

**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.

**ZONING COMMISSION**  
**District of Columbia**  
ZONING COMMISSION  
CASE NO. 06-10  
EXHIBIT NO. 198

## 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 20<sup>th</sup> 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 22<sup>nd</sup> and I Streets, NW

- The Commission requested information regarding responsibility for payment of the potential traffic signal at 22<sup>nd</sup> 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 22<sup>nd</sup> 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 22<sup>nd</sup> 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.<sup>1</sup>
- 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..<sup>2</sup>

#### ADDITIONAL TESTIMONY

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

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<sup>1</sup> 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.

<sup>2</sup> 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.

**THE GEORGE WASHINGTON UNIVERSITY**  
**TRUCK MANAGEMENT PLAN FOR THE FOGGY BOTTOM CAMPUS**

The George Washington University is committed to operating in a manner that is sensitive to our community. Specific to truck management, the University aims to conduct its loading and delivery operations to avoid adverse impacts on the surrounding neighborhood.

Currently, the University's truck management efforts consist of a number of general operating principles, including the establishment of central off-street loading facilities as well as specific efforts related to the management of loading operations covered under existing zoning orders. In an effort to develop a more comprehensive framework for managing loading and delivery activities, the University has developed the following Truck Management Plan for the Foggy Bottom Campus that builds upon the operating principles and building-specific efforts that are currently in place.

**General Deliveries**

- GW will schedule the location and timing of University deliveries and the disposal of trash/recycling on the Foggy Bottom Campus in a manner intended to avoid adverse impacts on the surrounding community.
- GW will direct large regular deliveries (not including deliveries to the loading dock at the GW Hospital which is covered by a specific zoning order and is dedicated to hospital operations) to take place at central, off street loading facilities, currently located at the Support Building at 2025 F Street, NW, the Marvin Center at 800 21<sup>st</sup> Street, NW, and Ross Hall at 2300 Eye Street, NW. This includes large bulk items mailed to students, faculty and staff which are delivered to GW Mail Services currently located in the Support Building, deliveries for events and operations located at the Marvin Center, and deliveries associated with the Medical Center at Ross Hall.
- GW will have appropriate on-site personnel to handle ordinary and emergency truck deliveries at central delivery locations.
- GW will accommodate large deliveries and loading for event venues such as Lisner Auditorium and The Charles E. Smith Center in a manner intended to limit adverse impacts on the surrounding neighborhood. Specifically, with respect to Lisner Auditorium, the University will conduct loading at the existing off-street loading facility. With respect to the Smith Center (which does not have off-street loading accommodations), the University will schedule loading activities to minimize their impact on traffic and parking in the surrounding area. Further, the University will continue to conduct these activities in a manner that complies with District regulations.



THE GEORGE  
WASHINGTON  
UNIVERSITY  
WASHINGTON DC

October 5, 2006

**TO:** Jeff Jennings  
District Department of Transportation

**FROM:** Sherry K. Rutherford   
Managing Director, Real Estate Planning & Development

**SUBJECT:** *Foggy Bottom Campus Plan: 2006 – 2025*  
Transportation Management Plan

As set forth in the Transportation Impact Study completed by Wells & Associates, LLC in connection with the *Foggy Bottom Campus Plan: 2006 – 2025*, the University currently has a comprehensive Transportation Management Plan (TMP) that promotes safe and efficient traffic operations within the campus and maximizes the use of GW's parking facilities to efficiently serve the demand for on-campus parking. The Plan currently consists of the following measures:

- **Public Transportation Pass.** The Foggy Bottom campus is served by the Foggy Bottom-GWU Metrorail station, conveniently located within the campus, and also numerous Metrobus lines. GW offers a pre-tax transportation benefits program to employees (regular full-time and part-time) to promote the use of public transportation. This program allows employees to purchase a SmarTrip Card or Metro "Checks" which can be used on Metrorail, Metrobus, and also on MARC or VRE commuter trains. In addition, GW provides an introduction to the WMATA public transportation program for all new students during their orientation.
- **GW Parking Facility Permits.** Permits are issued to students, faculty, staff, residents, and physicians who drive and park on campus. The permits are sold with monthly contracts or on an occasional/daily basis and are assigned to a specific parking facility. Visitors are required to pay hourly rate fees, but do not need to purchase a permit.
- **Carpool Programs.** Carpooling is encouraged at GW through the Carpool Program, which allows employees to park any car registered in their carpool group in one group-shared parking space in any parking facility.
- **On-Campus Parking Pre-tax Deduction Program.** A pre-tax deduction for on-campus parking fees is offered to all regular GW employees.
- **Off-Campus Parking Pre-Tax Deduction Program.** This program allows employees who pay for parking at a Metro station or at a commercial parking facility to participate in a pre-tax parking program.

OFFICE OF THE  
EXECUTIVE  
VICE PRESIDENT

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WASHINGTON, DC 20052  
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## Historic Preservation Plan Design Guidelines

Site	Height & Setback	Parking/Loading Location <sup>1</sup>	Potential Building Materials
55A1 & A2	Sites 55A1 & A2 are located between Fulbright, Munson and Kennedy Onassis Halls. In recognition of these adjacent buildings and the importance of 23 <sup>rd</sup> Street, the new site will be developed in accordance with the Campus Plan development guidelines to 90' along 23 <sup>rd</sup> Street, with a 40' setback at which point the building will rise to 110'.	Parking and loading contemplated via an entrance along 22 <sup>nd</sup> Street, just north of H Street	Brick, pre-cast concrete, stone, metal
77A	Site 77A includes the preservation of front sections of Schenley, Crawford, and West End residence halls and demolition of the back portions of all three buildings. In accordance with the Campus Plan development guidelines, the height of the infill portion of the building will be 110'.	Parking and loading contemplated via existing service alley along west side of site (entrance on I Street between 21 <sup>st</sup> and 22 <sup>nd</sup> Streets)	Brick, pre-cast concrete, stone, metal
79A1	Site 79A1 can be designed to accommodate a height of 90' adjacent to the John J. Earley building, setting back and rising to 110' in accordance with the building height development guidelines set forth in the Campus Plan.	Parking and loading contemplated at rear of site with entrance along 22 <sup>nd</sup> Street, between G and H Streets	Brick, pre-cast concrete, stone, metal
101A	Site 101A is located to the south of the United Methodist Church and Rectory. In accordance with the Campus Plan development guidelines, the new building will be limited to 90' in height.	Parking and loading contemplated at rear of site with entrance along 20 <sup>th</sup> Street, between H and I Streets	Brick, pre-cast concrete, stone, metal
103A	Site 103A is located on G Street, across the street to the south of Woodhull House and Bell, Lisner and Stuart Halls. In accordance with the Campus Plan development guidelines, the new building will be limited to 80' in height.	Parking and loading contemplated via existing service alley/driveway at rear of site (entrance on 21 <sup>st</sup> Street between F and G Streets)	Brick, pre-cast concrete, stone, metal

<sup>1</sup> Parking/Loading location have been identified in an effort to avoid locating entrances on G and H Streets as well as to utilize the existing alley system on the Foggy Bottom campus to the extent possible.

- GW will provide those responsible for large regular deliveries to the University with a recommended truck circulation route that identifies preferred routes to access the central loading facilities on campus specifically encouraging the use of major commuter routes (e.g., 19<sup>th</sup>, 21<sup>st</sup> and 23<sup>rd</sup> Streets).
- GW will abide by all delivery and loading restrictions that may be included in existing or future zoning orders related to specific University buildings. Such orders include restrictions on the timing of deliveries made to off-street loading facilities (as is the case with 1957 E Street and the GW Hospital) as well as direction regarding appropriate locations from which to load (1957 E Street).

#### Deliveries to Retail Venues on Campus

- GW will direct retail tenants operating in campus facilities that are used for purposes related to university use (i.e., education, research and the support thereof) to arrange for deliveries to be made in a manner intended to avoid adverse impacts on the surrounding community.
- GW will provide retail tenants with the recommended truck circulation route, referenced above, and will direct each vendor to forward this route to those responsible for its regular deliveries.

#### Student Move-in and Move-out Procedures

- GW will coordinate procedures for students moving into on campus residence halls in the fall, as well as procedures for students moving out of these residence halls in the spring, in a manner intended to avoid or minimize adverse impacts on the surrounding community.
- GW will plan all such activities in conjunction with the Metropolitan Police Department and the Department of Transportation and will seek required District approvals.
- GW will communicate with students and their families the requirements of the plan adopted for the move-in and move-out procedures for specific residence halls in advance of these activities.
- GW will notify the Advisory Neighborhood Commission 2A and the Advisory Committee of the dates and times of move-in and move-out activities each school year.



September 28, 2006

Ms. Carol J. Mitten  
Chairperson  
District of Columbia Zoning Commission  
441 Fourth Street  
Washington, D.C. 20001

RE: **George Washington Campus Plan: 2006-2025**  
**(Case Nos. 06-11 and 06-12)**  
**Supplemental Traffic Analyses**

Dear Ms. Mitten:

At the Commission's request, the University analyzed the impact on levels of service in the event the combined faculty and staff population reaches 12,529 (headcount), the maximum permitted under the existing and proposed Campus Plans. With implementation of the mitigation measures listed herein (in addition to those already proposed), the impact of the additional faculty and staff would be mitigated back to levels of service similar to those experienced under the initially reported future conditions.

### **Transportation Survey Data**

Based on data from a transportation survey conducted University-wide in October 2005, approximately 85% of students do not use automobiles as their mode choice and approximately 53% of faculty and staff do not use automobiles as their mode choice. Further, for faculty and staff, the average vehicle occupancy is approximately 1.21 employees per vehicle. The mode split data for students and faculty/staff are summarized below in Table I. The fact that the majority of faculty and staff do not use automobiles greatly reduces the impact of any increase in that population.

Table 1  
 Mode Split Data

Mode	Students		Faculty/Staff	
	No.	%	No.	%
<b>Auto</b>				
Drove Alone	202	13%	313	38%
Motorcycle	4	0%	3	1%
2-person Carpool	14	1%	49	6%
3-person Carpool	7	1%	14	2%
4+ person Carpool	0	0%	1	0%
Vanpool	5	0%	2	0%
<b>Sub-total</b>	<b>232</b>	<b>14%</b>	<b>382</b>	<b>47%</b>
<b>Non-auto</b>				
Private Bus	29	2%	5	1%
Public Bus	81	5%	51	6%
Metrorail	589	38%	304	37%
Walked/Jogged	544	35%	54	7%
Bicycle	51	3%	12	1%
Other	26	2%	8	1%
<b>Sub-total</b>	<b>1,320</b>	<b>85%</b>	<b>434</b>	<b>53%</b>
<b>Total<sup>1</sup></b>	<b>1,552</b>	<b>100%</b>	<b>816</b>	<b>100%</b>
<sup>1</sup> The total number presented is the total number of respondents who answered this question. Eighty-nine student respondents and nine faculty/staff respondents did not answer this question.				

### Mitigation Measures

University traffic accounts for only a small percentage of the commuter traffic using the roadways and intersections through and around the campus. Even with the additional faculty and staff, the University would account for only 14 percent of the AM peak hour traffic and only 17 percent of the PM peak hour traffic. Further, mitigation measures as well as enhancements to the University's TMP can result in levels of service similar to those initially reported. Specifically, the following mitigation measures are recommended:

- Adjust signal timings at the following intersections:
  - 22nd Street/Pennsylvania Avenue intersection
  - 23rd Street/H Street intersection
  - 21st Street/H Street intersection
  - 21st Street/G Street intersection

- Restrict curb parking during the peak hours along G Street as follows:
  - on the north side of the westbound approach at the 24th Street/G Street intersection to provide a westbound right turn lane
  - on the south side of the westbound approach at the 23rd Street/G Street intersection to provide a westbound left turn lane
  - on the south side of the westbound approach at the 21st Street/G Street intersection to provide a westbound left turn lane

Assuming the implementation of these mitigation measures, locations that were projected to operate at a LOS D or better with 1,000 additional faculty and staff would continue to operate at a LOS D or better assuming population growth to the full faculty and staff cap. Locations that were projected to operate at a LOS E or LOS F with 1,000 additional faculty and staff would continue to operate at a LOS E or LOS F assuming population growth to the full faculty and staff cap. An estimated thirteen parking spaces on G Street would need to be restricted during peak hours in order to implement the mitigation measures.

The following two exceptions are noted:

1. 23rd Street/Virginia Avenue Eastbound
2. 22nd Street/F Street

At the 23rd Street/Virginia Avenue Eastbound intersection, the eastbound approach would drop from a LOS E to a LOS F during the PM peak hour assuming population growth to the full faculty and staff cap. At the 22nd Street/F Street intersection, the eastbound approach would drop from a LOS E to a LOS F assuming population growth to the full faculty and staff cap.

A signal at the 22nd Street/F Street intersection would mitigate the impact, if approved by DDOT. Additional TMP measures would need to be initiated to mitigate the 23<sup>rd</sup> Street/Virginia Avenue intersection.

None of these mitigation measures, either in the original or this revised analysis are required under existing conditions. However, traffic impact analyses will be required at the time of each second-stage PUD application. At such time as 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 would be borne by the applicant. For example, the original traffic analysis indicated that over the course of the implementation of the Plan, a signal may be required at the intersection of 22nd Street 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 pending review by 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 the potential signal at the intersection of 22nd and F Street is deemed necessary to mitigate the traffic impacts in

Ms. Carol J. Mitten  
September 28, 2006  
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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.

GW is committed to working with DDOT and the community on enhancements to its TMP and will update the Commission during each second-stage application on those changes. Many of these will focus specifically on faculty and staff with additional incentives to encourage greater transit usage as GW's faculty and staff numbers increase within the cap.

We trust that the information provided herein will be helpful to the Commission in rendering its decision. Please do not hesitate to contact me at 724-933-9010 or [jlmlanovich@mjwell.com](mailto:jlmlanovich@mjwell.com) should you have any questions on the enclosed.

Sincerely,



Jami L. Milanovich, P.E.  
Senior Associate

- **Attendant Parking.** When class attendance is high or when special events occur on campus, attendant parking is available at specific parking facilities to provide additional parking spaces.
- **Shuttle Bus Service Plan.** GW provides three forms of campus shuttle bus transportation – the Colonial Express Shuttle Buses, the Vern Express, and the University Police Department (UPD) Escort Service.

In addition to these existing measures, University has worked with Wells & Associates and DDOT to identify several additional measures to enhance the TMP program over the term of the proposed Campus Plan:

- **Transportation Management Coordinator.** The University will designate a Transportation Management Coordinator responsible for implementing and monitoring the TMP program, including
  - advising students, faculty and staff of the various TMP initiatives through student and faculty/staff orientation programs;
  - marketing and promoting TMP program initiatives through printed materials and online resources;
  - working with students, faculty and staff to evaluate appropriate locations for bike racks and lockers to encourage more members of the GW community to bike to campus; and
  - working with appropriate University offices to promote public transportation for special events on campus.
- **Technology Initiatives.** The University will continue to promote the use of video conferencing, podcasts, online library resources, the Bb@GW on-line course management system (based on the Blackboard Learning System™), and administrative document management systems to reduce the need for physical movement to and between the Foggy Bottom and other GW campuses.
- **Web-based Transit Purchases.** GW will explore opportunities to provide access and links through appropriate website portals to allow members of the University community to purchase transit fare media, including SmarTrip fare cards and bus passes, online.
- **Parking Management During On-Site Construction.** As necessary throughout the term of the Campus Plan, when existing parking facilities are being renovated or redeveloped, attendant parking at various campus parking facilities can be utilized to help ensure that campus parking demands are adequately met.
- **Truck Management Program.** GW has prepared a Truck Management Plan to avoid adverse impacts on the surrounding neighborhood (see attached Exhibit A).

If you have any questions regarding the foregoing or require any additional information, please do not hesitate to contact me.

## **EXHIBIT A**

### **THE GEORGE WASHINGTON UNIVERSITY** **TRUCK MANAGEMENT PLAN FOR THE FOGGY BOTTOM CAMPUS**

The George Washington University is committed to operating in a manner that is sensitive to our community. Specific to truck management, the University aims to conduct its loading and delivery operations to avoid adverse impacts on the surrounding neighborhood.

Currently, the University's truck management efforts consist of a number of general operating principles, including the establishment of central off-street loading facilities as well as specific efforts related to the management of loading operations covered under existing zoning orders. In an effort to develop a more comprehensive framework for managing loading and delivery activities, the University has developed the following Truck Management Plan for the Foggy Bottom Campus that builds upon the operating principles and building-specific efforts that are currently in place.

#### **General Deliveries**

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- GW will provide those responsible for large regular deliveries to the University with a recommended truck circulation route that identifies preferred routes to access the central loading facilities on campus specifically encouraging the use of major commuter routes (e.g., 19<sup>th</sup>, 21<sup>st</sup> and 23<sup>rd</sup> Streets).
- GW will abide by all delivery and loading restrictions that may be included in existing or future zoning orders related to specific University buildings. Such orders include restrictions on the timing of deliveries made to off-street loading facilities (as is the case with 1957 E Street and the GW Hospital) as well as direction regarding appropriate locations from which to load (1957 E Street).

#### Deliveries to Retail Venues on Campus

- GW will direct retail tenants operating in campus facilities that are used for purposes related to university use (i.e., education, research and the support thereof) to arrange for deliveries to be made in a manner intended to avoid adverse impacts on the surrounding community.
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#### Student Move-in and Move-out Procedures

- GW will coordinate procedures for students moving into on campus residence halls in the fall, as well as procedures for students moving out of these residence halls in the spring, in a manner intended to avoid or minimize adverse impacts on the surrounding community.
- GW will plan all such activities in conjunction with the Metropolitan Police Department and the Department of Transportation and will seek required District approvals.
- GW will communicate with students and their families the requirements of the plan adopted for the move-in and move-out procedures for specific residence halls in advance of these activities.
- GW will notify the Advisory Neighborhood Commission 2A and the Advisory Committee of the dates and times of move-in and move-out activities each school year.



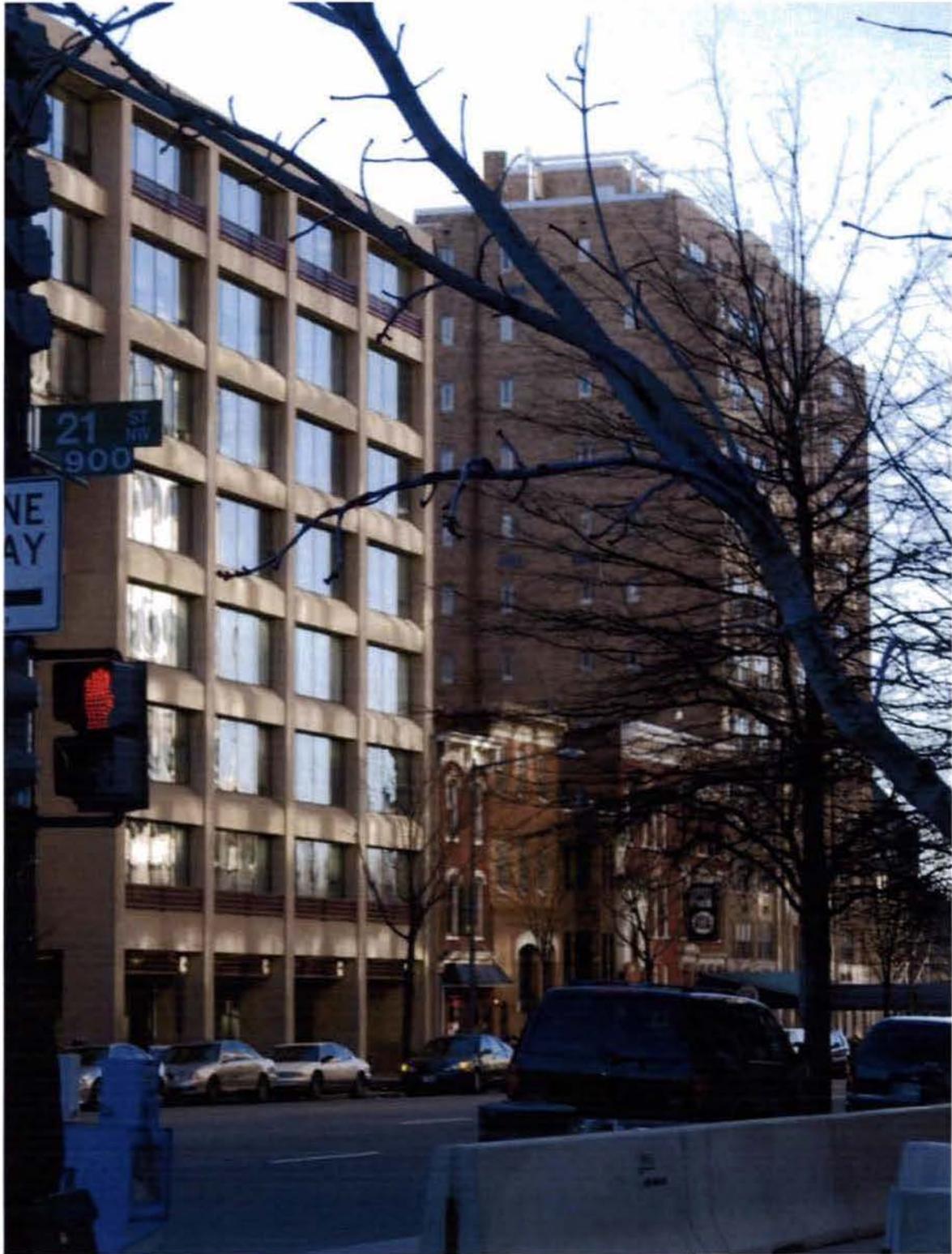
1 - Square 55 (view west down H Street from 22<sup>nd</sup> Street)



2 - Square 55 (view east down I Street from 23<sup>rd</sup> Street)



3 - Squares 55 and 56 (view south down 23<sup>rd</sup> Street from I Street)



4 - Square 75 (view west down Pennsylvania Avenue from 21<sup>st</sup> Street)



5 - Square 77 (view east down I Street from 22<sup>nd</sup> Street)



6 - Square 77 (view of The West End from 22<sup>nd</sup> & I Streets)



7 - Square 77 (view of Crawford Hall from Kogan Plaza)



8 - Square 77 (view of Schenley Hall from Kogan Plaza)



9 - Square 79 (view of Gelman Library from 22<sup>nd</sup> & H Streets)



10 - Square 79 (view east down H Street from 22<sup>nd</sup> Street)



11 - Square 101 (view north up 20<sup>th</sup> Street from H Street)

## FOGGY BOTTOM CAMPUS PLAN: 2005 – 2006 Sustainable Development and Planning Principles

From its earliest stages, the comprehensive community-based planning effort which resulted in the *Foggy Bottom Campus Plan: 2006 – 2025* has been aimed at developing a plan for the future of the Foggy Bottom campus in the context of its surrounding neighborhoods. In so doing, the Plan provides an approach to future campus development that is in many ways consistent with sustainable development and neighborhood planning principles advanced by the U.S. Green Building Council (USGBC), the Congress for New Urbanism (CNU), and the Natural Resources Defense Council (NRDC). Over the past several years, these organizations have come together in an effort to draft a national set of neighborhood planning standards (proposed within the LEED framework) based on the combined principles of smart growth, urbanism, and green building. While these proposed standards currently remain in draft form, they provide instructive concepts upon which to evaluate planning components already embodied in the proposed Campus Plan that promote sustainable development practices.

Examples of elements set forth in the “LEED for Neighborhood Developments Rating System: Preliminary Draft (September 6, 2005)” which have particular relevance with respect to the proposed *Foggy Bottom Campus Plan: 2006 – 2025* include:

### LOCATION EFFICIENCY

- ***Transportation efficiency.*** *Reduce air pollution, energy consumption, and greenhouse gas emissions generated by encouraging new development in locations that reduce automobile dependence. Promote public health by encouraging new development in locations that provide increased opportunities for walking.*

The Foggy Bottom campus is uniquely located to take advantage of an efficient and extensive public transit network, including the Foggy Bottom-GWU Metrorail station which is located at 23<sup>rd</sup> and I Streets. Specific components of the Campus Plan, including the open space plan and the proposed streetscape plan, promote and enhance the campus pedestrian experience.

- ***Adjacent, Infill or Previously Developed Sites.*** *Encourage development within existing communities and already-developed places to reduce multiple environmental harms associated with haphazard sprawl. Reduce development pressure beyond the limits of existing development. Conserve natural and financial resources required for construction and maintenance of infrastructure.*

The Foggy Bottom Campus Plan: 2006 – 2025 sets forth a framework for future campus development, including the identification of specific development sites. The “*Grow Up, Not Out*” development strategy embodied in the Plan accommodates the University’s forecasted academic and housing space needs within the existing Campus Plan boundaries, concentrated in the campus core. This approach makes more efficient use of properties already owned by defining enhanced height and lot coverage allowances based on location and use.

- ***Reduced Automobile Dependence.*** *Encourage development in locations that exhibit superior performance in transportation choices or otherwise reducing motor vehicle use.*

The location of the Foggy Bottom Campus enables members of the GW community to make use of an extensive and efficient public transit network. The development plan concentrates

new density in the core of campus, within walking distance of the Foggy Bottom-GWU Metrorail station and numerous Metrobus, shuttle and commuter bus routes. Furthermore, the Transportation Management Plan set forth in the Plan will continue to promote alternative modes of transportation for those who work, study and live at Foggy Bottom campus, as well as campus visitors.

Furthermore, the University makes specific efforts to reduce the need for motor vehicle trips by members of the University community. For example, shuttle busses provide convenient and efficient transportation between the Foggy Bottom and Mount Vernon and Virginia Campuses, and the use of video conferencing, online library resources and document management systems significantly reduce the need for physical movement between the campuses.

- ***Contribution to Jobs/Housing Balance.*** *Encourage balanced communities with a diversity of uses and employment opportunities. Reduce energy consumption and pollution from major vehicles by providing opportunities for shorter vehicle trips and/or use of alternative modes of transportation.*

The Foggy Bottom/West End neighborhood currently includes a balance and diversity of uses, supporting both jobs and housing opportunities. In addition to the employment opportunities provided by the University itself in support of its core mission, the I Street retail corridor concept would provide a range of additional employment opportunities in the Foggy Bottom/West End neighborhood. The campus' location adjacent to the Foggy Bottom-GWU Metrorail station and access to several Metrobus and shuttle routes naturally encourages the use of public transit for those who do not live in the neighborhood.

By accommodating GW's forecasted academic and student housing needs on campus, this Plan allows for the mixed-use redevelopment of Square 54, which would infuse additional employment as well as rental housing capacity into the neighborhood. Furthermore, the proposed conditions of the Plan call for transitioning the use of GW-owned properties off campus to uses other than undergraduate student housing.

- ***Access to Public Spaces.*** *Provide access to public gathering space in order to promote sense of community.*

Existing open spaces, such as Kogan Plaza, University Yard, the I Street Mall, and various pocket parks throughout the campus provide gathering spaces for members of the GW and Foggy Bottom/West End communities alike. The existing and proposed inter-block pathways and linkages depicted in the open space plan will enhance access to these spaces.

## ENVIRONMENTAL PRESERVATION

- ***Erosion and Sedimentation Control.*** *Reduce water pollution from erosion during construction.*

The University's existing storm water management and erosion control efforts minimize impact on adjacent properties and existing storm water systems. The requisite erosion control procedures stipulated by the District will be implemented during the construction of each development site identified in the Plan.

- ***Minimize Site Disturbance Through Site Design.*** *Preserve existing tree canopy, native vegetation and pervious surfaces while encouraging high density, smart growth communities.*

The University's "Grow Up, Not Out" development strategy is guided by "smart growth" and transit-oriented-development planning principles. The streetscape plan sets forth a number of design principles to guide streetscape improvements over the term of the Campus Plan, including principles which address the need to maintain existing trees where possible and enhance plantings in pocket parks. Recognizing that native plants better acclimate to this environment than other non-native species, the University attempts to maximize its native plant palette (including, for example, Virginia sweetspire, woodland blue phlox, black-eyed Susan, and winterberry holly). The University will continue to evaluate the feasibility of pervious surfaces with respect to the implementation of the streetscape plan.

- **Stormwater Management.** *Reduce surface water pollution from stormwater.*

The University will explore greywater and stormwater management practices particularly with respect to future streetscape, landscape and irrigation improvements. With respect to new development, the University's storm water management and erosion control efforts will minimize impact on adjacent properties and existing storm water systems.

#### COMPACT, COMPLETE & CONNECTED NEIGHBORHOODS

- **Open Community.** *Promote developments that are good neighbors to their surrounding communities. Foster a sense of community and connectedness beyond the development.*

The University's "Grow Up, Not Out" development strategy is the result of the community-based planning process and sets forth a plan for the future of the Foggy Bottom campus that provides shared benefits for all stakeholders. For example, new development is concentrated in the core of campus, away from surrounding residential neighborhoods; neighborhood-serving retail opportunities are proposed along the I Street Retail Corridor; and the open space and streetscape plans enhance the public environment and the pedestrian experience. Furthermore, the proposed conditions included in the Plan address additional issues of community concern including transition the use of off-campus GW properties to other than undergraduate student housing and a commitment not to purchase residentially-zoned properties in the Foggy Bottom/West End area for other than investment use.

- **Compact Development.** *Conserve land. Promote livability, transportation efficiency, and walkability.*

With development accommodated within the existing Campus Plan boundaries and concentrated along 22<sup>nd</sup> Street in the core of campus, along with height and lot coverage guidelines based on location and use, the Plan provides for more efficient use of properties already owned by the University. The open space and streetscape plans provide for an enhanced pedestrian experience. The distribution of parking in underground facilities throughout campus provides for improved traffic flow and pedestrian safety.

- **Diversity of Uses.** *Promote community livability, transportation efficiency, and walkability.*

The implementation of the I Street Retail Corridor concept and the commercial mixed-use development of Square 54 will provide new neighborhood-serving retail services to the Foggy Bottom/West End community. GW's location adjacent to the Foggy Bottom-GWU Metrorail

station will encourage public transit use, while the open space and streetscape plans promote walkability throughout the campus.

- ***Housing Diversity.*** *To enable citizens from a wide range of economic levels and age groups to live within a community*  
***Affordable Rental Housing.*** *To enable citizens from a wide range of economic levels and age groups to live within a community*

By accommodating its forecasted academic and housing needs within the existing Foggy Bottom Campus Plan boundaries, the Plan allows for Square 54 to be developed as a mixed-use “town center” that provides the campus and community with a unique neighborhood gathering place as well as new market rental housing. The pending Square 54 PUD application calls for 13% of the proposed residential units to be dedicated to affordable and workforce housing.

The Campus Plan also calls for the transition of several off-campus GW properties to a use other than undergraduate housing. Potential future uses of those facilities currently under consideration by the University include faculty housing and graduate student housing, which would add to the housing diversity within the neighborhood.

- ***Reduced Parking Footprint.*** *Reduce stormwater runoff per capita. Encourage neighborhood walkability and promote public health through physical activity; e.g., use no more than one row of parallel, angle, or perpendicular parking spaces to separate the front of buildings from the street; use no more than 20% of the project land devoted to residential and/or commercial uses for surface parking facilities.*

The proposed Campus Plan provides for the elimination of the above-grade University Parking Garage, located at 22<sup>nd</sup> and I Streets, and the construction of underground parking facilities (at substantial additional expense to providing spaces at or above grade) at various sites dispersed throughout the campus. The elimination of surface parking as proposed by the Campus Plan will reduce stormwater runoff, allow for more efficient utilization of existing space resources, and enhance the campus environment by distributing traffic and improving pedestrian safety.

- ***Community Outreach Involvement.*** *To encourage community participation in the project design and planning and involve the people who live in the community in deciding how it should be improved or how it should change over time.*

For over a year leading up to the initial filing of the Foggy Bottom Campus Plan: 2006 – 2025 (in February 2006), the University engaged in a comprehensive planning effort to fully explore and evaluate the future of the Foggy Bottom campus in the context of its surrounding neighborhoods. This effort included a Campus & Neighborhood study (led by Ehrenkrantz, Eckstut & Kuhn architects) and a series of open community meetings co-sponsored by ANC-2A, OP, and GW to gather and document community input and feedback. Since the filing of the Plan, the University has continued to engage neighborhood residents, local institutions, businesses, churches, and members of the GW community in continued conversation regarding the evolving Plan. The community will have an ongoing role in shaping specific development proposals through the Advisory Committee described in the proposed Campus Plan conditions and through the second-stage PUD regulatory process.

- **Block Perimeter.** *To promote connectivity.*  
**Locating Buildings to Shape Walkable Streets.** *Encourage pedestrian-oriented streets.*  
**Designing Building Access to Shape Walkable Streets.** *Encourage pedestrian-oriented streets*  
**Designing Buildings to Share Walkable Streets.** *Encourage pedestrian-oriented streets; e.g., design and build project so that each building has a front facade that faces a public space such as a street, square, or plaza.*  
**Comprehensively Designed Walkable Streets.** *Encourage pedestrian-oriented streets.*  
**Street Network.** *Provide direct and safe connections, for pedestrians and bicyclists as well as drivers, to local destinations and neighborhood centers. Promote public health through increased physical activity*

As an urban campus, GW is defined in large part by the streets that traverse the campus. The Plan proposes enhancing the unique character of the pedestrian-oriented “campus streets”, specifically emphasizing the special experiences that occur along I, H, and G Streets. The open space and streetscape plans identify elements which will encourage pedestrian activity and enhance safety. These elements include enhanced pedestrian pathways, new mid-block crossings facilitating pedestrian flow, and landscape plans designed to enhance the pedestrian experience on campus. The streetscape plan also sets forth planning principles that encourage pedestrian congregation in strategic locations, calling for the provision of seating and planting areas, with benches facing the street where possible.

While the east-west streets running through campus are more pedestrian-oriented, the north-south streets running through campus are predominantly vehicular travel corridors. The streetscape plan includes elements designed to enhance streetscape circulation and minimize conflicts between pedestrians and automobiles throughout campus.

- **Pedestrian Network.** *Provide direct and safe connections for pedestrians to local destinations and neighborhood centers. Promote public health through increased physical activity.*
- **Maximize Pedestrian Safety and Comfort.** *Provide direct, safe and comfortable connections for pedestrians and bicyclists to local destinations and neighborhood centers. Promote public health through increased physical activity.*
- **Superior Pedestrian Experience.** *Provide appealing and comfortable pedestrian street environments in order to promote pedestrian activity.*

The open space plan identifies opportunities to strengthen the network of campus pathways and create better connections through and around the campus, with the goal of creating a more pedestrian-friendly environment and enhancing campus safety by promoting “positive surveillance”.

In addition, the Streetscape Plan includes a number of components directly related to improved pedestrian safety, such as using lighting as a means to encourage positive pedestrian activity, enhancing streetscape circulation to minimize conflicts between pedestrians and vehicles, and designing University way-finding and identification signage to be clearly visible from the pedestrian perspective.

- **Applying Regional Precedents in Urbanism and Architecture.** *Promote energy savings, respond to regional climate, increase the life of buildings and materials, provide cultural continuity, and reinforce local distinctiveness; e.g., obtain certification from local design or review board or local historic preservation organization*

*that early in the design process, local and regional historical patterns of neighborhood development and building design were analyzed.*

- ***Adaptive Reuse of Historic Buildings.*** *Encourage use of historic buildings in a manner that preserves their historic materials and character.*

As part of the University's broader planning effort, GW worked closely with the DC Historic Preservation Office as well as the Historic Preservation Review Board to develop a comprehensive Historic Preservation Plan for the Foggy Bottom campus. The preservation plan is a fundamental component of the *Foggy Bottom Campus Plan: 2006 – 2025*, and celebrates the unique campus environment and urban fabric of Washington, DC through the preservation of individual buildings and collections of historic properties. This collaborative and coordinated approach to preservation and planning is aimed at ensuring that appropriate campus resources are identified, preserved, and maintained while accommodating the University's forecasted academic and student housing space needs on the balance of campus. Specifically, the Preservation Plan proposes a potential historic district on the Foggy Bottom campus as well as the landmark designation of seven additional campus buildings beyond those already designated.

- ***Transit Subsidy.*** *Reduce energy consumption and pollution from motor vehicles by encouraging use of public transit.*
- ***Transit Amenities.*** *Reduce energy consumption and pollution from motor vehicles by encouraging use of public transit.*

The University discourages the use of cars on campus through various policies and restrictions, including its pricing structure (currently \$170/month for faculty/staff and \$220/month for students). The University encourages the use of alternative modes of transportation, including participating in the Metrocheck program offered through the Washington Metropolitan Area Transit Authority (WMATA). This program allows employees to pay for public transportation costs on a pre-tax basis. In addition to the Metrocheck program offered to employees, the University conducts "carding events" on-campus at various times and locations to provide students with SmarTrip cards as well as additional information about public transportation.

The University's Facilities Planning department has, over the past several months, been working to develop and compile *GW Facilities Standards and Guidelines*. These standards will reflect the University's continued commitment to balance environmental responsibility, resource efficiency, occupancy comfort and well-being, and community sensitivity. Specifically, as part of this ongoing effort, the University will explore the implementation of greywater and stormwater management practices, particularly with respect to future streetscape, landscape and irrigation improvements.

Given the substantial commitments and planning components included in the Campus Plan which are directly related to these sustainable development and planning principles (e.g., the Historic Preservation Plan, the Streetscape Plan, and the accommodation of off-street campus parking in underground facilities), as well as the long-term nature of this Plan and the uncertainty of development-related costs and changes in standards moving forward, the Campus Plan does not include specific commitments as to particular building design elements that will be included in future development. However, the University will continue to evaluate and balance the incorporation of sustainable design elements with respect to individual development projects during the second-stage PUD review process.

