

2007 Foggy Bottom Campus Plan



Agenda

Project Overview

David Avitabile, Goulston & Storrs

Project Goals, Community Outreach & Amenities

Alicia Knight, The George Washington University

Project Design

Jeff Barber, Gensler

Transportation Overview

Jami Milanovich, Wells + Associates

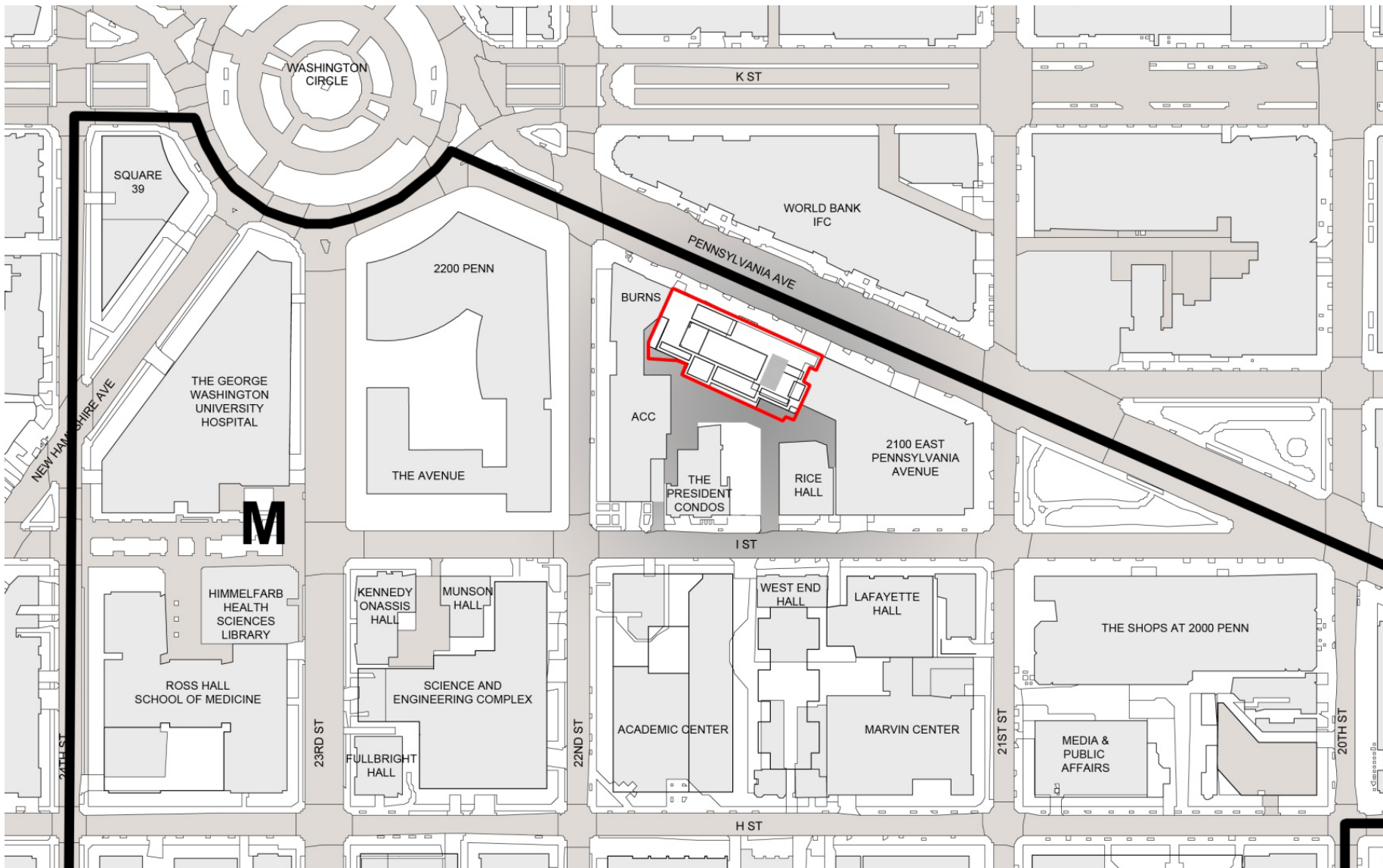
Conclusion

David Avitabile, Goulston & Storrs

Project Overview

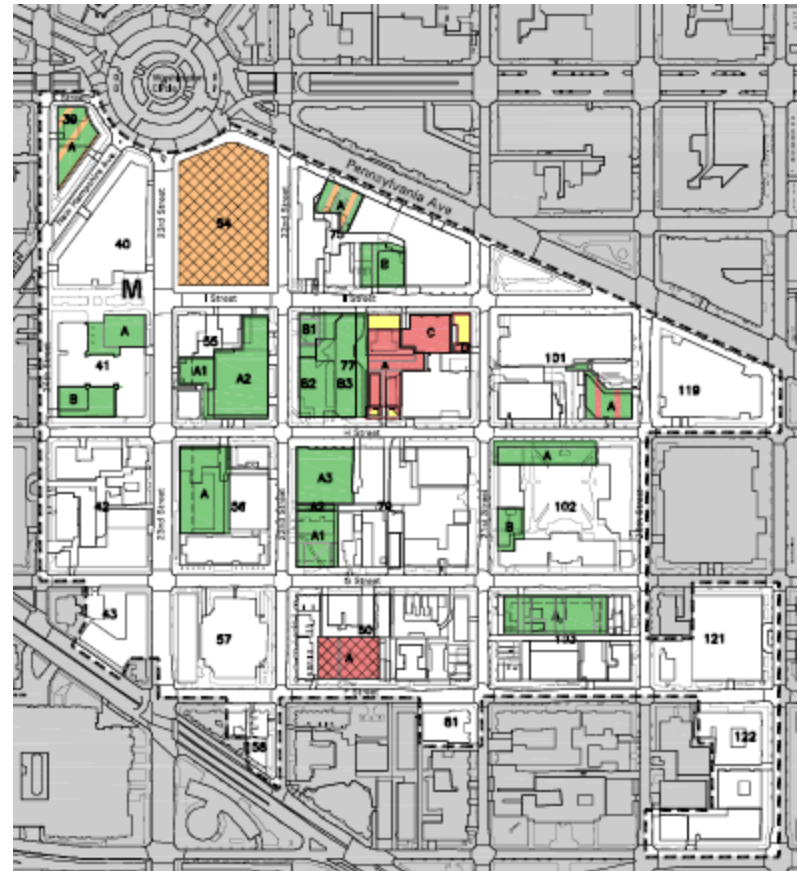
David Avitabile
Associate
Goulston & Storrs

Context Map



Introduction to the Foggy Bottom Campus First-Stage PUD

- In 2007, Zoning Commission approved a First-Stage PUD for the Foggy Bottom Campus, which governs all campus development
- **Goal: “Grow Up, Not Out”**
 - First-Stage PUD identified 16 sites for future development
 - First-Stage PUD set forth height, density, and lot occupancy for each site
 - Rezoning approved for certain development sites



Project Site

Development Site 75A

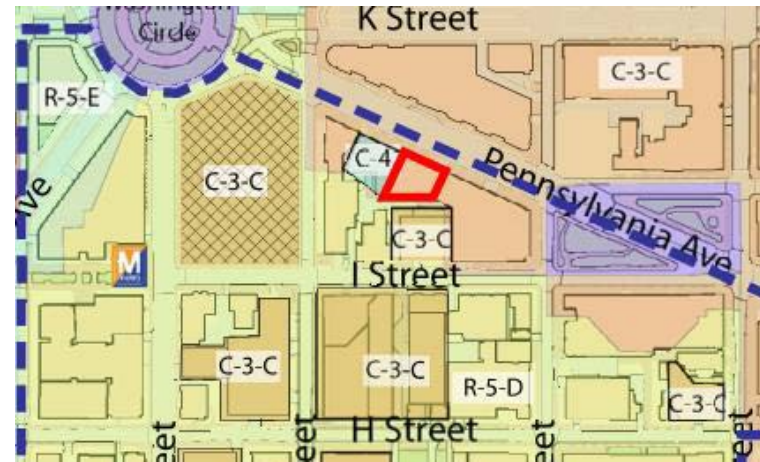
- Second-Stage PUD Approval for Site 75A
- Per First-Stage PUD
 - Zoning: C-4
 - Height: 130 feet
 - GFA: 122,990 s.f.
 - Use: Commercial/Investment



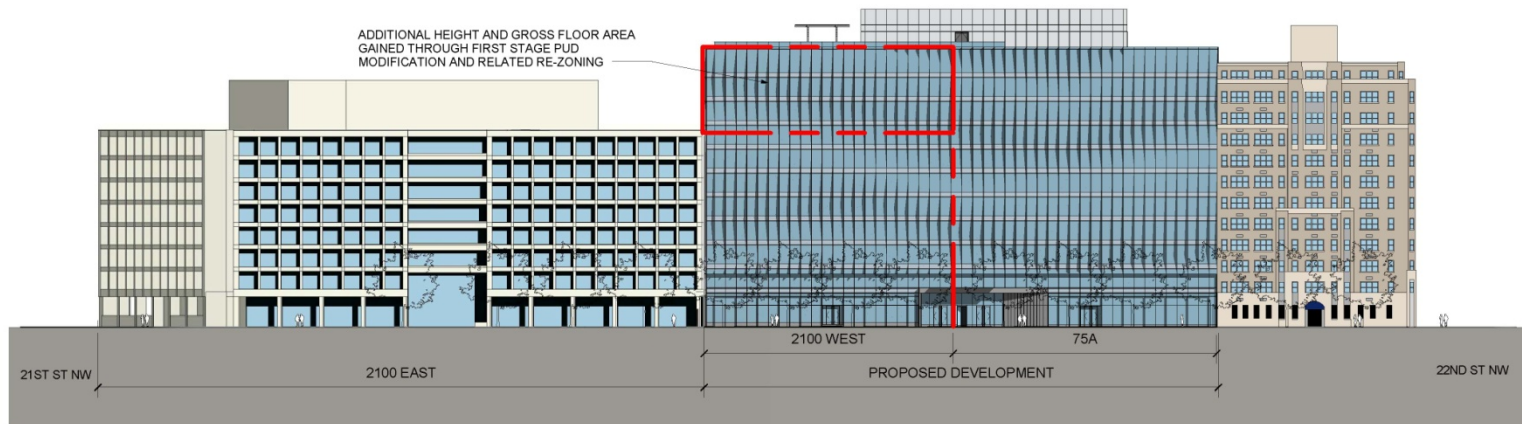
Project Site

2100-West Penn. Ave.

- Existing GW-owned Commercial/Investment Building immediately East of Site 75A
- First-Stage PUD Modification and Second-Stage PUD Approval
- Same Zone, Height, Density and Use as Site 75A



Summary: Impact of First-Stage PUD Modification



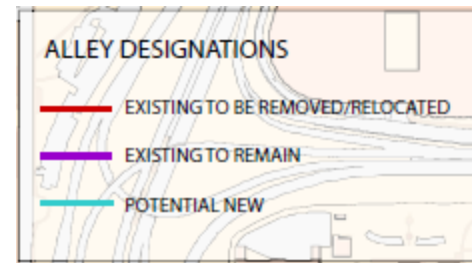
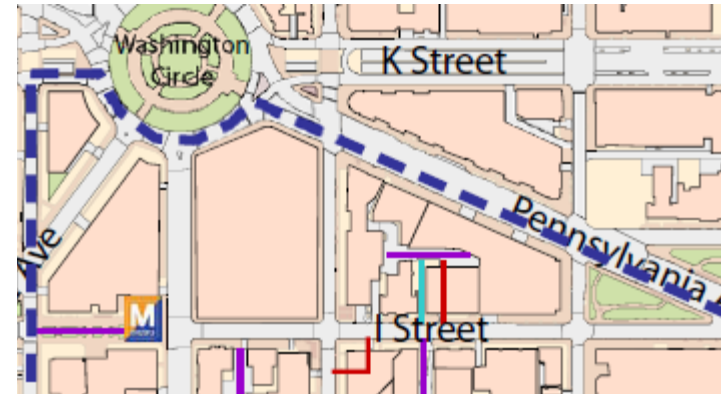
Summary: Impact of First-Stage PUD Modification

	Current Development Rights	With First-Stage PUD Modification
Height	130 feet / 90 feet	130 feet
FAR	10.0 FAR / 6.5 FAR	10.0 FAR (+ 44,275 s.f.)
Use	Commercial office; no ground-floor retail	Superior commercial office with ground-floor retail
Amenities	<p>As approved in the First-Stage PUD:</p> <ul style="list-style-type: none"> -Off-campus purchasing restriction -Advisory committee -Historic preservation plan -Streetscape improvements -I Street retail corridor -Sustainable design 	<p>All previously approved amenities plus:</p> <ul style="list-style-type: none"> -Affordable housing -Ground-floor retail -Office space for the Foggy Bottom / West End Village -Real-time transportation information board/kiosk -LEED Gold

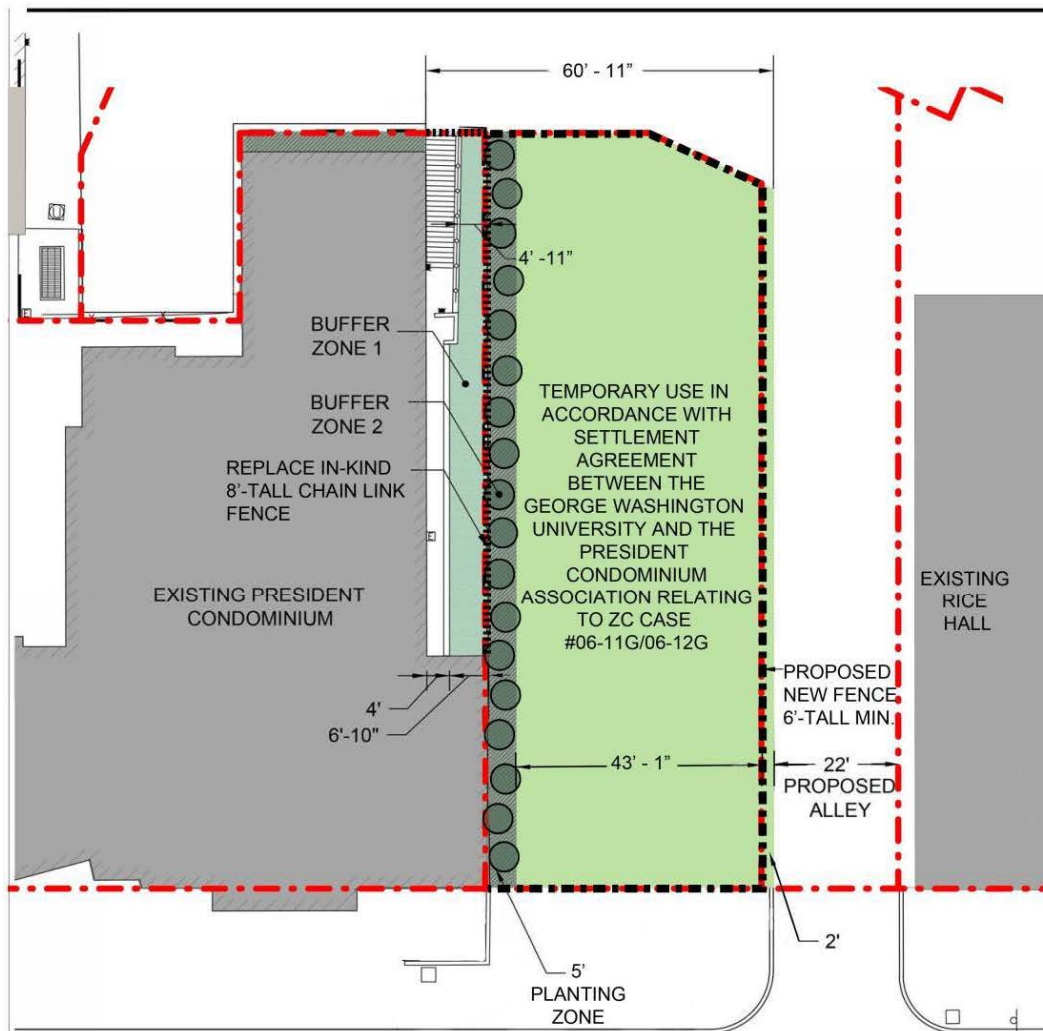
Project Site

Public Alley System

- Eliminated proposal to relocate the north-south alley at this time.
- Continue to request approval to widen alley system and improve circulation and loading



Public Alley Changes



BUFFER ZONE 1 PLANTS



ASPIDISTRA ELATIOR

AUCUBA JAPONICA

PACHYSANDRA AXILLARIS 'WINDCLIFF'

BUFFER ZONE 2 PLANTS - MINIMUM HEIGHT = 5 TO 6 FEET



BUXUS SEMPERVIRENS 'DEE RUNK'

THUJA OCCIDENTALIS 'BRANDON'

ILEX 'MARY NELL'

FENCING

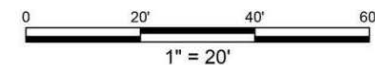


CHAIN LINK FENCE

NOTES:

1. PRESIDENT CONDOMINIUM COULD ADD SEASONAL COLOR TO BUFFER AREAS AS DESIRED.
2. OPENINGS TO FENCE MAY BE ADDED TO ACCOMMODATE PERMITTED TEMPORARY USES
3. TREE DIAMETER INDICATES FULL GROWTH

I STREET, NW



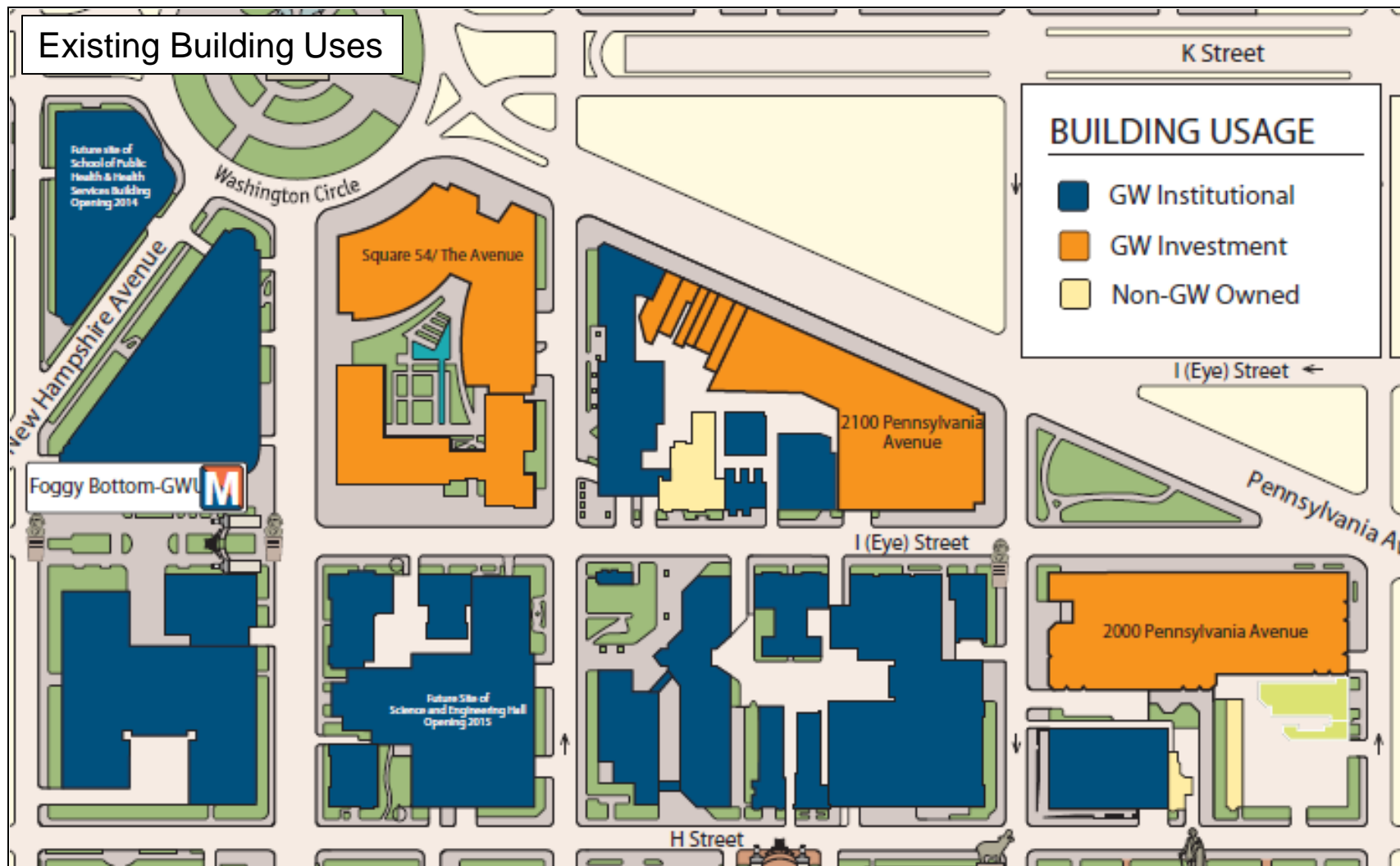
Project Goals, Community Outreach and Amenities

Alicia Knight

Senior Associate Vice President for Operations

The George Washington University

Project Goal: Funding GW's mission



Project Goal: Funding GW's mission

- GW has long used income from investment properties as a source of non-enrollment driven revenue to fund its academic mission
 - For example, ground rent revenues from 2200 Penn/The Avenue is a funding source for construction of GW's Science and Engineering Hall



Project Goal: Funding GW's mission

- Redevelopment of 75A and 2100-W present a new and unique opportunity for GW to maximize its investment real estate to fund its academic mission
 - Existing commercially-zoned GW investment properties
 - Proposed redevelopment calls for continued use as commercial investment property



Community-Based Planning Process

- Extensive Community Outreach (Oct. 2011-Nov. 2012)
 - ANC 2A
 - Campus Plan Advisory Committee
 - Foggy Bottom Association
 - FRIENDS
 - President Condominium Board
 - West End Citizens Association
- Pennsylvania Avenue retail tenants
 - Long-term transparency of GW's intentions to redevelop site 75A
 - Dialogue since 2011 regarding timeline
- Coordination with District Agencies (OP, DDOT, & DHCD)

Community/Agency Issues Addressed

DDOT

- Addressed location of public alley
- Reduced parking by 25 spaces
- Agreed to Loading Management Plan
- Agreed to a post-occupancy monitoring study
- Provided a public real-time transportation information board

OP

- Addressed impacts on the President Condominium
- Included a minimum of 6,637 sf of retail along Pennsylvania Avenue
- Agreed to affordable housing program, set aside at 80% AMI

President Condominium

- Delayed alley relocation, with future consideration of other locations
- Robust Construction Management Plan
- Loading Management Plan
- Identification of a University liaison for alley related issues

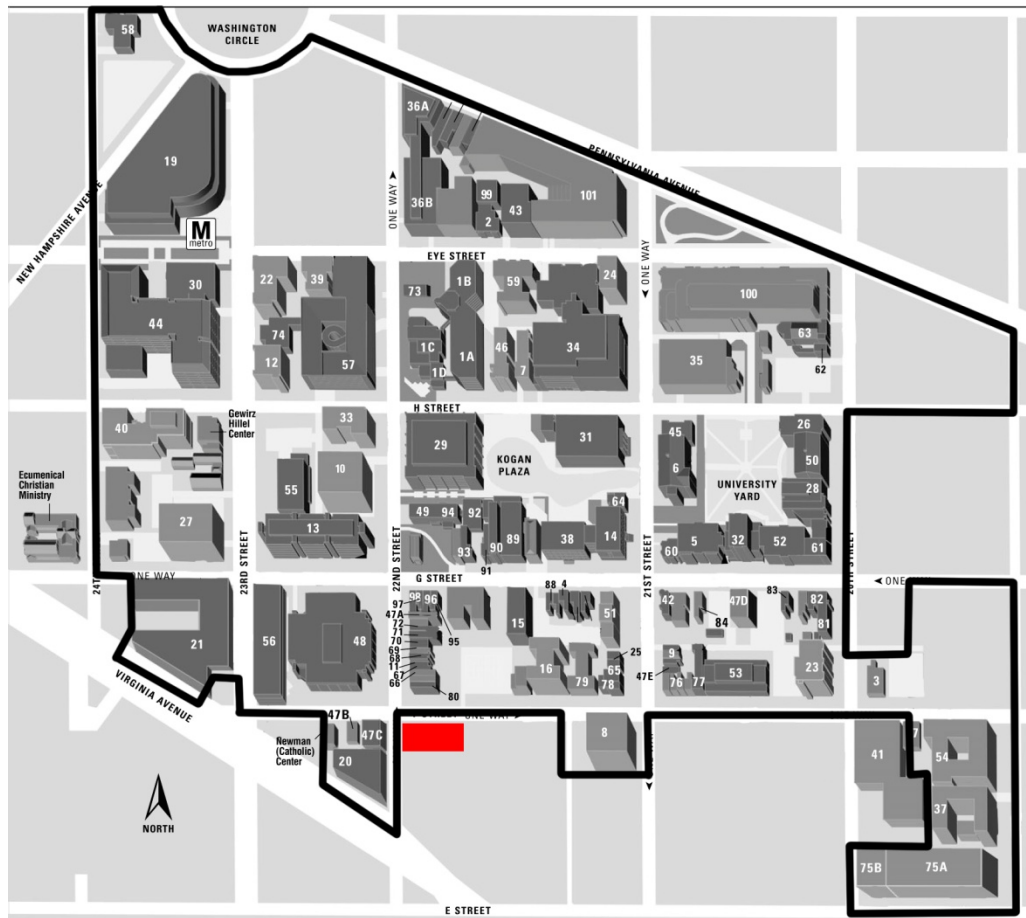
ANC-2A and FB/WE Community

- Addressed impacts on the President Condominium
- Included a minimum of 6,637 sf of retail along Pennsylvania Avenue
- Added provision of a public real-time transportation information board, valued at \$100,000
- Agreed to provide funding for office space for the Foggy Bottom West End “Village” totaling \$100,000

Project Benefits

- Increased tax revenue for District of Columbia
- New revenue to GW to fund its educational mission
- Robust Amenities Package:
 - Seven units of affordable housing in Foggy Bottom
 - A minimum of 6,637 square feet of retail space on Pennsylvania Avenue
 - Real-Time Transportation Information Board
 - Foggy Bottom West End “Village” Project funding
 - High end architecture and LEED Gold building
 - Streetscape improvements

Affordable Housing



FOGGY BOTTOM CAMPUS PLAN BOUNDARIES



F STREET ELEVATION - SELECTED BUILDINGS



Affordable Housing

	Unit Sizes & Count		
<u>Address</u>	<u>1 Bedroom</u>	<u>2 Bedroom</u>	<u>3 Bedroom</u>
2142 F Street	x2	x	
2146 F Street	x		x
2150 F Street		x	x

- Unit rents based on affordability at 80% AMI
- Rents based on 35% HHI
- 30 year term
- Program enforcement by DHCD
- Program will be self-administered either by GW or by qualified 3rd party management company/Certifying Authority, subject to DHCD guidelines

Benefits and Amenities

The University is already delivering the following benefits and amenities as part of the 2007 PUD:

Campus Plan Condition	
Condition P-1:	Restrictions on Off-Campus Expansion
Condition P-7:	Advisory Committee
Condition P-8:	Phase-out of Existing Off-Campus Undergraduate Housing
Condition P-9:	Historic Preservation Plan
Condition P-10:	Streetscape Improvements
Condition P-12:	I Street Retail Corridor
Condition P-13:	Sustainable Development

Benefits and Amenities

The University is offering the following benefits and amenities for the additional 44,275 SF above 2100-West:

Amenity	Value
Affordable Housing	
• Initial Capital Investment	\$ 1,000,000
• Rent Subsidy (over term of project)	\$ 2,000,000
Ground Floor Retail (foregone rent)	\$ 167,000
LEED Gold Features	\$ 500,000 +
Streetscape Improvements	\$ 150,000
Real-Time Transportation Information Board	\$ 100,000
FB/WE Village Program Rent Allowance	\$ 100,000
TOTAL	\$4,017,000

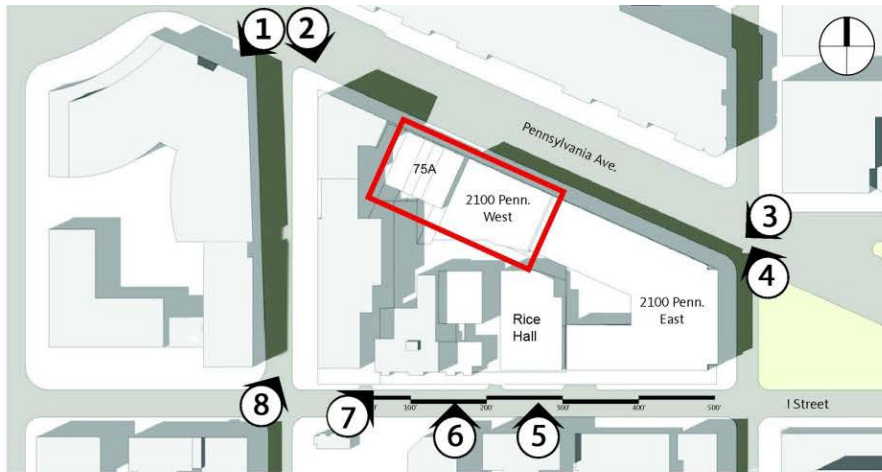
Project Design

Jeff Barber
Principal / Managing Director
Gensler

Project Summary

- Proposed GFA: 250,000 S.F.
- Proposed Zoning: C-4
- Proposed Height: 130'
 - 11 above grade floors
 - 3 below grade floors
- Proposed Parking: 154 spaces; 113 net new spaces
- LEED Certification Target: LEED Gold

Context Photos



1
SQUARE 54



2
BURNS BUILDING



3
2100 EAST



4
WORLD BANK / IFC



VIEW FROM NE



5
RICE HALL



6
JQA

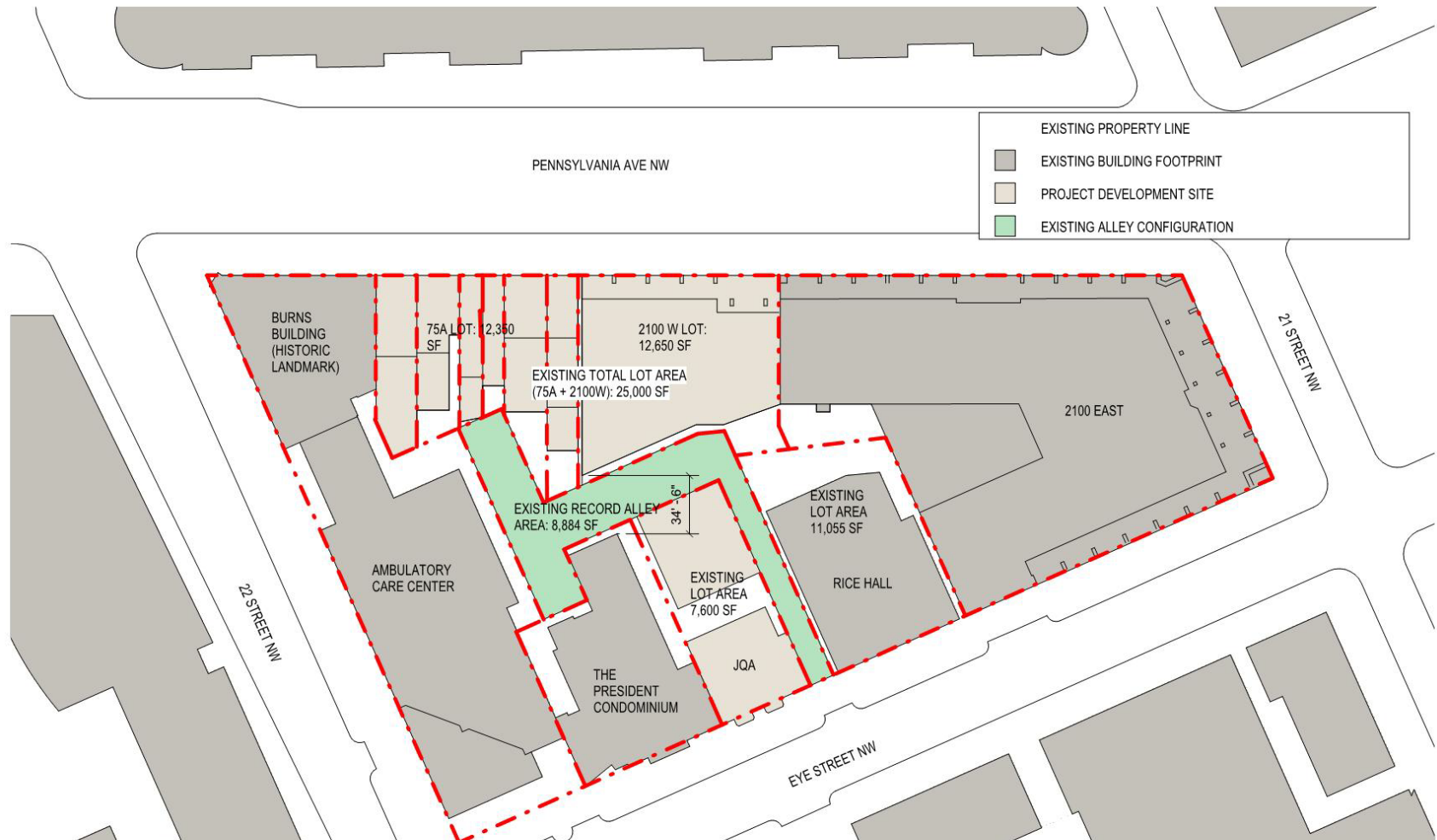


7
THE PRESIDENT

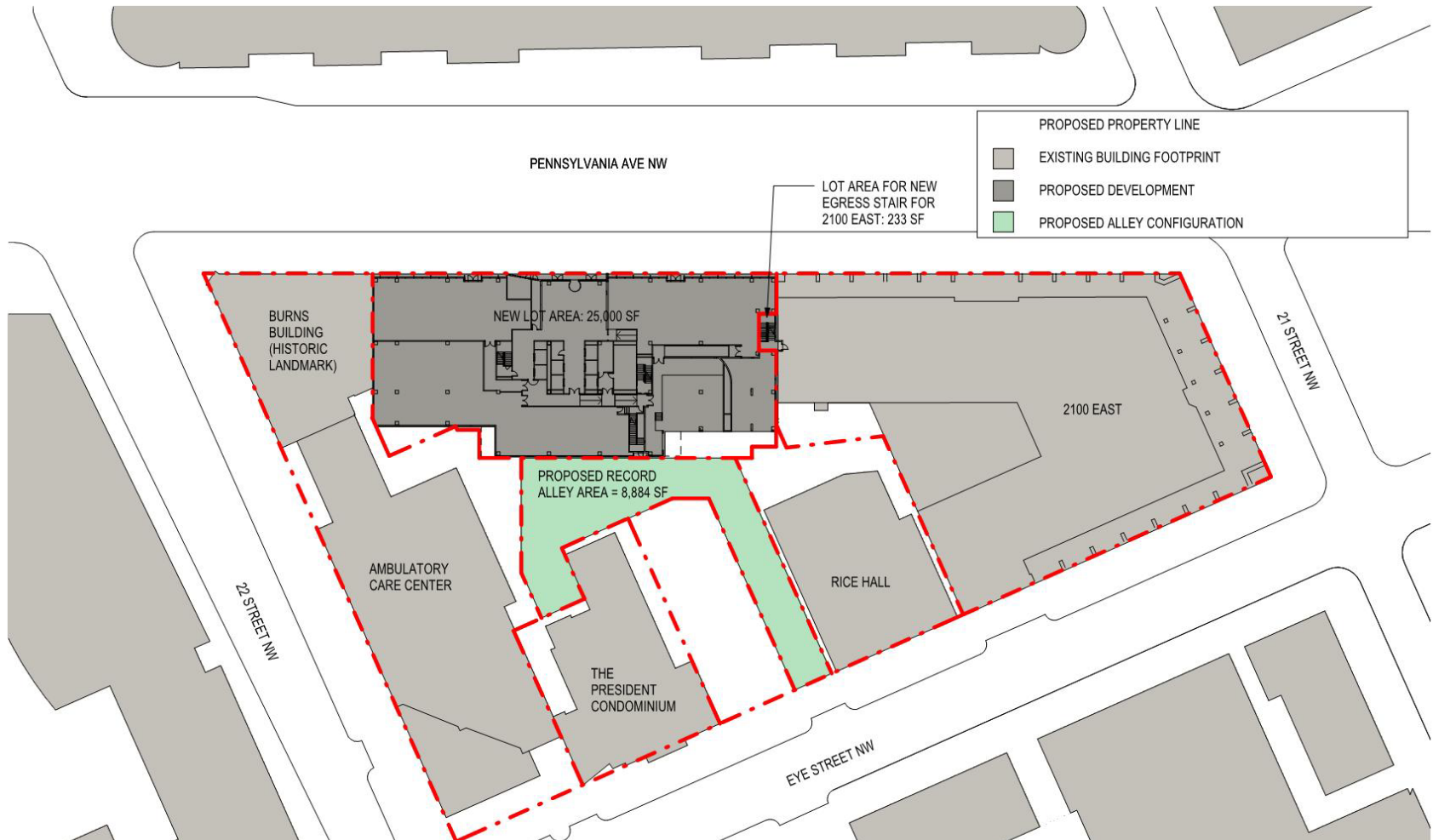


8
ACC

Existing Site Plan



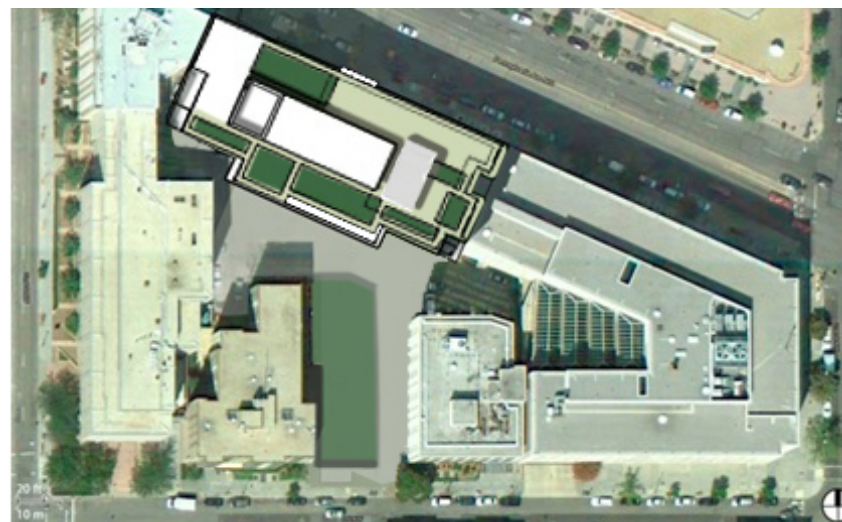
Proposed Site Plan



Site Aerial Comparison

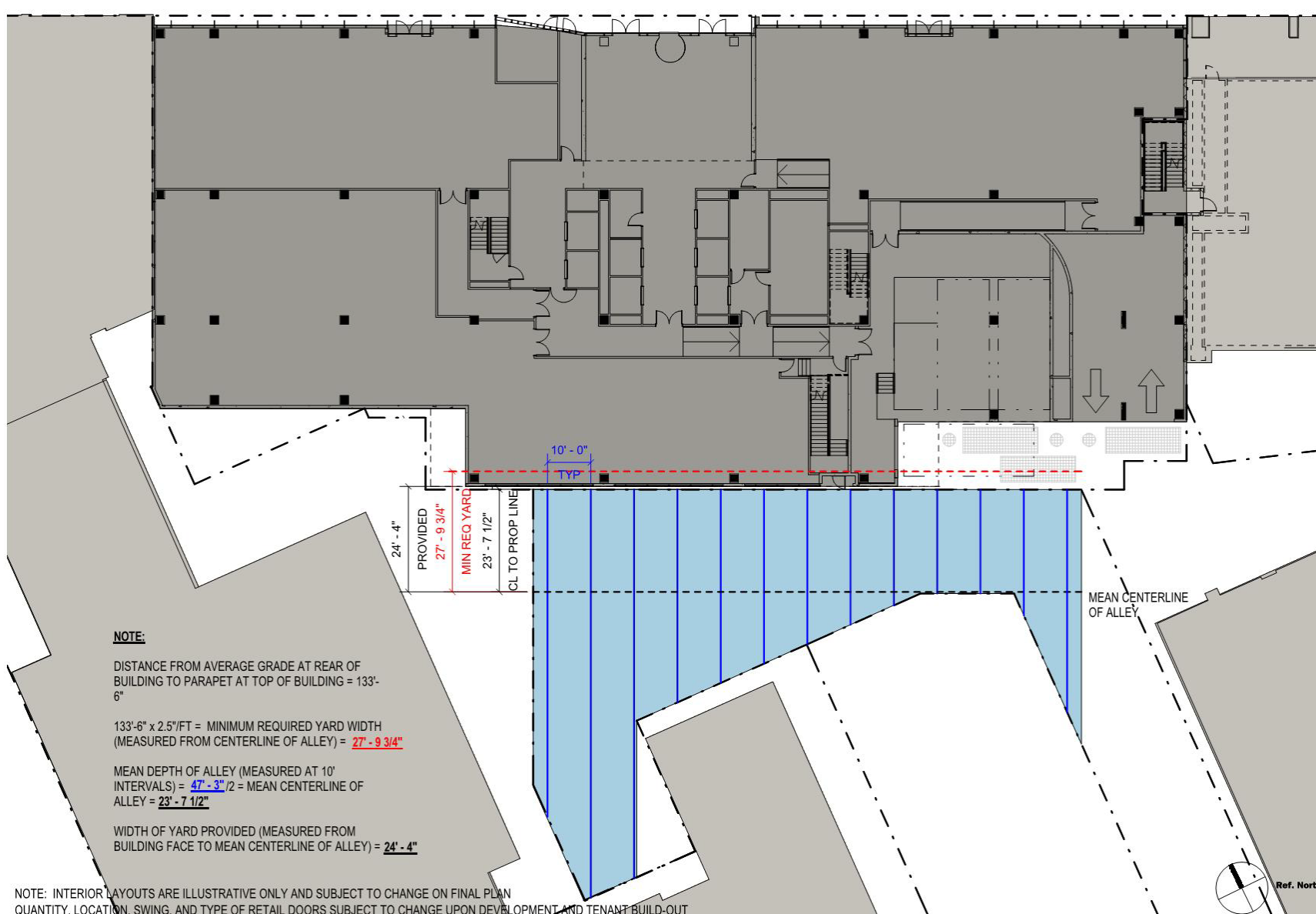


Existing Conditions

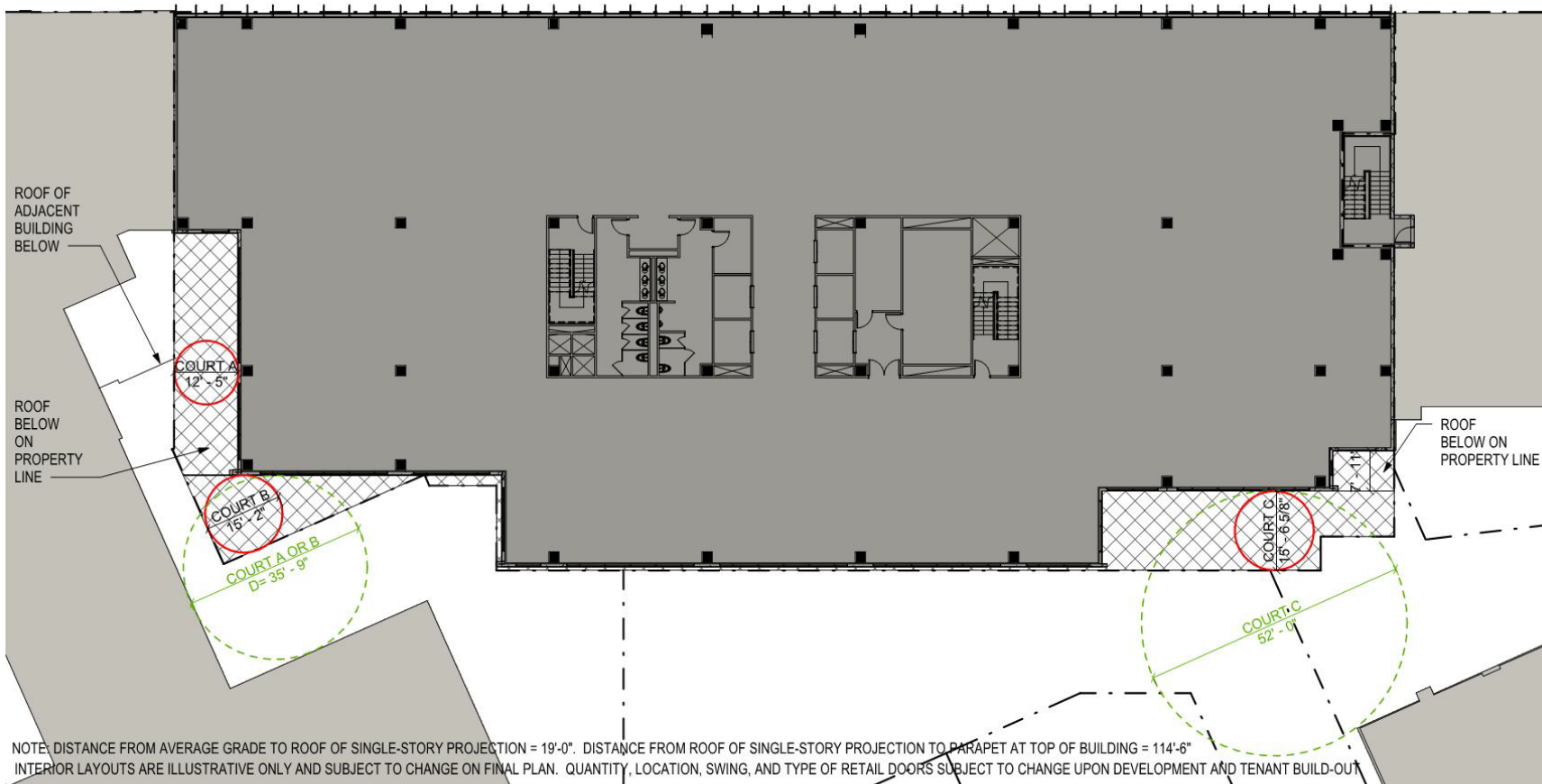


Proposed Conditions

Rear Yard Diagram



Court Diagram



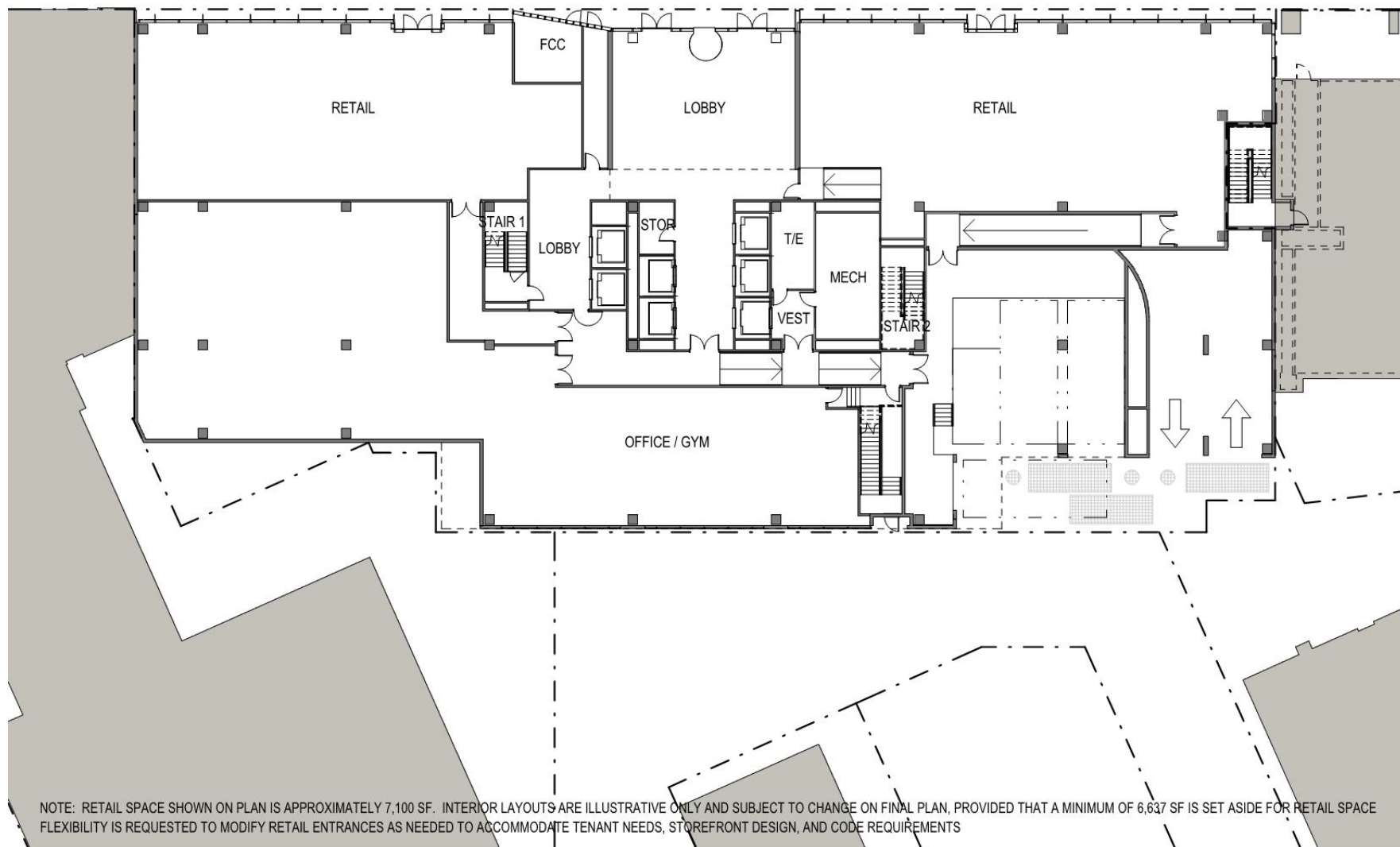
NOTE: DISTANCE FROM AVERAGE GRADE TO ROOF OF SINGLE-STORY PROJECTION = 19'-0". DISTANCE FROM ROOF OF SINGLE-STORY PROJECTION TO PARAPET AT TOP OF BUILDING = 114'-6"
 INTERIOR LAYOUTS ARE ILLUSTRATIVE ONLY AND SUBJECT TO CHANGE ON FINAL PLAN. QUANTITY, LOCATION, SWING, AND TYPE OF RETAIL DOORS SUBJECT TO CHANGE UPON DEVELOPMENT AND TENANT BUILD-OUT

COURT	TYPE	WIDTH REQUIRED	WIDTH PROVIDED	WIDTH COMBINED (WITH ADJACENT PROPERTY)	AREA REQUIRED	AREA PROVIDED	LEGEND
A	CLOSED	114' - 6" X 3"/FT = 28' - 7 1/2"	12' - 5"	35' - 9"	28' 7 1/2" * 2 x 2 = 1,638 SF	589 SF	— COURT WIDTH PROVIDED - - - COURT WIDTH COMBINED
B	CLOSED	133' - 6" X 3"/FT = 33' - 4 1/2"	15' - 2"	35' - 9"	33' - 4 1/2" * 2 x 2 = 2,228 SF	429 SF	
C	OPEN	133' - 6" X 3"/FT = 33' - 4 1/2"	15' - 6"	52' - 0"	N/A - OPEN COURT	N/A - OPEN COURT	

NOTE- "COURT A" MEASURED FROM TOP OF FIRST FLOOR. WHEN COMBINED WITH ADJACENT PROPERTY, ALL COURTS BECOME OPEN COURTS WITH NO AREA REQUIREMENT

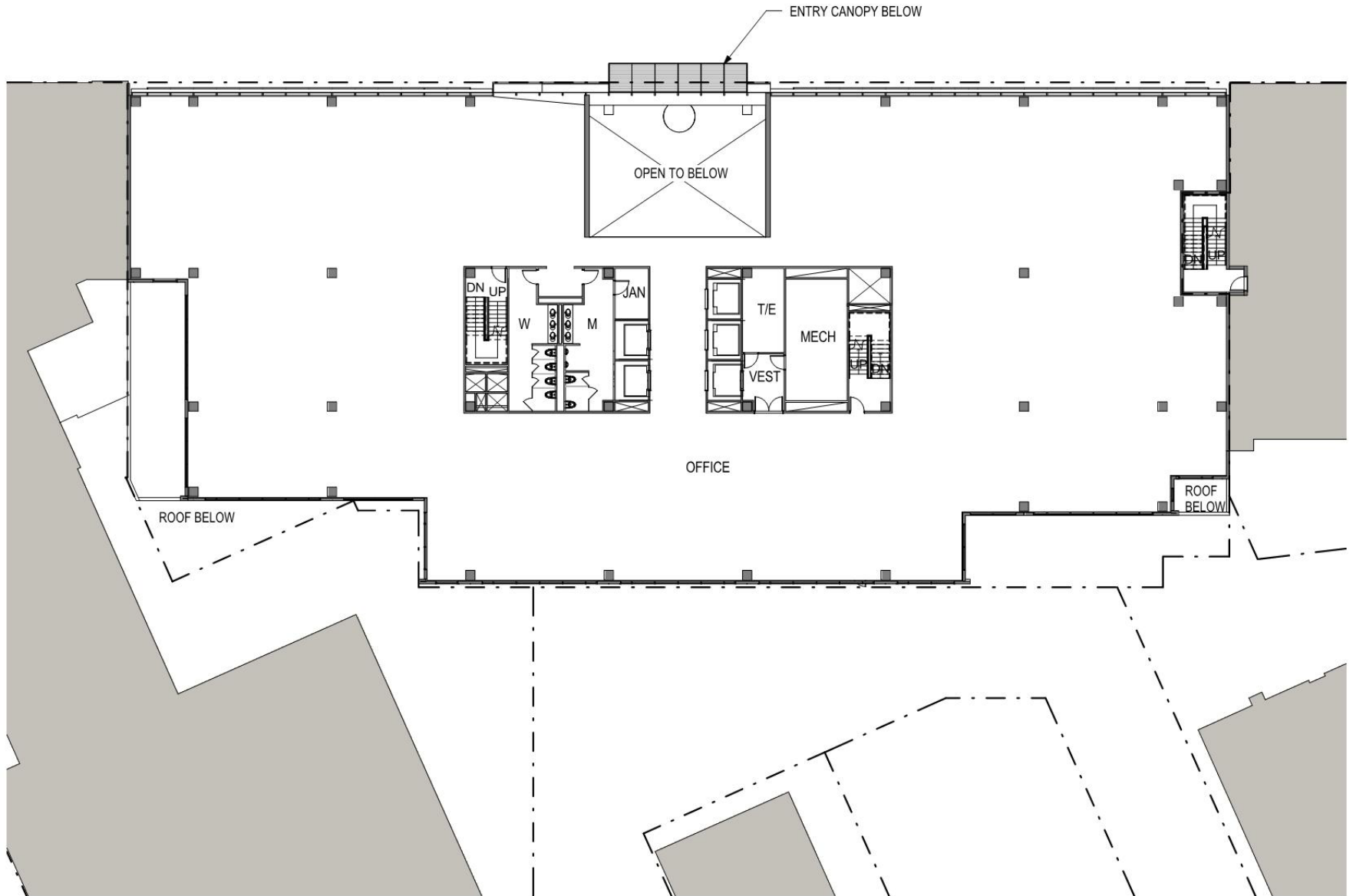


Ground Floor Plan

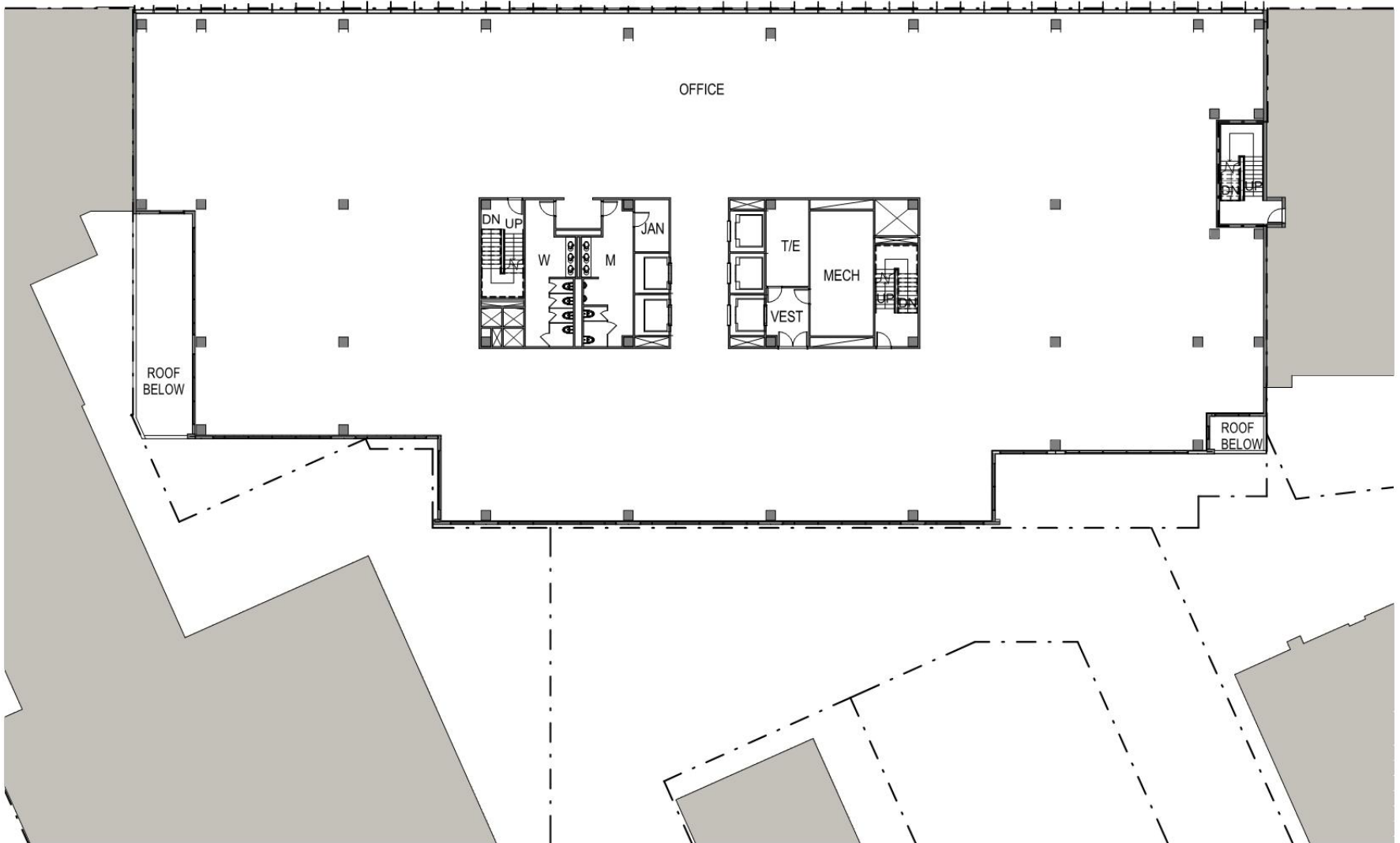


NOTE: RETAIL SPACE SHOWN ON PLAN IS APPROXIMATELY 7,100 SF. INTERIOR LAYOUTS ARE ILLUSTRATIVE ONLY AND SUBJECT TO CHANGE ON FINAL PLAN, PROVIDED THAT A MINIMUM OF 6,637 SF IS SET ASIDE FOR RETAIL SPACE. FLEXIBILITY IS REQUESTED TO MODIFY RETAIL ENTRANCES AS NEEDED TO ACCOMMODATE TENANT NEEDS, STOREFRONT DESIGN, AND CODE REQUIREMENTS.

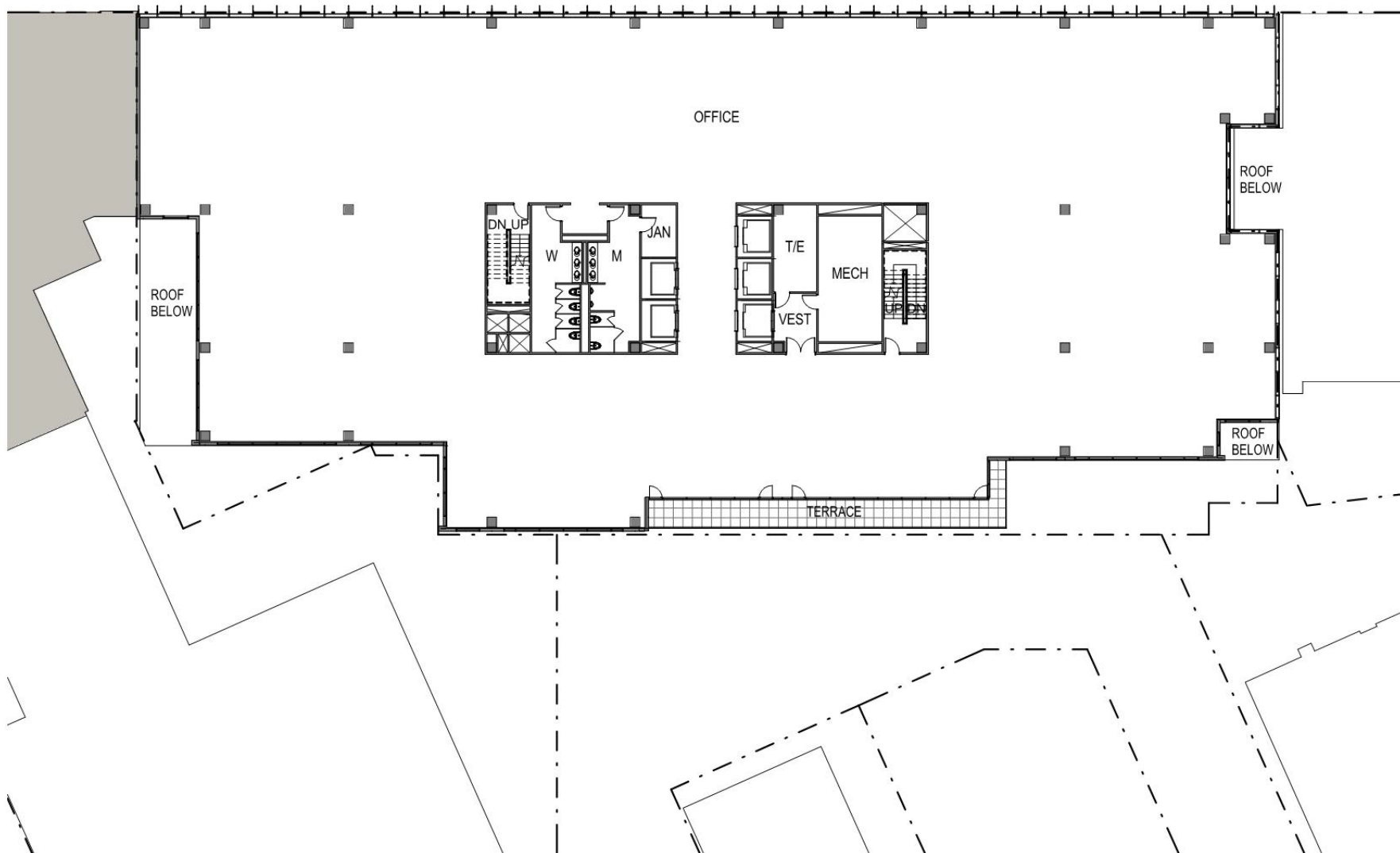
Level 02 Plan



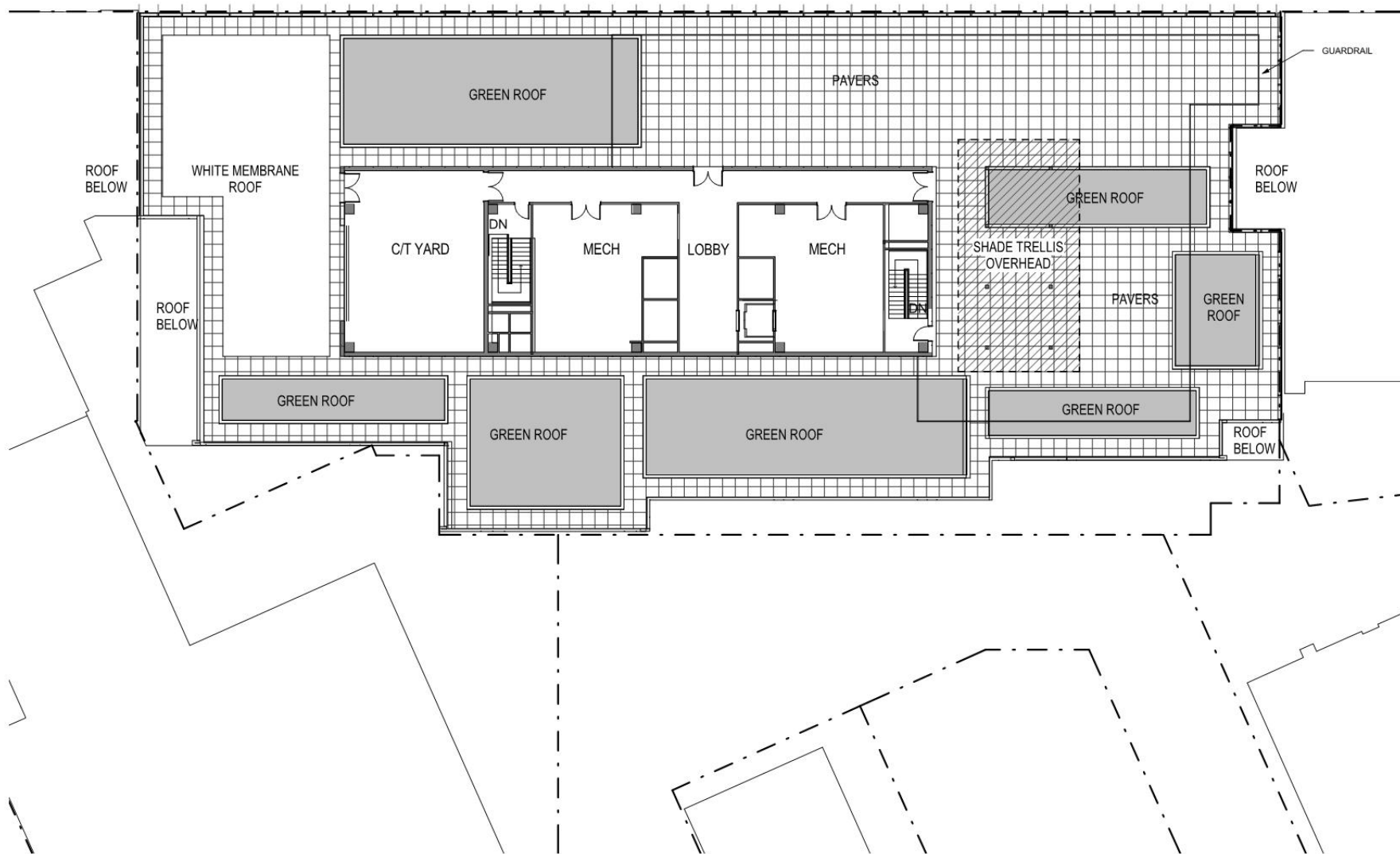
Typical Plan



Level 11 Plan



Roof Plan



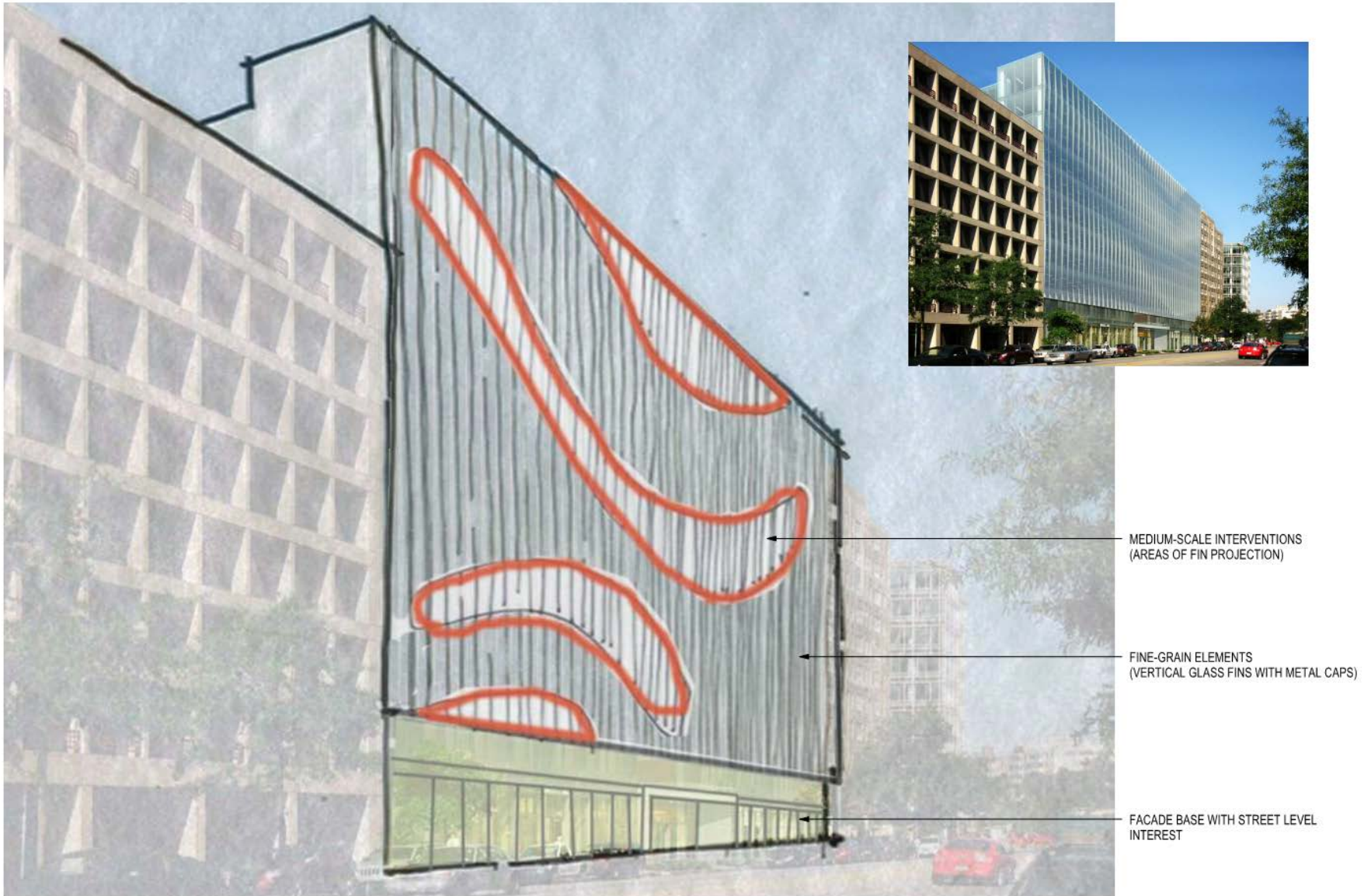
Revisions Since Setdown

- **Façade and Ground Floor**
 - **Minor adjustments to the design to respond to ZC comments regarding relationship of upper and lower floors. Retained design approach that balances the mass of the upper stories of the building with a pedestrian experience on the ground level.**
 - **Accentuated vertical rhythm of the 10-foot bays at the lower levels consistent with the vertical rhythm of the fins (at 5 foot spans) at the upper levels.**
 - **Developed retail signage bands for Pennsylvania Avenue street activation**
- **Trellis Design:**
 - Reduced the size and increased the setback of the trellis to make it less visible.
 - Disconnected the trellis from the penthouse so that is expressed as an element of the roofscape and not a gesture of the overall architectural composition.

Perspective View – North Facade



Façade Diagram



View From Pennsylvania Ave Looking Southwest



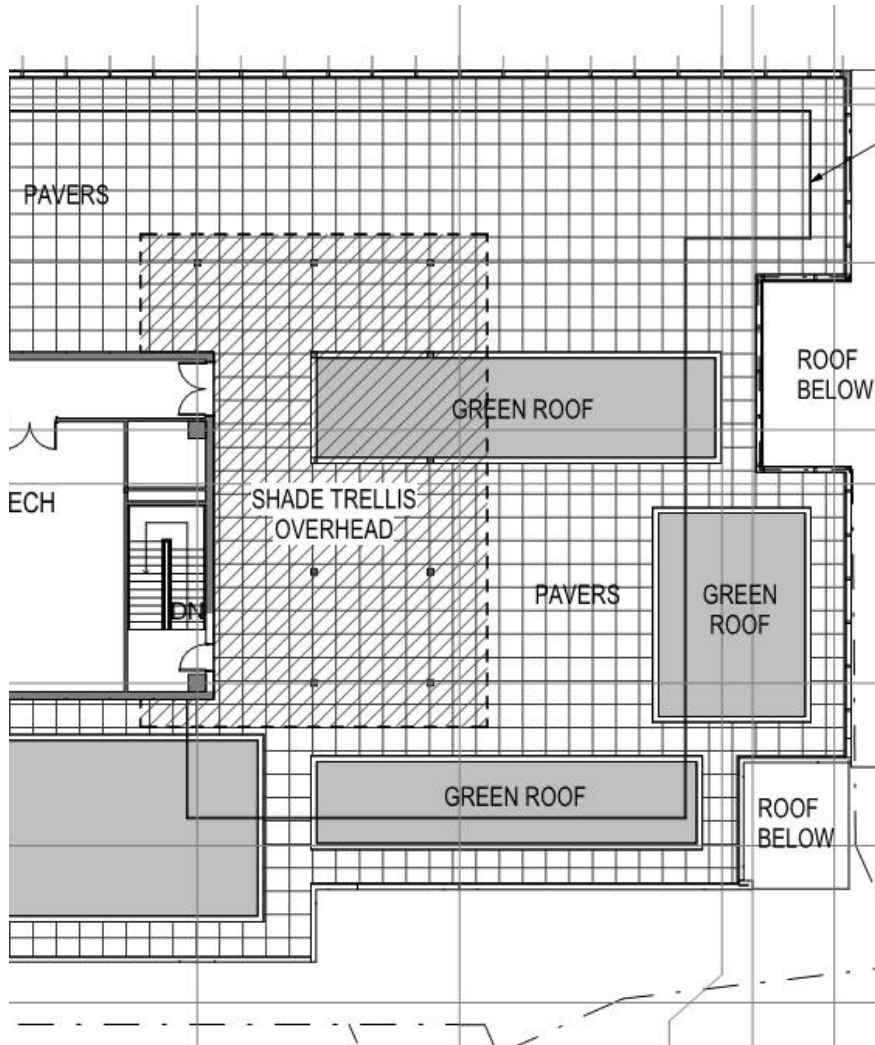
View From Sidewalk Looking Southeast



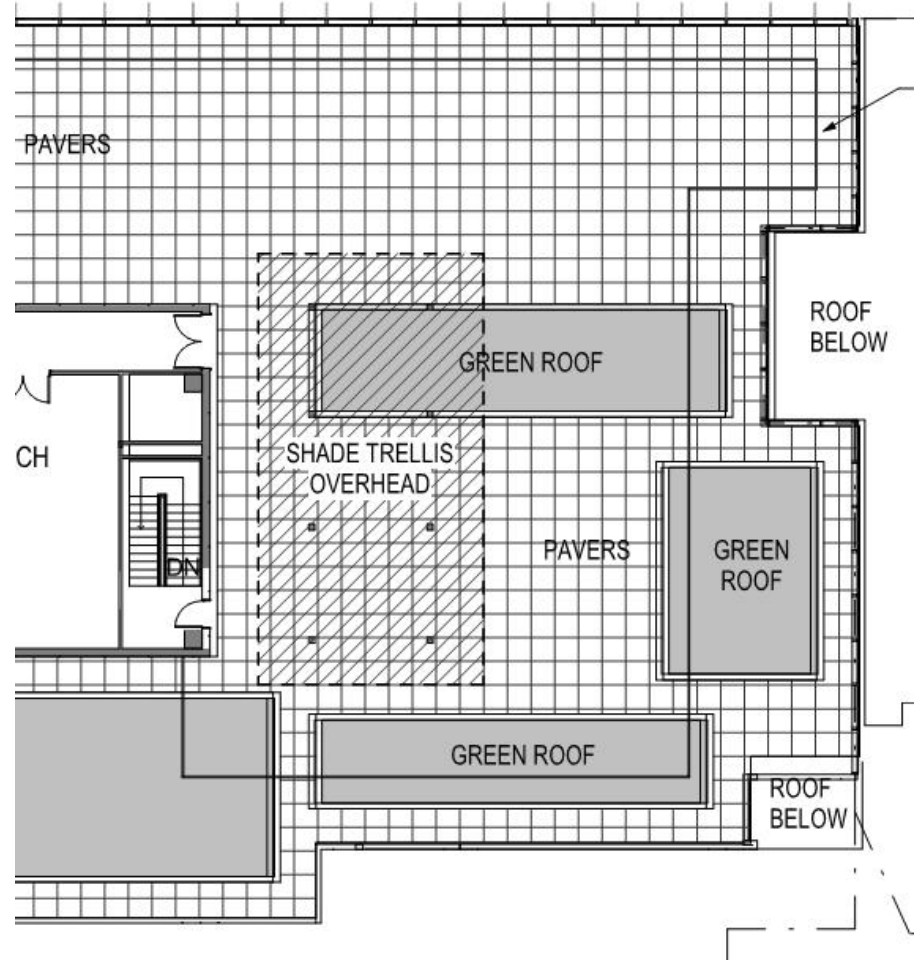
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Trellis Design Updates

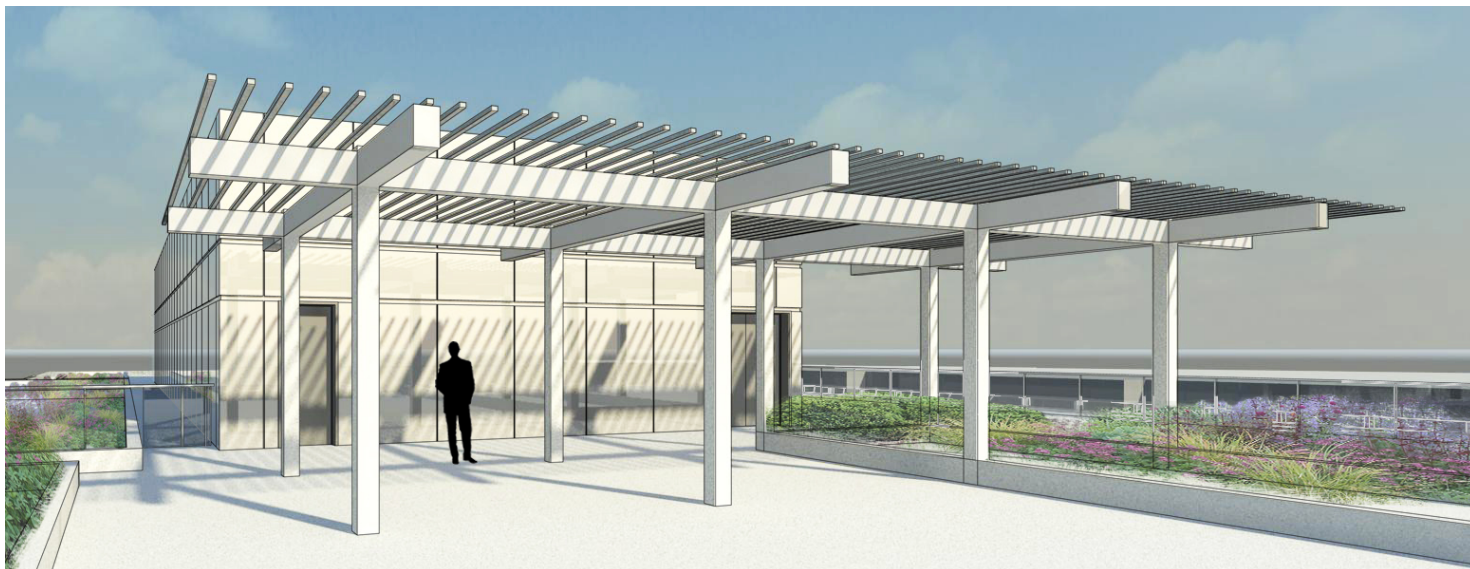
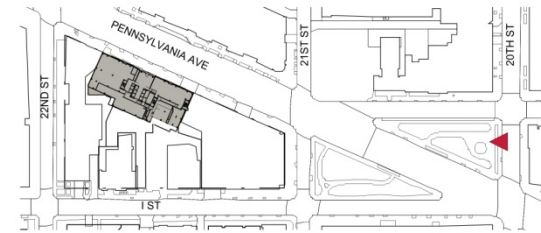
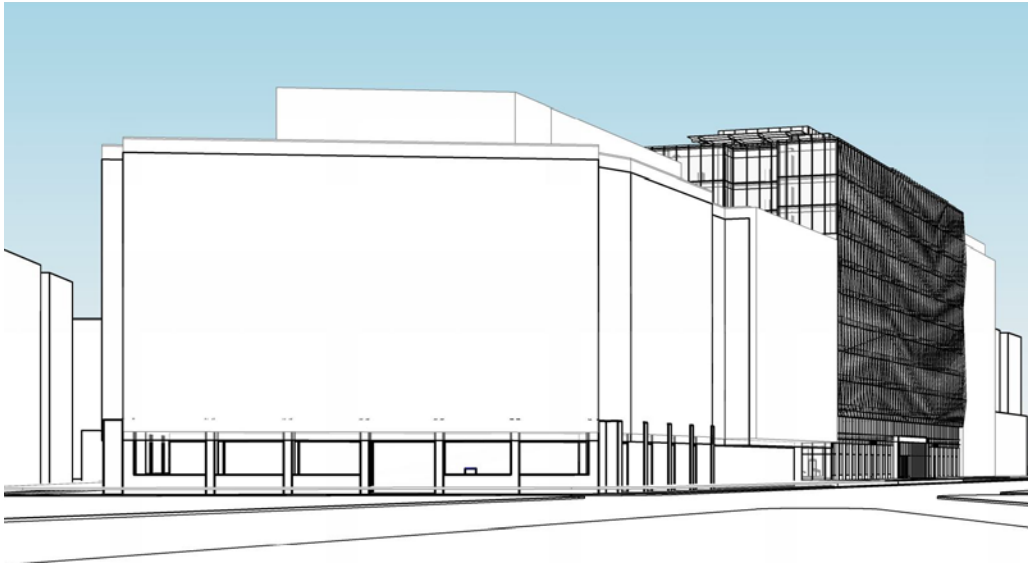


ORIGINAL DESIGN

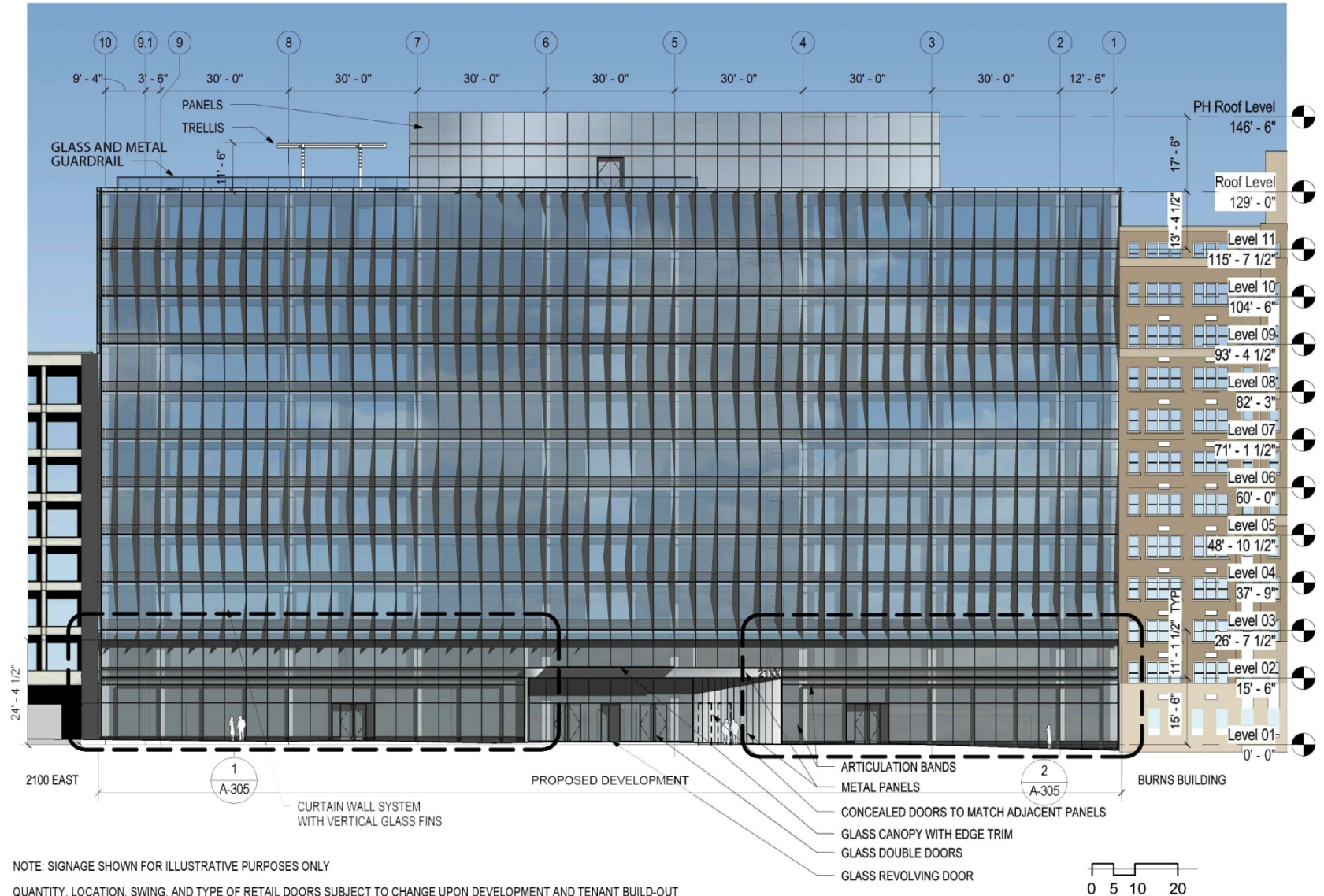


REVISED DESIGN

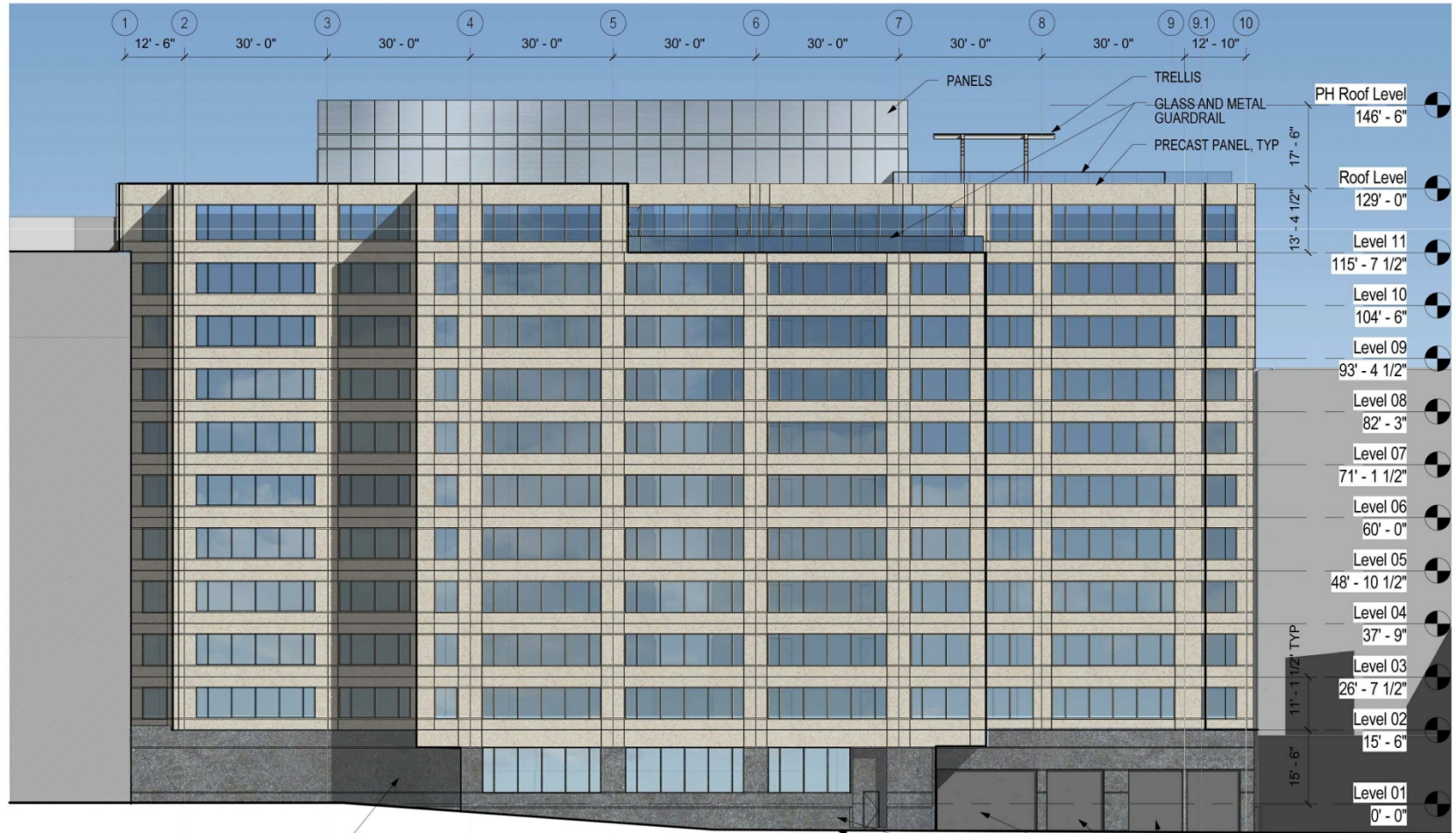
Trellis Design Updates



North Elevation



South Elevation

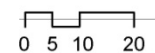


BURNS
BUILDING
PRECAST WALL

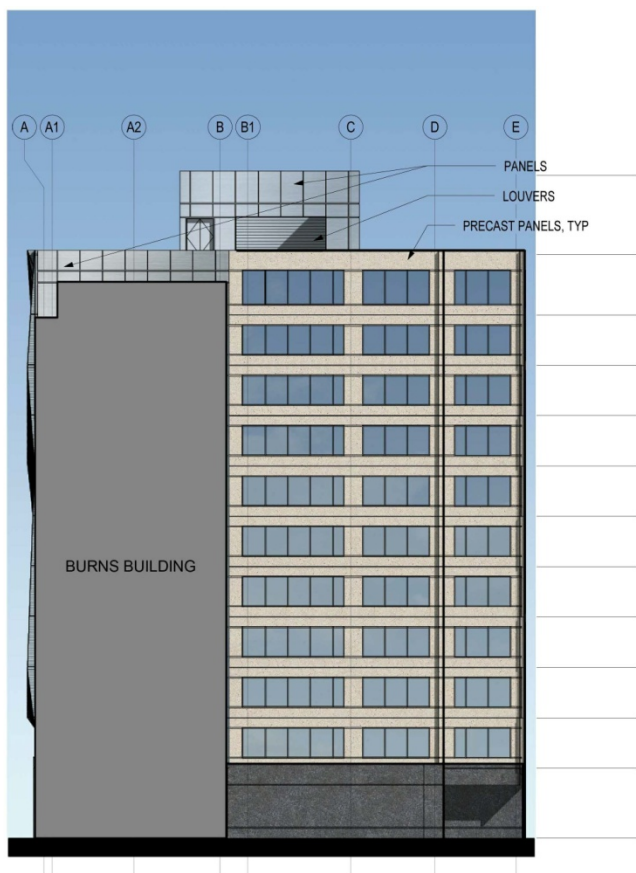
2100 EAST

OVERHEAD DOORS
PRECAST WALL
GRADE VARIES

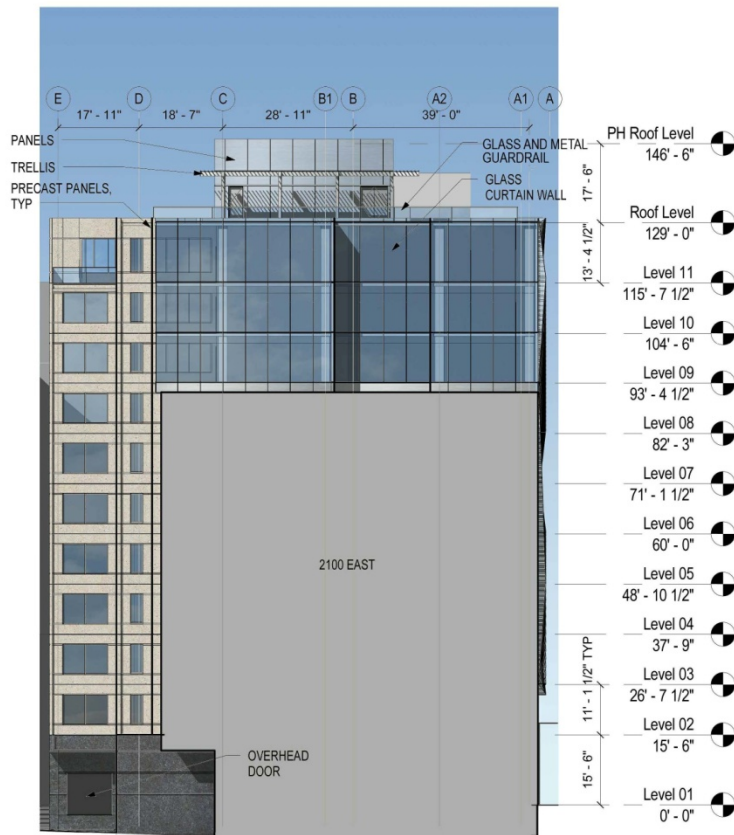
QUANTITY, LOCATION, SWING, AND TYPE OF TERRACE ACCESS DOORS SUBJECT TO CHANGE UPON DEVELOPMENT AND TENANT BUILD-OUT



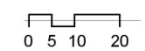
West and East Elevations



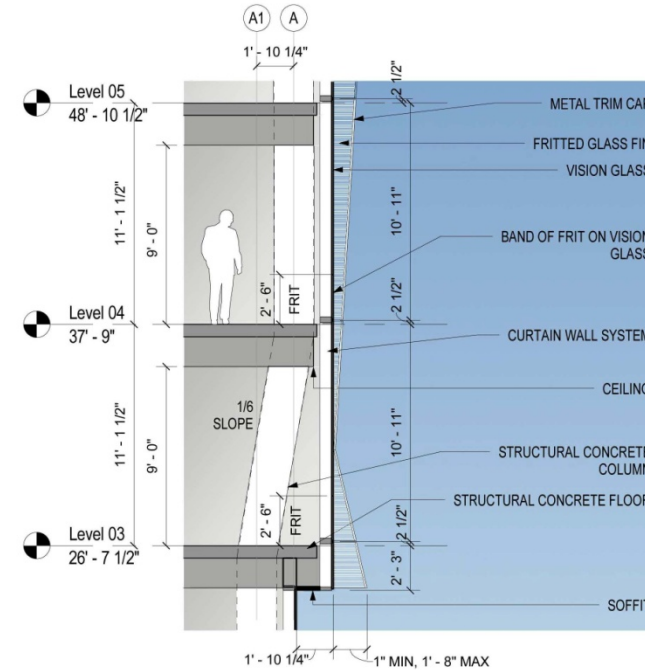
West Elevation



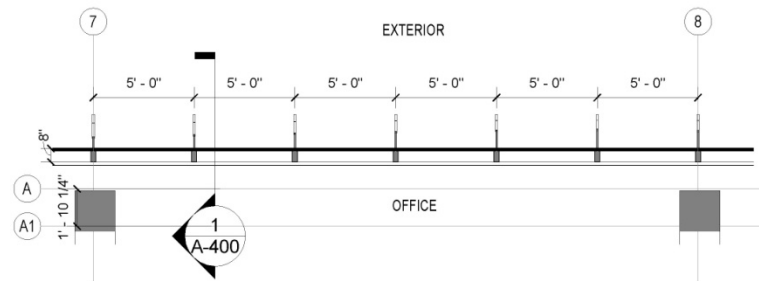
East Elevation



Curtain Wall with Glass Fins



SECTION - CURTAIN WALL WITH GLASS FINS
SCALE: 3/16" = 1'-0" **1**



PLAN - CURTAIN WALL WITH GLASS FINS
SCALE: 3/16" = 1'-0" **2**

RENDERINGS - CURTAIN WALL WITH GLASS FINS
SCALE: 3" = 1'-0" **3**

Facade Materials

PRECAST GLASSTYPE METALS



CLEAR VISION GLASS
W/ LOW-E COATING



LIGHT PRECAST
CONCRETE



DARK PRECAST
CONCRETE



SOUTH FACADE



NORTH FACADE



METAL PANEL



CLEAR VISION GLASS
W/ LOW-E COATING



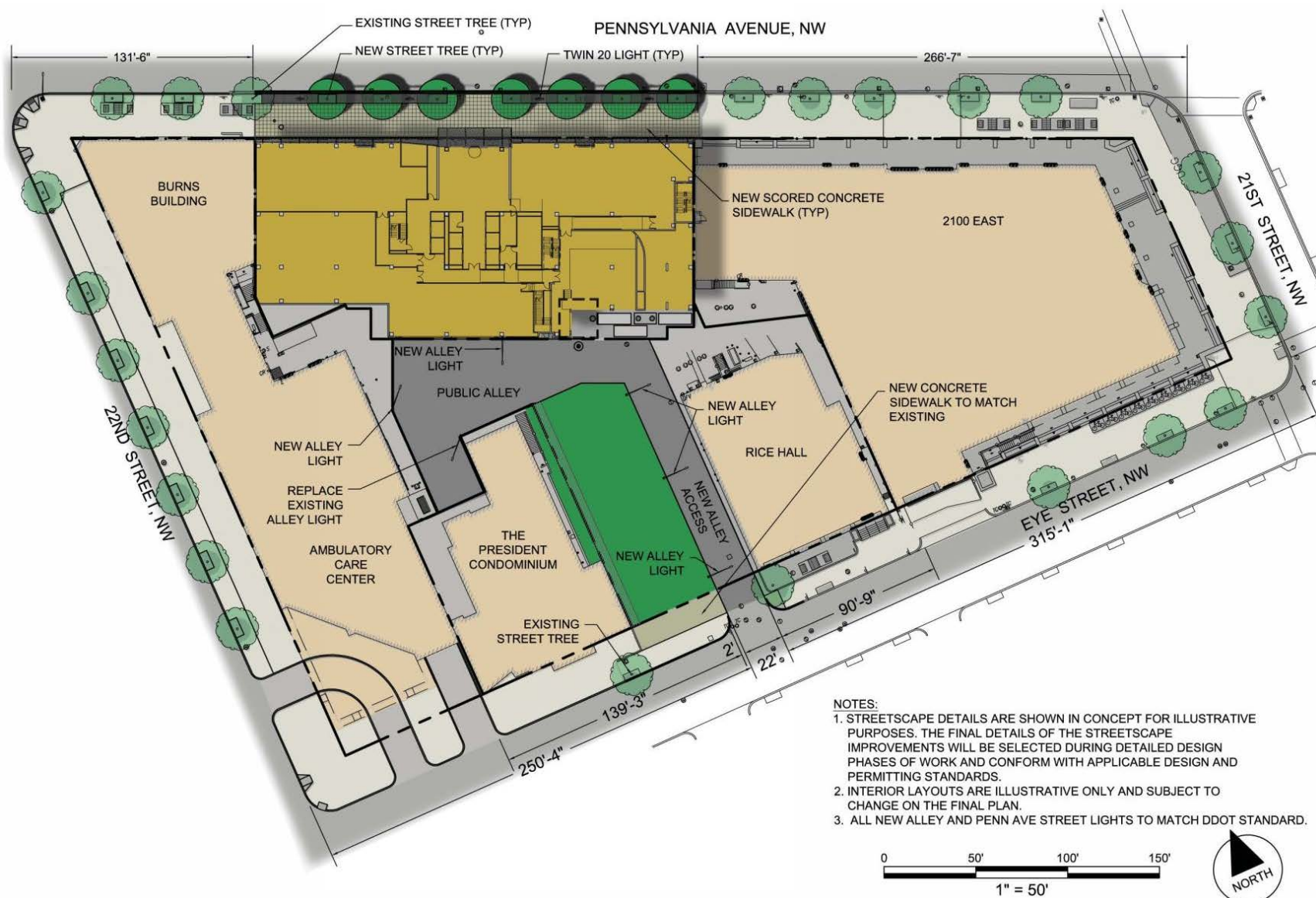
PATTERNED GLASS
FINS W/ METAL TRIM



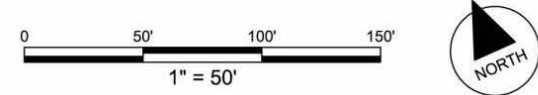
CLEAR VISION
GLASS

NOTE: SIGNAGE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. QUANTITY, LOCATION, SWING, AND TYPE OF DOORS SUBJECT TO CHANGE UPON TENANT BUILD-OUT. STREETSCAPE DETAILS ARE SHOWN IN CONCEPT FOR ILLUSTRATIVE PURPOSES. THE FINAL DETAILS OF STREETSCAPE IMPROVEMENTS WILL BE SELECTED DURING DETAILED DESIGN PHASES OF WORK AND CONFORM WITH APPLICABLE DESIGN AND PERMITTING STANDARDS

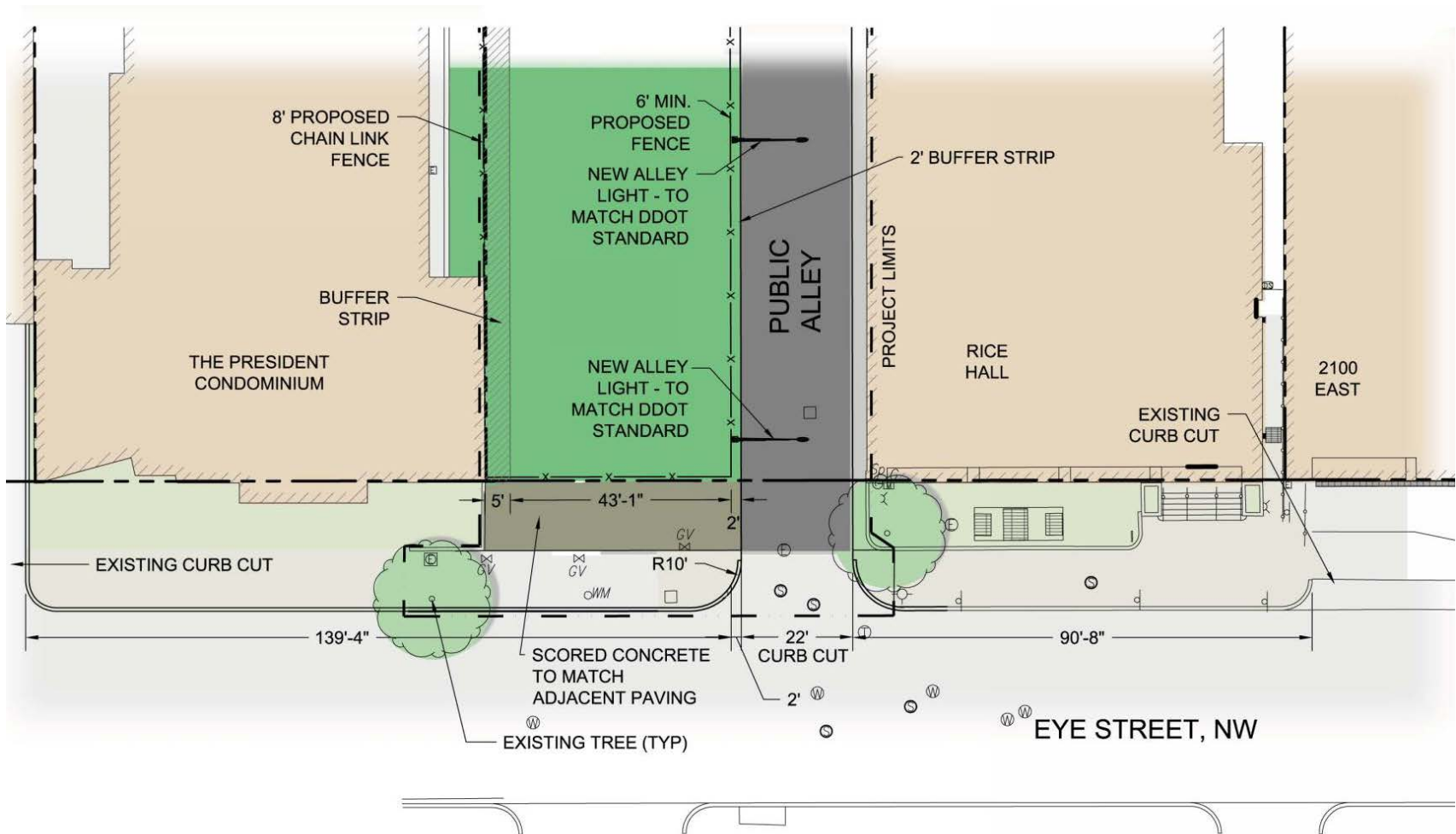
Streetscape/Landscape Plan



- NOTES:
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 2. INTERIOR LAYOUTS ARE ILLUSTRATIVE ONLY AND SUBJECT TO CHANGE ON THE FINAL PLAN.
 3. ALL NEW ALLEY AND PENN AVE STREET LIGHTS TO MATCH DDOT STANDARD.

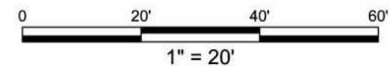


Streetscape/Landscape Plan: I Street

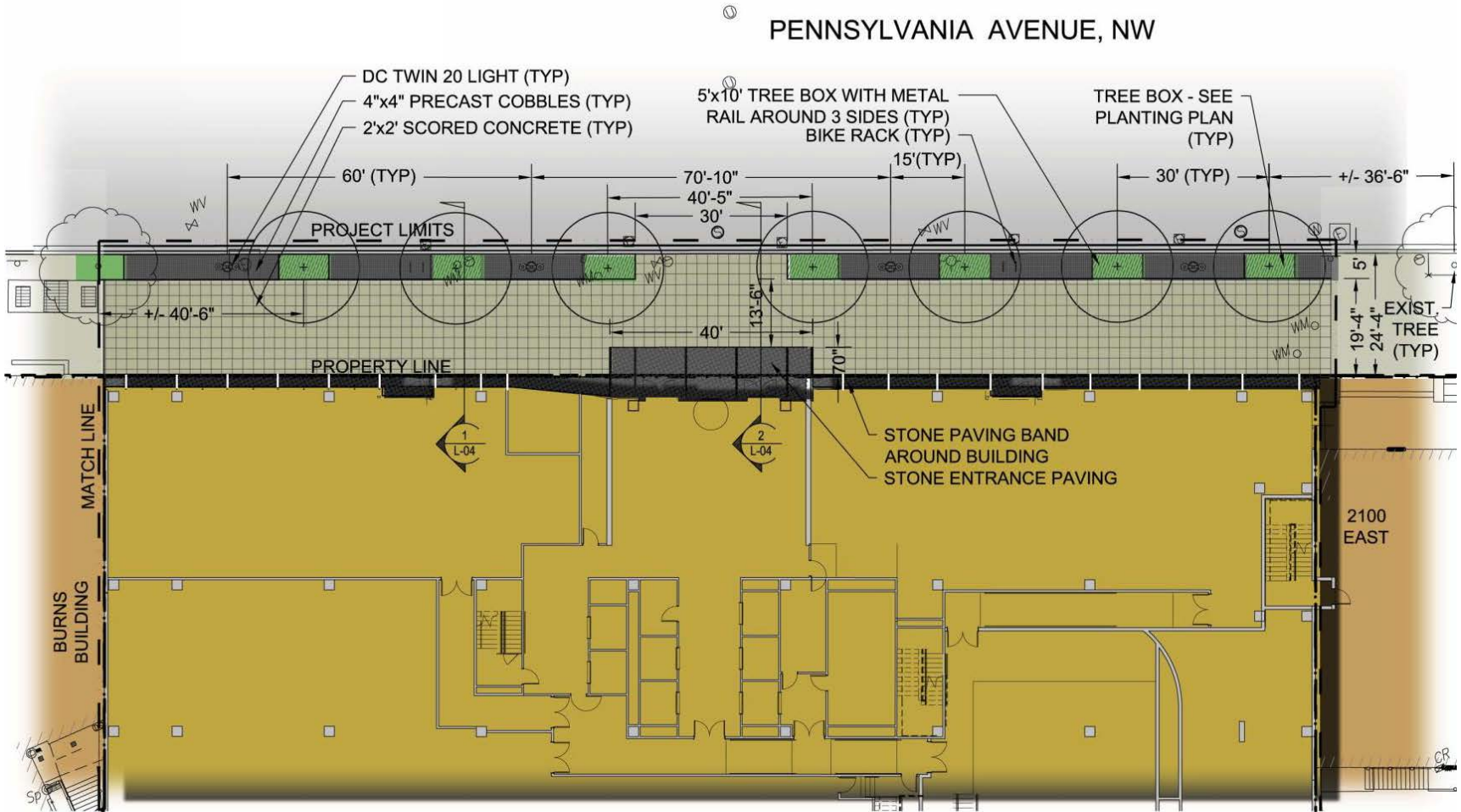


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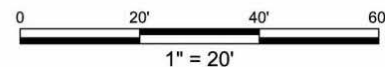


Streetscape/Landscape Plan: Pennsylvania Ave.



NOTES:

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2. INTERIOR LAYOUTS ARE ILLUSTRATIVE ONLY AND SUBJECT TO CHANGE ON FINAL PLAN.
3. STRUCTURAL SOIL OR SIMILAR PRODUCT SHALL BE PLACED BELOW COBBLES AND CONCRETE SIDEWALK TO PROMOTE TREE GROWTH.



Streetscape Materials

STREETSCAPE METALS



DC TWIN20 GLOBE



METAL RAIL AT TREE BOX



DDOT STANDARD BICYCLE RACK



4" X 4" PRECAST CONCRETE COBBLES



METAL PANEL



METAL ARTICULATION BAND



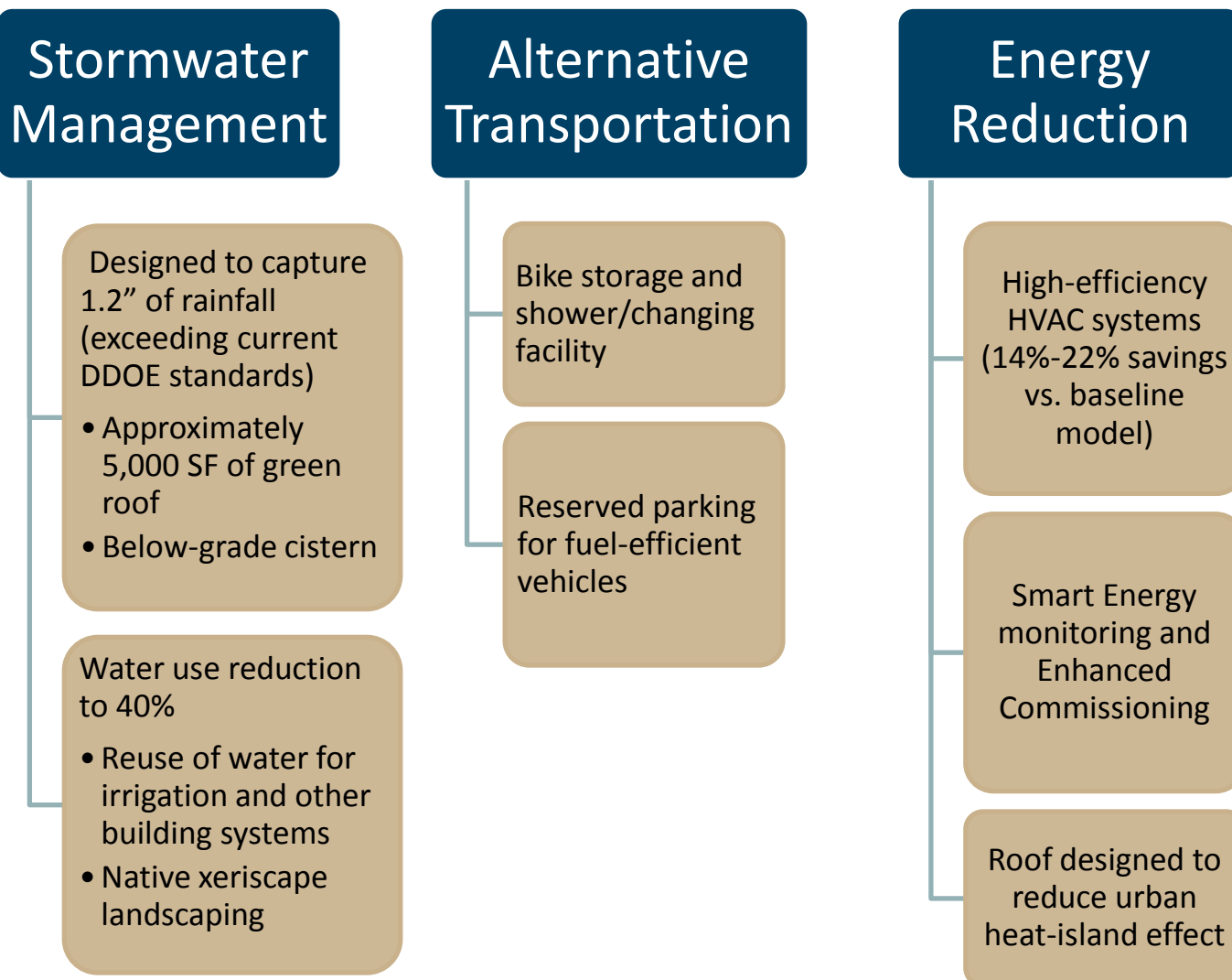
STONE PAVING



2" X 2" SCORED CONCRETE

NOTE: SIGNAGE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. QUANTITY, LOCATION, SWING, AND TYPE OF RETAIL DOORS SUBJECT TO CHANGE UPON TENANT BUILD-OUT. STREETSCAPE DETAILS ARE SHOWN IN CONCEPT FOR ILLUSTRATIVE PURPOSES. THE FINAL DETAILS OF STREETSCAPE IMPROVEMENTS WILL BE SELECTED DURING DETAILED DESIGN PHASES OF WORK AND CONFORM WITH APPLICABLE DESIGN AND PERMITTING STANDARDS

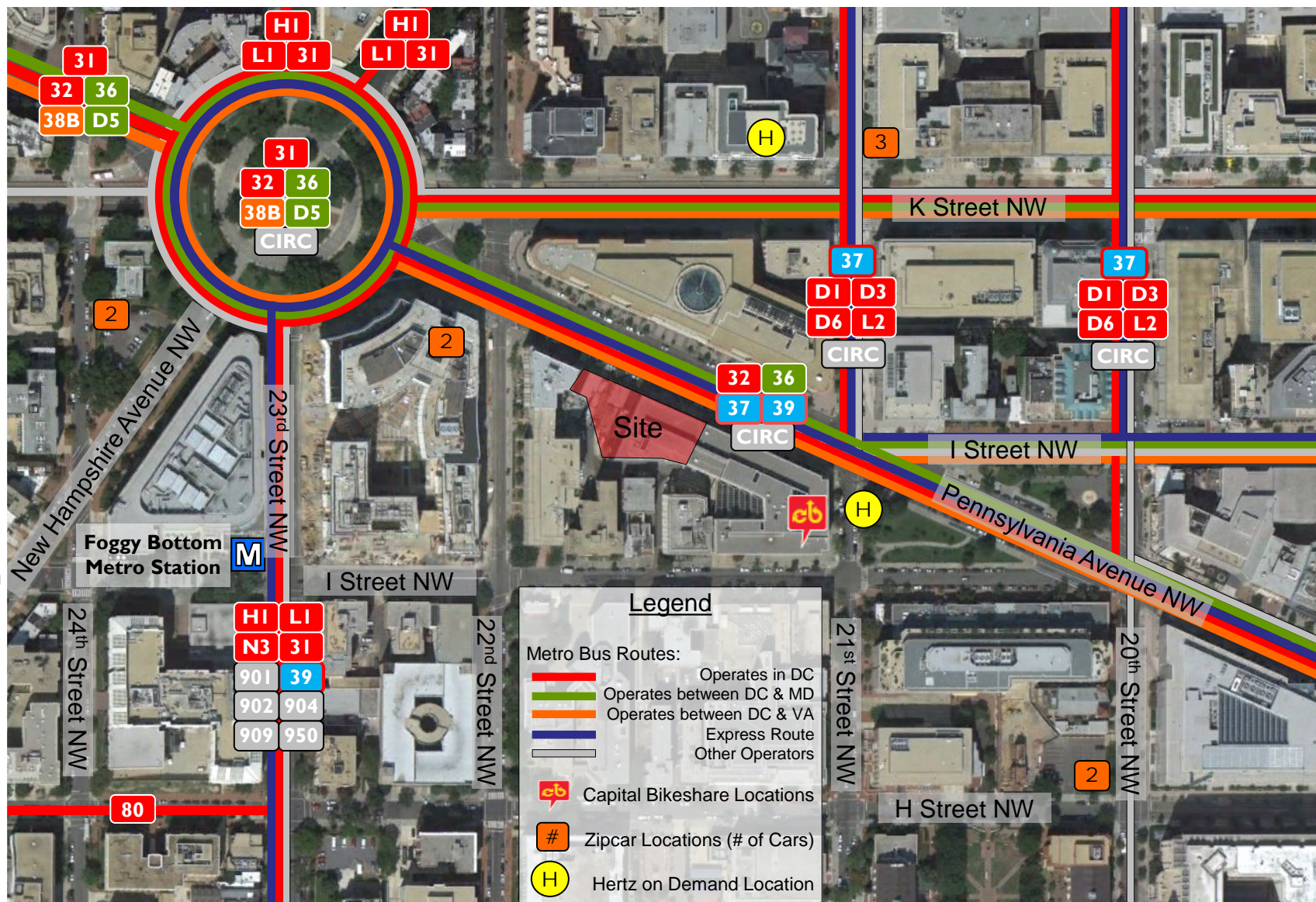
Sustainable Features – LEED Gold Target



Transportation Overview

Jami Milanovich
Principal Associate
Wells & Associates

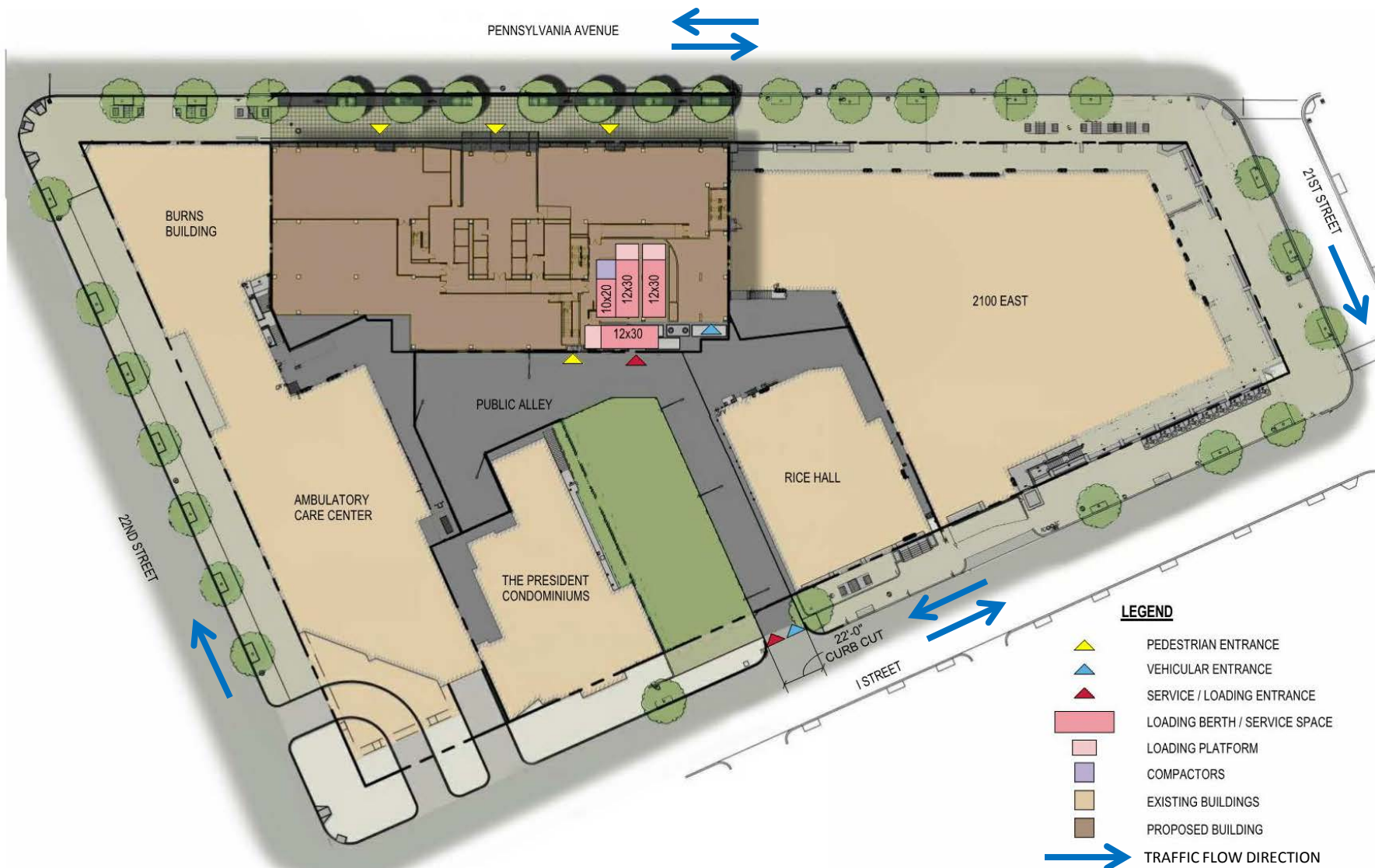
Transportation Network



Site Circulation/Loading – Existing Alley Location



Site Circulation/Loading – Access Locations



DDOT Project History

9/16/11	Initial Meeting with DDOT – Introduction of Project	8/9/12	Telephone Conference with DDOT to update them regarding hearing schedule; DDOT requested that scoping form be submitted
10/3/11	Emailed Proposed Scope of Work to DDOT	8/27/12	Submitted scoping document to DDOT outlining proposed parameters, methodology, and assumptions to be used in the revised study
11/10/11	Emailed Scope of Work to DDOT again	9/6/12	Received DDOT comments regarding proposed scope
11/14/11	Telephone Conversation with DDOT staff regarding scope – DDOT indicated that they would not provide specific feedback on scope	9/6/12	Submitted final scoping document to DDOT and confirmed our understanding that DDOT had no further comments on the scope
11/18/11	Meeting with DDOT – Update on Design Progress	9/16/12	DDOT requested Synchro files from February 2012 TIS
11/22/11	Telephone Conversation with DDOT staff regarding alley closing	9/17/12	Submitted Synchro files from February 2012 TIS to DDOT
12/14/11	Meeting with DDOT – Detailed Review of Alley Closing	10/1/12	Submitted Revised TIS to DDOT electronically
2/22/12	Submitted electronic copy of traffic study to DDOT	10/3/12	Submitted hard copies of the Revised TIS to DDOT, including CD containing Synchro files
2/23/12	Submitted hard copies of TIS to DDOT	10/17/12	Received DDOT comments regarding Revised TIS
3/2/12	Preliminary Zoning Review Meeting	10/31/12	Responded to DDOT’s 10/17/12 comments
3/5/12	Received preliminary comments via email from DDOT	10/19/12	Meeting with DDOT
3/23/12	Submitted responses to DDOT’s 3/5/12 comments	11/2/12	Meeting with DDOT at Project Site; DDOT requested Loading Management Plan
		11/7/12	Submitted Loading Management Plan to DDOT

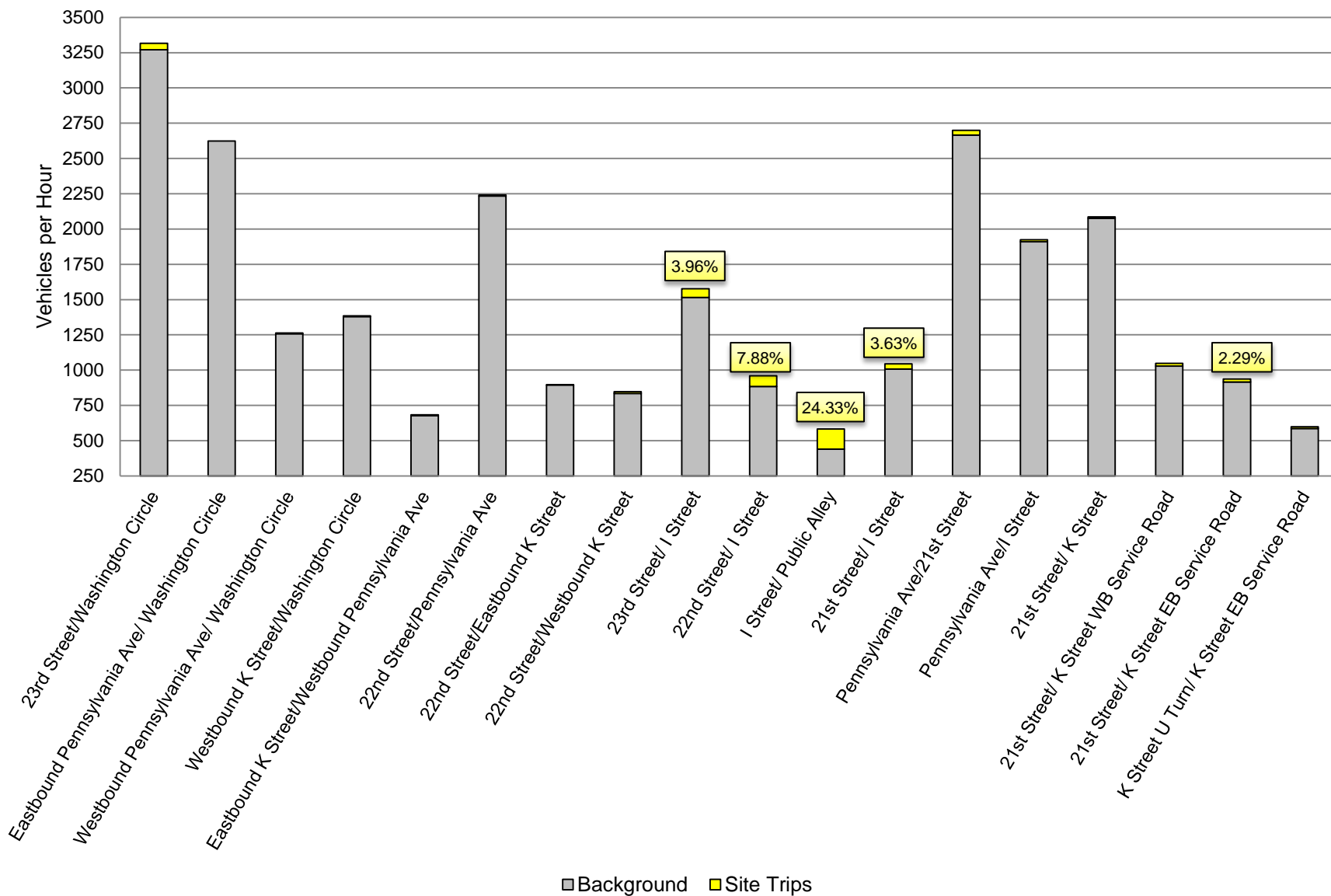
Project Study Area



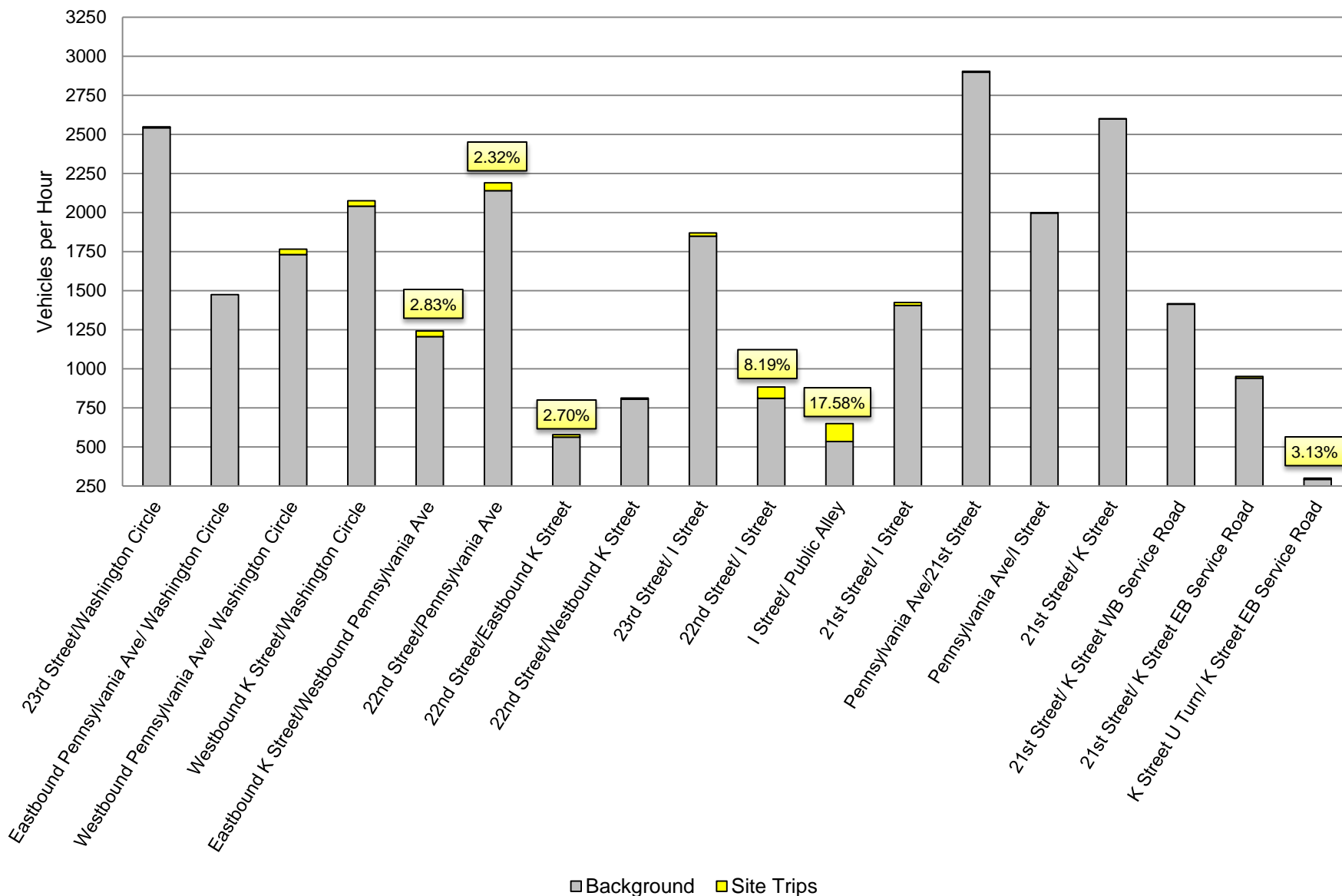
Site Trip Generation

- Today, the existing 2100 W office building generates an estimated 85 AM peak hour vehicle trips and an estimated 89 PM peak hour vehicle trips
- The proposed office building would generate an estimated 198 AM peak hour vehicle trips and an estimated 182 PM peak hour vehicle trips
- The proposed redevelopment would generate an estimated 113 **new** vehicle trips during the AM peak hour and an estimated 93 **new** vehicle trips during the PM peak hour
- The trip generation estimate should be conservative when compared to the number of parking spaces proposed for the site

Proportional Impacts – AM Peak Hour



Proportional Impacts – PM Peak Hour



Transportation Demand Management

- Designate a Transportation Management Coordinator
- Reduce parking by 25 spaces to 154 spaces at the request of DDOT
- Distribute Information regarding programs and incentives:
 - SmartBenefits
 - Corporate car sharing memberships
 - Capital Bikeshare
 - Commuter Connections Rideshare, Guaranteed Ride Home, Pools Programs
 - VanStart
 - NuRide
- Provide links to CommuterConnections.com and goDCgo.com
- Provide parking space for car sharing service
- Provide convenient, attractive, covered, and secure bicycle parking (52 spaces on B1 level and 12 spaces along Pennsylvania Avenue)
- Provide shower and changing facilities on site
- Real-Time Transportation Information Board
- Conduct Performance Monitoring Study 6 months after initial lease up

Loading Management Plan

- Designate a Dock Manager for the proposed building
- Designate Preferred Truck Routes
- Identify Rules for Operation of Trucks
- Establish Hours of Operation for Deliveries
 - Regular deliveries will not be allowed between 10:00 PM and 7:00 AM
 - Special deliveries may be allowed from time-to-time after 10:00 PM, but are subject to applicable laws regarding noise level restrictions
 - Trucks 40 feet or longer will not be permitted between 8:00 and 10:00 AM and between 5:00 and 7:00 PM, Monday through Friday
 - District of Columbia Municipal Regulations prohibit trash collection by private haulers between the hours of 9:00 PM and 7:00 AM at this site
- Appoint University Liaison to handle loading complaints for other buildings on the square

Proposed Improvements

- A number of improvements are recommended to offset the impact of the proposed redevelopment:
 - Implementation of a Transportation Demand Management Plan
 - Implementation of a Loading Management Plan
 - Optimization of the signal timings at the Pennsylvania Avenue/22nd Street intersection
 - Optimization of the signal timings at the 23rd Street/I Street intersections
 - Restriping the westbound approach of the 22nd Street/I Street intersection to provide an exclusive right turn lane

DDOT Report

- **Parking**
 - The University has agreed to reduce the number of parking spaces by 25 spaces, to 154 parking spaces.
 - The proposed number of parking spaces would not create an adverse impact on the traffic operations in the study area
- **Transportation Demand Management Plan**
 - The University has agreed to implement a detailed TDM Plan and has further agreed to conduct a performance monitoring report six months after full occupancy of the proposed building.
- **Loading Management Plan**
 - Per DDOT's request on November 2nd, the University submitted a Loading Management Plan on November 7th which will minimize the impacts of the loading operation for the proposed site.
- **Location of Alley**
 - The alley is now proposed to remain in its current location and will be widened to better accommodate two-way car and truck traffic

Conclusions and Recommendations

- The site is well served by a high-quality, multi-modal transportation system
- The proposed redevelopment would generate an estimated 113 new AM peak hour vehicle trips and 93 new PM peak hour vehicle trips
- The subject redevelopment would increase traffic by less than 4% at 16 of the 18 study intersections during the AM and PM peak hours
- A number of improvements have been recommended to offset the impact of the proposed redevelopment
- The proposed redevelopment will not have an adverse impact on the roadway network

Conclusion

David Avitabile
Associate
Goulston & Storrs

Responses to Agency and ANC Reports

Changes Made in Response to Agency / Community Input

- **Alley Location:**
 - Agreed to not relocate alley next to the President
 - Agreed to provide landscaped buffer
- **Construction Management Plan:** Agreed to a CMP with the President
- **Loading Management Plan:** Agreed to a loading plan at the request of DDOT and the President
- **Parking:** Agreed to reduce parking by 25 spaces to 154 spaces at the request of DDOT
- **Affordable Housing:** Agreed to provide affordable housing and to limit to 80% AMI in response to OP and DHCD
- **Retail:** Agreed to reserve 6,637 s.f. of ground floor along Pennsylvania Avenue as retail space in response to OP and community groups
- **Amenities:** Agreed to provide \$200,000 in amenities for the Village and a real-time transportation board/kiosk at the request of ANC

Affordable Housing Proffer – Comparison to Market Rates

- Units will be set aside for households earning up to 80% AMI
- Rents will be calculated based on 35% of household income. These rents are well below market rates:

Unit	SF	ADU Rent	Market Rent	Discount to Market
2142 F ST: 1st floor (2 BR)	753	\$ 2,035	\$ 2,730	25%
2142 F ST: 2nd floor (1 BR)	600	\$ 1,834	\$ 2,400	24%
2142 F ST: 3rd floor (1 BR)	556	\$ 1,834	\$ 2,224	18%
2146 F ST: 1st floor (1 BR)	997	\$1,834	\$ 2,742	33%
2146 F ST: 2nd & 3rd floors (3 BR)	1,660	\$ 2,489	\$ 5,250	53%
2150 F ST: Basement (2 BR)	881	\$ 2,035	\$ 3,128	35%
2150 F ST: 1st and 2nd floors (3 BR)	1,762	\$ 2,489	\$ 5,250	53%

Affordable Housing Proffer – Response to DHCD

- **Maximum rent** of 35% is appropriate given:
 - Location in Foggy Bottom / West End
 - Uniqueness of units (in historic rowhouses)
 - Unit Mix (includes two very large 3-bedroom units)
- Units will be highly marketable, particularly given limited supply in FB/WE. GW will use DHCD marketing engine and is highly motivated to minimize vacancy given significant capital investment and financial implications of “standalone” project
- To ensure the units do not remain vacant, GW will agree to adjust the rental rate downward after 90 days if a unit remains vacant, down to a floor of 30% of gross income, exclusive of utilities

Parking – Office Building Market Expectations

- Over the last three years, Class A and Trophy office buildings have delivered at an average of 1 space per 1,491 rentable s.f.

Year Delivered	Office Building	Parking Ratio*
2012	1000 Connecticut Ave NW	1/1413 rsf
2011	733 10 th St NW	1/1352 rsf
	1015 Half St SW	1/1493 rsf
	2200 Pennsylvania Ave NW	1/1350 rsf
2010	800 17 th Street NW	1/1852 rsf
	90 K Street NE	1/1493 rsf
	20 F Street NW	1/1493 rsf
	2175 K Street NW	1/1500 rsf

* Survey based on available information provided by CoStar

Parking – Response to DDOT

- Over the last three years, Class A and Trophy office buildings have delivered at an average of 1 space per 1,491 rentable s.f.
- Project will deliver 154 parking spaces
 - Ratio of 1 space per approx. 1,500 rentable s.f. net of retail
 - Proposed parking, as adjusted, is in line with market expectations

Response to ANC 2A Report

- **President Condominium**
 - Addressed concerns of the President regarding alley location
 - Provided buffer next to the President
 - Agreed to construction management plan
- **Amenities**
 - \$100,000 for office space for the Foggy Bottom West End Village
 - \$100,000 for a real-time transportation information board/kiosk
- **Retail**
 - Provided 6,637 s.f. of ground floor retail
 - Campus Plan provides for neighborhood-oriented retail along the I Street Retail Corridor
- **Relationship to the Campus Plan**
 - 2100-West is commercially-zoned, not subject to Section 210
 - Nevertheless, the application addresses Section 210 standards
 - Amendment of First-Stage PUD captures added density within permitted FAR for entire PUD, which includes commercially-zoned properties

Conclusion

The Project meets the requirements and standards for approval under the relevant provisions of the Zoning Regulations

Benefits, Amenities, and Mitigation	Degree of Development Flexibility Requested
<ul style="list-style-type: none"> <input type="checkbox"/> Maintain alley in existing location <input type="checkbox"/> Landscaped buffer <input type="checkbox"/> Construction management plan <input type="checkbox"/> Reduced parking <input type="checkbox"/> Loading management plan <input type="checkbox"/> Affordable housing <input type="checkbox"/> Ground-floor retail <input type="checkbox"/> \$100,000 for FBWE Village <input type="checkbox"/> \$100,000 for real-time transportation information board/kiosk 	<ul style="list-style-type: none"> <input type="checkbox"/> Rezoning to C-4 <input type="checkbox"/> Additional 40 feet of height <input type="checkbox"/> Additional 44,275 s.f. of density <input type="checkbox"/> Rear Yard Relief <input type="checkbox"/> Court Relief

Conclusion

The Project meets the requirements and standards for approval under the relevant provisions of the Zoning Regulations

