

SUMMARY OF REBUTTAL TESTIMONY AND MATERIALS

WITNESS TESTIMONY

Marty Wells, Traffic and Transportation Consultant

- At the Commission's request, the University analyzed the potential traffic impact that would result if the combined faculty and staff population reached 12,529 (headcount), the maximum permitted under the existing and proposed Campus Plans. The impact of the maximum permitted faculty and staff over the twenty-year term of the Campus Plan would be mitigated back to levels of service similar to those experienced under the initially reported future conditions through the implementation of additional signalization timing adjustments, curb parking restrictions, and a potential new signal. These additional mitigation measures are detailed in the attached Exhibit A.
- The implementation of specific traffic mitigation measures will be evaluated with each second-stage PUD application to ensure that the actual effects of new development as well as changes in traffic conditions are appropriately addressed. This will allow for the appropriate phase-in of various traffic mitigation measures as they are necessary.
- As detailed more fully in the Campus Plan, several of the proposed development sites could accommodate underground parking facilities. However, not all of them would need or are intended to be developed in order to maintain the appropriate campus parking capacity and continue to meet the 2,800 space requirement. The identification of numerous potential sites in this Plan allows for the University to meet the parking needs of the campus, while providing the flexibility necessary given the long-term nature of this Plan and the currently uncertain timing of site development.

Matt Bell, Land Planner and Architect

- At the request of Commissioner Parsons, the University has provided photographs that depict the existing built environment in the vicinity of the development sites proposed to be rezoned to C-3-C (and, in one instance, to C-4). These photographs are attached as Exhibit B.
- At the request of Commissioners Turnbull and Mitten, GW has provided information on sustainable planning and development principles that are embodied in the proposed Campus Plan. It is the applicant's intent to incorporate this information into the final approved version of the Campus Plan document. The information is attached as Exhibit C.

WRITTEN RESPONSES

Zoning South of Campus

- During its cross-examination of the University, the West End Citizens Association asserted that there were residential properties other than the Watergate and Columbia Plaza zoned SP-2 in the squares south and west of the Foggy Bottom Campus Plan boundary.
- This assertion is incorrect. As indicated by the University, with the exception of the Watergate and Columbia Plaza, all residential properties in the squares to the immediate south and west of the Foggy Bottom campus, including the York Apartments at 532 20th Street NW (Sq 104 Lot 837) and the Empire Apartments, at 2000 F Street NW (Sq 104 Lot 814) are located in the R-5-E zone. Accordingly, they fall within the class of properties subject to the restrictions of proposed Condition 8. A copy of the Zoning Map of the immediate area is attached for your reference as Exhibit D.

Effectiveness of Existing TMP Measures

- In response to Commissioner Mitten's inquiry about the effectiveness of transportation management plan (TMP) measures imposed under the existing Campus Plan, we have examined the measures implemented by the University since that time.
- The 2000 Campus Plan Traffic Study proposed a number of additional mitigation measures that have been implemented by the University:
 - Most importantly, the University now utilizes Metrochek, a pre-tax transportation benefits program, to encourage the use of Metrorail and Metrobus.
 - The University also offers a carpool program which allows employees to park any car registered in the carpool group in one group-shared parking space in any parking facility.
 - The University student parking policy discourages students from bringing vehicles to campus and, as a number of students indicated in their testimony in support, the University educates all students about parking restrictions and alternate modes of transportation available to them, starting at Colonial Inauguration, the new student orientation program.
- It should be noted that the 2006 Study's reported peak parking count was 2,160, which represents a 13% reduction in the number of spaces used from the 2000 Study's reported number of 2,477. At the same time, the University has maintained a strong commitment to alternate modes of transportation: 85% of students and 53% of faculty/staff arrive on campus through means other than automobiles.
- For the reasons outlined above, the existing transportation measures have indeed been effective in encouraging the use of alternate modes of transportation and mitigating traffic impacts.

Service/Loading

- Attached as Exhibit E is the University's Truck Management Plan.
- In response to Commissioner Parsons' inquiry about loading for the proposed I Street retail corridor, the University has identified opportunities for off-street loading from alleys in Squares 54, 75, and 77. Square 55 does not contain an alley but appropriate measures for accommodating off-street loading on this site will be addressed as part of the second-stage PUD for development sites 55A1 and 55A2.

GW Alumni in the Immediate Area

- In response to the Commission's request, the University has provided data on the number of alumni currently residing in the Washington metropolitan area.
 - Currently, there are 68,537 alumni with residential addresses in the Washington metropolitan area.
 - There are 12,375 alumni with residential addresses in the District.
 - There are 1,354 alumni with residential addresses in the Foggy Bottom and West End neighborhoods (defined by zip codes 20006, 20037, and 20052).

Traffic Signal at 22nd and I Streets, NW

- The Commission requested information regarding responsibility for payment of the potential traffic signal at 22nd and I Streets that may be required to address traffic impacts over the term of the Campus Plan.
- None of the mitigation measures proposed in the traffic impact analyses are required under existing conditions. However, updated traffic impact analyses will be required at the time of each second-stage PUD application. When those future traffic impact analyses indicate that a signal timing adjustment, curb parking restriction, or traffic signal is required to mitigate the impacts related to the proposed development, the costs associated with such mitigation measure will be borne by the applicant.
- Specifically, with respect to the intersection of 22nd and I Street, in the event that a signal is deemed necessary to mitigate the traffic impacts in connection with the Square 54 consolidated PUD application, which is pending before the Zoning Commission, the cost of the signal will be attributed to GW, Boston Properties and KSI Services, Inc. as the Square 54 PUD applicants. Likewise, if a signal at the intersection of 22nd and F Street is deemed necessary to mitigate the traffic impacts in connection with a future GW second-stage PUD application, then the cost of the signal will be attributed to GW as the second-stage PUD applicant.

Second Metrorail Entrance

- At the Commission’s request, the University has analyzed the potential for a second entrance to the Foggy Bottom-GWU Metrorail station on the Foggy Bottom campus.
- To the knowledge of the University, WMATA is in the very early stages of a demand and feasibility study of the Foggy Bottom-GWU Metrorail station. The University has participated in several stakeholder meetings with WMATA in connection with this study and will continue to participate in this planning effort.
- Based on the information provided to date from WMATA regarding potential locations for a second entrance that are currently under consideration, the development plan set forth in this Campus Plan would not preclude the accommodation of such an entrance.

Accessory Retail

- The University believes that, in addition to the unique environment that will be provided by the I Street retail corridor, the continued incorporation of accessory retail uses in university facilities throughout the campus will enhance the campus environment (e.g., creating a “village feel” as noted by Commissioner Turnbull).
- In response to the Commission’s request, the University has provided the following guidelines regarding on-campus accessory retail uses:
 - These retail spaces are intended to provide small sundry stores or service establishments that are primarily for the university population, but may also be utilized by the surrounding community.
 - These retail spaces contain, on average, approximately 2,000 square feet or less of total space.
 - Examples of existing venues include: Starbucks in Gelman Library, The Uptowner Café in Lisner Hall and Grounds for Change in Duques Hall.
- Accessory retail uses that are proposed as part of new development under this Campus Plan will be included in the second-stage PUD applications. Accessory retail uses that are incorporated into existing buildings shall be allowed under this Plan, so long as these venues fall within the framework outlined above.

Historic Preservation Guidelines

- Attached as Exhibit F are the design guidelines set forth in the University’s proposed Historic Preservation Plan. These design guidelines address five campus development sites that are located adjacent or in close proximity to architecturally and/or historically significant buildings within the proposed Foggy Bottom Campus Historic District.
 - These guidelines were developed after significant consultation with the staff of the Historic Preservation Office.

- They address both the extent of new construction (including height and lot coverage) as well as design issues specific to each site (such as setbacks and the location of parking and loading entrances), and establish parameters for new construction that are compatible with the historic resources on the campus.¹
- These guidelines will work in concert with the design review provisions of the city's historic preservation legislation to ensure that the identified new construction adjacent to landmarks or within the proposed historic district will be compatible with the historic fabric of the campus and the neighborhood.

In addition, the University shall continue to work with the Historic Preservation Office to develop maintenance guidelines to further guide the University's future maintenance and renovation of its historic resources.

- Upon the issuance of a final order from the Zoning Commission approving the Foggy Bottom Campus Plan: 2006 – 2025 as submitted, and the expiration of any appeal period, the University and the Office of Planning will proceed within sixty (60) days to file the appropriate applications with the Historic Preservation Review Board..²

ADDITIONAL TESTIMONY

In response to issues that come up at the September 28th hearing, there may be additional rebuttal witnesses and testimony.

¹ For example, heights for new construction adjacent to buildings surrounding the University Yard (Square 103) are proposed at 51 feet and 65 feet to maintain compatibility with the existing historic structures. In contrast, new infill construction proposed for site 77A will reach a height of 110 feet, which is appropriate given the existing height (90 feet) of the buildings. Furthermore, the main front blocks of the existing structures will be maintained, resulting in an approximately 40-foot deep setback. These converted early twentieth century apartment buildings can easily maintain their integrity and historic presence in the streetscape and coexist adjacent to new construction built to the guidelines set forth in the Historic Preservation Plan.

² The University shall prepare the applications for the six University-owned individual landmarks identified in the Historic Preservation Plan for submission to the Historic Preservation Review Board. The University shall also work with the Historic Preservation Office to prepare the documentation for the proposed historic district; it is intended that the Historic Preservation Office will be the Applicant for the historic district.