

and its design team continue to refine the potential façade materials for the east elevation of the building (the elevation of the building that faces Westover Place), in order to create an appropriate transition to the Westover Place townhouses.

The existing buffer area between Building No. 6 and the Westover Place community is currently populated with a large number of significant trees as shown in Exhibit 21. The university will augment this area with a landscaped berm, which further reduces the appearance of Building No. 6 from the Westover Place community. Additional tree plantings in the understory of the landscaped buffer will be made in order to create a well designed and conceived landscape buffer that will be effective all year long.

The proposed development of the East Campus will result in a reduction in the overall number of vehicle parking spaces that will be provided on the property. There are currently 900 parking spaces on the East Campus. Construction of the proposed East Campus will result in only 500 parking spaces being located on the East Campus, 300 spaces located in a single below-grade level of parking that will be located under Building Nos. 1–6 and 200 spaces on the remaining surface parking lot adjacent to Massachusetts Avenue and Ward Circle. Significant numbers of bicycle parking spaces will also be provided for residents of East Campus, as well as university staff members who will work on the East Campus in the below-grade parking level. In addition, numerous bicycle parking spaces and facilities will be located throughout the East Campus development.

Loading facilities for all six buildings will also be located in this below-grade level. Access to the parking and loading facilities will occur from New Mexico Avenue, in the approximate location of the existing entrance to the Nebraska Avenue parking lot. The existing curb cut and vehicular exit from the parking lot onto Nebraska Avenue will be removed as a result of the development of the East Campus. A new right-turn-in- and right-turn-out-only entrance/exit from the East Campus, which will be accessible from the six buildings and the remaining surface parking lot, onto Massachusetts Avenue will be created as a result of the proposed development of the East Campus. This entrance/exit will be aligned with the entrance to the Department of Homeland Security's parking lot entrance/exit on the other side of Massachusetts Avenue.

9.1.4 Development of the East Campus Is not Likely to Become Objectionable to Neighboring Property Because of Noise, Traffic and Parking, Number of Students/Faculty/Staff, or Other Objectionable Conditions

(a) No Adverse Impacts Related to Noise Will Occur as a Result of the East Campus Development

As noted above, the residential buildings have been oriented in such a way that no windows on the upper floors of the buildings will face the Westover Place community. In addition to mitigating the visual impact of these buildings, this orientation also reduces the potential amount of noise generated by the residential use. The location of Building No. 6 will help block any noise from activities that occur on the two courtyards located in the center of the East Campus. In addition, there will be no direct entrance to the ground floor of Building No. 6 on the eastern elevation of the building. There will also be no balconies or terraces on the eastern elevation of this building. These design features were created to address concerns from the Westover Place community regarding the potential noise that may arise from Building No. 6.

(b) No Adverse Impacts Related to Traffic and Parking Will Occur as a Result of the East Campus Development

The Transportation Report and Technical Analysis (Exhibit 22) contains a detailed analysis of transportation impacts of the 2011 Plan. Included is a determination of the impact of development of the East Campus. This report and analysis focused on the major differences in future traffic conditions with and without development of the East Campus and specifically addressed:

- the increases in pedestrian traffic crossing Nebraska Avenue due to new building construction
- the decreases in pedestrian traffic crossing Nebraska Avenue due to the loss of parking spaces on the Nebraska Avenue parking lot
- the change in how drivers will approach and depart parking on the East Campus generated by the removal of the right-in/right-out driveway on Nebraska Avenue and its replacement on Massachusetts Avenue

To account for these changes, the following pedestrian and vehicular trips were added to the future traffic projections:

- Pedestrian trips were generated for several sources, notably the additional beds in the residence halls but also for the new admissions welcome center and campus-related retail use. Trips for new residence halls were based on counts of existing on-campus residence halls. Trips for the proposed retail uses were based on activity data from the existing campus store.
- Some pedestrian trips were removed from crosswalks based on the loss of parking spaces on the Nebraska Avenue surface lot. These were determined by examining vehicular trip generation rates and assuming one person per car would cross Nebraska Avenue.
- The net increase in pedestrian trips was split between the crosswalks over Nebraska Avenue at New Mexico Avenue (75 percent) and Ward Circle (25 percent). The split was based on the layout of the East Campus and the likely destinations of pedestrians on the Main Campus.
- Changes to vehicular volumes were made based on existing trip counts at the driveway on Nebraska Avenue, and projected change on approach patterns of drivers that would take advantage of the new right-in/right-out at Massachusetts Avenue.

The future capacity analyses results, comparing traffic models both with and without the development of the 2011 Plan, came to the following conclusions:

- The intersection of Nebraska Avenue and New Mexico Avenue will operate under acceptable conditions. This is due to the existing traffic signal timing, which separates turning vehicles and pedestrians. Thus, the increased crosswalk traffic will not generate detrimental impacts.
- Additional pedestrians using the crosswalk over Nebraska Avenue at Ward Circle will generate impacts to vehicular delays. These delays can be mitigated through implementing changes to the traffic signal operation that separates the vehicular turning and pedestrian crossing movements (see mitigation measures below).

- Although the traffic model results show acceptable conditions at all intersections, the design of the East Campus and its surrounding roadways can incorporate some design measures to help further reduce impacts by organizing crosswalks, pedestrian facilities, and bus stop locations. These design elements are discussed in the Transportation Report. All recommendations that occur on the East Campus have been incorporated into its design.
- As described in the Technical Analysis, with development of the 2011 Plan, the number of pedestrians crossing Nebraska Avenue at the crosswalk at the intersection of New Mexico Avenue and Nebraska Avenue will be 203 and 473 per hour during the AM and PM peak hours, respectively. This equates to an average of 6 and 13 pedestrians during each "Walk" phase for the crosswalk over Nebraska Avenue.
- Similarly, the number of pedestrians crossing Nebraska Avenue at Ward Circle adjacent to East Campus is expected to be 376 and 509 during the AM and PM peak hours, respectively. This equates to an average of 10 and 14 pedestrians during each "Walk" phase for the crosswalk over Nebraska Avenue.

The following summarizes the recommendations in the Transportation Report, aimed at mitigating the impacts to vehicular delay and congestion, and changing the orientation of transportation facilities to help reduce pedestrian/vehicular conflicts.

- elimination of the right-in/right-out driveway on Nebraska Avenue to the Nebraska Avenue parking lot (helps reduce jaywalking)
- inclusion of a landscaped buffer along Nebraska Avenue in the East Campus development (helps reduce jaywalking)
- alteration of the traffic signal operations at the southwestern corner of Ward Circle across Nebraska Avenue to de-conflict right-turning vehicles from pedestrians in the crosswalk (reduces vehicular delay predicted in traffic models)
- installation of a pedestrian-activated traffic signal on Massachusetts Avenue south of Ward Circle at the new right-in/right-out

driveway for the East Campus development (facilitates pedestrian crossings and reduces vehicular delay at Ward Circle)

- consolidation of bus stops to take advantage of the new pedestrian traffic signal and deter potential jaywalking to reach bus stops

The East Campus will also include the following measures as part of the overall Campus TDM program:

- All new residence halls will incorporate quality long-term bicycle storage for student use.
- Short-term bicycle parking at the ground level will be included and will meet DDOT design standards.
- A space for a future Capitol Bikeshare location will be located on the East Campus.
- The existing Zipcar spaces on the Nebraska Avenue surface lot will be available during construction of the East Campus in a temporary location and maintained with new Zipcar spaces constructed in the East Campus development.
- Information kiosks incorporating electronic message boards will be included in lobbies of new residential buildings.
- Incoming freshmen living on campus will be provided with a packet of information during orientation and/or move-in marketing transportation options.

(c) No Adverse Impacts Related to the Number of Students/Faculty or Staff Will Occur as a Result of the East Campus Development

The university and its design team believe that the creation of 770 residential beds on the East Campus can be accomplished without diminishing the quality of life of adjacent property owners and without creating adverse impacts on the neighboring property owners through three concepts that have guided the development of the East Campus: (i) the design of the buildings; (ii) the creation and maintenance of a physical and landscaped buffer between the proposed buildings and the adjacent Westover Place community; and (iii) the university's residential life policies.

The university initially proposed a series of residential buildings on the East Campus that included approximately 1,000 residential beds. During the community dialogue process, residents

of the adjacent communities voiced concern about the ability of the East Campus to house any undergraduate students. These residents said that they would like to see only administrative and academic uses on the East Campus and that the university should construct zero residential beds on the East Campus. After numerous meetings and discussions with these residents, the university has agreed to reduce the number of beds that it is proposing on the East Campus to 770. This 23 percent reduction, voluntarily accepted by the university, allows for the university to address its goals of providing new and varied types of housing to its undergraduate students and also addresses the concerns of the adjacent community regarding the potential negative effects of housing undergraduate students on the East Campus.

The siting, orientation, and uses of the proposed buildings truly mitigate the impacts that 770 residential beds on the East Campus will have on the adjacent property owners. As noted above in the section regarding the mitigation of noise impacts, the residential component of the East Campus development is effectively shielded from the nearby residential communities. The number of faculty, staff, and visitors that will come to the visitors center in Building No. 5 and to the academic and administrative uses in Building No. 6 will have virtually no impact on the adjacent residential communities.

The significant landscaped buffer between the Westover Place property line and Building No. 6 truly mitigates the impact of the East Campus development on the Westover Place community. This buffer area already includes a significant number of trees of substantial size that will shield views of the new buildings for a majority of the year. In addition, the university has agreed to undertake significant additional plantings (including evergreen and deciduous plantings) in the understory of the existing trees and landscape material. This buffer area will also be contoured and landscaped in a manner that will make it unlikely that students will use this area for passive or active recreational activities.

As discussed previously in Sections 5 and 7 of this statement, the Residential Life policies of the university play a significant role in the overall experience that students have while enrolled at American University. All residents are required to sign a Housing and Residence Life

license agreement, which, along with the Student Conduct Code, sets expectations and guidelines for appropriate student behavior. Each residential building will include approximately 24 Residential Life staff who will enforce these guidelines.

For all of these reasons, the proposed 770 residential beds and the faculty and staff who will work and live on the East Campus will not adversely impact adjacent properties, including the residents of the Westover Place community who live closest to the property line with the university.

(d) No Adverse Impacts Related to Other Objectionable Conditions Will Occur as a Result of the East Campus Development

To help ensure that the proposed development of the East Campus does not create any objectionable impacts during the construction of the East Campus, the university will work with all impacted stakeholders to create a construction management plan.

9.1.5 Certification of FAR

In conjunction with this request for further processing and pursuant to 11 DCMR §210.8, the university certifies that the addition of approximately 329,000 square feet of FAR associated with the development of the East Campus will result in the entire campus having a FAR of approximately 0.8, which is within the approved FAR for the campus as a whole under both the existing and proposed campus plans.

9.2 NEBRASKA HALL ADDITION

9.2.1 Description of Nebraska Hall Property and Surrounding Area

The Nebraska Hall property is located to the northwest of Ward Circle, north of the Katzen Arts Center, and has frontage along Nebraska Avenue. The existing Nebraska Hall residential building includes approximately 115 beds and is three stories tall (as viewed from Nebraska Hall). The grade of the property changes such that there is a partial below-grade floor on the back of the existing building that is not visible from Nebraska Avenue. The existing Nebraska Hall residential building is setback approximately 104 feet from Nebraska Avenue and includes a driveway and circular drop-off area in front of the existing building. The existing site includes a surface parking lot with approximately 25 parking spaces. The existing

building is set back approximately 45 feet from 44th Street in the rear.

The Ft. Gaines community is located immediately to the east of the Nebraska Hall property. This community, which includes homes on 44th, Sedgwick, and Sunnyvale streets, consists primarily of single family homes. The Temple Baptist Church is located immediately to the north of the Nebraska Hall property on the same side (the western side) of Nebraska Avenue. The Department of Homeland Security's (DHS) Nebraska Avenue complex is located on the eastern side of Nebraska Hall, directly across from the property. The television studios and offices of NBC 4 are located to the north of the DHS facility and the National Presbyterian School and Church is located further to the north along Nebraska Avenue.

9.2.2 Functional, Sensitive, and Appropriate Design

(a) Development Goals and Community Dialogue Process

The proposed addition to Nebraska Hall (the "Addition") is designed to mesh seamlessly with the existing Nebraska Hall. The residential facilities provided in the Addition are designed to be the university's premium housing, primarily for juniors and seniors. The proposed Addition will allow the university to achieve its goals of enhancing the undergraduate student housing experience at AU, with minimal impacts on neighboring residences.

Representatives of the university have met a number of times with representatives of the Ft. Gaines community (including residents of the adjacent 44th and Sedgwick Streets, NW) in order to review the proposed plans for the Nebraska Hall Addition and create conditions related to the construction and operation of the expanded Nebraska Hall.

(b) Detailed Description of the Nebraska Hall Addition

As depicted in the materials included in Exhibit 19, the Addition will be constructed on the north end of the existing Nebraska Hall building on the site of the existing surface parking lot. The Addition will provide beds for 120 students, with a kitchen in each residential unit (which includes 3 or 4 beds). The appearance and scale of the Addition has been carefully designed to relate