

FOGGY BOTTOM CAMPUS PLAN / PUD  
SQUARE 55 DEVELOPMENT SITE  
SCIENCE AND ENGINEERING COMPLEX



BY THE GEORGE WASHINGTON UNIVERSITY

APPLICATION TO THE  
DISTRICT OF COLUMBIA ZONING COMMISSION FOR  
REVIEW AND APPROVAL OF A SECOND-STAGE PLANNED UNIT DEVELOPMENT  
AND  
FURTHER PROCESSING APPROVAL OF AN APPROVED CAMPUS PLAN

**November 15, 2010**

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## EXHIBITS

<b><u>Description</u></b>	<b><u>Exhibit</u></b>
Compliance with Second-Stage PUD Requirements	Included herein
Architectural Drawings and Elevations, including Tabulation of Development Data, Zoning Map, and Photographs of the Subject Property and Surrounding Area	A
Application Forms	B
Surveyor's Plat	C
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## PREFACE

This statement and the attached documents support the application of The George Washington University (“University” or “Applicant” or “GW”) to the Zoning Commission for second-stage approval of a Planned Unit Development (“PUD”) for the property known as Square 55, Lots 28 and 857 (“Subject Property”). The Subject Property is one of sixteen development sites identified in the University’s First-Stage PUD for its Foggy Bottom Campus, which was approved by the Zoning Commission in Order No. 06-11/06-12 (hereinafter, the “Campus Plan / PUD”). In conjunction with this application, the University also requests further processing approval for the proposed application under its approved 2007 Foggy Bottom Campus Plan, which was also approved by the Zoning Commission in Order No. 06-11/06-12.

The University intends to develop the Subject Property as a Science and Engineering Complex (“SEC”), which will permit the University to co-locate multiple science and engineering disciplines in a single building at the core of the University’s Foggy Bottom Campus. The new SEC will foster an interdisciplinary and multi-disciplinary teaching and research environment and further the University’s ability to attract high-quality students and faculty. The proposed eight-story SEC will contain a mix of uses consistent with the academic / administrative / medical designation under the Campus Plan as well as a ground-floor retail space at the corner of 22<sup>nd</sup> and I Streets, across from the grocery store in the soon-to-be completed Square 54 mixed-use development. The proposed building will also include a total of approximately six below-grade stories featuring an additional two levels of program space and four levels of underground parking. The Project will incorporate a variety of innovative



sustainable design features, and the University will target a Silver rating for the Project under the U.S. Green Building Council's ("USGBC") LEED-NC 2009 rating system.

The proposed redevelopment is particularly significant because it will also result in the elimination of the University Parking Garage ("UPG"), which will have a transformative effect on the entire block. Many of the existing curb cuts surrounding the square will be eliminated, improving both pedestrian and vehicular flow around the block. The SEC's underground parking will be accessed from a single entrance on H Street. Loading for the SEC will be conducted within a service area interior to the block, and will be accessed from an existing curb cut on I Street. Furthermore, the University will improve this vehicular entrance to eliminate an existing valet surface parking use and add a new pocket park that is more consistent with the adjacent historic buildings. The primary pedestrian entrances to the SEC will be located along 22<sup>nd</sup> Street NW, but the ground floor has been designed as a publicly-accessible crossroads for the Campus that will incorporate corresponding pedestrian entrances along all four streets to connect adjacent University uses and activate the surrounding public realm.

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) (the "Comprehensive Plan"), as well as numerous goals and policies of the District of Columbia. This Project will benefit the District by implementing many of the public benefits and project amenities outlined in the Campus Plan / PUD, including sustainable design elements in new construction, streetscape improvements and landscaping, ground floor retail space, respect for historic architecture and, most importantly, the elimination of the UPG and dispersal of parking throughout the Campus into underground parking facilities.

Submitted in support of this application are completed application forms, a copy of the notice of intent to file a PUD that was 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. Also submitted are the materials that the University is required to file with each second-stage application. As set forth in the following pages, this statement and the attached documents meet the filing requirements for a PUD application under Chapter 24 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” or “Applicant” or “GW”) to the Zoning Commission for the District of Columbia (“Commission”) for second-stage approval of a Planned Unit Development (“PUD”) for the property known as Square 55, Lots 28 and 857 (“Subject Property”).<sup>1</sup> The Subject Property is one of sixteen development sites identified in the University’s approved Campus Plan and First-Stage PUD for its Foggy Bottom Campus, which were concurrently approved by the Zoning Commission in Order No. 06-11/06-12 (hereinafter, the “Campus Plan / PUD”). The University also requests further processing approval for the proposed application under its approved Campus Plan.

The Subject Property consists of approximately 56,885 s.f., or approximately 1.3 acres, of land area and is improved with the above-grade University Parking Garage (“UPG”) structure as well as a small gymnasium. The University will demolish the existing structures and redevelop the Subject Property as a Science and Engineering Complex (“SEC”), which will permit the University to co-locate multiple science and engineering disciplines in a single building at the core of the University’s Foggy Bottom Campus. The state-of-the-art multidisciplinary and interdisciplinary teaching and laboratory complex will further the University’s ability to attract high-quality students and faculty. The proposed eight-story SEC will contain a mix of uses consistent with the academic / administrative / medical designation under the Campus Plan as well as a ground-floor retail space at the corner of 22<sup>nd</sup> and I Streets, across from the grocery

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<sup>1</sup> The University is currently processing a subdivision to combine Lots 28 and 857 into a single record lot. The enclosed Surveyor’s Plat reflects the boundaries of this proposed new lot, which has been drawn by the Surveyor and is being reviewed by District agencies. Once the subdivision is complete and recorded, the University will submit the final plat for the new record lot.

store in the soon-to-be completed Square 54 mixed-use development. The proposed building will also contain a total of six below-grade stories featuring two levels of program space and four levels of underground parking. The building will incorporate a variety of sustainable design features and the University will target a Silver rating for the Project under the U.S. Green Building Council's ("USGBC") LEED-NC 2009 rating system.

The proposed redevelopment is particularly significant because it will also result in the removal of the University Parking Garage, which will have a transformative effect on the entire block. Many of the existing curb cuts surrounding the square will be eliminated, improving both pedestrian and vehicular flow around the block. The SEC's underground parking will be accessed from a single entrance on H Street. Loading for the SEC will be conducted within a service area interior to the block, and will be accessed from an existing curb cut on I Street. Furthermore, the University will improve this vehicular entrance to eliminate an existing valet surface parking use and add a new pocket park that complements the adjacent historic buildings. The primary pedestrian entrances to the SEC will be located along 22<sup>nd</sup> Street NW, but the ground floor has been designed as a publicly-accessible crossroads for the Campus that will incorporate corresponding pedestrian entrances along all four streets to connect adjacent University uses and activate the surrounding public realm.

The Project is fully consistent with the guidelines and conditions of the First-Stage PUD. The Project will generally have a building height of approximately 110 feet, stepping down to a height of approximately 82 feet along 23<sup>rd</sup> Street to match the height and scale of the adjacent historic landmark properties and in recognition of the importance of 23<sup>rd</sup> Street. The total gross floor area included in the Project is approximately 376,928 square feet for a total Floor Area Ratio ("FAR") of approximately 6.6 and a lot occupancy of approximately 90%. The Project

will include approximately 327 parking spaces (379 including valet capacity) accessed from H Street and, as discussed above, a loading and service area in the interior of the block, which will be accessed from I Street.

The Subject Property is located on the Foggy Bottom Campus and is also located in the Institutional Land Use category on the Future Land Use Map. As a part of the approved First-Stage PUD, the Commission approved the rezoning of the Subject Property from the R-5-D Zone District to the C-3-C Zone District. The University will use the second-stage PUD process to achieve relief from the court and roof structure provisions of the Zoning Regulations. In addition, the University will request relief from the provisions regarding the location of loading berths in order to permit the shared loading area described herein. Finally, while the Subject Property is being redeveloped, the University requests, pursuant to its approved Campus Plan / PUD, approval for the temporary use of leased off-campus parking spaces at the Kennedy Center for the Performing Arts towards the minimum number of parking spaces required under the Campus Plan.

***B. The Applicant and Project Team***

The Subject Property is controlled by The George Washington University. The University, which was founded in 1821 and has been located in the Foggy Bottom neighborhood since 1912, 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. The University'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 the University and also help shape some of its most successful academic, research, and clinical programs. By capitalizing on its location, the University 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.

The University has contracted with Boston Properties, which developed the mixed-use residential, retail, and office project located immediately to the north of the Subject Property at Square 54, to provide consulting project management for the SEC. Boston Properties is a publicly-held full-service real estate development and property management company with offices in Boston, New York, the District of Columbia, New Jersey, and California. Founded in 1970, the firm has developed and acquired over 50 million square feet of space consisting of mixed-use urban projects, suburban office buildings, business and industrial parks, research and development facilities, hotels, and residential properties. Boston Properties currently owns and manages 144 properties containing more than 50 million square feet, including 49 properties totaling over 10 million square feet in the Washington, DC area. Boston Properties has been repeatedly cited for its commitment to urban design excellence, both in the District and on a national basis.

The University has also engaged two highly-regarded architectural firms to develop, design, and oversee the construction of the SEC. The design collaboration includes the Ballinger Company as principal architect and Hickok Cole Architects, Inc as local consulting architect.

The Ballinger Company (“Ballinger”) is a 132-year old architecture and engineering firm based in Philadelphia, Pennsylvania. One of the first firms in the United States to provide an integrated approach to building design, the firm is dedicated to innovative design solutions for technically complex academic, research, healthcare and corporate initiatives. Ballinger strives to create environments of discovery that support an organization’s unique image and culture, thus

enabling collaboration and interdisciplinary interaction. Through a unique consensus-building approach, Ballinger has a long history of skillfully transforming each project's vision into reality.

Hickok Cole Architects, Inc. is a sixty-five person, award-winning Architecture, Housing, Interior Design and Master Planning firm located in Washington, DC. Since its founding in 1988, the firm has designed over 60 million square feet of corporate office buildings, multi-family housing and interiors. With more than 10 million square feet of LEED projects either in design or under construction, Hickok Cole Architects has a strong commitment to sustainable design principles. The firm holds a membership with the USGBC and includes 34 architects and interior designers—which represents 70% of its professional staff—who are LEED accredited by the Council.

***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 to improve the utilization of land near the Foggy Bottom-GWU Metrorail station. Pursuant to a key goal of the Campus Plan / PUD, the proposed PUD will provide needed academic space through the construction of a state-of-the-art multidisciplinary and interdisciplinary teaching and laboratory complex for science and engineering disciplines. Consistent with the goals of the approved Campus Plan / PUD, the proposed PUD accommodates the height and density needed for this use along 22<sup>nd</sup> Street, at the core of the Campus. The proposed development will also further Campus Plan goals related to the elimination of the University Parking Garage and dispersal of parking to underground facilities, provision of retail space along the proposed I Street retail corridor, protection and



enhancement of historic buildings, commitment to sustainable design and planning, and improvement of neighborhood streetscape.

The PUD process outlined in Chapter 24 of the Zoning Regulations, in conjunction with the campus plan process outlined in Section 210 of the Zoning Regulations, serve as the appropriate means of achieving the above objectives, because they provide 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 proposed height, density and uses are appropriate and the architecture is compatible with the surrounding neighborhood.

***D. Development Timetable***

Subject to permitting requirements, the Applicant intends to demolish the existing structures in mid-2011 and commence excavation shortly thereafter; the total construction period is expected to last approximately through the end of 2014.

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

The Foggy Bottom Campus is generally located in the R-5-D Zone District.<sup>2</sup> As such, university use is permitted pursuant to Section 210 of the Zoning Regulations, which permits college and university uses in residential zone districts provided that a campus plan has been approved for the campus. In Order No. 06-11/06-12, 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 Campus Plan incorporates 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 Plan calls for increased density targeted at specific development sites within the Campus boundaries that are concentrated towards the core of the Campus, away from residential areas. The additional space is required to further 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 sixteen development sites referenced in the Campus Plan as future second-stage PUD projects, and 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

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<sup>2</sup> Portions of the Campus are located in the R-5-E, SP-2, and C-3-C Zone Districts either as the underlying zone district or through a PUD-related Map Amendment.

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. The University has also proceeded with the implementation of the Campus Plan / PUD, and has filed an application for the approval of a new below-grade development including a parking garage and program space for the Law School in Square 103 (August 2010) and will soon seek approval of a new School of Public Health and Health Services in Square 39. The University has also moved forward with the implementation of other renovation projects and improvements to its Foggy Bottom Campus, including the renovation of the former Alumni House at 1925 F Street as the new home for the University president, and the renovation of the Charles E. Smith Center. Finally, the construction of the mixed-use office, residential, and retail development at Square 54 (the old GW hospital site across the street from the Subject Property) approved by the Commission in Z.C. Order 06-27 is well under way and expected to be completed in early-to-mid-2011.

### III. THE PROPOSED PUD PROJECT

#### A. *Site Location*

The Subject Property consists of approximately 56,885 s.f., or approximately 1.3 acres, of land area. The Subject Property is an irregularly-shaped parcel that fronts the entire length of 22<sup>nd</sup> Street NW between H Street NW and I Street NW as well as portions of H Street NW and I Street NW extending west from 22<sup>nd</sup> Street NW and a midblock portion of 23<sup>rd</sup> Street NW. The Subject Property is currently improved with the University Parking Garage, a below and above-ground parking garage with parking for 1,252 vehicles (1,482 including valet capacity), and a small gymnasium with associated academic office uses. The Subject Property is located in the heart of the University's Foggy Bottom Campus, which is bounded by the Foggy Bottom and West End neighborhoods as well as the Golden Triangle Business Improvement District and the Central Business District.

Also located in the same square are three Art Deco blonde brick buildings that are owned and used by the University as residence halls. They include: Fulbright Hall, which is located in the southwest corner of the square at the intersection of H Street NW and 23<sup>rd</sup> Street NW; Jacqueline Bouvier Kennedy Onassis ("JBKO") Hall, which is located at the northwest corner of the square at the intersection of I Street NW and 23<sup>rd</sup> Street NW; and Munson Hall, which is located midblock along I Street NW. All three residence halls were recently nominated by the University for listing as historic landmarks, and the Historic Preservation Review Board approved the nominations and designated the buildings as landmarks in January 2010. A surface parking lot used primarily as valet parking for the nearby Hospital is located behind JBKO and Munson Halls, and is accessed from a curb cut between the buildings on I Street NW.

The Foggy Bottom-GWU Metrorail station is located immediately to the northwest of the Subject Property at the intersection of I Street NW and 23<sup>rd</sup> Street NW. Also to the northwest is The George Washington University Hospital. To the north, across I Street, are the 110-foot tall residential components of the Square 54 development. This development also features pedestrian-oriented retail uses along the northern side of I Street, anchored by the 60-foot wide private retail plaza extending primarily from the Metro entrance across 23<sup>rd</sup> Street to the planned new Whole Foods grocery store at the corner of I Street and 22<sup>nd</sup> Street.

To the east, across 22<sup>nd</sup> Street, is the University's 89-foot tall Academic Center and a single two-story rowhouse. Pursuant to the approved Campus Plan / PUD, the Commission has approved the redevelopment of these properties for academic / administrative / medical use up to 110-feet high. To the south, across H Street, is the 82-foot tall Madison Hall, another recently landmarked residence hall, the entrance to the Duques Hall parking garage, and a surface parking lot. This surface parking lot is part of another development site approved for a future 110-foot tall academic / administrative / medical building. To the west, across 23<sup>rd</sup> Street, on Square 41, are the 94-foot tall Ross Hall and Himmelfarb Library, which are part of the University's Medical Center.

Pursuant to the Campus Plan / PUD, the Commission approved the rezoning of the Subject Property to the C-3-C Zone District. The adjacent residence halls as well as surrounding property to the west are located in the R-5-D Zone District. With the exception of the Madison Hall residence hall to the south, properties to the south and east have also been approved for rezoning to the C-3-C Zone District as a part of the Campus Plan / PUD. The property to the north was rezoned to the C-3-C Zone District as a part of the Commission's approval of the Square 54 mixed-use PUD in Z.C. Order No. 06-27.

## ***B. Project Description***

As shown on the architectural plans, elevations, and drawings attached as Exhibit A, the University plans to construct an eight-story building as a new Science and Engineering Complex for the University's Foggy Bottom Campus (the "Project" or "SEC"). The primary uses within the Project will be consistent with the Subject Property's academic / administrative / medical use designation under the approved Campus Plan. The Project will also include two stories of below-grade program space and four levels of underground parking, and will incorporate approximately 3,000 square feet of retail space fronting along I Street.

### **1. Proposed Uses**

The new SEC will allow the University to relocate existing departments and programs of the School of Engineering and Applied Science and physical science departments within the Columbian College of Arts and Sciences into a single structure. The co-location of these science and engineering disciplines under a single roof is expected to foster a premier teaching and research environment that will promote multidisciplinary and interdisciplinary interaction and improve the University's profile as a world-class educational institution. To this end, the planned layout and design of the Project is purposefully intended to promote this collaborative environment. Typical floors will contain a combination of research and teaching laboratories, centered around shared student workspaces and teamwork rooms at the center of the floor. Faculty offices will also be dispersed on each floor in order to facilitate student/faculty relationships.

The SEC is also positioned to foster collaborations with The George Washington University Medical Center ("Medical Center"), which is adjacent to the site. The Medical Center is an internationally recognized, interdisciplinary academic health center that has provided

leading health care and instruction in Washington, D.C. since 1825. Host to numerous schools, programs, centers, and institutes, the Medical Center promotes and studies the latest advances in medicine, public health, and health sciences. With renowned facilities and services, some of the world's leading practitioners and scientists, and a premier location in the heart of the nation's capital, the Medical Center offers unparalleled opportunities for education, policy work, and research. Thus, the SEC's proximity to the Medical Center will benefit from additional collaborations with Medical Center programs, such as the School of Medicine and Health Sciences' research activities.

Because the Project will front on all four streets on the block, it provides a remarkable opportunity to improve the pedestrian experience surrounding the square as well as promote campus connectivity through the proposed SEC itself. As a result, the ground floor has been primarily designed as a public space, anchored by a large common area at its center and surrounded by teaching laboratories that will be visible to pedestrians. The Project will feature three pedestrian entrances to the SEC along 22<sup>nd</sup> Street NW, as well as a key entrance located off 23<sup>rd</sup> Street NW that will connect the SEC to the Medical Center uses in Ross Hall and Himmelfarb Library across 23<sup>rd</sup> Street NW. Also along 23<sup>rd</sup> Street is a "high bay" laboratory, a double-height space designed for testing of large-scale materials; this high bay will also be visible to the public passing by or entering the building from 23<sup>rd</sup> Street NW. At the northeast corner of the Project, along I Street, will be a 3,000 square-foot retail space that will complement the mix of retail uses on the I Street Retail Corridor, including the venues located across the street in Square 54.

## 2. Proposed Design

The Project is designed to sensitively integrate the scales of the adjacent historic buildings, the larger scaled development of Square 54 to the north and the lower scale residence hall and academic buildings to the south. The facades are arranged to recognize the program organization within the SEC and feature a variety of projecting bays that relate to important entry portals and also reinforce the varying scales and rhythm of the surrounding buildings.

The exterior façade of the lower two floors, consisting primarily of granite and glass, are articulated to create a base for the SEC and to connect the building to the active street environment. The balance of the building facades are characterized by varying colored terracotta panels and baguettes that sensitively integrate the blonde colored brick of the adjacent historic landmarks into an overall block composition. The solidity of the terracotta framework is complimented by a glass and aluminum window system that is arranged in a variety of opening sizes to strategically scale the building and to visually engage the street environment.

## 3. Parking and Loading

The Project will result in a significantly improved site plan that will efficiently route vehicular traffic and promote pedestrian activity around the block. As a result of the removal of the University Parking Garage, the University will be able to eliminate many of the curb cuts that surround the square. In total, seven curb cuts surrounding the site, including two on 22<sup>nd</sup> Street, one on I Street, two on H Street, and one on 23<sup>rd</sup> Street, will be eliminated, which will vastly improve vehicular circulation as well as pedestrian safety surrounding the Subject Property. The Project's underground parking will be accessed from a single curb cut located midblock along H Street NW, slightly to the west of the existing curb cut. The proposed underground garage will contain parking for approximately 327 vehicles (379 including valet capacity). The Project also



includes parking spaces for approximately 80 bicycles located on the surface and 30 in the parking garage.

Loading for the Project will take place in a service area located behind JBKO and Munson Halls and be accessed from an existing curb cut along I Street NW. In order to create the shared loading area, the University will eliminate an existing valet parking lot used by the Hospital. Furthermore, the University will greatly improve the appearance and operation of the existing entrance, creating a new pocket park adjacent to JBKO Hall and installing a number of features designed to screen the loading area and control truck traffic entering and leaving the site. As discussed in greater detail below, the University will also implement a detailed Truck Management Plan, including limits on deliveries during peak hours and control through an on-site dock manager, in order to regulate loading activity. This loading area will be large enough to permit regular delivery and service vehicles to enter the site front-in, maneuver within the service turnaround area and back in to the loading dock, and then leave the site front-out. The loading area will be shared with JBKO and Munson Halls, and will be sited primarily on the lot that contains the two residence halls.

#### 4. Sustainable Design Features

The Project also incorporates sustainable features that demonstrate the University's continued commitment to the use of innovative sustainable design practices. The Project is being designed to improve energy performance as well as utilize regional materials, materials with recycled content, and low-emitting materials. Construction waste will be reduced by recycling or salvaging materials. The Project will include dedicated parking spaces with charging stations for electric cars, feature open space and incorporate low impact development features, a green roof, and a cistern to manage stormwater runoff. Cooling will be primarily

distributed via a highly efficient water based system accompanied by a state-of-the-art chilled beam air distribution system that will significantly reduce the SEC's air handling energy requirements. Externally, a high performance exterior envelope accompanied by strategically located sunshades will further reduce the energy demands of the building. Internally, flexible planning and adaptable furnishings will significantly reduce the need for future renovations to minimize waste.

As a science and engineering complex with both teaching and research labs, the SEC has a large demand for air handling capacity. Unlike most facilities where tempered air is recirculated to reduce the energy required for heating and cooling, laboratory buildings must exhaust all of their tempered air supply. To recover the energy embedded in the exhausted air stream while avoiding the mixing of supply and exhaust air, enthalpy wheels will be employed at the SEC to significantly reduce the energy associated with tempering the incoming supply air. This major sustainability feature is one of the most significant technologies employed to reduce the energy demand over the life of the SEC. The air handling units and enthalpy wheels must be located adjacent to the roof top exhaust fans in order to most effectively accomplish the reduction. As a result, a significant component of the SEC rooftop is dedicated to the location of these air handling units. Most of the balance of the roof includes green roof areas.

The Project will more than meet GW's Campus Plan / PUD commitment to at least 16 points under LEED 2.2, and is targeting a Silver Rating in the USGBC's LEED 2009 for New Construction Rating System.

#### 5. Landscape and Streetscape Design

As a part of the Project, the University will improve the streetscape for the entire perimeter of Square 55 and has engaged its landscape architect to design a comprehensive

streetscape plan for the block that is consistent with campus streetscape standards and will unify the SEC with the neighboring residence halls. Consistent with the streetscape standards, the sidewalks on H and I Streets will be composed of brick while the 22nd and 23rd Street sidewalks will be composed of scored concrete. The area between the sidewalk and the street will be composed of seating zones, cobblestones, and a variety of regularly spaced trees in treeboxes. The planting / setback zone between the sidewalk and the building will be characterized by an assortment of planting areas to enhance the variety of frontages around the square.

As described above, the streetscape and landscape improvements will include specific enhancements related to the I Street loading area, including a new pocket park and visual screening. The pocket park between JBKO and Munson Halls will recall the heritage of a garden court between these buildings. The improvements will also restore JBKO's historic brick wall and piers and incorporate them into the entrance to the park. The park will consist of benches with landscaping and a wooden screen connected to a motorized gate that screens the combined loading zone for both the residence halls and the SEC.

***C. Development Parameters Under the Approved First-Stage PUD and Summary of Proposed Second-Stage Development***

On the Subject Property, the Campus Plan / PUD approved a rezoning to the C-3-C Zone District and authorized the construction of a new building devoted to academic / administrative / medical uses with a lot occupancy of 90% and gross floor area of 400,244 square feet. The Campus Plan / PUD approved a total height of 110 feet, stepping down to a height of approximately 90 feet along 23<sup>rd</sup> Street NW. The Campus Plan / PUD also called for a potential new underground parking facility with a total of approximately 350 parking spaces. Finally, the

Campus Plan / PUD called for the retention of the I Street curb cut as a campus alley for loading and service access.

The total gross floor area included in the Project is approximately 376,928 square feet for a total Floor Area Ratio (“FAR”) of approximately 6.6 and a lot occupancy of approximately 90%. The SEC will have a maximum height of approximately 110 feet, stepping down to a height of approximately 82 feet along 23<sup>rd</sup> Street NW. In total, the Project will provide approximately 327 total spaces (379 including valet capacity) in the underground garage.

***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. The PUD regulations specifically allow the Zoning Commission to approve any zoning relief that would otherwise require approval of the BZA. In this case, the University requests relief from the court, roof structure, and loading requirements of the Zoning Regulations. In addition to the PUD flexibility described below, the University also requests flexibility to permit the temporary use of leased off-campus parking spaces at the Kennedy Center towards the minimum number of parking spaces required under the Campus Plan while the Property is being redeveloped.

1. PUD-Related Flexibility from the Zoning Regulations

Courts. The proposed design results in the creation of two open courts at the southwest corner of the Subject Property, adjacent to Fulbright Hall, and four closed courts at the northern edge of the Property, behind Munson Hall. (See A-20.) These courts do not meet the width and/or area requirements of the Zoning Regulations, and flexibility is requested in order to accommodate the proposed design of the SEC.

The proposed courts are generally larger than the existing courts located on the Subject Property. Furthermore, if all of the improvements in the square were on a single lot, the dimensions of the actual open space between the existing residence halls and the proposed SEC would generally meet the width and area requirements of the Zoning Regulations. The nonconformity of each court is an abstraction created by the location of the existing lot lines, and the open spaces themselves meet the intent of the Regulations with regard to courts. As a result, the proposed courts provide all uses in the block with adequate light and air, and will not have any adverse impact on the surrounding properties (which are also owned by the University) or circumvent the purposes or intent of the Zoning Regulations.

Roof Structures. As shown on the Roof Plan (see A-17), the Project's roof structure generally conforms with the height, setback, and design provisions regarding roof structures. The Project requires flexibility from these provisions, however, in two areas. First, relief from the requirement for enclosing walls that rise vertically to an equal height is requested. As illustrated on the Roof Plan, the proposed roof structure incorporates a two-foot setback at the top of the enclosure wall. This "notch" is necessary to maintain the overall 1:1 setback from exterior walls that is required under the Height Act and the Zoning Regulations.

This flexibility is a product of the specific uses in the SEC and available footprint for the building. The SEC generates significant mechanical needs that must be accommodated within the existing building footprint, and it is physically impracticable to arrange the required equipment in a different manner. This equipment dictates the placement of the roof structure enclosure walls in their current locations. As designed, were the roof structure walls to rise vertically to the full height of 18'6", the structure would fail to conform to the setback requirement. The proposed flexibility is minor, and will not adversely impact surrounding

properties nor circumvent the intent or purposes of the Zoning Regulations because the roof structure will retain the overall required 1:1 setback from all exterior walls.

Second, relief is requested in order to permit flexibility from the 1:1 setback requirement of the Zoning Regulations for one of the roof structure's enclosure walls that runs along an interior wall of the building. The enclosure wall requiring relief is located on the northern side of the Project, near the interior court created by Munson Hall and the proposed SEC. The narrowness of the building at this location, due to the shape and narrowness of the underlying lot itself, makes it difficult to accommodate the building's mechanical needs within a roof structure that fully adheres to the 1:1 setback from both the exterior and interior walls. Again, the proposed flexibility is minor, and will not adversely impact surrounding properties nor circumvent the intent or purposes of the Zoning Regulations, because the proposed roof structure is interior to the square and the properties directly impacted are all owned by the University.

Loading. Generally, the number of required parking and loading spaces for university campuses are aggregated across the entire campus, and the Commission approves the location of such facilities as a part of the Section 210 approval process. (See 11 DCMR § 210.4(a).) Notwithstanding these requirements, in the case of a university campus such as the Foggy Bottom Campus, with traditional lot and square assignments that divide up the Campus, proposed construction is technically subject to the requirements that govern the location of loading spaces that are set forth in Sections 2203. Among other requirements, these sections generally require that loading berths be located "such that no vehicle or any part thereof shall project over any lot line." (11 DCMR § 2203.3.)

Here, the proposed loading and service area is intended to serve as a shared service area, to be used by the SEC as well as the adjacent residence halls, and it is located in part on the

Subject Property and in part on the lot that contains the two residence halls. Trucks will enter the square via the driveway located on the residence hall lot, maneuver on the shared loading area that is located in part on the residence hall lot and in part on the SEC lot, and pull into berths that permit unloading directly onto the SEC lot but partially project over the lot line onto the residence hall lot. (See A-21.) As a result, flexibility from the provisions of 11 DCMR § 2203.3 is requested in order to accommodate the shared loading and service design.

The proposed flexibility is needed to accommodate the design of the building and particular mix of ground-floor uses that intersect at the relatively narrow throat where the loading is located. Creating a deeper loading area would eliminate other program space both on the ground floor and second floor (because of the height of the loading area), and adversely impact the feel of the critical 23<sup>rd</sup> Street pedestrian entrance. The flexibility will not impose adverse impacts on surrounding properties, all of which are owned and operated by the University. Furthermore, the flexibility will not circumvent the intent and purposes of the Zoning Regulations, which specifically contemplate such shared loading not only for universities but also in situations very similar to this one. (See 11 DCMR § 2203.4.)

## 2. Flexibility to Permit Interim Use of Off-Campus Parking Facilities

Over the past few years, the University has planned for the development of new underground parking facilities that will offset the loss of the University Parking Garage as the Campus's central parking supply. In order to take the University Parking Garage ("UPG") offline for the SEC, the University must offset the loss of its central parking supply with other parking facilities. Many of these spaces will be offset with new underground parking facilities that have already come online or will come online before the UPG is demolished. These include

a new underground parking facility under South Hall (180 spaces) and the parking spaces devoted to University use in Square 54 (362 spaces or 462 vehicles including valet capacity).

As the Commission is aware, the University is also currently seeking approval to construct an underground parking facility containing 392 parking spaces as well as an interim surface parking lot containing an additional 58 spaces on Square 103. As a result of the sequencing of the Square 103 and Square 55 projects, however, the University will fall below the required minimum number of on-campus parking spaces for the period of time after the UPG is demolished and before the Square 103 underground parking garage is completed.

Therefore, the University requests flexibility to count certain off-campus leased parking spaces towards the satisfaction of the 2,800-space minimum. The temporary use of off-campus parking supply to maintain the minimum number of parking spaces was expressly anticipated in the Campus Plan / PUD:

[D]epending on the timing and sequencing of various development projects – particularly with respect to the planned redevelopment of the University Parking Garage – the University might need to utilize, on an interim basis, certain off-campus parking resources to maintain compliance with the 2,800 space parking requirement.

(Z.C. Order No. 06-11/06-12 at 7 (FOF 27)). The Order stated that such use should be addressed in connection with the second-stage PUD triggering the interim parking use. Id. The University is in the process of arranging to provide for the temporary use of parking spaces at the nearby Kennedy Center, which has an ample supply of parking available during the day when events are typically not scheduled. The University has previously utilized the Kennedy Center's excess daily parking. The University also plans to work with Boston Properties to arrange for the temporary use of additional spaces from Square 54, as available. Upon the completion of construction of the Square 103 development, the Campus will again contain a minimum of 2,800



on-campus parking spaces; the University anticipates, however, that it will continue to utilize additional leased parking spaces until this Project is completed.

## IV. PLANNING ANALYSIS

### *A. Land Use Impact*

As detailed in Section V, the proposed PUD project is fully consistent with the goals and policies of the Comprehensive Plan for the District of Columbia. In particular, the proposed Project will result in a more appropriate utilization of land located within a block of the Foggy Bottom-GWU Metrorail station. Furthermore, the PUD is consistent with the land use goals of the approved Campus Plan. The Project will provide needed space for academic / administrative / medical uses and focus height and density on the campus core along 22<sup>nd</sup> Street. The Project will also provide for the elimination of the above-grade University Parking Garage, one of the key goals of the Campus Plan, and result in the construction of new underground parking spaces. Finally, the Project will incorporate retail space along I Street, furthering the Campus Plan goal of the creation of an I Street Retail Corridor. In total, 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 Project is consistent with the Commission's prior Campus Plan / PUD approval in Zoning Commission Order No. 06-11/06-12. The proposed co-location of multiple science and engineering departments within the Project is fully consistent with the approved academic / administrative / medical use for the development site. Furthermore, the height, gross floor area, and lot occupancy of the Project are within the approved limits set forth in the Campus Plan / PUD approval. The proposed parking is also consistent with the Commission's first-stage approval. The Campus Plan / PUD called for approximately 350 parking spaces on the Subject Property in an underground parking facility, and the proposed Project will provide

approximately 327 parking spaces (379 including valet capacity). Finally, the proposed use of the I Street entrance as a loading area is consistent with the Campus Plan / PUD, which called for the retention of this curb cut as a private alley.

***C. Environmental Impact***

As more specifically detailed in Exhibit F, no adverse environmental impact will result from the construction of the Project. Moreover, consistent with the University's emphasis on leadership in sustainable design, the proposed improvements will incorporate a series of sustainable features that will minimize the impact of the redevelopment. Specifically, the Project will integrate multiple low-impact development features to manage stormwater runoff, and incorporate state-of-the-art cooling systems to reduce air handling energy requirements. The Project will more than meet GW's Campus Plan / PUD commitment to at least 16 points under LEED 2.2, and is targeting a Silver Rating in the USGBC's LEED 2009 for New Construction 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 as well as numerous Metrobus lines—and the DC Circulator—all service the Foggy Bottom Campus, and it is expected that students, faculty, staff, and visitors will continue to utilize public transit. The Project will also improve the Campus' bicycle facilities through the provision of covered bicycle storage in the parking garage and on grade parking around the site, which will promote the expanded use of cycling as an alternative to driving.

## V. PUD EVALUATION STANDARDS

### A. *Second-Stage Application Filing Requirements*

This application complies with the process and requirements set forth in Chapter 24 of the Zoning Regulations for review of a second-stage PUD application. Specifically, this application complies with the requirements of Section 2406.12 as follows:

- Area Requirement. The first-stage PUD encompasses approximately 1,669,744 square feet of land area, which exceeds the minimum area requirement of 15,000 square feet for a PUD in the R-5-D, R-5-E, C-3-C, and SP-2 Zone Districts.
- Notice. As stated on the certification attached as Exhibit D and as required by Sections 2406.7 to 2406.10 of the Zoning Regulations, the University provided notice of its intent to file a 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 first-stage PUD.
- Section 2406.12(a). The completed application form is included in Exhibit B of this submission.
- Section 2406.12(b). This statement provides detailed information on the location, number, size, and types of uses to be located in the Project.
- Section 2406.12(c)-(f). Included in Exhibit A 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.
- Section 2406.12(g). This statement includes a narrative description of the Project and its related features and impacts.
- Section 2406.12(h). This statement addresses the 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.

### 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 are 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 proposed Project is located on the approved Square 55 development sites, and is consistent with the use, zoning, GFA, lot occupancy, and height for that development site.
- Condition P-15: Satisfaction of Further Processing Standards. As discussed in Section VI below, the University has satisfied its burden of proof under Sections 210 and 3104 of the Zoning Regulations.
- 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, including the use, zoning, height, gross floor area, and lot occupancy limitations for the Square 55 development site.
- 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 designed to be compatible with the height and density of adjacent and nearby properties, which are largely owned by the University. Furthermore, the proposed height and density of the Project is consistent with the overall goals of the Campus Plan / PUD, which called for greater height and density at the center of the Campus, and it will correspond with the heights and densities approved for future development across both 22<sup>nd</sup> Street and H Street. The Project also incorporates a stepdown in height to approximately 82 feet along 23<sup>rd</sup> Street in order to remain compatible with the adjacent residence halls to the north and south and recognize the importance of 23<sup>rd</sup> Street.

The proposed site and circulation plans are also compatible with adjacent and nearby structures and uses. The proposed PUD will significantly reduce the number of curb cuts and vehicular trips generated by the uses in the block, and will create a single parking entrance on H Street and a single shared loading entrance on I Street. In addition, as described in detail above, the I Street entrance has been sensitively designed to incorporate a pocket park along I Street and screen the loading area, as well as ensure the safety of passing pedestrians.

- 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 will be required for the University uses intended to be located within the proposed

SEC, which are currently located in other facilities throughout the Campus or in existing leased space in the nearby Golden Triangle/K Street business corridor.

The use currently located in Building K, the small gymnasium on the site, will temporarily relocate to leased space in the nearby Golden Triangle/K Street business corridor before it moves to a permanent home in a GW facility.

As anticipated in the Campus Plan and discussed in detail above, because of the timing and sequencing of the proposed redevelopment of the University Parking Garage, the University will need to lease parking spaces at the Kennedy Center and Square 54 on an interim basis in order to offset the loss of spaces in the University Parking Garage. Once the new parking in this Project (as well as the pending parking garage for Square 103) is completed, the University anticipates it will no longer require the additional leased spaces.

- Condition P-16(d): FAR Report. As detailed in the report attached as Exhibit I, the University's existing FAR within the residentially-zoned portions of the Foggy Bottom Campus Plan boundaries is 3.23, including buildings that are currently under construction within the Campus. Upon completion of the proposed improvements as well as all other improvements currently under construction or pending before the Zoning Commission, the University's FAR in the residentially-zoned portions of the Foggy Bottom Campus will be 3.08. 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 Fall 2009 Compliance Report is attached as Exhibit J and demonstrates full compliance with the approved Campus Plan.
- Condition P-16(f): Streetscape Plan Implementation Progress Report. As detailed on the progress report attached as Exhibit K, the University has worked with DDOT, OP, and other District agencies, as well as community representatives, to finalize its master plan for implementation of streetscape components of the Campus Plan / PUD. To date, the University has completed streetscape improvements throughout Square 80 and is currently constructing improvements associated with development of Square 54 and the renovation of the Charles E. Smith Center on Square 57.
- Condition P-16(g): Off-Street Parking Space Census. As detailed on the parking census attached as Exhibit L, as of October 2010, the University provided a total of 3,084 off-street parking spaces, with capacity for 3,751 through the use of valet/attendant parking.

As is discussed in this statement and detailed on the Parking Phasing Plan included in Exhibit L, the University plans to utilize off-campus parking resources in order to maintain compliance with the 2,800-space parking requirement during the redevelopment of Square 55.

Upon the completion of this Project as well as all other improvements currently under construction or pending before the Zoning Commission, the University will have a new

total of nearly 3,400 parking spaces (including self and valet spaces), well above the required minimum of 2,800 spaces.<sup>3</sup> A full accounting of the existing number of off-street parking spaces is attached as Exhibit L.

- Condition P-16(h): Transportation Management Program Status Report. Led by its Transportation Management Coordinator, the University has implemented a comprehensive transportation management plan to promote alternatives to driving and eliminate adverse traffic and parking impacts. As detailed on the status report attached as Exhibit M, the University has successfully publicized and promoted transportation alternatives. Most significantly, University participation in pre-tax Metro SmartBenefits has increased by 15%, to 1,100 participants, since 2007.
- Condition P-16(i): Advisory Committee Consultation. Starting as early as June 2008, the University notified the Advisory Committee of its intent to develop the Square 55 for the development of a science and engineering building. The University presented the Square 55 PUD project to the Advisory Committee at a regularly-scheduled meeting on June 7, 2010 (the eleventh quarterly meeting of the Advisory Committee). 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 second-stage PUD 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 N. The University also discussed the project with ANC 2A at the ANC's regularly-scheduled October 2010 public meeting.

The University provided additional information to the Advisory Committee at its September 20, 2010 public meeting, and expects to continue dialogue with 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 103 second-stage PUD application, 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.

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<sup>3</sup> Other projects currently under construction or pending before the Zoning Commission include Square 54 and Square 103. This estimate also includes the soon to be filed redevelopment of Square 39, which will result in the loss of 24 parking spaces.

***C. Public Benefits and Project Amenities***

Section 2403.9 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 second-stage application will achieve the goals of the PUD process by implementing the benefits and amenities promised in the first-stage PUD, including exemplary design and planning, streetscape improvements and enhancements to the public space, vehicular and pedestrian improvements and transportation demand management measures, environmental benefits, provision of special uses such as ground floor retail uses, and historic preservation.

1. Urban Design, Architecture, and Landscaping

Section 2403.9(a) lists urban design, architecture, and landscaping as categories of public benefits and project amenities for a PUD. As shown on the detailed plans, elevations, and renderings included in Exhibit A, the proposed Project exhibits many characteristics of exemplary urban design, including use of high-quality materials, pedestrian-oriented landscape and hardscape improvements, clear separation of pedestrian and vehicular entrances and circulation patterns, inclusion of features that promote alternatives to driving, and sustainable features.

2. Site Planning, and Efficient and Economical Land Utilization

Pursuant to Section 2403.9(b) of the Zoning Regulations, “site planning and efficient and economical land utilization” are public benefits and project amenities to be evaluated by the Zoning Commission. The existing site is poorly utilized; it contains a large above-grade parking garage with multiple driveways that fails to fully capitalize on the site’s location within a block



of Metrorail and at the center of the Foggy Bottom Campus. The proposed Project provides a far more efficient utilization of this strategic transit-oriented site, and appropriately focuses height and density at the core of the Campus. For the University, the co-location of multiple science and engineering disciplines into a single research and teaching complex also represents a far more efficient utilization of its space resources.

In addition to permitting a better use of the land, the elimination of the UPG presents other site planning benefits because it prevents vehicle trips from being concentrated at the Subject Property. Consistent with this understanding, the University has constructed and will continue to construct multiple underground parking garages throughout the Campus that will disperse the parking supply. The Project includes the construction of some of these replacement parking spaces in its underground component. Even after completion, however, the Project will generate significantly fewer trips than the existing number of vehicle trips generated by the Subject Property.

3. Effective and Safe Vehicular and Pedestrian Access and Transportation Management Measures

The Zoning Regulations, pursuant to Section 2403.9(c), state that “effective and safe vehicular and pedestrian access” can be considered public benefits and project amenities of a PUD. Here, the elimination of five curb cuts around the square (and corresponding number of vehicle trips due to the reduction in the number of parking spaces) will result in significant improvement to both pedestrian and vehicular circulation surrounding the site. In particular, all curb cuts on key north-south routes will be eliminated, promoting greater vehicular movement through the Campus and improved conditions along the two streets that feature the key pedestrian entrances to the SEC. Furthermore, all parking traffic will be directed to a single

driveway on H Street that is separated from the key pedestrian entrances on 23<sup>rd</sup> Street and 22<sup>nd</sup> Street. The Project also includes bicycle storage both on the surface and in the garage.

The proposed Project also furthers improved vehicular and pedestrian access for the Campus, as the Project facilitates the elimination of the UPG and the dispersal of parking throughout the Campus. As DDOT explained in a supplemental report in support of the Campus Plan / PUD: “Multiple entry points into a traffic network service [will relieve congestion by reducing] the volume of traffic during a particular period of time by distributing the impact compared to a single entry point. Therefore the impact on any one location is lessened.” DDOT Report, January 4, 2007 at 3.

Wells + Associates, Inc. (“Wells”), the traffic and parking engineer for this Project, has prepared a traffic assessment, attached as Exhibit H. Based on its findings, the proposed Project is consistent with the transportation and parking goals of the Campus Plan / PUD regarding dispersal of the University’s parking supply into underground parking garages, promotion of the University’s Transportation Management Plan initiatives, and continued provision of the required minimum number of parking spaces. Wells concluded that all surrounding intersections will continue to operate at acceptable levels of service in the future with the proposed development, which will not negatively affect either commuter-based or local neighborhood traffic in the vicinity of the site. Furthermore, the proposed PUD will not have any negative impacts on pedestrian and bicycle conditions.

The proposed enlargement and use of the existing I Street driveway for loading access also represents an effective and safe design, as well as an improvement over existing conditions.

These benefits include:

- Internal Off-Street Loading and Turnaround: The proposed loading area will keep all loading and service activity internal to the square, and provide a turnaround area

sufficiently large enough to permit most delivery trucks to enter the site front first, maneuver within the square to back into the loading area, and then leave the site front-out. Similarly, the enlarged curb cut will permit regular service and delivery vehicles to maneuver into and out of the driveway.<sup>4</sup>

- Consolidated Deliveries: The consolidation into the SEC of multiple departments that are currently scattered throughout the Campus will provide opportunities for an overall reduction in the number of deliveries to the Campus.
- Truck Management: As detailed in the Truck Management Plan included in the Traffic Study, the University will manage deliveries to the Project in order to reduce the impact of such activity on surrounding pedestrians and uses. In particular, the University has agreed to limit deliveries during peak periods and designate an on-site dock manager to monitor and address issues.
- Screening and Safety Improvements: As discussed above and shown on the attached plans, the University will improve and enhance the existing conditions in order to screen the loading area and minimize pedestrian-vehicle conflicts.

#### 4. Environmental Benefits

Section 2403.9(h) states that environmental benefits are considered to be public benefits and project amenities of a PUD. As described above, the Project will provide a number of sustainable improvements to the site. Specifically, the Project will integrate multiple low-impact development features to manage stormwater runoff, and incorporate state-of-the-art cooling systems to reduce air handling energy requirements. The Project will more than meet GW's Campus Plan / PUD commitment to at least 16 points under LEED 2.2, and is targeting a Silver Rating in the USGBC's LEED 2009 for New Construction Rating System.

#### 5. Uses of Special Value

Section 2403.9(i) provides that uses of special value to the neighborhood or District of Columbia as a whole are benefits and amenities of a PUD. Here, the provision of ground-floor

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<sup>4</sup> As discussed in the Traffic Study, 55-foot trucks will require additional management in order to maneuver into the site and loading dock. Based on existing patterns and proposed uses, however, the University expects that the only deliveries to the site requiring a 55-foot truck will take place approximately once every three months. The University has agreed to restrict such deliveries to weekends and will manage them per the Truck Management Plan.

retail space along I Street is a benefit and amenity of the PUD that will contribute to the creation of an I Street retail corridor between the Foggy Bottom-GWU Metrorail station and the Shops at 2000 Penn.

6. Historic Preservation

According to Section 2403.9(d), the preservation of historic buildings or places is considered to be a benefit and amenity of the PUD process. Here, the Campus Plan / PUD has resulted in the preservation of multiple historic structures throughout the Campus, including three residence halls adjacent to the Subject Property that the University recently nominated for designation as historic landmarks. The proposed Project furthers the University's commitment to the retention and preservation of these historic structures in two ways. First, it adheres to a stepdown in height along 23rd Street in order to provide a building height that is consistent with the historic buildings to the north and south and recognizes the importance of 23<sup>rd</sup> Street. Second, it features a number of ground-level enhancements that will improve the overall site context and appearance of the surrounding structures, including in particular improvements to the I Street entrance adjacent to JBKO Hall that will create a pocket park and restore the historic brick wall and piers as the entrance to the park.

7. Comprehensive Plan

According to Section 2403.9(j), public benefits and project amenities include "other ways in which the proposed planned development substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan." As described in greater detail in Section VII, the PUD is consistent with and furthers many goals and policies of the Comprehensive Plan.



## VI. FURTHER PROCESSING EVALUATION STANDARDS

### *A. College or University which is an Academic Institution of Higher Learning*

The George Washington University was chartered as an educational institution of higher learning by act of Congress dated February 9, 1821.

### *B. The Use is Located so that it is Not Likely to Become Objectionable to Neighboring Property*

For the reasons set forth below, the University's proposed use of the Subject Property is not likely to become objectionable to neighboring property.

#### 1. Noise

As discussed in detail during the Campus Plan / PUD process, activities within the Campus Plan boundaries are located and designed to minimize objectionable impacts on the neighboring community. In the Campus Plan / PUD Order, the Commission concluded that the University's student conduct initiatives intended to minimize noise generated by its student population were appropriate and effective in avoiding objectionable impacts due to noise. Order at 8-9 (FOF 34-35). As detailed in the attached Compliance Report, the University has continued to maintain and refine these measures to address these potential impacts. Furthermore, new facilities called for in the Campus Plan have been focused primarily internal to the Campus and away from surrounding residential neighborhoods, which will minimize noise impacts. The proposed Project furthers these goals by concentrating Campus development, including its height, mass, and related primary pedestrian entrance along 22<sup>nd</sup> Street, within the core of the Campus. The proposed Project will also reduce noise by creating an off-street loading, service, and turnaround area within the square, accessed from the existing driveway off I Street.

## 2. Traffic

In the Campus Plan / PUD Order, the Commission concluded that the existing and future levels of service surrounding the Foggy Bottom Campus were acceptable and that the University would not impose objectionable traffic impacts provided it continued to implement transportation management measures. Order at 9-10 (FOF 39-42). As discussed above, the University has continued to maintain and supplement its TMP measures to minimize traffic impacts.

Consistent with the approved Campus Plan / PUD, the proposed Project will not impose objectionable traffic impacts. Here, the elimination of the UPG and valet lot will result in the reduction of the number of vehicle trips generated by the site and also permit the elimination of five curb cuts around the square. In particular, all curb cuts on key north-south routes will be eliminated, promoting greater vehicular movement through the Campus, and all vehicular traffic will be directed to single locations on H Street (for parking) and I Street (for loading) that are separated from the key pedestrian entrances to the SEC. The Project also includes features to promote alternatives to driving, such as secured bicycle storage both on the surface and in the garage. Finally, as described in detail above, the I Street loading area has been sensitively designed in order to minimize objectionable impacts.

As detailed in the traffic assessment prepared by Wells + Associates, and attached as Exhibit H, the proposed Project is consistent with the transportation of the Campus Plan / PUD, and all surrounding intersections will continue to operate at acceptable levels of service in the future with the proposed development. As a result, the proposed Project will neither adversely affect either commuter-based or local neighborhood traffic in the vicinity of the site, nor have any negative impacts on pedestrian and bicycle conditions.

3. Parking

In the Campus Plan / PUD Order, the Commission found that the Campus Plan would not create objectionable conditions due to parking because the University planned to maintain an adequate minimum number of parking spaces and did not propose any increase in the number of faculty and staff above the previously approved levels. Order at 10 (FOF 43-45). The Commission also found that the University's proposed dispersal of parking to underground garages would generate positive environmental, site utilization, pedestrian, and traffic impacts. Order at 15-16 (FOF 65(e)).

Here, the proposed improvements will not create objectionable conditions due to parking. The proposed Project represents an essential step in the elimination of the UPG and dispersal of parking throughout the Campus into underground parking garages. Furthermore, the University will seek interim leased parking space to maintain the required minimum of 2,800 parking spaces during construction and upon completion of construction satisfy the Campus Plan requirements.

4. Number of Students or Other Objectionable Conditions

As described by the Commission in the Campus Plan / PUD Order and reaffirmed in its most recent Order on Remand, the Commission found that the Campus Plan would not create objectionable conditions due to the number of students.

***C. Compliance with the Maximum Bulk Requirement***

The property within the Campus Plan boundaries is zoned R-5-D, R-5-E, SP-2, and C-3-C, and the rezoning of certain sites (such as this development site) to C-3-C and C-4 was approved in conjunction with the first-stage PUD. As affirmed by the Zoning Commission in the Campus Plan / PUD Order, the Zoning Regulations limit the permitted development in the residentially-zoned portions of a campus to be aggregated to a total based on the allowable FAR



in the relevant zone district, not to a specific number. See Order at 26-27 (COL 8). Here, the residentially-zoned portions of the Campus are in the R-5-D and R-5-E Zone District, and are aggregated to the maximum permitted FAR in the R-5-D Zone District, which has a maximum density of 3.5 FAR as a matter of right and up to 4.5 FAR achievable through the PUD process. Upon full buildout of the Campus Plan / PUD, the proposed density for the residentially-zoned portions of the Campus will be approximately 3.69 FAR, less than the density of 4.5 FAR permitted under the PUD process in the R-5-D zone. As demonstrated in the attached FAR Report in Exhibit I, upon completion of the proposed Project and all other developments pending Zoning Commission approval, the FAR for the residentially-zoned portions of the Campus will be 3.08, which is well within the permitted FAR.

***D. Submission of a Plan for Developing the Campus as a Whole***

The University's plan for developing the Campus as a whole, as required under Section 210.4 of the Zoning Regulations, was approved by the Zoning Commission in the Campus Plan / PUD Order, affirmed by the Court of Appeals, and re-affirmed by the Commission on remand with respect to the methodology for counting the number of students on the Foggy Bottom Campus. The approved Campus Plan includes details on buildings, parking, and loading facilities; screening, signs, streets, and public utility facilities; athletic and other recreational facilities; and a description of all activities and of the capacity of all present and proposed development. The proposed construction, including the height and density of the proposed building, parking and loading facilities, screening and streetscape improvements, and uses are consistent with the approved Campus Plan.

***E. No Interim Use of Land is Proposed***

No interim use of residentially-zoned land is proposed. As discussed above, no interim leased space will be required for the university uses displaced by construction. As discussed above, the University will temporarily use some off-campus parking spaces in order to maintain the minimum number of 2,800 parking spaces. The Campus Plan / PUD explicitly contemplated that such interim parking would be needed while existing parking facilities are being redeveloped, and specifically cited the redevelopment of the University Parking Garage as an event that would require such interim use. See Order at 7 (FOF 27). The University is in the process of arranging for these temporary spaces from the nearby Kennedy Center, which has an ample supply of parking available during the day when events are typically not scheduled. Furthermore, the University expects to be able to lease some additional spaces in Square 54.

***F. No New Use Sought for Approved Site of Buildings Moved Off-Campus***

The University does not seek approval for any new use of a previously-approved building site to be moved off-campus.

***G. Compliance with the Policies of the District Elements of the Comprehensive Plan***

As discussed in detail in Section VII below, this application complies with the policies and goals of the Comprehensive Plan.

***H. The Proposed Buildings are within the Floor Area Limit for the Campus as a Whole***

As discussed above, upon full buildout of the Campus Plan / PUD, the proposed density for the residentially-zoned portions of the Campus will be approximately 3.69 FAR, less than the density of 4.5 FAR permitted under the PUD process in the R-5-D zone. As demonstrated in the attached FAR Report in Exhibit I, following the completion of the Project and all other

developments pending Zoning Commission approval, the FAR for the residentially-zoned portions of the Campus will be 3.08, which is well within the permitted FAR.

*I. Referral to the District of Columbia Office of Planning and District Department of Transportation*

The University has met with the D.C. Office of Planning and District Department of Transportation regarding the proposed project, and the application will be referred to both agencies for their review and report.

## 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 at 16-17 (FOF 68-69). The proposed project significantly advances these purposes by furthering the social and economic development of the District through the continued improvement of the University.

### *A. Land Use Maps*

The Property is located in the Institutional land use category on both the Future Land Use and Generalized Policy maps. The Framework Element provides guidelines for using the Future Land Use and Generalized Policy Maps. This Element states that the Future Land Use map should be interpreted “broadly” and that zoning for an area should be guided by the Future Land Use Map interpreted in conjunction with the text of the Plan. The Element also clearly provides that density and height gained through the Planned Unit Development 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 infill project and its related changes in use are consistent with the approved Campus Plan and are compatible with the nearby mix of high-density commercial, institutional, and residential uses.

***B. Land Use Element***

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 provision of on-site parking, 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, is 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.

Implementation of the approved Campus Plan 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 low-impact 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, including the provision of adequate on-site parking for institutional uses, 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 covered bicycle storage in the garage, thus fulfilling “action” items of the Comprehensive Plan. See Action T-2.2.C; Action T-2.3.A.
- The proposed Project incorporates many of the features called for in the Environmental Element, including the use of permeable materials, landscaping, and green roofs to reduce runoff. See Policies E-3.1.1 to E-3.1.3. In particular, the Plan recommends that

provisions for energy efficiency be considered with respect to planning and zoning standards. See E-2.2.5.

- The design of the proposed building will further many of the goals of the Urban Design Element, including providing new development that complements the form, height, and bulk of historic landmarks (UD-2.2.2); creating attractive facades with articulation that provide visual interest (UD-2.2.5); and maintaining the established façade lines and form around the block (UD-2.2.6).
- The Project's streetscape design will also fulfill Urban Design goals through the provision of a revitalized streetscape and provision of the pocket park along I Street. See Policy UD-3.1.6 to UD-3.1.8. Near the proposed retail space at 22<sup>nd</sup> and I Street, the proposed streetscape design also allows for elements called for in the Comprehensive Plan, such as space for awnings, outdoor seating, and signage related to the retail space. See Figure 9.17.

Finally, the Campus Plan is 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 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 promoting the dispersal of the University's parking supply, which will reduce traffic impacts yet retain an adequate on-campus parking supply as well as providing 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 Section 210 and Chapter 24 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 second-stage PUD application should be approved and adopted by the Zoning Commission.

Accordingly, the University respectfully requests that the Zoning Commission set the PUD application down for a public hearing at the earliest possible date.

Respectfully submitted,

GOULSTON & STORRS, PC

\_\_\_\_\_/s/\_\_\_\_\_  
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Maureen E. Dwyer

\_\_\_\_\_/s/\_\_\_\_\_  
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David M. Avitabile

Date: November 15, 2010