

EXHIBIT X
Foggy Bottom Campus Streetscape Plan (Preliminary Draft)

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SECTION 1: OVERVIEW

1.1 Introduction

The George Washington University (GW), founded in 1821 and rooted in the Foggy Bottom neighborhood since 1912, combines the resources of a major international research university with the dynamics of a vibrant, urban setting in the heart of the nation’s capital. GW’s location is key to its mission and critical to its success, as the opportunities and resources surrounding the campus attract outstanding faculty and students and help shape some of the University’s most successful academic programs.

Beyond the major international educational, financial, health, policy, and political institutions that are located in Washington DC, the District is comprised of distinct neighborhoods that together form the fabric of a unique and diverse city. The University values the Foggy Bottom and West End neighborhoods of which it is a part and recognizes that a thriving living, learning, and working urban community is a key component of the *GW Experience*. The building blocks of a vibrant campus community include not only well-planned and executed building design, but also functional and attractive open spaces and pedestrian pathways, as well as sustainable streetscape elements. Over the past several years, the Foggy Bottom campus environment has been enhanced by improving existing open spaces and pedestrian pathways, as well as adding new plantings, directional signage, art, benches, and other street furniture. The University remains committed to maintaining and enhancing the pedestrian environment of the campus for all who study, live, and work in and around the Foggy Bottom campus.

The Streetscape Plan is a component of and supplement to the *Foggy Bottom Campus Plan: 2006 – 2025*. The Campus Plan sets forth a development framework that provides for the location of increased density at targeted sites – primarily concentrated in the core of campus – in accordance with surrounding development patterns. This approach allows the University to retain and enhance

open spaces, pedestrian pathways and pocket parks on the balance of the campus, maintaining a diversity in the scale and character of the campus environment that supports and enhances the GW *living and learning* experience.

This preliminary Streetscape Plan sets forth a general design framework and planning guidelines for future streetscape improvements anticipated to occur over the next two decades in accordance with the planning principles and development framework introduced in the Campus Plan. Consistent with the Campus Plan, the Streetscape Plan reflects the diversity of the primary “campus streets” (specifically I, H, and G Streets), and also focuses on areas of the campus where University activity is concentrated (e.g., the midblock of H Street between 21st and 22nd Streets). The Streetscape Plan will eventually include appropriate treatments for campus edges, proposed conditions for the vehicular north/south streets that run through campus, and will also address relevant design elements including banners, placards, and other special features.

1.2 Development of the Streetscape Plan

The development of the Streetscape Plan takes into account feedback from a variety of stakeholders – including members of the Foggy Bottom and West End communities, District agencies, University students, faculty and staff, as well as other interested parties – which has thus far been gathered primarily through the University’s comprehensive community-based planning process.¹ The design guidelines included in this preliminary Streetscape Plan have been informed by an evaluation of existing conditions, the sustainability of current and proposed streetscape elements, and the expertise and direction of streetscape and design professionals². It is contemplated that the Streetscape Plan will be further refined and developed over the next several months through continued collaboration between the University, the Office of Planning, and Department of Transportation, as well as with interested stakeholders. To that end, an open community meeting focused specifically on the Streetscape Plan will be convened later this summer to gather additional community input and feedback on the concepts presented in this preliminary Plan as well as other components intended to be incorporated into the Plan. Ultimately, it is intended that the Streetscape Plan will serve as a comprehensive planning resource to complement the development plan set forth in the *Foggy Bottom Campus Plan: 2006 – 2025* as well as the Foggy Bottom Campus Historic Preservation Plan.

1.3 Streetscape Design Goals

The Streetscape Plan is aimed at enhancing the Foggy Bottom campus environment and creating an appropriate “sense of place” and GW identity, particularly in those areas of campus where University activity is concentrated. Accordingly, this preliminary Plan specifically addresses streetscape conditions in the core of campus and on I, H, and G Streets – the primary “campus streets”. As set forth in the Campus Plan and detailed more fully in this Streetscape Plan, each of

¹ As detailed more fully in the *Foggy Bottom Campus Plan: 2006-2025*, for over a year leading up to the filing of the Campus Plan, the University engaged in a comprehensive community-based planning effort to fully explore and evaluate future development of the Foggy Bottom campus in the context of the surrounding neighborhoods.

² Ehrenkrantz, Eckstut and Kuhn Architects (EE&K), a design firm with extensive urban campus design and streetscape planning expertise, is the lead design consultant for the *Foggy Bottom Campus Plan: 2006 – 2025* as well as this Streetscape Plan effort.

these streets exhibits their own character and reinforces the unique diversity of the Foggy Bottom campus.

The following design goals have been established to guide the development of this Streetscape Plan:

- Create a unified image in the streetscape that is unique to The George Washington University through the use of paving materials, plantings, lighting, street furniture, signage, and public art;
- Enhance the “sense of identity” on campus;
- Intensify the use of GW streetscape elements where University activities are concentrated;
- Develop a vocabulary of standardized University elements to form the “kit of parts” for future streetscape development;
- Identify “special places” on campus where enhanced streetscape embellishments should occur
- Promote an environment which provides ease of movement and safety for pedestrians, as well as vehicles;
- Provide streetscape and landscape design elements that are sustainable and enhance their context; and
- Enhance campus security and encourage positive surveillance through the use of streetscape elements.

SECTION 2: GENERAL GUIDELINES AND STANDARDS

2.1 Applicability

The Streetscape Plan is applicable to the entire Foggy Bottom campus (as specifically defined in the Campus Plan), generally bounded by Pennsylvania Avenue to the north, F Street to the south, and 23rd and 19th Streets to the west and east, respectively. As a component of and supplement to the *Foggy Bottom Campus Plan: 2006 – 2025*, this Streetscape Plan is intended to run concurrently with the twenty-year term of the proposed Campus Plan.

2.2 Plan Guidelines

This Streetscape Plan has been developed subject to the following guidelines:

1. This Plan sets forth general standards for the treatment of streetscape and open spaces within the boundaries of GW’s Foggy Bottom Campus. Over the term of the Campus Plan, variations and modifications to these standards may be necessary based upon changes in materials or other conditions. It is anticipated that the University will seek input on such modifications from members of the Advisory Committee called for in the proposed conditions to the *Foggy Bottom Campus Plan: 2006 – 2025* as well as other community residents and interested stakeholders.
2. Implementation of the Streetscape Plan will be made on a project basis, either in connection with the various development projects set forth in the Campus Plan, or potentially as specific streetscape-related projects, as appropriate funding resources become available. Implementation of Streetscape Plan elements will be addressed in individual campus development projects (e.g., as part of the second stage PUD applications required for each project), and Streetscape Plan implementation progress will be reported to the

aforementioned Advisory Committee as well as to other community members and interested stakeholders.

3. The potential concepts set forth in this Streetscape Plan are consistent with the Historic Preservation Guidelines set forth for “Landscaping, Landscape Features and Secondary Buildings in Historic Districts.” With respect to areas within the potential George Washington University Foggy Bottom Campus Historic District introduced in the Foggy Bottom Campus Historic Preservation Plan, appropriate review and permitting processes will be followed in recognition of the impact that landscape features can have on the character of the historically contributing properties when located in front yards or other areas that can be viewed from the public right of way.

It is contemplated that additional Streetscape Plan guidelines may be defined as this preliminary Plan is further developed.

2.3 Street Zone Standards & Maintenance Requirements

In order to guide the implementation of this Streetscape Plan, the following general dimensional and materials standards and maintenance requirements have been developed, taking into account the unique urban character of the Foggy Bottom campus:

1. Street Zone Dimensional Standards³ (EXHIBIT A: STREETSCAPE ZONES DIAGRAM)
 - A. *Cartway* (paved area between curbs, dedicated to motor vehicles, including both parking and travel lanes): to remain consistent with existing conditions approximately 33’ to 39’ (except where potential bumpouts or and/or mid-block crossings may be incorporated)
 1. *On-street parking*: to remain consistent with existing conditions approximately 7’ to 8’ (except where parking spaces are contemplated to be removed as a result of potential bumpouts and/or mid-block crossings)
 - B. *Sidewalk Area* (typically subdivided into three zones)
 1. *Furnishing zone* (location for placement of street lights, benches, transit stops, bike racks, street trees, and other furnishings): 4’ to 6’ depending on building uses at edges of zone and existing conditions
 - a. Street trees spacing: 44’ to 88’ [range to be confirmed] (though alternative spacing could also be used depending on species type and existing tree spacing)
 - b. Lighting Standards: Washington 16’ to 18’ single globe light fixture ; spaced at 44’ to 66’ [range to be confirmed] (existing lights could also be retained based on location)
 2. *Pedestrian way or clear zone*: minimum 4’, though 6’ preferred (width dependent on building uses at edge of zone and existing conditions)
 3. *Spill-out zone* (the area that lies against building structures in which building entrances are located): minimum 2’

³ Given the diversity in scale and character of the various campus streets as described more fully in this Plan, general measurements have been noted (+/- SF) to accommodate varying conditions.

2. Material Standards/Paving Palette
 - Red Brick
 - London Pavers (2' x 4')
 - Scored concrete
 - Granite cobbles (for tree pits)
3. [RESERVED: Maintenance Requirements]

SECTION 3: LOCATION, FUNCTION & EXISTING STREETScape CONDITIONS

As an urban campus, GW is defined not only by university buildings and open spaces, but also in large part by the city streets that traverse the campus. While the north-south streets running through the campus are predominantly vehicular travel corridors, the east-west streets are more pedestrian-oriented and help shape the overall character of the campus as well as its activity, development, and land use patterns. (EXHIBIT B: EXISTING CONDITIONS CAMPUS MAP – FOGGY BOTTOM CAMPUS)

The location, function and existing conditions with respect to streetscape components included on the three primary “campus streets” (I, H, and G Streets) as well as the transitional campus streets (F Street and Pennsylvania Avenue) are summarized below. The referenced exhibits are based on a streetscape analysis that identified quantity and general location of elements.

3.1 Primary “Campus Streets”

3.1.1 I Street

Location & Function of Street. The Streetscape Plan is applicable to the portion of I Street that lies parallel and to the south of the commercial corridor of Pennsylvania Avenue, between the Foggy Bottom/GWU Metro station and The Shops at 2000 Penn. This section of I Street currently functions as a mixed-use corridor for a variety of academic, residential, and retail services that lie along the four block stretch.

Overview of Existing Conditions. The existing street lighting along I Street is adequate but has inconsistent spacing. While there is a significant amount of planting and pocket parks along the edges of existing buildings, there are potential opportunities to enhance the landscape and streetscape elements in the furnishing zone (e.g. street trees in the planting boxes). Placards and banners in front of buildings serve as good directional signage, however certain street markers, directional signs, and building inscriptions are difficult to read by both pedestrian and vehicular traffic. Paving is predominantly concrete, with the use of brick in certain locations, with granite curbs. (EXHIBIT C: EXISTING CONDITIONS STREET MAP – I STREET)

3.1.2 H Street

Location & Function of Street. The Streetscape Plan is applicable to the portion of H Street that lies between 20th and 24th Streets. This section of H Street currently serves as an active pedestrian corridor, lined with entrances to several academic and student support facilities, such as the Gelman

Library and the Marvin Center, and to the major campus open spaces (University Yard and Kogan Plaza).

Overview of Existing Conditions. The existing street lighting along H Street is adequate but has inconsistent spacing. Although planting elements are replete along the corridor, potting wells and/or raised planters could be utilized in order to protect these elements from high pedestrian flow. Street markers and directional signs as well as parking signage could be improved to make them easier to read by both pedestrians and vehicular traffic. Paving varies between concrete and brick with fairly consistent use of brick gutters and granite curbs. (EXHIBIT D: EXISTING CONDITIONS STREET MAP – H STREET)

3.1.3 G Street

Location & Function of Street. The Streetscape Plan is applicable to G Street between 24th and 20th Streets. This section of G Street currently serves primarily as an academic corridor, but with a more moderate activity level than H Street. In general, G Street is characterized by many lower-scale buildings of architectural and historical significance.

Overview of Existing Conditions. The street lighting along G Street is adequate but inconsistently spaced. Similar to H Street, G Street includes many planting elements, however, potting wells and/or raised planters could be utilized in order to protect these elements from the pedestrian flow. Shrubs, ground cover, and ornamental trees lie mainly in the furnishing zone, with less planting along building edges. Street markers and directional signs as well as parking signage could be improved for easier reading by both pedestrians and vehicular commuters. Paving varies between brick and concrete with consistent use of brick gutters and granite curbs. (EXHIBIT E: EXISTING CONDITIONS STREET MAP – G STREET)

3.2 Transitional Streets

In addition to the primary campus streets identified above, F Street and Pennsylvania Avenue serve as transition streets between the campus and surrounding uses and neighborhoods.

3.2.1 F Street

Location & Function of Street. F Street is generally the southern boundary of the Foggy Bottom Campus. It serves as an important transitional street between the campus and surrounding private residential and institutional uses.

Overview of Existing Conditions. F Street has a diverse scale of buildings, from lower-scale townhouses to buildings 90' in height. Generally the street has wide sidewalks and plantings are found along buildings edges and in tree boxes. Paving is predominantly brick with concrete in certain locations. Street lights are evenly spaced down the corridor, for the most part, though in certain locations the spacing pattern is inconsistent.

3.2.2 Pennsylvania Avenue

Location & Function of Street. Pennsylvania Avenue is generally the northern boundary of the Foggy Bottom Campus and serves as a transitional street between the campus and the Central Business District. The Avenue is an important vehicular corridor for the District.

Overview of Existing Conditions. The wide, commercial corridor supports taller and denser buildings than the balance of campus. Pennsylvania Avenue feels highly urban and it is the southern edge of the Central Business District, lying to the northeast of campus. Office and retail development along the Avenue remains consistent with its commercial and high-density character. Paving is predominantly concrete. The street lighting and spacing is fairly consistent, with street lamps alternating on both sides of the corridor.

3.3 [RESERVED: North-South Vehicular Corridors]

3.3.1 [RESERVED: 20th Street]

3.3.2 [RESERVED: 21st Street]

3.3.3 [RESERVED: 22nd Street]

3.3.4 [RESERVED: 23rd Street]

SECTION 4: PROPOSED STREETScape CONCEPTS

Proposed campus development set forth in the *Foggy Bottom Campus Plan: 2006 - 2025* emphasizes the concentration of density and vertical development in the core of campus, which allows for the retention of historic resources, enhanced open spaces, and internal pathways and pocket parks on the balance of campus. Accordingly, this Streetscape Plan reflects this pattern of planning and development by gradually intensifying the use of GW streetscape elements where the University's buildings and activities are most concentrated in order to enhance the sense of University identity in those areas.

4.1 Streetscape Design Principles

The following Streetscape Design Principles were developed for the entire Foggy Bottom Campus to guide streetscape improvements over the term of the Campus Plan:

- Differentiate various uses in the street section (“streetscape zones”), as appropriate (e.g., through scale, texture or material selection) in order to help identify the cartway, on-street parking, furnishing area, pedestrian way, spill out zone, and potential retail/food service or planting/seating areas;
- Utilize smaller module paving units (i.e., bricks) to direct pedestrian traffic;
- Provide material continuity where possible;
- Use materials that are sustainable and easily maintained;
- Provide an adequate amount of light to enhance safety and encourage “positive” pedestrian activity;
- Enhance streetscape circulation to minimize conflicts between pedestrians and automobiles;

- Design University way-finding, building identification, donor, and gateway signage to be clearly visible from the pedestrian’s perspective;
- Provide tree boxes in the furnishing zone that facilitate healthy growth and easy maintenance ;
- Enhance planting in pocket parks and locate seating to facilitate pedestrian gathering;
- Maintain existing street trees where possible; and
- Direct pedestrian traffic through the use of appropriate treatments at crossings in conjunction with smaller module materials (i.e., brick sidewalks).

4.2 Primary “Campus Streets”

4.2.1 I Street

I Street is envisioned as a vibrant mixed-use, retail-oriented corridor. The Foggy Bottom-GWU Metro station located at the intersection of 23rd and I Streets creates a high volume of pedestrian traffic, making the corridor an attractive market for retailers. In addition to new academic and student housing development, the Campus Plan proposes that the ground floors of several redevelopment and renovation sites along I Street be used to accommodate new retail space, complementing existing shops and restaurants to creating a “critical mass” of university- and neighborhood-serving retail in the heart of the Foggy Bottom and West End neighborhoods. To adequately support the pedestrian volume associated with the proposed “I Street Retail Corridor” concept, the Streetscape Plan proposes retaining existing lighting to serve vehicular traffic and incorporating additional single globe fixtures to enhance pedestrian traffic.

Specific streetscape design principles for I Street include:

- Encourage ground floor retail on all new structures and major renovations;
- Allow design expression in the facades, canopies, and signage of individual retailers within GW-defined storefront guidelines;
- Encourage planting and/or seating areas in front of buildings and design benches to face the street where possible;
- Use red brick pavers on the sidewalk, easily cleanable materials in retail/food service areas, and evaluate the potential use of alternative materials or patterns in the furnishing zone;
- Balance illumination by evenly distributing Washington 18’ single globe light fixtures; and
- Encourage outdoor seating for restaurants with removable edge-defining elements (i.e. low planters or fences).

Proposed Dimensional Standards for I Street include:

- A. Cartway: 39’
 1. On Street Parking: 8’
- B. Sidewalk Area
 1. Furnishing Zone: 4’
 - Tree spacing: 44’ to 88’ [range to be confirmed]

- Lighting Standards: Washington 18' single globe, spaced at 44' to 88' [range to be confirmed]
 - Sidewalk paving palette: red brick, London pavers, scored concrete, granite cobblestones
2. Pedestrian Way/Clear Zone: 6'
 3. Spill Zone: 4' to 13' (depending on location of retail venues along corridor)

The proposed concept for I Street is intended to illustrate a variation of retail, academic and residential uses along the corridor. (EXHIBIT G: PROPOSED CONDITIONS CONCEPT – I STREET)

4.2.2 H Street

In many ways, H Street functions as the academic center of the Foggy Bottom campus, with vibrant and active pedestrian activity. The presence and identity of the University along H Street should be clearly evident through various streetscape components, including appropriate treatments at key campus intersections (i.e. plaques, insignias, benches, busts, landscaping), particularly at the corners of 21st and 22nd Streets. Pedestrian circulation could be improved along H Street through the use of traffic control mechanisms. Potential options to consider include a mid-block crossing between 21st and 22nd Streets as well as improved crossings at intersections through the use of “bump outs”, specifically at the intersections of 21st and 22nd Streets.

Specific streetscape design principles for H Street include:

- Create a planting/seating zone through the addition of benches and ornamental trees, shrubs and ground covers as appropriate;
- Locate public art and other special features at strategic locations;
- Cluster benches in strategic locations along the corridor to encourage pedestrian congregation;
- Facilitate pedestrian crossing and slow vehicular traffic with material changes, bump outs, and a mid-block crossing, particularly between 21st and 22nd Streets; and
- Balance illumination by evenly distributing Washington 18' single globe light fixtures.

Proposed Dimensional Standards for H Street include:

- A. Cartway : 33' (+/- 1')
 1. On Street Parking: 7'
- B. Sidewalk Area
 1. Furnishing Zone: 6'
 - Tree spacing: 44' to 88' [range to be confirmed]
 - Lighting Standards: Washington 18' single globe, spaced at 44' to 88' [range to be confirmed]
 - Sidewalk paving palette: red brick, London pavers, scored concrete, granite cobblestones
 2. Pedestrian Way/Clear Zone: 8'

3. Spill Zone: 4'

The proposed H Street concept includes a mid-block crossing between 21st and 22nd Streets to facilitate traffic flows to and from Kogan Plaza. In addition, the Plan proposes “bumpouts” to reduce crossing distance for pedestrians at the key intersections of 21st and 22nd Streets. The proposed increased sidewalk width and the potential of material changes could minimize vehicular and pedestrian conflict. The proposed mid-block crossing would be designed in coordination with DDOT, but is currently contemplated to be consistent with the width of the Professor’s Gate at the entrance to Kogan Plaza (approximately 24’).⁴ (EXHIBIT H: PROPOSED CONDITIONS CONCEPT – H STREET)

4.2.3 G Street

G Street is also a vibrant academic corridor, but with somewhat less activity than H Street. It is characterized by many lower-scale buildings of architectural and historical significance. Streetscape components should complement the existing built environment and enhance the planting area through landscape elements, brick sidewalks, and appropriate lighting.

Specific streetscape design principles for G Street include:

- Provide an interior curb to delineate planting areas from the pedestrian zone, as appropriate;
- Enhance planting and spillway zones through the addition of benches and ornamental trees, shrubs and ground covers as appropriate;
- Balance illumination by evenly distributing Washington 18’ single globe light fixtures; and
- Facilitate pedestrian congregation through the use of benches clustered in certain locations along the corridor

Proposed Dimensional Standards for G Street include:

- A. Cartway: 36’ (+/- 1’)
 - 1. On Street Parking: 7’
- B. Sidewalk Area
 - 1. Furnishing Zone: 6’
 - Tree spacing: 44’ to 88’ [range to be confirmed]
 - Lighting Standards: Washington 18’ single globe; spaced at 44’ to 88’ [range to be confirmed]
 - Sidewalk paving pallete: red brick, London pavers, scored concrete, granite cobblestones
 - 2. Pedestrian Way/Clear Zone: 8’
 - 3. Spill Zone: 4’

⁴ This design would result in the loss of six metered parking spaces on H Street.

The proposed concept for G Street seeks to enhance existing conditions on the corridor – architectural character of buildings, brick paving along the pedestrian walkway – and activate movement at the street level. Many internal/mid-block pathways and connections, both existing and proposed, connect G Street to other areas of campus. The placement of benches at pathway entrances can help reinforce and guide pedestrian traffic along this network of campus pathways. (EXHIBIT I: PROPOSED CONDITIONS CONCEPT – G STREET)

4.3 Transitional Streets

Although this Streetscape Plan emphasizes design guidelines and principles for the primary campus Streets, a vision to guide new development along the transitional corridors of Pennsylvania Avenue and F Street has also been proposed in an effort to take a comprehensive approach to the streetscape environment of the Foggy Bottom Campus and complement the existing streetscape elements in these transitional areas.

4.3.1 F Street

F Street is a wide corridor with residential and institutional uses. With the majority of the proposed new development concentrated in the core of campus, only one F Street development project has been proposed under the Campus Plan, specifically a residence hall to be developed as part of a public/private partnership between GW and DC Public Schools (the “School Without Walls” project). This residence hall project has been specifically designed to minimize impact on the surrounding neighborhoods, including utilizing internal pathways to direct pedestrian traffic toward the core of campus and away from residential streets. A safe pedestrian environment should be encouraged through appropriate lighting to increase opportunities for positive surveillance.

4.3.2 Pennsylvania Avenue

Pennsylvania Avenue is an active vehicular corridor and has buildings that are higher and denser than the balance of the campus. Similar to F Street, new development should support an improved pedestrian environment along the Avenue, including appropriate lighting and active ground floor uses to increase street level activity and encourage positive surveillance. Cross walks, particularly at Washington Circle, could be improved to facilitate pedestrian safety and circulation.

4.4 [RESERVED: North-South Vehicular Corridors]

4.4.1 [RESERVED: 20th Street]

4.4.2 [RESERVED: 21st Street]

4.4.3 [RESERVED: 22nd Street]

4.4.4 [RESERVED: 23rd Street]

4.5 Potential Traffic Mitigation Measures

In conjunction with these proposed streetscape concepts, potential traffic mitigation measures were identified as part of the traffic impact study conducted by Wells & Associates LLC in connection with the *Foggy Bottom Campus Plan: 2006 – 2025*. These potential mitigation measures include:

- Adjust signal timings at the 23rd and I Street intersection
- Adjust signal timings at the 23rd and G Street intersection
- Install a traffic signal at the 22nd and I Street intersection
- Eliminate curb parking along the south side of I Street on the eastbound approach of the 22nd and I Street intersection, providing an eastbound left turn lane
- Eliminate curb parking on the south side of I Street on the eastbound approach of the 21st and I Street intersection to provide separate eastbound through and right turn lanes.

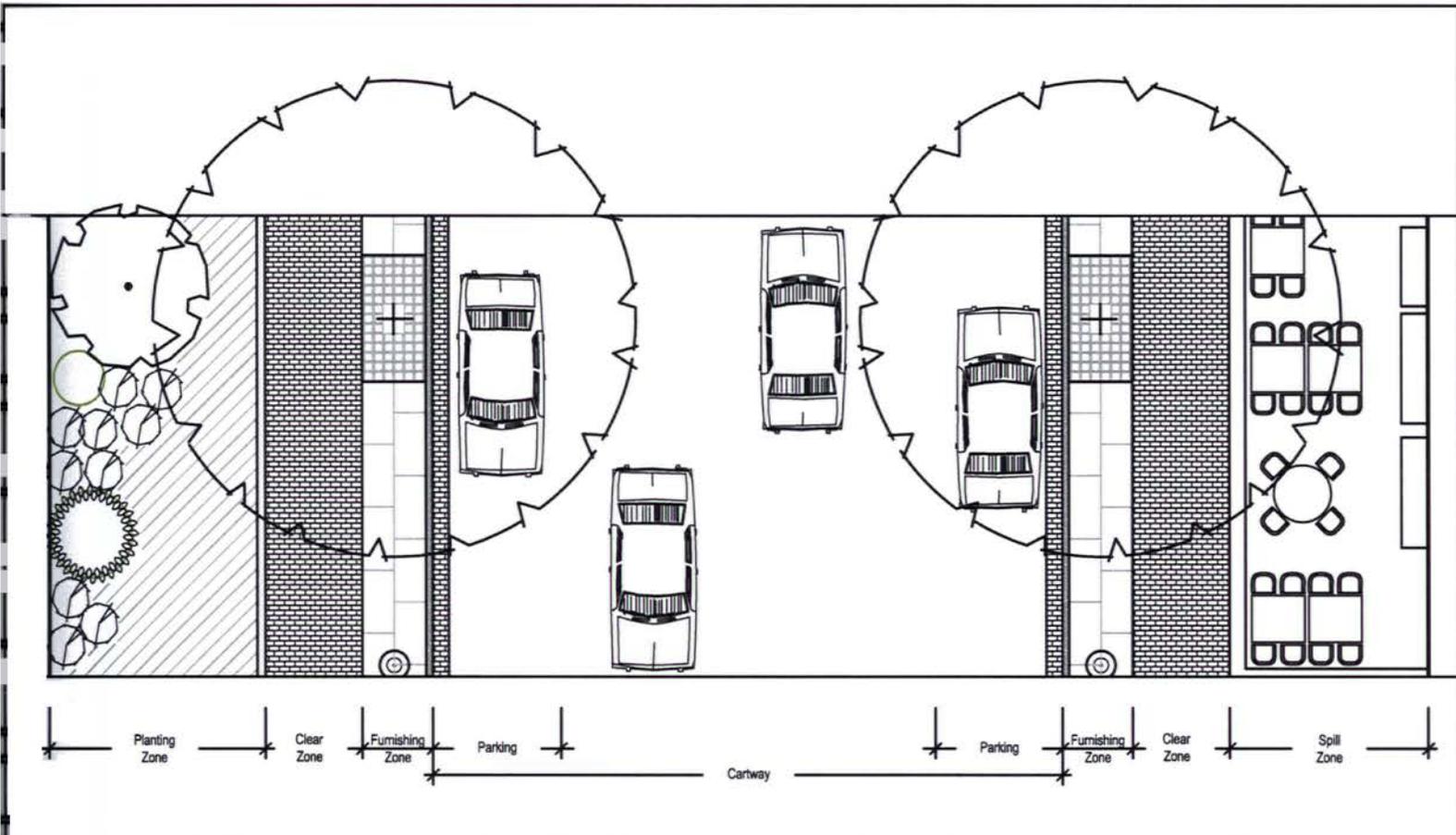
These traffic mitigation measures are consistent with the Campus Design Principles set forth in this plan, as they seek to enhance circulation on the Foggy Bottom campus to minimize conflicts between pedestrian and vehicular traffic.

SECTION 5: [RESERVED: ADDITIONAL DESIGN FEATURES]

- 5.1 [RESERVED: Signage & Placards]
- 5.2 [RESERVED: Public Art]
- 5.3 [RESERVED: Street Furniture]
- 5.4 [RESERVED: Other Elements TBD]

SECTION 6: IMPLEMENTATION PLAN

The proposed streetscape concepts included in this Plan are intended to demonstrate a preliminary plan for improving and enhancing campus streetscape elements over the twenty-year term of the Foggy Bottom Campus Plan. It is anticipated that future streetscape improvements will reflect the character presented in the concepts as they are developed for each of the campus streets, however, specific site conditions and budget considerations will impact the ultimate execution and implementation of the Plan. Timing for these projects is dependent on a number of factors, including the availability of institutional and other funding (e.g., from external organizations, grants, foundations or other entities such as Casey Trees) and academic and programming priorities.



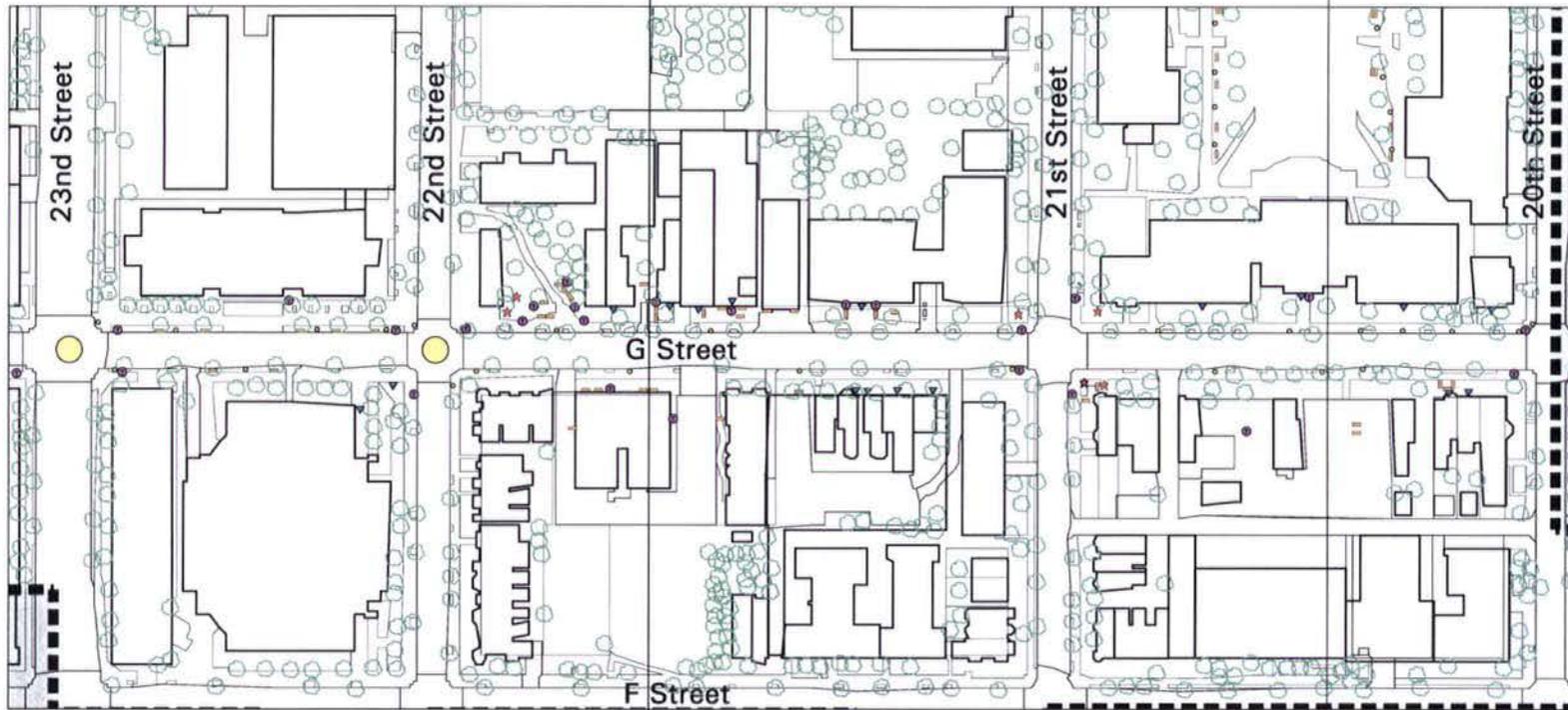
George Washington University
 Foggy Bottom Streetscape Plan
 Washington DC

 Streetscape Etcetera & Urban Architects
 800 15th Street, NW
 Suite 800
 Washington, DC 20008



**Exhibit A: Streetscape
 Zones Diagram**

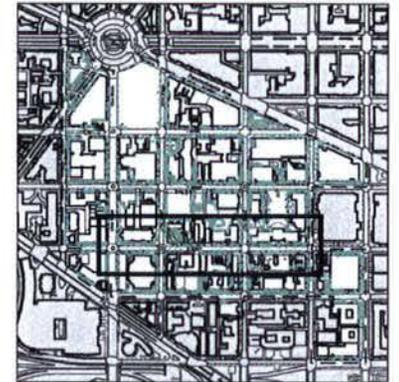
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Existing Streetscape Conditions
Along G Street

Streetscape Element Key

- | | | | |
|--|----------------|--|------------|
| | Trees | | Bench |
| | Lighting | | GW Shelter |
| | Design Element | | Bike Rack |
| | Locator | | Trash Can |

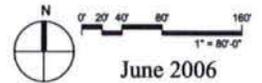


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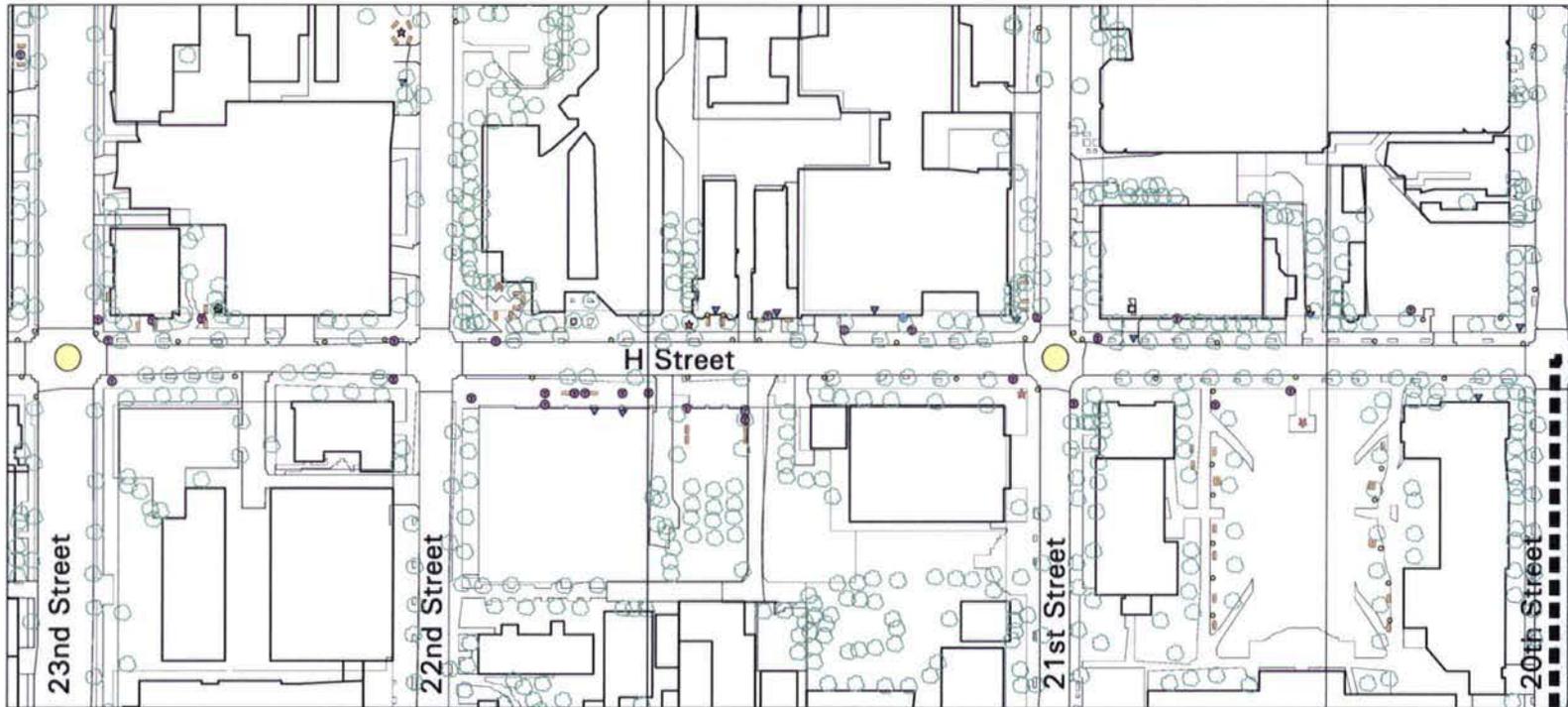


**DRAFT: DISCUSSION
PURPOSES ONLY**

Exhibit B: Existing Conditions
Campus Map- G Street



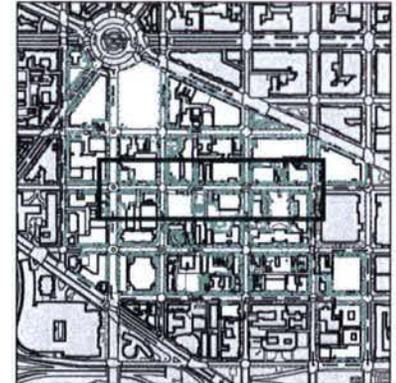
June 2006



Existing Streetscape Conditions
Along H Street

Streetscape Element Key

- | | | | |
|---|----------------|---|------------|
|  | Trees |  | Bench |
|  | Lighting |  | GW Shelter |
|  | Design Element |  | Bike Rack |
|  | Locator |  | Trash Can |

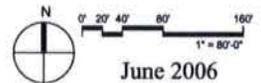


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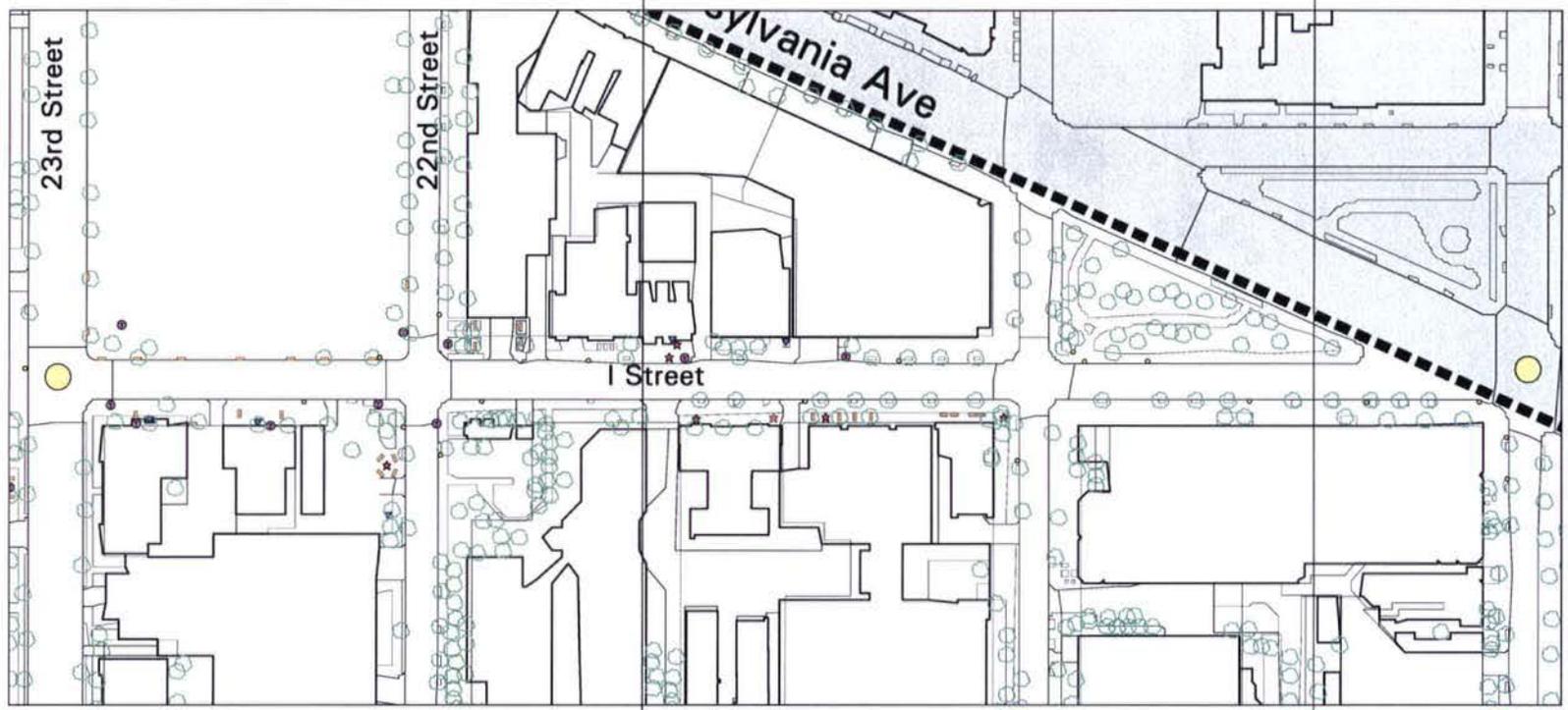


**DRAFT: DISCUSSION
PURPOSES ONLY**

Exhibit B: Existing Conditions
Campus Map- H Street



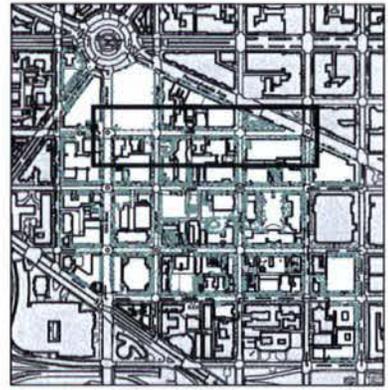
June 2006



Existing Streetscape Conditions Along I Street

Streetscape Element Key

-  Trees
-  Lighting
-  Design Element
-  Locator
-  Bench
-  GW Shelter
-  Bike Rack
-  Trash Can

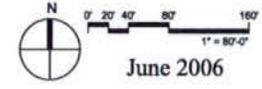


 Ehrenkrantz Eckstut & Kuhn Architects
 606 15th Street, NW
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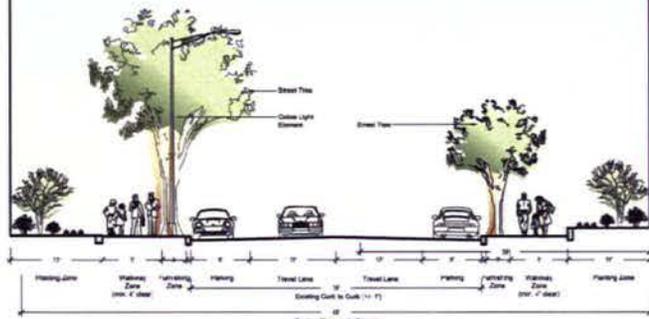


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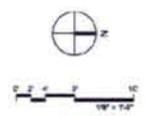
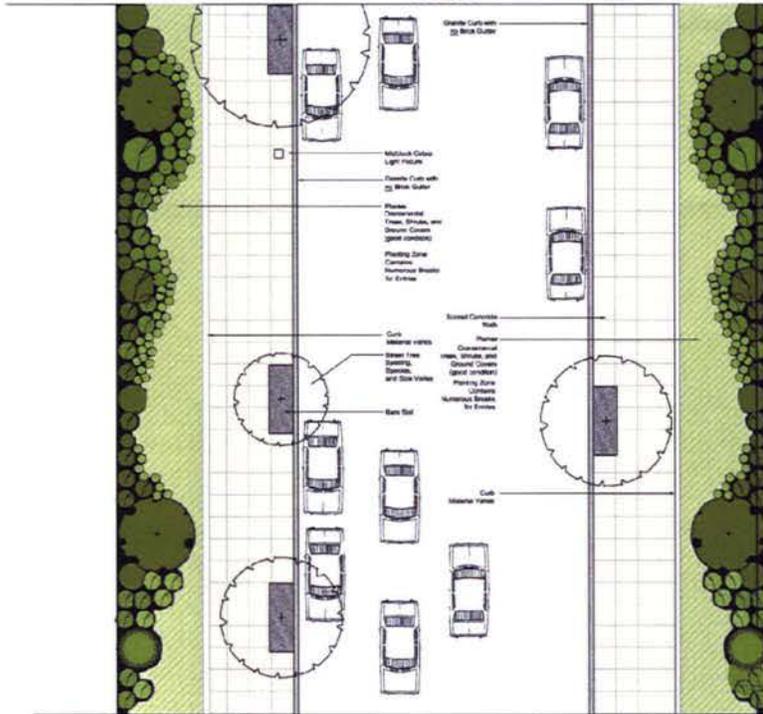
Exhibit B: Existing Conditions
 Campus Map- I Street



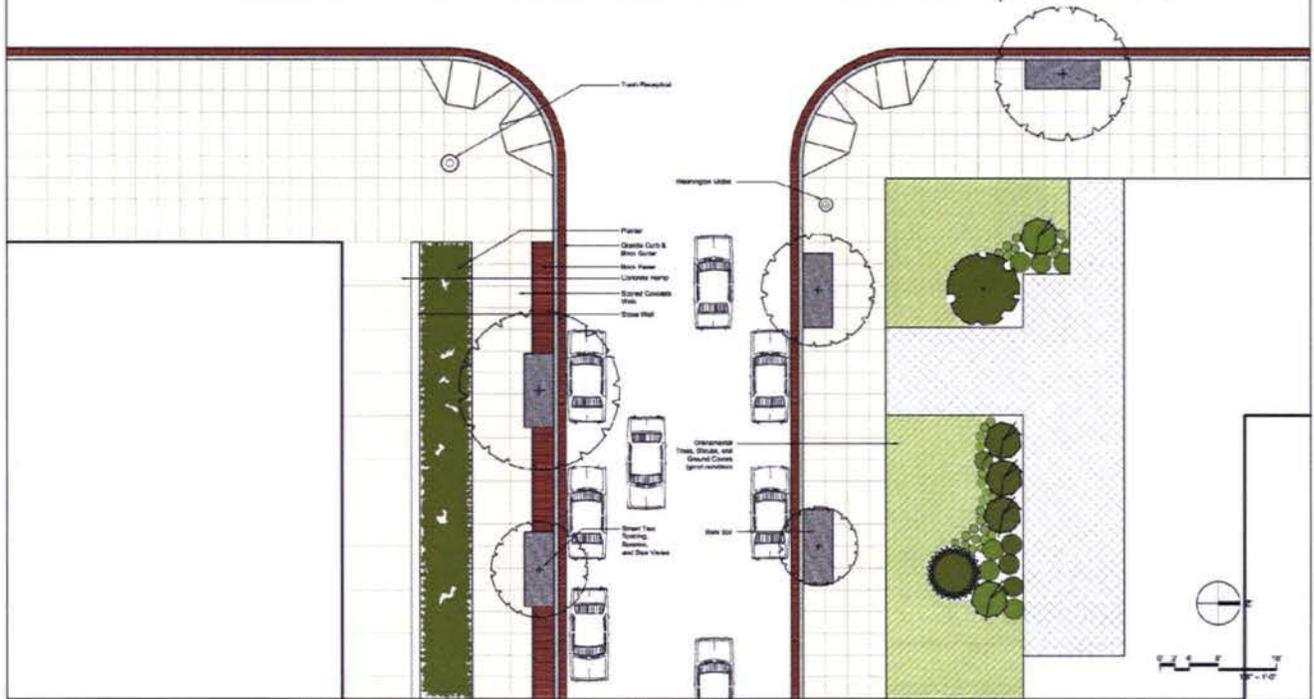
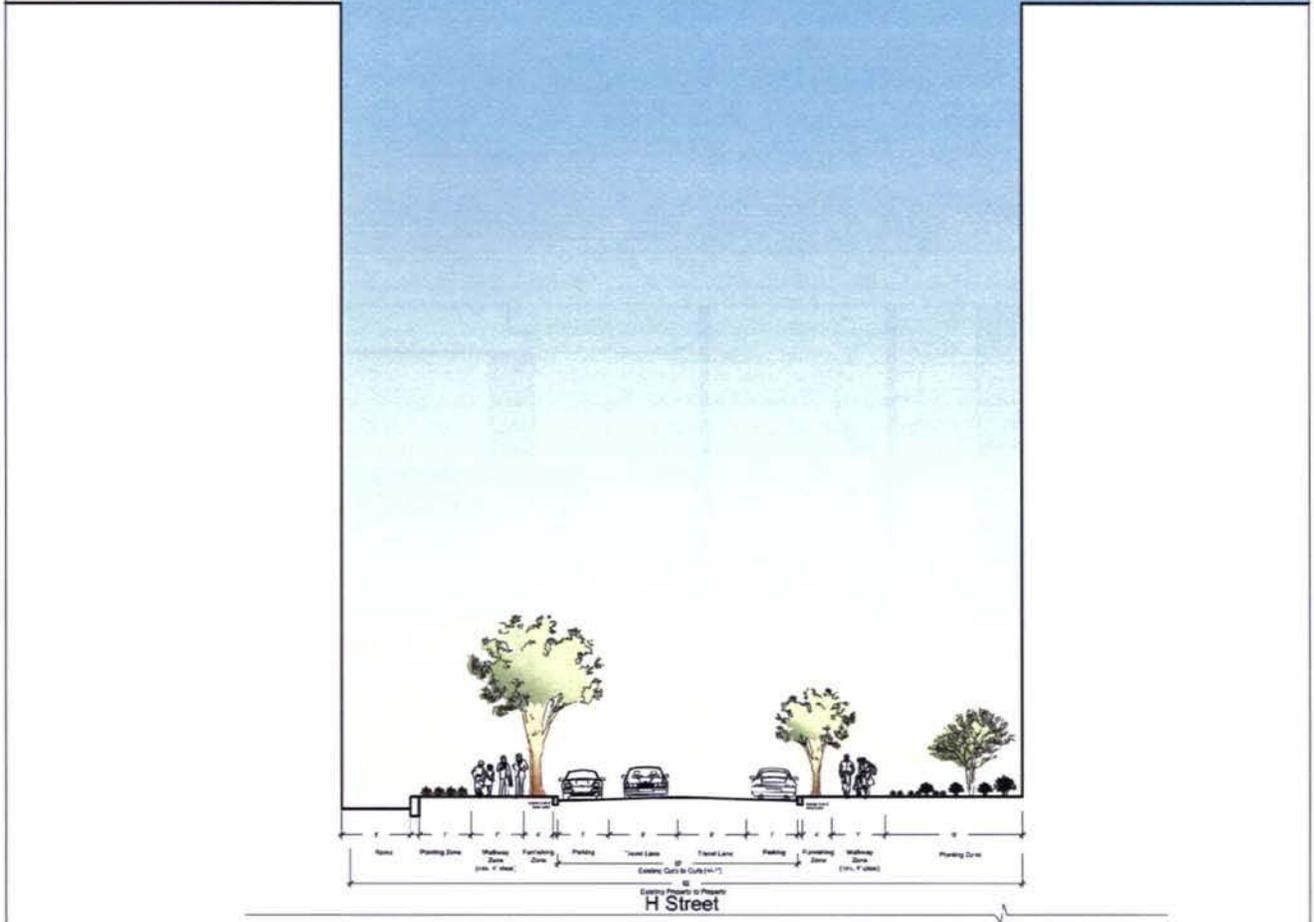
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I Street



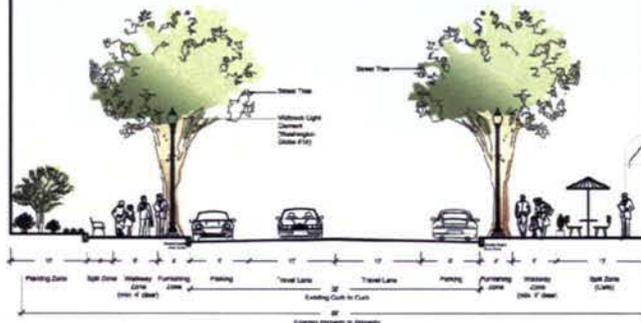
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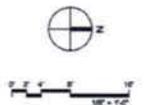


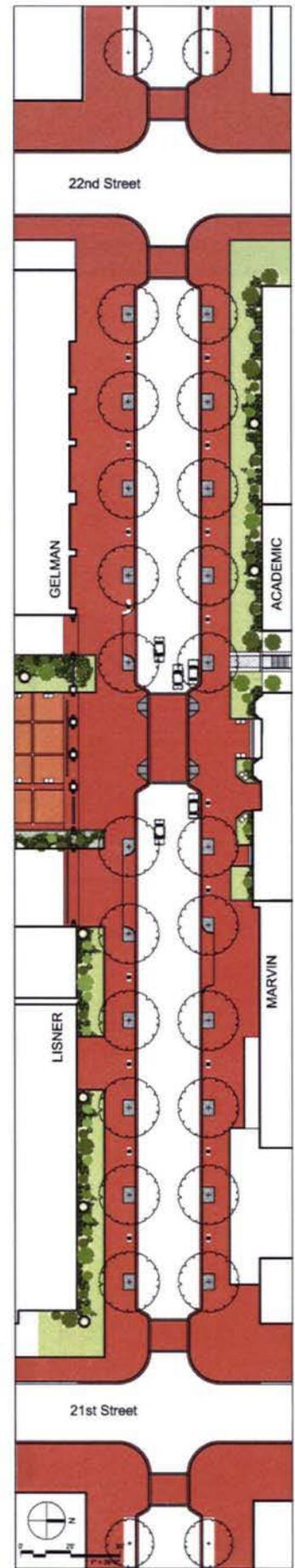
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I Street





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