

# WELLS + ASSOCIATES

## MEMORANDUM



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**TO:** Erkin Ozberk, District of Columbia Department of Transportation

**FROM:** Jami L. Milanovich, P.E.  
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**COPY:** Matthew Bonifant, BXP  
David Avitabile, Goulston & Storrs  
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**RE:** 2100 M Street NW  
Z.C. Case No. 26-05

**DATE:** June 12, 2026

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### INTRODUCTION

BXP 2100M LLC (the Applicant) has filed an application for voluntary design review to construct a new 10-story office building at 2100 M Street NW. The new building will contain approximately 344,616 SF of gross floor area. Approximately 8,742 SF of retail space will be provided on the ground floor. The remaining space will be devoted to office space and associated amenities. To make way for the proposed project, the existing eight-story building, which currently houses approximately 269,000 SF of office space and 23,025 SF of retail space, will be razed.

As shown on Figure 1, the proposed site is located on the southwest corner of the M Street/21<sup>st</sup> Street intersection on Square 0072, Lot 0075, and is zoned D-5.

The purpose of this Transportation Statement is to evaluate the transportation elements of the proposed project, including bicycle, pedestrian, parking, and loading considerations. This Transportation Statement was scoped with the District Department of Transportation (DDOT). A copy of the agreed upon scope is included in Attachment A.

### TRANSPORTATION NETWORK

The site is well-situated from a transportation perspective with prevalent public transportation options in the vicinity of the site, nearby bicycle infrastructure, and a connected network of sidewalks serving the site.

#### Existing Public Transit Services/Facilities

The site is located within ½ mile of the Foggy Bottom and Farragut West Metro Stations, which provide access to Metro's Orange, Blue, and Silver Lines and Farragut North and DuPont Circle Metro Stations, which provide access to Metro's Red Line.

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Metrobus Routes A58, D74, D94, D96, and MTA Commuter Bus 220, 240, 260, 530, 620, 640, 650 and 725, all have stops located within  $\frac{1}{4}$  mile of the site. Additionally, Metrobus Routes A49, C85, C91, D10, D20, D70, D72, D80, D82, D90, F19, and the Loudoun Commuter Bus have stops located within  $\frac{1}{2}$  mile of the site. Of these routes, C85, C91, D90, D94, and D96 are low frequency routes that operate with headway of 30 minutes or better, Routes A58, D10, D74, and D82 are medium frequency routes that operate with headways of 20 minutes or better, and Routes D20 and D80 are high frequency routes that operate with headways every 12 minutes or better. Public transportation options are shown on Figure 2.

### Bicycle Network

Eight Capital Bikeshare stations are located within an approximate  $\frac{1}{4}$  mile radius of the site, including one station located  $\frac{1}{2}$  block to the south on 21<sup>st</sup> Street, near its intersection with L Street. This nearest station includes 16 bike docks.

The subject site also is served by a one-way protected bike lane on M Street, immediately adjacent to the building, facilitating westbound travel and on L Street, facilitating eastbound travel. A two-way protected bike lane is present on 20<sup>th</sup> Street (one block to the east of the site), facilitating north-south travel. The bicycle network in the vicinity of the site is shown on Figure 3.

DDOT is in the design phase of the M Street Corridor Safety Project, which is focused on safety aspects for vulnerable road users along M Street. The project study area extends from Rock Creek Parkway to Thomas Circle. Near the 2100 M Street site, corner curb islands and bicycle lane pavement markings will be installed at the M Street/New Hampshire Avenue intersection. A pedestrian refuge island will be installed on the northwest corner of the intersection, and centerline hardening is proposed for the New Hampshire Avenue approaches. At the M Street/21<sup>st</sup> Street intersection, daylighting will be added on the north and south legs of the intersection. A concrete median will be installed between the bicycle lane and the travel lane on the west leg of the intersection, between 21<sup>st</sup> Street and New Hampshire Avenue. As a result, the three travel lanes will be shifted to the south and parking along the south side of M Street will be eliminated.

### Pedestrian Network

The subject site is located within an area of complete, connected sidewalks facilitating walking to nearby bus stops and Metro stations. No sidewalk gaps are present within  $\frac{1}{4}$  mile of the site. The  $\frac{1}{4}$  mile walk shed surrounding the site is shown on Figure 4.

### Safety Evaluation

According to *Vision Zero DC*, the rate of traffic fatalities (per 100,000 residents) decreased from 2017 to 2019; however, since 2019, the rate of traffic fatalities has increased each year. One fatal pedestrian crash occurred within  $\frac{1}{4}$  mile of the project since January 1, 2020. The crash occurred at the 23<sup>rd</sup> Street/L Street intersection in April of this year. One fatal bicycle crash occurred just outside of the  $\frac{1}{4}$  mile radius, at the intersection of 21<sup>st</sup> and I Streets, in July 2022.

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Two vehicle crashes with major injuries occurred within ¼ mile of the site: one at the M Street/21<sup>st</sup> Street intersection (2025) and one on the 1900 block of K Street (2021). Three crashes involving pedestrians with major injuries occurred within approximately ¼ mile of the site. The pedestrian crashes occurred on the 1100 block of 21<sup>st</sup> Street (2025), at the M Street/New Hampshire Avenue intersection (2025), and at the M Street/20<sup>th</sup> Street intersection (2022). One crash involving a bicycle with major injuries occurred within the ¼ mile study area at the intersection of M Street and 22<sup>nd</sup> Street (2023).

Within about ¼ mile of the site, 77 vehicle crashes, 28 bicycle crashes, and 35 pedestrian crashes resulted in minor injuries.

The goal of Vision Zero is no fatalities and no serious injuries on the transportation system. In order to achieve the Vision Zero goal, the *Vision Zero 2022 Update* focuses on a Safe System approach to reducing crashes. The Safe System approach includes focus on safe streets, safe people, safe speeds, safe vehicles, and post-crash care. Each component of the Safe System approach is described below:

- The Safe Streets initiative includes the design, construction, operation, and maintenance of the District's roadways.
- The Safe Speeds initiative includes self-enforcing streets, which are streets where the design of the street results in appropriate speeds, automated traffic enforcement, context-sensitive speed limits, and in person speed enforcement.
- The Safe People initiative focuses on education and outreach, enforcement, and legislative rules to ensure all users are traveling safely.
- The Safe Vehicles initiative focuses on both the District's fleet of vehicles and private vehicle safety. The District requires inspections and registration of all District vehicles and has increased fees to register vehicles according to size and weight.
- The Post-Crash Care initiative seeks to enhance the ability for those involved in crashes to survive "through quick and efficient access to emergency medical care, while creating a safe work environment for those first responders."

Improvements and strategies proposed by the Applicant are expected to further the Vision Zero goals, as indicated below:

- The uncontrolled (mid-block) crosswalk on 21<sup>st</sup> Street, south of M Street, will be removed.
- The existing 56-foot wide curb cut will be replaced with an approximately 22-foot wide curb cut, thereby reducing the pedestrian/vehicle conflict zone by 36 feet.
- The ground floor of the building has been designed so that trucks can enter and exit the loading berths and service/delivery space front-first via 21<sup>st</sup> Street, an improvement from existing back-in loading operations.
- A designated "No Parking" zone is proposed on the west side of 21<sup>st</sup> Street, in front of the building entrance, to allow for pick-up/drop-off activity to happen outside of the travel lanes.

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### SITE CHARACTERISTICS

#### Site Access

Vehicular access to the existing building currently is provided by a single 56-foot wide curb cut. Access to the loading facilities in the existing building requires trucks to back in from 21<sup>st</sup> Street. The proposed project will provide a significant improvement to the vehicular access. The ground floor of the proposed building has been designed so that trucks can enter and exit the proposed loading berths and service/delivery space front-first. As a result, no backing maneuvers are required from 21<sup>st</sup> Street. Additionally, the proposed curb cut will be approximately 22-feet, resulting in a reduced pedestrian/vehicle conflict zone.

Primary pedestrian access to the office lobby will be from 21<sup>st</sup> Street, with a secondary entrance at the building's northwest corner. Retail entry locations will depend on final tenant layouts, but entrances are anticipated on both M Street and 21<sup>st</sup> Street.

The bicycle room is proposed to be in the first below-grade level of the garage. Cyclists will be able to access the room via the curb cut on 21<sup>st</sup> Street.

Site circulation diagrams are shown on Figure 5A (Ground Floor) and Figure 5B (P1 Level).

#### Vehicular Parking

Minimum vehicular parking requirements are prescribed by the District of Columbia's 2016 Zoning Regulations (ZR16), Subtitle C, §701.5. The minimum parking requirements are summarized in Table 1 along with DDOT's Preferred Maximum Parking Ratios.

Table 1  
Vehicle Parking Requirements

Component	Required		Proposed
	Minimum <sup>†</sup>	Maximum (¼ to ½ mi of Metro)	
Office (335,874 SF)	0.5 spaces/kSF in excess of 3 kSF = 0.5 * (335.874-3) =166 spaces	≤ 0.5 spaces/ kSF ≤ (0.5) *335.874 ≤ 168 spaces	250 spaces
Retail (8,742 SF)	1.33 spaces/kSF in excess of 3 kSF = 1.33 * (8.742-3) =8 spaces	≤ 1.25 spaces/kSF ≤ (1.25) * 8.742 ≤ 11 spaces	
<b>Total</b>	<b>174 spaces</b>	<b>≤ 179 spaces</b>	<b>250 spaces</b>

<sup>†</sup> Per ZR16, Subtitle I, §212.1, "Vehicle parking spaces are not required in D zones, **other than areas west of the centerline of 20<sup>th</sup> Street NW**" [emphasis added].

A queueing analysis was conducted for the garage in accordance with the methodology outlined in *Parking Structures* (Chrest, Anthony P. et. al, 3<sup>rd</sup> Ed., pp. 140-146). The number of vehicles entering the garage is expected to be 160 vehicles in the AM peak hour (153 office trips and seven retail trips) and 37 vehicles

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in the PM peak hour (26 office trips and 11 retail trips). It is anticipated that the employees of the building will have a tag in their vehicle that automatically opens the garage door. The service rate for Automatic Vehicle ID is 800 vehicles per hour (from Table 4-4 of *Parking Structures*). The details of the retail parkers' access have not yet been determined; however, in order to provide a conservative analysis, they have been assumed to have a similar processing time as a Push Button Ticket, which has a processing rate of 400 vehicles per hour. Using these two service rates, a composite service rate of 766 vehicle per hour was calculated based on a weighted average for the AM peak hour (the highest hour). The resulting 90<sup>th</sup> percentile queue reservoir is zero vehicles during the AM peak hour. Therefore, there is a 90 percent probability that there would be no vehicles waiting behind the vehicle being served. The queue calculations are included in Attachment B.

### Bicycle Parking

Long-term and short-term bicycle parking requirements are provided in ZR16, Subtitle C, §802.1. The required bicycle parking is summarized in Table 2.

Table 2  
Bicycle Parking Requirements

Component	Required		Proposed	
	Long-term	Short-term	Long-term	Short-term
Office (335,874 SF)	1 sp per 2.5 kSF 335.874 ksf/2.5 = 134 spaces 50 + [(134-50)/2] <sup>†</sup> = 92 spaces	1 sp per 40.0 kSF 335.874 ksf/40.0 = 8 spaces	92 spaces	8 spaces
Retail (8,742 SF)	1 sp per 10 kSF 8.742 ksf/10 = 1 spaces	1 sp per 3.5 kSF =8.742 /3.5 =2 spaces	1 space	2 spaces
<b>Total</b>	<b>93 spaces</b>	<b>10 spaces</b>	<b>93 spaces</b>	<b>10 spaces</b>

<sup>†</sup> Per Subtitle C, §802.2, after the first 50 spaces are provided for each use, additional spaces are required at half the ratio specified in §802.1.

As shown on Figure 5B, the long-term bicycle parking will be located on the first level of the below-grade garage. At least 50 percent of the spaces (46 spaces) will be horizontal on the floor or first level of a two-tier rack. A minimum of five percent of the spaces (five spaces) will be 10 feet by three feet to accommodate cargo or tandem bicycles. A minimum of 10 percent of the long-term bicycle spaces (nine spaces) will be equipped with electrical outlets for charging electric bicycles or scooters.

In accordance with ZR16 Subtitle C, §806.4, non-residential uses that require long-term bicycle parking and occupy more than 25,000 SF must provide showers and lockers. Accordingly, six showers and 56 lockers will be provided.

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### Loading

ZR16, Subtitle C, §901.1. prescribes the required loading facilities for the project, which are summarized in Table 3.

Table 3  
Loading Requirements

Component	Required	Proposed
Office (335,874 SF)	> 200,000 SF 3 loading berths @ 30' 3 Platforms @ 100 SF each 1 S/D space @ 20'	3 loading berths @30' 3 Platforms @ 100 SF each 1 S/D space @ 20'
Retail (8,742 SF)	5,000 to 20,000 SF 1 loading berth @ 30' 1 Platform @ 100 SF	
Total <sup>†</sup>	3 loading berths @30' 3 Platforms @ 300 SF each 1 S/D space @ 20'	
<sup>†</sup> Per Subtitle C §901.8 of ZR16, "Where two (2) or more uses share a building or structure , the uses may share loading as long as internal access is provided from all shared uses requiring loading."		

As shown in Figure 5A, the loading facilities will be on the ground floor and accessed via the proposed 21<sup>st</sup> Street curb cut. Trucks will enter front-first from 21<sup>st</sup> Street, turn within the loading area, back into the loading berths or service/delivery space, and exit front-first. No backing to or from 21<sup>st</sup> Street is required. AutoTURN swept-path diagrams are provided in Attachment C.

### Trip Generation

In order to develop trip generation estimates for the proposed project, the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual*, 12<sup>th</sup> Edition was used. Mode splits for the office component were derived from Census Transportation Planning Products (CTPP) data. Means of Transportation to Work data was used from the American Commute Survey (2017-2021). Workplace data were used. For the retail component, mode splits were adjusted to account for the neighborhood serving nature of the intended retail use and reflect more trips from shorter distances. The mode splits are summarized in Table 4.

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Table 4  
Mode Split Summary

Mode	Office	Retail
Auto	44%	30%
Transit	43%	30%
Bike	3%	4%
Pedestrian	10%	36%

Baseline trips calculated from ITE's *Trip Generation Manual* were converted to person trips using an average vehicle occupancy of 1.18 persons per vehicle for office trips and 1.82 persons per vehicle for retail trips, as recommended in DDOT's *Guidance for Comprehensive Transportation Review*. The number of person-trips by mode was then calculated by applying the mode splits in Table 4 to the total person-trips. The resulting trip generation, by mode, for the proposed development is shown in Table 5.

Table 5  
Anticipated Peak Hour Trip Generation†

Trip Type	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR			AVERAGE DAILY
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>Office (335,000 SF)</b>										
Baseline Trips	348	47	395	58	305	363	159	136	295	2,278
Person Trips	410	56	466	68	360	428	188	160	348	2,688
Auto	181	25	206	30	158	188	83	70	153	1,183
Transit	176	24	200	29	155	184	81	69	150	1,156
Bike	12	2	14	2	11	13	5	5	10	80
Pedestrian	41	5	46	7	36	43	19	16	35	269
<b>Vehicle Trips</b>	<b>153</b>	<b>21</b>	<b>174</b>	<b>26</b>	<b>134</b>	<b>160</b>	<b>70</b>	<b>60</b>	<b>130</b>	<b>1,003</b>
<b>Retail (10,000 SF)</b>										
Baseline Trips	22	17	39	38	38	76	34	32	66	652
Person Trips	40	32	72	69	69	138	62	59	121	1,186
Auto	12	9	21	21	21	42	19	18	37	356
Transit	12	10	22	21	21	42	18	18	36	356
Bike	2	1	3	3	3	6	3	2	5	48
Pedestrian	14	12	26	24	24	48	22	21	43	426
<b>Vehicle Trips</b>	<b>7</b>	<b>5</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>196</b>
<b>Total Project</b>										
Baseline Trips	370	64	434	96	343	439	193	168	361	2,930
Person Trips	450	88	538	137	429	566	250	219	469	3,874
Auto	193	34	227	51	179	230	102	88	190	1,539
Transit	188	34	222	50	176	226	99	87	186	1,512
Bike	14	3	17	5	14	19	8	7	15	128
Pedestrian	55	17	72	31	60	91	41	37	78	695
<b>Vehicle Trips</b>	<b>160</b>	<b>26</b>	<b>186</b>	<b>37</b>	<b>145</b>	<b>182</b>	<b>80</b>	<b>70</b>	<b>150</b>	<b>1,199</b>
† Since the trip generation analysis was completed for the Transportation Statement, the plans have been refined and the retail square footage decreased from its maximum of 10,000 SF to 8,742 SF. As such, the trip generation presented above should be considered slightly conservative.										

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As shown in Table 5, the proposed development is expected to generate 186 AM peak hour vehicle trips, 182 PM peak hour vehicle trips, 150 Saturday peak hour vehicle trips, and 1,199 vehicle trips on a daily basis.

The trips generated by the proposed project would not be all be new trips to the roadway network since the existing office building generates trips. The trip generation for the existing office building was estimated using the same methodology as for the proposed office building. The existing peak hour trip generation is summarized in Table 6. As shown, the existing building (at full occupancy) generates an estimated 168 AM peak hour vehicle trips, 170 PM peak hour vehicle trips, 150 Saturday peak hour vehicle trips, and 1,183 vehicle trips on a daily basis.

Table 6  
Existing Peak Hour Trip Generation

Trip Type	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR			AVERAGE DAILY
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>Office (269,000 SF)</b>										
Baseline Trips	282	39	321	48	249	297	128	109	237	1,870
Person Trips	334	45	379	60	290	350	151	128	279	2,206
Auto	147	20	167	26	127	153	66	57	123	971
Transit	144	19	163	26	125	151	65	55	120	949
Bike	10	1	11	2	9	11	5	3	8	67
Pedestrian	33	5	38	6	29	35	15	13	28	221
<b>Vehicle Trips</b>	<b>125</b>	<b>17</b>	<b>142</b>	<b>22</b>	<b>108</b>	<b>130</b>	<b>56</b>	<b>48</b>	<b>104</b>	<b>823</b>
<b>Retail (23,025 SF)</b>										
Baseline Trips	50	40	90	68	67	135	78	75	153	1,201
Person Trips	99	66	165	123	123	246	142	136	278	2,186
Auto	30	19	49	37	37	74	43	41	84	656
Transit	30	20	50	37	37	74	43	41	84	656
Bike	4	3	7	5	5	10	6	5	11	87
Pedestrian	35	24	59	44	44	88	52	49	101	787
<b>Vehicle Trips</b>	<b>16</b>	<b>10</b>	<b>26</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>24</b>	<b>22</b>	<b>46</b>	<b>360</b>
<b>Total Existing</b>										
Baseline Trips	332	79	411	116	316	432	206	184	390	3,071
Person Trips	433	111	544	183	413	596	293	264	557	4,392
Auto	177	39	216	63	164	227	109	98	207	1,627
Transit	174	39	213	63	162	225	108	96	204	1,605
Bike	14	4	18	7	14	21	11	8	19	154
Pedestrian	68	29	97	50	73	123	67	62	129	1,008
<b>Vehicle Trips</b>	<b>141</b>	<b>27</b>	<b>168</b>	<b>42</b>	<b>128</b>	<b>170</b>	<b>80</b>	<b>70</b>	<b>150</b>	<b>1,183</b>

When taking into account the current trips associated with the existing building, ***the proposed office redevelopment would generate an estimated 18 more AM peak hour vehicle trips, 12 more PM peak hour vehicle trips, and 16 more vehicle trips on a daily basis***, as shown in Table 7. During the Saturday peak hour, the proposed vehicle trips are projected to be equal to the existing vehicle trips (no net change).

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Table 7  
Net Change in Peak Hour Trip Generation

Trip Type	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR			AVERAGE DAILY
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	
Baseline Trips	38	(15)	23	(20)	27	7	(13)	(16)	(29)	(141)
Person Trips	17	(23)	(6)	(46)	16	(30)	(43)	(45)	(88)	(519)
<i>Auto</i>	<i>16</i>	<i>(5)</i>	<i>11</i>	<i>(12)</i>	<i>15</i>	<i>3</i>	<i>(7)</i>	<i>(10)</i>	<i>(17)</i>	<i>(88)</i>
<i>Transit</i>	<i>14</i>	<i>(5)</i>	<i>9</i>	<i>(13)</i>	<i>14</i>	<i>1</i>	<i>(9)</i>	<i>(9)</i>	<i>(18)</i>	<i>(93)</i>
<i>Bike</i>	<i>0</i>	<i>(1)</i>	<i>(1)</i>	<i>(2)</i>	<i>0</i>	<i>(2)</i>	<i>(3)</i>	<i>(1)</i>	<i>(4)</i>	<i>(26)</i>
<i>Pedestrian</i>	<i>(13)</i>	<i>(12)</i>	<i>(25)</i>	<i>(19)</i>	<i>(13)</i>	<i>(32)</i>	<i>(26)</i>	<i>(25)</i>	<i>(51)</i>	<i>(313)</i>
Vehicle Trips	<b>19</b>	<b>(1)</b>	<b>18</b>	<b>(5)</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>

### Transportation Demand Management

Traffic and parking congestion can be solved in one of two ways: 1) increase supply or 2) decrease demand. Increasing supply requires building new roads, widening existing roads, building more parking spaces, or operating additional transit service. These solutions are often infeasible in constrained conditions in urban environments and, where feasible, can be expensive, time consuming, and in many instances, unacceptable to businesses, government agencies, and/or the general public. The demand for travel and parking can be influenced by TDM plans. Typical TDM measures include incentives to use transit or other non-auto modes of transportation, bicycle and pedestrian amenities, parking management, alternative work schedules, telecommuting, and better management of existing resources. TDM plans are most effective when tailored to a specific project or user group. The proposed TDM strategies for the project are provided below (a copy also is included in Attachment D).

#### General Strategies (apply to both office and retail components)

- The Applicant will unbundle the cost of vehicle parking from the cost to lease an office or retail unit.
- The Applicant will identify a Transportation Coordinator for the building once it has opened. The Transportation Coordinator will be responsible for coordinating with and disseminating information to each tenant in the building. The Transportation Coordinator for the building will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo. Transportation Coordinators' job duties may be part of other duties assigned to the individual.
- The Transportation Coordinator will conduct an annual commuter survey of building employees on-site, and report TDM activities and data collection efforts to goDCgo once per year. All employer tenants must survey their employees and report back to the Transportation Coordinator.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in internal building newsletters or communications, as applicable.

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- The Transportation Coordinator will provide links to CommuterConnections.com and goDCgo.com on property websites.
- The Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- The Transportation Coordinator will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant when they move in.
- The Transportation Coordinator will distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- The Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and the Parking Cash-Out Law.
- The Transportation Coordinator will provide employees who wish to carpool with detailed carpooling information, including other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- A minimum of six preferential carpooling spaces will be designated in a convenient location within the parking garage for employee use. If the preferential carpool spaces are not fully utilized within one year after the building opens, the spaces will revert back to general use.
- A SmarTrip card and one complimentary Capital Bikeshare coupon good for a free ride will be provided to each new employee at initial lease up.
- At least 10 short-term and 93 long-term bicycle parking spaces will be provided for the office and retail components combined.
- At least six showers and 56 lockers will be provided for use by office and retail employees.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of five spaces designed for longer cargo/tandem bikes, and a minimum of nine spaces equipped with electrical outlets for the charging of electric bikes and scooters. There will be no fee charged to the employees for usage of the bicycle storage room.
- A minimum of 15 electric vehicle (EV) charging spaces will be provided in the garage.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case. [only include this bullet if case is going through ZC or BZA; DDOT has confirmed there is no action needed by the Applicant to re-open the record since it is a condition in an Order, OZ staff can upload to IZIS administratively upon receiving the documentation]

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- Five years after the issuance of the final certificate of occupancy for the Project, if the TDM Coordinator has not established a relationship with DDOT or goDCgo, the TDM Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo summarizing continued substantial compliance with the transportation and following TDM conditions in the Order, unless no longer applicable as confirmed by DDOT; provided, that if such letter is not submitted on a timely basis, the Applicant shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- Install a Transportation Information Center Display (electronic screen) or provide comparable information by other digital or electronic means (such as an app or website), containing information related to local transportation alternatives. At a minimum the information should include nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Require any office tenant occupying 75 percent or more of the office space in the Project to participate in the Capital Bikeshare corporate membership program and offer discounted annual memberships to employees who do not obtain a parking space in the building;
- A bicycle repair station will be provided in each long-term bicycle parking storage room.
- Hold a transportation event for employees and members of the community once per year for a total of five years. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.).

### Retail Strategies

- The Transportation Coordinator will post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.

### **Public Space Elements**

At DDOT’s request, an assessment of the bus stop on 21<sup>st</sup> Street, south of the M Street intersection, was undertaken. The stop was evaluated to determine its conformance with WMATA’s *Bus Stop Amenity Guide*. A summary of the evaluation is provided in Table 8.

# WELLS + ASSOCIATES

## MEMORANDUM

Table 8  
Summary of Transit Stop Elements

Stop #	Shelter/ Bench	Flag	Landing Pad Dimensions	Width of Sidewalk	Clear Area In Shelter
Basic Stop Requirement	Shelter recommended for ≥ 50 boardings per day	2'-4' from curb; 36" paved access area	≥ 5 x 8' (stops with shelters)	≥ 4'	≥ 36" x 48"
1003491	Shelter	3'3" from curb ≥ 39" paved access area	5' x 8' <sup>†</sup>	11' – 27'-8"	3'-10" x 4'-4"
<sup>†</sup> A 5'x 8' landing pad is present; however, it is located adjacent to the bus shelter, not in front of the bus shelter. The dimension from the front of the bus shelter to the curb is only 3'-3".					

As discussed at a prior meeting with DDOT on September 20, 2024, given the impacts associated with the Department of General Services' (DGS') project at Duke Ellington Park, DDOT has determined that the realignment of the crosswalk on the east leg of the New Hampshire Avenue/M Street intersection is not feasible at this time.

In conjunction with the redevelopment of 2100 M Street, the Applicant will remove the midblock crosswalk across 21<sup>st</sup> Street, south of M Street.

A curbside management plan will be prepared and provided to DDOT during the Public Space process.

### CONCLUSIONS AND RECOMMENDATIONS

This memorandum provides an evaluation of potential transportation impacts associated with BXP 2100M LLC's proposed redevelopment of 2100 M Street NW. The proposed project will raze the existing office building and replace it with a new office building with ground floor retail and amenity space and a below-grade parking garage. Below is a summary of the findings of the evaluation.

- The site is well-served by a variety of transportation options, including three Metro Stations within ½ mile of the site providing access to Metro's Orange, Blue, Silver, and Red Lines, access to numerous Metrobus routes within ¼ mile of the site, and a Capital Bikeshare Station located just south of the site on 21<sup>st</sup> Street. The site also is served by a connected, complete sidewalk network enhancing the walkability of the site.
- The net increase in vehicle trips associated with the project is expected to be minimal when compared with the existing building. The anticipated increase in vehicle trips is just 18 during the AM peak hour and 12 during the PM peak hour. No increase is expected during the Saturday peak hour.
- Within approximately ¼ mile of the site, two fatal crashes have occurred since January 1, 2020: one involving a pedestrian and one involving a bicycle. Two vehicle crashes and three pedestrian crashes involved major injuries. One of the pedestrian collisions with major injuries occurred on 21<sup>st</sup> Street between L and M Streets, near the project. In conjunction with the proposed redevelopment, the Applicant will make a number of improvements that support and further DDOT's Vision Zero goals. Specifically, the Applicant proposes the following improvements:

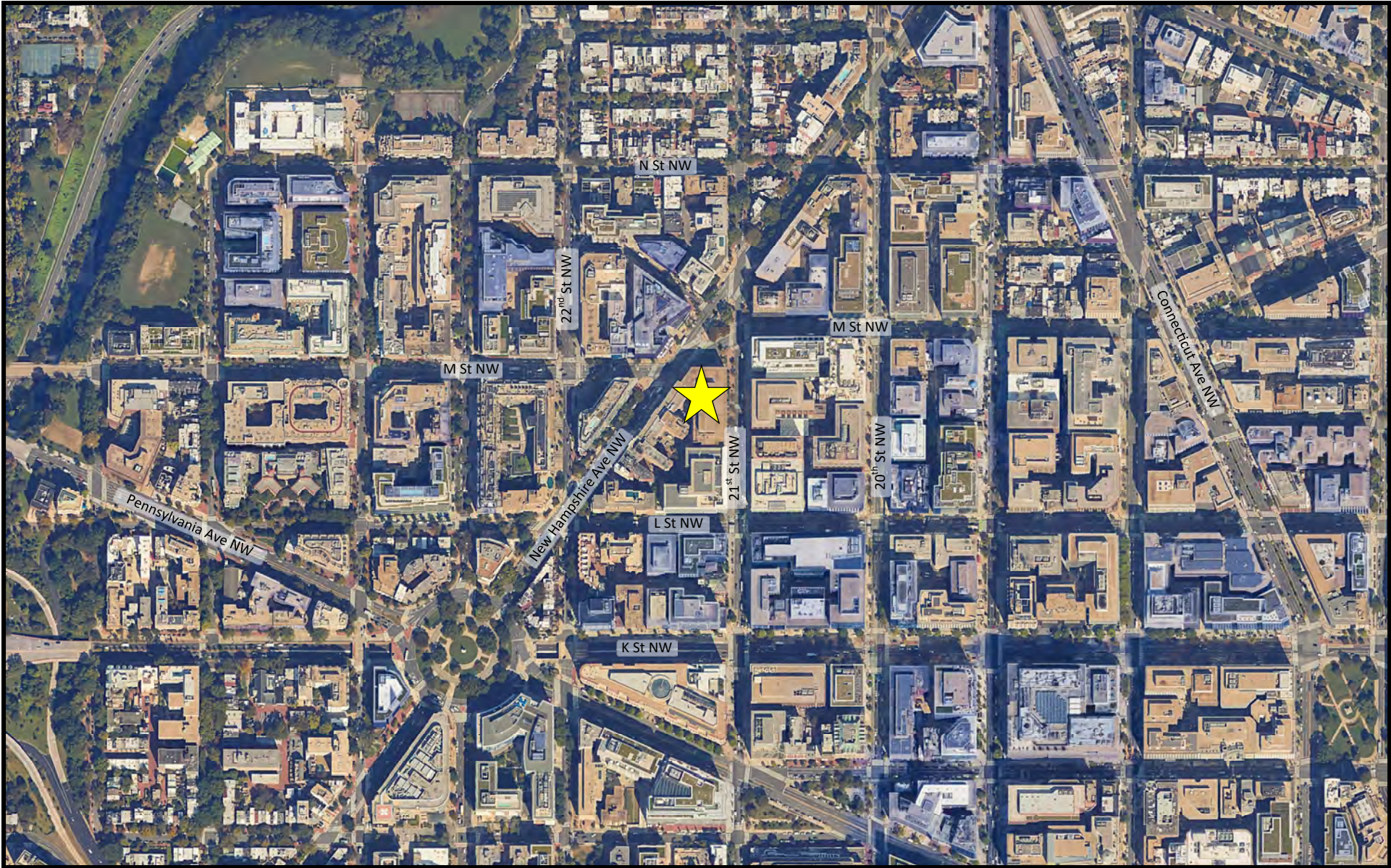
# WELLS + ASSOCIATES

## MEMORANDUM

- Removal of the uncontrolled (mid-block) crosswalk on 21<sup>st</sup> Street, south of M Street,
  - Removal of the existing 56-foot wide curb cut in favor of a narrower curb cut approximately 22-feet wide,
  - Elimination of back-in loading maneuvers that are currently required in favor of a ground floor plan that allows service and delivery vehicles to enter and exit the site front-first, and
  - Provision of a designated “No Parking” zone at the building entrance on 21<sup>st</sup> Street to allow pick-up/drop-off activity to happen outside of the travel lanes.
- In conjunction with the proposed redevelopment, the Applicant will implement a TDM Plan to encourage and incentivize non-auto modes of travel with the goal of reducing single-occupant vehicle trips.
  - With the implementation of the improvements noted above and the implementation of the TDM Plan, the proposed redevelopment of 2100 M Street NW is not expected to have any adverse impacts on the surrounding area.

S:\Projects - s drive\9000-9499\9455A 2100 M Entitlement\Documents\Reports\2100 M Street Transportation Statement (6-12-26).docx

## FIGURES



**Figure 1**  
Site Location



Site

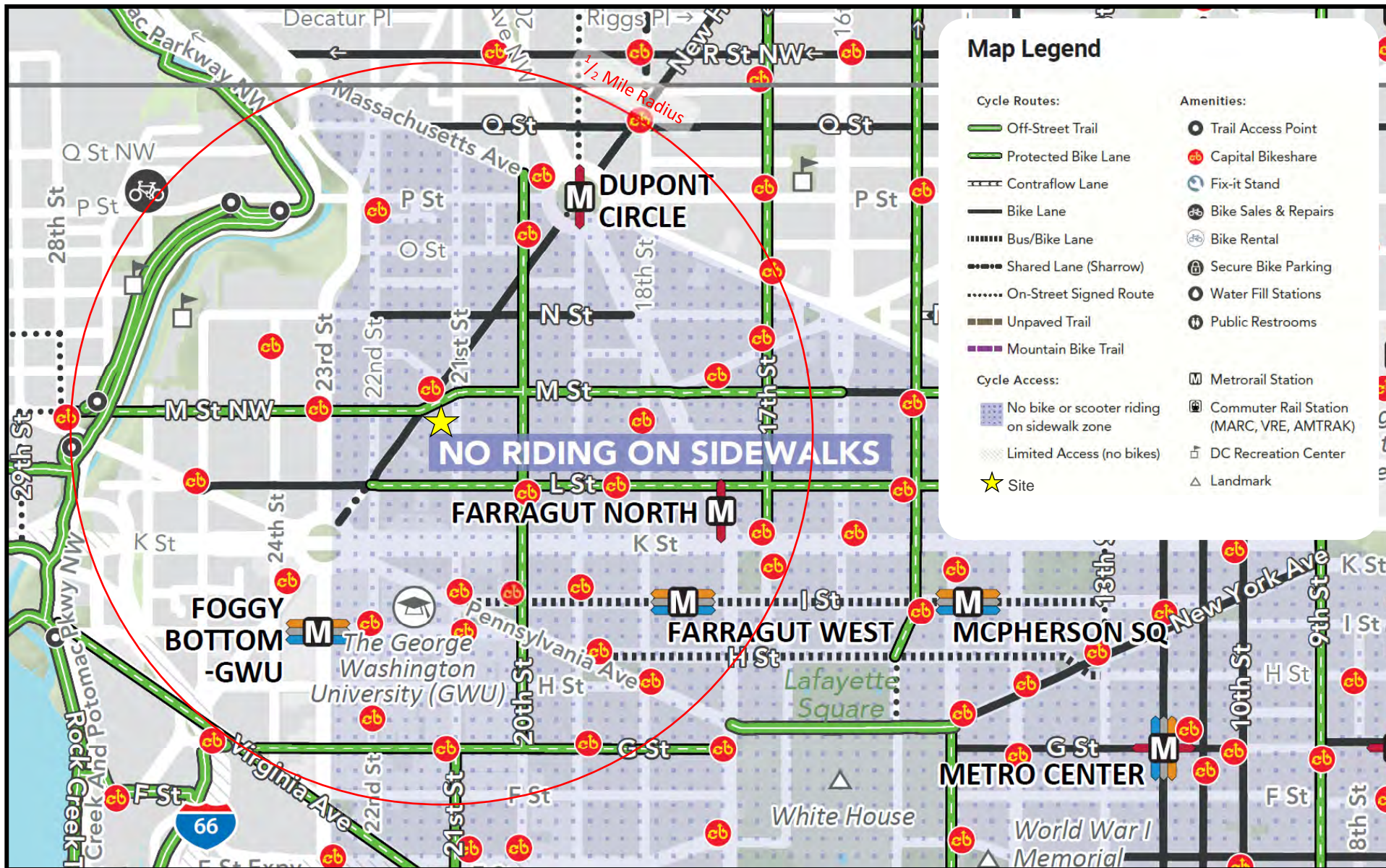


NORTH

2100 M Street NW  
Washington, DC







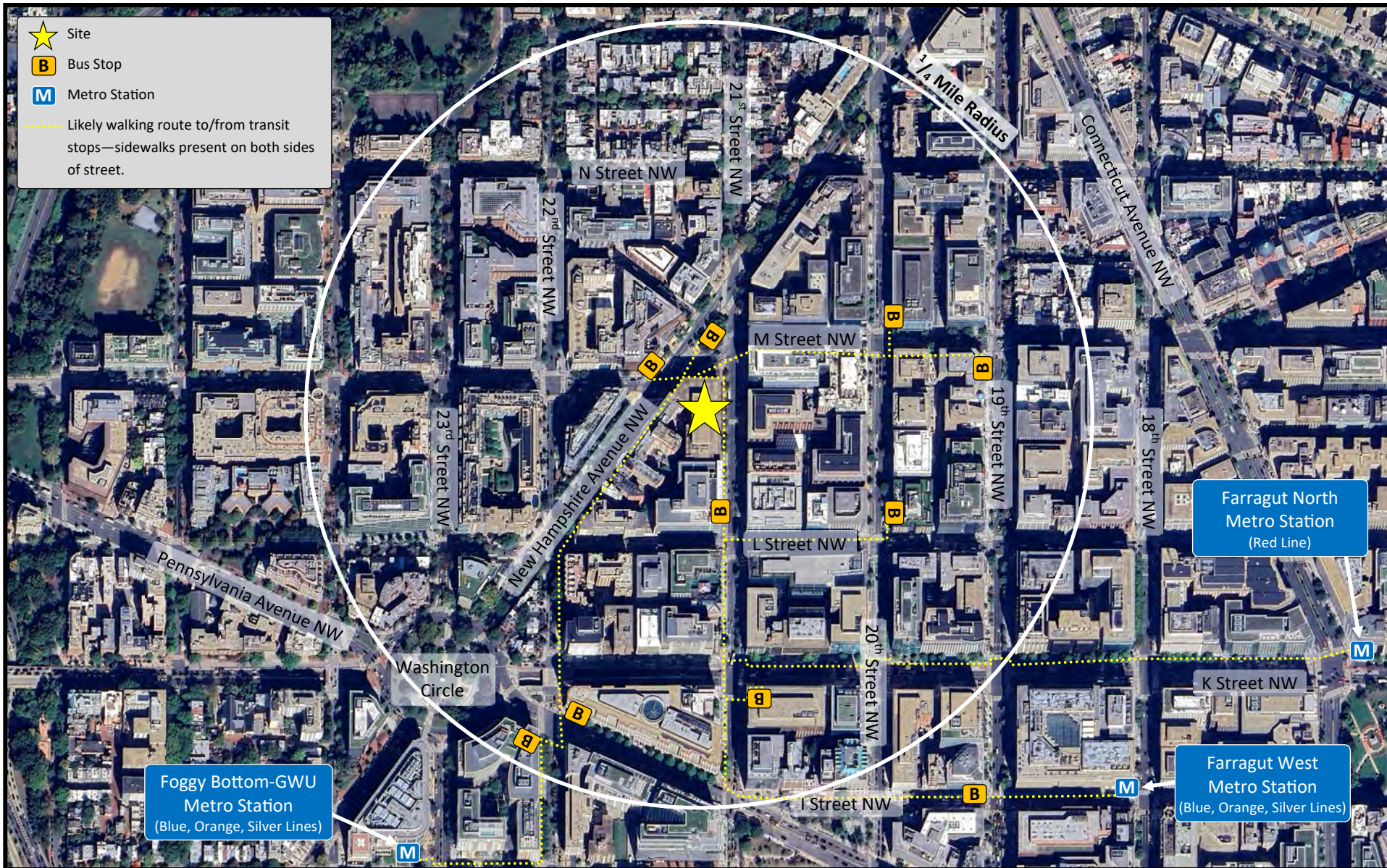
**Figure 3**  
Bicycle Network



**NORTH**

2100 M Street NW  
Washington, DC





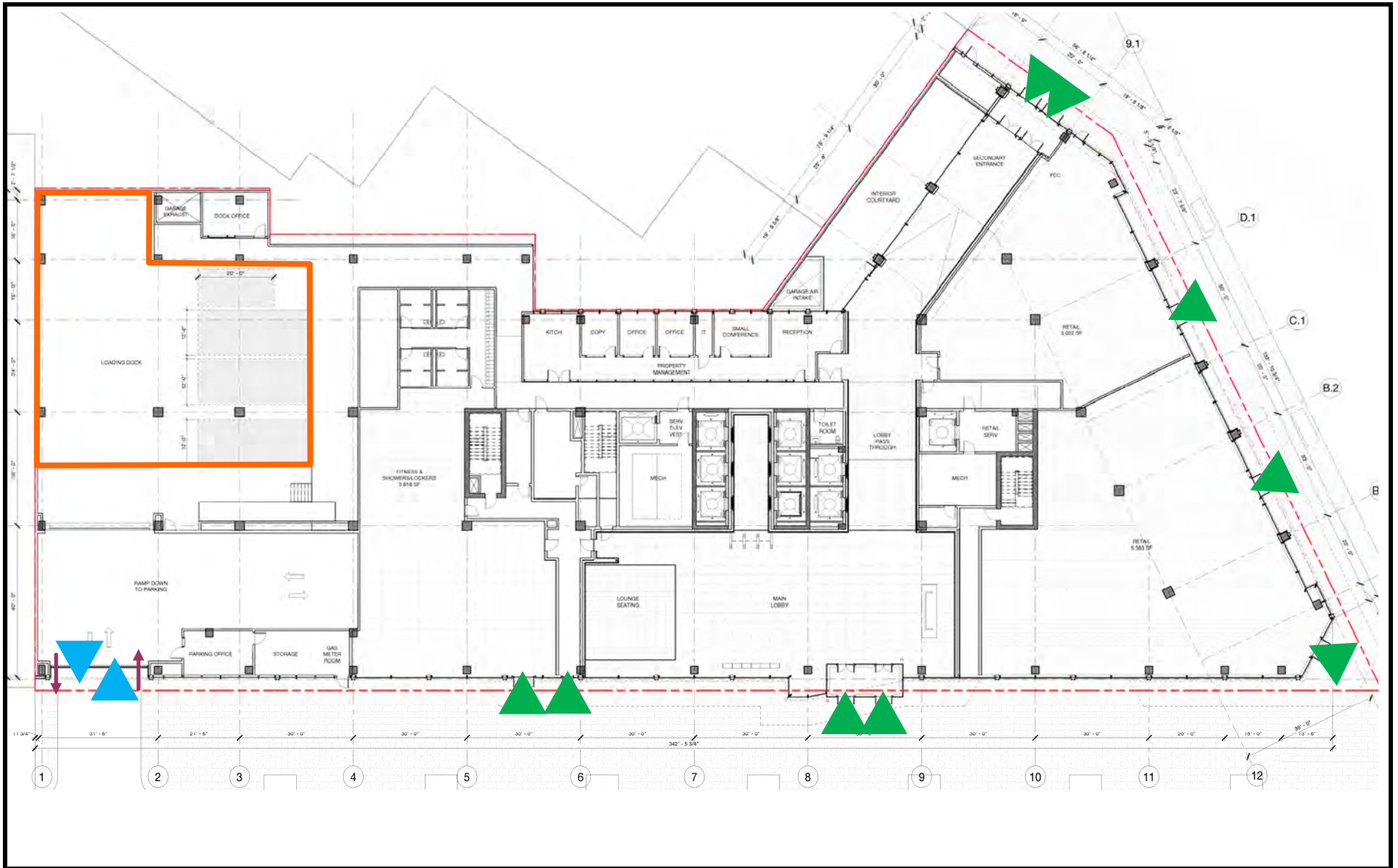
**Figure 4**  
Quarter Mile Walk Shed







NORTH

2100 M Street NW  
Washington, DC





**Figure 5A**  
Site Circulation—Ground Floor

-  Pedestrian Access
-  Vehicle Access
-  Bicycle Access
-  Loading






**NORTH**

**2100 M Street NW  
Washington, DC**





**Figure 5B**  
Site Circulation—B1 Level

-  Vehicle Access
-  Bicycle Access
-  Bicycle Parking



**NORTH**

**2100 M Street NW**  
**Washington, DC**



**ATTACHMENT A**  
**APPROVED SCOPING DOCUMENT**



## District Department of Transportation (DDOT) Comprehensive Transportation Review (CTR) Scoping Form



The purpose of the Comprehensive Transportation Review (CTR) study is to evaluate potential impacts to the transportation network that can be expected to result from an approved action by the Zoning Commission (ZC), Board of Zoning Adjustment (BZA), Public Space Committee (PSC), a Federal or District agency, or an operational change to the transportation network. The Scoping Form accompanies the *Guidance for Comprehensive Transportation Review* and provides the Applicant an opportunity to propose a scope of work to evaluate the potential transportation impacts of the project.

**Directions:** The *CTR Scoping Form* contains study elements that an Applicant is expected to complete to determine the scope of the analysis. An Applicant should fill out this *Scoping Form* with a proposed scope of analysis commensurate with the requested action and submit to DDOT in Word format for review and concurrence. Accordingly, not all elements and figures identified in the *Scoping Form* are required for every action, and there may be situations where additional analyses and figures may be necessary. The Applicant should fill out as many sections as possible and leave blank any sections that are not relevant to their project. Once a completed *Scoping Form* is submitted, DDOT will provide feedback on the initial proposed scope. DDOT’s turnaround times are four (4) weeks for CTRs with a Traffic Impact Analysis (TIA) and three (3) weeks for all other lower tier studies. After the *Scoping Form* has been finalized and agreed to by DDOT, the Applicant is required to expand upon the elements outlined in this *Form* within the study and comply with all CTR requirements not specifically addressed in this *Form*.

Scoping Information	
Date(s) Scoping Form Submitted to DDOT: 5/4/26	
DDOT Case Manager: Erkin Ozberk	
Date(s) Scoping Form Comments Returned to Applicant: 6/1/2026	
Date Scoping Form Finalized: 6/3/26	
Project Overview	Proposed Development Program
Project Name: 2100 M Street	Use(s)
Case Type & No. (ZC, BZA, PSC, etc.): Zoning Commission (Voluntary Design Review)	Residential (dwelling units): NA
Applicant/Developer Name: BXP (Matthew Bonifant; mbonifant@bxp.com)	Retail (square feet): 10,000 SF
Transportation Consultant and Contact Info: Wells + Associates – Jami Milanovich; jlmilanovich@wellsandassociates.com; 202.556.1113	Office (square feet): 335,000 SF
Land Use Counsel and Contact Info: David Avitabile/Lee Templin (Goulston & Storrs, davitabile@goulstonstorrs.com/ ltemplin@goulstonstorrs.com)	Hotel (rooms):
Site Street Address: 2100 M Street NW, Washington, DC 20002	Other:
Site Square & Lot: Square 0072, Lot 0075	# of Vehicle Parking Spaces: Approximately 258 (reduced from 271 current spaces)
Current Zoning and/or Overlay District: D-5	# of Carshare spaces: None
Estimated Date of Hearing: TBD	# of Electric Vehicle Stations: Minimum 6 proposed EV Spaces
ANC/SMD No. & SMD Commissioner Name: 2A-06, John Dolan	Bicycle Parking Facilities
OP Small Area Plan (if applicable): NA	Long-term / Short-Term spaces: 93 LT/11 ST
DDOT Livability Study (if applicable): NA	Showers / Lockers (non-residential): 6 showers/56 lockers

<p><b>Within ½ Mile of <u>Metrorail</u> or ¼ mile of <u>Priority Bus/Streetcar</u>?:</b> The site is located within ½ mile of the Foggy Bottom GWU Metrorail Station, Farragut West Metrorail Station, Farragut North Metrorail Station, and Dupont Circle Metrorail Station. The site is located within ¼ mile of the Metrobus D80 High Frequency Line.</p>	<p><b>Loading Berths/Spaces:</b> 3 loading berths @30'; 1 Platform @ 300 SF; 1 S/D space @ 20'</p>
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**Documents to be Submitted to DDOT:** Any action requiring a CTR or some other evaluation of on-site or off-site transportation facilities must submit one of the following documents to DDOT. It must be appropriately scoped for the specific action proposed and document all relevant site operations and transportation analyses.

- CTR Study** (100 or more total peak hour person trips OR 25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
  - TIA Component of CTR Study Triggered** (25 or more peak hour vehicle trips in peak direction, or as deemed necessary by DDOT)
- Transportation Statement** (limited scope based on specifics of project OR if Low Impact Development Exemption from CTR and TIA is requested)
- Standalone TIA** (project proposes a change to roadway capacity, operations, or directionality, has a site access challenge, or as deemed necessary by DDOT)
- Other, specify:** \_\_\_\_\_
- Include PDF of report with appendices, traffic analysis files, and traffic counts in DDOT spreadsheet format (total size of all digital files under 15 MB, if possible)

**Existing Site and Description of Action:** Describe the type(s) of regulatory approval(s) being requested and any background information on the project relevant to the requested action such as the existing uses, amount of vehicle parking, and other notable proposed changes on-site. Also note any other needed regulatory approvals outside of the zoning action discussed in this Form (e.g., Surveyor’s Order for alley closure).

The site is generally bordered by M Street on the north, 21<sup>st</sup> Street on the east, New Hampshire Avenue on the west, and an adjacent office building on the south. The existing office and retail building will be demolished and redeveloped with a 10-story plus habitable penthouse including approximately 335,000 SF of office and 10,000 SF of ground floor retail space. Approximately 258 vehicle parking spaces will be provided in a below-grade garage (reduced from 271 spaces in the existing garage). To accomplish this redevelopment, the Applicant will utilize the Voluntary Design Review process and anticipates requesting flexibility from court, front build-to, and height setback requirements of the D-5 zone.

Access to the below-grade parking and at-grade loading will be provided via a new curb cut on 21<sup>st</sup> Street NW. The proposed curb cut will be approximately 22-feet wide and will be significantly narrower than the existing curb cut, which is approximately 56-feet wide.

**Prior Related Action(s), Conditions, and Commitments:** Note any prior approvals by ZC, BZA, or PSC (e.g., Campus Master Plan, First Stage PUD, student/faculty cap, etc.) for the site and list all relevant conditions and proffers still in effect from the previous approval and status of completion. Attach a copy of the Decision section from the previous Zoning Order if still in effect.

BZA Order No. 17696, dated December 18, 2007, effective as of December 20, 2007 – the Board granted special exception relief from the penthouse setback and parking space requirements under the then-applicable ZR58; and (ii) variances from the loading berth and platform height requirements, the van and compact space parking requirements, and the 45 degree height setback from neighboring property requirements of ZR58, to allow for an expansion of the existing office building.

BZA Order No. 20291, dated October 7, 2020, and effective as of October 21, 2020, as modified by BZA Order No. 20291C, dated October 9, 2024, effective as of October 16, 2024 – the Board approved a renovation and expansion of the existing building for residential use. In doing so, the BZA granted the following areas of zoning relief under the 2016 Zoning Regulations:

- An area variance from the 45-degree setback requirement from the MU-10 zone of Subtitle I § 201.6.

The approved project allowed for approximately 430,318 square feet of GFA (approximately 10.44 FAR), approximately 178 below-grade parking spaces, and a maximum building height of 130 feet (11 stories) plus a habitable penthouse.

Section 1: SITE DESIGN												
DDOT reviews the site plan to evaluate consistency with DDOT’s standards, policies, and approach to access as documented in the most recent Design and Engineering Manual (DEM). If the proposal for use of public space is found to be inconsistent with the agency approach, DDOT will note this regardless of its relevance to the action. It is DDOT’s position that issues regarding public space be addressed at the earliest possible opportunity to ensure the highest quality project design and to minimize project delays and the need to re-design a site in the future.												
CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS										
<p><b>Site Access and Connectivity</b></p> <p>Show site access points for all modes. Include proposed curb cut locations, curb cuts to be closed, access controls (e.g., right-in/out, signalized), sight distances and sight triangles from access points and new intersections, driveway widths and spacing, on- and off-site parking locations, inter-parcel connections, public/private status of driveways, alleys, and streets, and whether easements, dedications, or ROW closures are proposed.</p> <p><i>See Section 1.1 of the CTR Guidelines for more detailed guidance.</i></p>	<p>One curb cut (approximately 56’ wide) on 21<sup>st</sup> Street currently serves the site. The existing curb cut will be closed and a new curb cut approximately 22’ wide will provide access to loading and parking for the new building. .</p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Project Location Map (See Figure 1)</i></p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Site Circulation Plan (See Figure 2)</i></p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Plat for Site’s Square and Lot from Office of the Surveyor (if official plat not available, provide copy from SURDOCS) (See Figure 3)</i></p>	<p><b>DDOT 6/1/26</b> - Please clarify the proposed curb cut dimensions, as there is a discrepancy between this section and what is described in the “Existing Site and Description of Action” section and what is shown on Figure 2. It appears the 18-foot curb cut with 6-foot pedestrian refuge is incorrect.</p> <p>The proposed curb cut must meet all applicable commercial curb cut standards and minimize impacts to the public space to the greatest extent possible. A truck turning analysis will be required for the loading operations to ensure that no backing maneuvers occur within the public space.</p> <p><i>W+A Response: The proposed curb cut is approximately 22’. The text to the left and in the “Existing Site and Description of Action” has been updated accordingly. AutoTURN diagrams will be provided in the Transportation Statement.</i></p> <p><b>DDOT 6/3/26</b> – Concur.</p>										
<p><b>Loading</b></p> <p>Discuss and show the quantity and sizes of loading berths/delivery spaces, trash storage locations, on- and off-site loading locations, turnaround design, nearby commercial loading zones, and anticipated demand, operations, and routing of delivery and trash vehicles. Identify the sizes of trucks anticipated to serve the site and design vehicles to be used in truck turning diagrams. Provide truck turning diagrams in the body of the report not the appendix. Include a Loading Management Plan (LMP) if zoning relief, back-in loading, or curbside loading is proposed.</p> <p><i>See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.</i></p>	<p>The loading requirements for the project per ZR16 are shown in the table below. The proposed project would meet the requirements. As such, no relief from parking or loading requirements will be sought.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #800040; color: white;"> <th>Component</th> <th>Required</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Office (335,000 SF)</td> <td>&gt; 200,000 SF 3 loading berths @ 30’ 3 Platforms @ 100 SF each 1 S/D space @ 20’</td> <td rowspan="3">3 loading berths @30’ 3 Platforms @ 100 SF each 1 S/D space @ 20’</td> </tr> <tr> <td>Retail (10,000 SF)</td> <td>5,000 to 20,000 SF 1 loading berth @ 30’ 1 Platform @ 100 SF</td> </tr> <tr> <td>Total*</td> <td>3 loading berths @30’ 3 Platforms @ 300 SF each 1 S/D space @ 20’</td> </tr> </tbody> </table>	Component	Required	Proposed	Office (335,000 SF)	> 200,000 SF 3 loading berths @ 30’ 3 Platforms @ 100 SF each 1 S/D space @ 20’	3 loading berths @30’ 3 Platforms @ 100 SF each 1 S/D space @ 20’	Retail (10,000 SF)	5,000 to 20,000 SF 1 loading berth @ 30’ 1 Platform @ 100 SF	Total*	3 loading berths @30’ 3 Platforms @ 300 SF each 1 S/D space @ 20’	<p><b>DDOT 6/1/26</b> – Concur.</p>
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	<p>* Per Subtitle C §901.8 of ZR16, “Where two (2) or more uses share a building or structure , the uses may share loading as long as internal access is provided from all shared uses requiring loading.”</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Location of loading area with internal building routing (See Figure 2)</p> <p><input type="checkbox"/> Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes)</p>																				
<p><b>Vehicle Parking</b></p> <p>Identify all off-street parking locations (on- and off-site) and justify the amount of on-site vehicle parking, including a comparison to the number of spaces required by ZR16 and DDOT’s Preferred Maximum rates (Figure 10). Provide parking calculations and parking ratios by land use, including any eligible ZR16 vehicle parking reductions (i.e., within ¼ mile of Priority Bus Route, within ½ mile of Metrorail Station, providing carshare spaces, located within a D zone, etc.). Confirm whether ZR16 TDM Measures will be required per Subtitle C § 707.3 for providing more than double the required amount of parking.</p> <p>See Section 1.3 of the CTR Guidelines for more detailed guidance.</p>	<p>The minimum parking requirements from ZR16 Subtitle C, §701 are presented below along with DDOT’s Preferred Parking Maximum Ratios.</p> <table border="1" data-bbox="684 639 1562 915"> <thead> <tr> <th rowspan="2">Component</th> <th colspan="2">Required</th> <th rowspan="2">Proposed</th> </tr> <tr> <th>Minimum</th> <th>Maximum (¼ to ½ mi of Metro)</th> </tr> </thead> <tbody> <tr> <td>Office (335,000 SF)</td> <td>0.5 spaces/kSF in excess of 3 kSF = 0.5 * (335.0-3) =166 spaces</td> <td>≤ 0.5 spaces/ kSF ≤ (0.5) *335.0 ≤ 168 spaces</td> <td rowspan="2">258 spaces</td> </tr> <tr> <td>Retail (10,000 SF)</td> <td>1.33 spaces/kSF in excess of 3 kSF = 1.33 * (10.0-3) =9 spaces</td> <td>≤ 1.25 spaces/kSF ≤ (1.25) * 10.0 ≤ 13 spaces</td> </tr> <tr> <td><b>Total</b></td> <td><b>175 spaces</b></td> <td><b>≤ 181 spaces</b></td> <td><b>258 spaces</b></td> </tr> </tbody> </table> <p>Currently, the existing building has approximately 271 vehicle parking spaces. The proposed garage would have approximately 258 vehicle parking spaces.</p> <p><input checked="" type="checkbox"/> Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT’s Preferred Maximum Vehicle Parking</p> <p><input checked="" type="checkbox"/> Scoping Graphic: Off-Street Parking Locations (both on- and off-site) (See Figure 2 for garage access location)</p>	Component	Required		Proposed	Minimum	Maximum (¼ to ½ mi of Metro)	Office (335,000 SF)	0.5 spaces/kSF in excess of 3 kSF = 0.5 * (335.0-3) =166 spaces	≤ 0.5 spaces/ kSF ≤ (0.5) *335.0 ≤ 168 spaces	258 spaces	Retail (10,000 SF)	1.33 spaces/kSF in excess of 3 kSF = 1.33 * (10.0-3) =9 spaces	≤ 1.25 spaces/kSF ≤ (1.25) * 10.0 ≤ 13 spaces	<b>Total</b>	<b>175 spaces</b>	<b>≤ 181 spaces</b>	<b>258 spaces</b>	<p><b>DDOT 6/1/26 – Concur.</b></p>		
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<p><b>Bicycle Parking</b></p> <p>Identify the locations of proposed bicycle parking and justify the amount of long- and short-term spaces proposed. Provide a calculation of the number of spaces required by ZR16, as well as showers and lockers for non-residential uses, and ensure they are designed appropriately into the project.</p> <p>See Section 1.4 and Appendix F of the CTR Guidelines, and the latest <a href="#">DDOT Bike Parking Guide</a>, for more detailed design guidance.</p>	<p>The required and proposed long-term and short-term bike parking is shown in the table below.</p> <p>Plans are still being refined, but it is anticipated that bicycle parking will be provided in the first level of the garage.</p> <table border="1" data-bbox="684 1289 1554 1500"> <thead> <tr> <th rowspan="2">Component</th> <th colspan="2">Required</th> <th colspan="2">Proposed</th> </tr> <tr> <th>Long-term</th> <th>Short-term</th> <th>Long-term</th> <th>Short-term</th> </tr> </thead> <tbody> <tr> <td>Office (335,00 SF)</td> <td>1 sp per 2.5 kSF 335.0 ksf/2.5 = 134 spaces 50 + [(134-50)/2]<sup>†</sup> = 92 spaces</td> <td>1 sp per 40.0 kSF 335.0 ksf/40.0 = 8 spaces</td> <td>92 spaces</td> <td>8 spaces</td> </tr> <tr> <td>Retail</td> <td>1 sp per 10 kSF</td> <td>1 sp per 3.5 kSF</td> <td>1 space</td> <td>3 spaces</td> </tr> </tbody> </table>	Component	Required		Proposed		Long-term	Short-term	Long-term	Short-term	Office (335,00 SF)	1 sp per 2.5 kSF 335.0 ksf/2.5 = 134 spaces 50 + [(134-50)/2] <sup>†</sup> = 92 spaces	1 sp per 40.0 kSF 335.0 ksf/40.0 = 8 spaces	92 spaces	8 spaces	Retail	1 sp per 10 kSF	1 sp per 3.5 kSF	1 space	3 spaces	<p><b>DDOT 6/1/26 – Concur.</b></p>
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(10,000 SF)	10.0 ksf/10 = 1 space	=10.0 /3.5 =3 space		
<b>Total</b>	<b>93 spaces</b>	<b>11 spaces</b>	<b>93 spaces</b>	<b>11 spaces</b>
<p>† Per Subtitle C, §802.2, after the first 50 spaces are provided for each use, additional spaces are required at half the ratio specified in §802.1.</p> <p>Per ZR16 Subtitle C, §806.4, non-residential uses that require long-term bicycle parking and occupy more than 25,000 SF shall provide showers and lockers. Per ZR16 Subtitle C, §806.4, 6 showers and 56 lockers will be provided. The lockers will be a minimum of 12 in. wide, 18 in. deep, and 36 in. high.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Locations of internal bicycle parking spaces, routing to these spaces, and related support facilities including locker rooms, showers, storage areas, and service repair rooms – a figure showing location of bicycle parking will be provided in the Transportation Statement</i></p>				

<p><b>Streetscape and Public Realm</b></p> <p>Provide a conceptual layout of the streetscape and public realm including at minimum: curb cuts, vaults, sidewalk widths, street trees, grade changes, building projections, short-term bicycle parking, and any existing bus stops. Also provide the permit tracking numbers and PSC hearing date, if known, for any approved public space designs. Note any non-compliant public space elements requiring a DCRA code modification or PSC approval.</p> <p><i>See Section 1.5 of the CTR Guidelines for more detailed guidance. A summary of public space best practices and DDOT standards are also documented in the DEM, Public Realm Design Manual, and corridor Streetscape Guidelines (if applicable).</i></p>	<p>Streetscape improvements have not yet been designed. The Applicant will work with DDOT on streetscape elements during the Public Space process.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Preliminary Public Space Concept</i></p>	<p><b>DDOT 6/1/26</b> – Streetscape materials should be updated to current DDOT standard and the Downtown Residential Streetscape Guidelines should be consulted for guidance on incorporating more greenery along the building’s residential façade. A 10-foot minimum sidewalk clear way should be maintained along the perimeter of the site. As discussed in 4/9/26 call, please note the mid-block crosswalk on 21<sup>st</sup> Street will be removed. All sidewalk café’s will require separate Public Space Occupancy permits in TOPS.</p> <p>W+A Response: The proposed building will be office with ground floor retail (no residential). As such, we do not believe the Downtown Residential Streetscape Guidelines apply.</p> <p><b>DDOT 6/3/26</b> – Concur.</p>
<p><b>Sustainable Transportation Elements</b></p> <p>Identify all sustainable transportation elements, such as electric vehicle (EV) charging stations and carshare spaces proposed to be included in the project. Electrical conduit should be installed in parking garage so that additional EV stations can be provided later. DDOT recommends 1 per 50 vehicle spaces be served by an EV station. Note that District regulations for EV infrastructure is fast evolving and additional requirements may go into effect.</p> <p><i>See Section 1.6 of the CTR Guidelines for more detailed guidance.</i></p>	<p>A minimum of 6 EV charging stations will be provided in the garage.</p>	<p><b>DDOT 6/1/26</b> – Concur.</p>
<p><b>Heritage, Special, and Street Trees</b></p> <p>Heritage Trees are defined as having a circumference of 100 inches or more. They are protected by District law and must be preserved if deemed non-hazardous by Urban Forestry Division (UFD). Special Trees are between 44 inches and 99.99 inches in circumference and may be removed with a permit. Note whether there are existing Heritage Trees on-site or in adjacent public space. The presence of Heritage Trees will impact site design since they may not be cut down. Conduct an inventory of existing and missing street trees within a 2-block radius of the site. Provide a screenshot from UFD’s map of existing and missing street trees.</p> <p><i>See Section 1.7 of the CTR Guidelines for more detailed guidance.</i></p>	<p>See Figure 4 for UFD’s street tree map. No heritage trees or special trees are located on site or in the adjacent right-of-way.</p>	<p><b>DDOT 6/1/26</b> – See attached UFD Memo.</p> <p>W+A Response: Noted. The Applicant will coordinate with the Ward Arborist.</p> <p><b>DDOT 6/3/26</b> – Concur.</p>

## Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS																																																																																																																																																																																																																																																					
<p><b>Mode Split</b> Provide mode split assumptions with sources and justification. Adjustments to mode split assumptions may be made, as appropriate, if the number of vehicle parking spaces proposed is significantly lower or higher than expected for the context of the neighborhood.</p> <p>The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence.</p> <p><i>See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.</i></p>	<p>Mode splits for the office component were taken from CTPP data. The 2017-2021 (5-year) estimates for Means of Transportation to Work, Workplace data were used. For the retail component, mode splits were adjusted to account for the neighborhood serving nature of the intended retail use and reflect more trips from shorter distances.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr style="background-color: #800000; color: white;"> <th rowspan="2">Mode</th> <th>Office</th> <th>Retail</th> </tr> <tr style="background-color: #800000; color: white;"> <th>AM and PM Peak</th> <th>AM and PM Peak</th> </tr> </thead> <tbody> <tr> <td>Auto</td> <td style="text-align: center;">44%</td> <td style="text-align: center;">30%</td> </tr> <tr> <td>Transit</td> <td style="text-align: center;">43%</td> <td style="text-align: center;">30%</td> </tr> <tr> <td>Bike</td> <td style="text-align: center;">3%</td> <td style="text-align: center;">4%</td> </tr> <tr> <td>Pedestrian</td> <td style="text-align: center;">10%</td> <td style="text-align: center;">36%</td> </tr> </tbody> </table> <p><input checked="" type="checkbox"/> Scoping Table: Mode Split Assumptions by Land Use</p>	Mode	Office	Retail	AM and PM Peak	AM and PM Peak	Auto	44%	30%	Transit	43%	30%	Bike	3%	4%	Pedestrian	10%	36%	<p><b>DDOT 6/1/26 – Noted.</b> Please provide CTPP census tract data in the scoping attachments.</p> <p>W+A Response: Census Tract 55.01 and 107 were used for the analysis. A map showing the tracts is attached.</p> <p><b>DDOT 6/3/26 – Concur.</b></p>																																																																																																																																																																																																																																				
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<p><b>Trip Calculations</b> Provide site-generated person trip estimates, utilizing the most recent version of ITE <i>Trip Generation Manual</i> or another agreed upon methodology such as manual doorway or driveway counts at similar facilities. Estimates must be provided by mode, type of trip, land use, and development phase during weekday AM and PM commuter peaks, Saturday mid-day peak, and daily totals. CTR must also include existing site trip generation based on observed counts. Include estimates for the transit, bicycle, walk, and automobile modes.</p> <p>The agreed upon trip generation methodology may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. Consult the DDOT Case Manager if site plan, development program, land uses, or density changes significantly.</p> <p><i>See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.</i></p>	<p>ITE's <i>Trip Generation Manual</i> and Census data were used to estimate the peak hour trips generation for the project.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr style="background-color: #800000; color: white;"> <th rowspan="3">User</th> <th colspan="12">Existing Trip Generation</th> </tr> <tr style="background-color: #800000; color: white;"> <th colspan="3">AM PEAK HOUR</th> <th colspan="3">PM PEAK HOUR</th> <th colspan="3">SATURDAY PEAK HOUR</th> <th colspan="3">AVG. DAILY TRAFFIC</th> </tr> <tr style="background-color: #800000; color: white;"> <th>IN</th> <th>OUT</th> <th>TOTAL</th> <th>IN</th> <th>OUT</th> <th>TOTAL</th> <th>IN</th> <th>OUT</th> <th>TOTAL</th> <th>IN</th> <th>OUT</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr style="background-color: #d3d3d3;"> <td colspan="13" style="text-align: center;"><b>Office (269,000 SF)</b></td> </tr> <tr> <td>Baseline Trips<sup>1</sup></td> <td>282</td> <td>39</td> <td>321</td> <td>48</td> <td>249</td> <td>297</td> <td>128</td> <td>109</td> <td>237</td> <td>935</td> <td>935</td> <td>1,870</td> </tr> <tr> <td>Person Trips<sup>2</sup></td> <td>334</td> <td>45</td> <td>379</td> <td>60</td> <td>290</td> <td>350</td> <td>151</td> <td>128</td> <td>279</td> <td>1,103</td> <td>1,103</td> <td>2,206</td> </tr> <tr> <td>Auto</td> <td>147</td> <td>20</td> <td>167</td> <td>26</td> <td>127</td> <td>153</td> <td>66</td> <td>57</td> <td>123</td> <td>486</td> <td>485</td> <td>971</td> </tr> <tr> <td>Transit</td> <td>144</td> <td>19</td> <td>163</td> <td>26</td> <td>125</td> <td>151</td> <td>65</td> <td>55</td> <td>120</td> <td>475</td> <td>474</td> <td>949</td> </tr> <tr> <td>Bike</td> <td>10</td> <td>1</td> <td>11</td> <td>2</td> <td>9</td> <td>11</td> <td>5</td> <td>3</td> <td>8</td> <td>34</td> <td>33</td> <td>67</td> </tr> <tr> <td>Pedestrian</td> <td>33</td> <td>5</td> <td>38</td> <td>6</td> <td>29</td> <td>35</td> <td>15</td> <td>13</td> <td>28</td> <td>111</td> <td>110</td> <td>221</td> </tr> <tr> <td>Vehicle Trips<sup>3</sup></td> <td>125</td> <td>17</td> <td>142</td> <td>22</td> <td>108</td> <td>130</td> <td>56</td> <td>48</td> <td>104</td> <td>412</td> <td>411</td> <td>823</td> </tr> <tr style="background-color: #d3d3d3;"> <td colspan="13" style="text-align: center;"><b>Retail (23,025 SF)</b></td> </tr> <tr> <td>Baseline Trips<sup>1</sup></td> <td>50</td> <td>40</td> <td>90</td> <td>68</td> <td>67</td> <td>135</td> <td>78</td> <td>75</td> <td>153</td> <td>601</td> <td>600</td> <td>1,201</td> </tr> <tr> <td>Person Trips<sup>2</sup></td> <td>99</td> <td>66</td> <td>165</td> <td>123</td> <td>123</td> <td>246</td> <td>142</td> <td>136</td> <td>278</td> <td>1,093</td> <td>1,093</td> <td>2,186</td> </tr> <tr> <td>Auto</td> <td>30</td> <td>19</td> <td>49</td> <td>37</td> <td>37</td> <td>74</td> <td>43</td> <td>41</td> <td>84</td> <td>328</td> <td>328</td> <td>656</td> </tr> <tr> <td>Transit</td> <td>30</td> <td>20</td> <td>50</td> <td>37</td> <td>37</td> <td>74</td> <td>43</td> <td>41</td> <td>84</td> <td>328</td> <td>328</td> <td>656</td> </tr> <tr> <td>Bike</td> <td>4</td> <td>3</td> <td>7</td> <td>5</td> <td>5</td> <td>10</td> <td>6</td> <td>5</td> <td>11</td> <td>44</td> <td>43</td> <td>87</td> </tr> <tr> <td>Pedestrian</td> <td>35</td> <td>24</td> <td>59</td> <td>44</td> <td>44</td> <td>88</td> <td>52</td> <td>49</td> <td>101</td> <td>393</td> <td>394</td> <td>787</td> </tr> <tr> <td>Vehicle Trips<sup>3</sup></td> <td>16</td> <td>10</td> <td>26</td> <td>20</td> <td>20</td> <td>40</td> <td>24</td> <td>22</td> <td>46</td> <td>180</td> <td>180</td> <td>360</td> </tr> </tbody> </table> <p><sup>1</sup> Baseline trips calculated using ITE <i>Trip Generation Manual</i>, 12th Ed., Land Use Code 710 – General Office.  <sup>2</sup> Total Person Trips calculated by applying AVO of 1.18 for office trips and 1.82 for retail trips, per DDOT's CTR Guidelines.  <sup>3</sup> CTPP data were used to determine mode splits.</p>	User	Existing Trip Generation												AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR			AVG. DAILY TRAFFIC			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	<b>Office (269,000 SF)</b>													Baseline Trips <sup>1</sup>	282	39	321	48	249	297	128	109	237	935	935	1,870	Person Trips <sup>2</sup>	334	45	379	60	290	350	151	128	279	1,103	1,103	2,206	Auto	147	20	167	26	127	153	66	57	123	486	485	971	Transit	144	19	163	26	125	151	65	55	120	475	474	949	Bike	10	1	11	2	9	11	5	3	8	34	33	67	Pedestrian	33	5	38	6	29	35	15	13	28	111	110	221	Vehicle Trips <sup>3</sup>	125	17	142	22	108	130	56	48	104	412	411	823	<b>Retail (23,025 SF)</b>													Baseline Trips <sup>1</sup>	50	40	90	68	67	135	78	75	153	601	600	1,201	Person Trips <sup>2</sup>	99	66	165	123	123	246	142	136	278	1,093	1,093	2,186	Auto	30	19	49	37	37	74	43	41	84	328	328	656	Transit	30	20	50	37	37	74	43	41	84	328	328	656	Bike	4	3	7	5	5	10	6	5	11	44	43	87	Pedestrian	35	24	59	44	44	88	52	49	101	393	394	787	Vehicle Trips <sup>3</sup>	16	10	26	20	20	40	24	22	46	180	180	360	<p><b>DDOT 6/1/26 – Noted.</b> Please cite whether ITE 11<sup>th</sup> or 12<sup>th</sup> editions were utilized. Please also provide Saturday and daily volume summaries per CTR guidelines.</p> <p>W+A Response: The 12<sup>th</sup> Edition <i>Trip Generation Manual</i> was used for this analysis. The footnotes in the tables have been updated accordingly.</p> <p>A trip generation table including Saturday and Weekday trips is included. Note that during the Saturday peak hour, the number of trips generated under the proposed office building is projected to be 130 fewer than the current office building. On a daily basis, the number of trips generated under the new office building is projected to be 987 fewer than the existing office building.</p> <p><b>DDOT 6/3/26 – Concur.</b></p>
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	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Office (335,000 SF)</b>												
Baseline Trips <sup>1</sup>	348	47	395	58	305	363	159	136	295	1,139	1,139	2,278
Person Trips <sup>2</sup>	410	56	466	68	360	428	188	160	348	1,344	1,344	2,688
Auto	181	25	206	30	158	188	83	70	153	592	591	1,183
Transit	176	24	200	29	155	184	81	69	150	578	578	1,156
Bike	12	2	14	2	11	13	5	5	10	40	40	80
Pedestrian	41	5	46	7	36	43	19	16	35	134	135	269
Vehicle Trips <sup>3</sup>	153	21	174	26	134	160	70	60	130	502	501	1,003
<b>Retail (10,000 SF)</b>												
Baseline Trips <sup>1</sup>	22	17	39	38	38	76	34	32	66	326	326	652
Person Trips <sup>2</sup>	40	32	72	69	69	138	62	59	121	593	593	1,186
Auto	12	9	21	21	21	42	19	18	37	178	178	356
Transit	12	10	22	21	21	42	18	18	36	178	178	356
Bike	2	1	3	3	3	6	3	2	5	24	24	48
Pedestrian	14	12	26	24	24	48	22	21	43	213	213	426
Vehicle Trips <sup>3</sup>	7	5	12	11	11	22	10	10	20	98	98	196
<sup>1</sup> Baseline trips calculated using ITE Trip Generation Manual, 12th Ed., Land Use Code 710 – General Office. <sup>2</sup> Total Person Trips calculated by applying AVO of 1.18 for office trips and 1.82 for retail trips, per DDOT's CTR Guidelines. <sup>3</sup> CTPP data were used to determine mode splits.												

Existing Trip Generation												
User	AM PEAK HOUR			PM PEAK HOUR			SATURDAY PEAK HOUR			AVG. DAILY TRAFFIC		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Multi-family Housing (400 dwelling units) and Retail (19,969 SF)</b>												
Baseline Trips <sup>1</sup>	38	(15)	23	(20)	27	7						
Person Trips <sup>2</sup>	17	(23)	(6)	(46)	16	(30)						
Auto	16	(5)	11	(12)	15	3						
Transit	14	(5)	9	(13)	14	1						
Bike	0	(1)	(1)	(2)	0	(2)						
Pedestrian	(13)	(12)	(25)	(19)	(13)	(32)						
Vehicle Trips <sup>3</sup>	19	(1)	18	(5)	17	12						

Scoping Table: Multi-Modal Trip Gen Summary (with mode split and applicable reductions, as appropriate)

### Section 3: MULTI-MODAL NETWORK EVALUATION

A multi-modal network evaluation is required in the CTR or Transportation Statement if the project generates 100 or more total person trips (combined inbound and outbound) OR 25 or more vehicle trips in the peak direction (highest of inbound or outbound) during any peak hour period. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be taken in the

calculation to determine if the project meets these thresholds. However, the reductions may be applied in the analysis, as appropriate, if a study is triggered. Multi-modal analyses in this section are required in all CTRs, unless otherwise specified. A Transportation Statement may only require some of the following sections depending on the specifics of the project and zoning action.

Requirement for a CTR may be waived if site is within ½ mile from Metrorail or ¼ mile from Priority Transit, total vehicle parking supply is below the max amount for its distance to transit (see Figure 10), site has a maximum of 100 parking spaces, a Baseline TDM Plan is implemented, site access and loading design are acceptable, an off-site safety or non-auto improvement is constructed, and long-term bike parking requirements are exceeded. Additional criteria may be found in the Low Impact Development Exemption section of the *CTR Guidelines*.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
<p><b>Strategic Planning Elements</b></p> <p>List any relevant planning efforts and demonstrate how the proposed action is consistent with District-wide planning documents, as well as localized studies. Note in any recommendations from these documents relevant to the development proposal.</p> <p><i>See Section 3.1 of CTR Guidelines for a list of strategic planning documents. Details on additional relevant plans and studies may be provided by the DDOT Case Manager.</i></p>	<p>The following documents will be reviewed and any relevant recommendations from each will be included in the Transportation Statement:</p> <ul style="list-style-type: none"> <li>• Move DC</li> <li>• DDOT Vision Zero Action Plan</li> <li>• DC Comprehensive Plan</li> <li>• Capital Bikeshare Development Plan</li> </ul>	<p>DDOT 6/1/26 – Concur.</p>
<p><b>Pedestrian Network</b></p> <p>Evaluate the condition of the existing pedestrian network and forecast the project’s impact. Evaluation must include, at a minimum, critical walking routes, sidewalk widths, network completeness, and whether facilities meet DDOT and ADA standards. Study area will include, at a minimum, all roadway segments and multi-use trails within a ¼ mile radius from the site, with a focus on connectivity to Metrorail, transit stops, schools, and activity centers, and other neighborhood amenities.</p> <p><i>See Section 3.2 of the CTR Guidelines for more detailed guidance.</i></p>	<p>A ¼-mile walkshed graphic will be included in the Transportation Statement showing the walking routes to nearby transit stops and noting any sidewalk gaps within the walkshed.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities</i></p>	<p>DDOT 6/1/26 – Concur.</p>
<p><b>Bicycle Network</b></p> <p>Evaluate the condition of the existing bicycle network and forecast the project’s impact, including to Capital Bikeshare (CaBi). Evaluation must include, at a minimum, bicycle network completeness, types of facilities, and adequacy of CaBi locations and availability. Study area will include, at a minimum, all roadway segments and multi-use trails within a ½ mile radius from the site, with a focus on connectivity to Metrorail, transit stops,</p>	<p>A ½ mile bikeshed graphic showing existing and proposed bicycle facilities will be included in the Transportation Statement.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails</i></p>	<p>DDOT 6/1/26 – Concur.</p>

<p>schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes.</p> <p><i>See Section 3.3 of the CTR Guidelines for more detailed guidance.</i></p>		
<p><b>Transit Network</b></p> <p>Evaluate, at a minimum, existing transit stop locations, adjacent bus routes and Metro headways, planned transit improvements, and an assessment of existing transit stop conditions (e.g., ADA compliance, bus shelters, benches, wayfinding, etc.). Study area is 1.0 mile for Metrorail stations and ½ mile for Streetcar, Circulator, and buses.</p> <p><i>See Section 3.4 of the CTR Guidelines for more detailed guidance.</i></p>	<p>An assessment of the existing transit stop on 21<sup>st</sup> Street NW will be included in the Transportation Statement.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Transit Study Area with Adjacent Routes and Stations</i></p> <p><input checked="" type="checkbox"/> <i>Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit (Figures 11 and 12) (See Figure 5)</i></p>	<p><b>DDOT 6/1/26 – Concur.</b></p>
<p><b>Safety Analysis</b></p> <p>Qualitatively evaluate safety conditions at intersections and along blocks within the vehicle study area using professional expertise. This might identify geometric design issues, missing critical signage or restrictions, or unforeseen pedestrian desire lines, for example. Perform a review of DDOT Vision Action Plan. Note whether any study intersections have been identified by DDOT as high crash locations, if any safety studies have been previously conducted, and discuss the recommendations.</p> <p><i>See Section 3.5 of the CTR Guidelines for more detailed guidance.</i></p>	<p>DC’s Vision Zero Plan and initiatives will be reviewed. Any crash data at intersections adjacent to the project will be identified along with high frequency crash corridors in the study area.</p>	<p><b>DDOT 6/1/26 – A DDOT project along M Street will include work at the intersection of 21st Street and M Street NW. At this time, no significant impacts are anticipated at the intersection that would create potential conflicts between the two projects.</b></p> <p>W+A Response: Noted.</p>
<p><b>Curbside Management</b></p> <p>Propose a preliminary curbside management plan that is consistent with current DDOT policies and practices. Curbside signage / restrictions reset with new development and the Applicant is responsible for installing meters if required. The curbside management plan must delineate existing and proposed on-street parking designations/restrictions, including but not limited to pick-up/drop-off zones, loading zones, multi-space meters, RPP, and net change in number of on-street spaces as a result of the proposal.</p>	<p>Any proposed changes to the curbside activities along the M Street or 21<sup>st</sup> Street frontages will be noted in the Transportation Statement.</p> <p><input type="checkbox"/> <i>Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)</i></p>	<p><b>DDOT 6/1/26 – Concur.</b></p>

<p>See Section 3.6 of the CTR Guidelines for more detailed guidance.</p>		
<p><b>Pick-Up and Drop-Off Plan</b>                  Required for all new and existing schools and daycares with 20 or more students. May also be required for churches, hotels, or any other use expected to have significant pick-up/drop-off operations, as necessary. The plan will identify pick-up/drop-off locations and demonstrate adequate circulation so that the flow of bicycles and vehicles on adjacent street is not impeded and queueing does not occur through the pedestrian realm.                   See Section 3.6.4 of the CTR Guidelines for more detailed guidance.</p>	<p>N/A</p>	<p>DDOT 6/1/26 – Concur.</p>
<p><b>On-Street Parking Occupancy Study</b>                  This analysis is required if relief from 5 or more on-site vehicle parking spaces is being requested. It may also be required as part of a zoning or permitting case if DDOT has concerns about site-generated vehicles parking in adjacent residential neighborhoods.                   See Section 3.6.5 of the CTR Guidelines for more detailed guidance on study periods and analysis requirements.</p>	<p>N/A</p> <p><input type="checkbox"/> Scoping Graphic: Study Area and Block Faces</p>	<p>DDOT 6/1/26 – Concur.</p>
<p><b>Parking Garage/Drive-Thru Queuing Analysis</b>                  If site contains 150 or more vehicle parking spaces AND direct access to a public street OR site contains a drive-thru, evaluate on-site vehicle queueing demand and provide analysis demonstrating parking entrance/ramps or drive aisle can properly process vehicles without queueing onto public streets.                   See Section 1.3.4 of CTR Guidelines for more detailed guidance.</p>	<p>A queueing evaluation will be conducted for the garage entrance.</p>	<p>DDOT 6/1/26 – Concur.</p>
<p><b>Motorcoaches</b>                  Propose methodology for data collection and analysis. Describe and show the parking locations, anticipated demand, existing areas on- and off-site for loading and unloading (and desired loading times restrictions, if any), and potential routes</p>	<p>N/A</p>	<p>DDOT 6/1/26 – Concur.</p>

<p>to and from designated truck routes. If on-street motorcoach parking is proposed, a plan for installation of signage and meters is required, subject to DDOT approval. This section is typically only required for uses that generate significant tourist activity (hotels, museums, cruises, concerts, etc.).</p> <p><i>See Section 3.7 of the CTR Guidelines for more detailed guidance.</i></p>		
<p><b>Section 4: TRAFFIC IMPACT ANALYSIS (TIA)</b></p>		
<p>The TIA component of a CTR is required when a development generates 25 or more vehicle trips in the peak direction (higher of either inbound or outbound vehicles) during any of the critical peak hour periods, after mode split is applied. Existing site traffic, pass-by, TDM, internal capture or other reductions may not be applied when calculating whether a TIA is required. However, trip reductions may be used in the multi-modal trip generation summary and assignment of trips within the TIA, as appropriate and agreed to by DDOT. A standalone TIA may also be required if the project proposes a change to roadway capacity, operations, or directionality; has a site access challenge; or as otherwise deemed necessary by DDOT.</p>		
<p><b>CATEGORY &amp; GUIDELINES</b></p>	<p><b>APPLICANT PROPOSAL</b></p>	<p><b>DDOT COMMENTS</b></p>
<p><b>TIA Study Area and Data Collection</b></p> <p>Identify study intersections commensurate with the impact of the proposed project and the travel demand it will generate. Study area must include all major signalized and unsignalized intersections, intersections expected to realize large numbers of new traffic, and intersections that may experience changing traffic patterns.</p> <p><i>See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.</i></p>	<p>N/A</p> <p><input type="checkbox"/> <i>Scoping Graphic: Proposed Study Intersections</i></p> <p><input type="checkbox"/> <i>Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.</i></p>	<p>DDOT 6/1/26 – Concur.</p>
<p><b>TIA Study Scenarios</b></p> <p>Propose an appropriate set of scenarios to analyze. These commonly include Existing, Background (No Build), Total Future, and Future with Mitigation. Note the anticipated build-out year and project phasing.</p> <p><i>See Section 4.3 of CTR Guidelines for guidance on study scenarios.</i></p>	<p>N/A</p>	<p>DDOT 6/1/26 – Concur.</p>

<p><b>TIA Methodology</b></p> <p>Propose an appropriate methodology for the capacity analysis including the type of software program to be used. Per DEM 38.3.5.1, HCM methodology will be used to determine Level of Service (LOS), v/c, and vehicle queue lengths. LOS must be reported by intersection approach and v/c by lane group. DDOT prefers Synchro 9 or newer software for capacity and queueing analyses.</p> <p><i>See Section 4.4 of the CTR Guidelines for more detailed guidance. DDOT's required standard Synchro and SimTraffic inputs/settings are provided in Appendix H.</i></p>	<p>N/A</p> <p><input type="checkbox"/> <i>Will provide copies of Synchro, SimTraffic, and other analysis software printouts in study appendix and electronic copies of analysis files at time of CTR submission.</i></p>	<p><b>DDOT 6/1/26 – Concur.</b></p>
<p><b>Transportation Network Improvements</b></p> <p>List and map all roadway, transit, bicycle, and pedestrian projects funded by DDOT or WMATA, or proffered by others, in the vicinity of the study area and expected to open for public use prior to the proposal's anticipated build-out year. Review the STIP, CLRP, and proffers/commitments for other nearby developments.</p> <p><i>See Section 4.5 of the CTR Guidelines for more detailed guidance.</i></p>	<p>N/A</p> <p><input type="checkbox"/> <i>Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years</i></p>	<p><b>DDOT 6/1/26 – Concur.</b></p>
<p><b>Background Development / Local Growth</b></p> <p>List and map developments to be analyzed as local background growth. This will include known matter-of-right and zoning-approved developments within ¼ mile of site and others more than ¼ mile from site if their traffic is distributed through study intersections. Document the portions of developments anticipated to open by the projected build-out year.</p> <p><i>See Section 4.6.1 of the CTR Guidelines for more detailed guidance.</i></p>	<p>N/A</p> <p><input type="checkbox"/> <i>Scoping Graphic: Background Development Projects Near Study Area</i></p> <p><input type="checkbox"/> <i>Scoping Table: Completion Amounts/Portions Occupied of Background Developments</i></p>	<p><b>DDOT 6/1/26 – Concur.</b></p>

<p><b>Regional Traffic Growth</b></p> <p>Propose a methodology to account for growth in regional travel demand passing through the study area. An appropriate methodology could include reviewing historic AADT traffic counts, MWCOG model growth rates, data from other planning studies, or recently conducted nearby CTRs. These sources should only be used as a guide.</p> <p>Generally, maximum annually compounding growth rates of 0.5% in peak direction and 2.0% in non-peak direction are acceptable. Adjustments to the rates may be necessary depending on the amount of traffic assumed from local background developments or if there were recent changes to the transportation network.</p> <p><i>See Section 4.6.2 of the CTR Guidelines for more detailed guidance.</i></p>	<p>N/A</p> <p><input type="checkbox"/> <i>Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day</i></p>	<p>DDOT 6/1/26 – Concur.</p>
<p><b>Trip Distribution</b></p> <p>Provide sources and justification for proposed percentage distribution of site-generated trips. Additionally, document proposed pass-by distributions and the re-routing of existing or future vehicles based on any changes to the transportation network. Percentage distributions must be shown turning at intersections throughout the transportation network and at site driveways and garage entrances to ensure appropriate routing assumptions.</p> <p>The agreed upon trip distribution methodology may not be revised between scoping and CTR submission without amending this scoping form and receiving concurrence by DDOT Case Manager.</p> <p><i>See Section 4.7 of the CTR Guidelines for more detailed guidance.</i></p>	<p>N/A</p> <p><input type="checkbox"/> <i>Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)</i></p>	<p>DDOT 6/1/26 – Concur.</p>
<p><b>Section 5: MITIGATION</b></p>		
<p>The completed CTR must detail all proposed mitigations. The purpose of discussing mitigation at the scoping stage is to highlight DDOT’s Significant Impact Policy, DDOT’s approach to mitigation, and to give the Applicant an opportunity to gain initial feedback on potential mitigations that are under consideration. Any mitigation strategies discussed and included in the <i>Scoping Form</i> are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.</p>		
<p><b>CATEGORY &amp; GUIDELINES</b></p>	<p><b>APPLICANT PROPOSAL</b></p>	<p><b>DDOT COMMENTS</b></p>

<p><b>DDOT Significant Impact Policy</b></p> <p>DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections.</p> <p><i>See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.</i></p>	<p><input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT’s Significant Impact Policy in Section 5.1 of the CTR Guidelines.</i></p> <p><input checked="" type="checkbox"/> <i>The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.</i></p> <p><input checked="" type="checkbox"/> <i>The study will include all of the required graphics, tables, and deliverables for the relevant sections determined during scoping, as shown in Figure 7 of the CTR Guidelines.</i></p>	<p><b>DDOT 6/1/26 – Concur.</b></p>
<p><b>DDOT’s Approach to Mitigation</b></p> <p>DDOT’s approach to mitigation prioritizes (in order of preference) optimal site design, reducing vehicle parking, implementing TDM strategies, making non-automotive network improvements, and making a monetary contribution to DDOT’s Mitigation Fund for non-auto improvements, before considering options that increase roadway capacity or alter roadway operations.</p> <p><i>See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.</i></p>	<p><input checked="" type="checkbox"/> <i>The Applicant acknowledges DDOT’s approach to mitigation in Section 5.2 of the CTR Guidelines.</i></p>	<p><b>DDOT 6/1/26 – Concur.</b></p>
<p><b>Transportation Demand Management (TDM)</b></p> <p>A TDM Plan is typically required to offset site-generated impacts to the transportation network or in situations where a site provides more parking than DDOT determines is practical for the use and surrounding context. Document all existing TDM strategies being implemented on-site (even outside of a formal TDM Plan) and those being proposed and committed to by the Applicant. Elements of the TDM Plan included in CTR must be broken down by land use and user.</p> <p><i>See Section 5.3 of the CTR Guidelines for more detailed guidance. Sample TDM plans by land use and tier can be found in Appendix C.</i></p>	<p><input checked="" type="checkbox"/> <i>The study will include at least a Baseline TDM Plan. The TDM plan will increase depending on the parking supply and other impacts identified in the study.</i></p>	<p><b>DDOT 6/1/26 – Concur.</b></p>
<p><b>Performance Monitoring Plan (PMP)</b></p>	<p>N/A</p>	<p><b>DDOT 6/1/26 – Concur.</b></p>

<p>DDOT may require a PMP in situations where anticipated vehicle trips are large in magnitude, unpredictable, or necessitate a vehicle trip cap. Typically, this is required for campus plans, schools, or large developments expected to have a significant amount of single occupancy vehicle trips. Document any existing performance monitoring Plans in effect and any proposed changes.</p> <p><i>See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.</i></p>		
<p><b>Roadway Operational and Geometric Changes</b></p> <p>Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered.</p> <p><i>See Section 5.7 of the CTR Guidelines for more detailed guidance.</i></p>	N/A	DDOT 6/1/26 – Concur.
<b>Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING</b>		
<b>CATEGORY &amp; GUIDELINES</b>	<b>APPLICANT PROPOSAL</b>	<b>DDOT COMMENTS</b>
<p><b>ANC Discussions and Feedback</b></p> <p>Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.</p>	<p>The Applicant has had positive preliminary conversations with SMD 2A06 Commissioner John Dolan and Commissioner Johnson of ANC 2B. The Applicant gave an introductory presentation of the project at ANC 2A’s regular public meeting on April 15, 2026The Applicant will be presenting the project at a community meeting on April 27<sup>th</sup>, at the ANC 2B Permitting Committee on May 13<sup>th</sup>, and the full ANC 2A and 2B meeting on May 20<sup>th</sup>. Any transportation-related feedback will be provided in the Transportation Statement.</p>	DDOT 6/1/26 – Concur.
<p><b>Miscellaneous Items for Discussion</b></p> <p>Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.?</p> <p>Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.?</p>	NA	DDOT 6/1/26 – Concur.

Anything unusual proposed not covered under other sections, such as air-rights, right-of-way actions, removal from Highway Plan, removal of BRLs, or construction under or close to a bridge?		
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**ATTACHMENT B**  
**GARAGE QUEUING CALCULATIONS**

## GARAGE QUEUEING CALCULATIONS

Project Name: 2100 M  
 Project Number: 9455A  
 Garage Entry Location: 21st Street NW  
 Analyst: NLS  
 QC: JLM

	<b>Inbound Vehicle Trips</b>		
	<b>AM</b>	<b>PM</b>	<b>SAT</b>
Residential	0	0	0
Office	153	26	70
Retail	7	11	10
<b>Total</b>	<b>160</b>	<b>37</b>	<b>80</b>

### **Service Rates**

Auto Vehicle ID 800  
 Proximity Card 600  
 Push Button for Ticket 400

Composite Service Rate (using AVID & Push Button for Ticket)	766	617	711
Composite Service Rate (using Prox Card & Pay on Entry)	587	522	565
Traffic Intensity (using AVID & Push Button)	0.209	0.060	0.113
Traffic Intensity (using Prox Card & Push Button)	0.273	0.071	0.142
90th Percentile queue (behind service position)	0	0	0

Reference: Parking Structures, 3rd Edition.

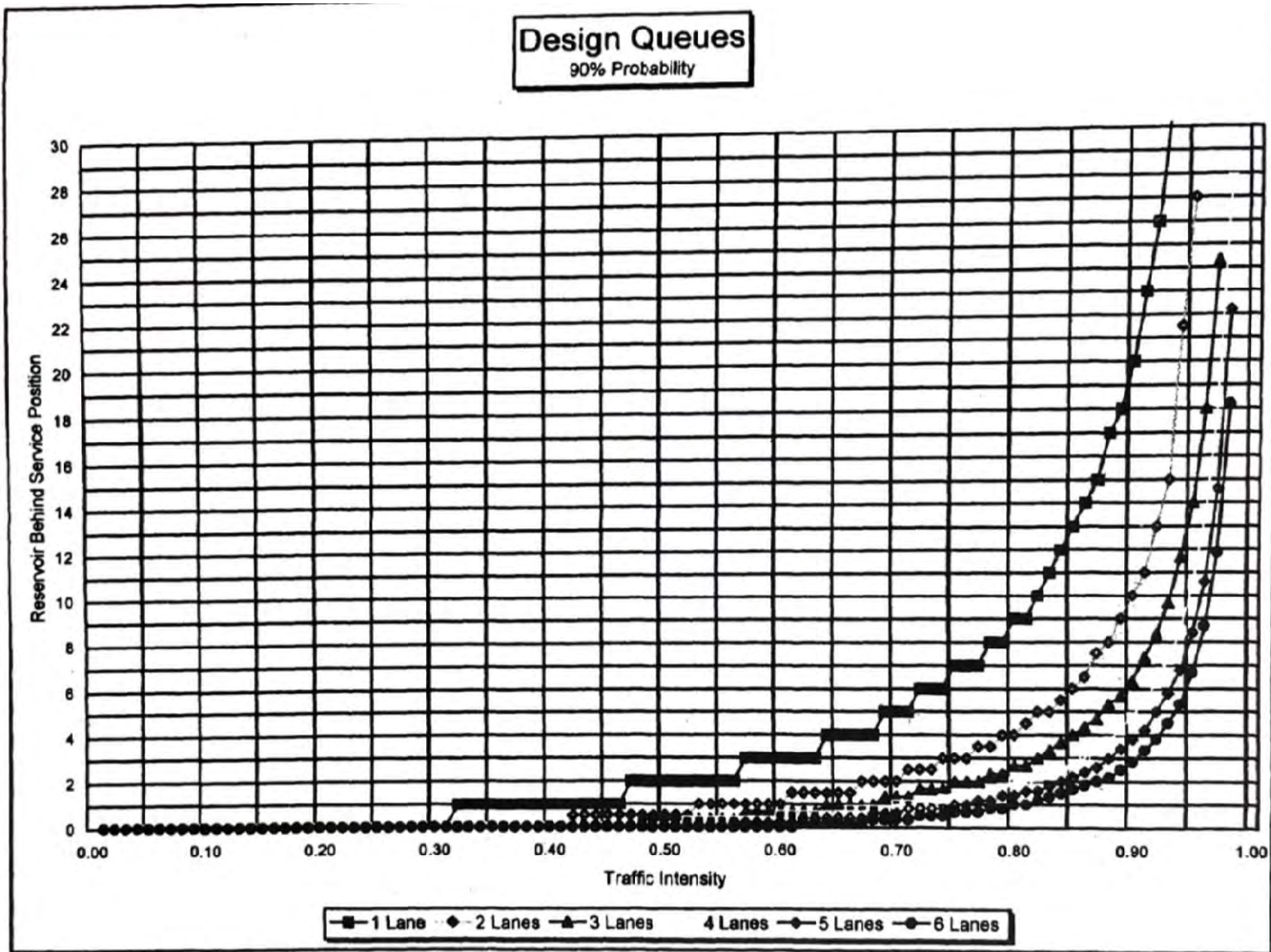


Figure 4-12. Design queue curves

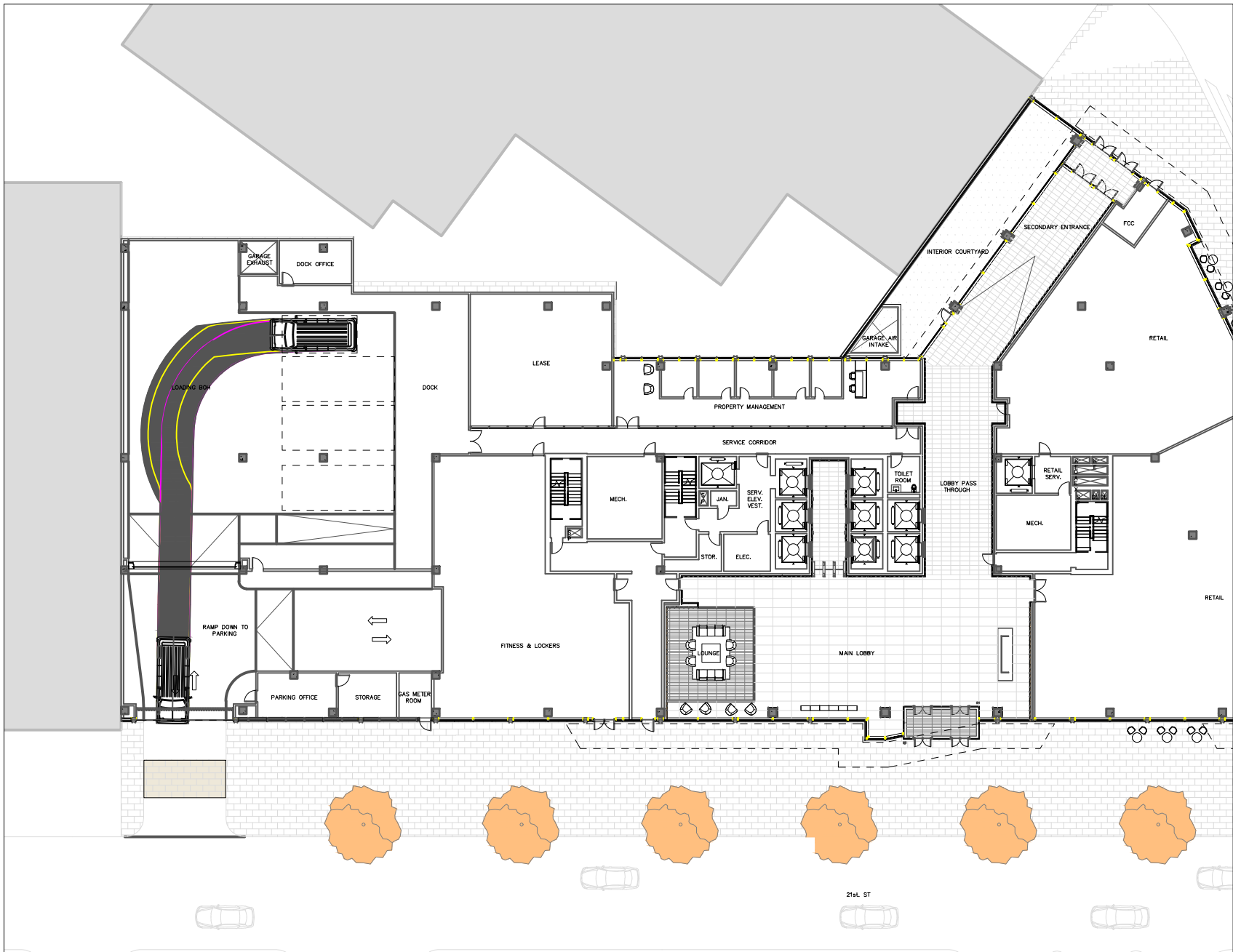
**ATTACHMENT C  
AUTOTURN DIAGRAMS**





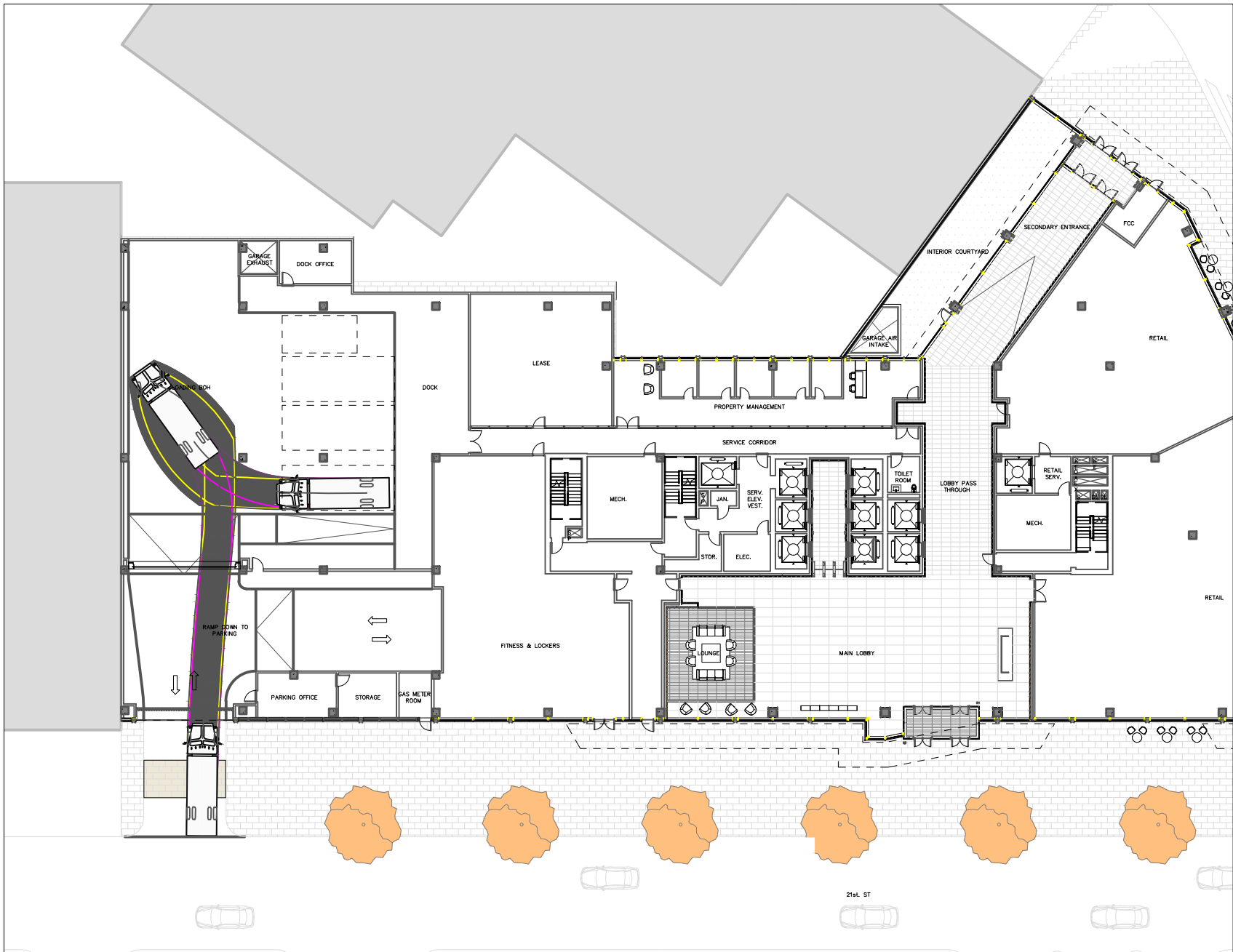
DL-23 In





DL-23 Out





SU-30 In Berth 1





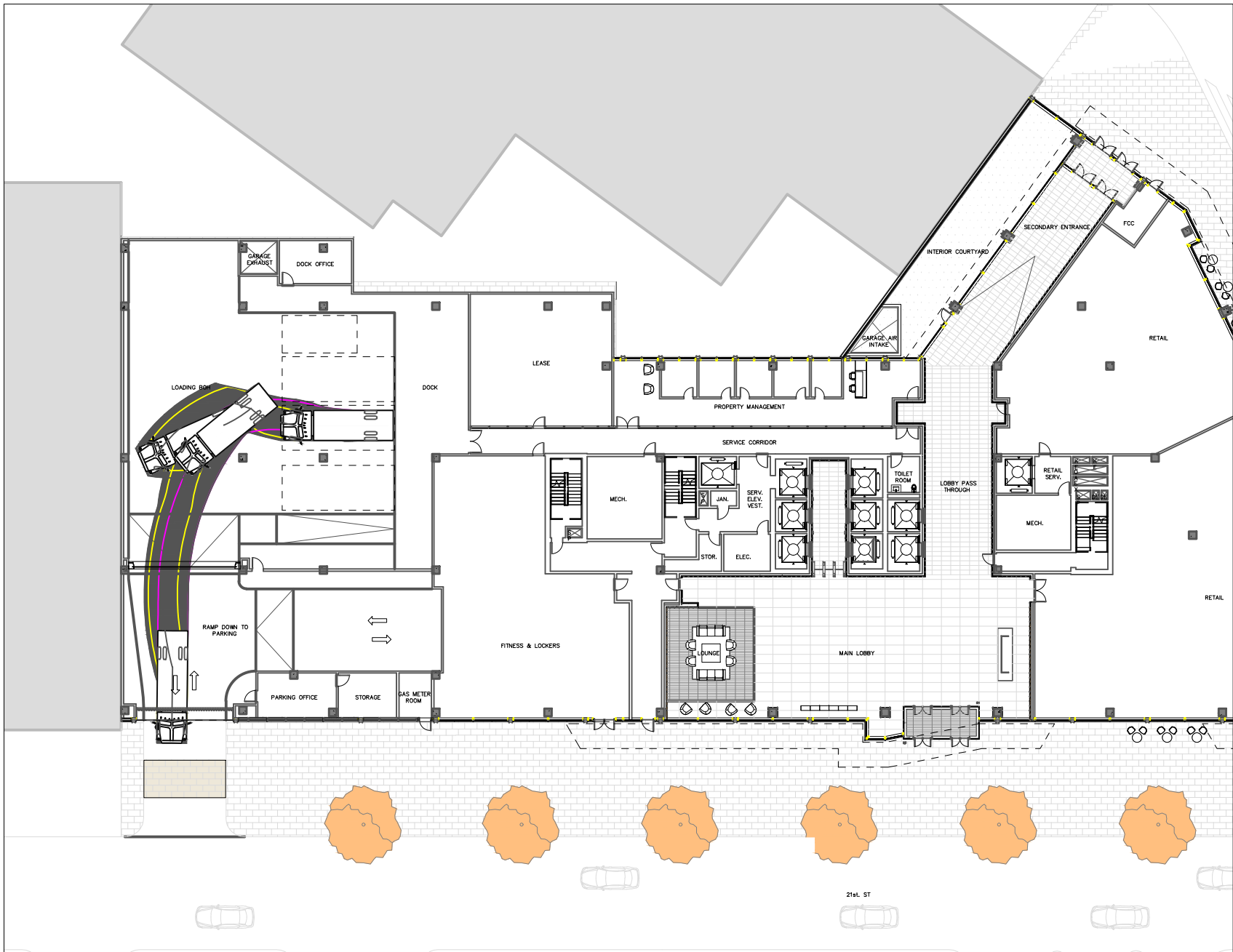
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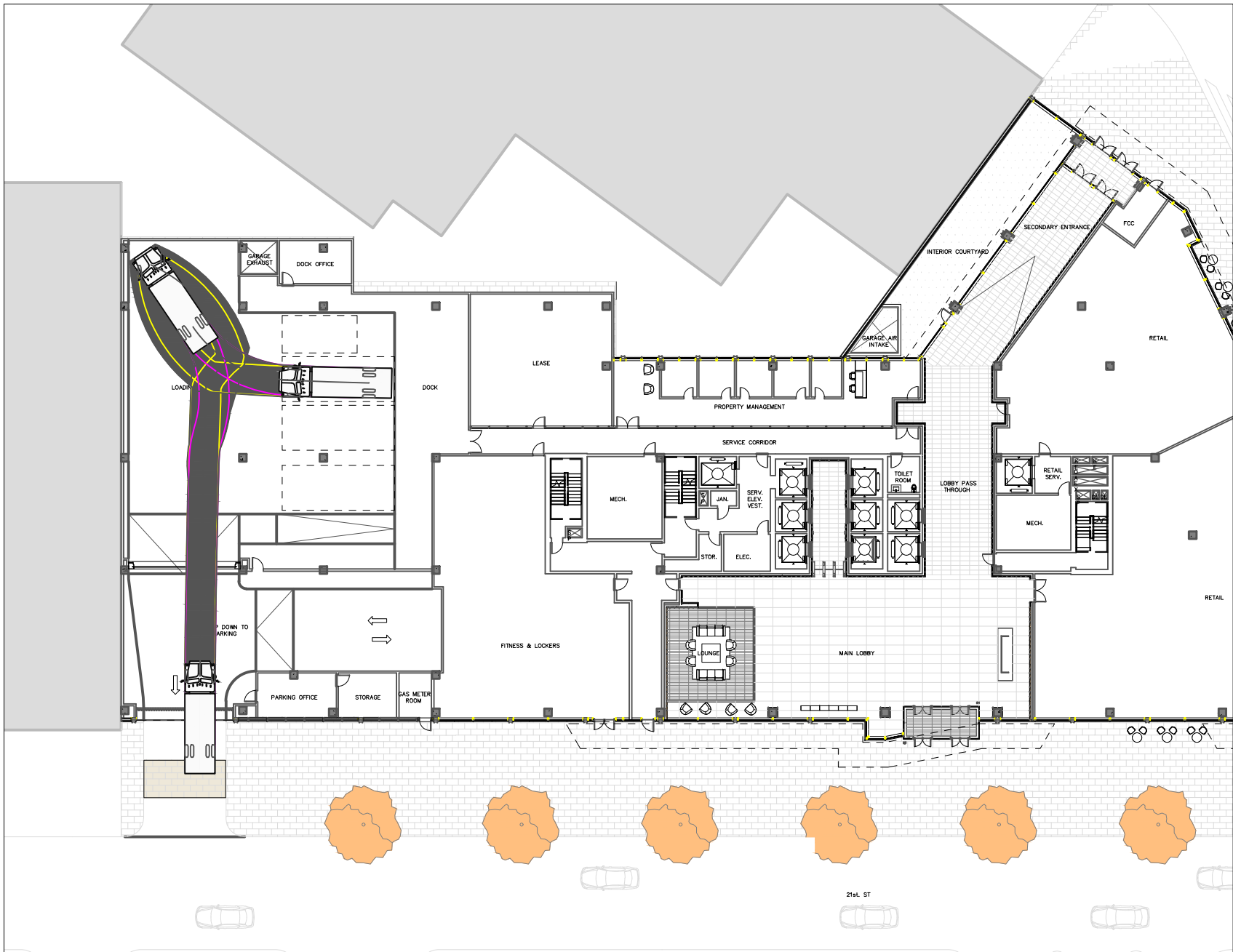
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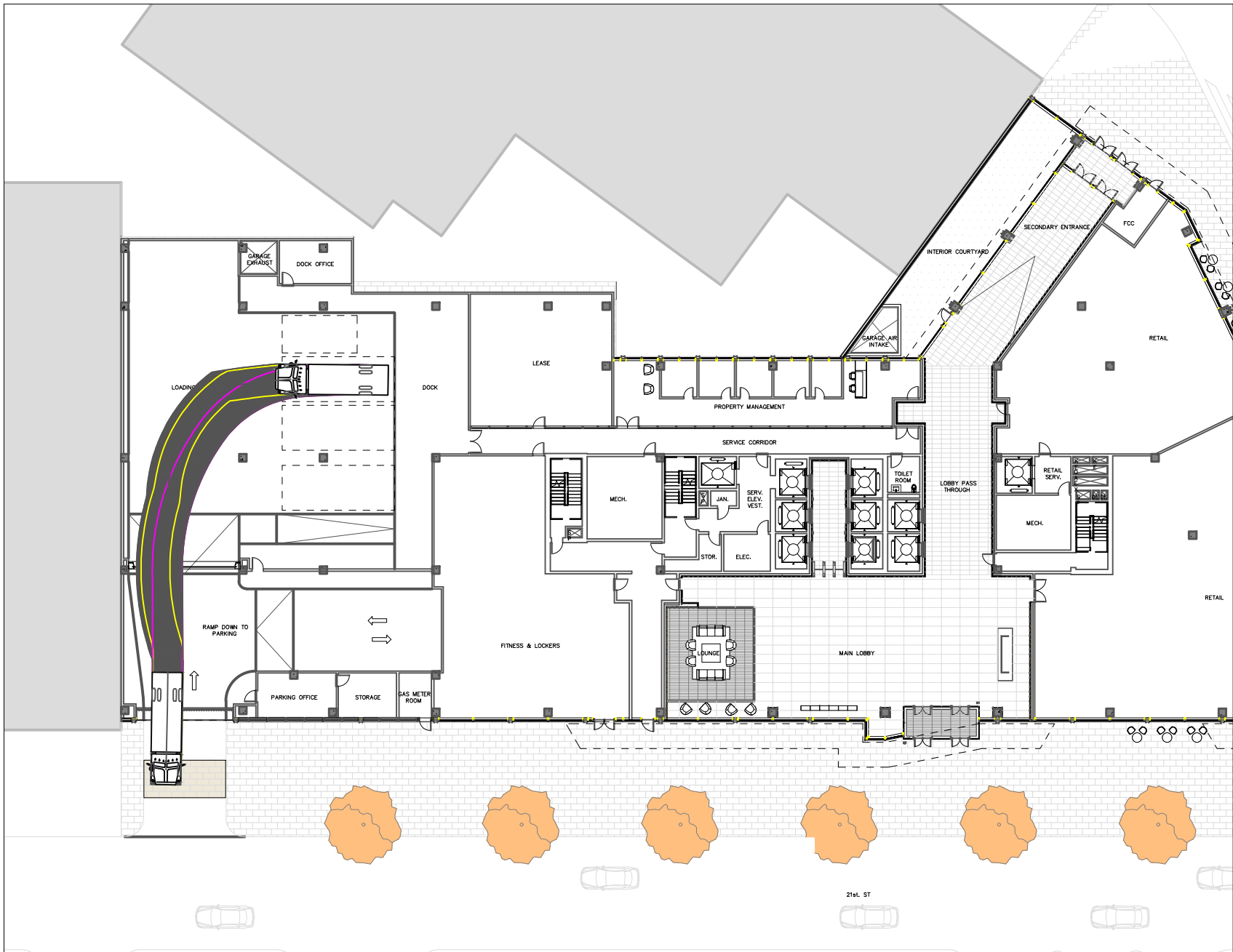
SU-30 Out Berth 2





SU-30 In Berth 3





SU-30 Out Berth 3



**ATTACHMENT D**  
**TDM PLAN**





WellsandAssociates.com

## 2100 M

### Transportation Demand Management Plan

#### General Strategies (apply to both office and retail components)

- The Applicant will unbundle the cost of vehicle parking from the cost to lease an office or retail unit.
- The Applicant will identify a Transportation Coordinator for the building once it has opened. The Transportation Coordinator will be responsible for coordinating with and disseminating information to each tenant in the building. The Transportation Coordinator for the building will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo. Transportation Coordinators' job duties may be part of other duties assigned to the individual.
- The Transportation Coordinator will conduct an annual commuter survey of building employees on-site, and report TDM activities and data collection efforts to goDCgo once per year. All employer tenants must survey their employees and report back to the Transportation Coordinator.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the employees, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in internal building newsletters or communications, as applicable.
- The Transportation Coordinator will provide links to [CommuterConnections.com](http://CommuterConnections.com) and [goDCgo.com](http://goDCgo.com) on property websites.
- The Transportation Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan.
- The Transportation Coordinator will notify goDCgo each time a new office tenant moves in and provide TDM information to each tenant when they move in.
- The Transportation Coordinator will distribute information on the Commuter Connections Guaranteed Ride Home (GRH) program, which provides commuters who regularly carpool, vanpool, bike, walk, or take transit to work with a free and reliable ride home in an emergency.
- The Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and the Parking Cash-Out Law.
- The Transportation Coordinator will provide employees who wish to carpool with detailed carpooling information, including other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- A minimum of six preferential carpooling spaces will be designated in a convenient location within the parking garage for employee use. If the preferential carpool spaces are not fully utilized within one year after the building opens, the spaces will revert back to general use.

- A SmarTrip card and one complimentary Capital Bikeshare coupon good for a free ride will be provided to each new employee at initial lease up.
- At least 10 short-term and 93 long-term bicycle parking spaces will be provided for the office and retail components combined.
- At least six showers and 56 lockers will be provided for use by office and retail employees.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of five spaces designed for longer cargo/tandem bikes, and a minimum of nine spaces equipped with electrical outlets for the charging of electric bikes and scooters. There will be no fee charged to the employees for usage of the bicycle storage room.
- A minimum of 15 electric vehicle (EV) charging spaces will be provided in the garage.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case. [only include this bullet if case is going through ZC or BZA; DDOT has confirmed there is no action needed by the Applicant to re-open the record since it is a condition in an Order, OZ staff can upload to IZIS administratively upon receiving the documentation]
- Five years after the issuance of the final certificate of occupancy for the Project, if the TDM Coordinator has not established a relationship with DDOT or goDCgo, the TDM Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo summarizing continued substantial compliance with the transportation and following TDM conditions in the Order, unless no longer applicable as confirmed by DDOT; provided, that if such letter is not submitted on a timely basis, the Applicant shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- Install a Transportation Information Center Display (electronic screen) or provide comparable information by other digital or electronic means (such as an app or website), containing information related to local transportation alternatives. At a minimum the information should include nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Require any office tenant occupying 75 percent or more of the office space in the Project to participate in the Capital Bikeshare corporate membership program and offer discounted annual memberships to employees who do not obtain a parking space in the building;
- A bicycle repair station will be provided in each long-term bicycle parking storage room.
- Hold a transportation event for employees and members of the community once per year for a total of five years. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.).

## Retail Strategies

- The Transportation Coordinator will post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.