

## 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.

