2007 Foggy Bottom Campus Plan

Site 75A
Zoning Commission
November 15, 2012
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
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
- Rezonings 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

<table>
<thead>
<tr>
<th></th>
<th>Current Development Rights</th>
<th>With First-Stage PUD Modification</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Height</strong></td>
<td>130 feet / 90 feet</td>
<td>130 feet</td>
</tr>
<tr>
<td><strong>FAR</strong></td>
<td>10.0 FAR / 6.5 FAR</td>
<td>10.0 FAR (+ 44,275 s.f.)</td>
</tr>
<tr>
<td><strong>Use</strong></td>
<td>Commercial office; no ground-floor retail</td>
<td>Superior commercial office with ground-floor retail</td>
</tr>
<tr>
<td><strong>Amenities</strong></td>
<td>As approved in the First-Stage PUD:</td>
<td>All previously approved amenities plus:</td>
</tr>
<tr>
<td></td>
<td>- Off-campus purchasing restriction</td>
<td>- Affordable housing</td>
</tr>
<tr>
<td></td>
<td>- Advisory committee</td>
<td>- Ground-floor retail</td>
</tr>
<tr>
<td></td>
<td>- Historic preservation plan</td>
<td>- Office space for the Foggy Bottom / West End Village</td>
</tr>
<tr>
<td></td>
<td>- Streetscape improvements</td>
<td>- Real-time transportation information board/kiosk</td>
</tr>
<tr>
<td></td>
<td>- I Street retail corridor</td>
<td>- LEED Gold</td>
</tr>
<tr>
<td></td>
<td>- Sustainable design</td>
<td></td>
</tr>
</tbody>
</table>


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
- ASPIDOSTRA ELATIOR
- AUCUBA JAPONICA
- PACHYBANDRA ADELARIUS "WINCLIFF"

BUFFER ZONE 2 PLANTS
- BUKUS SEMPERVIRENS "DEE RUNK"
- THJUA OCCIDENTALIS "BUNBON"
- ELEX "MARY NELL"

MINIMUM HEIGHT 5 TO 8 FEET

PROPOSED NEW FENCE
6'-TALL MIN

PROPOSED ALLEY
22'

EXISTING RICE HALL

TEMPORARY USE IN ACCORDANCE WITH SETTLEMENT AGREEMENT BETWEEN THE GEORGE WASHINGTON UNIVERSITY AND THE PRESIDENT CONDOMINIUM ASSOCIATION RELATING TO ZC CASE #06-11G/06-12G

REPLACE IN-KIND 8'-TALL CHAIN LINK FENCE

EXISTING PRESIDENT CONDOMINIUM

5' PLANTING ZONE

I STREET, NW

NOTES:
1. PRESIDENT CONDOMINIUM COULD ADD SEASONAL COLOR TO BUFFER AREAS AS DESIRED.
2. OPENINGS TO FENCE MAY BE ADDED TO ACCOMMODATE ACCESS TO BUSHES/PLANTS.
3. TREE DIAMETER INDICATES FULL GROWTH.

1" = 20'
Project Goals, Community Outreach and Amenities

Alicia Knight
Senior Associate Vice President for Operations
The George Washington University
Project Goal: Funding GW’s mission

Existing Building Uses
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
Affordable Housing

- 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

<table>
<thead>
<tr>
<th>Address</th>
<th>1 Bedroom</th>
<th>2 Bedroom</th>
<th>3 Bedroom</th>
</tr>
</thead>
<tbody>
<tr>
<td>2142 F Street</td>
<td>x2</td>
<td>x</td>
<td></td>
</tr>
<tr>
<td>2146 F Street</td>
<td>x</td>
<td></td>
<td>x</td>
</tr>
<tr>
<td>2150 F Street</td>
<td></td>
<td>x</td>
<td>x</td>
</tr>
</tbody>
</table>
Benefits and Amenities

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

<table>
<thead>
<tr>
<th>Campus Plan Condition</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Condition P-1:</td>
<td>Restrictions on Off-Campus Expansion</td>
</tr>
<tr>
<td>Condition P-7:</td>
<td>Advisory Committee</td>
</tr>
<tr>
<td>Condition P-8:</td>
<td>Phase-out of Existing Off-Campus Undergraduate Housing</td>
</tr>
<tr>
<td>Condition P-9:</td>
<td>Historic Preservation Plan</td>
</tr>
<tr>
<td>Condition P-10:</td>
<td>Streetscape Improvements</td>
</tr>
<tr>
<td>Condition P-12:</td>
<td>I Street Retail Corridor</td>
</tr>
<tr>
<td>Condition P-13:</td>
<td>Sustainable Development</td>
</tr>
</tbody>
</table>
The University is offering the following benefits and amenities for the additional 44,275 SF above 2100-West:

<table>
<thead>
<tr>
<th>Amenity</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Affordable Housing</td>
<td></td>
</tr>
<tr>
<td>• Initial Capital Investment</td>
<td>$ 1,000,000</td>
</tr>
<tr>
<td>• Rent Subsidy (over term of project)</td>
<td>$ 2,000,000</td>
</tr>
<tr>
<td>Ground Floor Retail (foregone rent)</td>
<td>$ 167,000</td>
</tr>
<tr>
<td>LEED Gold Features</td>
<td>$ 500,000 +</td>
</tr>
<tr>
<td>Streetscape Improvements</td>
<td>$ 150,000</td>
</tr>
<tr>
<td>Real-Time Transportation Information Board</td>
<td>$ 100,000</td>
</tr>
<tr>
<td>FB/WE Village Program Rent Allowance</td>
<td>$ 100,000</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$4,017,000</td>
</tr>
</tbody>
</table>
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
5. RICE HALL
6. JQA
7. THE PRESIDENT
8. ACC

VIEW FROM NE
Proposed Site Plan
Site Aerial Comparison

Existing Conditions

Proposed Conditions
Rear Yard Diagram

**NOTE:**

DISTANCE FROM AVERAGE GRADE AT REAR OF BUILDING TO PARAPET AT TOP OF BUILDING = 133'-6"

133'-6" x 2.5' = MINIMUM REQUIRED YARD WIDTH (MEASURED FROM CENTERLINE OF ALLEY) = 27' 3 3/4"

MEAN DEPTH OF ALLEY (MEASURED AT 10' INTERVALS) = 47' 1 1/2" / 2 = MEAN CENTERLINE OF ALLEY = 23' 7 1/2"

WIDTH OF YARD PROVIDED (MEASURED FROM BUILDING FACE TO MEAN CENTERLINE OF ALLEY) = 24'-4"

NOTE: 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 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.

<table>
<thead>
<tr>
<th>COURT TYPE</th>
<th>WIDTH REQUIRED</th>
<th>WIDTH PROVIDED</th>
<th>WIDTH COMBINED (WITH ADJACENT PROPERTY)</th>
<th>AREA REQUIRED</th>
<th>AREA PROVIDED</th>
</tr>
</thead>
<tbody>
<tr>
<td>A CLOSED</td>
<td>114'-6&quot; x 31/3&quot;FT = 28 - 7 1/2&quot;</td>
<td>12 - 7&quot;</td>
<td>35'-9&quot;</td>
<td>28'-7 1/2&quot; x 2 = 1,838 SF</td>
<td>592 SF</td>
</tr>
<tr>
<td>B CLOSED</td>
<td>133'-6&quot; x 31/3&quot;FT = 33 - 4 1/2&quot;</td>
<td>15'-2&quot;</td>
<td>35'-9&quot;</td>
<td>33'-4 1/2&quot; x 2 = 2,228 SF</td>
<td>429 SF</td>
</tr>
<tr>
<td>C OPEN</td>
<td>133'-6&quot; x 31/3&quot;FT = 33 - 4 1/2&quot;</td>
<td>15'-6&quot;</td>
<td>52'-0&quot;</td>
<td>NA - OPEN COURT</td>
<td>NA - OPEN COURT</td>
</tr>
</tbody>
</table>

**LEGEND**
- COURT WIDTH PROVIDED
- COURT WIDTH COMBINED

**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 6,827 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
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

- Medium-Scale Interventions (Areas of Fin Projection)
- Fine-Grain Elements (Vertical Glass Fins with Metal Caps)
- Façade Base with Street Level Interest
View From Pennsylvania Ave Looking Southwest
View From Sidewalk Looking Southeast
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.
Trellis Design Updates

ORIGINAL DESIGN

REVISED DESIGN
Trellis Design Updates
West and East Elevations
Curtain Wall with Glass Fins
Streetscape/Landscape Plan: I Street

NOTES:
1. STREETSCAPE DETAILS ARE SHOWN IN CONCEPT FOR ILLUSTRATIVE PURPOSES. THE FINAL DETAILS OF THE STREETSCAPE IMPROVEMENTS WILL BE SELECTED DURING DETAILED DESIGN PHASES OF WORK AND CONFORM WITH APPLICABLE DESIGN AND PERMITTING STANDARDS.
2. INTERIOR LAYOUTS ARE ILLUSTRATIVE ONLY AND SUBJECT TO CHANGE ON FINAL PLAN.
Streetscape/Landscape Plan: Pennsylvania Ave.

NOTES:
1. STREETSCAPE DETAILS ARE SHOWN IN CONCEPT FOR ILLUSTRATIVE PURPOSES. THE FINAL DETAILS OF THE STREETSCAPE IMPROVEMENTS WILL BE SELECTED DURING DETAILED DESIGN PHASES OF WORK AND CONFORM WITH APPLICABLE DESIGN AND PERMITTING STANDARDS.
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.
Sustainable Features – LEED Gold Target

**Stormwater Management**
- Designed to capture 1.2” of rainfall (exceeding current DDOE standards)
  - Approximately 5,000 SF of green roof
  - Below-grade cistern
- Water use reduction to 40%
  - Reuse of water for irrigation and other building systems
  - Native xeriscape landscaping

**Alternative Transportation**
- Bike storage and shower/changing facility
- Reserved parking for fuel-efficient vehicles

**Energy Reduction**
- High-efficiency HVAC systems (14%-22% savings vs. baseline model)
- Smart Energy monitoring and Enhanced Commissioning
- Roof designed to reduce urban heat-island effect
Transportation Overview

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

Washington Circle

New Hampshire Avenue NW

Pennsylvania Avenue NW

I Street NW

K Street NW

I Street NW

21st Street NW

22nd Street NW

23rd Street NW

24th Street NW

H Street NW

20th Street NW

19th Street NW

18th Street NW

17th Street NW

16th Street NW

15th Street NW

14th Street NW

13th Street NW

12th Street NW

11th Street NW

10th Street NW

9th Street NW

8th Street NW

7th Street NW

6th Street NW

5th Street NW

4th Street NW

3rd Street NW

2nd Street NW

1st Street NW

1st Street NW

Washington, DC
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

- 22nd Street
- Eastbound Pennsylvania Ave
- 22nd Street/Westbound Pennsylvania Ave
- Westbound K Street/Westbound Pennsylvania Ave
- 23rd Street
- 1 Street
- 21st Street
- 21st Street/WB Service Road
- K Street U Turn/K Street EB Service Road

Vehicles per Hour

- Eastbound Pennsylvania Ave
- Westbound K Street
- 22nd Street
- 23rd Street
- 1 Street
- 21st Street
- 21st Street/WB Service Road
- K Street U Turn/K Street EB Service Road
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/22\textsuperscript{nd} Street intersection
  – Optimization of the signal timings at the 23\textsuperscript{rd} Street/I Street intersections
  – Restriping the westbound approach of the 22\textsuperscript{nd} 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 2\textsuperscript{nd}, the University submitted a Loading Management Plan on November 7\textsuperscript{th} 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:

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

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

* 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.

<table>
<thead>
<tr>
<th>Benefits, Amenities, and Mitigation</th>
<th>Degree of Development Flexibility Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain alley in existing location</td>
<td>Rezoning to C-4</td>
</tr>
<tr>
<td>Landscaped buffer</td>
<td>Additional 40 feet of height</td>
</tr>
<tr>
<td>Construction management plan</td>
<td>Additional 44,275 s.f. of density</td>
</tr>
<tr>
<td>Reduced parking</td>
<td>Rear Yard Relief</td>
</tr>
<tr>
<td>Loading management plan</td>
<td>Court Relief</td>
</tr>
<tr>
<td>Affordable housing</td>
<td></td>
</tr>
<tr>
<td>Ground-floor retail</td>
<td></td>
</tr>
<tr>
<td>$100,000 for FBWE Village</td>
<td></td>
</tr>
<tr>
<td>$100,000 for real-time transportation information board/kiosk</td>
<td></td>
</tr>
</tbody>
</table>
Conclusion

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