Pelham Replacement Project

The George Washington University
Mount Vernon Campus
Z.C. Case No. 07-12
July 2, 2007
Maureen Dwyer
Partner
Pillsbury Winthrop Shaw Pittman

Pelham Replacement Project
Fact and Expert Witnesses

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

Pelham Replacement Project
The George Washington University
Mount Vernon Campus

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

• Existing Pelham Hall
  – Approximately 78 beds
  – Approximately 30,000 sf GFA

• Pelham Project outlined in 2000 Campus Plan
  – 70,000 sf GFA
  – New residential space; executive training facility; 100 underground parking spaces
Campus Current Needs Analysis

• Evaluation of Current Requirements
  – Student Housing
  – Campus Life/Support Space
  – Academic Facilities

• Result: Pelham Replacement Project with student housing and campus support space, including a new dining facility
Pelham Replacement Project

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

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

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

Pelham Replacement Project
Ongoing Neighborhood Outreach

- Berkeley Terrace Neighbors (4)
  - Regular discussions beginning January 23, 2007 resulting in modifications to building design & additional provisions; Signed Agreement (dated April 6, 2007)

- Saint Patrick’s Episcopal Day School (5)
  - Regular (bi-weekly) meetings April – June 2007 to discuss traffic, construction and operational issues; Signed Agreement (dated June 14, 2007)

- W Street Neighbors (3)
  - Presented Request to GW on May 29, 2007
  - Meeting & GW’s proposed agreement May 30, 2007
  - Discussion at June 12, 2007 Open Meeting
  - W Street response June 20, 2007; GW response June 25, 2007
  - GW/W Street meeting June 27, 2007
  - GW response June 29, 2007; continued dialogue through July 1, 2007
  - Despite GW’s best efforts, the University has been unable to reach an agreement with its W Street neighbors

Pelham Replacement Project
Steven Kleinrock, AIA
Principal
Einhorn Yaffee Prescott Architecture and Engineering, P.C.

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

VIEW FROM BERKELEY TERRACE

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

VIEW FROM WHITEHAVEN PARKWAY
Pelham Replacement Project

VIEW FROM W STREET
Sustainable Design Elements

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

Director, Project Management
The George Washington University
Pelham Replacement Project
Pelham Replacement Project

2002-2007
Nicole White, P.E.
Principal
Symmetra Design

Pelham Replacement Project
Transportation Study Area

Pelham Replacement Project

[Map showing transportation study area with streets and landmarks labeled]
## Parking Allocation & Occupancy

<table>
<thead>
<tr>
<th>Population</th>
<th>Parking Allocation</th>
<th>Percent Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Students</td>
<td>54</td>
<td>22%</td>
</tr>
<tr>
<td>Faculty/Staff</td>
<td>130</td>
<td>52%</td>
</tr>
<tr>
<td>Visitors</td>
<td>36</td>
<td>14%</td>
</tr>
<tr>
<td>Lab School</td>
<td>30</td>
<td>12%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>250</strong></td>
<td><strong>100%</strong></td>
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<table>
<thead>
<tr>
<th>Parking Supply</th>
<th>Parking Demand</th>
<th>Percentage Occupied</th>
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</thead>
<tbody>
<tr>
<td>250</td>
<td>100</td>
<td>40 %</td>
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</tbody>
</table>
The “Vern Express” Shuttle Service

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

Site Access
GW Mount Vernon Campus Trip Generation

<table>
<thead>
<tr>
<th>Vehicular Trip Generation</th>
<th>AM Peak</th>
<th></th>
<th>PM Peak</th>
<th></th>
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<tbody>
<tr>
<td></td>
<td>IN</td>
<td>OUT</td>
<td>TOTAL</td>
<td>IN</td>
</tr>
<tr>
<td>Existing Trips</td>
<td>16</td>
<td>21</td>
<td>37</td>
<td>25</td>
</tr>
<tr>
<td>Add 5% for Pelham Project (PM Peak only)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Total Future Trips</td>
<td>16</td>
<td>21</td>
<td>37</td>
<td>26</td>
</tr>
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Transportation Conclusions

• The Mount Vernon Campus has adequate parking to meet the projected peak hour parking demand after completion and occupancy of the Pelham Project

• The Pelham Replacement Project will have no adverse impact on the study area due to traffic or parking.