B	A	B
WBTR	D	B	D	B	D	B
NBLTR	C	C	C	C	C	C
Overall	**C**	**B**	**C**	**C**	**C**	**C**

[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

Table 20 (continued)
Level of Service Summary with Recommended Improvements

Approach	Background Conditions		Total Future Conditions		Total Future With Improvements	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
11. Pennsylvania Avenue/21st Street						
EBTR	D	C	D	C	D	C
WBLT	C	D	C	D	C	D
SBL	E (67.2)	C	E (67.2)	C	E (67.2)	C
SBTR	D	F (141.5)	D	F (147.4)	D	F (147.4)
SBR	-	C	-	C	-	C
SWBLR	F (235.7)	F (103.3)	F (235.7)	F (103.3)	F (235.7)	F (103.3)
SWBR	F (177.9)	F (138.6)	F (177.9)	F (138.6)	F (177.9)	F (138.6)
Overall	**E (67.2)**	**F (83.4)**	**E (67.0)**	**F (85.2)**	**E (67.0)**	**F (85.2)**
12. Pennsylvania Avenue/I Street						
EBLR	B	B	B	B	B	B
13. Pennsylvania Avenue/20th Street						
EBLT	F (92.3)	C	F (93.8)	C	F (93.8)	C
WBTR	B	B	B	B	B	B
NBLTR	C	C	C	C	C	C
Overall	**E (63.2)**	**C**	**E (63.9)**	**C**	**E (63.9)**	**C**
14. I Street/23rd Street						
WBLR	D	F (97.6)	D	F (117.1)	D	F (121.6)
NBTR	B	A	B	A	B	A
SBLT	A	A	A	A	A	A
Overall	**B**	**B**	**B**	**B**	**B**	**B**
15. I Street/22nd Street						
EBL	F (4672.8)	F (1974.0)	F (5511.2)	F (2398.9)	F (1266.3)	F (362.0)
EBTR					D	D
WBTR	B	D	C	E (61.3)	B	D
NBLTR	D	C	D	C	D	C
Overall	**F (1909.9)**	**F (575.7)**	**F (2367.9)**	**F (695.3)**	**F (250.3)**	**E (73.0)**
16. I Street/Public Alley						
EBLTR	A	A	A	A	A	A
WBLTR	A	A	A	A	A	A
NBLTR	D	F [67.2]	D	F [88.5]	D	F [89.8]
SBLTR	C	C	C	C	C	C

[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

Table 20 (continued)
Level of Service Summary with Recommended Improvements

Approach	Background Conditions		Total Future Conditions		Total Future With Improvements	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
17. I Street/Existing Curb Cut						
EBLTR	A	A	A	A	A	A
WBLTR	A	A	A	A	A	A
NBLTR	C	B	C	B	C	B
SBLTR	D	B	D	B	D	B
18. I Street/21st Street						
EBTR	D	F [818.0]	D	F [978.9]	D	C
SBLTR	A	A	A	A	A	A
Overall	-	-	-	-	**B**	**B**

[x.x] = unsignalized intersection control delay in sec/veh
(x.x) = signalized intersection control delay in sec/veh

Table 21
95th Percentile Queue Summary (in feet) with Recommended Improvements

Approach	Available Storage†	Background Conditions		Total Future Conditions		Total Future With Improvements	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1. Washington Circle/Pennsylvania Avenue EB (east)							
NBL	250'	3	73	2	73	2	73
NBT	280'	40	49	40	48	40	48
NBR	145'	4	7	3	7	3	7
2A. Washington Circle/Pennsylvania Avenue WB (east)							
WBR	70'	45	44	46	92	46	92
NBT	127'	83	38	83	38	83	38
2B. Washington Circle/K Street/Pennsylvania Avenue (east)							
EBT	142'	6	1	6	1	6	1
NBT	164'	148	54	150	66	150	66
2C. Washington Circle/K Street WB (east)							
WBR	212'	87	287	87	286	87	286
NBT	104'	51	16	51	17	51	17
3. Washington Circle/New Hampshire Avenue (north)							
WBT	106'	29	77	29	77	29	77
WBR	80'	831	95	834	95	834	95
SBR	220'	107	173	110	176	110	176

† All distances measured to nearest intersection or end of turn lane, as appropriate. Where two storage lengths are given, the first is the distance to the driveway, the second is the distance to the nearest intersection.

Table 21 (continued)
95th Percentile Queue Summary (in feet) with Recommended Improvements

Approach	Available Storage†	Background Conditions		Total Future Conditions		Total Future With Improvements	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
4. Washington Circle/23rd Street (north)							
WBT	130'	33	164	34	167	34	167
SBR	160'	0	350	0	355	0	355
5. Washington Circle/Pennsylvania Avenue WB (west)							
SBT	187'	209	530	213	530	213	530
SBR – To K Street	160'	83	523	86	554	86	554
SBR – To Penn Ave	190'	23	0	25	19	25	19
6A. Washington Circle/K Street/Pennsylvania Avenue (west)							
WBT	105'	2	12	2	12	2	12
SBR	200'	345	245	350	247	350	247
6B. Washington Circle/Pennsylvania Avenue EB (west)							
EBR	85'	545	360	549	362	549	362
SBT	190'	32	34	32	34	32	34
6C. Washington Circle/K Street EB (west)							
EBR	220'	203	60	213	64	213	64
SBT	78'	60	61	61	61	61	61
7. Washington Circle/New Hampshire Avenue (south)							
EBT	50'	321	121	344	127	344	127
EBR	50'	6	5	6	5	6	5
NBR	315'	112	76	114	78	114	78
8. Washington Circle/23rd Street (south)							
EBTR	35'	491	30	519	31	519	31
EBR	35'	393	838	432	859	432	859
NBR	370'	703	280	703	280	703	280
9A. 22nd Street/K Street EB							
EBLT	55'	91	82	91	82	91	82
NBTR	30'	15	60	15	58	15	58
9B. 22nd Street/K Street WB							
WBTR	95'	61	99	61	99	61	99
NBLTR	210'	33	3	33	3	33	3
10. Pennsylvania Avenue/22nd Street							
EBLT	100'	143	99	143	98	143	98
WBTR	240'	91	213	91	206	91	206
NBLTR	375'	120	121	124	140	124	140

† All distances measured to nearest intersection or end of turn lane, as appropriate. Where two storage lengths are given, the first is the distance to the driveway, the second is the distance to the nearest intersection.

Table 21 (continued)
95th Percentile Queue Summary (in feet) with Recommended Improvements

Approach	Available Storage†	Background Conditions		Total Future Conditions		Total Future With Improvements	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
11. Pennsylvania Avenue/21st Street							
EBTR	580'	349	95	349	95	349	95
WBLT	325'	61	138	65	140	65	140
SBL	140'/300'	379	294	379	294	379	294
SBTR	140'/300'	201	971	208	988	208	988
SBR	140'/300'	-	0	-	0	-	0
SWBLR	280'	291	413	291	413	291	413
SWBR	280'	276	432	276	432	276	432
12. Pennsylvania Avenue/I Street							
EBLR	305'	24	18	25	20	25	20
13. Pennsylvania Avenue/20th Street							
EBLT	470'	708	341	710	345	710	345
WBTR	365'	55	46	58	47	58	47
NBLTR	315'	314	274	314	275	314	275
14. I Street/23rd Street							
WBLR	260'	89	216	92	193	92	216
NBTR	330'	307	61	317	61	317	61
SBLT	370'	0	20	0	20	0	20
15. I Street/22nd Street							
EBL	150’	741	354	835	401	352	134
EBTR	260'					283	145
WBTR	230'/535'	27	122	32	233	45	261
NBLTR	320'	209	105	211	106	211	106
16. I Street/Public Alley							
EBLTR	240'	7	1	7	1	7	1
WBLTR	65'/265'	1	0	1	0	1	0
NBLTR	NA	3	40	3	49	3	50
SBLTR	NA	6	41	7	50	7	50
17. I Street/Existing Curb Cut							
EBLTR	100'/345'	3	0	10	2	10	2
WBLTR	170'	0	0	0	0	0	0
NBLTR	NA	1	0	2	0	2	0
SBLTR	NA	2	7	9	18	9	18
18. I Street/21st Street							
EBTR	160'/540'	96	403	104	464	165	114
SBLTR	120'	2	9	2	9	80	154

† All distances measured to nearest intersection or end of turn lane, as appropriate. Where two storage lengths are given, the first is the distance to the driveway, the second is the distance to the nearest intersection.

TRANSPORTATION DEMAND MANAGEMENT

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by Transportation Demand Management (TDM) plans implemented by those in the private sector. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group.

While the location of the proposed redevelopment proximate to the Foggy Bottom Metro Station and an abundance of multi-modal transportation options will naturally encourage the use of non-auto modes of transportation, the Applicant also has developed a TDM plan with strategies to reduce the number of vehicles at the proposed project. Specific TDM measures will include:

1. A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information regarding transportation options is disseminated to office and retail tenants of the building. The position may be part of other duties assigned to the individual.
2. The property management website will include information on and/or links to current transportation programs and services, such as:
    - Capital Bikeshare,
    - Car-sharing services,
    - Ride-hailing services (e.g. Lyft or Uber),
    - Transportation Apps (e.g. Metro, Citymapper, Spotcycle, Transit),
    - Commuter Connections Rideshare Program, which provides complimentary information on a variety of commuter programs to assist in determining which commuting options work best for commuters,
    - Commuter Connections Guaranteed Ride Home, which provides commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work with a free and reliable ride home in an emergency, and
    - Commuter Connections Pools Program, which incentivizes commuters who currently drive alone to carpool. Participants can earn money for carpooling to work and must complete surveys and log information about their experience.

3. An electronic display will be provided in the lobby of the building and will provide public transit information such as nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital BikeShare locations indicating the number of bicycles available at each location.
4. Shower and changing facilities will be provided in the building for employees who bike, walk, or jog to work.
5. Convenient and covered secure bike parking facilities will be provided in accordance with the minimum required by ZR16.
6. A bicycle repair facility will be provided on the P1 level of the garage.
7. Two electric car charging stations will be provided in the garage.
8. Two spaces in the garage will be designated for a car sharing service, subject to demand from a service provider.
9. Designated parking for carpools and/or vanpools will be located in convenient locations in the garage near the elevator lobby.
10. The cost of parking spaces for tenants will be unbundled from leases.

CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations of this study are as follows:

1. The subject site is well served by an abundance of transportation facilities and services, including Metrorail, Metrobus, DC Circulator, commuter bus lines, Capital Bikeshare and car sharing services.
2. The site currently is occupied with an existing 270,000 SF office building with 20,000 SF of ground floor retail and Rice Hall, which houses approximately 63,700 SF of office space for George Washington University. Approximately 250 below-grade parking spaces are currently provided on site which can be accessed by the existing cub cut on I Street.
3. The proposed development will replace the existing office buildings with a new, 11-story office building housing approximately 440,000 SF of office space and approximately 40,000 SF of retail space. Three levels of below-grade parking will provide approximately 335 (±5%) parking spaces.
4. The proposed redevelopment is anticipated to generate 35 net new AM peak hour vehicle trips and 46 net new PM peak hour vehicle trips.
5. Access to the 335 below-grade parking spaces is proposed via a new curb cut on I Street, which will be in full conformance with DDOT criteria for curb cuts. Loading access will be provided via the public alley.
6. Parking access via the abutting public alley was determined to be infeasible due to conflicts created by trucks using the alley to serve the existing and proposed uses on

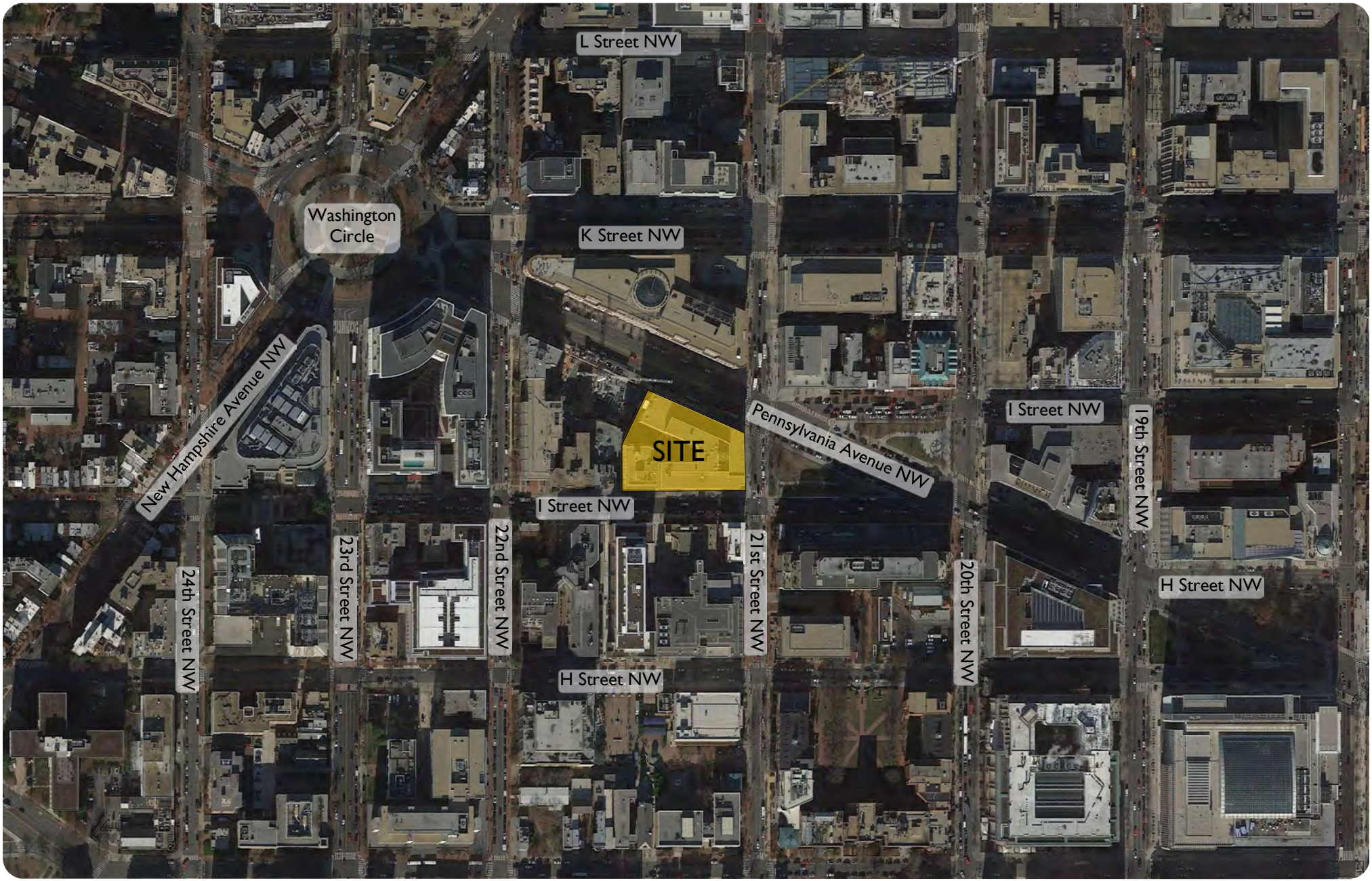

Figure 1
Site Location Map

2100 Pennsylvania Avenue NW
Washington, DC

NORTH

NTS

NORTH

Figure 2A
Site Plan - Pennsylvania Avenue

2100 Pennsylvania Avenue NW
Washington, DC

NTS

Figure 2B
Site Plan - I Street

2100 Pennsylvania Avenue NW
Washington, DC

NORTH

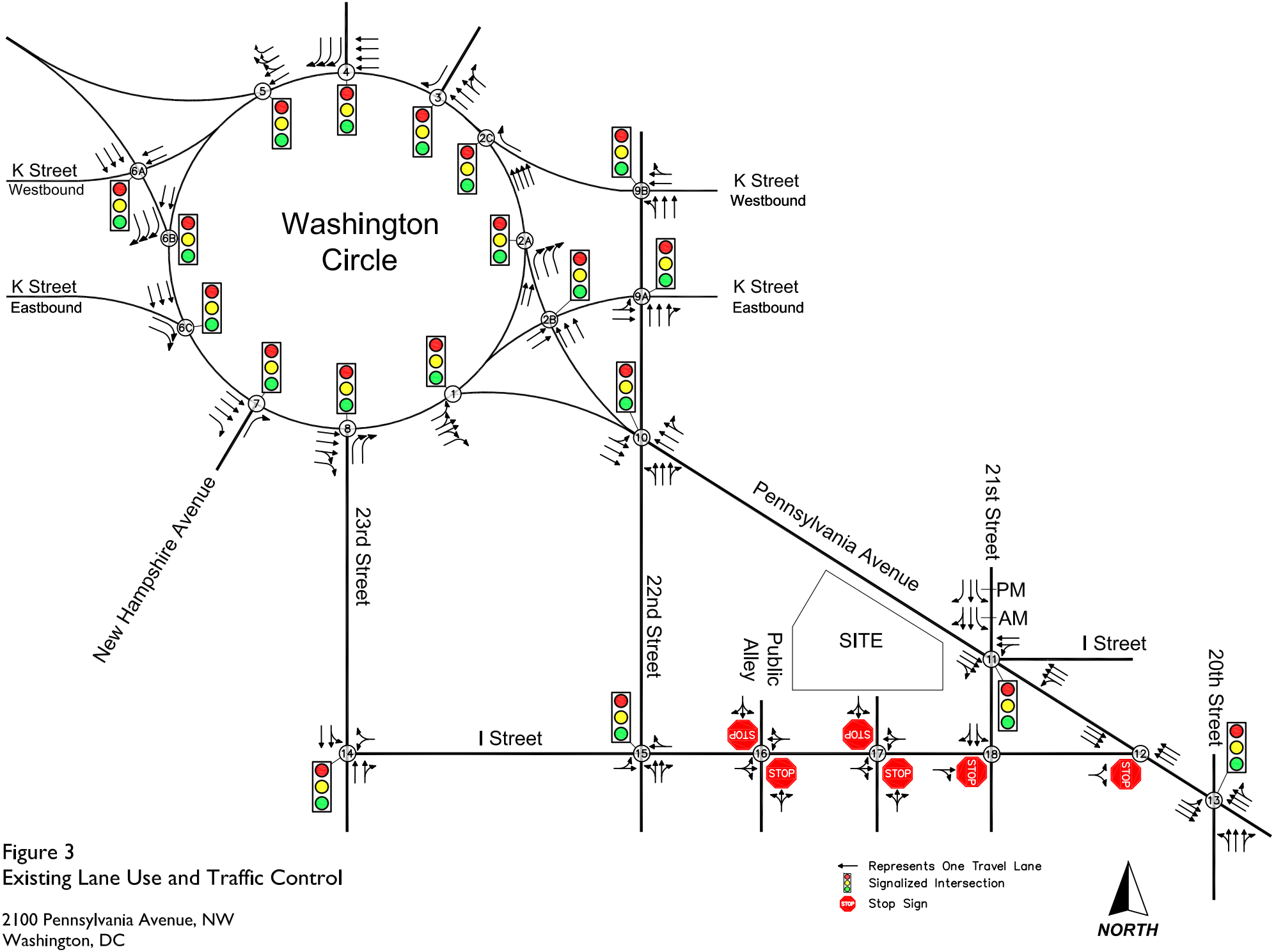

Figure 3
Existing Lane Use and Traffic Control

2100 Pennsylvania Avenue, NW
Washington, DC

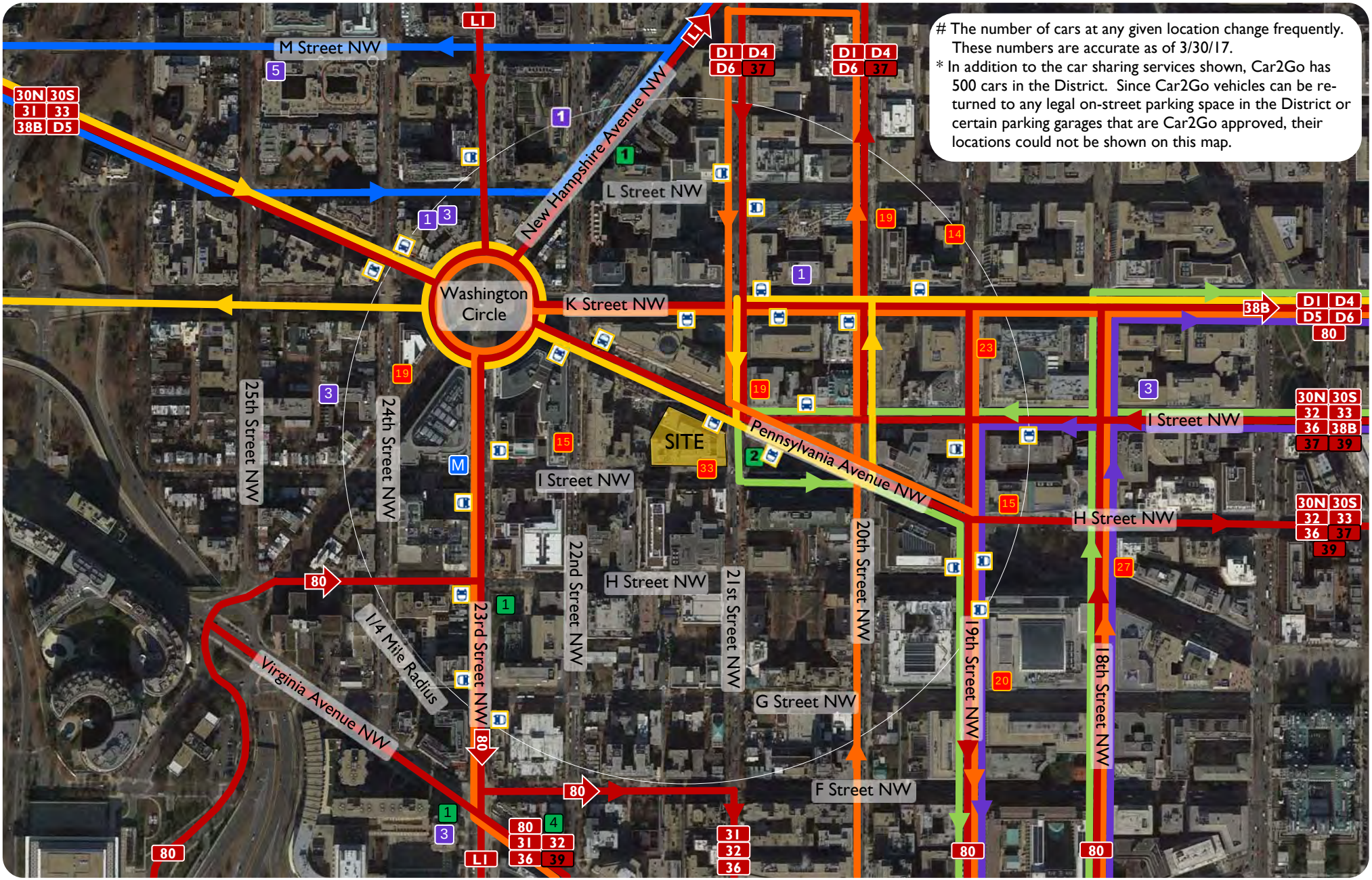

Figure 4
Multi-Modal Transportation Options

2100 Pennsylvania Avenue NW
Washington, DC

XX Metrobus Route
XX MetroExtra Route
DC Circulator (Dupont Circle-Georgetown-Rosslyn)
DC Circulator (Georgetown-Union Station)
MTA Commuter Route
PRTC OmniRide Route
Loudoun County Transit Route

Bus Stops
M Foggy Bottom-GWU Metrorail Station (Orange, Silver, and Blue Lines)
Capital Bikeshare Locations (Number of Docks)
Zipcar Locations (Number of Zipcars)
Enterprise Car Share (Number of Cars)

NORTH

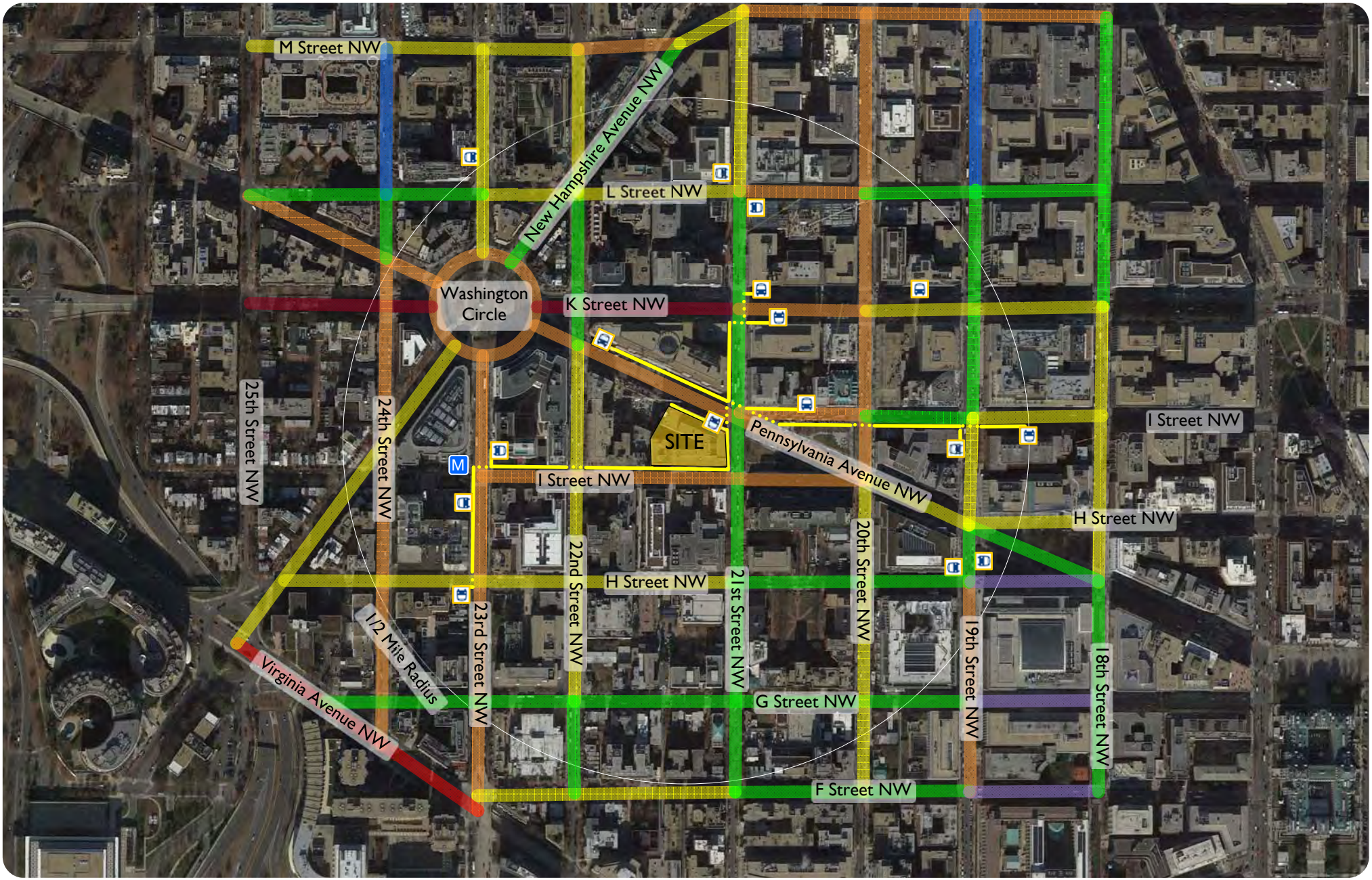

Figure 5
One Quarter Mile Walk Shed

2100 Pennsylvania Avenue NW
Washington, DC

Bus Stops
Foggy Bottom-GWU Metrorail Station
(Orange, Silver, and Blue Lines)
Likely Walking Routes to/from Bus Stops/Metrorail Stations
Sidewalk
Crosswalk

High Pedestrian Activity and Deficiency
Low Pedestrian Activity and Deficiency

NORTH

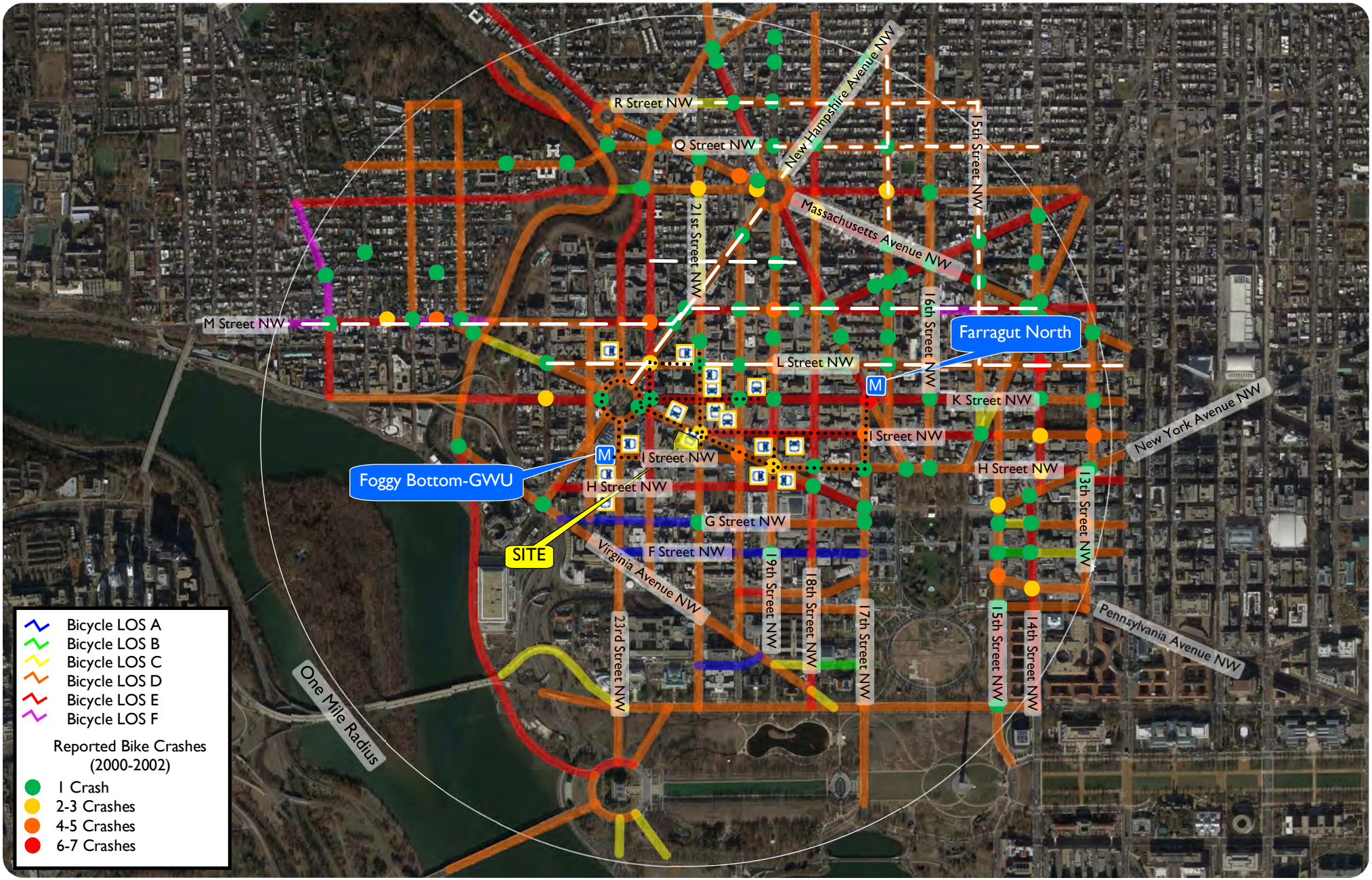

Figure 6
One Mile Bike Shed

2100 Pennsylvania Avenue NW
Washington, DC

Dedicated Bike Lane
Likely Bike Routes to/from Transit Stops
Metrorail Station
Bus Stop

NORTH

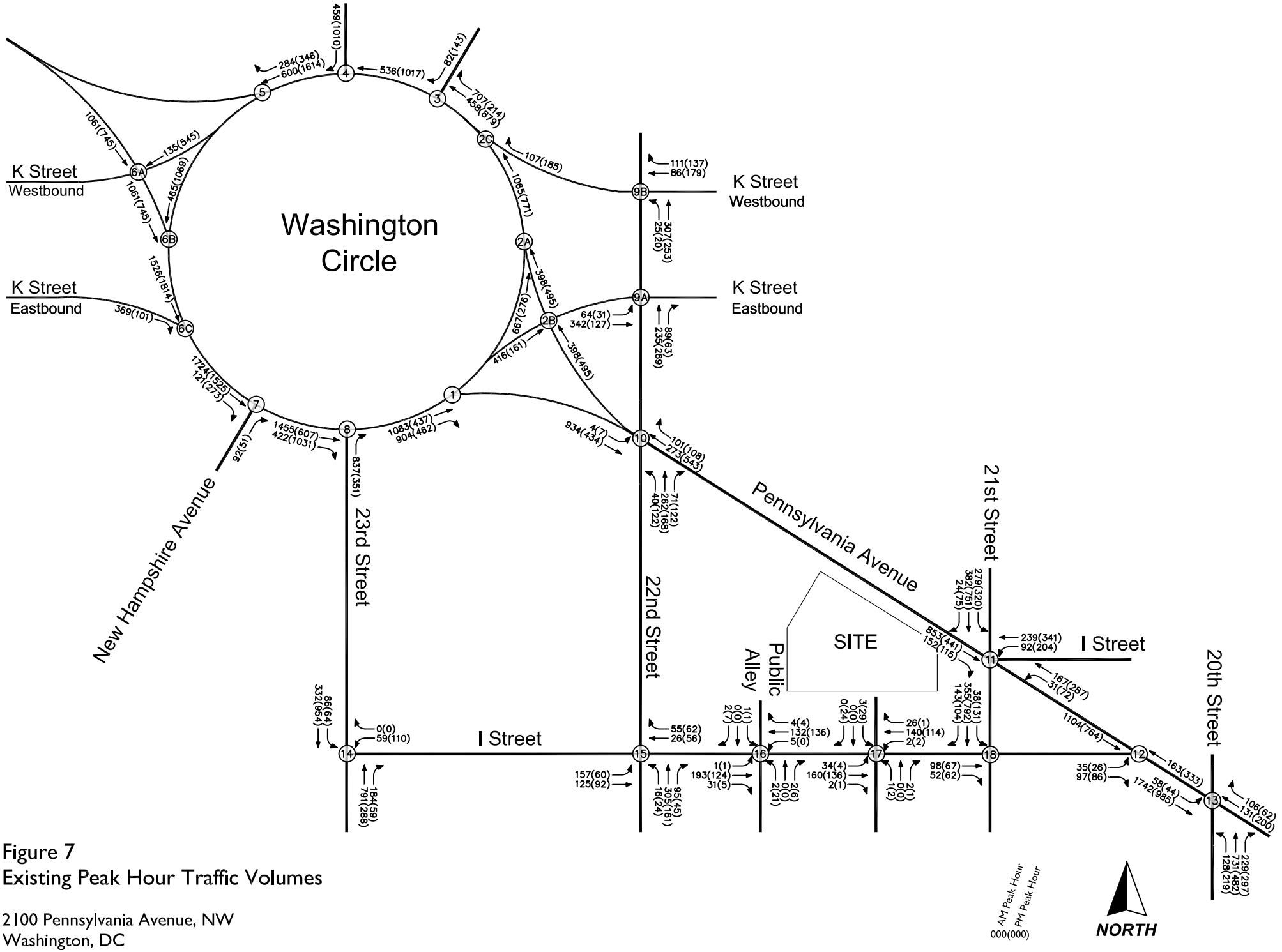

Figure 7
Existing Peak Hour Traffic Volumes

2100 Pennsylvania Avenue, NW
Washington, DC

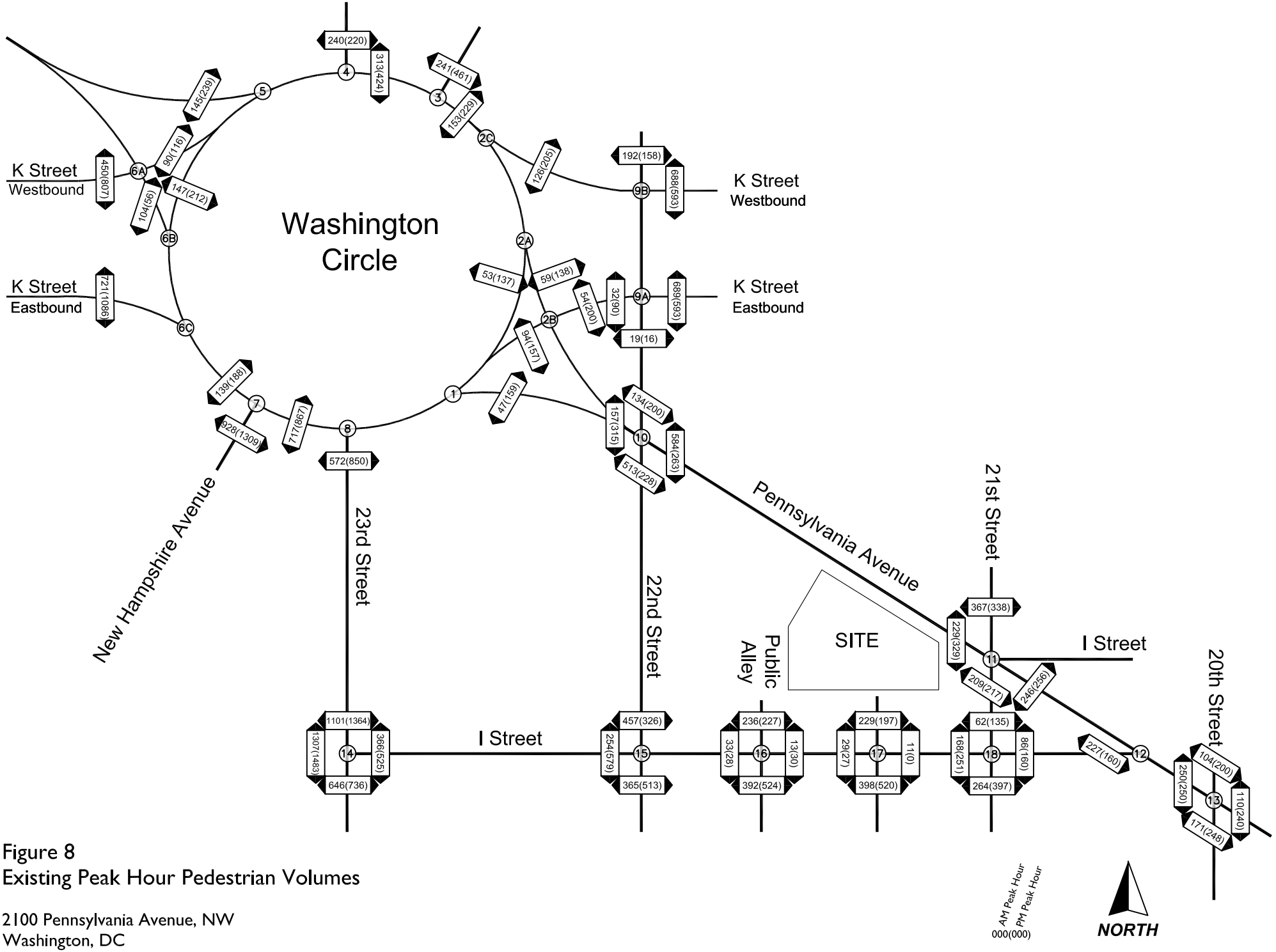

Figure 8
Existing Peak Hour Pedestrian Volumes

2100 Pennsylvania Avenue, NW
Washington, DC

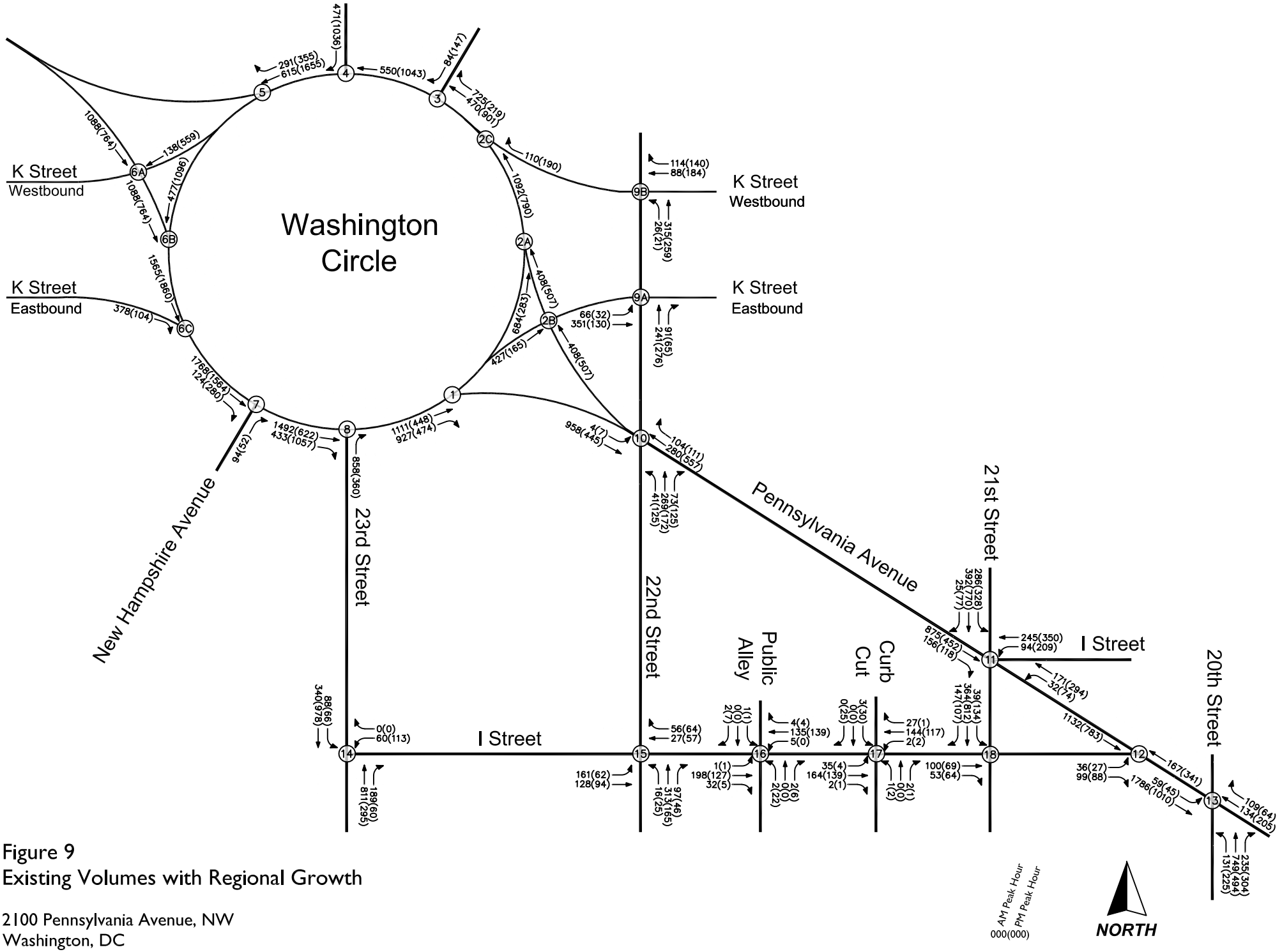

Figure 9
Existing Volumes with Regional Growth

2100 Pennsylvania Avenue, NW
Washington, DC

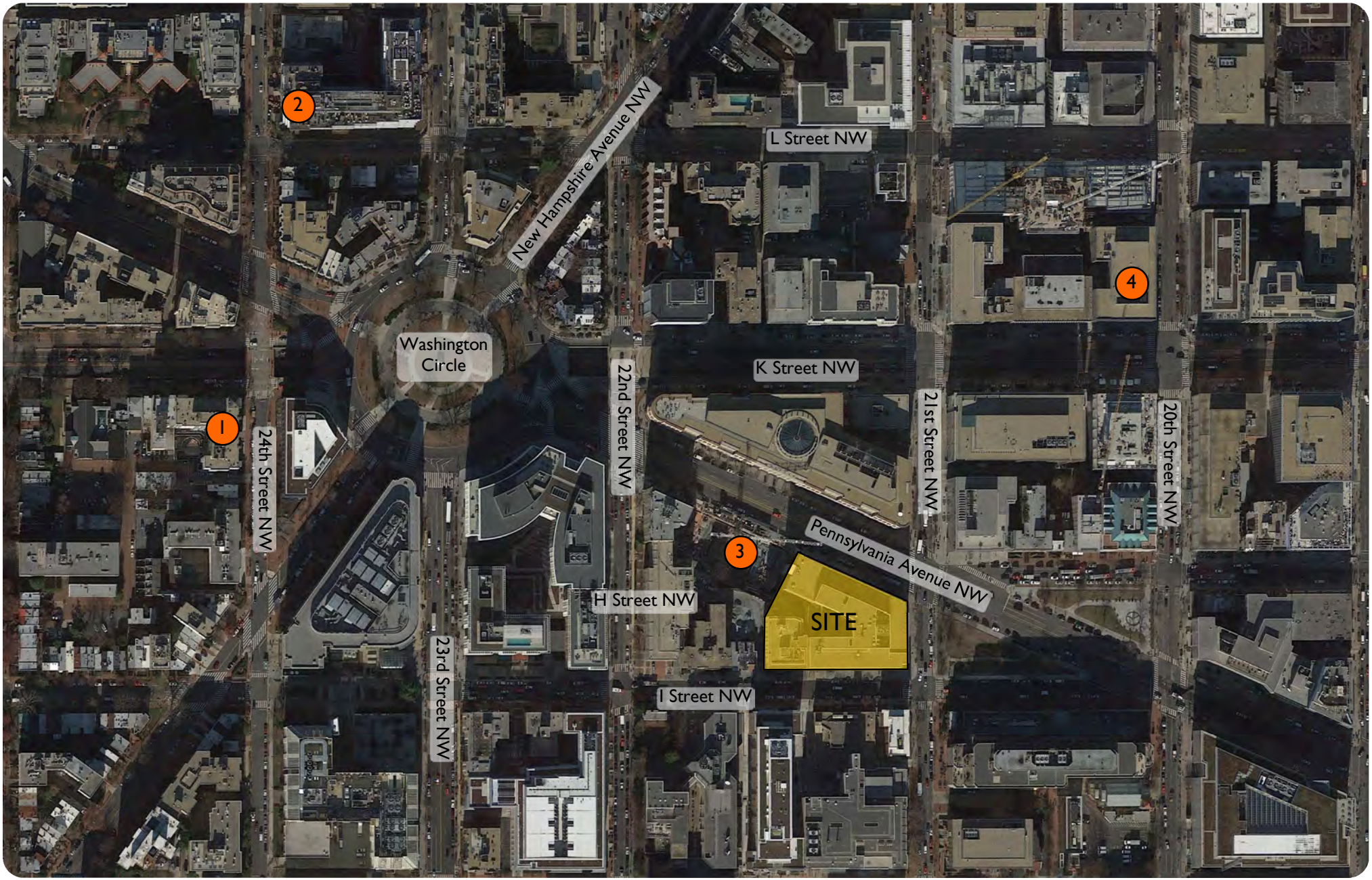

Figure 10
Pipeline Locations

2100 Pennsylvania Avenue NW
Washington, DC

1. 950 24th Street NW
2. 1111 24th Street NW
3. 2112 Pennsylvania Avenue NW
4. 2001 K Street NW

NORTH

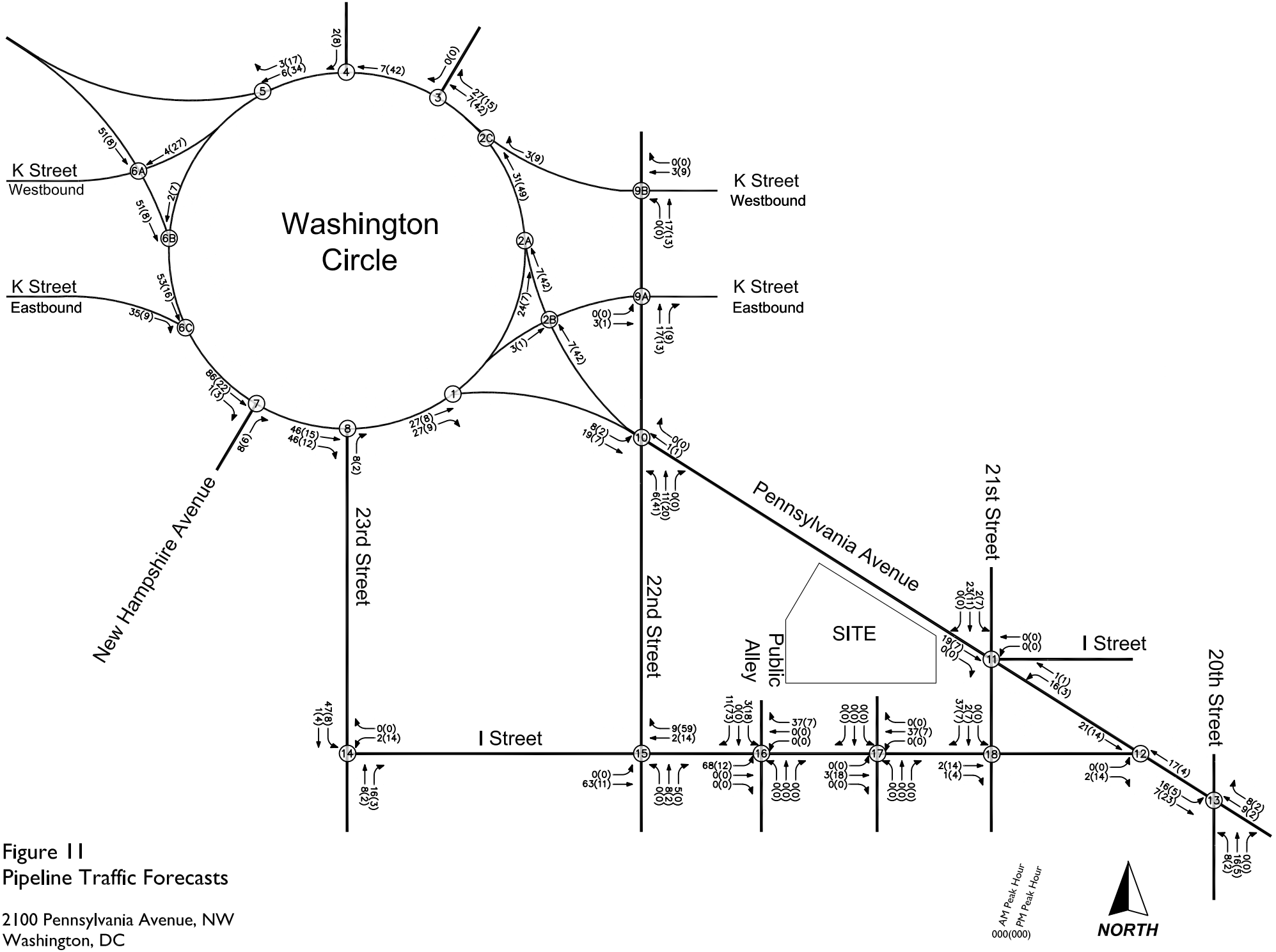

Figure 11
Pipeline Traffic Forecasts

2100 Pennsylvania Avenue, NW
Washington, DC

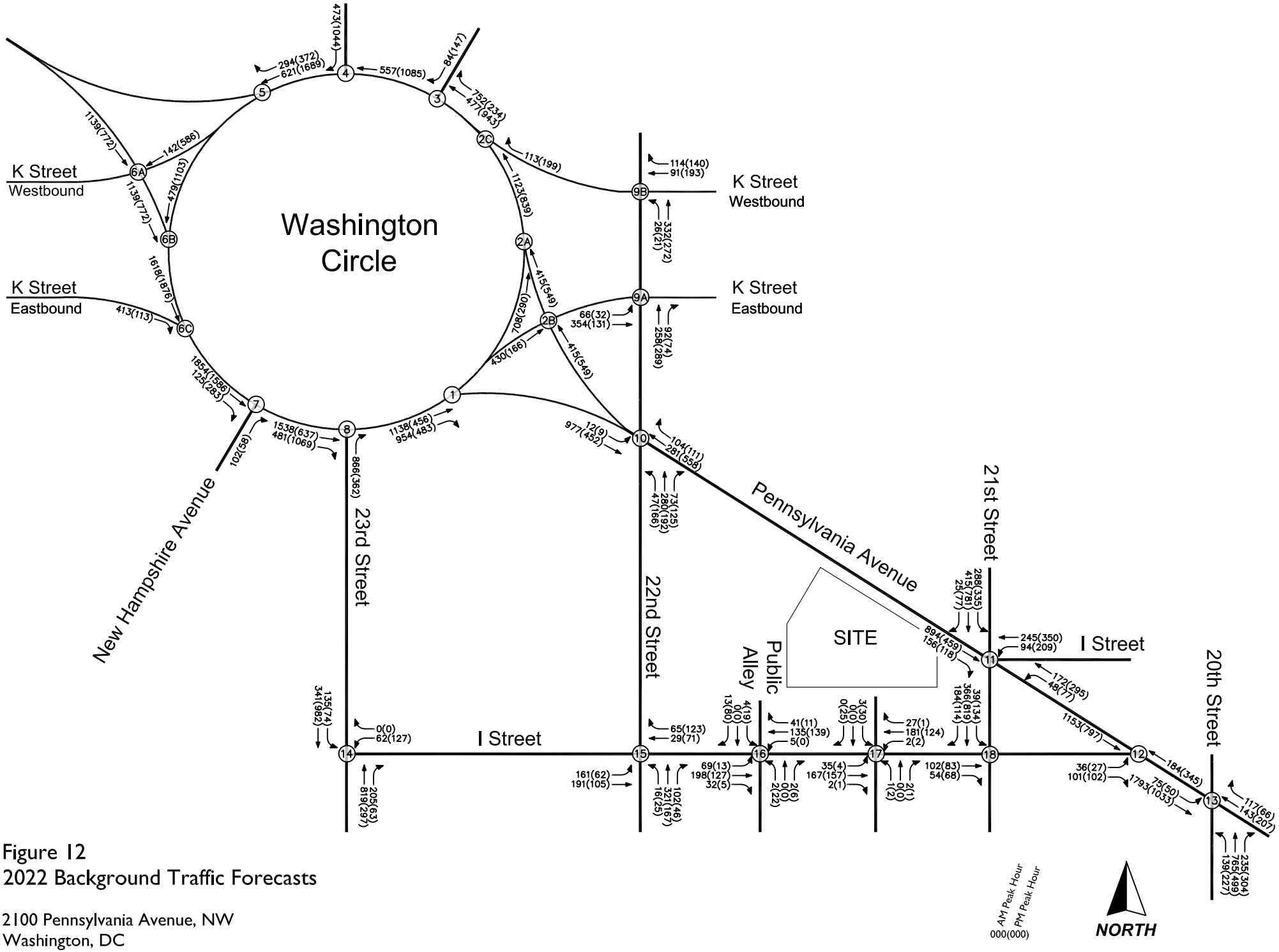

Figure 12
2022 Background Traffic Forecasts

2100 Pennsylvania Avenue, NW
Washington, DC

NTS

Figure 13A
Pedestrian, Bicycle, Loading, and Vehicle Circulation (Pennsylvania Avenue)

Internal Service Corridor
Pedestrian Access

NORTH

2100 Pennsylvania Avenue NW
Washington, DC

NTS

Figure 13B
Pedestrian, Bicycle, Loading, and Vehicle Circulation (I Street)

2100 Pennsylvania Avenue NW
Washington, DC

Vehicular Access
Loading Access
Internal Service Corridor
Pedestrian Access
Bicycle Access/Circulation

NORTH

NTS

Figure 13C
Pedestrian, Bicycle, Loading, and Vehicle Circulation (Cellar)

2100 Pennsylvania Avenue NW
Washington, DC

Vehicular Access
Internal Service Corridor
Bicycle Access/Circulation

NORTH

NTS

Figure 13D
Pedestrian, Bicycle, Loading, and Vehicle Circulation (P1)

Vehicular Access
Bicycle Access/Circulation

NORTH

2100 Pennsylvania Avenue NW
Washington, DC

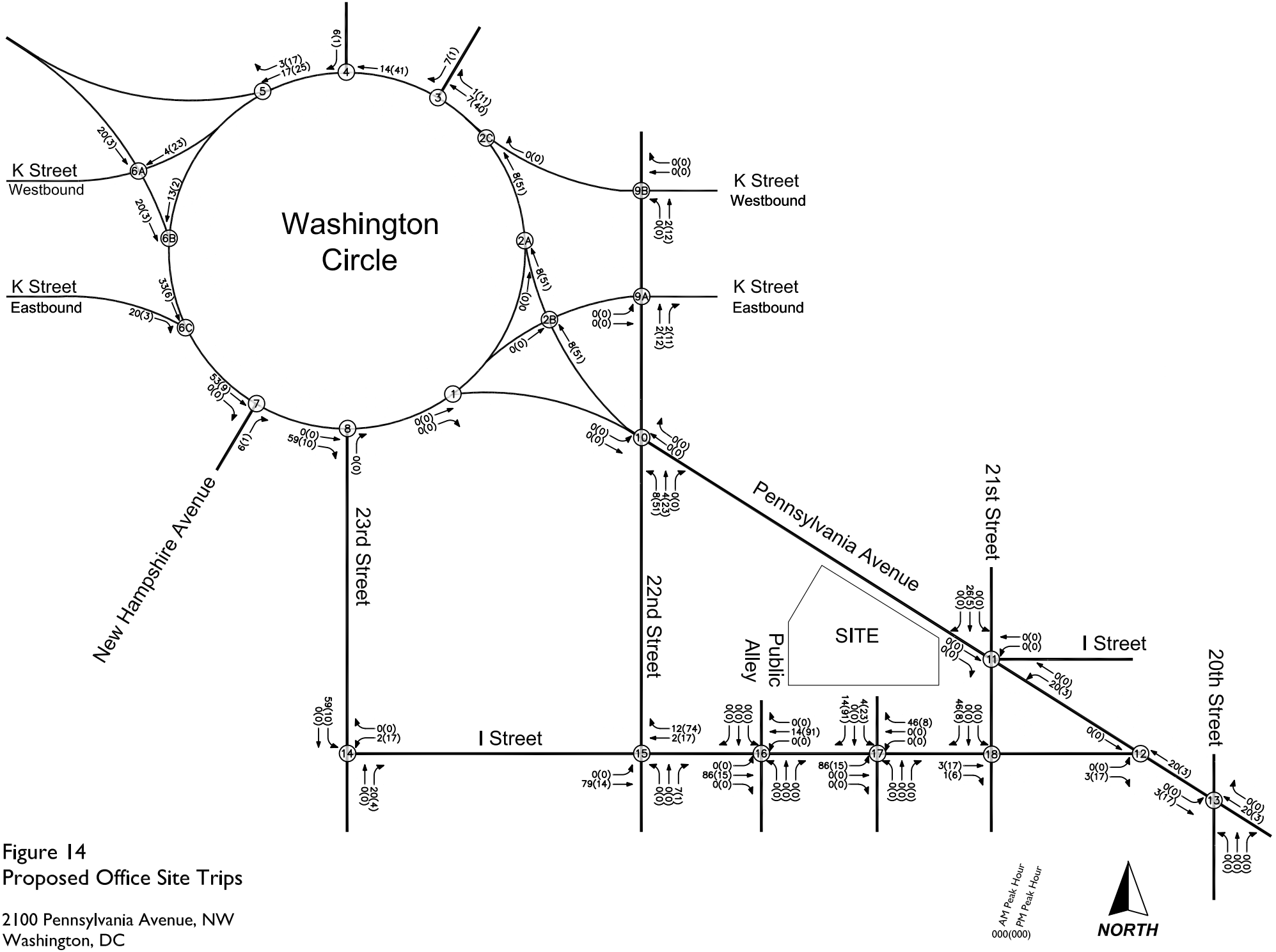

Figure 14
Proposed Office Site Trips

2100 Pennsylvania Avenue, NW
Washington, DC

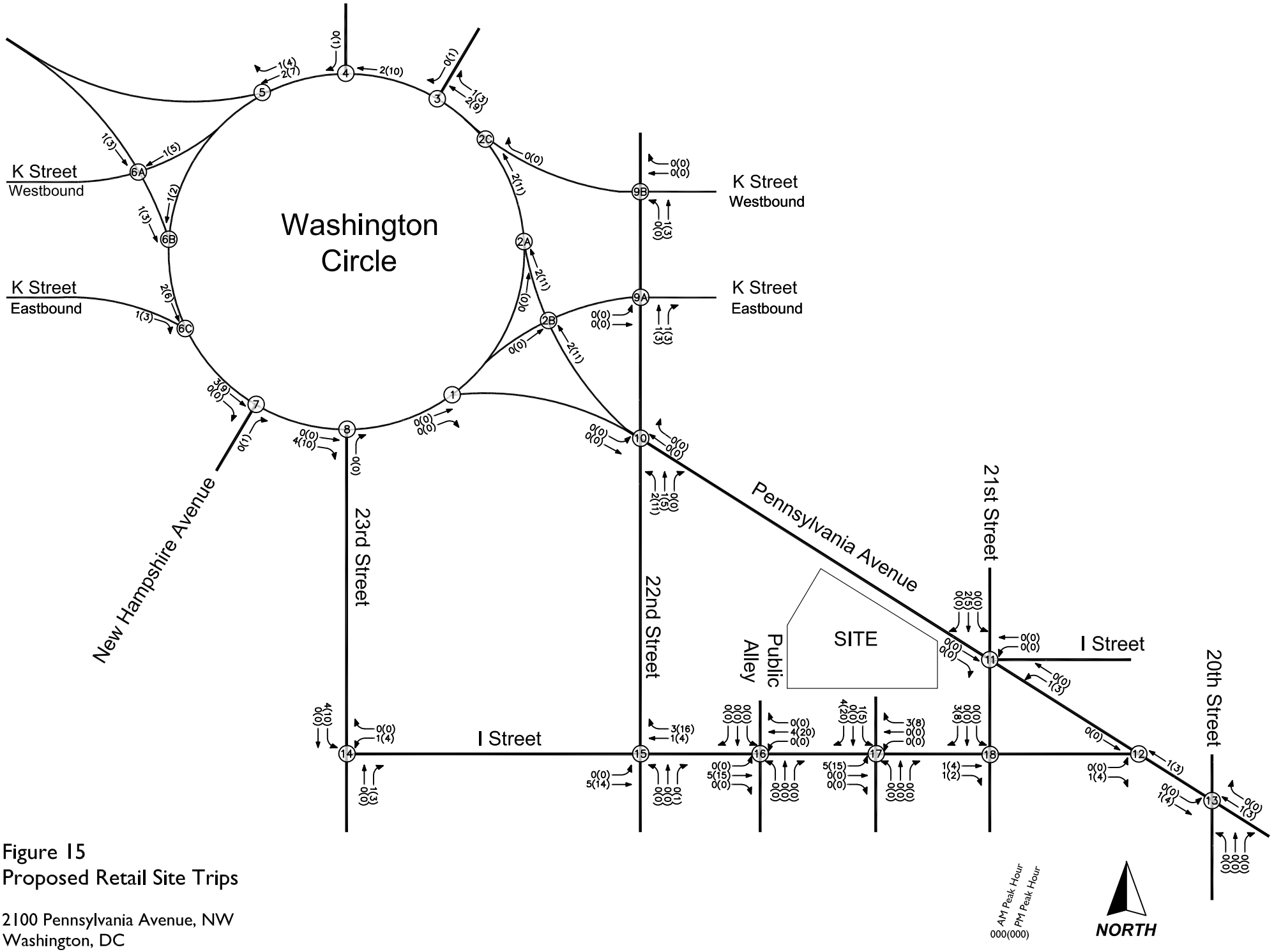

Figure 15
Proposed Retail Site Trips

2100 Pennsylvania Avenue, NW
Washington, DC

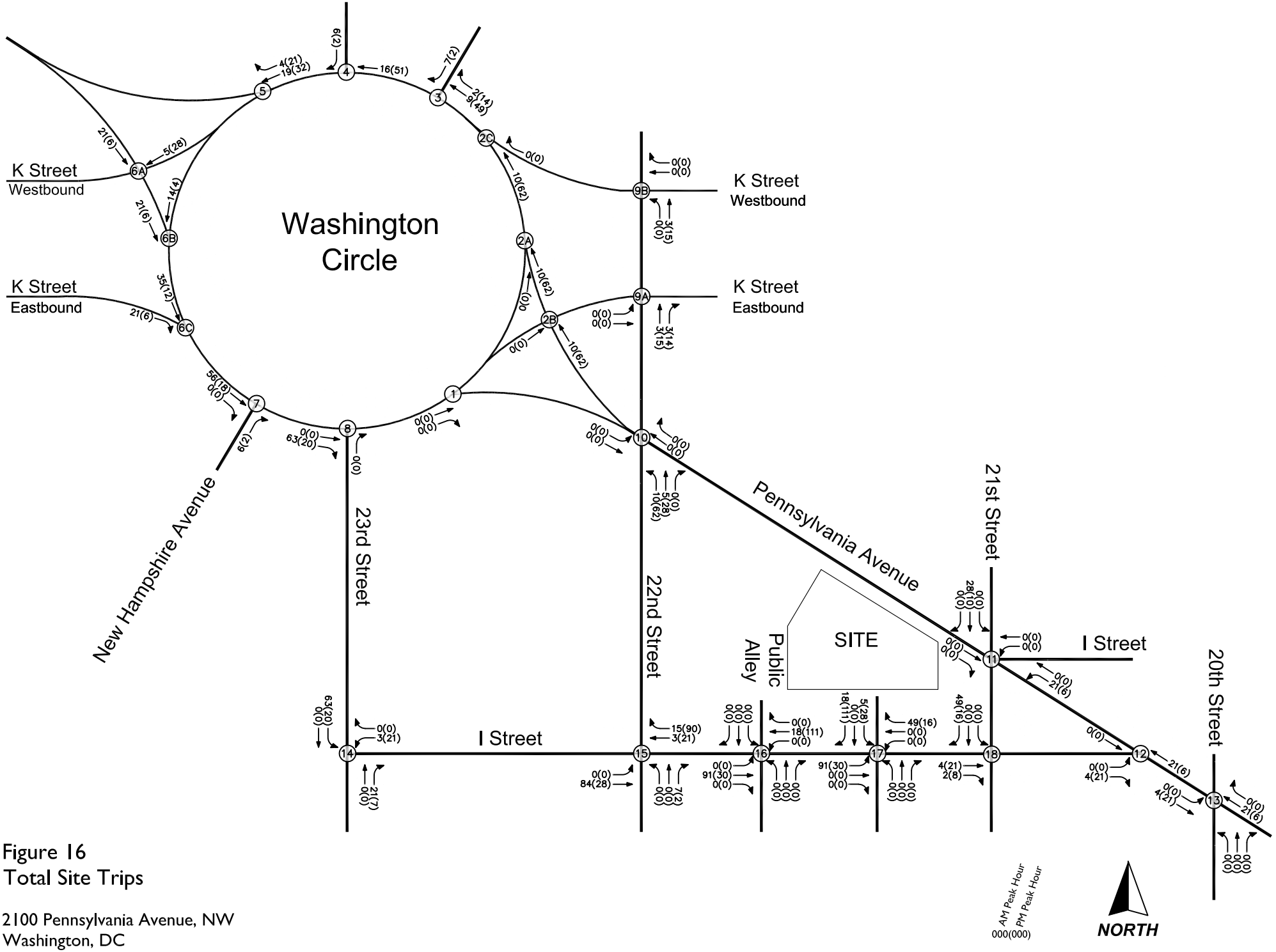

Figure 16
Total Site Trips

2100 Pennsylvania Avenue, NW
Washington, DC

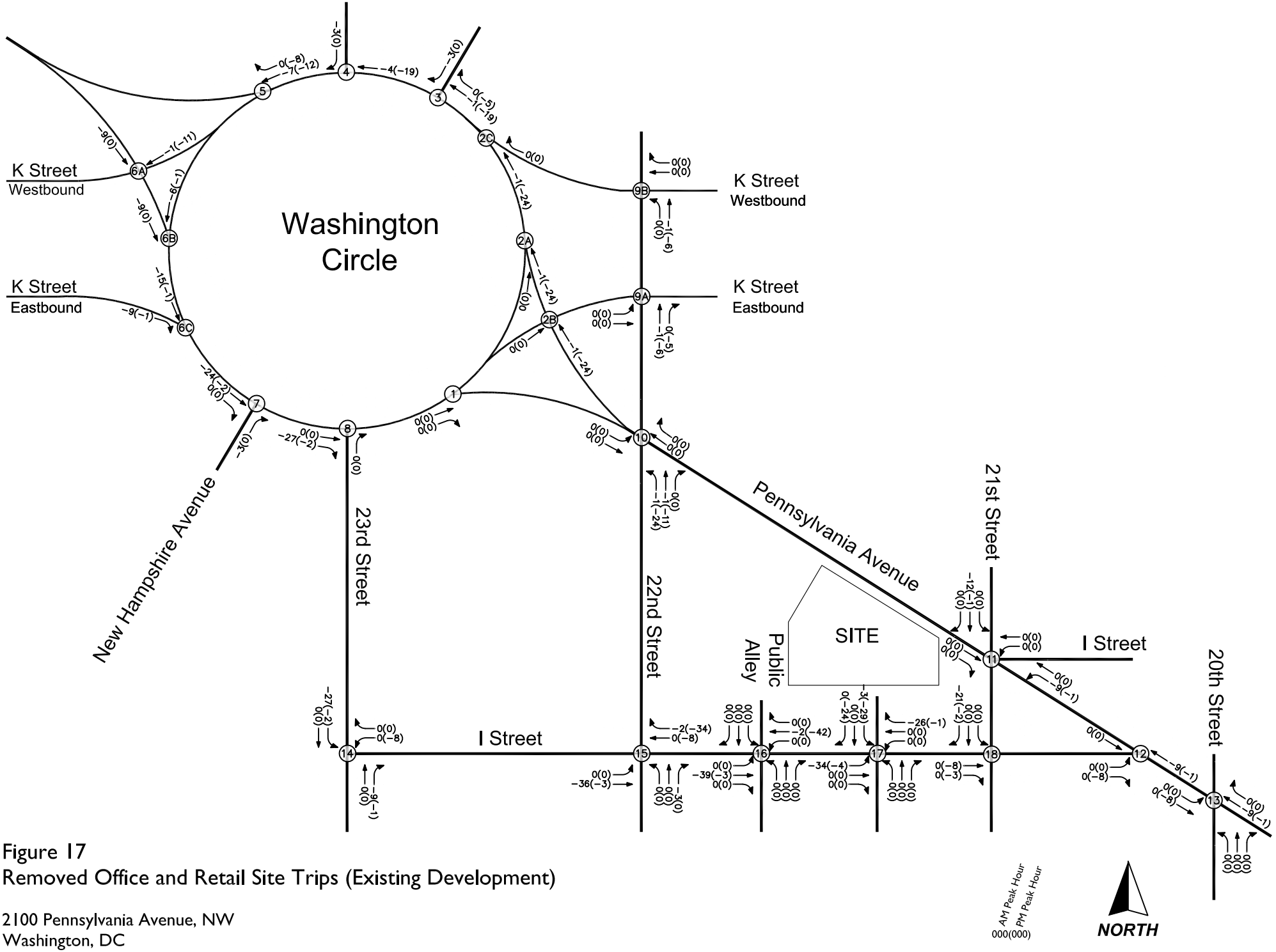

Figure 17
Removed Office and Retail Site Trips (Existing Development)

2100 Pennsylvania Avenue, NW
Washington, DC

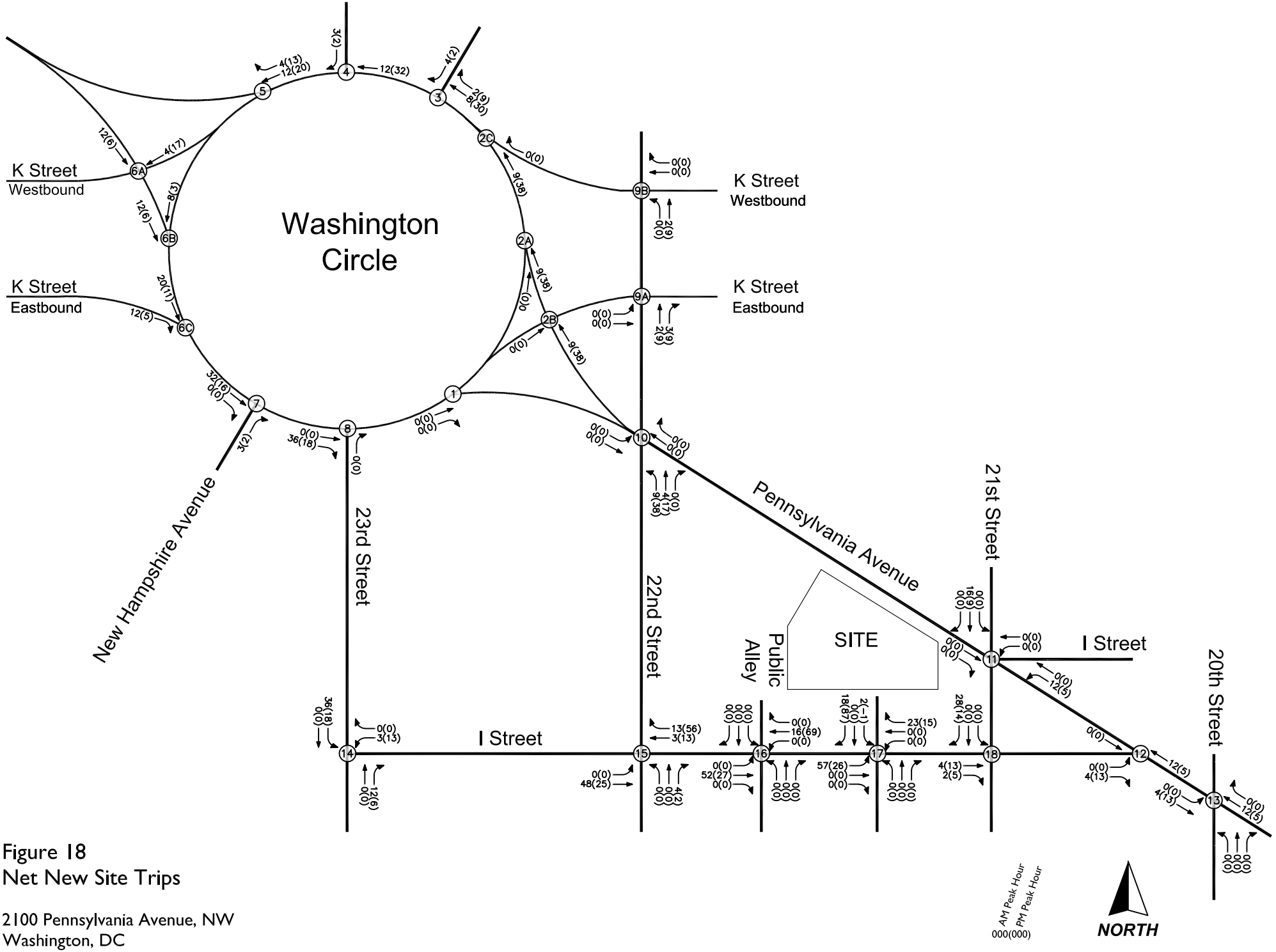

Figure 18
Net New Site Trips

2100 Pennsylvania Avenue, NW
Washington, DC

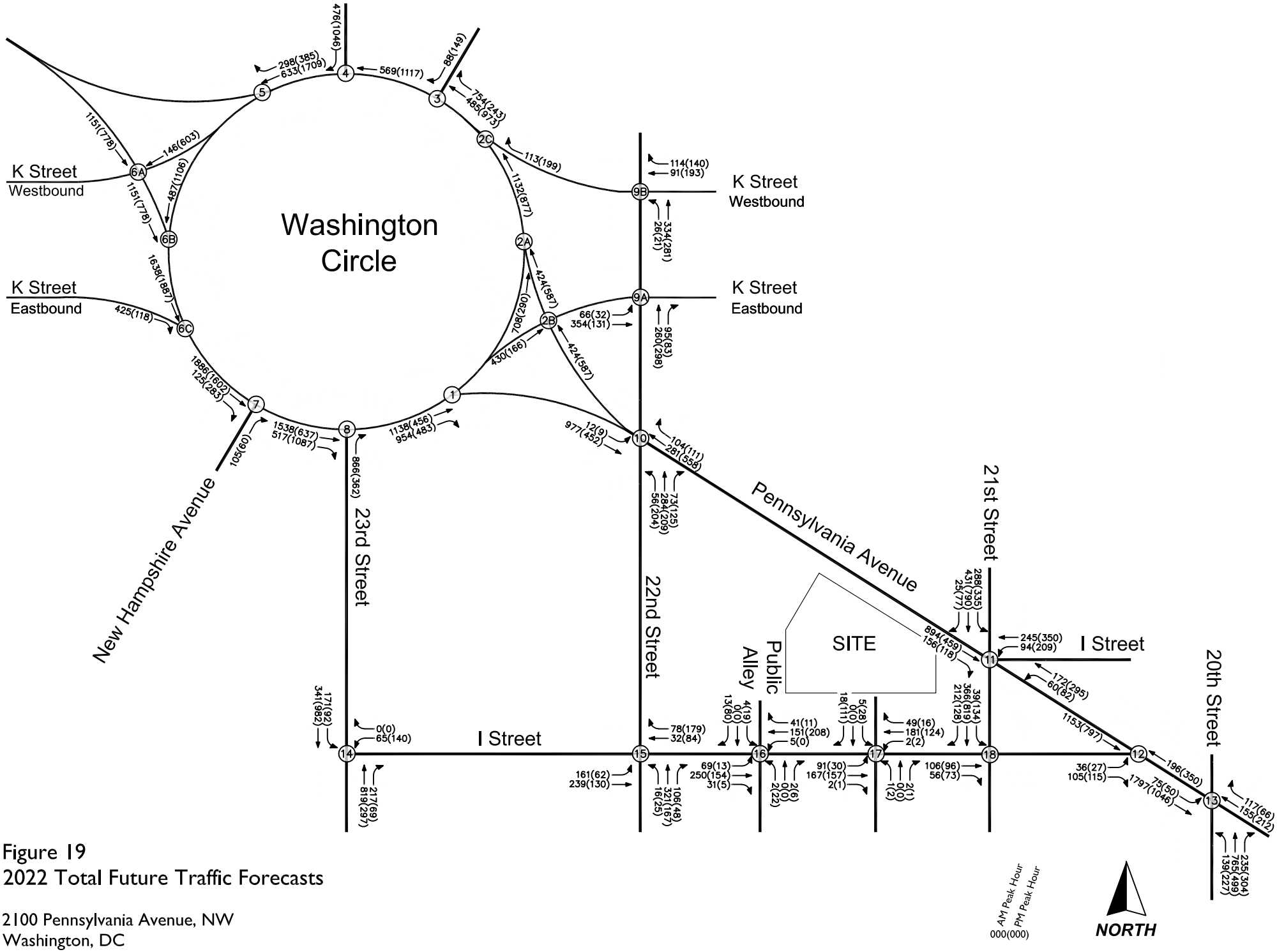

Figure 19
2022 Total Future Traffic Forecasts

2100 Pennsylvania Avenue, NW
Washington, DC

the square, and due to significant increases in queues and delay for alley traffic as well as traffic using the driveway on the south side of I Street.

7. In order to mitigate the impact of the proposed redevelopment the following improvements are recommended:
   - Implement the proposed Transportation Demand Management Plan to encourage the use of non-auto modes of travel to/from the site.
   - Provide separate eastbound left turn lane with a storage length of 150 feet at the I Street/22nd Street intersection to better accommodate the anticipated traffic forecasts.
   - Install a traffic signal at I Street/21St Street intersection.
8. The Applicant proposes to relocate and/or replace the bus shelter on the southwest corner of the Pennsylvania Avenue/21st Street intersection in conjunction with the proposed streetscape improvements along the project's Pennsylvania Avenue frontage. The new shelter will comply with WMATA's requirements for accessibility.
9. In conjunction with the proposed redevelopment, the Applicant will relocate that existing Capital Bikeshare station currently abutting a blank wall of the existing building to accommodate the proposed ground floor retail that will extend the I Street retail corridor and provide a vibrant, active street that will encourage pedestrian traffic.

The George Washington University
Foggy Bottom Campus
April 2017

FAR Report

Existing FAR (April 2017)					R-5-D/E			C-3-C		SP-2		PUD		Total Campus		
Square	Lot	Building Name	Street Number	Description	Land Area	GFA	FAR	Land Area	GFA	Land Area	GFA	Land Area	GFA	Land Area	GFA	FAR
--	--	Foggy Bottom Campus		Existing FAR (April 2017)	1,236,075	3,896,082	3.15	163,446	1,106,110	46,095	269,695	242,146	1,596,562	**1,687,762**	**6,868,449**	**4.07**

Proposed FAR Under Development					R-5-D/E			C-3-C/C-4		SP-2		PUD		Total Campus		
Square	Lot	Building Name	Street Number	Description	Land Area	GFA	FAR	Land Area	GFA	Land Area	GFA	Land Area	GFA	Land Area	GFA	FAR
42	820,840	GW Leased Space at GW Hillel	2300 H Street NW	Proposed Campus Plan Minor Modification		9,150										
75	N/A	Square 75 Development Sites	N/A	PUD Site												
75	49	Site 75A	2112 Pennsylvania Avenue NW	Approved PUD - Net Modifications*	-364	-18,631		369	142,414							
				Total Modifications	*-364*	*-9,481*		*369*	*142,414*							
				Total Campus	***1,235,711***	***3,886,601***	***3.15***	***163,815***	***1,248,524***	***46,095***	***269,695***	***242,146***	***1,596,562***	***1,687,767***	***7,001,382***	***4.15***

Proposed FAR Upon Completion of 2100 Pennsylvania Avenue NW					R-5-D/E			C-3-C/C-4		SP-2		PUD		Total Campus		
Square	Lot	Building Name	Street Number	Description	Land Area	GFA	FAR	Land Area	GFA	Land Area	GFA	Land Area	GFA	Land Area	GFA	FAR
75	TBD	2100 Penn Redevelopment	2100 Pennsylvania Avenue NW	Subdivision, Proposed PUD Site				50,780	453,562							
	50	2100 Penn (Existing)	2100 Pennsylvania Avenue NW	Subdivision, Demolition				-39,718	-259,997							
	51	Rice Hall	2121 I Street NW	Subdivision, Demolition	-11,062	-63,700										
				Net Modifications	*-11,062*	*-63,700*		*11,062*	*193,565*							
				Total Modifications Including Previously Proposed Projects	*-11,426*	*-73,181*		*11,431*	*335,979*							
				Total Campus	***1,224,649***	***3,822,901***	***3.12***	***174,877***	***1,442,089***	***46,095***	***269,695***	***242,146***	***1,596,562***	***1,687,767***	***7,131,247***	***4.23***

Notes
*This set of numbers consolidates all actions on Square 75 that were previously shown separately, including adjustment to existing conditions per civil survey

THE GEORGE WASHINGTON UNIVERSITY

WASHINGTON, DC

Foggy Bottom Campus Plan Compliance Report
Foggy Bottom Campus Plan (2007)
Zoning Commission Case Nos. 06-11 and 06-12
as directed by Condition C-15

The George Washington University

November 20, 2016

Foggy Bottom Campus Plan Compliance Report
Foggy Bottom Campus Plan (2007)
as directed by Condition C-15
November 20, 2016

Table of Contents

Compliance Report (by Condition):

Attachments

Condition C-4: Foggy Bottom Campus Student Population

Condition:

For the duration of this Plan, Foggy Bottom student headcount shall not exceed 20,000 students, and Foggy Bottom student full-time equivalent shall not exceed 16,553.
a. For the purposes of these Conditions,
*i. **"Foggy Bottom student headcount"** shall be defined as the number of GW students in the "Foggy Bottom/Mount Vernon Campus Total Student Body", minus: study abroad students, continuous enrollment students, students that reside at the Mount Vernon Campus, students that take all of their courses at the Mount Vernon Campus, and Foggy Bottom faculty and staff accounted for pursuant to Condition C-5 herein who are also enrolled in one or more courses at the Foggy Bottom campus. Notwithstanding the foregoing, students who reside in on-campus beds on the Foggy Bottom Campus shall each be counted toward the Foggy Bottom student headcount.*

Note that students taking all of their courses at the Corcoran are not specifically deducted from this number as they are not included in the "Foggy Bottom/Mount Vernon Campus Total Student Body" by virtue of their courses not being located on the Foggy Bottom or Mount Vernon campuses. [1]
*ii. **"Foggy Bottom student full-time equivalent"** shall be determined by assigning a fraction to part-time students included in the Foggy Bottom student headcount number based on the number of credits they are taking compared to a full-time course load and adding the number of full-time students. Currently, the full-time course load for undergraduates is 12 credits, and the full-time course load for graduate and professional students is 9 credits. Formulas for determining full-time equivalents may change over the term of the proposed Foggy Bottom Campus Plan depending on program requirements or the restructuring of the academic calendar.*
b. An audit of the Foggy Bottom student headcount and Foggy Bottom student full-time equivalent reported pursuant to Condition C-15 herein shall be conducted in a manner and by a firm previously approved by the Zoning Administrator and reported to the Advisory Committee. The audit shall be completed by January 10 of the year following each report submitted pursuant to Condition C-15 herein.
c. Compliance with this condition shall be based upon the data reported for the most recent semester in either the Foggy Bottom Campus Plan Compliance Report required in Condition C-15 or in the Interim Foggy Bottom Campus Plan Compliance Report required by Condition C-16.

GW Response:

	Spring 2016[2]	**Fall 2016[3]**
Foggy Bottom Student Headcount	16,988	**18,077**
Foggy Bottom Student Full-Time Equivalent (FTE)	15,237	**16,496**

For the methodology for calculation of Foggy Bottom campus student populations see Attachment A.

Note 1 – Language that is underscored represents text that was approved on May 4, 2016, Zoning Commission Case No. 06-11N
Note 2 **–** Data as of the GW census date, February 20, 2016.
Note 3 – Data as of the GW census date, October 8, 2016.

Condition C-5: Foggy Bottom Campus Faculty & Staff Population

Condition:

For the duration of this Plan, the Foggy Bottom faculty and staff population shall not exceed a total of 12,529 on a headcount basis, and 10,550 on a full-time equivalent basis.

a. *For the purposes of these Conditions,*
   i. ***"Foggy Bottom faculty and staff headcount"*** *shall include: regular full-time faculty and staff; regular part-time faculty and staff; wage account staff that are not Foggy Bottom students accounted for pursuant to Condition C-4; temporary part-time faculty (excluding part-time clinical faculty who are not paid employees of the University); affiliated faculty employed by the Medical Faculty Associates; and visiting instructional and research faculty. For the purposes of these Conditions, Foggy Bottom faculty and staff shall not include faculty and staff whose primary office locations are not on the Foggy Bottom campus; employees of non-GW owned or controlled entities which are located on the Foggy Bottom campus; and contractors that provide ancillary campus-related service functions who are not employees of the University.*
   ii. ***"Foggy Bottom faculty and staff full-time equivalent"*** *shall be determined by assigning a fraction to part-time employees included in the Foggy Bottom faculty and staff headcount number based generally on the number of hours worked as compared to the standard full-time 40 hour work week.*

b. *Compliance with this condition shall be based upon the data reported for the most recent semester in either the Foggy Bottom Campus Plan Compliance Report required in Condition C-15 or in the Interim Foggy Bottom Campus Plan Compliance Report required by Condition C-16, whichever is the most current.*

GW Response:

	Spring 2016[1]	**Fall 2016[2]**
Foggy Bottom Faculty & Staff Headcount	7,059	**6,869**
Foggy Bottom Faculty & Staff Full-Time Equivalent (FTE)	5,419	**5,328**

For the methodology for calculation of Foggy Bottom campus faculty and staff populations see Attachment B.

Notes:
Note 1 – Data as of the GW census date, February 20, 2016.
Note 2 – Data as of the GW census date, October 8, 2016.

Condition C-6 and Condition 15: On-Campus Undergraduate Student Housing

Condition:

For the duration of the Plan, the University shall make available on-campus beds for full-time Foggy Bottom undergraduate students equivalent to 70% of the full-time Foggy Bottom undergraduate student population up to an enrollment of 8,000, plus one bed per full-time Foggy Bottom undergraduate student over 8,000. Compliance with this condition shall be based upon the data reported for the most recent semester in either the Foggy Bottom Campus Plan Compliance Report required in Condition C-15 or in the Interim Foggy Bottom Campus Plan Compliance Report required by Condition C-16, whichever is the most current.

- *a. For the purposes of this Condition,*
  - *i. "full-time Foggy Bottom undergraduate students" shall be defined as follows:*
    - *A. Until the fall 2010 semester or until the completion and occupancy of the next University residence hall project proposed in accordance with the Foggy Bottom or Mount Vernon Campus Plans, whichever event first occurs, the term shall mean the number of students in the "Foggy Bottom/Mount Vernon Campus Total Student Body"[1] minus graduate students, first professionals (JDs and MDs), undergraduates taking fewer than 12 credit hours at the Foggy Bottom campus, non-degree students, full-time undergraduate study abroad students, undergraduate continuous enrollment students, and full-time undergraduate students accounted for under the Mount Vernon Campus Plan Order (BZA Order No. 16505), which does not differentiate between resident and non-resident students.*
    - *B. Once either of the above-described events occurs, the terms shall have the same meaning as above, except only full-time undergraduate students who reside on the Mount Vernon Campus plan will be subtracted from the "Foggy Bottom/Mount Vernon Campus Total Student Body."*
  - *ii. The term **"on-campus beds"** shall include beds available to full-time Foggy Bottom undergraduate students in any property in which the University has an ownership, leasehold, or contractual interest, or beds otherwise occupied by full-time Foggy Bottom undergraduate students in fraternities, sororities, or other programs recognized by or affiliated with the University and located within the campus plan boundary.*

The University's efforts with respect to this Condition shall be monitored by the Advisory Committee.

GW Response:

	Spring 2016[1]	**Fall 2016[2]**
Full-Time Foggy Bottom Undergraduate Students	7,724	**8,748**
On-Campus Beds Available to Full-Time Foggy Bottom Undergraduates[3]	6,177	**7,073**
On-Campus Beds Occupied by Full-Time Foggy Bottom Undergraduates	5,702	**6,616**

University-Supplied Off-Campus Beds WITHIN the FB/WE Area	526[3]	**138[3]**
University-Supplied Off-Campus Beds WITHIN the FB/WE Area Occupied by FT Foggy Bottom Undergraduates	316	**0**
University-Supplied Off-Campus Beds OUTSIDE the Foggy Bottom/West End Area	0	**0**
University-Supplied Off-Campus Beds OUTSIDE the Foggy Bottom/West End Area Occupied by FT Foggy Bottom Undergraduates	0	**0**

For the methodology supporting undergraduate student housing numbers see Attachment C.

Notes:
Note 1 – Data as of the GW census date, February 20, 2016.
Note 2 – Data as of the GW census date, October 8, 2016.

Note 3 - Of the university supplied off-campus beds within the Foggy Bottom/West End area, only 381 of these beds were available to undergraduate students in Spring 2016 and zero (0) beds were available to undergraduate students in Fall 2016. The remaining beds were made available to GW graduate students.

Note 4 - Based on the number of full-time Foggy Bottom Undergraduate Students, GW is required to make available 5,600 beds to full-time Foggy Bottom Undergraduates in Spring 2016 and **6,348 beds in Fall 2016**.

Evidence of Compliance with Condition C-8 (Off-Campus Housing Information Program)

Condition:

The University shall maintain a program to provide its students who are eligible to live off-campus with information about housing opportunities outside the Foggy Bottom/West End Area. The University's efforts with respect to this Condition shall be monitored by the Advisory Committee."

GW Response:

Information regarding housing opportunities both within and outside the Foggy Bottom/West End area is provided on the Off-Campus Student Affairs website, as well as through the Center for Student Engagement office located in the Marvin Center.

Apartment listings and other off campus housing opportunities may be found at http://www.gwoffcampus.com. The current edition of the Guide to Living Off-Campus is also posted on this webpage.

The off-campus student affairs website can be found at: http://www.offcampus.students.gwu.edu

For screen prints from the Off-Campus Student Affairs website see Attachment D.

Evidence of Compliance with Condition C-9 (Student Conduct Programs)

Condition:

The University shall use disciplinary interventions for acts of misconduct by students living off-campus in the Foggy Bottom/West End Area, even if the students are not in properties owned or controlled by the University. The University shall act on incident reports by residents, ANC 2A, community associations, building management, building association boards, University security officers, and the Metropolitan Police Department. The University shall maintain an outreach program with neighboring apartment buildings to education management companies and tenant associations on the University's disciplinary program and its reporting requirements to facilitate effective use of its programs. The University's efforts with respect to this Condition shall be monitored by the Advisory Committee.

GW Response:

All incident reports where students are identified are acted on through the Office of Student Rights & Responsibilities. Responses ranging from warning letters and conversations to judicial charges and hearings have been implemented. The University's Code of Student Conduct treats off-campus violations with the same seriousness as on-campus violations (i.e., there is no lesser judicial charge for violations off-campus than on-campus). The Code of Student Conduct holds students to same level of accountability regarding charging and sanctioning regardless of their on or off-campus status.

GW representatives from the Office of Government & Community Relations regularly attend meetings of ANC 2A and community associations as requested. The University hosts "Building Managers Meetings" throughout the academic year in order to keep open the lines of communication between the University and properties where students reside.

Evidence of Compliance with Condition C-10 (24/7 Hotline)

Condition:

The University shall maintain and publicize (through appropriate written and/or electronic publications) a hotline available 24 hours per day, seven days per week to receive calls about student conduct issues and safety and security concerns. The University shall maintain a log of all calls received and all actions taken, including all referrals made. The University shall maintain its Crimes Tips Hotline (presently 994-TIPS), where calls can be made anonymously to a recorded "tip" line. Calls needing a more immediate response shall be directed to the University police (presently 994-6110) 24 hours per day, seven days per week. The University police will aid off-campus complainants in obtaining assistance from the Metropolitan Police Department. Reports of improper off-campus student conduct will also be referred to the appropriate University departments for their attention. This process shall be fully described on the University website, published catalogs, and student handbooks. The University's efforts with respect to this Condition shall be monitored by the Advisory Committee."

GW Response:

The 24 Hour Community Concern Hotline (202-994-6110) remains the best way for community members to bring GW-related concerns to our attention. The University is committed to being a good neighbor and working with members of the community to respond to complaints regarding student behavior both on-campus and off-campus. GW's Police Department ("GWPD") enlists the assistance of DC's Metropolitan Police ("MPD") when a police response is required outside of GWPD's jurisdictional boundaries. For both on-campus and off-campus concerns, the University will follow up with the community member regarding the complaint when contact information is provided. The GW Community Concern Policy serves as a tool to address misconduct and quality of life issues. The Policy is attached.

In 2015, GW launched a pilot program called the Community Response Program. GW has employed staff who serve as Community Responders. These staffers respond to calls made to the GW Community Concern Hotline and observe and report on the incident. The Community Responder will (1) complete and submit an incident report, (2) where appropriate, serve as a liaison between GWPD who in turn may call MPD, and (3) where appropriate, serve as a witness for GW disciplinary proceedings if adjudication is initiated by the Office of Students Rights and Responsibilities. Community Responders are activated during key weekends and times throughout the year that see an increased level of community concerns.

The Hotline is advertised and described online by visiting: http://neighborhood.gwu.edu/community-concern-hotline.

The University's trash policy allows off-campus trash violations to be processed as violations to the Code of Student Conduct as defined by the Office of Student Rights & Responsibilities. Potential violations reported to the university are elevated by the Office of Government & Community Relations and regular walks are conducted by the Off Campus Student Affairs Office so student-residents are notified of their responsibilities within the community.

The Office of Government & Community Relations and the Office of Off-Campus Student Affairs upholds a Repetitive Concern Policy that outlines proactive outreach to landlords who own private property near the Foggy Bottom Campus that house GW students for which the University has received repeated complaints of misconduct from members of the community. The outreach letter is attached.

202-994-TIPS, monitored directly by the GW Chief of Police, is available for anonymous tips.

GW publishes an annual Community Concern Report, which can be found online at the Office of Off-Campus Student Affairs website (http://offcampus.students.gwu.edu/annual-reports) as well as the GW Neighborhood website (http://neighborhood.gwu.edu/community-concern-reports).

For screen prints from the Off-Campus Student Affairs website see Attachment D.

Attachment E provides screen prints from the Neighborhood.gwu.edu website.

Evidence of Compliance with Condition C-11 (Good Neighbor Program)

Condition:

The University will maintain a mandatory program for its students that will address "good neighbor" issues, educating students about appropriate conduct in the off-campus community. This program will especially emphasize objectionable noise both inside and outside of buildings, restricted parking in the Foggy Bottom/West End Area, illegal underage drinking, and respect for personal and real property of the residential and private business communities. The University's efforts with respect to this Condition shall be monitored by the Advisory Committee"

GW Response:

Every student at GW is held accountable through the student judicial process as stated in the Code of Student Conduct, which addresses both on and off-campus behavior. Furthermore, all students who make the transition from on-campus to off-campus housing are given a copy of the GW Guide to Living Off-Campus and the Code of Student Conduct is made available to them to reinforce the applicability to off-campus behavior. The Code of Student Conduct is attached.

The university has developed and launched a "Being a Good Neighbor" online orientation that has been delivered to undergraduate students who either live on or off-campus. This required orientation addresses issues that include, but are not limited to, objectionable noise, restricted parking in the Foggy Bottom/West End Area, illegal underage drinking, and respect for personal and real property of the residential and private business communities.

Each year the Office of Off-Campus Student Affairs (OCSA) works with GW and DC partners to host an Off-Campus Student Services Fair. The GW Police Department, Office of Student Rights & Responsibilities as well as Off-Campus Partners were some of the participants during the Spring 2016 OCSA Fair. Students attended the event and were provided with different types of information pertaining to living off campus, including how to be a good neighbor.

Furthermore, each fall the Director of Community Relations and OCSA co-author a "Good Neighbor" letter to students to remind students of the importance of being a good neighbor and to raise awareness of their behavior. This letter is posted in on-campus residence halls and emails targeted to specific events such as Halloween are distributed to off-campus students. See letter included in Attachment F.

The "Quiet Zone" initiative involves placing Quiet Zone signs near campus residence halls and reminding students throughout the year that they have a responsibility to be respectable members of the Foggy Bottom/West End community. Additionally, GW officials worked with the DC Department of Transportation to have official yellow and black "Quiet Zone" signs installed on street lamps poles in areas of heavy student pedestrian traffic.

The F-Street Commission was initiated as a forum to discuss concerns that affect the larger community around F Street. Discussions frequently include proactive plans for student behavior related to celebrations such as Halloween, noise issues related to student pedestrians along F Street, and any other potential disruptive behavior that could negatively affect the community. The Commission meets twice every semester, or on a more frequent basis as determined by commission members or the chair. The Commission consists of administrators from the Office of the Dean of Student Affairs, Residential Property Management, the Division of Operations, the F Street House, GWPD, the Office of Government and Community Relations, and OCSA. Student representatives are invited from the Residence Hall Association, and Hall Councils from 1959 E Street, Mitchell, Thurston, Potomac, Building JJ, South Hall, Guthridge, and 2109 F Street.

In a proactive effort to reach out to our incoming students, GW has designed (with the help of local neighbors, students, faculty and staff) a good neighbor video to help raise the awareness of our students about the responsibilities of being a good neighbor. The video may be viewed at the following web link: http://neighborhood.gwu.edu/wearenotalone/

The University will update the content of these sessions and documents, regularly, to react to emerging issues related to good neighbor issues.

See Attachment F for materials evidencing GW's efforts in this area.

Evidence of Compliance With Condition C-12 (Local Address Information)

Condition:

The University shall gather information about the local addresses of the full-time Foggy Bottom undergraduate population. The University shall compile and report the number of full-time Foggy Bottom undergraduate students residing in (1) Foggy Bottom/West End outside the campus boundaries; (2) the District of Columbia outside both the campus boundaries and the Foggy Bottom/West End Area, organized by postal codes; (3) Maryland; and (4) Virginia.

GW Response:

	Fall 2016[1]
Full-Time Foggy Bottom Undergraduates residing in Foggy Bottom/West End outside the campus boundaries	1,379
Full-Time Foggy Bottom Undergraduates residing in the District of Columbia outside both the campus boundaries and the Foggy Bottom/West End Area	307
Full-Time Foggy Bottom Undergraduates residing in Maryland	153
Full-Time Foggy Bottom Undergraduates residing in Virginia	367

For detailed data regarding local address information see Attachment G.

Notes:
Note 1 – Data as of November 11, 2016.

Evidence of Compliance With Condition C-13 (Off-Street Parking Inventory)

Condition:

The University shall continue to provide at least 2,800 off-street parking spaces, including proposed spaces to be dedicated for university use on Square 54 and all University-owned parking spaces on Square 122 (specifically including the parking lot and garage spaces at Old Main located at 1922 F Street, NW). The number of off-street parking spaces required to be provided may be increased in any subsequent further processing order pursuant to this plan if necessary to mitigate the adverse impact of the approved uses on the University's parking resources. The University shall monitor its utilization of University parking facilities to determine usage patterns and conduct an ongoing assessment of parking needs.

GW Response:

Number of University-provided off-street parking spaces located in areas covered under this condition: 3,109

For detailed information regarding the number of off-campus parking spaces per garage see Attachment H.

Evidence of Compliance With Condition C-14 (Transportation Management Plan)

Condition:

The University shall maintain, and periodically update, its comprehensive Transportation Management Plan ("TMP") addressing traffic and parking associated with events on campus that are attended by a significant number of persons not normally associated with the University and the campus. The transportation management plan shall include the following:

a. *Measures to schedule events at times that reduce conflicts with other traffic and other demands for parking.*
b. *Measures to discourage travel by private automobile and encourage travel by public transportation.*
c. *Measures to encourage persons who drive to park in commercial or University parking garages.*
d. *Designation of a Transportation Management Coordinator responsible for implementing and monitoring the TMP program.*
e. *Promotion of various technology initiatives (currently including, e.g., the use of video conferencing, podcasts, online library resources, the Bb@GW on-line course management system based on the Blackboard Learning System™, and administrative document management system) to reduce the need for physical movement to and between the Foggy Bottom and other GW campuses.*
f. *Evaluation of opportunities to provide access and links through appropriate website portals to allow members of the University community to purchase transit fare media, including SmarTrip fare cards and bus passes, online.*
g. *As necessary throughout the term of the Campus Plan, when existing parking facilities are being renovated or redeveloped, utilization of attendant parking at various campus parking facilities to ensure that campus parking demands are adequately met.*
h. *Implementation of a Truck Management Plan to avoid adverse impacts on the surrounding neighborhood.*

These measures and their efficacy and appropriateness given changes in programs, technology, and parking demand shall be regularly reviewed, evaluated, and updated over the twenty-year term of the Campus Plan. The TMP shall be submitted to and reviewed by the Advisory Committee on an annual basis.

GW Response:

The University has had a transportation management plan in place on its Foggy Bottom Campus for a number of years. A variety of measures are used to limit transportation demand and eliminate adverse traffic and parking impacts.

Most importantly, the Campus is located adjacent to many public transit opportunities, including Metrorail, and the University encourages the use of public transit for employees and visitors alike. Since 2007, the University has participated in pre-tax Metro SmartBenefits, and the University received Honorable Mention for its marketing of employee transportation alternatives at the Commuter Connections 2009 Employer Recognition Awards. As a commitment to sustainability GW has installed electric car charging stations in parking facilities and these stations provide convenience for those that choose to drive electric vehicles to campus.

University parking is priced at market rates and employee programs such as pre-tax parking deductions are encouraged. Those faculty, staff and students who drive to campus are encouraged to park in university garages by providing discounted daily parking (as compared to visitor parking or parking in adjacent commercial garages) and also by allowing for parking fees to be paid by payroll deduction (for regular parkers) or via funds deposited to the GWorld card. The University regularly schedules special events, including athletic events and entertainment events at times outside of the peak traffic hours.

GW also encourages students, faculty and staff to utilize car sharing to accommodate the occasional requirement for automobile transportation whether for university business or personal matters.

Programs such as NuRide, Car2Go and ZipCar have been promoted through flyers and information provided at university fairs and events. Since 2007, the University has worked to promote GW affiliated ZipCar memberships and available vehicles on campus.

The University has continued to encourage bike use and currently provides space for approximately 770 bicycles through surface bike racks/loops and secure interior building racks throughout the Foggy Bottom Campus. Showers and changing areas are provided in buildings throughout campus. Furthermore, the University is encouraging bike sharing through Capital Bikeshare, which has recently installed several locations on and near the Foggy Bottom Campus. The University offers faculty and staff a discounted annual rate on Capital Bikeshare membership. Approximately 300 faculty and staff have signed up for the discounted program. In addition, with the implementation of the University's Climate Action Plan (CAP) in the spring of 2010, other initiatives are being explored in an effort to reduce single-occupancy-trips and reduce vehicle trips on Campus. For instance, in 2013 the University initiated a telecommuting program for GW staff and faculty.

The University currently utilizes technology to limit required trips between its campuses, including online library sources, use of the Bb@GW on-line course management system based on the Blackboard Learning Systems, videoconferencing for administrative meetings, teleconferences and other similar technologies. In cases where transportation between campuses is necessary, GW provides regular shuttle service between its Mount Vernon and Foggy Bottom campuses via The Vern Express as well as regular shuttle service to the Virginia Science & Technology Campus from Foggy Bottom to limit individual vehicle trips.

The University combined the responsibilities for transportation and parking initiatives to allow for a comprehensive approach to campus transportation matters. As such, coordination of all transportation activity on all three of GW's campuses (Foggy Bottom, Mount Vernon and Virginia) is managed through the department of Business and Auxiliary Services. Oversight of the Transportation Management Plan is the responsibility of this department.

In order to enhance access to information regarding transportation alternatives, a transportation factsheet link is posted online to provide information and campus transportation options (http://transportation.gwu.edu/gw-carpool-incentive). Other online information includes links to commuter connections (to encourage carpooling or public transit use), Metro pass sale information, and other sources of information. This resource is also at key locations on all GW campuses through resource center/kiosks.

Truck Management Plans are currently in place and will be updated as GW carries out new development on its campus.

For information evidencing GW's efforts in this area see Attachment I.

Foggy Bottom Campus Plan Compliance Report
Foggy Bottom Campus Plan (2007)
as directed by Condition C-15

ATTACHMENTS

ATTACHMENT A – Methodology for Calculation of Student Populations

Foggy Bottom Student Headcount

	Spring 2016[1]	**Fall 2016[2]**
Foggy Bottom/Mount Vernon Campus Total Student Body	18,849	19,673
Sum (plus):		
Foggy Bottom resident undergraduate students that take zero credits on Foggy Bottom Campus	29	**17**
Foggy Bottom resident graduate students that take zero credits on the Foggy Bottom Campus	7	**13**
Less (minus):	521	
Study Abroad Students	260	**296**
Continuous Enrollment Students	679	**224**
Students that reside at the Mount Vernon Campus	138	**685**
Students that take all courses at the Mount Vernon Campus	275	**118**
Foggy Bottom faculty and staff accounted for under condition C-5 who are also enrolled in one or more courses at the Foggy Bottom campus.	24	**272**
School Without Walls students		**31**
Foggy Bottom student headcount	16,988	**18,077**

Foggy Bottom Student Full-Time Equivalent
Determined by assigning a fraction to part-time students included in the Foggy Bottom student headcount number based on the number of credits they are taking compared to a full-time course load and adding the number of full time students. Currently, a full-time course load for undergraduates is 12 credits, and the full-time course load for graduate and professional students is 9 credits.

Spring 2016 Foggy Bottom Student Full Time Equivalent (FTE) – 15,237
Fall 2016 Foggy Bottom Student Full Time Equivalent (FTE) – 16,496

Notes:
Note 1 - Data as of the GW census date, February 20, 2016.
Note 2 - Data as of the GW census date, October 8, 2016.
Note 3 – Per updated C-4 language approved by Zoning Commission Order No. 06-11N, C-4, Corcoran students who reside in on-campus beds on the Foggy Bottom Campus shall each be counted toward the Foggy Bottom student headcount. Note that students taking all of their courses at the Corcoran are not specifically deducted from this number as they are not included in the "Foggy Bottom/Mount Vernon Campus Total Student Body" by virtue of their courses not being located on the Foggy Bottom or Mount Vernon campuses.

ATTACHMENT B – Methodology for Calculation of Foggy Bottom Campus Faculty & Staff Population

Foggy Bottom Faculty and Staff Headcount

	Spring 2016[1]	**Fall 2016[2]**
Summation of:		
Regular full-time faculty and staff	4,346	**4,274**
Regular part-time faculty and staff	243	**237**
Wage account staff that are not Foggy Bottom students accounted for pursuant to Condition C-4	807	**753**
Temporary part-time faculty (excluding part-time clinical faculty who are not paid employees of the University)	1,218	**1,144**
Affiliated faculty employed by the Medical Faculty Associates	351	**357**
Visiting instructional and research faculty	94	**104**
Foggy Bottom Faculty and Staff Headcount	7,059	**6,869**

Foggy Bottom Faculty and Staff Full-Time Equivalent
Determined by assigning a fraction to part-time employees included in the Foggy Bottom faculty and staff headcount number based generally on the number of hours worked as compared to the standard 40-hour work week.

Spring 2016 Foggy Bottom Faculty and Staff Full-Time Equivalent (FTE) – 5,419
Fall 2016 Foggy Bottom Faculty and Staff Full-Time Equivalent (FTE) – 5,328

Notes:
Note 1 – Data as of the GW census date, February 20, 2016.
Note 2 – Data as of the GW census date, October 8, 2016.

ATTACHMENT C – Methodology Supporting Undergraduate Student Housing Condition Numbers

Determining Full-Time Foggy Bottom Undergraduate Students

	Spring 2016[1]	**Fall 2016[2]**
Foggy Bottom/Mount Vernon Campus Total Student Body	18,849	**19,673**
Sum (plus):		
Foggy Bottom resident undergraduate students that take zero credits on Foggy Bottom Campus	29	**17**
Foggy Bottom resident graduate students that take zero credits on the Foggy Bottom Campus	7	**13**
Less (minus):		
Graduate students	6,538	**6,753**
First professionals (JDs, MDs)	2,396	**2,390**
Undergraduates taking fewer than 12 credits at the Foggy Bottom campus (and are not accounted for under the Mount Vernon Campus Plan Order, below)	669	**462**
Non-degree students	346	**331**
Full-time undergraduate study abroad students	484	**270**
Undergraduate continuous enrollment students	66	**86**
Full-time undergraduate students who reside on the Mount Vernon campus[2]	662	**663**
Full-Time Foggy Bottom Undergraduate Students	7,724	**8,748**

On-Campus Beds Available to Full-Time Foggy Bottom Undergraduate Students

	Spring 2016[1]	**Fall 2016[2]**
Summation of:		
Beds available to undergraduate students in GW owned or leased properties within the campus plan boundary	6,156	**7,052[3]**
Beds available to undergraduate students in fraternities, sororities, or other programs recognized by or affiliated with the University and located within the campus plan boundary	21	**21**
Total Number of On-Campus Beds Available to Undergraduates	6,177	**7,073**

On-Campus Beds Occupied by Full-Time Foggy Bottom Undergraduate Students – 6,616
Based on housing programs records of residence hall occupancy as of census date (October 8, 2016)

Notes:

Note 1 **-** Data as of the GW census date, February 20, 2016.

Note 2 - Data as of the GW census date, October 8, 2016.

Note 3 – GW opened District House in the Fall of 2016.

Number of off-campus University-supplied beds within the Foggy Bottom/West End Area

SPRING 2016 DATA[1] University supplied beds within Foggy Bottom/West End Area	Total Number of Beds Available (Spring 2016)	Available to Full-Time Foggy Bottom Undergraduates (Spring 2016)	Occupied by Full-time Foggy Bottom Undergraduates (Spring 2016)
City Hall, 950 24th Street, NW	381	381	316
The Aston, 1129 New Hampshire Avenue, NW	119	0	0
Hall on Virginia Avenue, 2601 Virginia Avenue, NW [3]	0	0	0
2144 F Street, NW	4	0	0
607 21st Street, NW	5	0	0
Columbia Plaza, VA Avenue NW between 23rd & 24th Streets	17 units	0 units	0 students
Totals	526	381	316

FALL 2016 DATA[2] **University supplied beds within Foggy Bottom/West End Area**	**Total Number of Beds Available (Fall 2016)**	**Available to Full-Time Foggy Bottom Undergraduates (Fall 2016)**	**Occupied by Full-time Foggy Bottom Undergraduates (Fall 2016)**
City Hall, 950 24th Street, NW [4]	**0**	**0**	**0**
The Aston, 1129 New Hampshire Avenue, NW	**124**	**0**	**0**
2144 F Street, NW	**4**	**0**	**0**
Columbia Plaza, VA Ave. NW between 23rd & 24th Streets	**10 units**	**0 units**	**0 students**
Totals	**138**	**0**	**0**

Notes:

Note 1 - Data as of the GW census date, February 20, 2016.

Note 2 - Data as of the GW census date, October 8, 2016.

Note 3 – Hall on Virginia Avenue was sold by GW in August of 2016 and will not be reported in subsequent Compliance Reports.

Note 4 – Per Proffer P-8 GW no longer housed undergraduates at City Hall effective July 1, 2016. This property will no longer be reported in subsequent Compliance Reports.

University Supplied Beds Outside the Foggy Bottom/West End Area, University Supplied Beds Available to Full-Time Undergraduates Outside the Foggy Bottom/West End Area and University Supplied Beds Outside the Foggy Bottom/West End Area Occupied by Full-Time Undergraduates

	Spring 2016	**Fall 2016**
University Supplied Beds Outside Foggy Bottom/West End Area	0	**0**
University Supplied Beds Outside Foggy Bottom/West End Area Occupied by Full-Time Undergraduates	0	**0**

ATTACHMENT D: Materials Evidencing GW's Efforts related to Off-Campus Housing Opportunities

Welcome to Off-Campus Student Affairs!

The Office of Off-Campus Student Affairs (OCSA) extends community building and learning beyond the campus of the George Washington University by providing resources, services and programs designed to assist and guide students in navigating the process of moving from residential living on campus to independent living in the surrounding community. Our office is committed to educating students on how to become active and responsible members of the surrounding community.

"Being a Good Neighbor'Online Training---Extended

"Being a Good Neighbor" Mandatary Online Training---Extended

To get started with the program, click the link below (you will be asked to log into MyGW) and then click on the blue "play" button below the orientation title to view the training.

Begin the "Being a Good Neighbor" Orientation

If you have questions or need additional information about the orientation, please contact the Center for Student Engagement at engage@gwu.eduor by phone at(202) 994-6555.

Quick Links

- Guide to Living Off Campus
- Tenant Responsibilities
- Off-Campus Housing Fair
- Apartment Checklist
- Neighborhoods

Off-Campus Student Affairs

Center for Student Engagement
Division of Student Affairs

Cloyd Heck Marvin Center
800 21st Street, NW
Suite 505
Washington, DC 20052
Phone: 202-994-6555 | Fax: 202-994-9133
ocsa@gwu.edu

BEGIN YOUR SEARCH
NEIGHBORHOODS
APARTMENT CHECKLIST
OFF CAMPUS HOUSING FAIR
FREQUENTLY ASKED QUESTIONS

Finding a Home

Finding a home in the District of Columbia can be an exciting, yet stressful process. The resources contained here will help you make a decision on where to live.

- Begin Your Search
- Neighborhoods
- Repetitive Concern Policy
- Apartment Checklist
- Off-Campus Housing Fair

Off-Campus Student Affairs
Center for Student Engagement
Division of Student Affairs

Cloyd Heck Marvin Center
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Suite 505
Washington, DC 20052
Phone: 202-994-6555 | Fax: 202-994-9133
ocsa@gwu.edu

Contact Us | Maps & Directions

Community

Living in the District of Columbia community is an important part of being a GW student. As such, please refer to the resources listed to the left to make sure you are getting the most out of your experience living in the District of Columbia.

- Pets
- Quiet Zone Campaign
- Voter Registration
- Campus Involvement
- Living in the Nation's Capital
- Community Contacts
- Annual Report

Off-Campus Student Affairs
Center for Student Engagement
Division of Student Affairs

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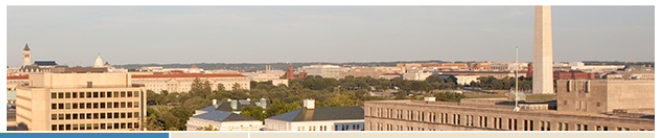


Tenant Responsibilities

State and local laws vary regarding the specific rights and responsibilities of tenants. However, there are some general responsibilities you assume when entering into a rental relationship. The following should be taken as general guidelines.

Pay your rent

You have to pay your rent on time without the landlord having to remind you.

Sign and keep a copy of the lease

You must be given a copy of the lease (rental agreement) within one month of the date you move in. Even if your landlord does not give you a copy of the lease, you are agreeing to the terms of the lease by occupying the apartment or paying the rent. Whether or not you have a copy, you are bound by the terms of the lease that you signed.

Follow the terms of the lease

You and the landlord must follow the terms of the lease. The only way you can be evicted before your lease is up is if you do not obey the terms of the lease.

Write down what damages there are to the apartment when you move in

You are responsible for documenting and providing your landlord a written list or checklist, listing everything that is wrong with your apartment when you move in. When you move out, if there are damages to the apartment that were not listed during those first five (5) days, you will be held responsible. The landlord has the right to charge you for the damages.

Agree to reasonable entry of your apartment by the landlord

If the landlord has a good reason, you must allow him or her to enter your apartment. Some good reasons are to:

- Inspect the property,
- Make repairs or decorate,
- Make alterations or improvements,
- Supply necessary or agreed services, or
- Show the apartment to prospective or actual purchasers, mortgagees, tenants, workmen, or contractors.

The landlord can enter the apartment without your consent in emergency situations. The landlord must not abuse the right of entrance or use it to harass you. The landlord can only enter at reasonable hours of the day, except in an emergency and the landlord must tell you before he plans to enter your apartment.

Keep your apartment in good condition

You must:

- Obey building and housing codes affecting health and safety.
- Keep the apartment as clean and safe as the conditions permit.
- Remove garbage, ashes, and waste in a clean and safe manner into the appropriate containers.
- Keep all plumbing fixtures in the apartment you use as clean as their condition permits.
- Notify the landlord of any repairs that need to be done to the apartment as soon as possible. The notice must be in writing and dated.
- Use all utilities and all electrical, plumbing, sanitary, heating, ventilation, air-conditioning, and other facilities and appliances including elevators on the property in a correct manner.
- Be responsible for your conduct and the conduct of other persons on the property whether known by you or not.
- Abide by all rules and regulations imposed by the landlord.

You must NOT:

- Deliberately or carelessly destroy, deface, damage, impair, or remove any of the property or permit any person to do so whether known by you or not.
- Remove or tamper with a properly working smoke detector.

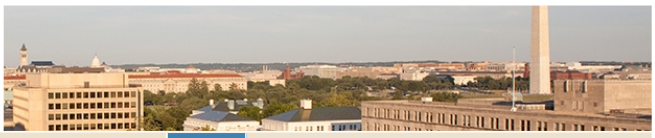
Give proper notice before moving

You have to give your landlord a written notice in advance of the time you move out. Your lease should state how much time is enough notice. Usually you must give the landlord written notice that you plan to move at least 30 days before the rent is due. If you have a week-to-week lease then you must give a 10-day notice.

Provide correct information on your rental application

If you give false information on your application, the landlord has the right to end your lease.

Check out this great resource about Renter's Rights below:



LOCKS & ALARMS
CRIME WATCH
FIRE PRECAUTIONS
TOXIC SUBSTANCES IN THE HOME
SIDEWALKS
EMERGENCY PREPAREDNESS

Safety

Most students living off-campus rent apartments or group houses and as a consequence, live in group-living situations somewhat similar to residence hall life on campus. As with residence hall living, two of the major concerns in off-campus housing are security breaches and life safety hazards. However, since off-campus residents are without GW University Police personnel and residence hall staff, they must bear greater responsibility for their own safety. If you are an off-campus resident, you must be much more aware of possible dangers than those who live on campus.

Personal Safety

safety. Just as in any city, residents of the District of Columbia should take precautions to ensure their safety in the District. Among other things, you should:

1. **Always carry a form of personal identification with you.** This is particularly important in Washington, DC because of the amount of federal and local security that is utilized in the District.
2. **Be wary of isolated spots**—laundry rooms, underground garages, parking lots, offices after business hours. Walk with a friend, co-worker, or security guard, particularly at night.
3. **Always keep jewelry and other valuables out of sight.**
4. **Keep a firm grip on your purse.** Use a purse with a secure clasp, and keep the purse close to your body with a hand on the clasp.
5. **Carry your wallet inside your coat or side pants pocket**, never in your rear pants pocket.
6. **Park your car in busy, lighted areas.**
7. **Always lock your car and take the key with you.** Consider using an anti-theft device for your car.
8. **Be aware of your surroundings when using the ATM machine.** Look around before conducting a transaction. If you see anyone or anything suspicious, cancel your transaction and go to another ATM. If you must use an ATM after hours, make sure it's well-lit.
9. **Wherever you are, stay alert and tuned in to your surroundings**—on the street, in an office building or shopping mall, driving, waiting for a bus or subway.
10. **Trust your instincts.** If something or someone makes you uneasy, avoid the person or leave.
11. **Know the neighborhoods where you live and work.** Check out the locations of police and fire stations, public telephones, hospitals, and restaurants, or stores that are open late.
12. **Never open your door to strangers.** Offer to make an emergency call while someone waits outside. Check the identification of sales or service people before letting them in. Don't be embarrassed to phone for verification.
13. **Know your neighbors**, so you have someone to call or go to if you're uncomfortable or frightened.
14. **If you come home and see a door or window open, or broken, don't go in.** Call the police from a cell phone.

Off-Campus Student Affairs
Center for Student Engagement
Division of Student Affairs

Cloyd Heck Marvin Center
800 21st Street, NW
Suite 505
Washington, DC 20052
Phone: 202-994-6555 | Fax: 202-994-9133
ocsa@gwu.edu

ATTACHMENT E: Materials Evidencing GW's Efforts related to the 24/7 Hotline

NEIGHBORHOOD

COMMUNITY CONCERN HOTLINE
FEEDBACK FORM
ONLINE REPORTING FORM

Talk GW

Have a question or concern? We're here to listen.

Community Concern Hotline

If you have a GW-related concern regarding violations of the law and or city ordinances, you may contact:

Metropolitan Police at **911** or

The GW Police Department
Community Concern Hotline - 202-994-6110 (Foggy Bottom) OR 202-242-6110 (Mount Vernon)
(Press "0" for dispatcher)

The university is committed to being a good neighbor and working with members of the community to respond to complaints regarding student behavior both on-campus and off-campus. When a GW-related concern is reported by a member of the Foggy Bottom/West End and Mount Vernon communities, the university responds to the report taking into account factors such as the geographic location of the complaint/incident. GW's Police Department (GWPD) can exercise police power to respond to incidents that occur in/on property owned or leased by the institution and controlled or used by GW for institutional purposes. GWPD enlists the assistance of DC's Metropolitan Police (MPD) when a police response is required outside of GWPD's jurisdictional boundaries.

GWPD's policy for responding to complaints off-campus:

GW Property: If the concern involves GW Property, GWPD will respond to the concern and attempt to resolve the problem. If necessary, GWPD will use police authority to resolve incidents that occur on GW property.

condo) buildings in the neighborhood, GWPD dispatchers will document the concern and GW officials will follow-up with the building management, and MPD when deemed necessary.

Street Noise: If the concern involves noise/behavior on neighborhood streets, sidewalks or other public areas in the within the street noise response boundaries, GWPD will attempt to contact the reported offenders and make them aware of the concern. GWPD also maintains a policy of proactive engagement that calls for similar actions if such behavior is witnessed during patrols, regardless of a call to the Hotline. For police response beyond GWPD authority, MPD will be contacted.

In all cases where GW students are involved in an incident that violates the Code of Student Conduct, GWPD will take the names of the students and will forward this information to Student Judicial Services for action, as appropriate. All students, both on-campus and off-campus, must abide by the Code of Student Conduct. Our disciplinary system is progressive; meaning the consequences are proportional to the frequency and severity of the misbehavior. Based on the specifics of the case, the process may be accelerated. Most substantiated cases follow a process of: 1) warning letter, 2) meeting with GW officials and 3) formal judicial action.

For all reports received via the Community Concern Hotline:

1. GWPD will document its actions and forward a report to the appropriate campus departments (including the Office of Community Relations and the Office of Off Campus Student Affairs) for follow-up.
2. A university official will contact the community member regarding the complaint when contact information is provided. To ensure proper follow-up, it is very helpful for the neighbor to give his/her name and contact information.
3. University officials will investigate the concern and adjudicate as appropriate.

Other Resources Available to GW Neighbors:

GWPD also has a Crime TIPS Hotline (202-994-TIPS), which enables community members to communicate directly with Chief of University Police. The TIPS line gives people who have sensitive information a means of reporting that information directly to Chief Hay with a promise of confidentiality. It should not be used in an emergency or to report an incident that is actively occurring and requires a police response. These concerns should be placed directly to the GWPD dispatch center via the emergency line, 202-994-6111. The Tips Line should be used to report concerns of ongoing behavioral or criminal issues that do not require immediate police assistance.

News

GW Establishes Community Response Program
August 24, 2015

Community Concern Reports

In an effort to manage reports of repeated acts of misconduct by GW students residing in non-university properties off campus, GW has adopted a proactive strategy for addressing problem properties.

Office of Government and Community Relations

Rice Hall
2121 Eye Street, NW 5th Floor
Washington, DC 20052
Phone: 202-994-9132 | Fax: 202-994-3622
discover@gwu.edu

ATTACHMENT F: Materials Evidencing GW's Efforts related to the Good Neighbor Program

NEIGHBORHOOD

GW/COMMUNITY ADVISORY COMMITTEE
Committee Meeting Materials
MOUNT VERNON QUARTERLY MEETING
BI-ANNUAL COMPLIANCE REPORTS
COMMUNITY CONCERN REPORTS
PARKING RESTRICTIONS REPORTS
BUILDING MANAGERS
EDUCATIONAL INITIATIVES

Talk To GW

Have a question or concern? We're here to listen.

Educational Initiatives

The Office of Government and Community Relations along with the Office of Off-Campus Student Affairs is committed to educating students on how to become active and responsible members of the surrounding community. Together, we work to develop and enact educational initiatives for our students. Some of those initiatives include:

Orientation - an online program delivered through a timed portal that addresses "good neighbor" issues, educating students about appropriate conduct in the off-campus community. The program especially emphasizes objectionable noise both inside and outside of buildings, restricted parking in the Foggy Bottom/West End area, illegal underage drinking, and respect for personal and real property of the residential and private business communities.

Welcome Bags - reusable grocery bags filled with helpful information for neighbors and students alike in the historic district of Foggy Bottom. The bags include:

- Welcome letter from Foggy Bottom permanent residents (.pdf)
- University policies on trash, noise, parking, and snow
- Trash magnet
- Guide to Living Off-Campus
- Block Party invitation
- Discover GW brochure (.pdf)
- Business cards

Guide to Living Off-Campus - a comprehensive guide for students off all ages and class years living off-campus in the Washington metropolitan area. The guide addresses key matters for students moving into a new residential community as well as information on students rights and responsibilities in their new community.

Off Campus Resources

- Code of Student Conduct
- Off Campus Adjudication Flow Chart

Orientations

Being a Good Neighbor for Off-Campus Students

Being a Good Neighbor for On-Campus Students

Office of Government and Community Relations
In Collaboration with the Division of Operations

Support Building
2025 F St., NW: 2nd Floor
Washington, DC 20052
Phone: 202-994-9132 | Fax: 202-994-3622
talktogw@gwu.edu

ATTACHMENT G: Detailed Information Regarding Local Address Information

Local Address Information for Foggy Bottom Students not living in GW-housing[1]

Full-Time Foggy Bottom undergraduate Students Residing in Foggy Bottom/West End outside the Campus Plan Boundaries	**1,379**
District of Columbia outside the Foggy Bottom Campus Plan boundaries and outside Foggy Bottom/West End breakdown by zip code: 20001 24 20002 11 20003 8 20004 1 20005 22 20006 0 20007 47 20008 16 20009 30 20010 11 20011 18 20012 2 20013 0 20015 7 20016 23 20017 6 20018 1 20019 3 20020 3 20024 4 20027 0 20032 2 20036 34 20037 34 20078 0	**307**
Maryland	**153**
Virginia	**367**

Note 1: This data is current as of November 15, 2016 and represents a 96% response rate from the 2,315 full-time Foggy Bottom Undergraduate Students not included in the GW Foggy Bottom housing program.

ATTACHMENT H: Detailed data regarding the number of off-street parking spaces per garage

THE GEORGE WASHINGTON UNIVERSITY PARKING SERVICES				
On Campus Parking				Nov-16
Lot #	*Lot Name*	***Self-Park***	***Valet Parking***	***Total Spaces***
1	Law Learning - G St Garage	392	0	392
3	Lot 3	38	16	54
4	Academic Center Garage	220	60	280
5	Elliot School	198	0	198
6	Amsterdam (New) Hall Garage	59	0	59
7	Ambulatory Care Center Garage	103	0	103
9	Media & Public Affairs Garage	64	0	64
12	Tompkins Lot	20	0	20
14	Ross Hall Garage	102	20	122
15	Old Main	63	0	63
16	Funger/Duques Hall Garage	179	0	179
17	Ivory Tower	90	0	90
18	South Hall	180	0	180
20	Dakota	37	0	37
21	Health & Wellness Garage	112	0	112
2	Science and Engineering Hall	327	66	393
MC	Marvin Center Garage	170	126	296
Square 54	The Avenue	362	100	462
International House	International House (Formally: Riverside Towers)	5	0	5
	Total	**2,721**	**388**	**3,109**

Notes:

Note 1: Data as of the GW census date, October 10, 2016.

ATTACHMENT I: Materials Evidencing GW's Efforts related to Transportation Management

TRANSPORTATION & PARKING SERVICES

DIVISION OF OPERATIONS

About

The George Washington University Transportation & Parking Services (TPS) Department, as part of the Division of Operations, is responsible for managing the day-to-day parking operations at The George Washington University's Foggy Bottom, Mount Vernon, and Virginia Science and Technology campuses along with dedicated to providing the highest quality facilities and services for the campus community and our visitors while keeping in line with the university's overall mission and goals.

» *Read More*

Notice

The following changes are effective August 1, 2016, to the Wiehle Express shuttle provided by Loudoun County Transit on weekdays from Wiehle-Reston East Metro Stop (Silver Line) to GW's VSTC Campus and other locations.

- There are two additional AM shuttles and three additional PM shuttles. The inclusion of these additional shuttles has resulted in adjustments throughout the schedule as shown here.
- While GW students, faculty, and staff ride continue to ride free with GWorld card, the visitor rate is reduced from $2 to $1.
- Shuttle stop location adjustments are not being made on GW's VSTC, but are occurring in the Ashburn North and One Loudoun portion of this shuttle as shown here.

For information about these changes or other aspects of the Wiehle Express, contact Loudoun County Transit 571-258-3464 or rideshare@loudoun.gov.
Visit www.loudoun.gov/transit for information on other Loudoun County transportation services.

Link:
Manage your parking any time.

Transportation and Parking Services

Support Building
Phone: 202-994-7275
parking@gwu.edu

Contact Us

Transportation Services

GW Office of Transportation Services is committed to providing reliable, safe, transportation services that enhance the quality of life while promoting sustainability, accessibility and mobility from campus to campus for the GW community.

Please note that shuttles schedules are subject to change to accommodate the constantly changing needs of students, faculty, and staff. Please be advised, there may be circumstances, such as traffic, construction-related detours, weather, etc., which may delay the buses and negatively impact the schedule. For best planning we recommend arriving at the stop at least ten minutes early. During university observed holidays and breaks shuttles may run on alternative schedules.

Transportation and Parking Services

Support Building
Phone: 202-994-7275
parking@gwu.edu

Contact Us

THE GEORGE WASHINGTON UNIVERSITY
WASHINGTON, DC

SEARCH Parking

GW Home | GW Links | Info For

TRANSPORTATION & PARKING SERVICES

DIVISION OF OPERATIONS

ABOUT | TRANSPORTATION | PARKING | FLEET | RESOURCES | FEEDBACK FORM

You are here: Home / Welcome to Parking at GW

- STUDENTS
- FACULTY & STAFF
- CONTRACTOR PARKING
- VISITORS

Link:
Manage your parking any time.

Welcome to Parking at GW

Parking Services maintains the garages and lots at all three campuses serving the George Washington University community of faculty, staff, visitors, and patients. Currently we have 23 garages and lots on the Foggy Bottom Campus, one main garage on the Mount Vernon campus and a main lot at each of our Virginia Science and Technology campus buildings.

Transportation and Parking Services

Support Building
Phone: 202-994-7275
parking@gwu.edu

Contact Us

GW Carpool Incentive

Registered carpoolers with Parking and Transportation Services pay $220 per month on the Foggy Bottom Campus and $140 per month on the Mount Vernon Campus.

A **carpool** as an arrangement among a group of automobile owners by which each owner, in turn, drives the other to and from a designated place, in this case, work at GW. In order receive GW's carpool incentive, two or more GW employees must be signed up for the program. Parking fees will be paid via payroll deduction and the fee will be divided equally amongst the registered carpoolers.

The university has partnered with NuRide, a flexible ride sharing program that encourages and rewards carpooling. The free program services employees at the Foggy Bottom, Mount Vernon, Virginia Campuses. You can sign up for one ride or recurring rides. Registered riders earn reward points for every carpool ride. Points can be redeemed for gift cards, discounts, and event tickets. To enroll go to NuRide - The Rewarding Way to Go.

The university's enrollment in NuRide and the creation of the discounted parking rate for carpoolers are components of an ongoing effort to promote "Sustainability" on our campuses. For more information on sustainability, at GW, please visit our Office of Sustainability.

Quick Links

- WMATA
- Maryland Transit Authority
- Virginia Railway Express
- Enterprise CarShare
- Amtrak
- Transportation Factsheets (.pdf)

Transportation and Parking Services

Support Building
Phone: 202-994-7275
parking@gwu.edu

Contact Us

Progress Report on Condition P-10 (Implementation of Streetscape Plan)

Condition:

Upon the effective date of this Order and the expiration of any appeal period, the University shall proceed within sixty (60) days to initiate the process to obtain necessary approvals of the proposed Streetscape Plan from DDOT. The costs and resources associated with the implementation of building identifiers (e.g., flags, awnings, and placards), street furniture (e.g., benches, trash receptacles, bike racks, and emergency call stations), way-finding elements (e.g., campus maps, directional signage, and location symbols), street banners (e.g., pedestrian, vehicular, and thematic banners often mounted on street light posts), and distinctive design elements (e.g., public art, plaques, busts, clocks, paving medallions, and mid-block crossing treatments) as set forth in the proposed Streetscape Plan will be the responsibility of the University. The costs and resources associated with the implementation of other streetscape elements – including sidewalk paving materials, street lighting fixtures, and certain plantings (particularly street trees) – may be allocated among the University, DDOT, and, as appropriate and available, other outside sources (including organizations or foundations such as Casey Trees for campus street trees). The University shall work with DDOT with respect to planning for future District streetscape improvement projects that impact the Foggy Bottom campus, and the specific allocation and contribution of costs associated with such improvement projects will be made on a project-by-project basis. Streetscape improvements associated with development projects identified in the Campus Plan and first-stage PUD shall be funded by the University and shall be specifically addressed as part of the second-stage PUD application for each project.

GW Response:

Starting in March 2009, the University re-engaged EE&K Architects (the planners who prepared the Campus Plan PUD) to redevelop proposals for a master plan to implement the streetscape components of the Campus Plan PUD. The University met with representatives of the community as well as DDOT, OP, and other District agencies to solicit feedback on the plan, including two community meetings in May and June 2009. Following a Preliminary Design Review Meeting with representatives of multiple District agencies and disciplines in September 2007 and again in December 2009, the University incorporated DDOT and neighborhood comments into a revised Streetscape Plan that was resubmitted to DDOT in August 2010.

To date, the University has completed streetscape improvements for all public space around Squares 39, 54, and 55, as well as portions of Squares 40, 57, 75, 77, 80, 102, and 103. Various streetscape improvements will be included in the pending redevelopment of 2112 Pennsylvania Avenue on Square 75.

Status Report on Condition C-13(b) (Off-Street Parking Census)

Condition:

The University shall continue to provide at least 2,800 off-street parking spaces, including proposed spaces to be dedicated for University use on Square 54 and all University-owned parking spaces on Square 122 (specifically including the parking lot and garage spaces at Old Main located at 1922 F Street, N.W.) The number of off-street parking spaces required to be provided may be increased in any subsequent further processing order pursuant to this plan if necessary to mitigate the adverse impact of the approved uses on the University's parking resources. The University shall monitor its utilization of University parking facilities to determine usage patterns and conduct ongoing assessment of parking needs.

GW Response:

As a result of recent projects under development, the number of available University-provided off-street parking spaces located in areas covered under this condition as of November 2016: 3,109. Spaces include striped self-park, and assigned valet spaces.

The University does not count the parking inventories associated with its commercial/investment properties in this off-street parking census because such parking is not dedicated for University use. As such, the parking associated with the project in the enclosed application will not count towards the University's parking resources.

THE GEORGE WASHINGTON UNIVERSITY PARKING SERVICES				
On Campus Parking				Nov-16
Lot #	*Lot Name*	***Self-Park***	***Valet Parking***	***Total Spaces***
1	Law Learning - G St Garage	392	0	392
3	Lot 3	38	16	54
4	Academic Center Garage	220	60	280
5	Elliot School	198	0	198
6	Amsterdam (New) Hall Garage	59	0	59
7	Ambulatory Care Center Garage	103	0	103
9	Media & Public Affairs Garage	64	0	64
12	Tompkins Lot	20	0	20
14	Ross Hall Garage	102	20	122
15	Old Main	63	0	63
16	Funger/Duques Hall Garage	179	0	179
17	Ivory Tower	90	0	90
18	South Hall	180	0	180
20	Dakota	37	0	37
21	Health & Wellness Garage	112	0	112
2	Science and Engineering Hall	327	66	393
MC	Marvin Center Garage	170	126	296
Square 54	The Avenue	362	100	462
International House	International House (Formally: Riverside Towers)	5	0	5
	Total	**2,721**	**388**	**3,109**

Status Report on Condition C-14 (Transportation Management Plan)

Condition:

The University shall maintain, and periodically update, its comprehensive Transportation Management Plan ("TMP") addressing traffic and parking associated with events on campus that are attended by a significant number of persons not normally associated with the University and the campus. The transportation management plan shall include the following:

a. Measures to schedule events at times that reduce conflicts with other traffic and other demands for parking.

b. Measures to discourage travel by private automobile and encourage travel by public transportation.

c. Measures to encourage persons who drive to park in commercial or University parking garages.

d. Designation of a Transportation Management Coordinator responsible for implementing and monitoring the TMP program.

e. Promotion of various technology initiatives (currently including, e.g., the use of video conferencing, podcasts, online library resources, the Bb@GW on-line course management system based on the Blackboard Learning System™, and administrative document management system) to reduce the need for physical movement to and between the Foggy Bottom and other GW campuses.

f. Evaluation of opportunities to provide access and links through appropriate website portals to allow members of the University community to purchase transit fare media, including SmarTrip fare cards and bus passes, online.

g. As necessary throughout the term of the Campus Plan, when existing parking facilities are being renovated or redeveloped, utilization of attendant parking at various campus parking facilities to ensure that campus parking demands are adequately met.

h. Implementation of a Truck Management Plan to avoid adverse impacts on the surrounding neighborhood.

These measures and their efficacy and appropriateness given changes in programs, technology, and parking demand shall be regularly reviewed, evaluated, and updated over the twenty-year term of the Campus Plan. The TMP shall be submitted to and reviewed by the Advisory Committee on an annual basis.

GW Response:

The University has had a transportation management plan in place on its Foggy Bottom Campus for a number of years. A variety of measures are used to limit transportation demand and eliminate adverse traffic and parking impacts.

The University encourages the use of public transit for employees and visitors alike as many public transit opportunities, including Metrorail, are available on or near campus. In addition, pre-tax Metro SmartBenefits are available to university faculty and staff.

University parking is priced at market rates and employee programs such as pre-tax parking deductions are available. Those faculty, staff and students who drive to campus are encouraged to park in university garages by providing discounted daily parking (as compared to visitor parking or parking in adjacent commercial garages) and also by allowing for parking fees to be paid by payroll deduction (for regular parkers) or via funds deposited to the GWorld card. The University regularly schedules special events, including athletic events and entertainment events at times outside of the peak traffic hours.

GW also encourages students, faculty and staff to utilize car sharing to accommodate the occasional requirement for automobile transportation whether for personal or university business. Enterprise and other car sharing programs have been promoted through flyers and via information at university fairs and events. Since 2007, the University has worked to increase the availability of car sharing memberships on campus. In addition, there are 6 car sharing vehicles located on the campus.

The University has continued to encourage bike use and currently maintains 23 surface bike racks as well as several secure interior building racks throughout the Foggy Bottom Campus. In total, the University currently provides space for approximately 770 bicycles on campus. Furthermore, the University is encouraging bike sharing through Capital Bikeshare, which has 3 locations on and near the Foggy Bottom Campus with a total of 77 bicycles.

The University currently utilizes technology to enable a telecommuting policy for staff and to reduce trips between its campuses. Technology includes online library sources, use of the Bb@GW on-line course management system, and video and teleconferencing tools. GW also provides regular shuttle service between its Mount Vernon and Foggy Bottom campuses via The Vern Express as well as regular shuttle service to the Virginia Science & Technology Campus.

In order to enhance access to information regarding transportation alternatives, a transportation factsheet is posted online to provide information and campus transportation options (http://neighborhood.gwu.edu/campusdev/docs/factsheets). Other online information includes links to commuter connections (to encourage carpooling or public transit use), Metro pass sale information, and other sources of information. This resource is also at key locations on all GW campuses through resource center. Real-time transportation information screens are installed in 2 academic buildings.

Truck Management Plans are currently in place and continue to be updated as necessary.

Certificate of Presentation to the Campus Plan Advisory Committee

I HEREBY CERTIFY that the University's proposed redevelopment of Lots 50 and 51 Square 75 was presented to the Campus Plan Advisory Committee for consideration, at a regularly scheduled Campus Plan Advisory Committee meeting on February 13, 2017, at least 30 days prior to the filing of this application, as required by Zoning Commission Order No. 06-11/06-12.

Copies of the minutes of the meeting are attached to this Certificate.

Susi Cora

The George Washington University

MEETING NOTES for the GW/COMMUNITY ADVISORY COMMITTEE
(As called for in the 2007 Foggy Bottom Campus Plan, Condition P-7)
Meeting #38/Quarter 1/February 13, 2017 – 6:30 pm in Duques Hall Room 360

1)=Welcome & Introductions

The meeting opened at 6:30 p.m. with introductions of individuals supporting GW for the Advisory Committee, including: Bridgette Behling Director of Community Support and Leadership in GW's Center for Student Engagement; Susi Cora, GW Director of Campus Planning; Alicia Knight, Senior Associate Vice President for Operations; GW staff member John Ralls. Representatives of GW's upcoming project at 2100 Pennsylvania Avenue introduced themselves: Vice President of Development at Boston Properties Jake Stroman and Principal at JFW Consulting Jody F. Winter. Following this, community attendees introduced themselves, including: Foggy Bottom Association President Marina Streznewski; Advisory Neighborhood Commissioners (ANC) Patrick Kennedy and Eve Zhurbinskiy; West End Citizen's Association members Barbara Kahlow and Sara Maddux; Foggy Bottom neighbor Susan Armbruster; GW Residence Hall Association President and Vice President - Ali Belinkie and Rachel Metz; GW Student Association Vice President for Operations Cole Ettingoff; GW students Jack Anderson, Lucas Crampton, Robert Dickson, and Finley Wetmore.

2)=Campus Plan and campus development updates

2a) Other 2007 Foggy Bottom Campus Plan initiatives -- 2ai)=Historic Preservation Plan: GW has complied with historic preservation requirements as part of the 2007 Foggy Bottom Campus Plan (2007 FBCP). ***Foggy Bottom Campus Streetscape Plan:*** District House improvements are completed and there are no other updates at this time.

2b)=Updates on campus development projects - Site 75A on Square 75 *(Completion per developer):* This site is a commercial investment property located on Pennsylvania Avenue between 21st and 22nd Streets. 2112 Penn is expected to deliver in the second quarter of 2018. The project is continuing on schedule with: concrete framing of the building will reach grade in late-February/early March. From this point on, much of the work being performed will be above-grade. Kahlow asked if there was an update on selection of a retail tenant and Cora confirmed there is not an update at this time. Maddux raised her concern about the sidewalk in front of the Corcoran Hall renovation project which is closed during daily construction hours. Knight shared that since the last meeting she had shared these concerns with the construction team working on this project. Belinkie asked who would select the retail that will be in the 2112 Pennsylvania Avenue project and Cora confirmed this process is being handled by Skanska Development, who will work with a commercial broker as the project gets nearer to completion.

2c)=General GW updates

2ci)=GW Hillel building including associated zoning and regulatory approvals associated with GW's proposed long-term tenancy in newly proposed developed GW Hillel building:

Cora shared that it is GW's understanding that St Mary's Church and WECA are appealing the zoning order. Kahlow said the church and WECA jointly filed a case with the Court of Appeals and are waiting for an oral court argument.

2cii) District House venues include Peet's Coffee, Wiseguy NY Pizza, Beef 'n' Bread, Chick-fil-A, GRK Fresh Greek and Sol Mexican Grill. Aall but two venues are currently open. Sol Mexican and Chick Fil A will open later this month. Knight confirmed that the public hours for operation are 6am-10pm and after 10pm the space is limited to GW students.

2ciii) New venue at Duques Hall – Point Chaud will be opening on Wednesday of this week on the first floor of Duques Hall.

3) Update on proposed redevelopment at 2100 Pennsylvania Avenue

Knight began by saying she hoped this evening's presentation would give attendees an overview of the proposal as well as to gain input from those present on the project and answer questions. She said there would be additional presentations at meetings in coming weeks of Foggy Bottom Advisory Neighborhood Commission 2A, Foggy Bottom Association, the President Condo and West End Citizens Association.

Knight said GW maintains an investment portfolio of commercial office buildings that are held as part of its endowment and the revenue from which are used to fund the academic mission of the university. Among these investment properties is 2100 Pennsylvania Avenue.
GW has entered into an agreement with Boston Properties to redevelop the existing building under a ground lease, similar to what was done at The Avenue by Boston Properties as well as the project that is currently under construction by Skanska at 2112 Penn.

Knight said when GW reached out to the development community regarding the potential for creating a new landmark building and "place" at this location, the response was tremendous. The university had a number of selection criteria for selecting a developer, but the success at The Avenue was definitely a component of GW's excitement about selecting BP for this project. Knight said GW and the community have been quite receptive to the other project with which the university partnered with Boston Properties (The Avenue in the early 2000s) and anticipates this project will be equally beneficial to the neighborhood, GW and DC as a whole. , and we could not be more pleased with the result. She said the opportunity to reinforce and expand the retail on I Street and improve the eastern boundary of GW's campus on Pennsylvania Avenue is immense.

Knight then gave an overview of the block on which the site is located which includes 2100 Penn, Rice Hall, Lot 869, President Condo, Medical Faculty Associates, and the currently under construction 2112 Penn project. She said this project seeks redevelop a portion of the campus plan, site 75B/the portion that is occupied by Rice Hall now, as commercial/investment use and combine this site with the existing lot of 2100 Pennsylvania Avenue. This would split the existing campus plan site 75B into two pieces – the commercial/investment component to be combined with 2100 Penn (to the east of the existing alley) and "Lot 869" (west of the alley) which would be retained for future academic/administrative uses. As a result, GW will be seeking a campus plan and PUD amendment to accomplish this project.

With regard to relocation of existing site tenants, Knight said 2100 Penn tenants have been aware of GW's intention to one-day redevelop and their leases provide GW with a mechanism to do so. She said the university is working with tenants, where possible, to identify the potential for relocation to GW-owned properties. With regard to relocation Rice Hall tenants, the university is in the process of completing a planning study for relocation of functions in this building to other locations on the Foggy Bottom, Mount Vernon and VSTC campuses. She said while the process is underway, she could share that the university does not plan to construct a new building for these uses or repurpose existing "student spaces" (such as 4th floor of Marvin) for these functions. Knight said it is planned for Rice Hall to be vacated by the end of 2018 and 2100 Pennsylvania Avenue by June 30, 2019.

Kahlow raised a concern about the precedent of re-zoning this site to C4 and Knight said she is aware there is precedent for C4 on the south side of Pennsylvania Avenue such as at 2112 Penn and the university feels the zoning of this project is substantiated by DC's Comprehensive Plan for land use. Kahlow asked why it would be beneficial to include Eye Street in this project and Knight said this would be vital to extending the Eye Street Retail Corridor from The Avenue to 2000 Pennsylvania Avenue Shops, which was discussed at length and agreed upon during the approval process for the 2007 FBCP.

Next, Jake Stroman of Boston Properties shared a series of renderings of the conceptual plans for the building and some anticipated building features: height of up to 11 stories/apx. 130 feet at highest point and down to 110 feet on Eye Street; 330-350 parking spots (existing 2100 Penn building has apx. 250) with parking access via Eye Street; and loading access via shared public alley west of property. Stroman said Boston Properties was working with the same architecture firm, Pelli Clarke Pelli, as it had on The Avenue and the building design's streamlined forms, curved class and other features help

distinguish the exterior façade. With regard to potential retail tenants, Stroman noted the success Boston Properties had with The Avenue and is hopeful the new tenants would combine with The Avenue and 2000 Penn to enhance the Eye Street Retail Corridor. He said there had already been significant initial interest in the retail space at this site. He noted the potential 20' sidewalk setback on Eye Street plus potential expanded ceiling heights in retail area could create an area quite desirable to tenants and customers.

With regard to a question as to grade change in the site's area, Stroman said there is an apx. 12' grade change between corner of 21st and Penn and the southwest corner of the building. With regard to a question from Cole Ettingoff of the Student Association as to affordable retail options at this site, Stroman said Boston Properties is open to ideas and this would be considered as the y proceeded. In response to Ettingoff's question about relocation of existing tenants, Knight said the university would work with existing to tenants to relocate them in the area, to the extent possible. Belinkie of GW's Residence Hall Association asked about traffic and pedestrian studies and Stroman confirmed Wells & Associates would be doing this analysis. In response to questions from Commissioner Kennedy, Stroman confirmed they would be working with DDOT re potential curb cuts associated with this project and Capital Bikeshare as to relocation of existing facility within the immediate area.

4)=Other campus updates/Recent/upcoming major campus activities.

Behling gave updates regarding Off Campus Student Affairs shared an overview of recent and upcoming major campus activities, including the Feb 7 Off Campus Student Affairs Fair which had information about "how to be a good neighbor" and information for tenants to share with students about this. He also noted the continuation of ongoing weekly trash walks and as well as reminders to students re how to "be a good neighbor" during inclement weather and at end of the school year. And, Germaine announced important spring semester dates: President's Day - no classes 2/20; Spring Break (no classes)Monday, March 13 - Saturday, March 18; Spring Fling concert on April 1 in University Yard; Last Day of Classes=Monday, May 1; Make-Up/Reading Day, May 4, 5; Final Examinations, Monday, May 8 - Tuesday May 16; Commencement Weekend---Thursday, May 18 - Sunday, May 21.

5)=Public Comments

Belinkie and Zhurbinskiy raised the issue of a crosswalk in the midblock of 2200 H Street due to the high pedestrian/vehicular activity in this block and other factors such as the existing sidewalk, which is not located in an area most frequented by pedestrians. Cora shared that GW has made several recommendations to District's Department of Transportation (DDOT) for traffic-calming and pedestrian-guiding measures, but these have not been approved. Streznewski and Kennedy both agreed the current crosswalk is not in an ideal location and also asked about the feasibility of installing a traffic light at 22nd and H Street.

6)=Selection of date for meeting #39 of this group in 2nd quarter (April-June) of 2017

It was agreed the tentative date of the next meeting would May 11, 2017 in advance of ANC 2A's monthly meeting later that month.

List of Outsourcing Activities

Condition:

A list of "outsourcing activities" that have occurred since the last second-stage application. For the purposes of this Condition, an "outsourcing activities" shall be defined as termination within any 30-day period of 50 or more Foggy Bottom faculty or staff who are assigned to a specific University department or unit and are permanently replaced with contractors or other persons not employed by the University to perform on the Foggy Bottom campus the services of the terminated faculty or staff.

GW Response:

No "outsourcing activities" have occurred in any 30 day period since the December 2012 filing of the Square 77 second-stage PUD application.

2100 PENNSYLVANIA AVENUE - LINKAGE

April 12, 2017

PUD Linkage - 2100 Pennsylvania Avenue NW

Estimated Building GFA: 453,562

SSL	Land Area	FAR	Total GFA	Total Assessed Land Value	Assessed Land Value per Square Foot of Development	GSF Office Gained through the PUD	Assessed Value of Increase Office Square Footage	**Housing Linkage Estimate**
Sq 75 Lot 50	39,718	6.5	258,167	$31,668,700	$122.67	131,695	$16,154,696.17	$8,077,348.09
Sq 75 Lot 51	11,062	5.8	63,700				$0.00	$0.00
Total	**39,718**	**6.5**	**321,867**	**$31,668,700**	**$122.67**	**131,695**	**$16,154,696.17**	**$8,077,348.09**
Linkage Fee Total								**$8,077,348**

GSF Office Gained Through PUD		
	Total Office	453,562
	Less MOR for Lot 50	(258,167)
	Less Existing Lot 51	(63,700)
	Office Gained Through PUD	131,695

11-X DCMR Section 306.6(a): if the applicant agrees to contribute funds to a housing trust fund, the amount of funds to be contributed shall be equal to one-half (0.5) of the assessed value of the increase in permitted gross floor area for office use.

Section 306.6(b) -- Assessed value - the fair market value of property as indicated in the property tax assessment records of the Office of Tax and Revenue, as of the date of the PUD application.

Section 306.6(c) -- Assessed value per square foot of land - the result reached by dividing the **assessed value** per square foot of land that comprises the PUD site by the maximum permitted commercial FAR [Note: actually arrived at by dividing the total assessed value by the maximum permitted gross floor area.]

Section 306.6(c) -- Contribution - the result reached by multiplying the **assessed value per square foot of land** times the requested increase in gross square feet proposed for office.