

January 14, 2011

VIA HAND DELIVERY

Mr. Anthony Hood, Chairman  
Zoning Commission  
441 4<sup>th</sup> Street, NW, Suite 210  
Washington, DC 20001

Re: **Z.C. Case No. 06-11A/06-12A**  
**GW Foggy Bottom Campus Plan / PUD – Square 103**  
**Supplemental Pre-Hearing Statement of the University**

Dear Chairman Hood and Members of the Commission:

Pursuant to 11 DCMR Section 3013.1, The George Washington University (“University”) hereby files its supplemental pre-hearing statement for the above-referenced case.

Background

The property that is the subject of this application consists of multiple lots along G Street NW between 20<sup>th</sup> Street NW and 21<sup>st</sup> Street NW (“Property”). The Property is located in the R-5-D Zone District and consists of approximately 38,328 square feet of land area. The Property is part of the University’s 2007 Foggy Bottom Campus Plan, which was approved by the Zoning Commission in Order No. 06-11 / 06-12. The Property was designated as a future development site as a part of the First-Stage PUD approved in conjunction with the Campus Plan.

In this case, the University seeks the approvals needed in order to permit the construction of an underground structure containing 392 parking spaces and program space for its Law School, as well as certain interim surface improvements related to the below-grade facilities, including pedestrian and vehicular entrances, and surface parking for an additional 58 parking spaces (“Project”). Access to the parking garage will be provided from an existing 16-foot wide through alley, which the University will widen to 20 feet.

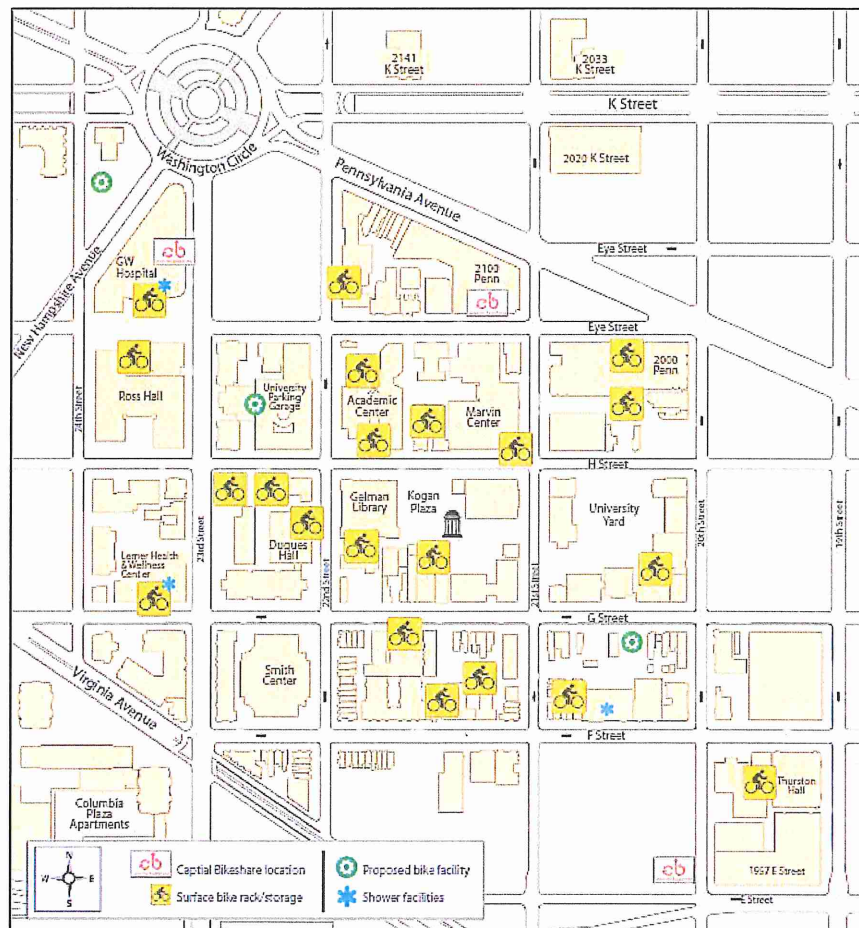
The proposed Project is the first phase of development of the Property. Pursuant to the Campus Plan / PUD, a new building devoted to academic and administrative uses, with a height of 80 feet, lot occupancy of 90%, and gross floor area of 185,983 square feet, is approved for the Property. When future above grade development is contemplated the University will return to

the Commission for second-stage / further processing approval of above-grade improvements that are consistent with the first-stage approval.

Additional Information

*1. Bicycle Facilities*

The University has actively promoted bicycle use as a part of its overall Campus Transportation Management Plan. To this end, the Campus currently maintains 21 surface bike racks, which are depicted on the map below, as well as several secure interior building racks throughout its Foggy Bottom Campus. In total, the University provides space for nearly 500 bicycles on campus. Changing and shower facilities are available at the Lerner Health and Wellness Center on 23<sup>rd</sup> Street NW. In addition, there are three bike sharing racks located on or adjacent to the Campus, including one rack located two blocks from the property at 20<sup>th</sup> and E Streets NW.



Going forward, the University is committed to enhancing its bicycle facilities, and is actively using proposed construction as an opportunity to implement these improvements. This Project will continue to encourage bike use on the Foggy Bottom Campus by providing secure bicycle storage both on the surface and in the garage for an approximate total of 60 bicycles. Other planned projects in Squares 55 and 39 will include a combination of street-level and interior bicycle parking as well and will add over 160 additional bicycle parking spaces to the campus supply.

2. *Community Comment*

GW has actively engaged the community regarding the Project, through presentations to both the campus Advisory Committee and to Advisory Neighborhood Commission (ANC) 2A. These discussions are summarized in the table below.

THE GEORGE WASHINGTON UNIVERSITY: Sq 103 Law Learning Garage ("Project")		
Community Outreach Meeting Log		
Date	Organization	Discussion
March 2, 2010	FRIENDS	Project presentation (concept phase) and discussion.
March 4, 2010	Campus Plan Advisory Committee	30 day notice prior to filing w/ZC
March 17, 2010	ANC2A	1st presentation of Project to ANC 2A
March 30, 2010	Foggy Bottom Association	Project presentation (concept phase), on invite from FBA
June 7, 2010	Campus Plan Advisory Committee	Follow up design presentation
September 7, 2010	FRIENDS	Presentation on Project and other forthcoming GW development projects
September 20, 2010	Campus Plan Advisory Committee	Brief design update
December 13, 2010	Campus Plan Advisory Committee	Discussion of Project, other GW development projects, and the Fall 2010 Compliance Report
December 15, 2010	ANC2A	Project presentation to ANC 2A (discussion devoted to traffic and transportation issues raised by WECA)
January 19, 2011 (planned)	ANC2A	Completion of final presentation
January 20, 2011 (planned)	WECA/DDOT	Followup discussion regarding DDOT policy encouraging use of alleys for vehicular access

**Description of Organizations:**

*FRIENDS* Convened in 2002, this group meets monthly to promote positive dialogue between GW and its neighbors. Communications go out to almost 400 members who receive weekly update emails and monthly mailings.

*Campus Plan Advisory Committee* Convened under P-7 of Zoning Commission Order no. 06-11/06-12 ; meets quarterly.

*ANC2A* Advisory Neighborhood Commission 2A

*WECA* West End Citizen's Association

The University has also received questions from the West End Citizens Association (WECA) regarding the planned use of the existing alley for ingress and egress to the proposed parking garage. These concerns were generally addressed in the initial transportation impact analysis prepared by the University's traffic consultant, Gorove/Slade, and included in the initial PUD application package. In addition, at the December 15, 2010 ANC 2A public meeting, GW

appeared before ANC 2A to present the proposed PUD project. The entire time allotted to GW's portion of the agenda was spent on a full discussion regarding WECA's specific concerns about the planned use of the alley and related transportation impacts. A followup discussion among GW, WECA, and DDOT is scheduled for January 20, 2011.

First, WECA has expressed concern regarding the use of the existing alley for vehicular access, and has communicated a preference for vehicles to use a new curb cut on G Street NW instead of the existing alley. During the discussion at the ANC and through follow-up communications, GW's traffic consultant and other representatives have provided WECA with detailed explanations supporting the decision to use the existing alley for vehicular ingress and egress, as follows:

- The use of the alley is consistent with DDOT's established policy encouraging, where practicable, the use of existing alley systems for vehicular access. DDOT's preference for reuse of alley systems is intended to reduce the number of curbs cuts on city squares. This reduction in curb cuts generally improves the transportation system in multiple ways: it improves the pedestrian grid, it increases the amount of curb space available for on-street parking, and it reduces the number of entry points for vehicular traffic.
- The width of the alley, which is 16 feet wide and will be widened to 20 feet by GW, is adequate to accommodate this traffic.
- As indicated in the traffic report prepared by GW's traffic consultant, the project as designed—utilizing the alley system for vehicular ingress and egress—will not have a negative or adverse impact on surrounding vehicular or the pedestrian networks.

GW specifically engaged DDOT on this question of alley access early in the design process, and DDOT directed GW to use the existing alley. DDOT also confirmed that the width of the alley was adequate to accommodate the proposed traffic.

Second, WECA has also indicated concern regarding Gorove/Slade's observation regarding traffic volume leaving the Project site. In its report, Gorove/Slade concluded that, during the PM peak hour only, the projected volume of vehicular traffic leaving the project site to make the left onto 21<sup>st</sup> Street would reach a level of service of "F". Again, GW and its representative provided the following explanations and clarifications:

- This projected impact is limited to drivers associated with GW who have parked in the facility and are leaving the project site. Furthermore, it is limited to the PM peak hour only.
- The traffic study was conservative, and therefore calculated the projected levels of service based on a "worst case" scenario where the bulk of the garage traffic would be commuter traffic leaving the site during the peak hour. In reality, the garage will likely

contain a mix of permit and visitor parking, which will reduce the volume of traffic during the peak hour.

- It is in GW's interest to manage the operation of its parking facilities such that the users are satisfied with operations. Accordingly, to the extent that conditions warrant changes in operations to ensure that satisfaction, GW will be motivated to make such changes.

For the reasons discussed above, WECA's concerns regarding the level of service for traffic departing the site during the peak hour are unwarranted.

Third, WECA has indicated concern that the use of the alley would be of concern to the D.C. Fire and Emergency Medical Services Department. It is our understanding that OP has referred the application to FEMS (as it does with every PUD application that is set down), and we expect FEMS will indicate that it has no objection to the project design.

For the reasons set forth above, the proposed project design is fully consistent with DDOT's established policy and will not have any adverse transportation impacts on vehicular or pedestrian traffic surrounding the project site.

#### Project Plans

The University has not modified the plans that were submitted with the initial application.

#### Expert Witnesses

As indicated in the University's November pre-hearing submission, the University will provide three witnesses to testify on its behalf: a representative of the University, the project architect, and its traffic consultant. In addition, the University will also present testimony from its landscape architect. The University respectfully requests that the Commission recognize its project architect, landscape architect, and traffic consultant as experts in their respective fields and has attached their resumes to this letter. All three witnesses have been previously recognized by the Zoning Commission as experts.

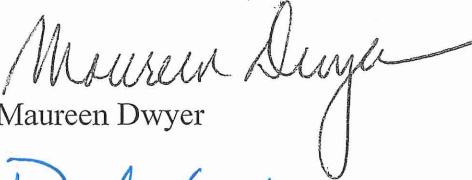
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Conclusion

As set forth above and in prior submissions, the Project meets the criteria for approval under the Zoning Regulations. We look forward to presenting the Project at the public hearing on February 3, 2011. If you have any questions regarding this application, please feel free to contact Maureen at 202-721-1101 or David at 202-721-1137.

Sincerely,



Maureen Dwyer



David Avitabile

DA/da  
Enclosures

cc: Charles Barber  
Alicia O'Neil

**CERTIFICATE OF SERVICE**

On January 14, 2011, I caused a copy of the foregoing letter and enclosure to be delivered by hand or by U.S. Mail to the following:

Jennifer Steingasser  
Deputy Director, Development Review and  
Historic Preservation  
D.C. Office of Planning  
1100 4<sup>th</sup> Street, SW, Suite E650  
Washington, DC 20024

Jeff Jennings  
Policy and Planning  
District Department of Transportation  
2000 14<sup>th</sup> Street, NW, 7<sup>th</sup> Floor  
Washington, DC 20009

Advisory Neighborhood Commission 2A  
West End Branch Library  
1101 24<sup>th</sup> Street, NW  
Washington, DC 20037

Foggy Bottom Association  
PO Box 58087  
Washington, DC 20037-8087

West End Citizens Association  
c/o Barbara Kahlow  
800 25<sup>th</sup> Street, NW #704  
Washington, DC 20037



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David Avitabile

## SHALOM BARANES, FAIA

As founding principal of Shalom Baranes Associates, PC, Mr. Baranes has established a firm nationally recognized for its work on significant buildings in the nation's capital and surrounding regions. As director of design work within the firm, he has won over forty design awards for projects involving renovation and new construction. He has an exceptionally strong background in commercial and governmental work, as well as an intimate familiarity with local and federal regulatory review processes.

Mr. Baranes has distinguished himself through his success in working through complicated reviews, and is highly regarded by members of local and federal review boards. His twenty-five years of experience in architecture have included serving as an expert witness before boards and commissions in the areas of preservation, zoning, and commercial development. He has served four terms on the Redevelopment Land Agency's Architectural Review Panel, and is currently serving as its Chairman.

Mr. Baranes has served as juror for BOMA's International Office Building Awards and the Northern Virginia N.A.I.O.P Awards. He has taught and been a guest lecturer at several Washington area universities, as well as at Yale University where he received both his B.A. and M.Arch. degrees. Mr. Baranes is N.C.A.R.B. certified and licensed in the District of Columbia, Virginia, Maryland, and Pennsylvania.

Mr. Baranes' recent projects have included:

101 Constitution Avenue, NW  
Ritz Carlton 2200 M Street, NW  
Ritz Carlton Georgetown Incinerator  
1111 Pennsylvania Avenue, NW  
American Geophysical Union  
American Red Cross Headquarters  
Army and Navy Club

816 Connecticut Avenue, NW  
Square 677  
Homer Building  
Capitol Square  
Turkish Chancery  
Warner Theater  
Westory Building



**PATRICK M. BURKHART, AIA**  
PRINCIPAL

As a senior design principal with over twenty years of experience in the profession, Mr. Burkhart brings to the firm extensive experience both in the design of new commercial and institutional buildings as well as in preservation and adaptive reuse. His award winning work with the firm has concentrated primarily in the Washington, DC metropolitan area and the mid-Atlantic region. He has evolved a philosophy of contextualism in response to a city and environs with strong traditions and regulatory controls.

His recent accomplishments include restoration of the 2,000 seat historic Warner Theatre; Postal Square which houses the Smithsonian's newest museum; the Homer Building, the American Psychological Association Headquarters, the Naval Honor Guard Bachelors' Enlisted Complex and the new Turkish Chancery in Washington, DC.

Mr. Burkhart's projects have received numerous design awards from the American Institute of Architecture, Washington, DC Chapter; the DC Preservation League and the Association of Builders and Contractors. His work has also been published nationally and internationally.

In addition to practicing architecture, Mr. Burkhart has lectured and has participated in student juries at universities throughout the country. He received his B.A. and B.Arch. degrees with highest honors from North Dakota State University and has pursued advanced studies at Columbia University. He is N.C.A.R.B. certified.

Representative Projects:

Warner Theatre	Turkish Chancery
Homer Building	Southern Building
City Post Office	American Psychological Association Headquarters
University of Pennsylvania Law School	NAVAIR Propulsion Systems Evaluation Facility
Lowes Island Country Club	Atlantic Building
U.S. Main Treasury Building	John A. Wilson Building
Main Terminal Renovation, Ronald Reagan Washington National Airport	
United States Post Office and Federal Courthouse, Pittsburgh, PA	

# Donald R. Hoover

PRINCIPAL

As one of the founding principals of OCULUS, Mr. Hoover is a Landscape Architect and Urban Designer who offers over 30 years of experience and has been responsible for more than 40 built projects. He has extensive experience in the management, design, and implementation of a wide range of design and planning projects. His responsibilities have included leading public workshops and design charrettes, programming, setting project direction and tone of design, managing production of contract documents, and administration of construction. Mr. Hoover is a hands-on principal involved with every aspect of each and all design projects from start to finish.

## PROFESSIONAL EXPERIENCE

### OCULUS

Washington, DC  
Principal  
1993 - Present

HOH Associates, Inc.  
Alexandria, Virginia  
Senior Associate  
December 1990 -1993

EDAW, Inc.  
Alexandria, Virginia  
Senior Associate  
May 1985 - 1990

VVCR Inc.  
Alexandria, Virginia  
Associate  
October 1980 – 1985

## PROFESSIONAL REGISTRATIONS

Registered Landscape Architect  
State of Maryland, 1983

Certified Landscape Architect  
Commonwealth of Virginia, 1996

## EDUCATION

Bachelor of Science  
Landscape Architecture  
Pennsylvania State University, 1980

## SELECTED PROFESSIONAL PROJECTS

### PENROSE SQUARE Arlington, VA

*Responsibilities:* Master planning, detailed site design, community participation

### MOSAIC PARK Arlington, VA

*Responsibilities:* Master planning, community participation

### WATERFRONT Washington, DC

*Responsibilities:* Master planning, PUD submission, open space design, construction documentation

### WASHINGTON GATEWAY Washington, DC

*Responsibilities:* PUD submission, site design, open space design

### CHEVY CHASE CENTER Chevy Chase, MD

*Responsibilities:* Site planning, design, construction documentation/administration

### 22 WEST Washington, DC

*Responsibilities:* Design, construction documentation/ administration

### VAN NESS CENTER Washington, DC

*Responsibilities:* Design, construction documentation

### POWHATAN SPRINGS PARK Arlington, VA

*Responsibilities:* Master planning, site design, community participation

### CITYLINE Washington, DC

*Responsibilities:* Design, construction documentation/ administration

### SALAMANDER INN Middleburg, VA

*Responsibilities:* Site planning, site design, planting design

### POTOMAC YARD Alexandria & Arlington, VA

*Responsibilities:* Master planning, open space planning, community participation

### BETHESDA PLACE II Bethesda, MD

*Responsibilities:* Site planning, design, construction documentation, M-NCPPC

### AFL-CIO HEADQUARTERS Washington, DC

*Responsibilities:* Site planning/design, construction documentation/administration

### NIGERIAN CHANCERY Washington, DC

*Responsibilities:* Design, construction documentation/administration

## HONORS AND AWARDS

- 2005 Honor and Traveling Award, Powhatan Springs Park:  
American Society of Landscape Architects, Maryland-Potomac Chapter
- 2005 Best New Park, Virginia, Powhatan Springs Park- Virginia Parks and Recreational Services
- 2002 Semi-finalist, Pentagon Memorial Competition
- 1993 Winner of Landscape Architecture's "Starting Fresh: Top New Firms of the 90's"
- 1993 National Garden Competition
- 1992 "Visions and Revisions" for the city of Washington, DC
- 1991 Award of Honor, National Capital Columns:



## **Robert B. Schiesel, P.E.**

### **Project Manager**

Mr. Schiesel possesses significant transportation engineering and planning experience in both the public and private sectors. His experience includes multimodal analyses of large mixed-use plans and campuses, traffic impact studies, parking studies, traffic and parking forecasting, queuing analysis, traffic simulation, transportation demand management, and intelligent transportation systems planning. Projects Mr. Schiesel has been involved with include entertainment complexes, universities, churches, small and large commercial facilities, residential developments, government facilities and mixed-use developments.



### **Representative Experience**

#### **Campus Master Planning**

Mr. Schiesel has developed transportation master plans, demand management plans, circulation studies, and parking studies for a number of University, Federal Agency and Hospital campuses, including The Holton-Arms School, the US Capitol House Office Buildings, Washington, DC; Georgetown University, Washington, DC; The George Washington University, Washington DC; The Ohio State University, Columbus, OH, The National Institutes of Health, Bethesda, MD; Indiana University, Bloomington, IN; Indiana University Purdue University Indianapolis, Indianapolis, IN; American University, Washington DC; and Howard University, Washington DC.

#### **Multimodal Analyses**

Mr. Schiesel specializes in considering all modes while planning transportation system, including during the following projects; Nationals Ballpark Bicycle Valet, Washington, DC; DC Bike Master Plan, Washington DC, 10<sup>th</sup> Street Mobility Plan, Bloomington, IN; and The Ohio State University Crosswalks Study, Columbus, OH

#### **Traffic Impact Studies**

Mr. Schiesel has conducted numerous traffic impact studies in support of rezoning, subdivision, site plan approvals and EIS applications for large and small residential, commercial, office retail and institutional developments. His work includes experience in Virginia, Maryland, and the District of Columbia.

#### **Large Mixed-Use Developments**

Mr. Schiesel has provided transportation planning and engineering services for several large urban mixed-use developments, including: The Yards (former South East Federal Center), Washington, DC; CityCenterDC (former Convention Center Site) Washington, DC; Innovation Town Center, Manassas, VA; Parkside Mixed-Use Development, Washington DC; Southwest Waterfront, Washington DC, and Poplar Point, Washington, DC.

#### **Experience**

Years with Gorove/Slade: 8  
Years of experience: 10

#### **Education**

Master of Science: Civil Engineering, May 2000  
*University of Virginia: Charlottesville, Virginia*

Bachelor of Science: Civil Engineering, May 1998  
*University of Virginia: Charlottesville, Virginia*

#### **Professional Registrations**

Registered Professional Engineer;  
Commonwealth of Virginia  
#0402038965

#### **Professional Associations**

Member, Institute of Transportation Engineers, #31935  
Member, Society for College and University Planning  
Member, Midwest Campus Parking Association (MCPA)

#### **Professional Presentations**

"Campuses For All: Integrating Pedestrian and Vehicular Movement on Campus", SCUP North Central 2006 Regional Conference