



Square 54



Planned Unit Development & Zoning Map Amendment Zoning Commission Case No. 06-27



- Boston Properties, Inc.
- KSI Services, Inc.
- The George Washington University

November 20, 2006

ZONING COMMISSION
District of Columbia

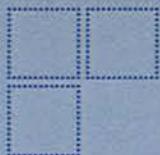
CASE NO. 06-27
ZONING COMMISSION
District of Columbia
EXHIBIT NO. 36
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EXHIBIT NO. 36



Phil Feola
Partner
Pillsbury Winthrop Shaw Pittman



- Applicant
 - Boston Properties, Inc. & KSI Services, Inc.
 - The George Washington University
- 2.66 acre site (former GW hospital location)
- Fronting Pennsylvania Avenue at Washington Circle
 - I Street, 22nd Street and 23rd Street
- Currently zoned R-5-D, seeking C-3-C rezoning

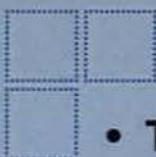


- Creation of a vibrant, mixed-use, transit oriented development of world-class design
 - Adjacent to Foggy Bottom-GWU Metro station
- Retail, residential, & Class A office uses
- 870,000 square feet of gross floor area, 7.5 FAR
- Significant public benefits and amenities

- **Louis H. Katz**
 - Executive Vice President & Treasurer, GW
- **Peter Johnston**
 - Sr. Vice President & Regional Manager, Boston Properties
- **Rafael Pelli**
 - Principal, Pelli Clarke Pelli
- **Alan Ward**
 - Principal, Sasaki and Associates
- **Richard Heapes**
 - Founding Principal, Street-Works LLC
- **Jami Milanovich**
 - Senior Associate, Wells & Associates LLC



Louis H. Katz
Executive Vice President & Treasurer
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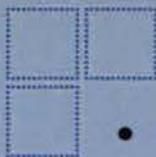


- **The Foggy Bottom Campus Plan: 2006 – 2025**
 - “*Grow Up, Not Out*” to accommodate forecasted academic and student housing needs on campus
- **DCPS/GW School Without Walls Project**
 - Unique public/private programmatic and development partnership for modernization and addition to Grant School and new GW undergraduate residence hall
- **Square 54**
 - redevelopment of old hospital site as mixed-use “town center”

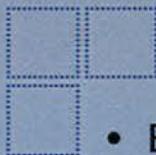
*Reflect GW's broader strategic planning initiatives
aimed at creating a world class university in the District*



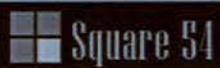
- Boston Properties and KSI development team selected by GW in 2004 after extensive RFI & RFP process, based on:
 - **Experience** in mixed-use development in the District
 - **Vision** for the potential of Square 54
 - Outstanding **project and design team**
 - Strong **financial returns** for the University
- Closely integrated working relationship throughout the planning process and beyond



- **Comprehensive community-based planning effort**
 - Developed with **Office of Planning**
 - Evaluated the future of the **Foggy Bottom campus**
 - including **Square 54** – in the context of the surrounding neighborhoods
 - Included series of **open community meetings co-sponsored by ANC 2A, OP and GW**
 - Moderated by an **independent facilitator**
 - Documented by “**issues exhibit**”
- Two website resources
 - www.neighborhood.gwu.edu
 - www.square54.com



- Establishes framework for **predictable, planned growth** guided by ***smart growth*** and **transit-oriented development** principles advanced by Office of Planning
- Creates opportunities for **new business development** and **enhances the District's tax base**
- Provides **neighborhood-serving retail services** on **Square 54** and along the proposed **I Street Retail Corridor**
- Enhances the **public environment and pedestrian experience** through **landscaping and streetscape improvements**
- Allows the University to make **substantial new commitments** to the community and the District
- Sustains and promotes a **world-class university** in the District of Columbia



Peter Johnston
Senior Vice President & Regional Manager
Boston Properties, Inc.



Boston Properties



KSI Services, Inc.

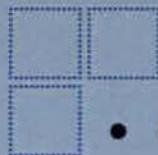


Metropolitan Park





- Transit-oriented, mixed-use development
- World class design
- Housing, employment, neighborhood-serving retail opportunities
- First-class team of design professionals
- Project will serve as a model of outstanding transit-oriented development



- Comprehensive community-based planning process
- Urban Land Institute Panel
 - Evaluated the redevelopment potential of Square 54
 - Recommended mixed-use commercial development
 - Density between 7.0 and 8.0 FAR
 - Office use on Pennsylvania Avenue
 - Residential component along I Street
 - Project should consist of multiple structures
 - Open spaces major element in design concept
- www.square54.com



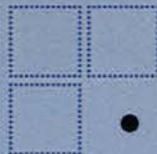
- PUD submission consistent with ULI panel findings
- Responsive to community-based planning process
 - Height of office building **90' at Washington Circle**
 - **Top floors set back** to articulate façade
 - Project presents as **multiple structures**
 - **26,000 square foot courtyard**
 - **Internal loading facilities**
 - 60-foot wide **retail plaza** on I Street
 - **architectural importance**
 - **84,000 square feet of retail**, including grocery store



- Positive **economic impact** on the District
 - **\$12 million** annual District tax revenues
 - **400** new District residents
 - **2,000** full-time equivalent jobs
 - **500** construction-related jobs
 - **\$75 million** in additional economic activity
 - **\$4 million** in revenue from other fees



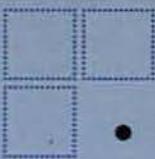
Square 54 Benefits: PUD Amenities



- 13% of total residential units dedicated to **affordable** (8%) and **workforce** (5%) **housing**
- 84,000 square foot **retail program** including commitment to **grocery store**
- Internal below-grade **loading facility**
- 26,000 square foot **courtyard, streetscape improvements** and **I Street retail plaza**



Square 54 Benefits: PUD Amenities (continued)



- **Sustainable design** elements
 - Minimum **LEED score of 16** on both office and residential components
 - “**Green roof**” components
- Contribution of up to \$100,000 toward WMATA study of **second Metro entrance**
- Traffic signal at 22nd & I Streets
- Superior **architecture and design**

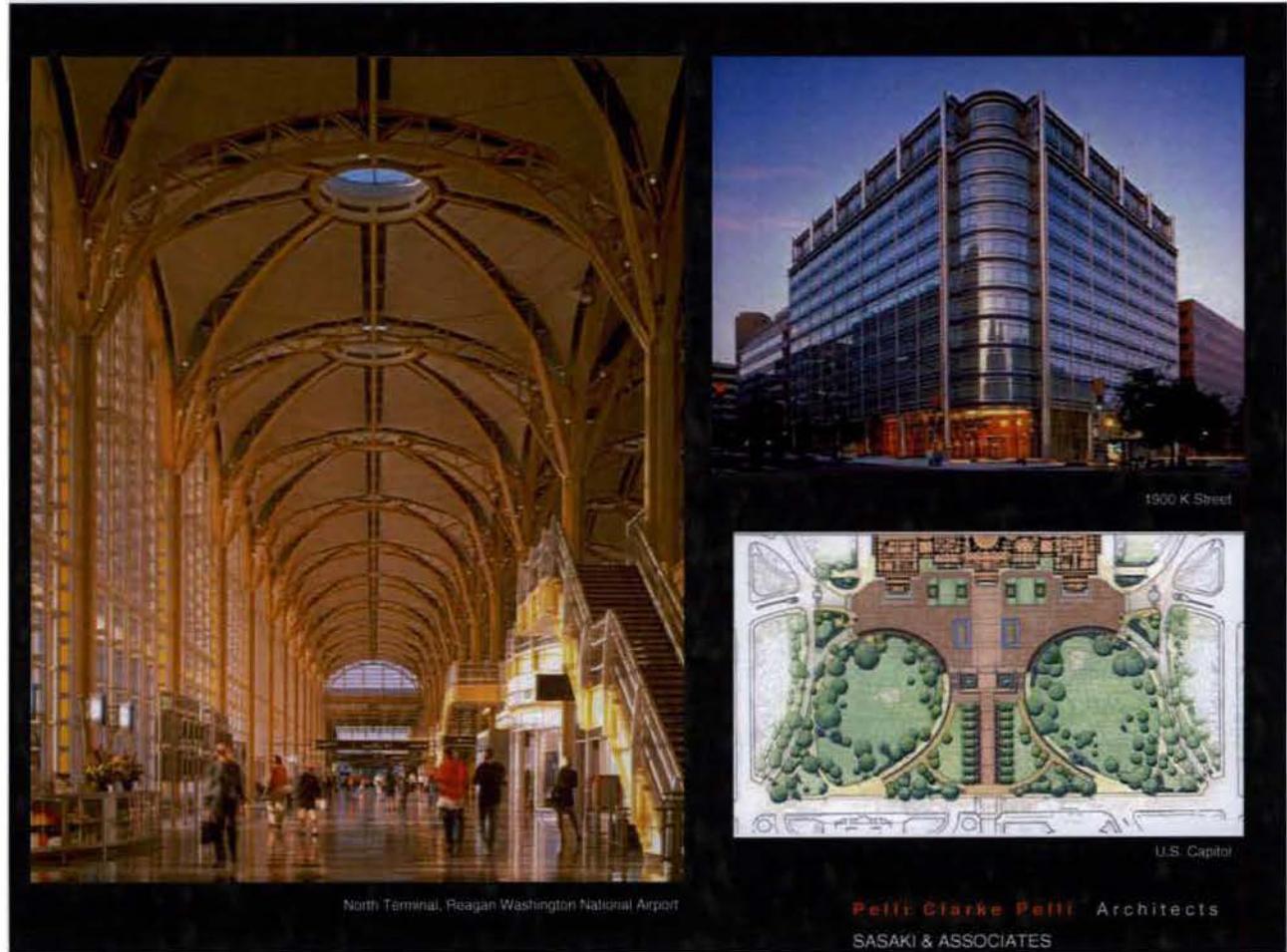
Overall PUD Benefits & Amenities Value:

\$29.3 to \$38.2 million



Rafael Pelli
Principal
Pelli Clarke Pelli

Alan Ward
Principal
Sasaki & Associates

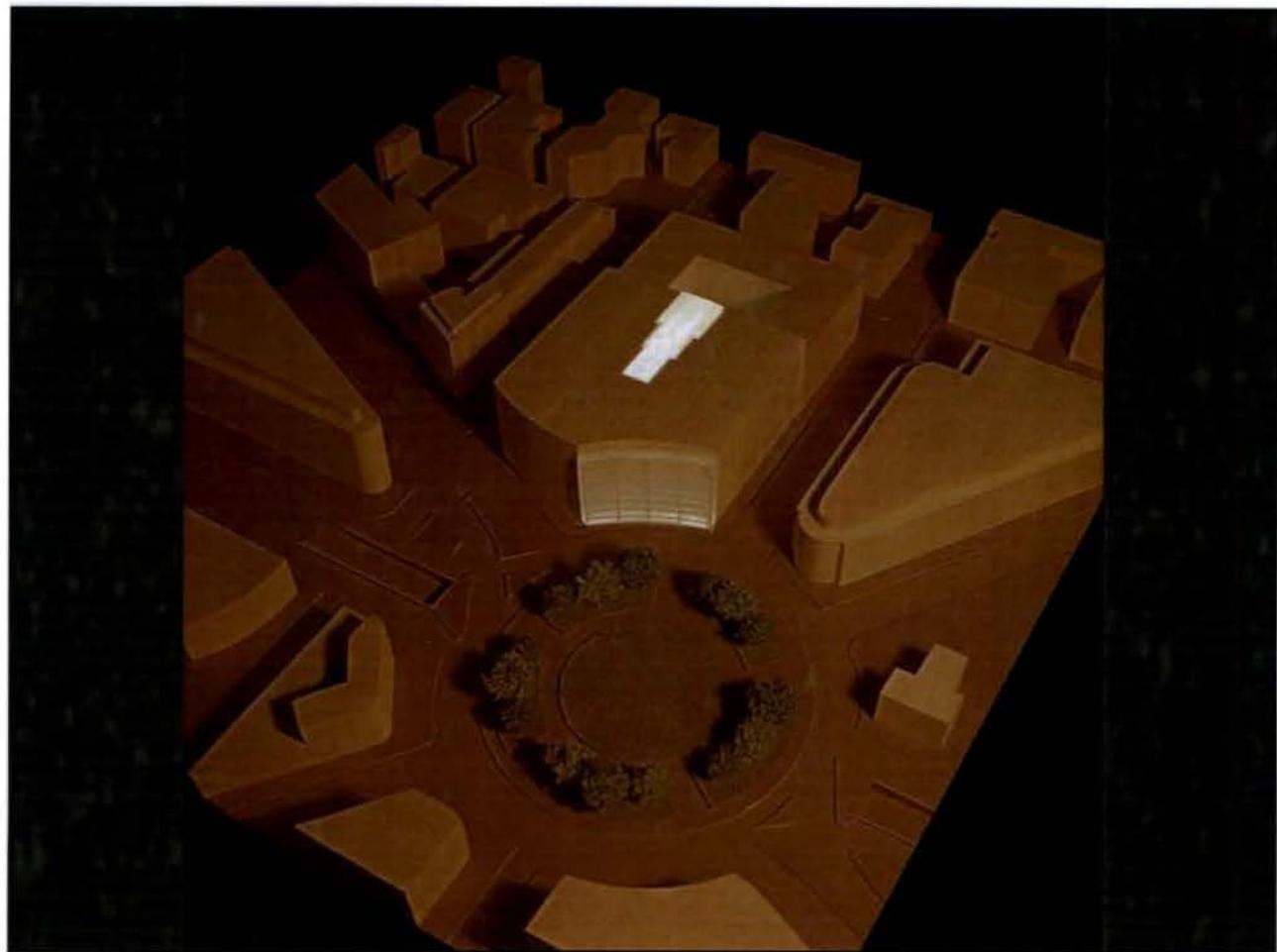


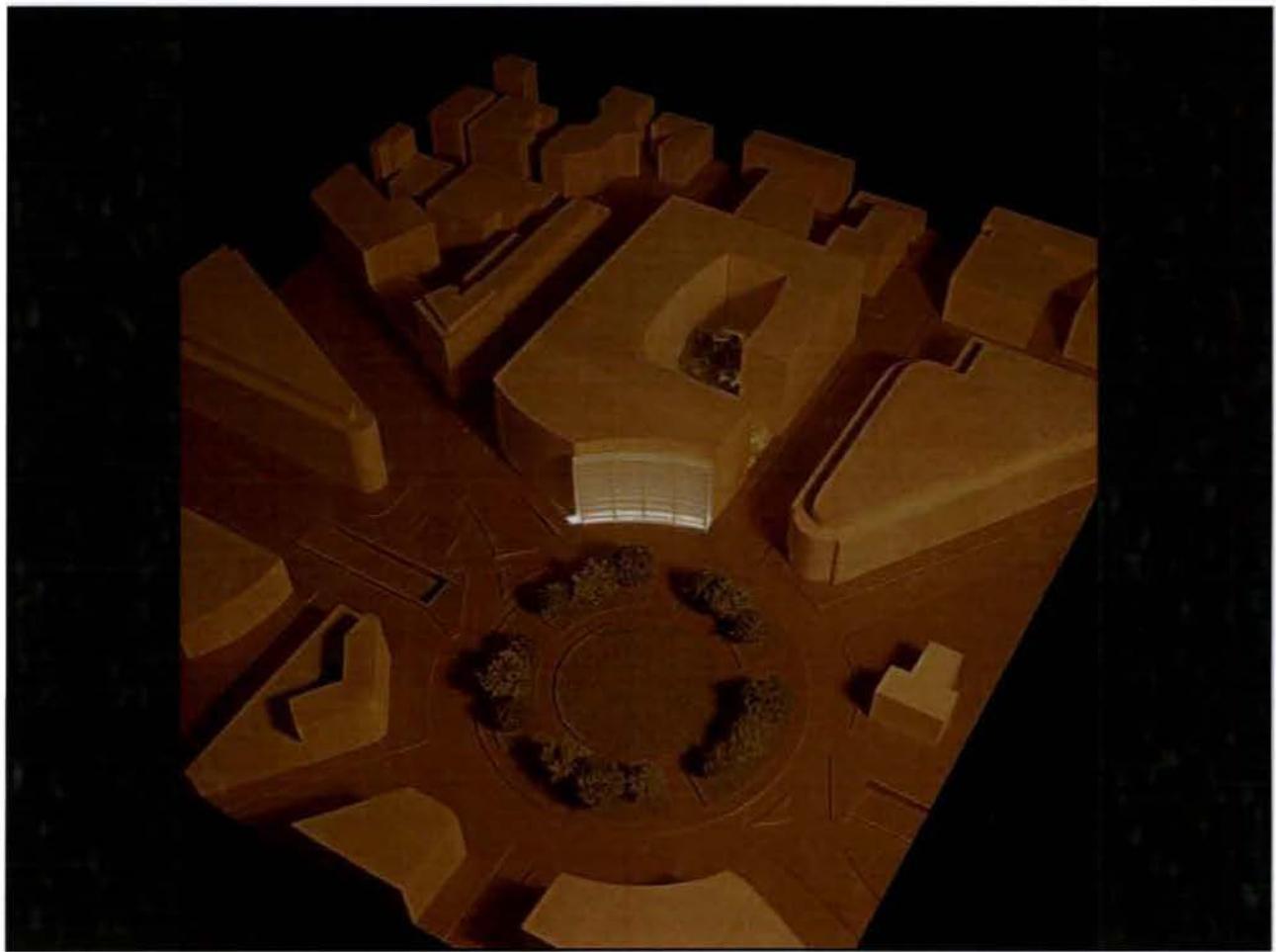








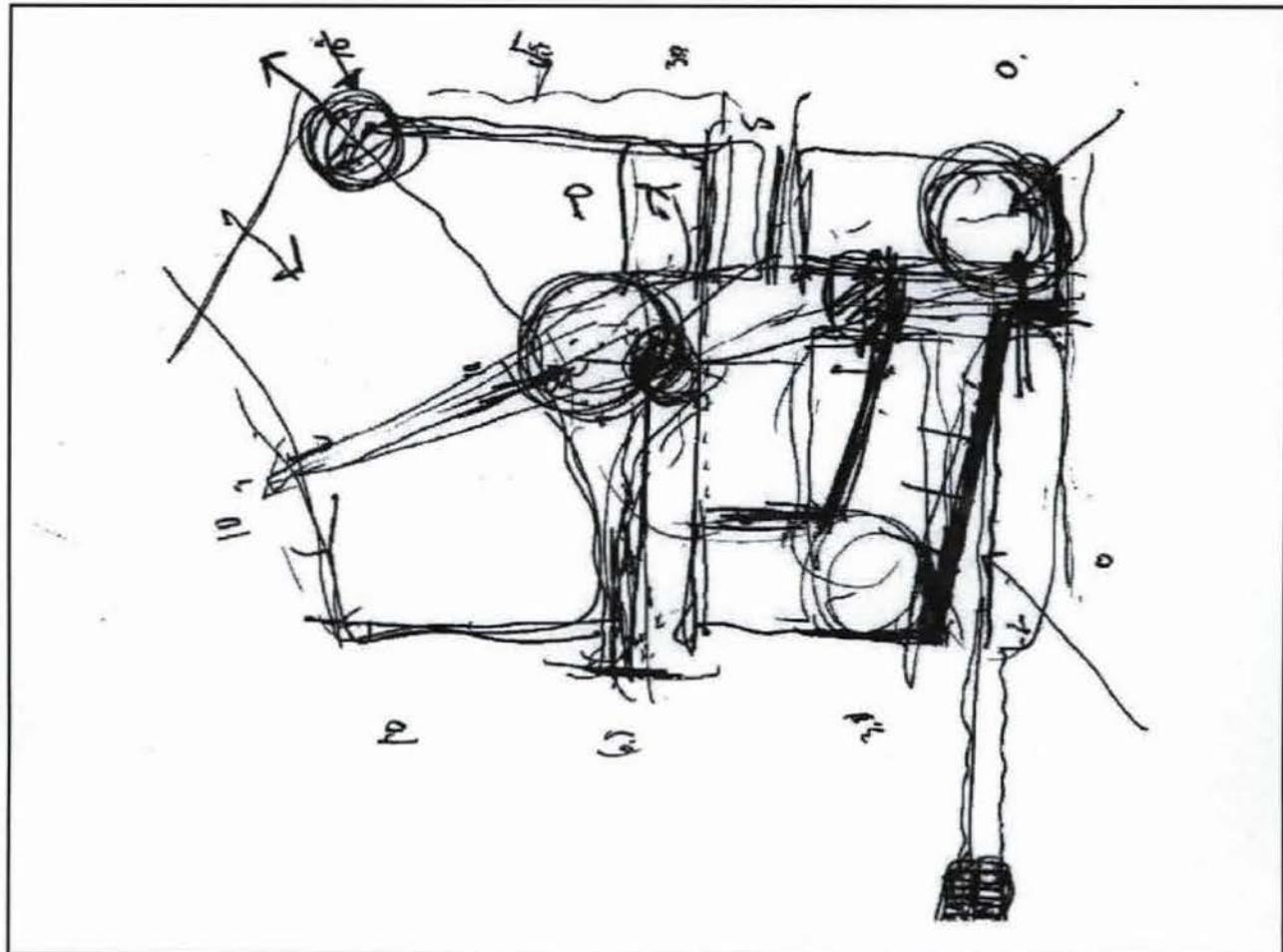


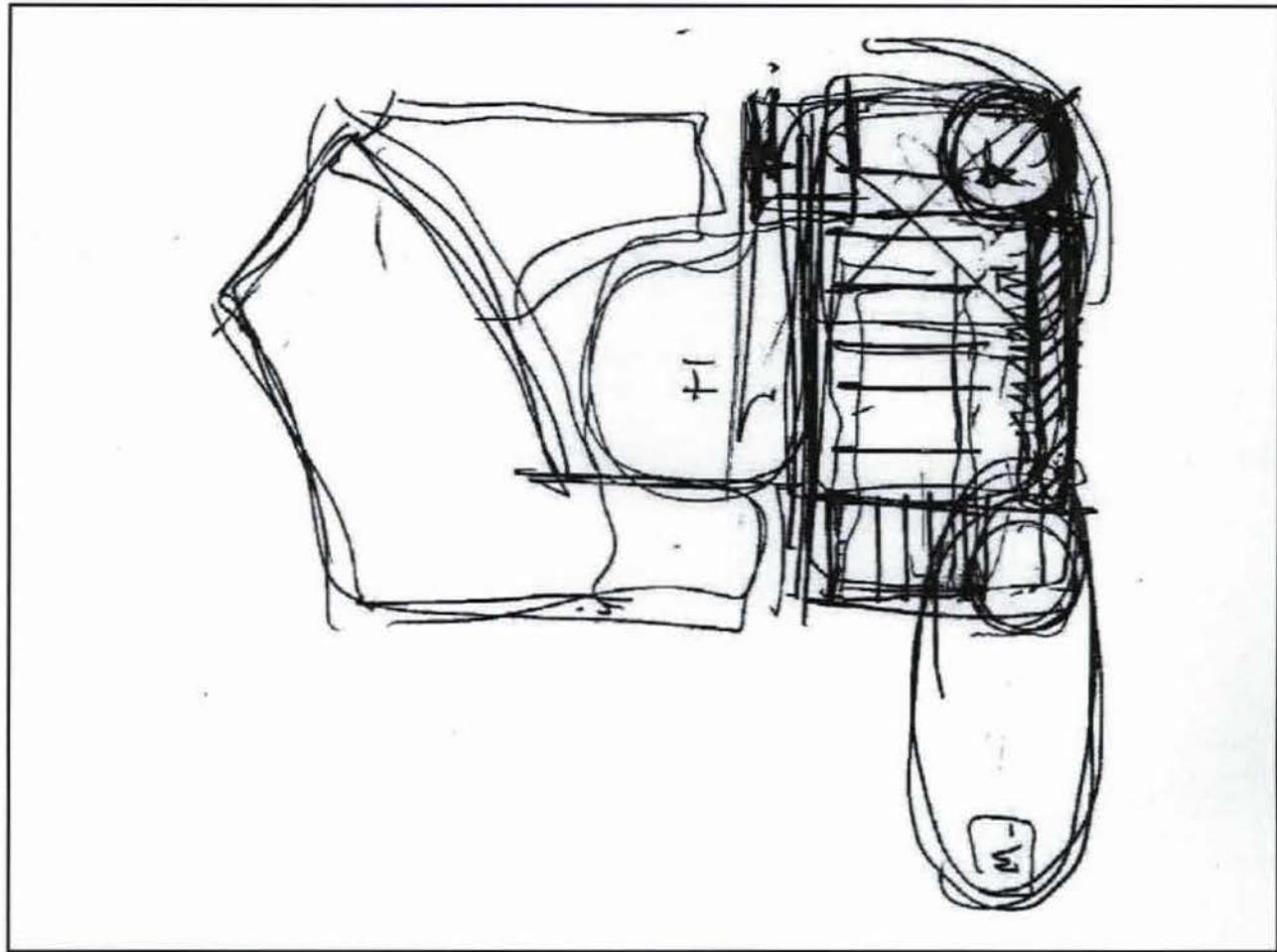


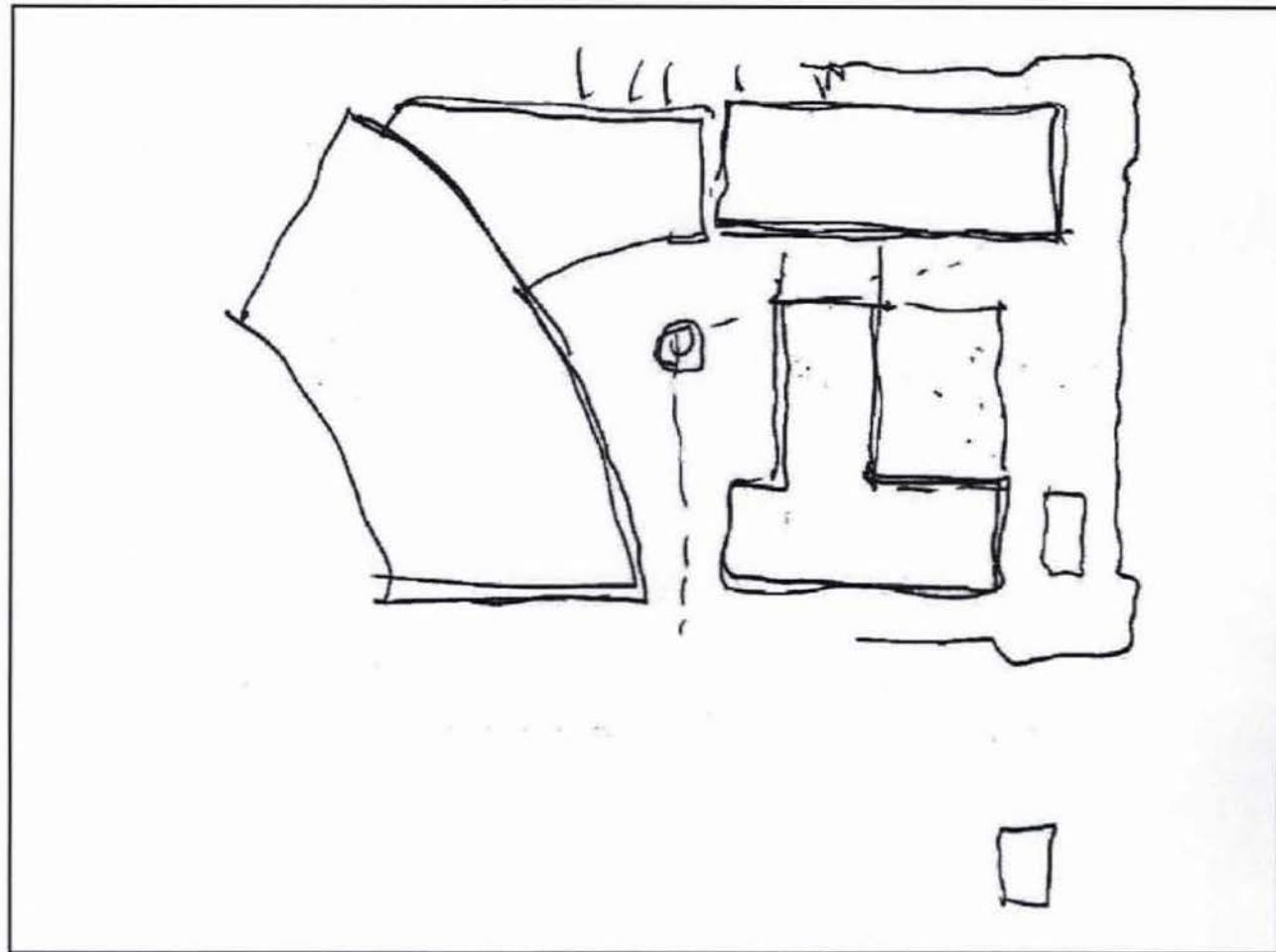


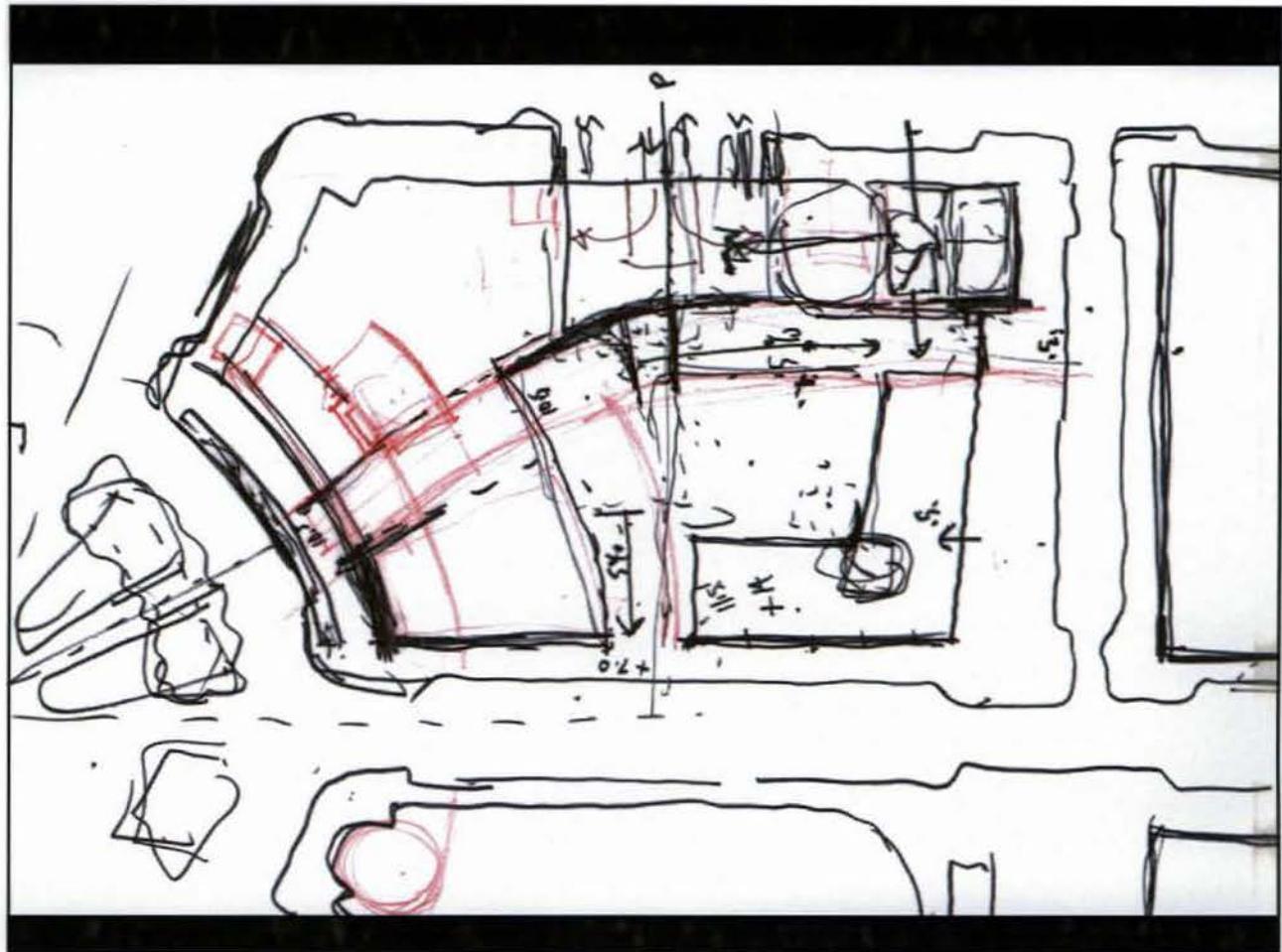




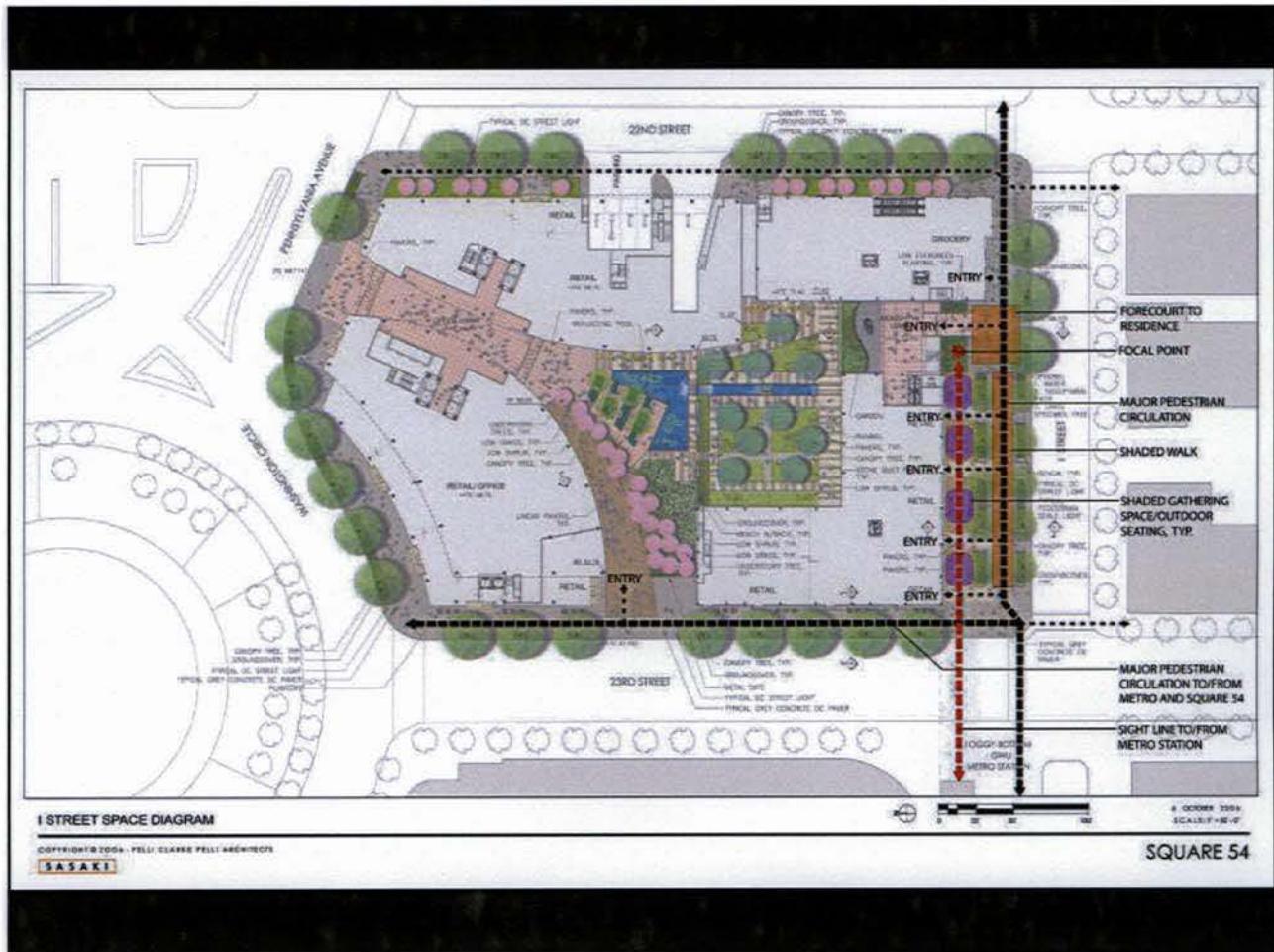












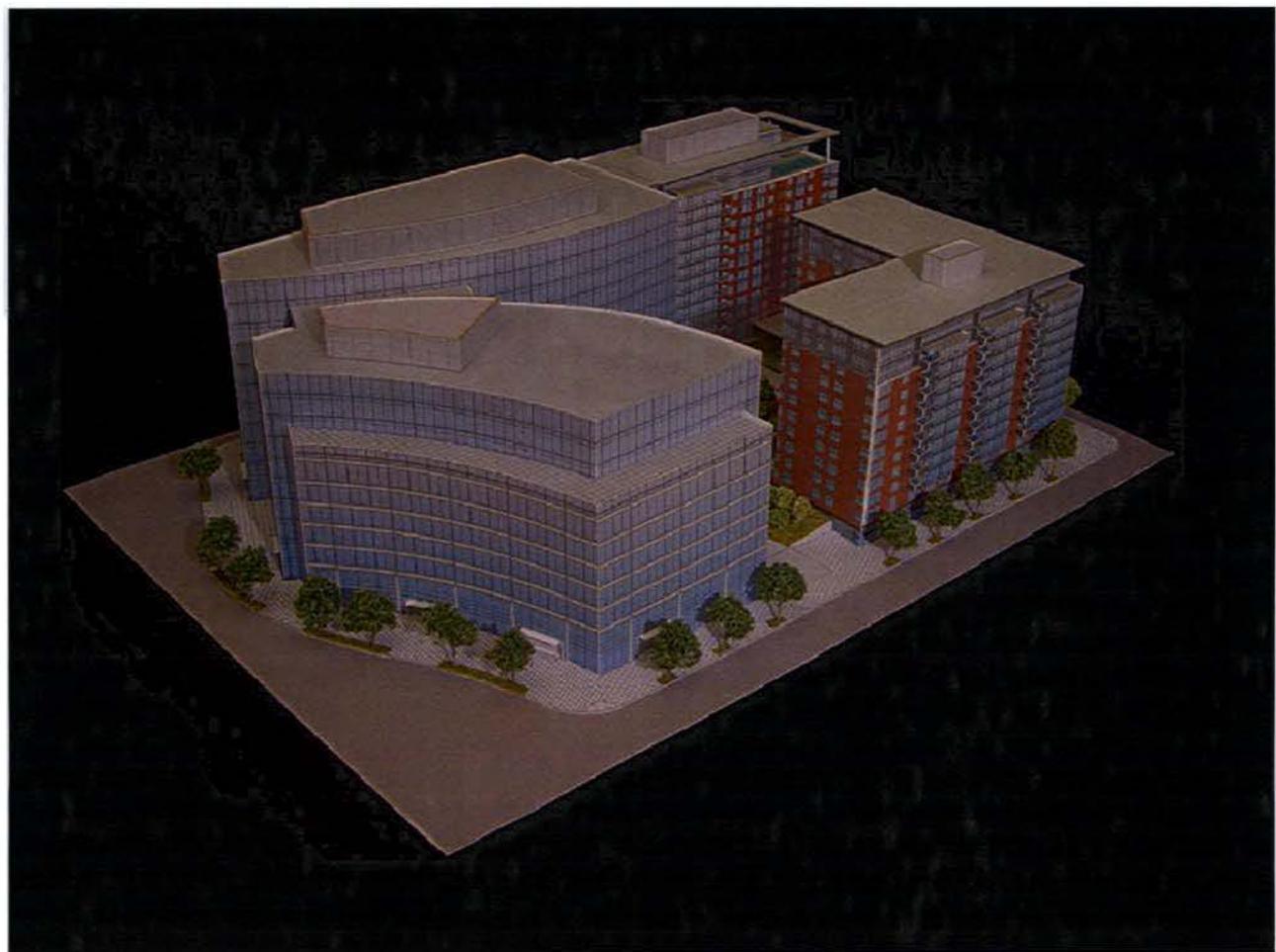


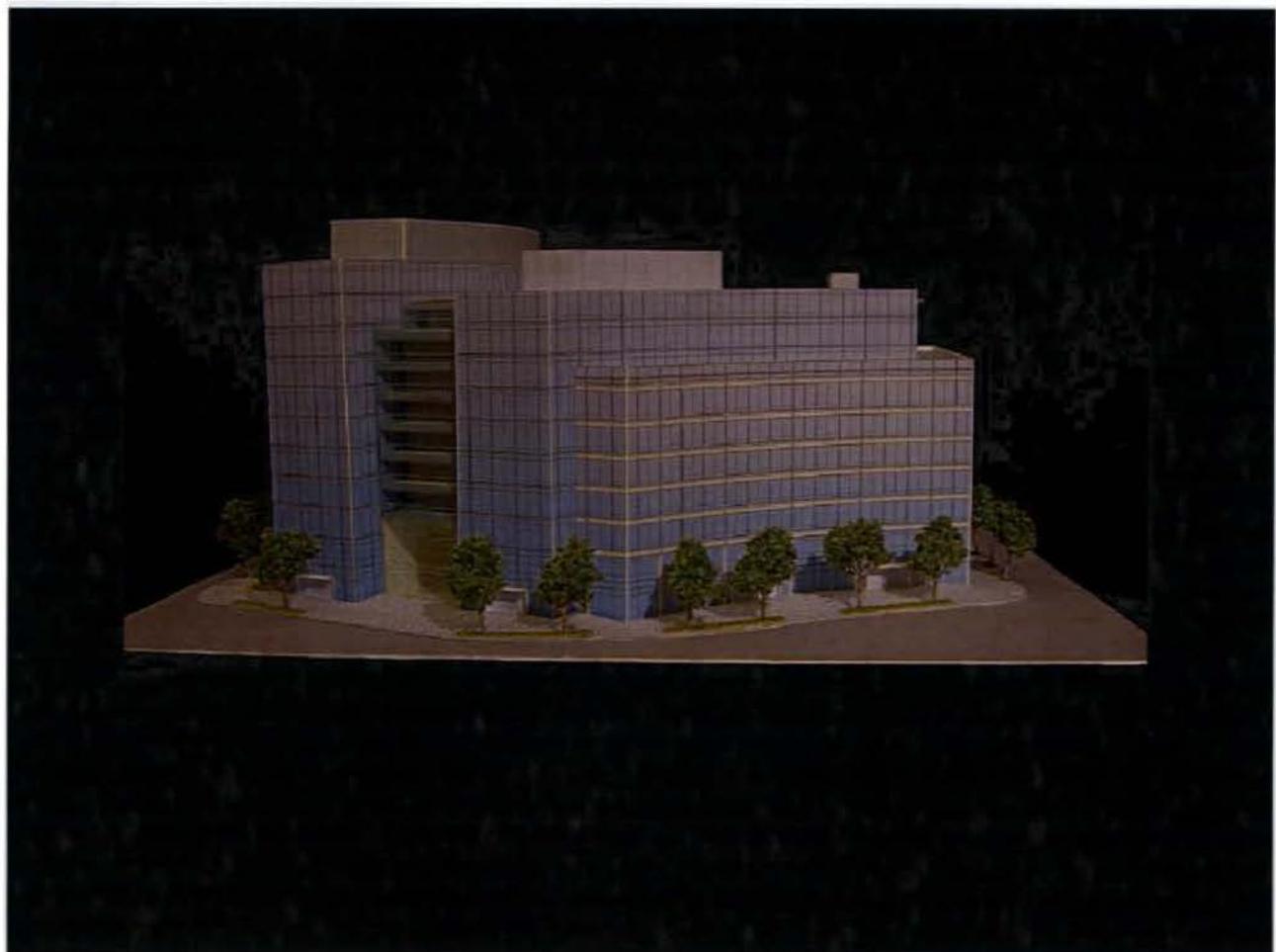




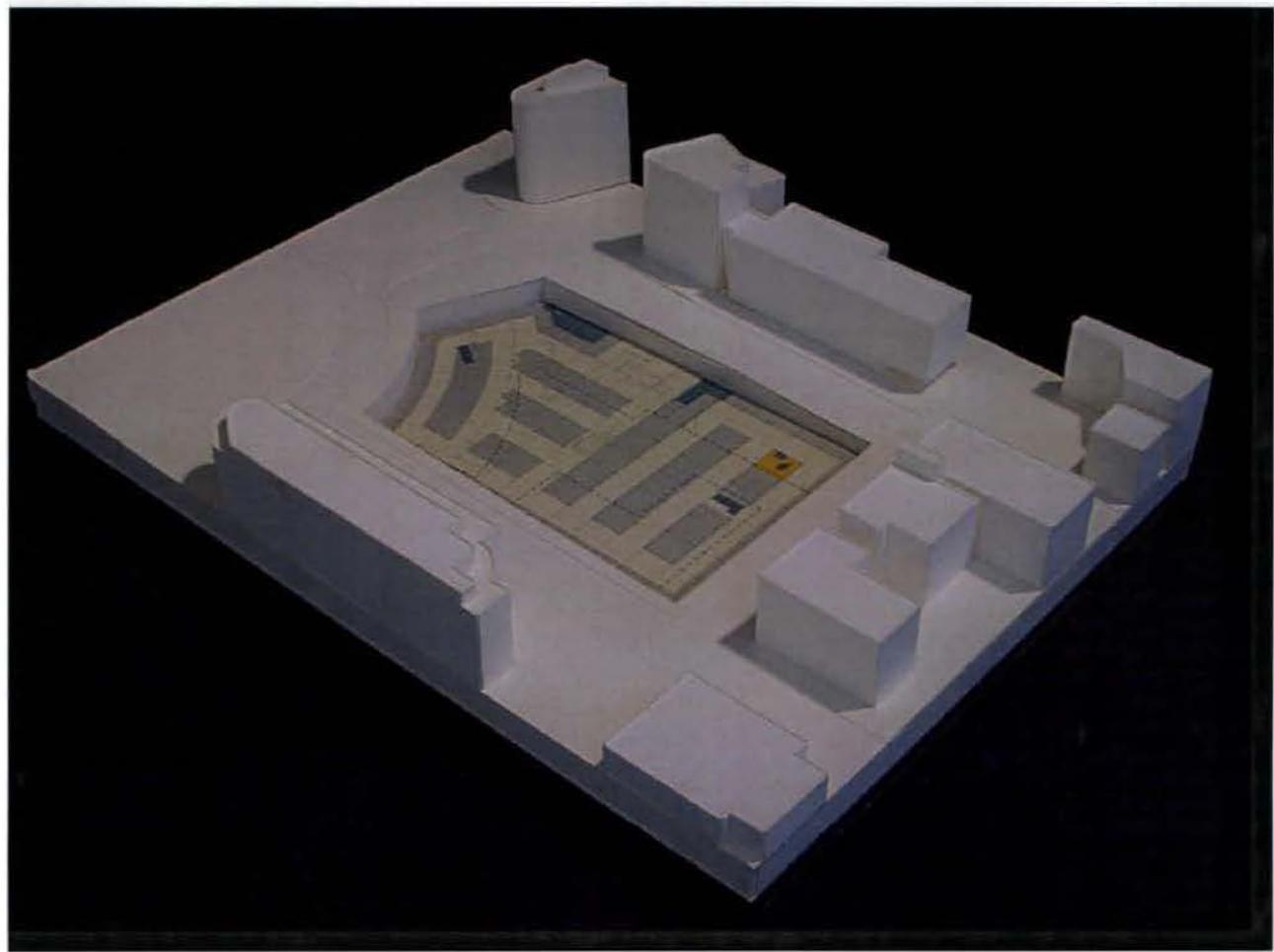


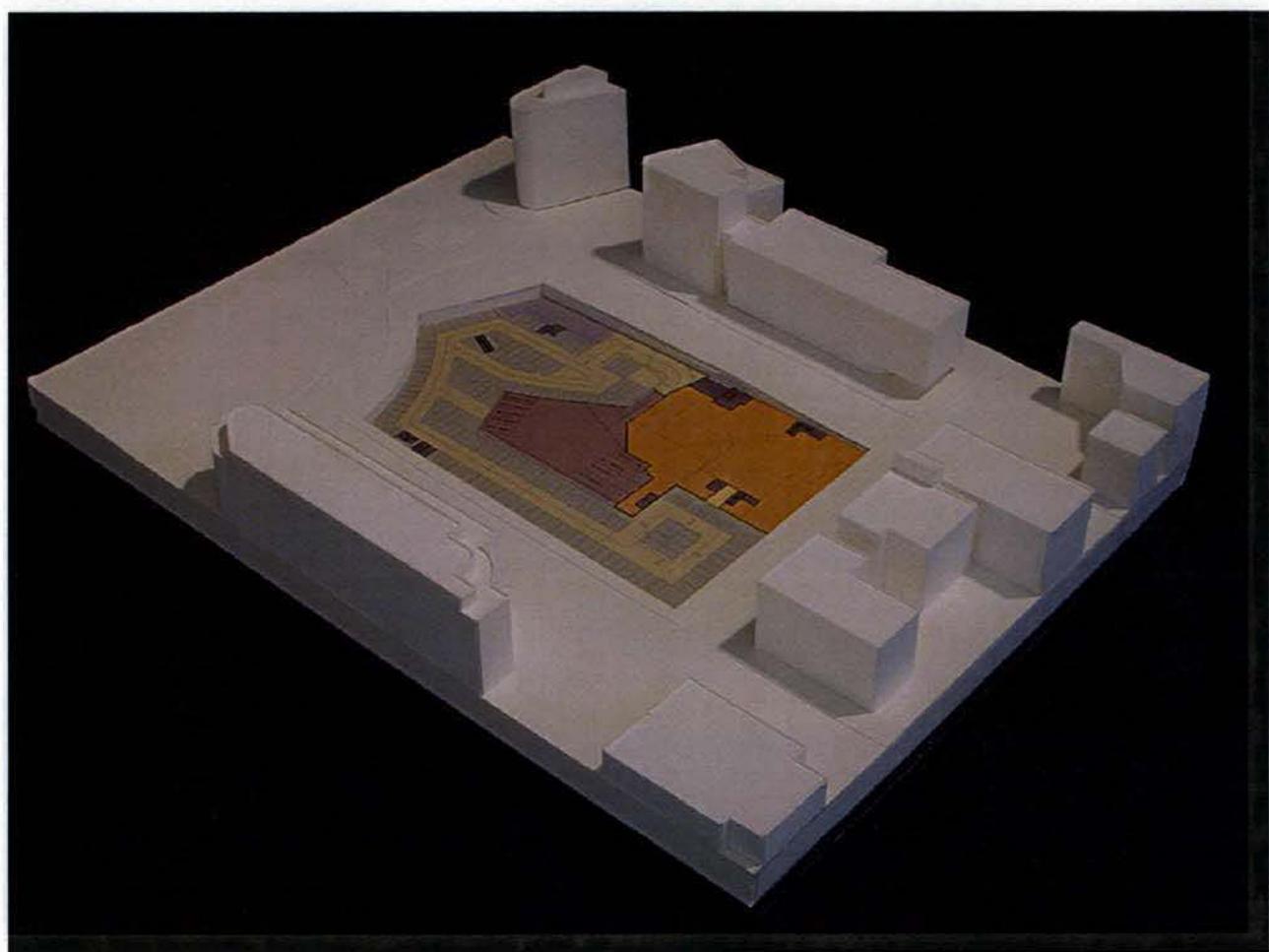


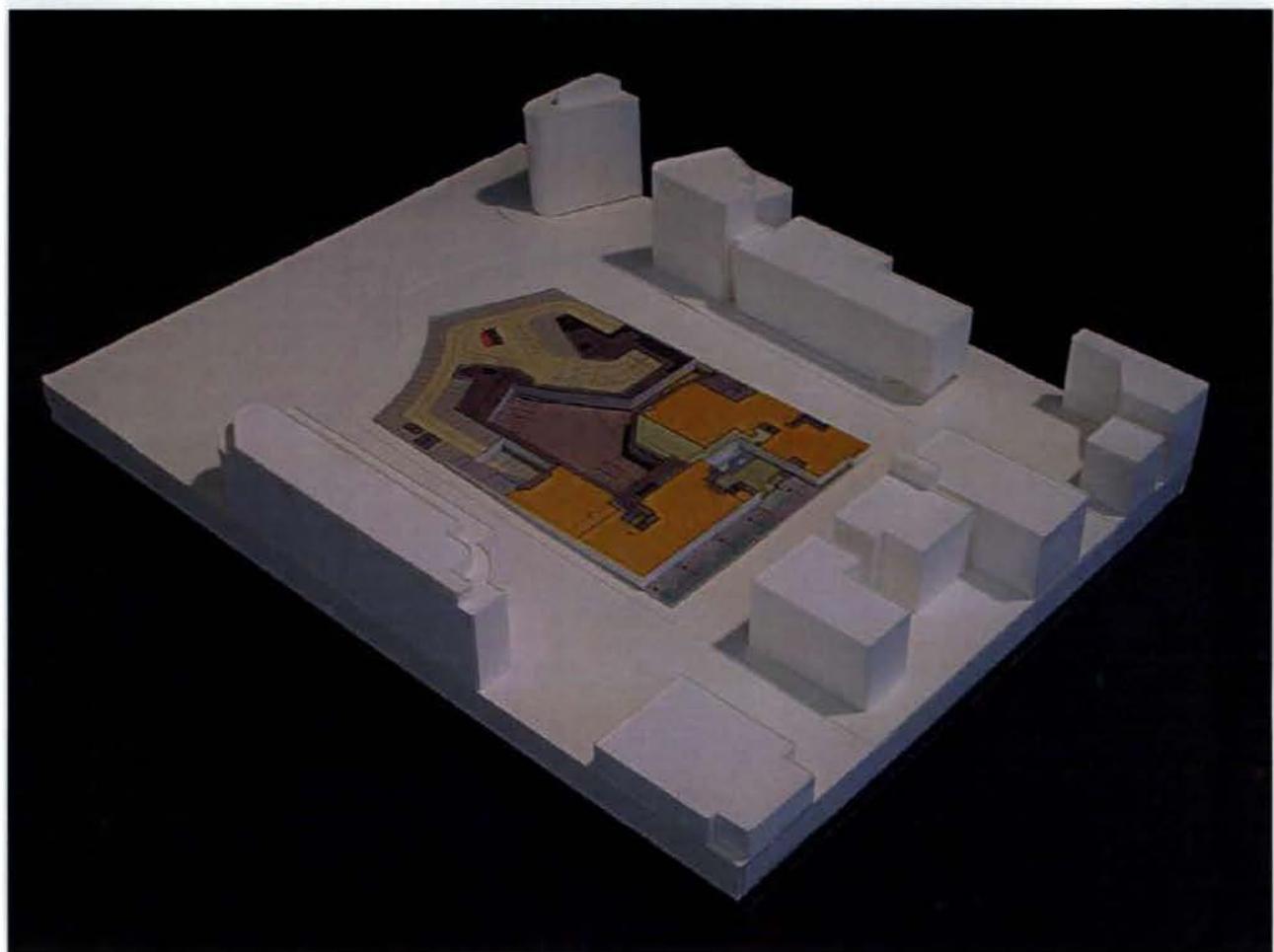


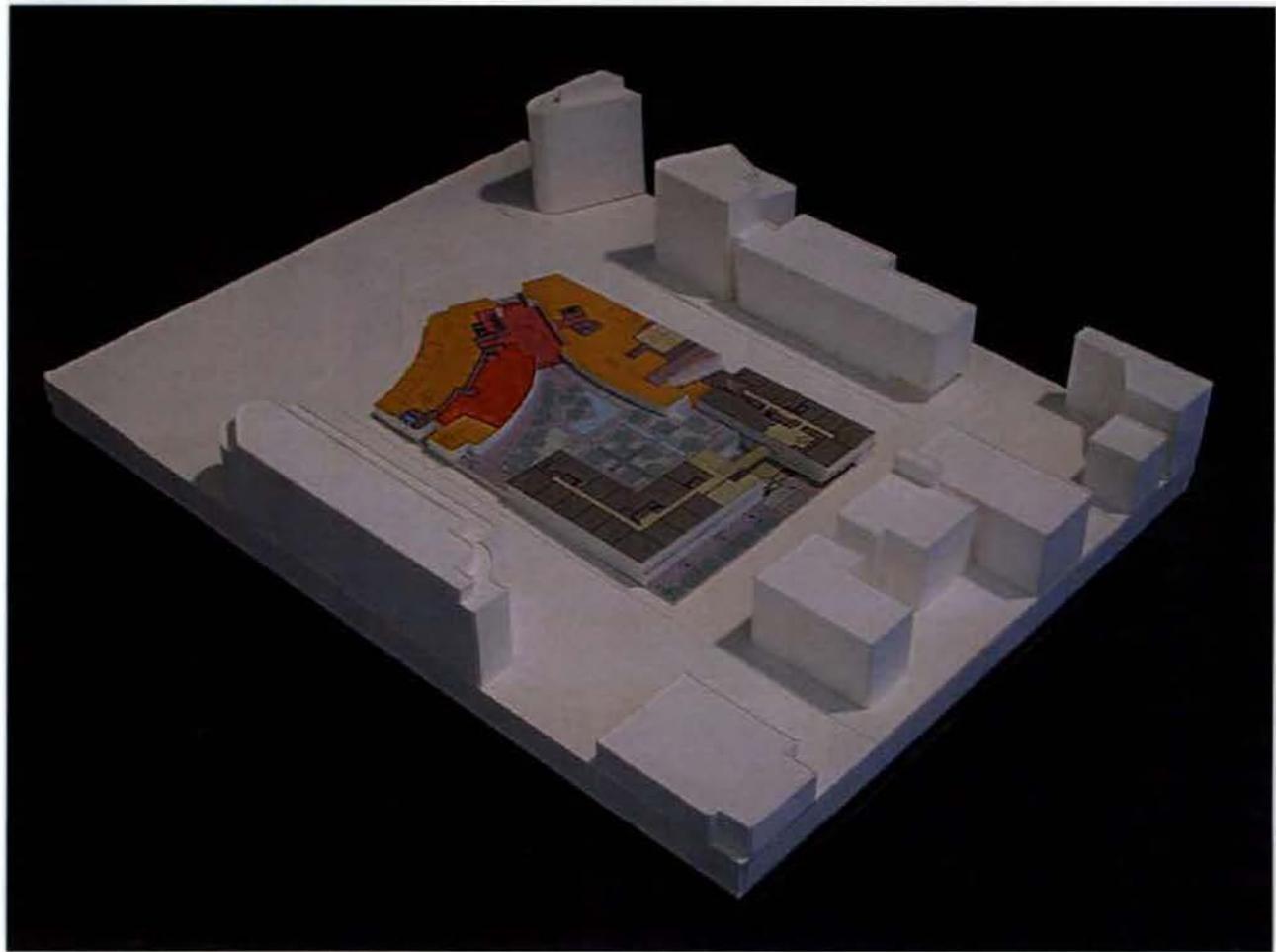


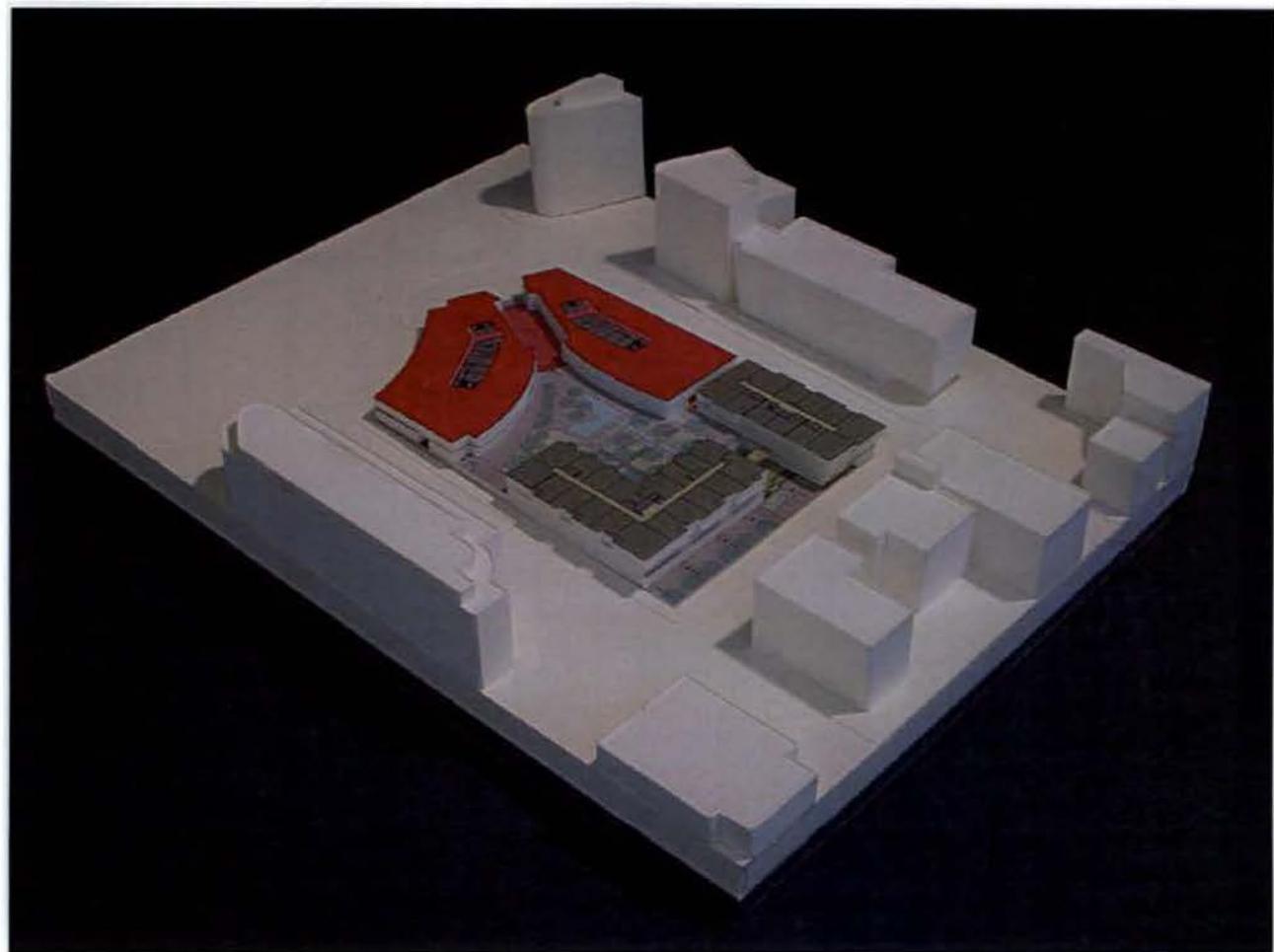


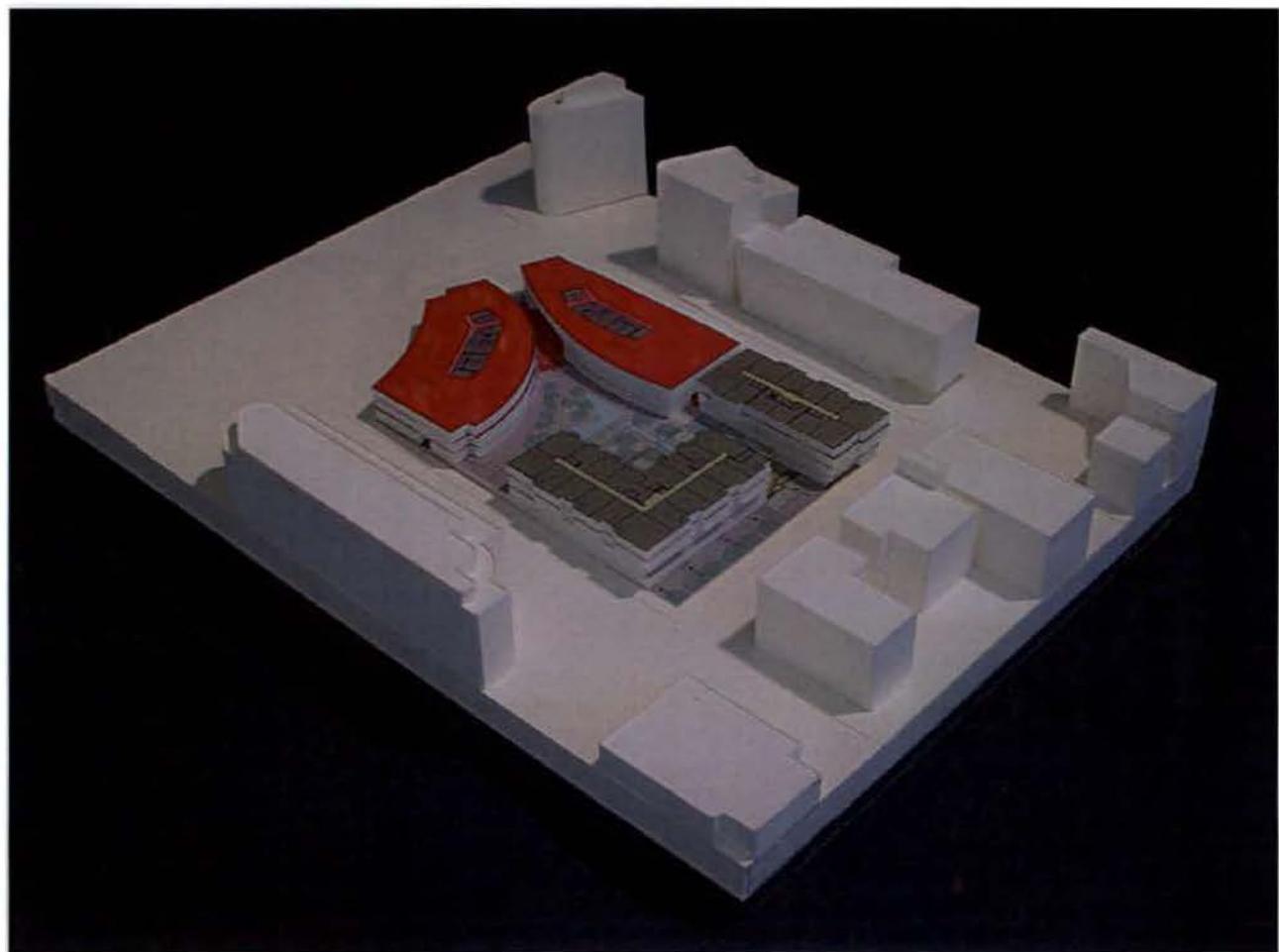


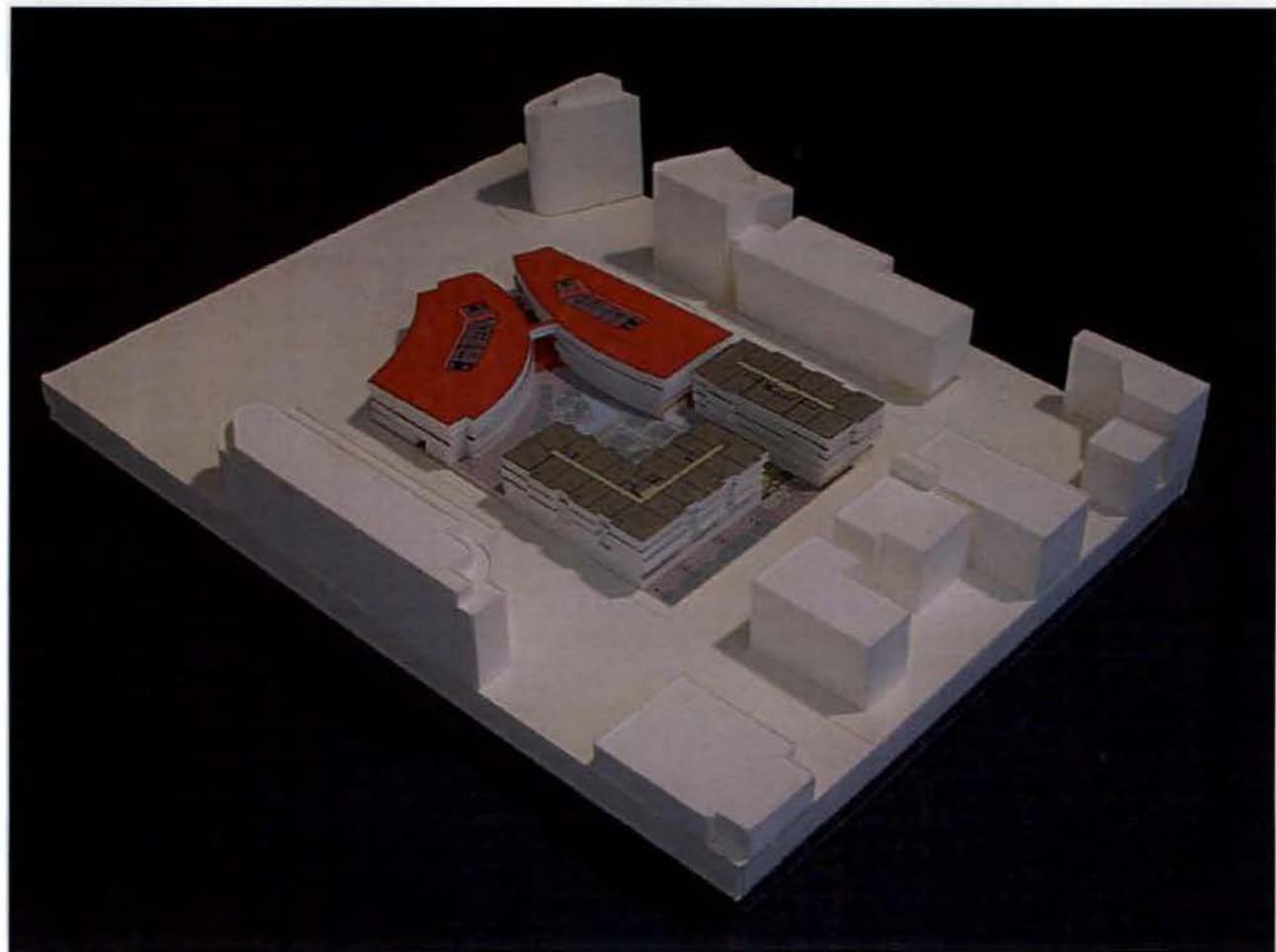


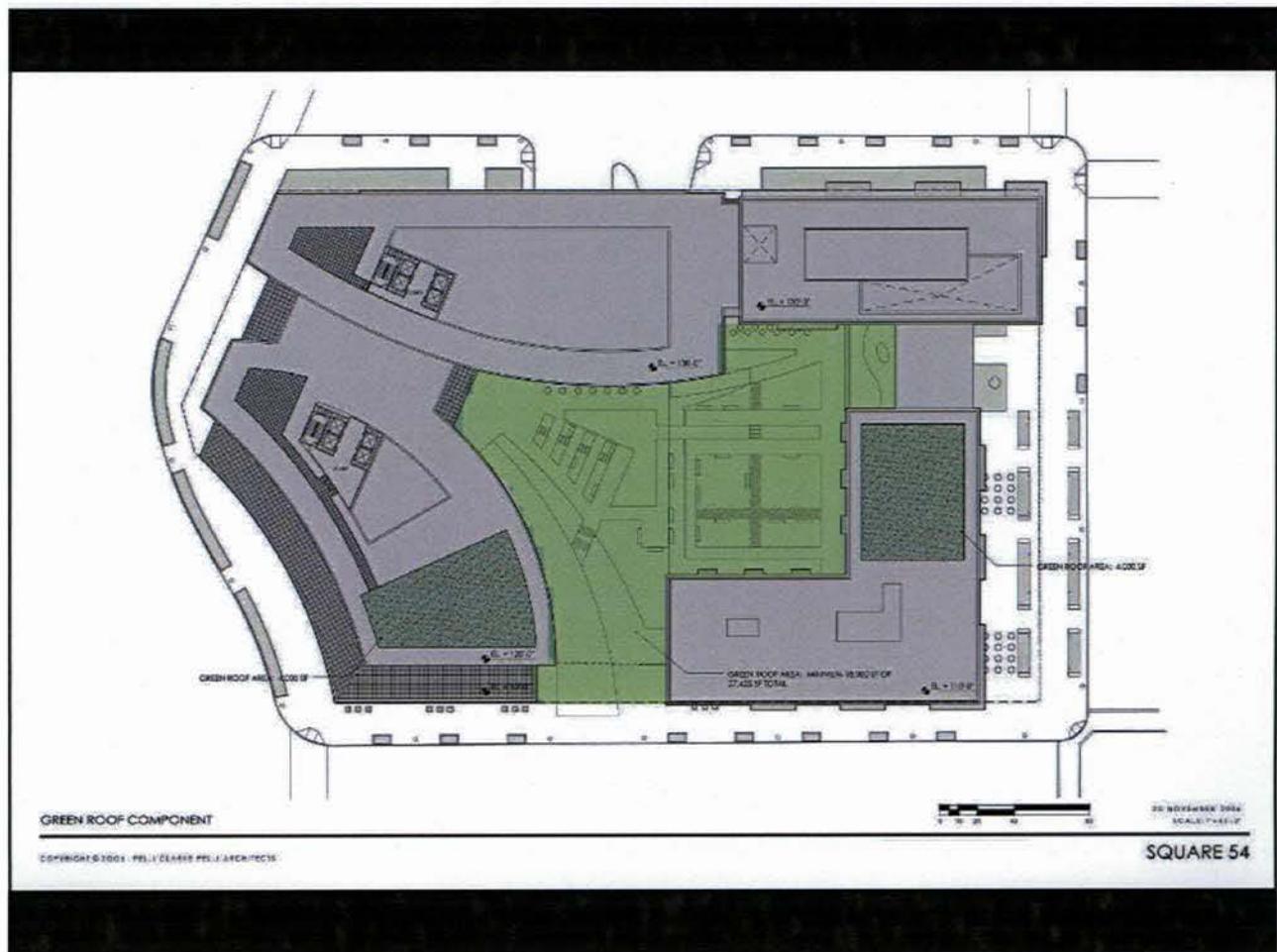


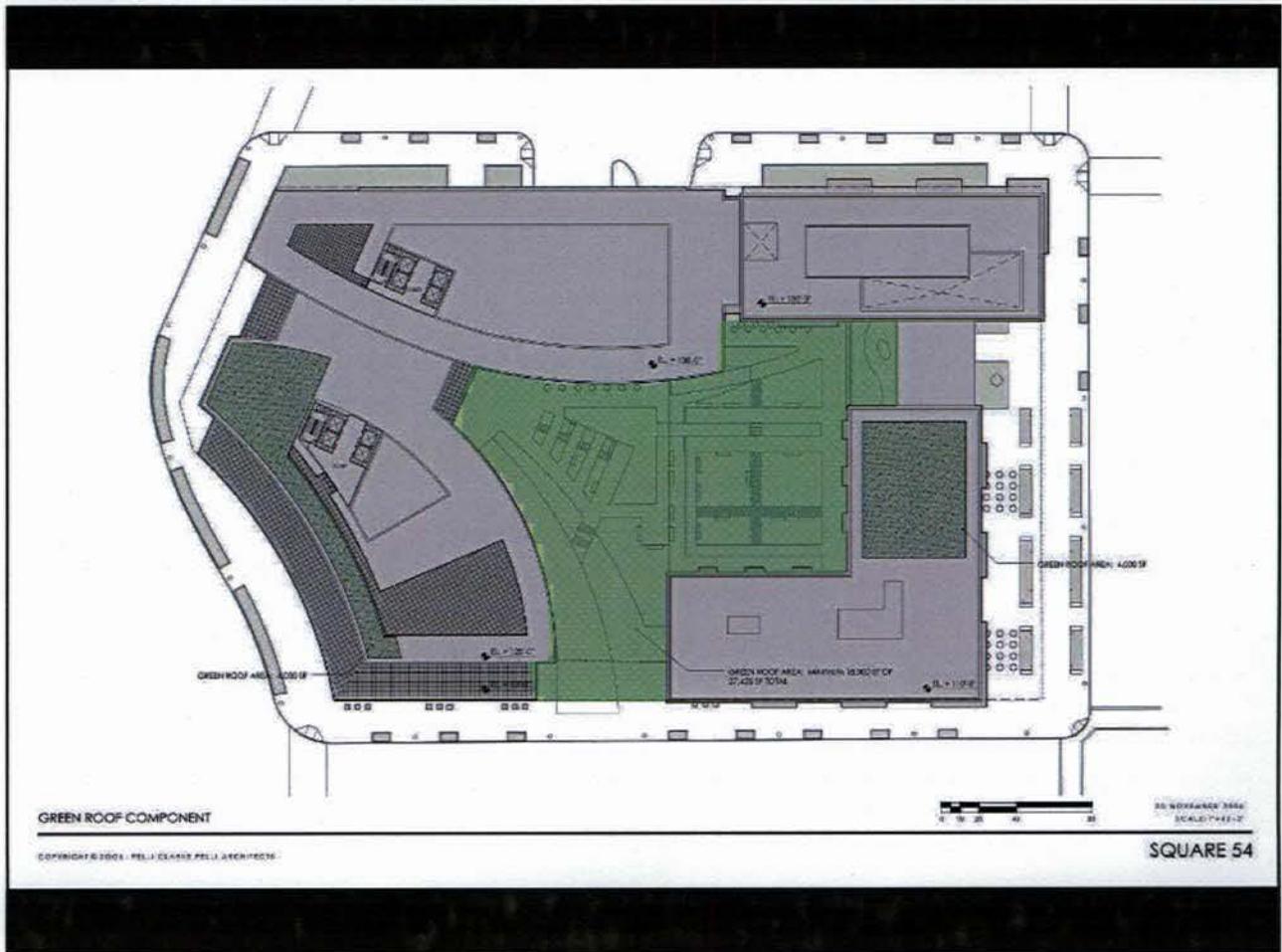






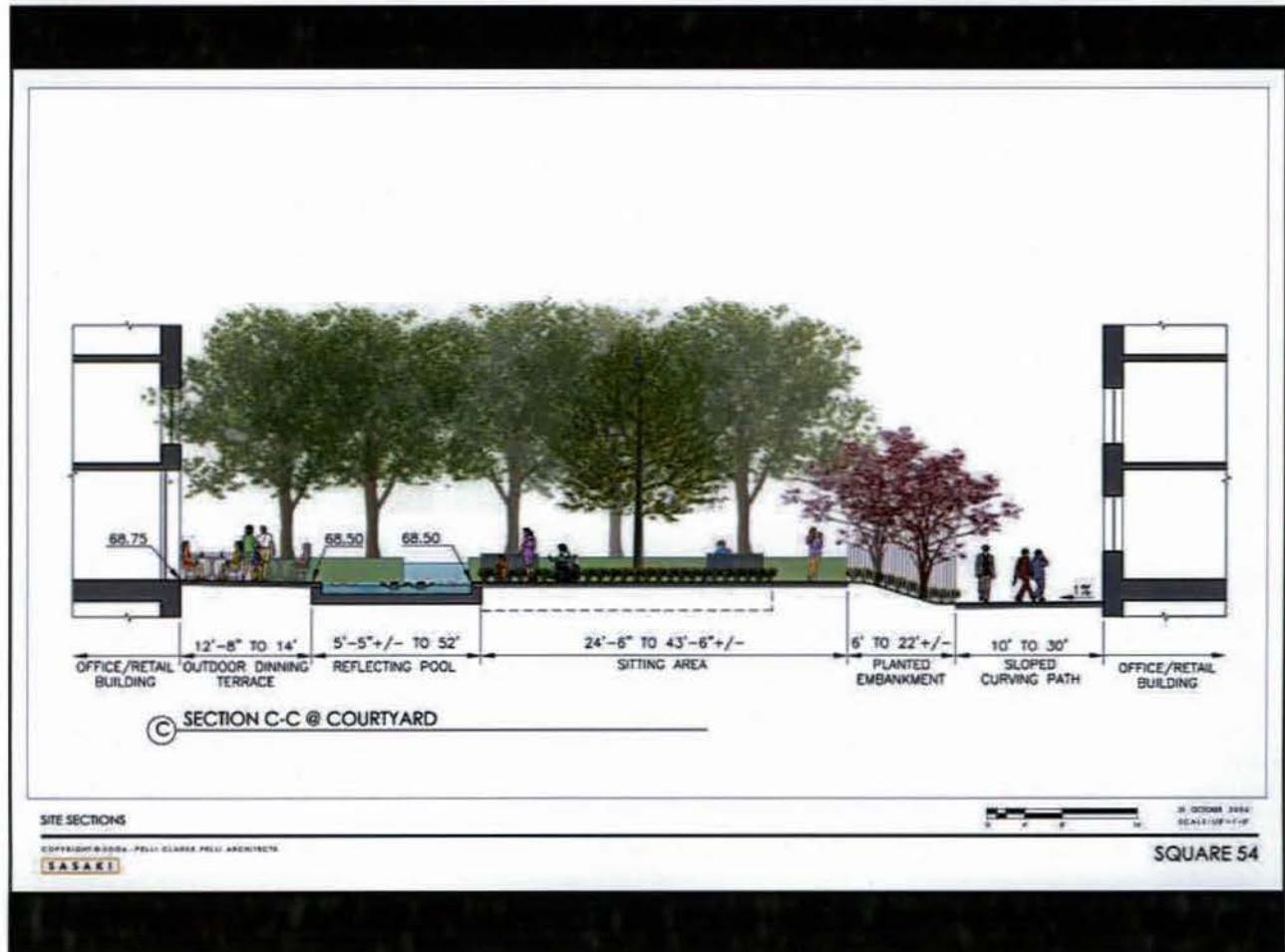


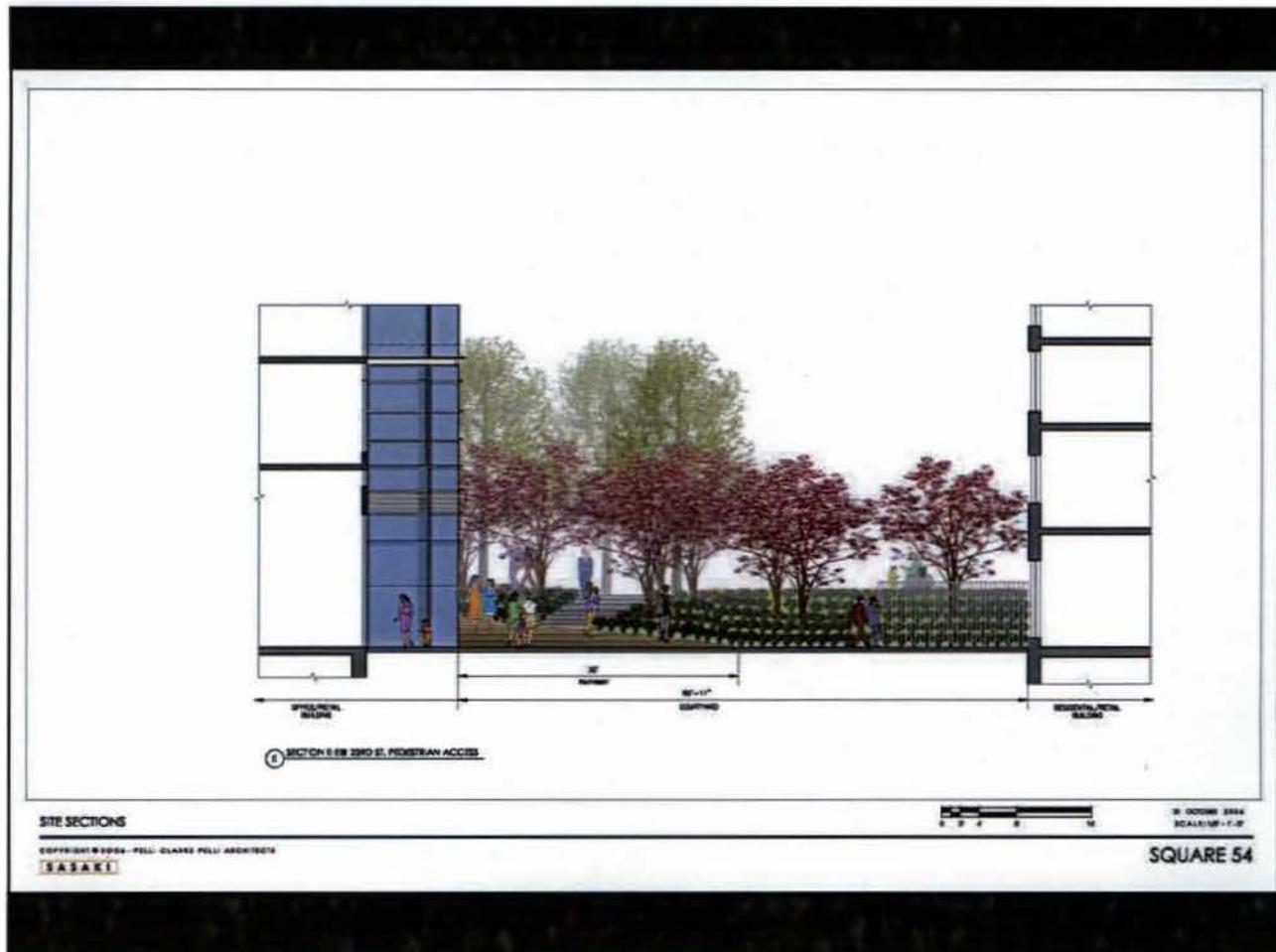




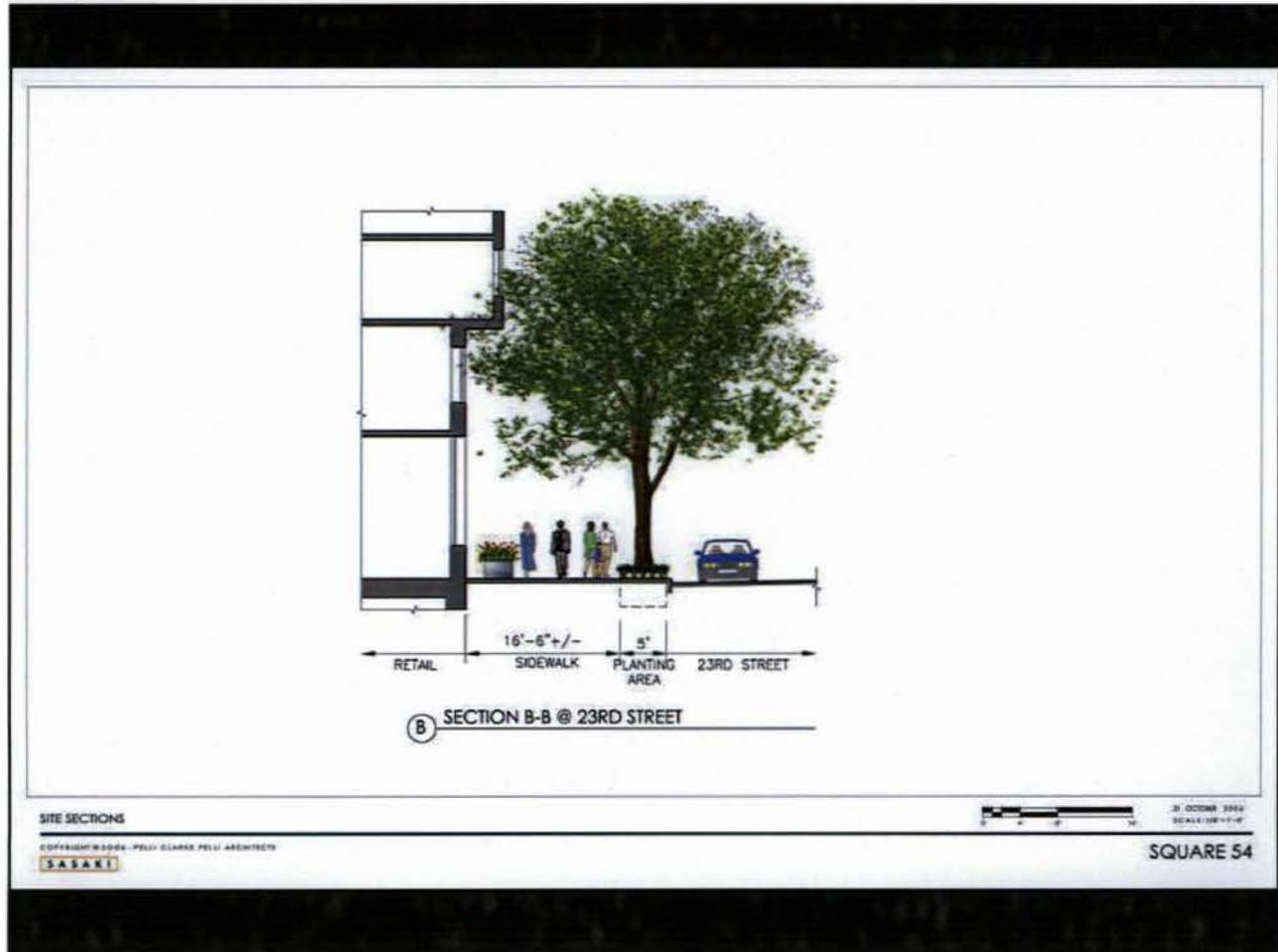


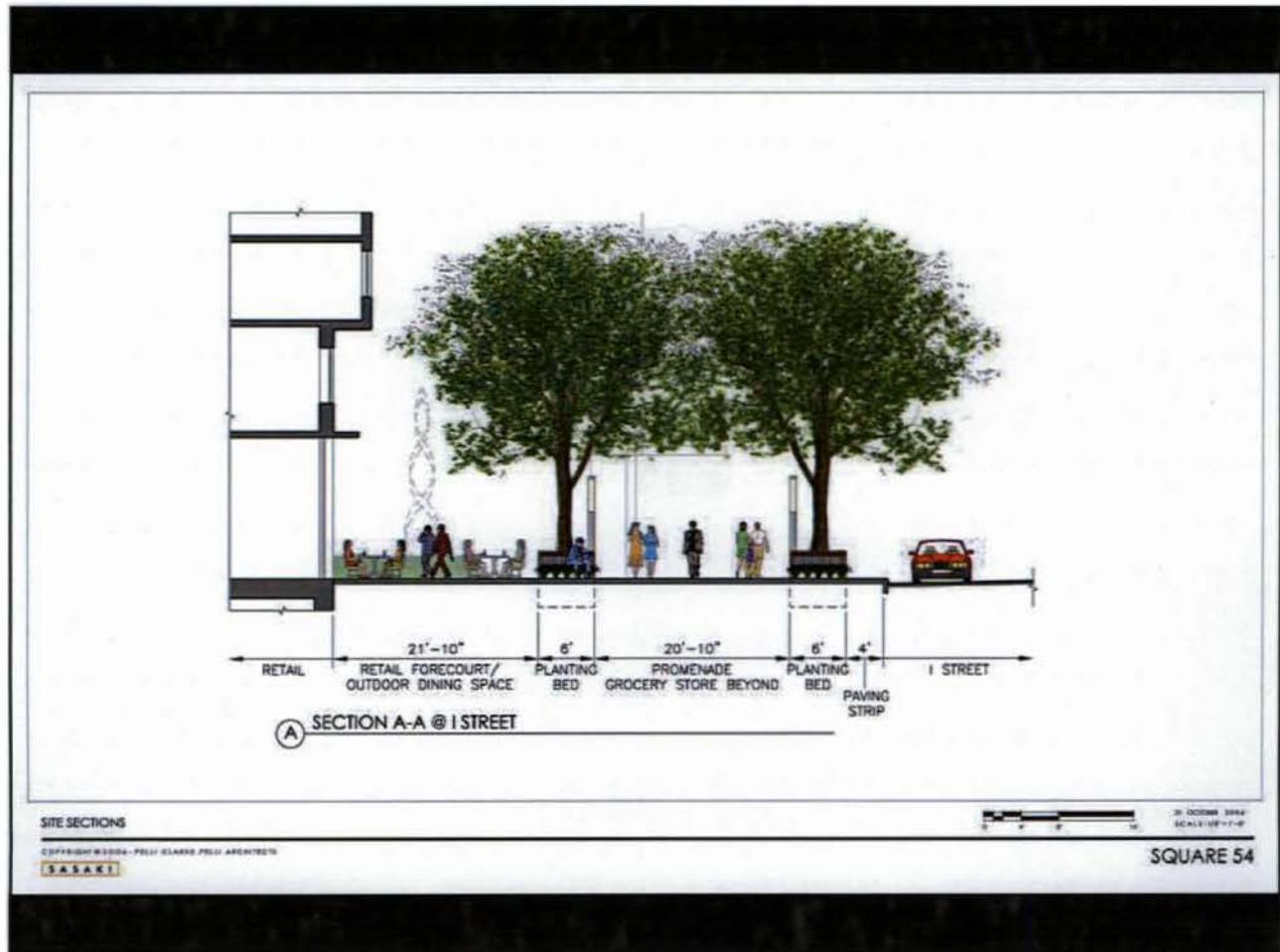


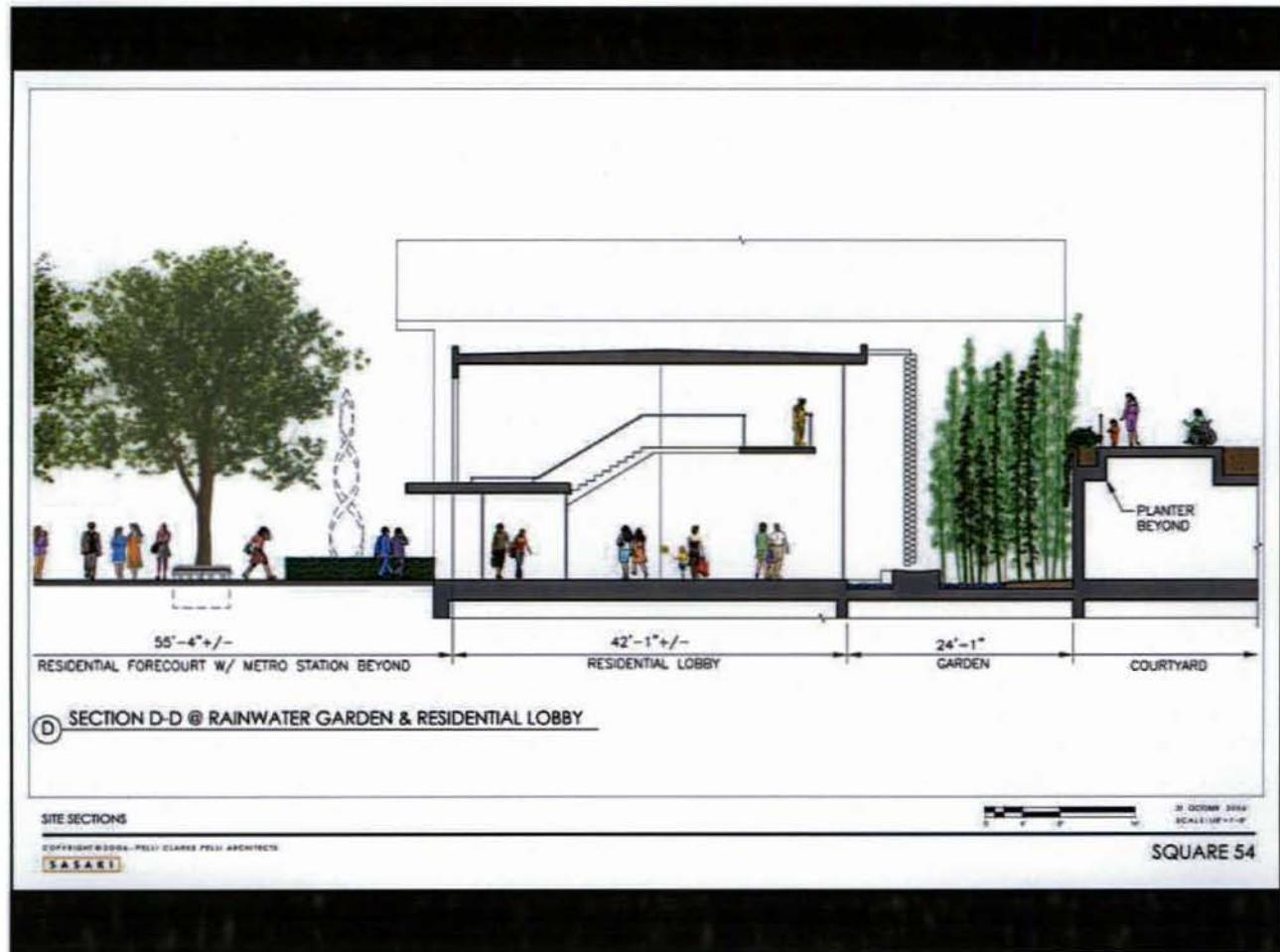










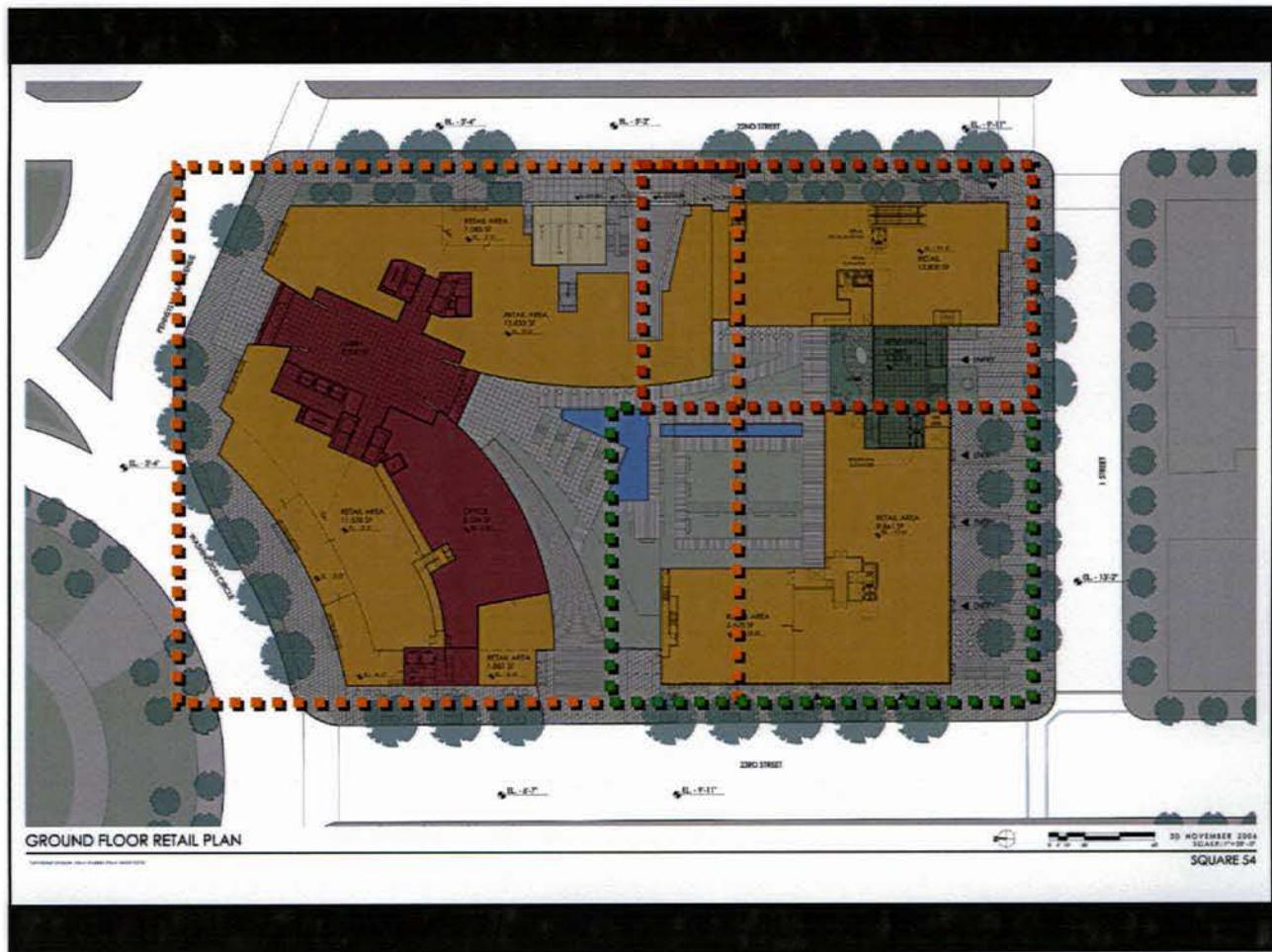




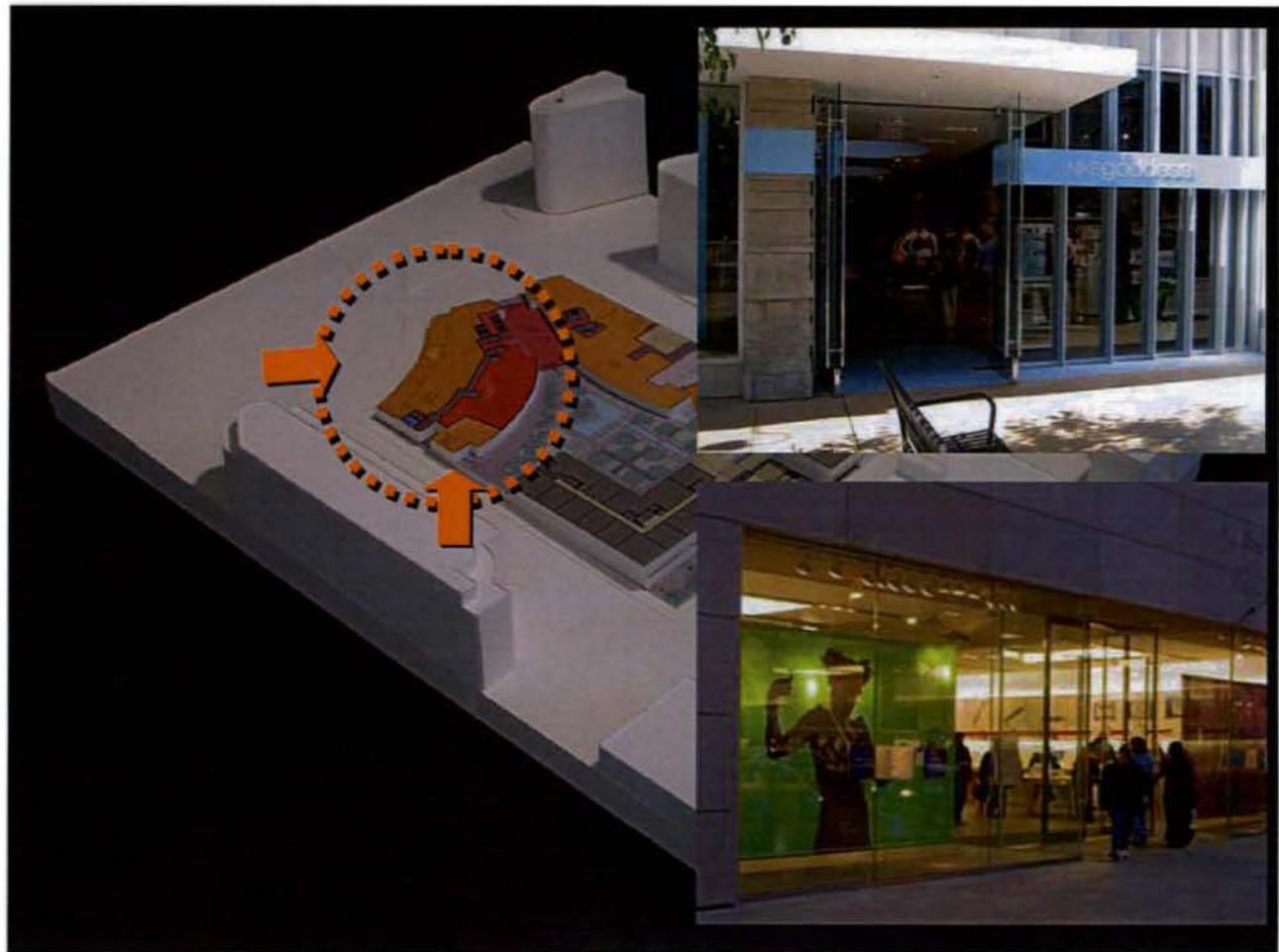
Richard Heapes
Founding Principal
Street-Works LLC



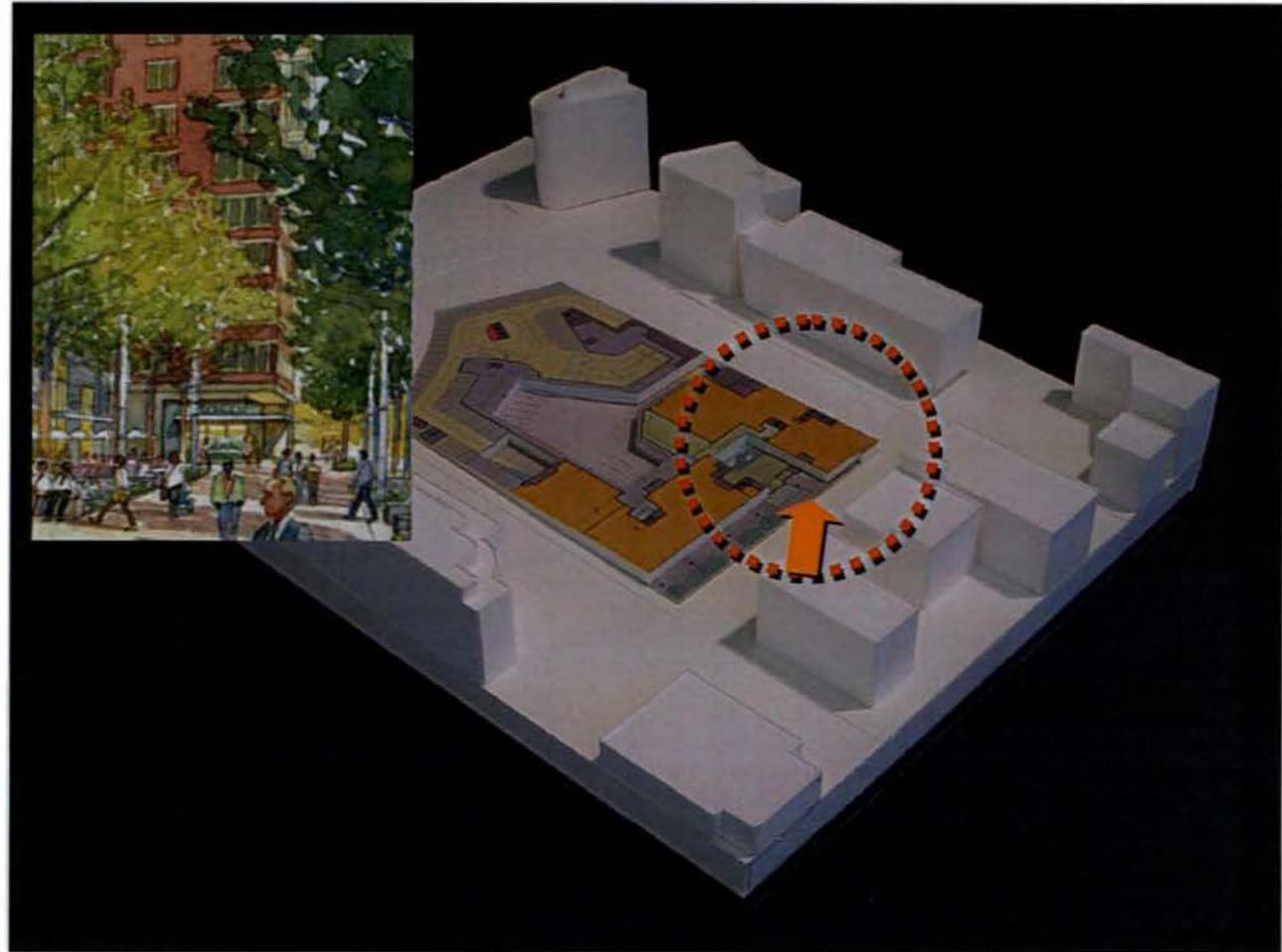




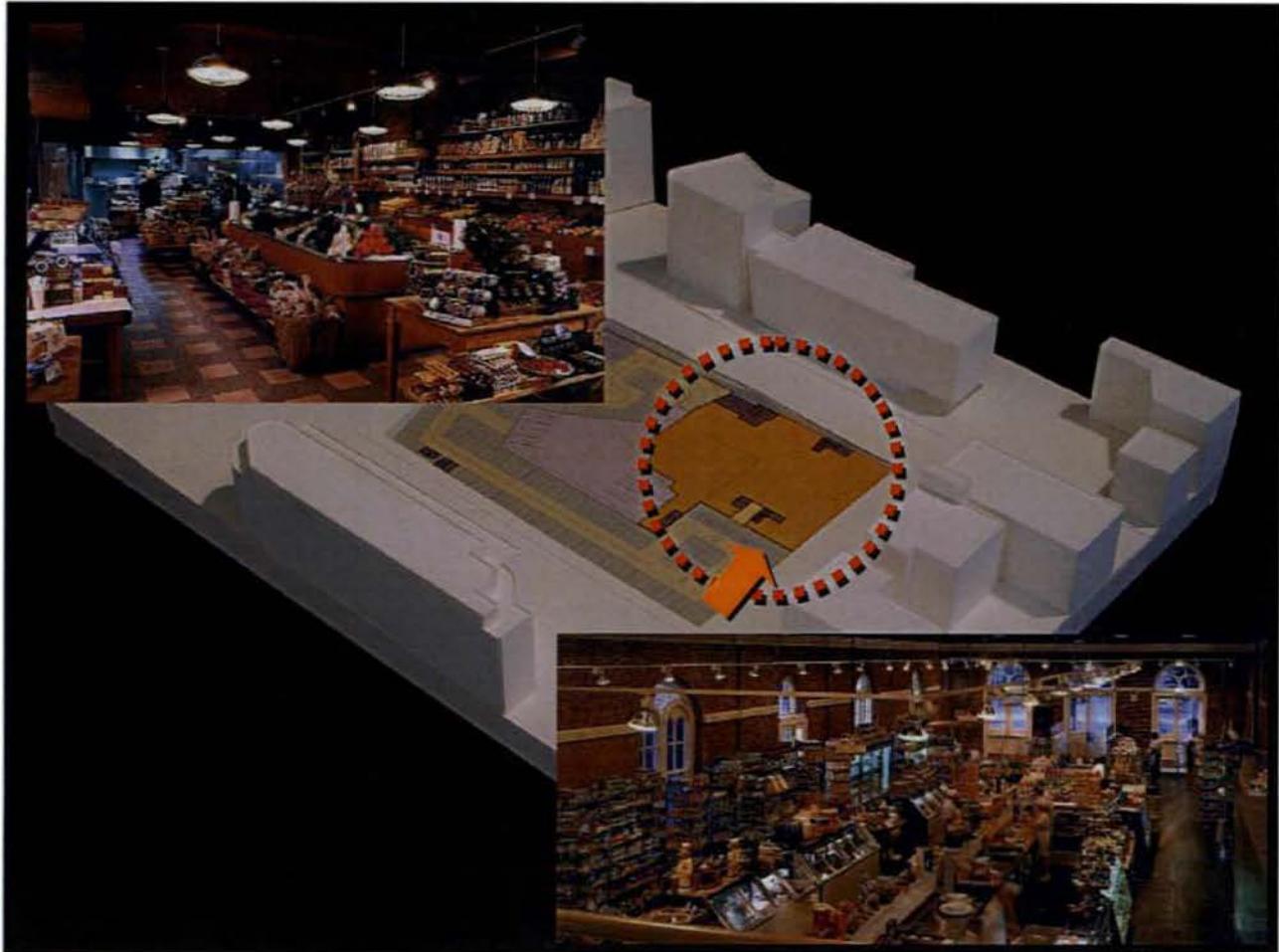












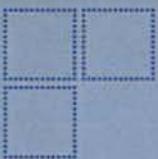








Jami Milanovich
Senior Associate
Wells & Associates LLC



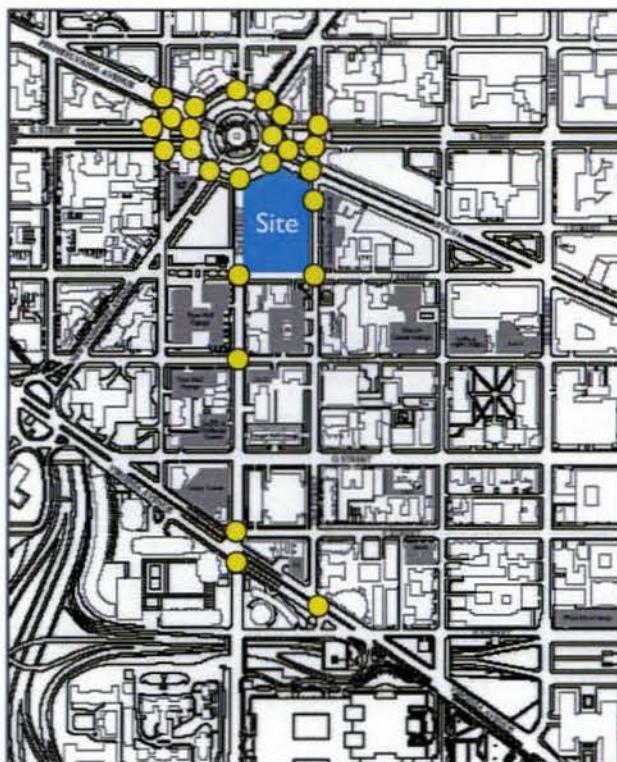
Components

1. Vehicles
2. Pedestrians
3. Transit
4. Loading
5. Transportation Demand Management

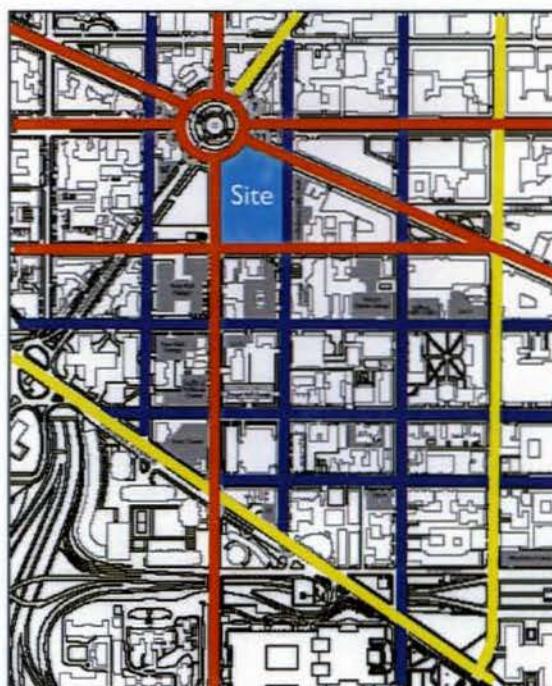


- A. Existing Conditions
- B. 2010 Conditions without the Proposed Development
- C. 2010 Conditions with the Proposed Development

Scope



Functional Classification

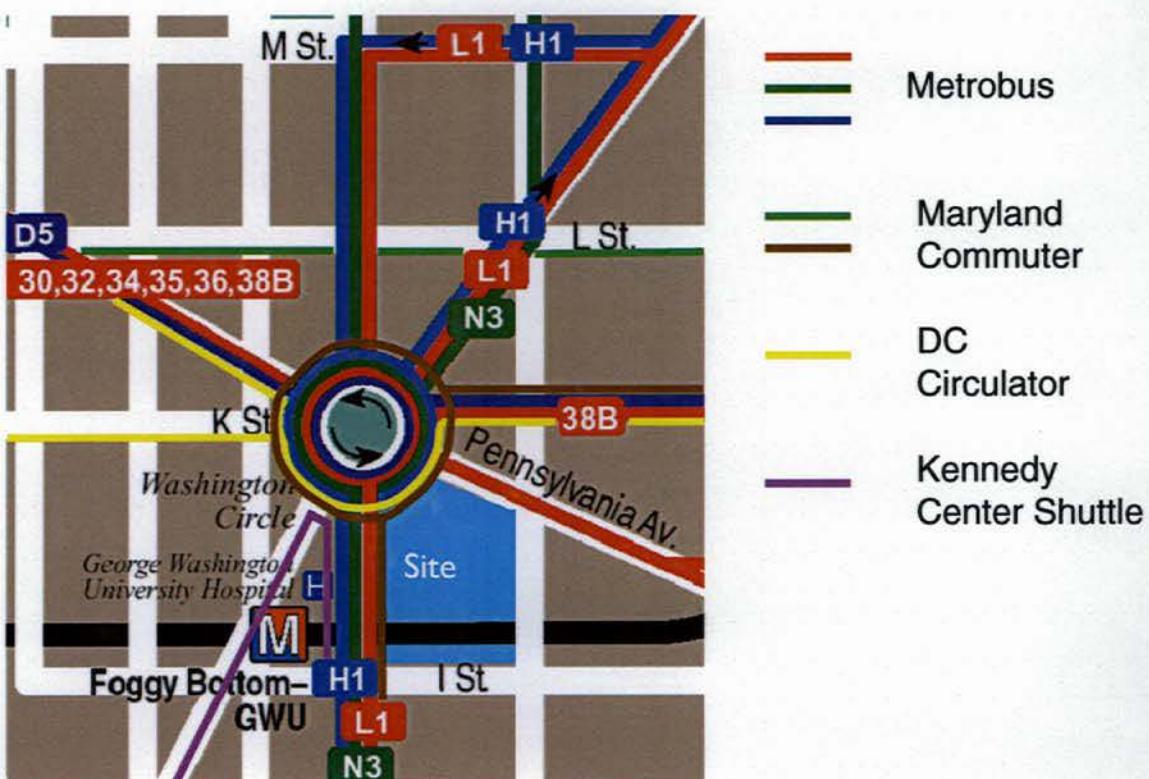


— Principal Arterial

— Minor Arterial

— Collector

Transit Routes



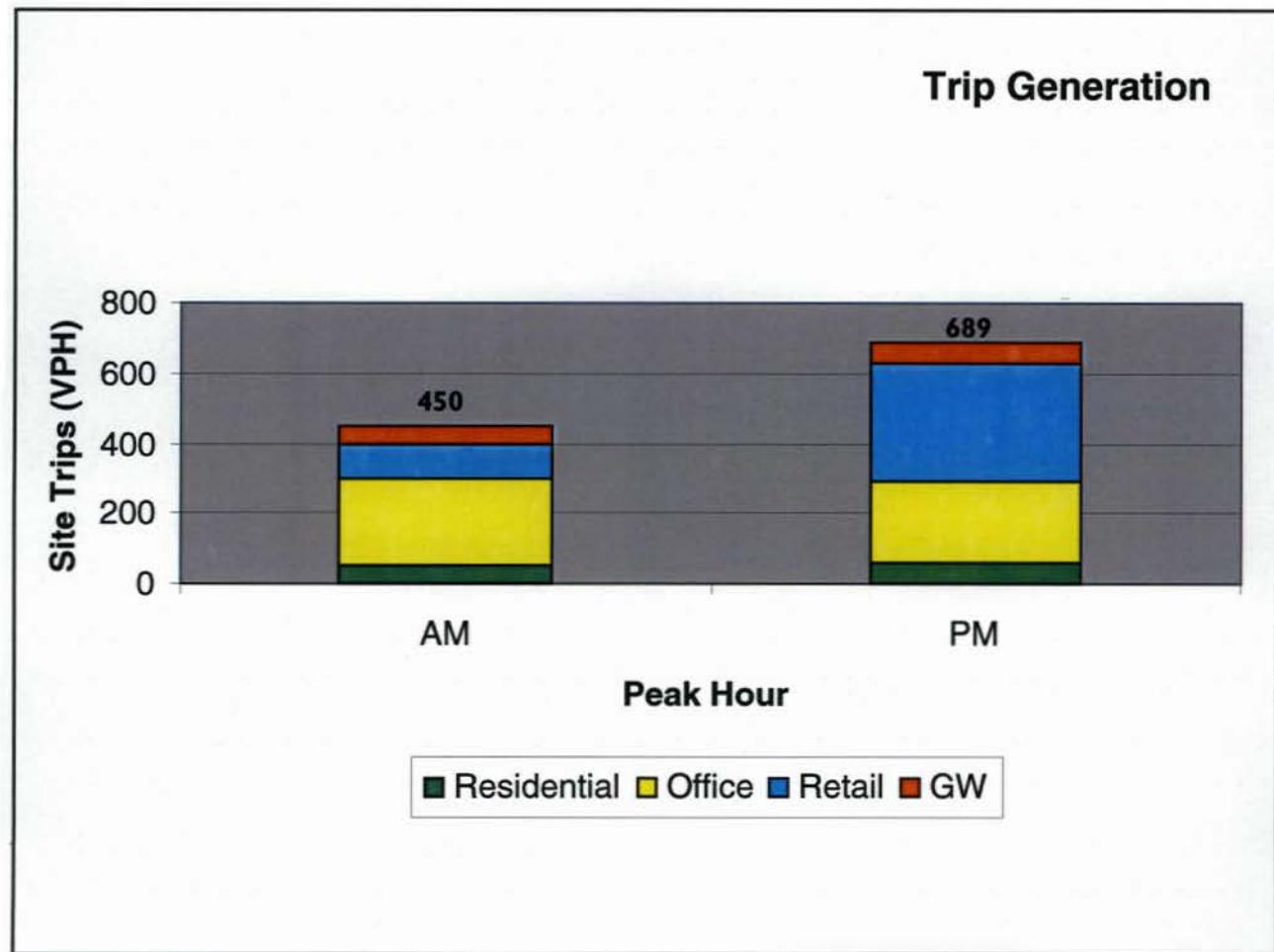
Existing Intersection Levels of Service



All intersections operate at overall acceptable levels of service ('D' or better) during the AM and PM peak hours except:

- Washington Circle/K Street (eastbound) (#3)
- 24th Street/Pennsylvania Avenue (#24)

- Overall LOS D or better
- Overall LOS E or better
- Overall LOS F or better



Future Conditions – Intersection Levels of Service

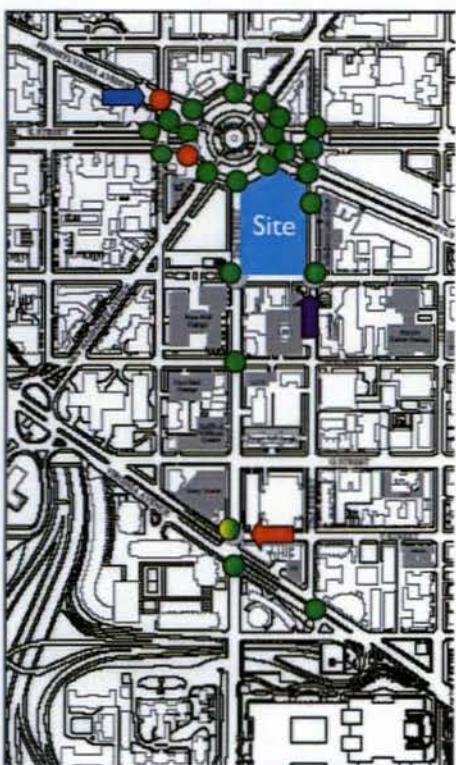
Without Proposed Development



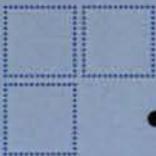
With Proposed Development & Mitigation



Proposed Mitigation Measures



- 23rd Street / F Street / Virginia Avenue westbound (#10)
 - Adjust AM peak hour signal timings
- 22nd Street / I Street (#15)
 - Install traffic signal and restrict parking on south side of I Street
- 24th Street / Pennsylvania Avenue (#24)
 - Adjust AM and PM peak hour signal timings



- Transit Incentives
- Information Dissemination
- Telecommuting Incentives
- Carpooling Incentives
- Parking for Car Sharing
- Bicycle Storage



- On-site Loading
- Trucks Enter and Exit Front First
- Loading Dock Coordinator
- Provide Preferred Truck Circulation Route



- The impact of the proposed development can be offset with the proposed transportation improvements
- TDM Program
- Truck Management Plan

