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Pelham Replacement Project

The George Washington University
Mount Vernon Campus
Z.C. Case No. 07-12
July 2, 2007



Maureen Dwyer

**Partner
Pillsbury Winthrop Shaw Pittman**



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Pelham Replacement Project

Fact and Expert Witnesses

- **Alicia O’Neil**, Director of Real Estate Operations, The George Washington University
- **Steve Kleinrock**, Principal, Einhorn Yaffee Prescott Architecture and Engineering, PC
- **Art Bean**, Director, Project Management, The George Washington University
- **Nicole White**, Principal, Symmetra Design, Transportation Consultants





Alicia O'Neil

**Director, Real Estate Operations
The George Washington University**



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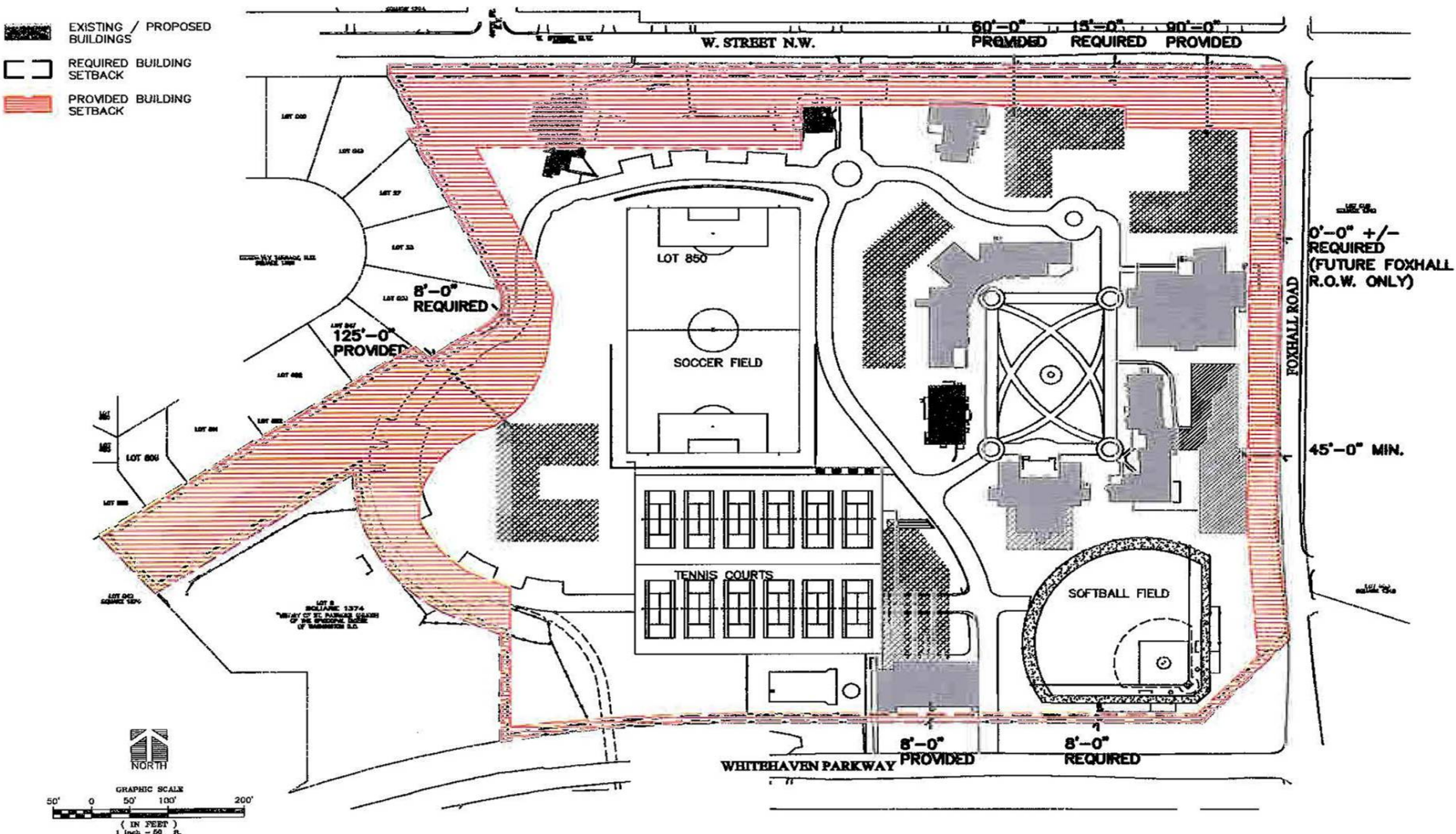


FIGURE 2B
1999 CAMPUS PLAN
REQUIRED AND PROPOSED BUILDING SETBACKS



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Pelham Replacement Project

The George Washington University Mount Vernon Campus

- **More “traditional” campus environment**
- **Unique academic and extracurricular programs**
 - **Women’s Leadership Program**
 - **Athletic Facilities**
- **Connection to the Foggy Bottom Campus**
 - **Students utilize facilities at both campuses**
 - **Vern Express**



Pelham Replacement Project

- **Existing Pelham Hall**
 - Approximately 78 beds
 - Approximately 30,000 sf GFA
- **Pelham Project outlined in 2000 Campus Plan**
 - 70,000 sf GFA
 - New residential space; executive training facility; 100 underground parking spaces



Campus Current Needs Analysis

- **Evaluation of Current Requirements**
 - Student Housing
 - Campus Life/Support Space
 - Academic Facilities
- **Result: Pelham Replacement Project with student housing and campus support space, including a new dining facility**



Pelham Replacement Project

- **Proposed Pelham Replacement Project**
 - 92,761 sf GFA
 - Approximately 287 beds (and 3 professional staff apartments)
 - Below-grade residential/campus life space; building support space; dining facility
 - Includes construction of the Access Road called for in the 2000 Campus Plan
 - NO executive training facility or underground parking
 - Will enable GW to transition to the use of buildings around the campus quadrangle to academic purposes

Requesting a Campus Plan amendment to reallocate 22,761 sf GFA from other Campus Plan projects to the Pelham Project



Ongoing Neighborhood Outreach

- **Mount Vernon Campus Quarterly Meetings (8)**
 - Required under the Campus Plan, updates on Pelham planning since July 2005
- **Pelham Project Open Community Meetings (5)**
 - October 3, 2006; December 13, 2006; April 5, 2007; May 30, 2007; June 12, 2007
- **Presentations to the ANC (2)**
 - May 2, 2007 & June 6, 2007
 - Conditional Support for the Project



Ongoing Neighborhood Outreach

- **Berkeley Terrace Neighbors (4)**
 - Regular discussions beginning January 23, 2007 resulting in modifications to building design & additional provisions; Signed Agreement (dated April 6, 2007)
- **Saint Patrick's Episcopal Day School (5)**
 - Regular (bi-weekly) meetings April – June 2007 to discuss traffic, construction and operational issues; Signed Agreement (dated June 14, 2007)
- **W Street Neighbors (3)**
 - Presented Request to GW on May 29, 2007
 - Meeting & GW's proposed agreement May 30, 2007
 - Discussion at June 12, 2007 Open Meeting
 - W Street response June 20, 2007; GW response June 25, 2007
 - GW/W Street meeting June 27, 2007
 - GW response June 29, 2007; continued dialogue through July 1, 2007
 - Despite GW's best efforts, the University has been unable to reach an agreement with its W Street neighbors





Steven Kleinrock, AIA

**Principal
Einhorn Yaffee Prescott Architecture and Engineering, P.C.**



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49th Street

49th Street

W Street

Berkeley Terr.

V Street

U Street

MacArthur Boulevard

Reservoir Road

Whitehaven Parkway

Reservoir R

Field School

GWU Mount Vernon Campus

St. Patrick's Episcopal Day School

Pelham Hall

Our Lady of Victory School

Lab School

St. Patrick's Episcopal Day School

Proposed Philips Estates

*Proposed St. Patrick's Middle and High School

* For Informational Purposes Only



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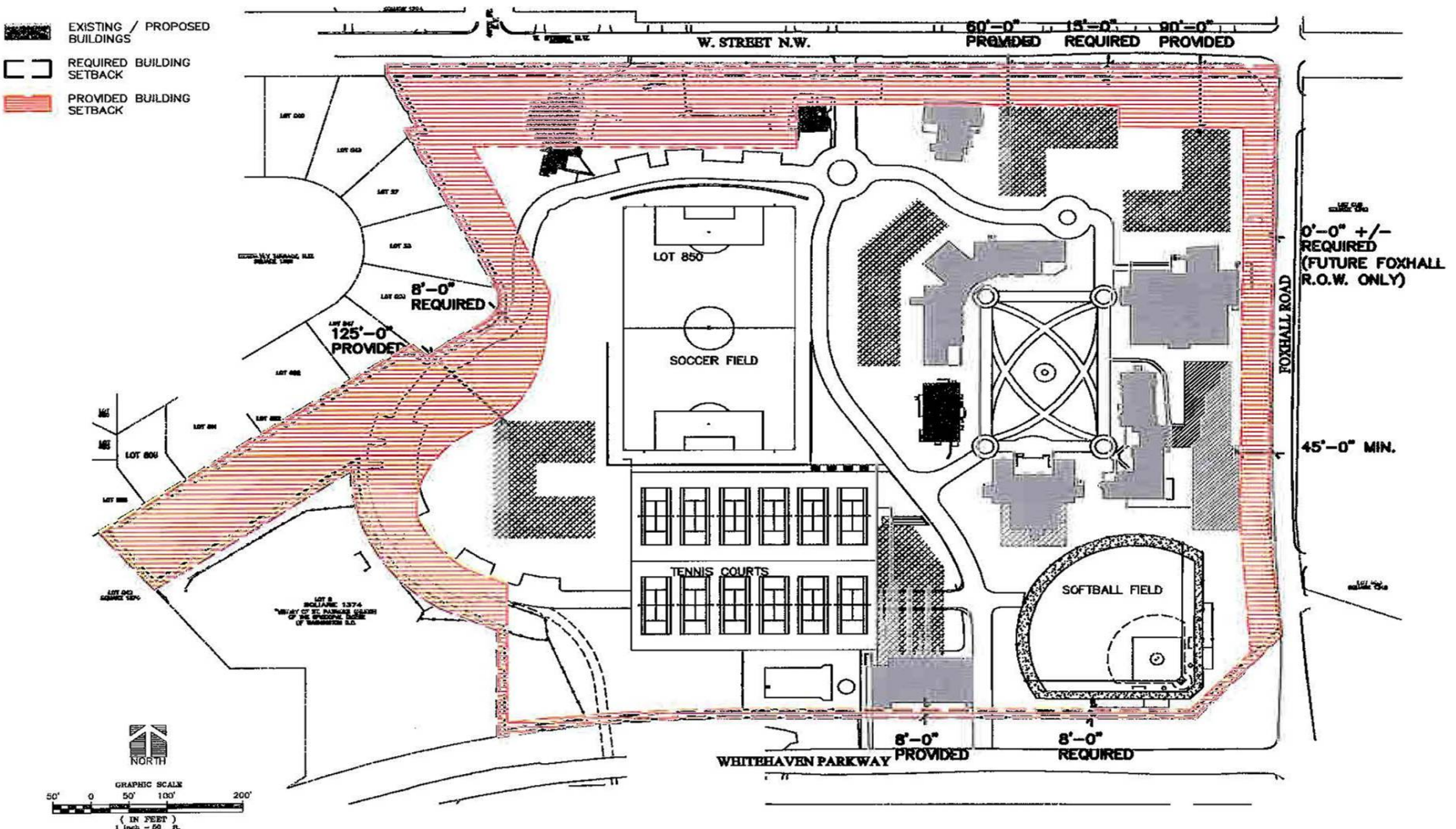
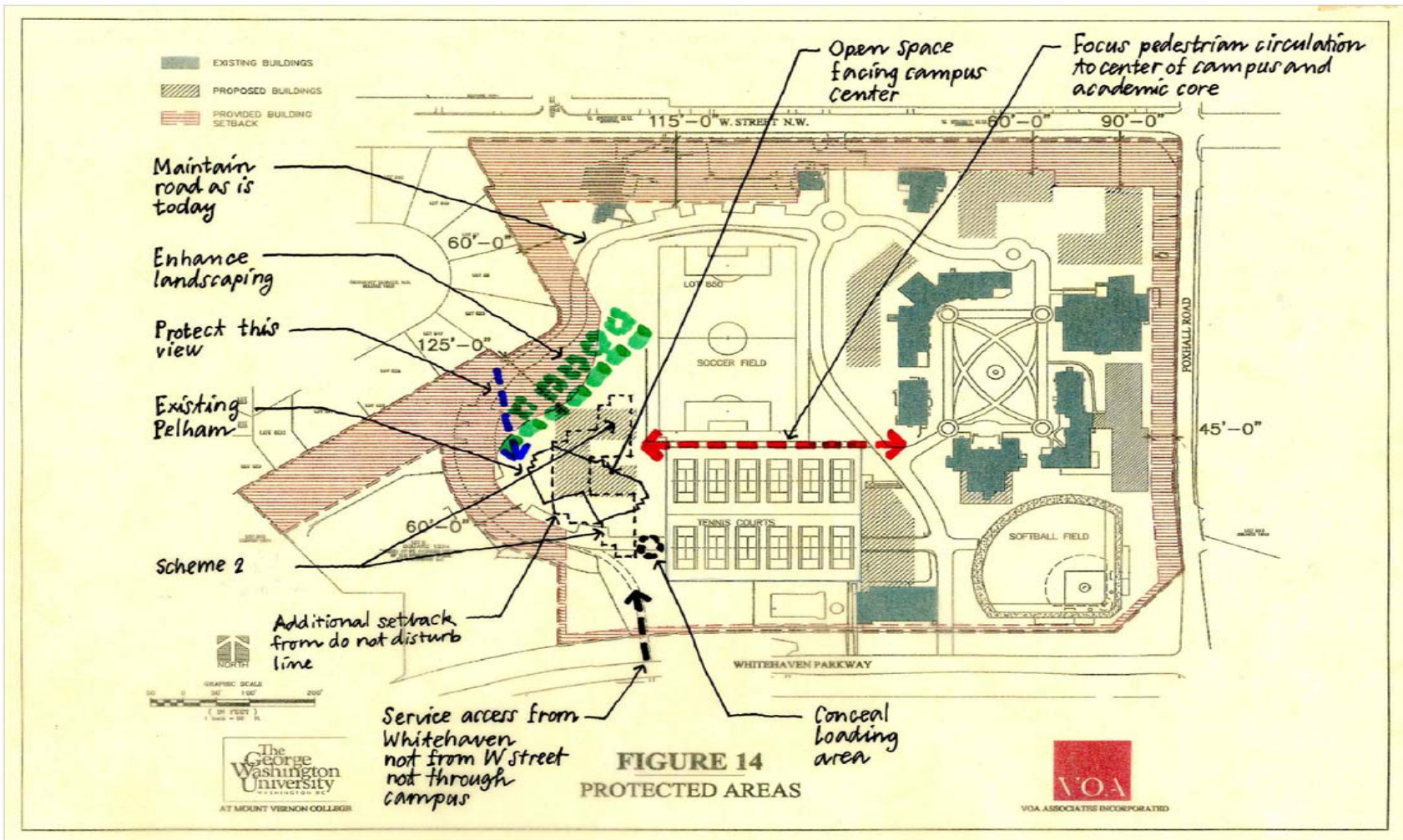


FIGURE 2B
1999 CAMPUS PLAN
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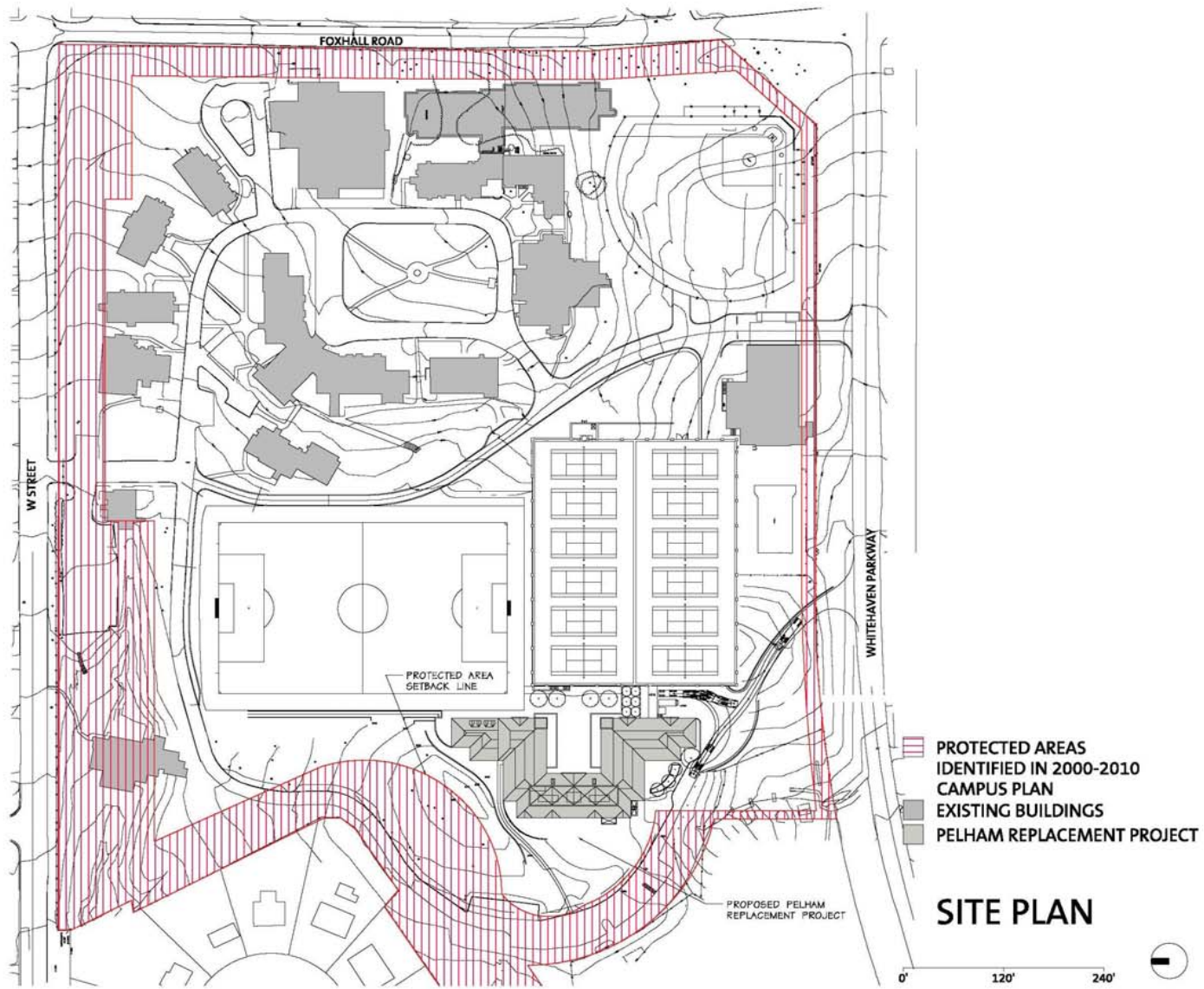
Protected Areas

6.18.2007

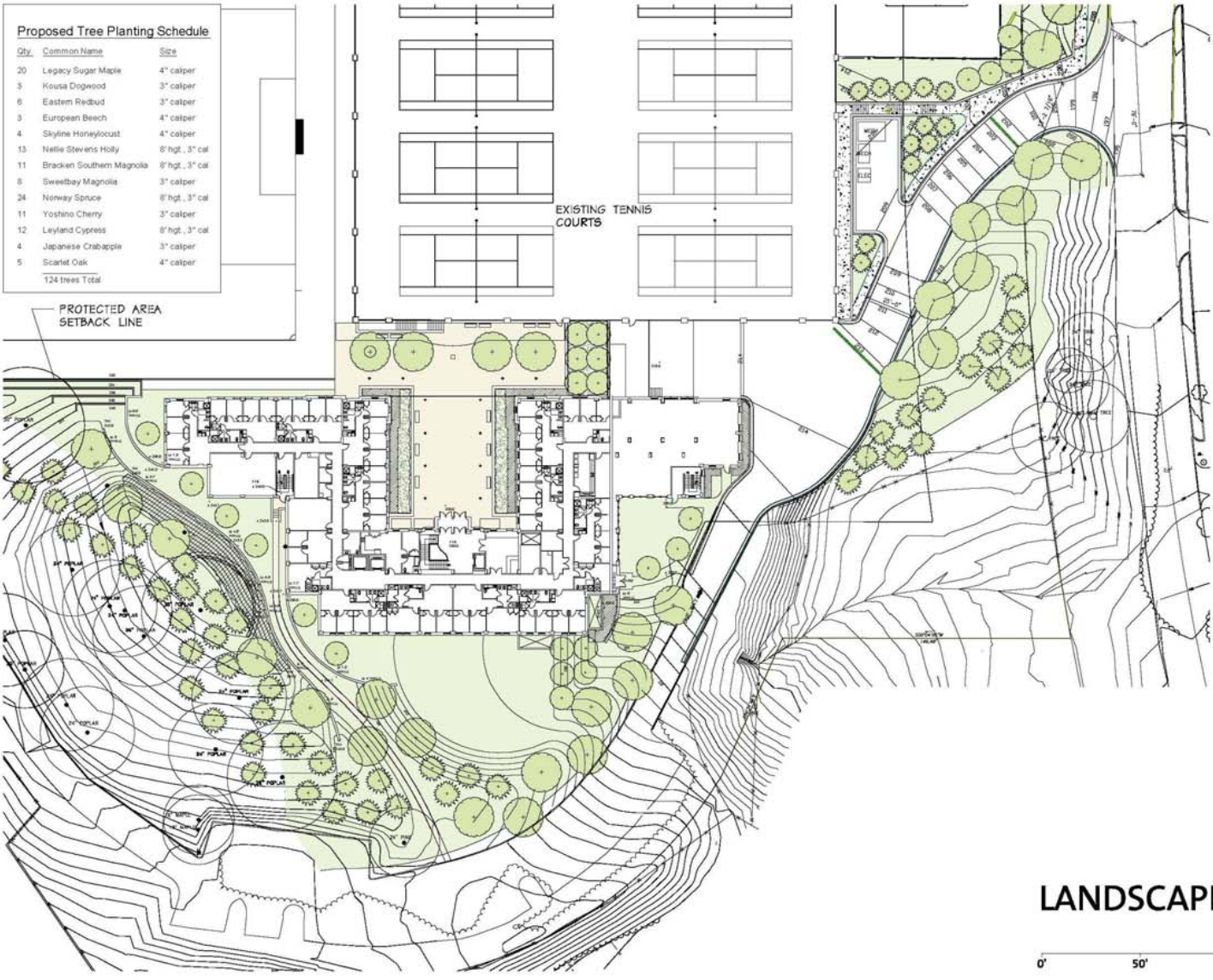


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June 18, 2007

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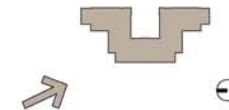
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OUTLINE OF
EXISTING PELHAM
TO BE DEMOLISHED

NOTE:
SHOWS EXISTING LANDSCAPING
DOES NOT ILLUSTRATE PROPOSED LANDSCAPE PLAN
(SEE SHEET 2)

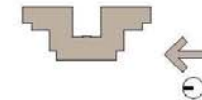


VIEW FROM BERKELEY TERRACE





NOTE:
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DOES NOT ILLUSTRATE PROPOSED LANDSCAPE PLAN
(SEE SHEET 2)



VIEW FROM WHITEHAVEN PARKWAY



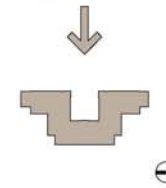


VIEW FROM W STREET



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VIEW FROM CAMPUS



Sustainable Design Elements

- Commitment to the equivalent of a minimum of 16 LEED points
 - Stormwater quality control
 - Enhanced commissioning of energy systems
 - Use of reused, recycled and regional materials
 - Use of low-emitting materials to improve indoor air quality





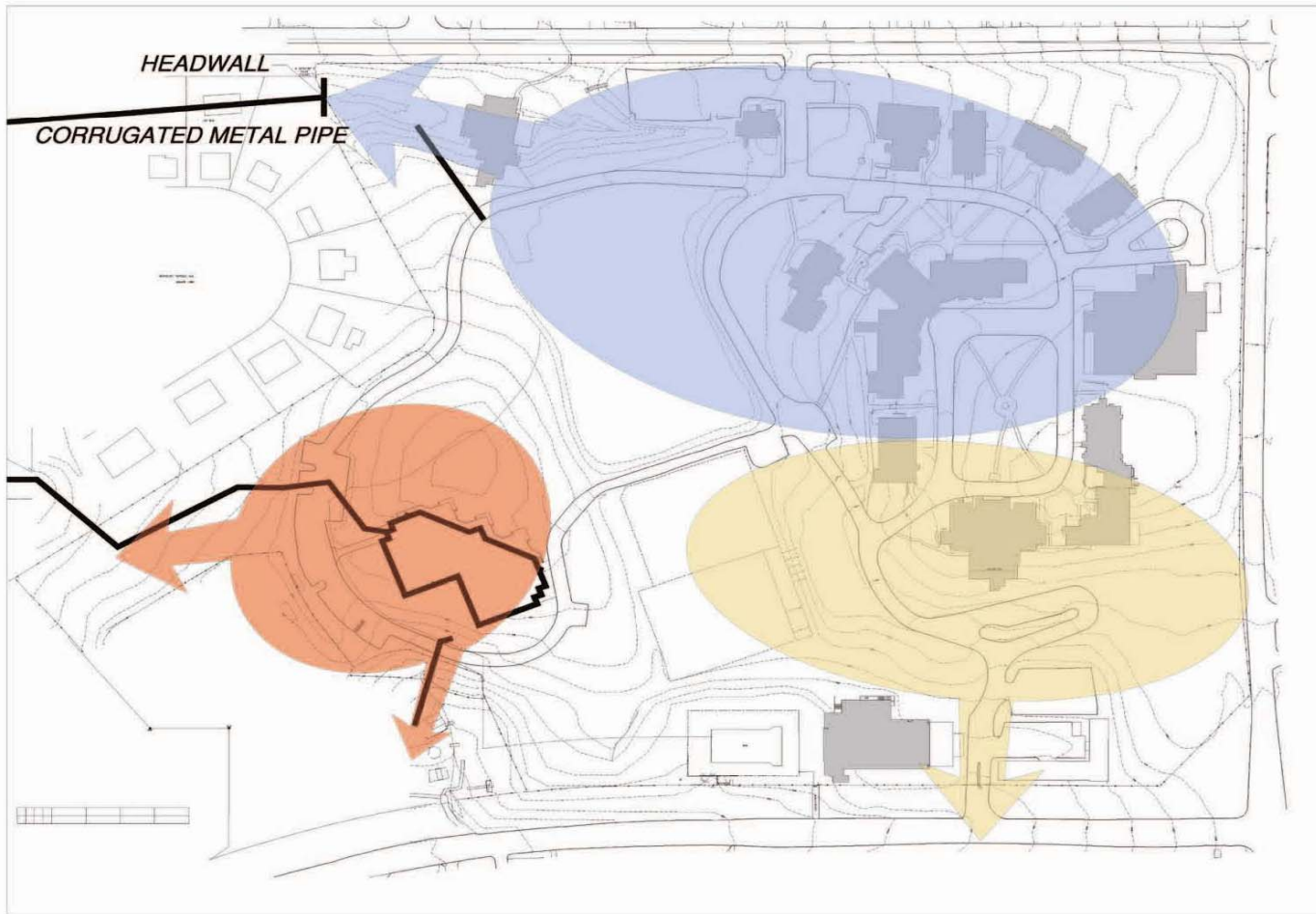
Arthur Bean, AIA

Director, Project Management
The George Washington University



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Pre-2002

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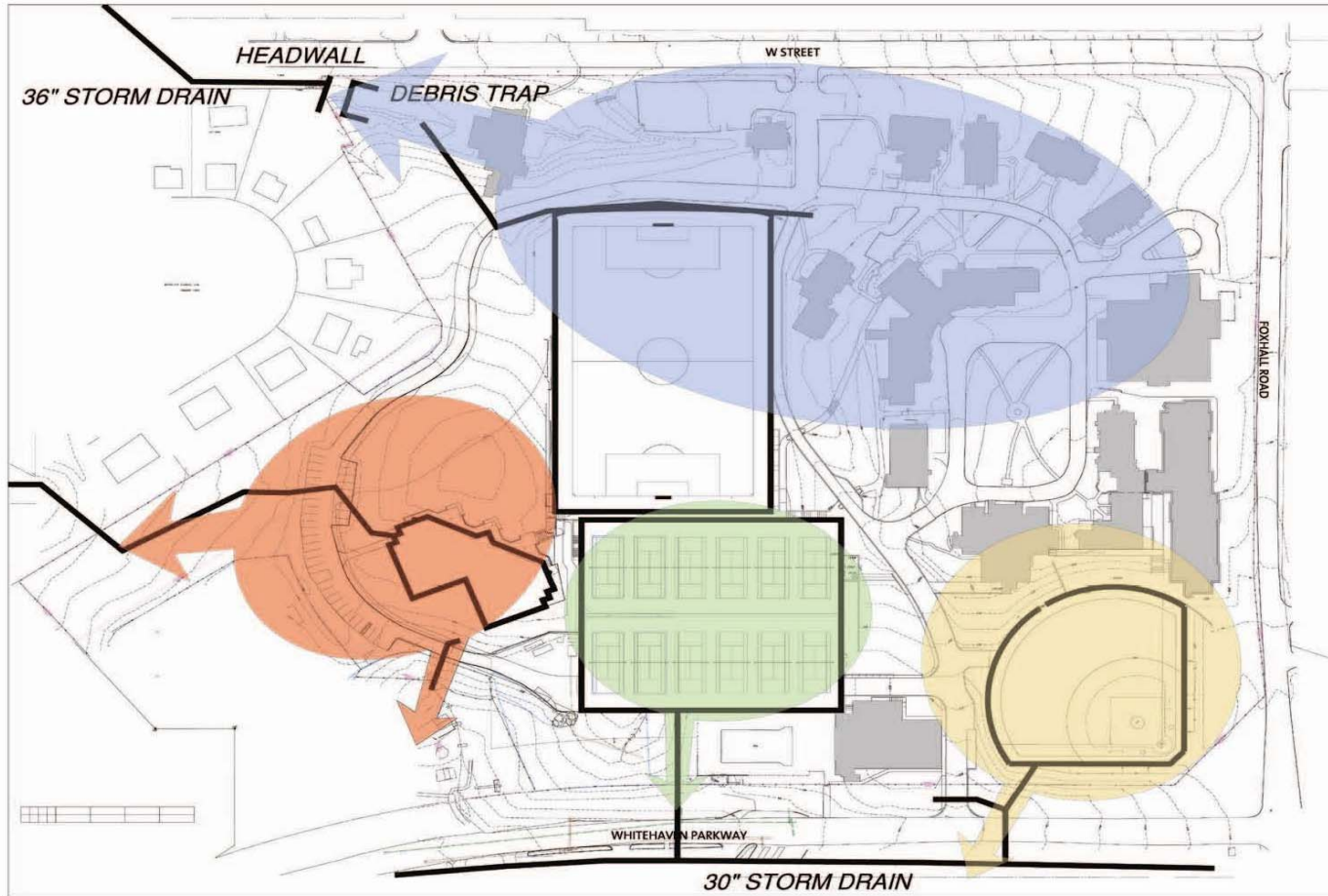
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Stormwater Management Evolution
Pre-2002
06.6.2007



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2002-2007

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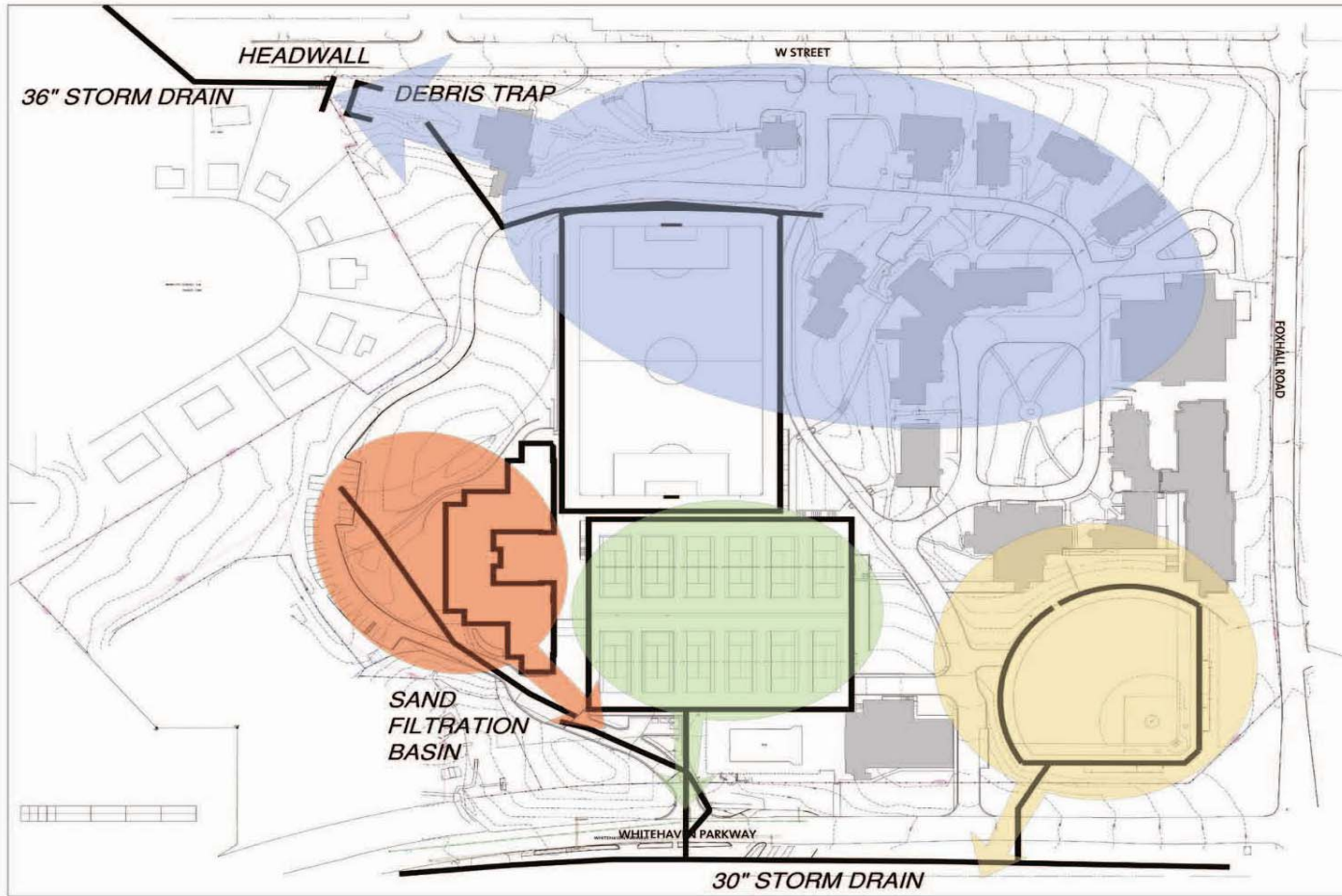
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Stormwater Management Evolution
2002-2007
06.6.2007



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2008

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Stormwater Management Evolution
2008
06.6.2007



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Nicole White, P.E.

**Principal
Symmetra Design**



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Transportation Study Area



Parking Allocation & Occupancy

Population	Parking Allocation	Percent Allocation
Students	54	22%
Faculty/Staff	130	52%
Visitors	36	14%
Lab School	30	12%
Total	250	100%

Parking Supply	Parking Demand	Percentage Occupied
250	100	40 %

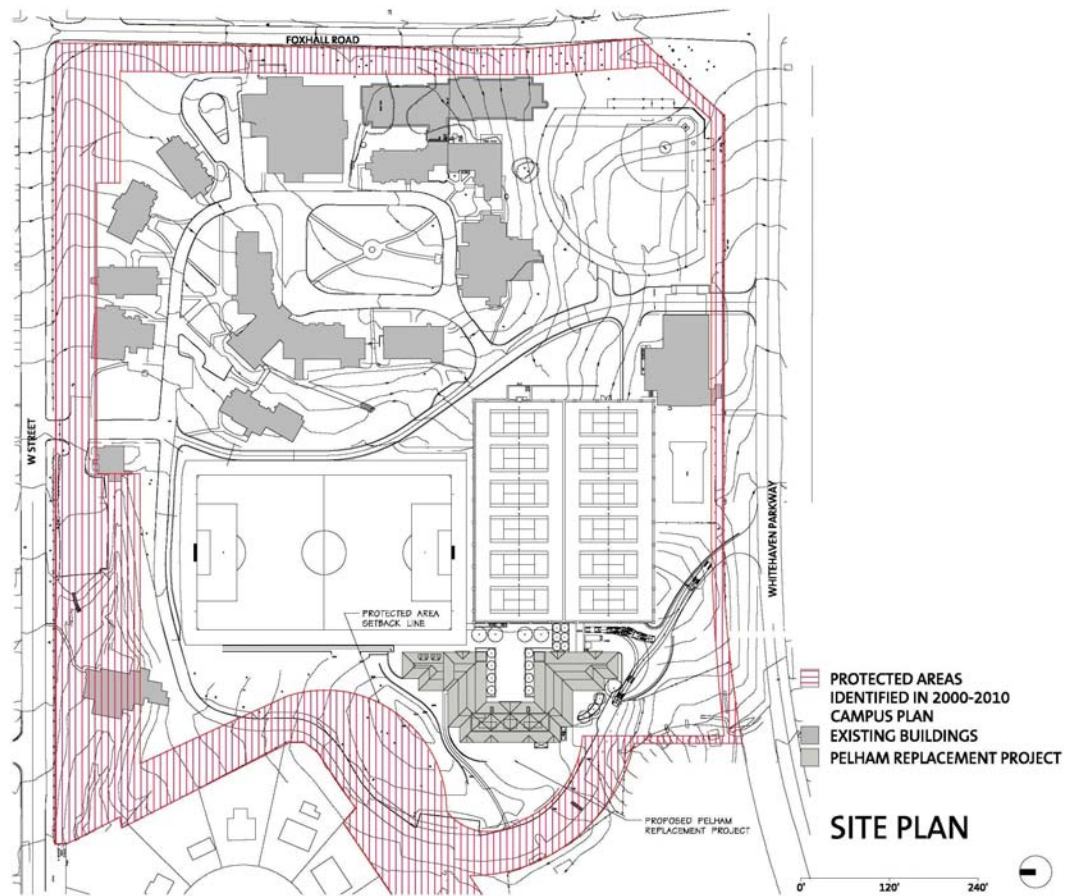


The “Vern Express” Shuttle Service

- 24/7 shuttle service between GW’s Mount Vernon and Foggy Bottom campuses
- Headways range from 5 minutes to 30 minutes
- Generally, the travel time between campuses is less than 15 minutes
- Three stops on the MV Campus and two stops on the Foggy Bottom Campus



Site Access



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June 18, 2007

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GW Mount Vernon Campus Trip Generation

Vehicular Trip Generation	AM Peak			PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Existing Trips	16	21	37	25	61	86
Add 5% for Pelham Project (PM Peak only)	0	0	0	1	3	4
Total Future Trips	16	21	37	26	64	90



Transportation Conclusions

- The Mount Vernon Campus has adequate parking to meet the projected peak hour parking demand after completion and occupancy of the Pelham Project
- **The Pelham Replacement Project will have no adverse impact on the study area due to traffic or parking.**





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