

MEMORANDUM



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TO: Erkin Ozberk, DDOT

FROM: Jami L. Milanovich, P.E.
Nate Selden, E.I.T.

COPY: Adam Aaronson, The George Washington University
Lee Templin, Goulston & Storrs

RE: 2001 Pennsylvania Avenue NW
Proposed Modification with Hearing to ZC Case No. 87-23A

DATE: March 20, 2026

INTRODUCTION

Wells + Associates has evaluated the traffic impacts associated with the proposed modification to a previously approved PUD located at 2001 Pennsylvania Avenue NW, Washington, DC (ZC Order No. 563). As shown on Figure 1, the subject site is located on the northwest corner of the I Street/20th Street NW intersection on Square 0078, Lot 0853 (the Property), and is zoned D-5. The property is located within the boundaries of a previously approved Planned Unit Development (PUD) (Z.C. Order No. 563), which allowed for the construction of the 11-story building by transferring density from other lots in the PUD to the subject property. The approved plan included approximately 144,800 SF of office space, approximately 6,800 SF of retail spaces, and approximately 84 parking spaces. The George Washington University purchased the building in 2024 and is seeking a use modification and signage modification.

Under the proposed redevelopment, the 2,700 SF of retail space on the first floor currently occupied by a coffee shop will be retained, the remaining 4,100 SF of ground floor space will be converted to University Use (such as a Career Center or other similar use), and the existing office space on Floors 2 through 11 will be converted from commercial office space to university administrative offices. The occupied office space will gradually be transitioned to university office space based on lease obligations. To accomplish this modification, the Applicant will modify the current PUD for the site.

The current PUD predates current expectations for signage as an element of design and did not include a signage plan. Over the years, signage has been added to the buildings within the PUD site without further approval. Out of an abundance of caution, the University also is requesting modification to the approved plans to accommodate the University's proposed building identification signage, which will include an upper-story backlit sign as well as signage on the lower base on the building on both I Street and 20th Street. The parking garage sign on 20th Street also will be replaced. No other relief is being sought as part of this project.

In conjunction with the proposed modification, this memorandum addresses the following transportation related components of the modification request: site access and parking, trip generation, and transportation demand management plan. This Transportation Statement was scoped with the District Department of Transportation (DDOT). A copy of the approved scope is included in Attachment A.

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SITE ACCESS AND PARKING

Transportation Options

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.

Public Transportation

The Farragut West Metro Station, which provides access to Metro's Orange, Blue, and Silver Lines, is located just two blocks due east of the subject site. The Foggy Bottom/GWU Metro Station, which also provides access to Metro's Orange, Blue, and Silver Lines is located just outside of the ¼ mile radius to the west of the site. The site also is located with ½ mile of the Farragut North Metro Station, which provides access to Metro's Red Line.

Metrobus Routes A58, C85, D80, D82, Fairfax Connector Bus 699, all have stops located within ¼ mile of the site. Additionally, Metrobus Routes D10, D20, D74, D94, D96, the Loudoun Commuter Bus, and the OmniRide Express Bus have stops located within ½ mile of the site. Of these 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 of every 12 minutes or better. Public transportation options are shown on Figure 2. Priority bus lanes also are provided on I Street (westbound) and H Street (eastbound) south of the site, helping to expedite bus service in the area.

Bicycle Network

Eleven Capital Bikeshare stations are located within an approximate ¼ mile radius of the site, including one station immediately adjacent to the subject building on 20th Street. The adjacent Capital Bikeshare station includes 23 bike docks. The subject site is served by a two-way projected bike lane on 20th Street, immediately adjacent to the building, facilitating north/south travel. Bicyclists also are permitted to ride in the Priority Bus lane on I Street immediately adjacent to the site and on H Street aiding in east/west travel. The bicycle network in the vicinity of the site is shown on Figure 3.

Pedestrian Network

The ¼ mile walk shed surrounding the site is shown on Figure 4. The site's location within the CBD provides a connected network of sidewalks facilitating walking to nearby bus stops and Metro stations.

Site Access

Access to the below-grade parking garage is currently provided via an approximately 18-foot-wide curb cut on 20th Street. Loading access is provided from the existing public alley, accessed via 21st Street. No change to vehicular access is proposed. The site currently provides a total of 84 parking spaces. To accommodate a bike room on the first level of the garage, the number of parking spaces will be reduced to 82 spaces. Per ZR16, Subtitle C, §705.1, for a change of use, "Additional parking shall be required only

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when the minimum number of parking spaces required for the new use exceeds the number of spaces required for the prior use that occupied the same gross floor area.” Although the site is located in a “D” zone, because it is west of 20th Street, a minimum number of parking spaces is required. As shown in Table 1, the current parking required is lower than that required under the proposed uses. Therefore, no additional parking would be required.

Table 1
Required Minimum Vehicular Parking

Component	ZR16
Existing Uses	
Office (144,800 SF)	83 spaces, as established by the current PUD
Retail (6,800 SF)	
Total	
Proposed Uses†	
Office (148,942 SF) -or- Education, college/university	0.5 spaces/kSF in excess of 3 kSF $= 0.5 * (148.9 - 3) = 72.95$ space Apply 50% reduction from §702.1(a) = 36 spaces -or- 2 spaces/3 teachers + either 1 space/10 classroom seats or 1/12 stadium seats, whichever is greater. = 0 spaces
Retail (2,658 SF)	1.33 spaces/kSF in excess of 3 kSF $= 1.33 * (2.7 - 3)$ = 0 spaces Apply 50% reduction from §702.1(a) = 0 spaces
Total	36 spaces -or- 0 spaces
† The proposed parking was calculated as both office use and as university use, since the university requirement is based on teachers and classroom seats and no classrooms would be located in the building (the building will primarily be used for administrative offices, with a career center, or similar function on the ground floor).	

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Per ZR16, Subtitle C, §802.4, “When a property changes use categories or adds a use category, the property shall add any bicycle parking spaces necessary to meet the requirements for the new use.” Since the majority of the building will be converted to university use, bike parking will be required for the change in use. Bicycle parking will be provided in accordance with ZR16, Subtitle C, §802.1. The requirements are summarized in Table 2, along with the proposed short- and long-term bicycle parking.

Table 2
Required Minimum Bicycle Parking

Component	Required		Existing/Proposed	
	Long-term	Short-term	Long-term	Short-term
Office	NA [†]	NA [†]		
-or-	-or-	-or-		
Education, College/University (148,900 SF)	1 space/7,500 SF = 148,900/7,500 = 20 spaces	1 space/2,000 SF = 148,900/2,000 = 74 spaces 50 + (74-50)/2 = 62 spaces [‡]	22 existing/ 40 proposed	6 existing/ 36 proposed
[†] Per §802.4, changes in use only require additional bike parking to meet the requirements for the new use. The existing bicycle parking predates the bicycle parking requirements and is vested at existing amounts; therefore, the long-term bicycle parking requirement would remain 22 spaces until such time that the university converts the building to university use. [‡] Per §802.2, after the first 50 spaces are provided, additional spaces are required at half the specified ratio.				

Twenty-two long-term bicycle spaces are provided in a bike room on the lower level of the building. They do not currently meet DDOT’s standards since more than 50 percent of the spaces are vertical. Because the current long-term bike parking does not meet current DDOT standards, a second bike room will be added on the first level of the garage. The new bike room will provide 18 spaces (all horizontal).

The University will seek relief from the short-term bicycle parking requirements to allow some of the spaces to be located more than 120’ from the door and to reduce the number of short-term spaces from 40 to 36.

Showers and lockers are not required since the building is existing and the square footage is not increase (per ZR16 §806.2).

Loading

Required loading is prescribed by Subtitle C, Section 901.1 of ZR16. The required loading for the project is summarized in Table 3.

The approved PUD for the site provided two loading berths and one service/delivery space. The loading facilities are located in the northwest corner of the building and are accessed from the public alley located midblock on 21st Street. No change in loading is proposed.

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Table 3
Loading Requirements

Component	Required	Existing	Proposed
Education (148,900 SF)	More than 100,000 SF 2 loading berths; 1 S/D space	2 loading berths; 1 S/D space	2 loading berths; 1 S/D space
Retail (2,700 SF)	No Loading Required/ Use has not changed		
Total*	2 loading berth; 1 S/D space		
<p>* Per Subtitle C, §901.5 of ZR16, when a property changes or adds a use category, "additional loading berths, loading platforms and service/delivery spaces shall be required only when the minimum number of loading spaces required for the new use category exceeds the number of spaces required for the prior use category that occupied the same floor area." Further, "when determining the amount of additional required loading, it shall be assumed that the previous use provided the minimum number of spaces require."</p>			

The site circulation is shown on Figures 5A, 5B, and 5C.

Trip Generation

In order to develop trip generation estimates for the proposed project, the Institute of Transportation Engineer's (ITE's) *Trip Generation Manual* was used. The estimated trip generation for the existing building (at full occupancy) is shown in Table 4. The existing building generates an estimated 118 AM peak hour vehicle trips, 108 PM peak hour vehicle trips, and 1,090 daily vehicle trips.

Under the proposed modification, all retail with the exception of the 2,700 SF existing coffee shop will be removed and the first floor will be occupied with university uses, such as a career center. The university is planning to use the remainder of the space in the building to house administrative offices, which would function similar to the existing commercial office use in terms of trip generation. The existing commercial office space will transition to university office space as leases naturally expire. To provide a conservative analysis, the ground floor space, with the exception of the coffee shop, was included in the office category for trip generation purposes. Table 5 shows the proposed trip generation for the PUD modification. Under the proposed modification, the building is expected to generate 119 AM peak hour vehicle trips (one more than existing), 108 PM peak hour vehicle trips (no change from existing), and 1,104 daily vehicle trips (14 more than existing). The net change in trips, by trip type, is shown in Table 6.

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Table 4
Existing Trip Generation

Trip Type	AM PEAK HOUR			PM PEAK HOUR			DAILY		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Retail (4,100 SF)									
Baseline Trips ¹	10	6	16	21	21	42	113	113	226
Person Trips ²	17	12	29	38	38	76	206	205	411
<i>Auto</i> ³	1	1	2	2	2	4	10	10	20
<i>Transit</i> ³	2	2	4	6	5	11	31	31	62
<i>Bike</i> ³	1	0	1	2	2	4	10	10	20
<i>Pedestrian</i> ³	13	9	22	28	29	57	155	154	309
<i>Work from home</i> ³	0	0	0	0	0	0	0	0	0
Vehicle Trips ⁴	1	1	2	1	1	2	5	5	10
Coffee Shop (2,700 SF)									
Baseline Trips ¹	126	121	247	43	43	86	767	767	1,534
Person Trips ²	230	220	450	79	78	157	1,396	1,396	2,792
<i>Auto</i> ³	12	11	23	4	4	8	70	70	140
<i>Transit</i> ³	34	33	67	12	11	23	209	209	418
<i>Bike</i> ³	12	11	23	4	4	8	70	70	140
<i>Pedestrian</i> ³	172	165	337	59	59	118	1,047	1,047	2,094
<i>Work from home</i> ³	0	0	0	0	0	0	0	0	0
Vehicle Trips ⁴	7	6	13	2	2	4	38	38	76
Office (144,800 SF)									
Baseline Trips ¹	202	28	230	38	188	226	801	800	1,601
Person Trips ²	239	32	271	45	222	267	945	944	1,889
<i>Auto</i> ⁵	108	14	122	20	100	120	425	425	850
<i>Transit</i> ⁵	98	13	111	19	91	110	388	387	775
<i>Bike</i> ⁵	7	1	8	1	7	8	28	28	56
<i>Pedestrian</i> ⁵	21	3	24	4	20	24	85	85	170
<i>Work from home</i> ⁵	5	1	6	1	4	5	19	19	38
Vehicle Trips ⁴	91	12	103	17	85	102	502	502	1,004
Total Existing									
Baseline Trips	338	155	493	102	252	354	1,681	1,680	3,361
Person Trips	486	264	750	162	338	500	2,547	2,545	5,092
<i>Auto</i>	121	26	147	26	106	132	505	505	1,010
<i>Transit</i>	134	48	182	37	107	144	628	627	1,255
<i>Bike</i>	20	12	32	7	13	20	108	108	216
<i>Pedestrian</i>	206	177	383	91	108	199	1,287	1,286	2,573
<i>Work from home</i>	5	1	6	1	4	5	19	19	38
Vehicle Trips	99	19	118	20	88	108	545	545	1,090

¹ Baseline trips calculated using ITE Trip Generation Manual, 11th Ed., Land Use Code 822 - Strip Retail <40kSF, Land Use Code 936 - Coffee/Donut Shop without Drive-Through Window, and Land Use Code 710 - General Office Building.

² Total Person Trips calculated by multiplying baseline trips by an AVO of 1.82 for retail trips and 1.18 for work trips, per DDOT's CTR Guidelines.

³ Retail mode splits were assumed based on the fact that the ground floor retail is not destination retail and the majority trips would result from passing foot traffic.

⁴ Vehicle Trips calculated by dividing Auto Person trips by the applicable AVO, per DDOT's CTR Guidelines.

⁵ CTPP data were used to determine office mode splits. 2017-2021 5-year ACS estimates were used. Workplace data for Means of Transportation to Work (B08301) for Census Tracts 55.01, 56.01, 56.02, 107, and 108 were used.

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Table 5
Proposed Trip Generation

Trip Type	AM PEAK HOUR			PM PEAK HOUR			DAILY		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Coffee Shop (2,700 SF)									
Baseline Trips ¹	126	121	247	43	43	86	767	767	1,534
Person Trips ²	230	220	450	79	78	157	1,396	1,396	2,792
<i>Auto</i> ³	12	11	23	4	4	8	70	70	140
<i>Transit</i> ³	34	33	67	12	11	23	209	209	418
<i>Bike</i> ³	12	11	23	4	4	8	70	70	140
<i>Pedestrian</i> ³	172	165	337	59	59	118	1,047	1,047	2,094
Work from home ³	0	0	0	0	0	0	0	0	0
Vehicle Trips ⁴	7	6	13	2	2	4	38	38	76
Office (148,900 SF)									
Baseline Trips ¹	208	28	236	39	192	231	821	820	1,641
Person Trips ²	245	33	278	46	227	273	968	968	1,936
<i>Auto</i> ⁵	110	15	125	21	102	123	436	436	872
<i>Transit</i> ⁵	101	13	114	19	93	112	397	397	794
<i>Bike</i> ⁵	7	1	8	1	7	8	29	29	58
<i>Pedestrian</i> ⁵	22	3	25	4	20	24	87	87	174
Work from home ⁵	5	1	6	1	5	6	19	19	38
Vehicle Trips ⁴	93	13	106	18	86	104	514	514	1,028
Total Existing									
Baseline Trips	334	149	438	82	235	317	1,588	1,587	3,175
Person Trips	475	253	728	125	305	430	2,364	2,364	4,728
<i>Auto</i>	122	26	148	25	106	131	506	506	1,012
<i>Transit</i>	135	46	181	31	104	135	606	606	1,212
<i>Bike</i>	19	12	31	5	11	16	99	99	198
<i>Pedestrian</i>	194	168	362	63	79	142	1,134	1,134	2,268
Work from home	5	1	6	1	5	6	19	19	38
Vehicle Trips	100	19	119	20	88	108	552	552	1,104

¹ Baseline trips calculated using ITE Trip Generation Manual, 11th Ed., Land Use Code 936 - Coffee/Donut Shop without Drive-Through Window, and Land Use Code 710 - General Office Building.

² Total Person Trips calculated by multiplying baseline trips by an AVO of 1.82 for retail trips and 1.18 for work trips, per DDOT's CTR Guidelines.

³ Retail mode splits were assumed based on the fact that the ground floor retail is not destination retail and the majority trips would result from passing foot traffic.

⁴ Vehicle Trips calculated by dividing Auto Person trips by the appropriate AVO, per DDOT's CTR Guidelines.

⁵ CTPP data were used to determine office mode splits. 2017-2021 5-year ACS estimates were used. Workplace data for Means of Transportation to Work (B08301) for Census Tracts 55.01, 56.01, 56.02, 107, and 108 were used.

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Table 6
Net Change Trip Generation

Trip Type	AM PEAK HOUR			PM PEAK HOUR			DAILY		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Net Change (Proposed-Existing)									
Baseline Trips	-4	-6	-10	-20	-17	-37	-93	-93	-186
Person Trips	-11	-11	-22	-37	-33	-70	-183	-181	-364
<i>Auto</i>	1	0	1	-1	0	-1	1	1	2
<i>Transit</i>	1	-2	-1	-6	-3	-9	-22	-21	-43
<i>Bike</i>	-1	0	-1	-2	-2	-4	-9	-9	-18
<i>Pedestrian</i>	-12	-9	-21	-28	-29	-57	-153	-152	-305
<i>Work from home</i>	0	0	0	0	1	1	0	0	0
Vehicle Trips	1	0	1	0	0	0	7	7	14

Transportation Demand Management Plan

As a university-owned building, the employees and students who will use the building are part of the university's existing Transportation Demand Management (TDM) Plan. The University's current TDM Plan is included below and in Attachment B.

Student Strategies

- Partnership with Capital Bikeshare provides discounted annual membership.
- UPass Student Transit program provides full-time students with unlimited use of Metrorail and Metrobus for a discounted, flat fee.
- Micro-Mobility Support provides nearly 700 short- and long-term bike parking spaces around the Foggy Bottom Campus plus an additional 40 long-term and 36 short-term spaces proposed in conjunction with the proposed PUD modification.
- GW operates two shuttle routes on the Foggy Bottom Campus. The VEX shuttle transports students between the Mount Vernon Campus and the Foggy Bottom Campus 24 hours per day, seven days per week. The VSTC shuttle transports students between the Foggy Bottom Campus and the Virginia Science and Technology Campus Monday through Friday between 7:00 AM and 7:00 PM.
- GW provides a transportation webpage (<https://transportation.gwu.edu/>) where it is easy to find information regarding transportation options available to students, including shuttle service, Metrobus routes that service the campus, Capital Bikeshare membership info and station locations, and the UPass program.

Employee Strategies

- Discounted shower-only Health & Wellness memberships are offered for faculty and staff who bike, walk, or jog to work.

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- All GW employees (including full-time, part-time, student and temporary staff) are eligible for pre-tax commuter benefits via WMATA SmartBenefits, which can also be transferred to select non-Metro providers.
- GW operates two shuttle routes on the Foggy Bottom Campus. The VEX shuttle transports faculty and staff between the Mount Vernon Campus and the Foggy Bottom Campus 24 hours per day, seven days per week. The VSTC shuttle transports faculty and staff between the Foggy Bottom Campus and the Virginia Science and Technology Campus Monday through Friday between 7:00 AM and 7:00 PM.
- GW offers flexible work arrangements for its employees, including:
 - Compressed Work Week, which allows employees (exempt and non-exempt) to work 40 hours in fewer than five working days,
 - Compressed Two Week Work Period, which allows employees (exempt only) to work an 80 hour two week work period in nine days with the 10th day off.
 - Adjusted Meal Periods allow regular full-time employees (exempt or non-exempt) to extend their meal break up to two hours for personal needs, while still completing a full workday.
 - Flex Time enables full-time staff member (exempt or non-exempt) to coordinate alternative start and end times with their manager. Employees must still work during core hours as defined by their department.

Curbside Management

The subject site has frontage on both I Street and 20th Street. A dedicated bus lane is present along the I Street frontage and a two-way protected bike lane is present along the 20th Street frontage. Between the I Street and the garage access curb cut, 20th Street is signed for metered on-street parking with 2-hour and 3.5-hour time limits. North of the site, the parking lane becomes a left turn lane at K Street. No changes are proposed to the curbside space.

I trust the information provided herein adequately addresses the transportation elements of the project. Please do not hesitate to contact me at jlmlanovich@wellsandassociates.com or (202) 556-1113 with any questions.

S:\Projects - s drive\9000-9499\9441 2001 Penn PUD Modification\Documentation\Report\2001 Pennsylvania Ave Transportation Statement .docx

FIGURES

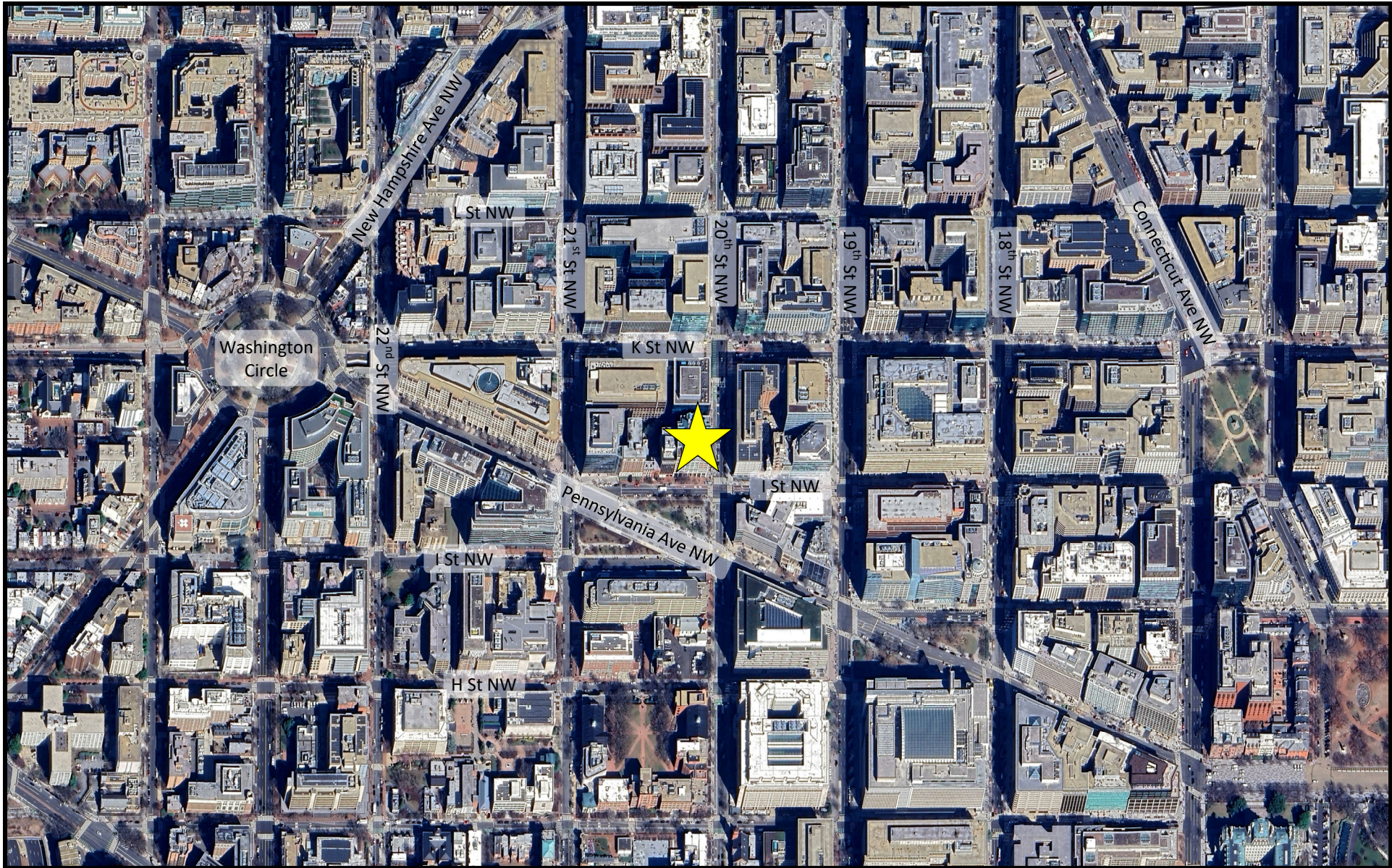


Figure 1
Site Location



Site



NORTH

2001 Pennsylvania Avenue NW
Washington, DC

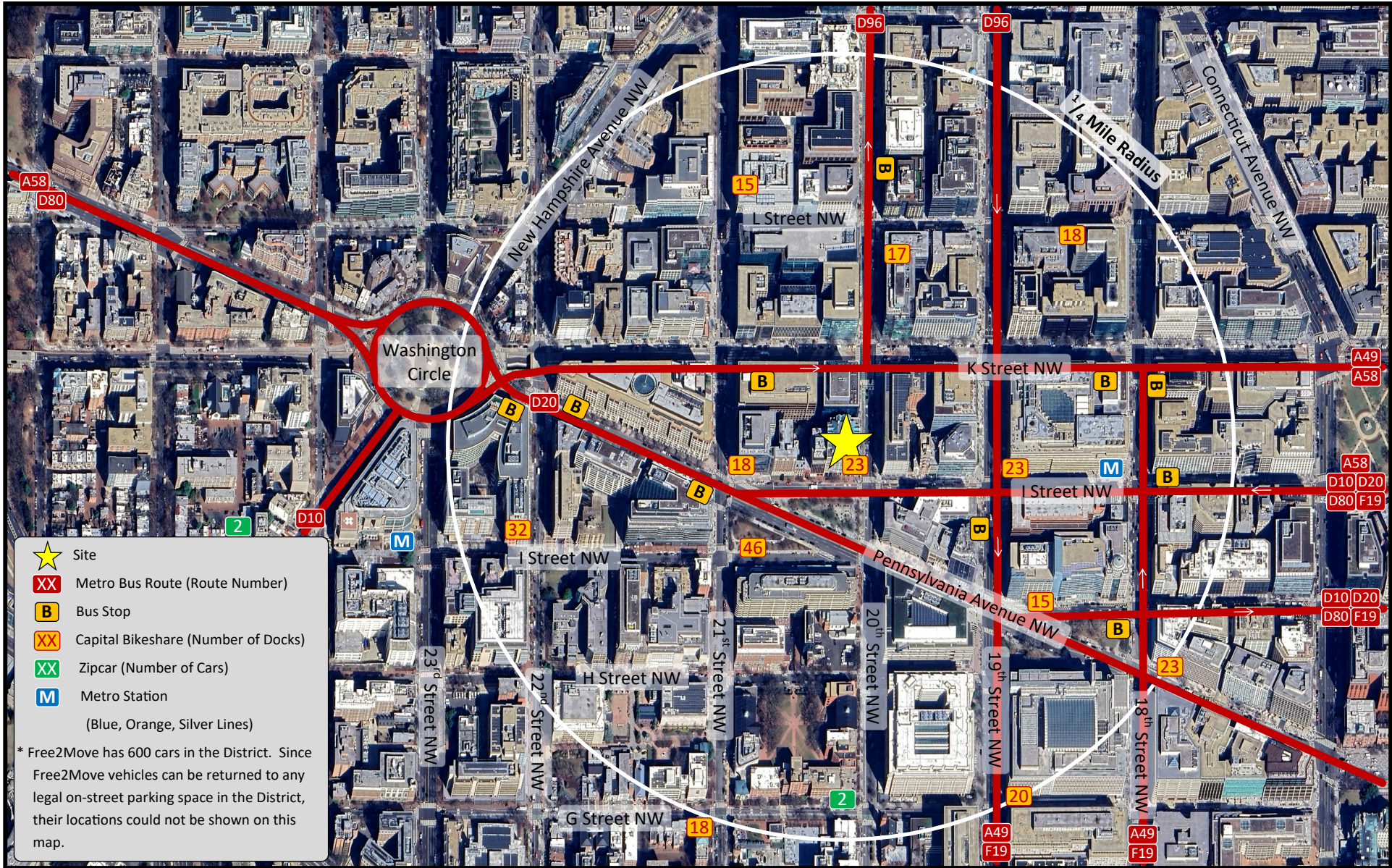


Figure 2
Multi-modal Transportation Network



2001 Pennsylvania Avenue NW
Washington, DC



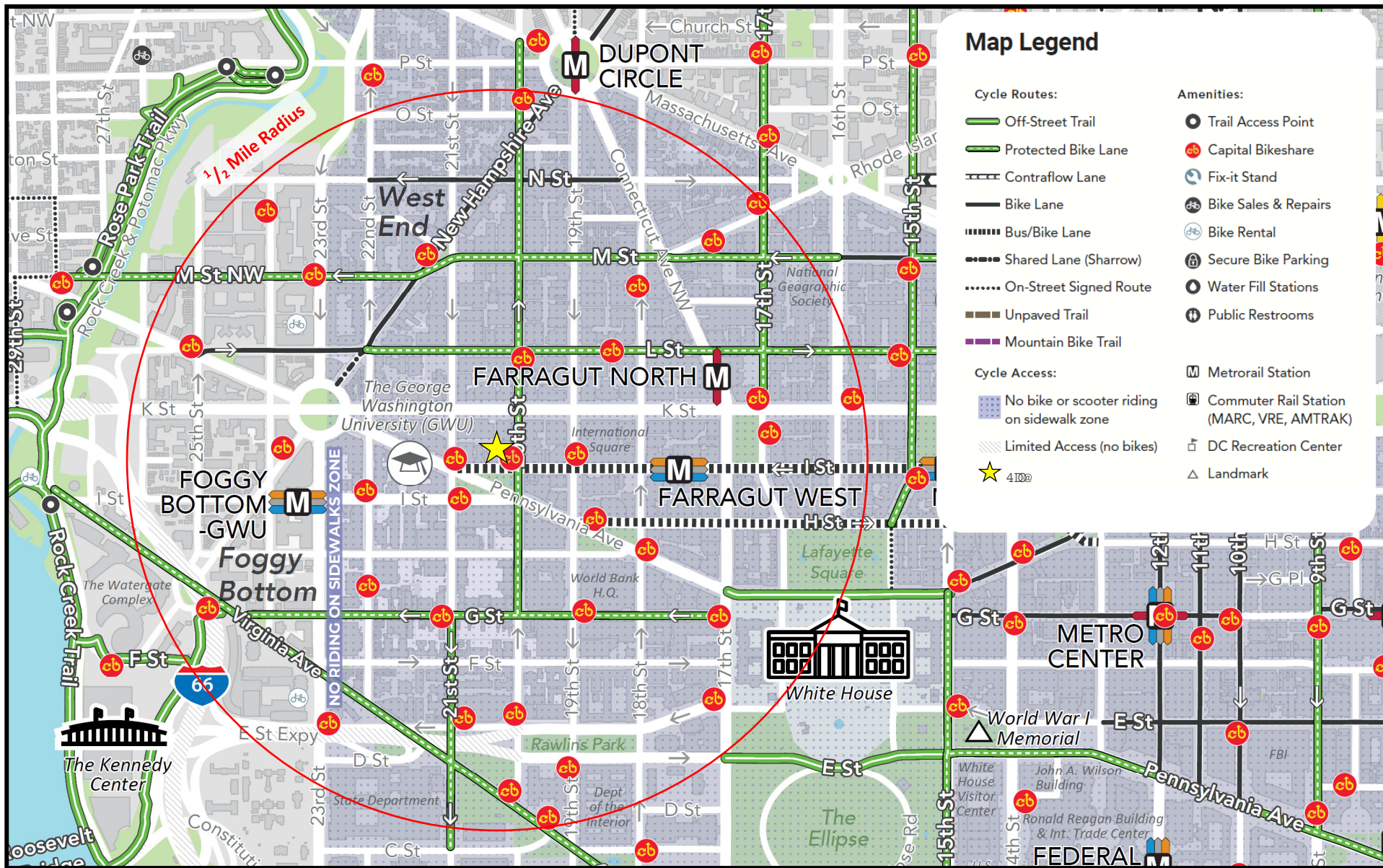


Figure 3
Bicycle Network



NORTH

2001 Pennsylvania Avenue NW
Washington, DC



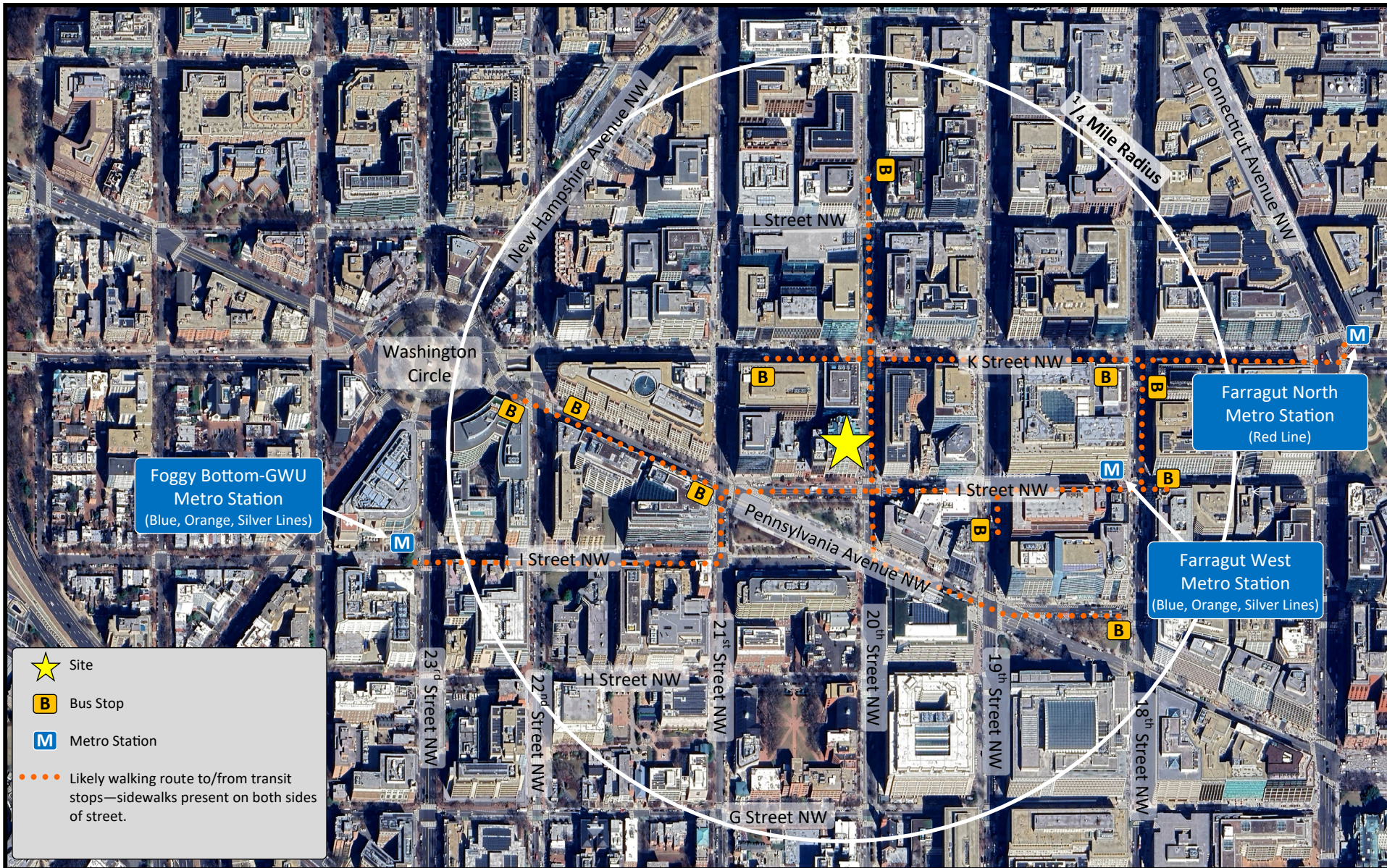


Figure 4
Quarter Mile Walkshed



NORTH

2001 Pennsylvania Avenue NW
Washington, DC



Figure 5A
Site Circulation



2001 Pennsylvania Avenue NW
Washington, DC



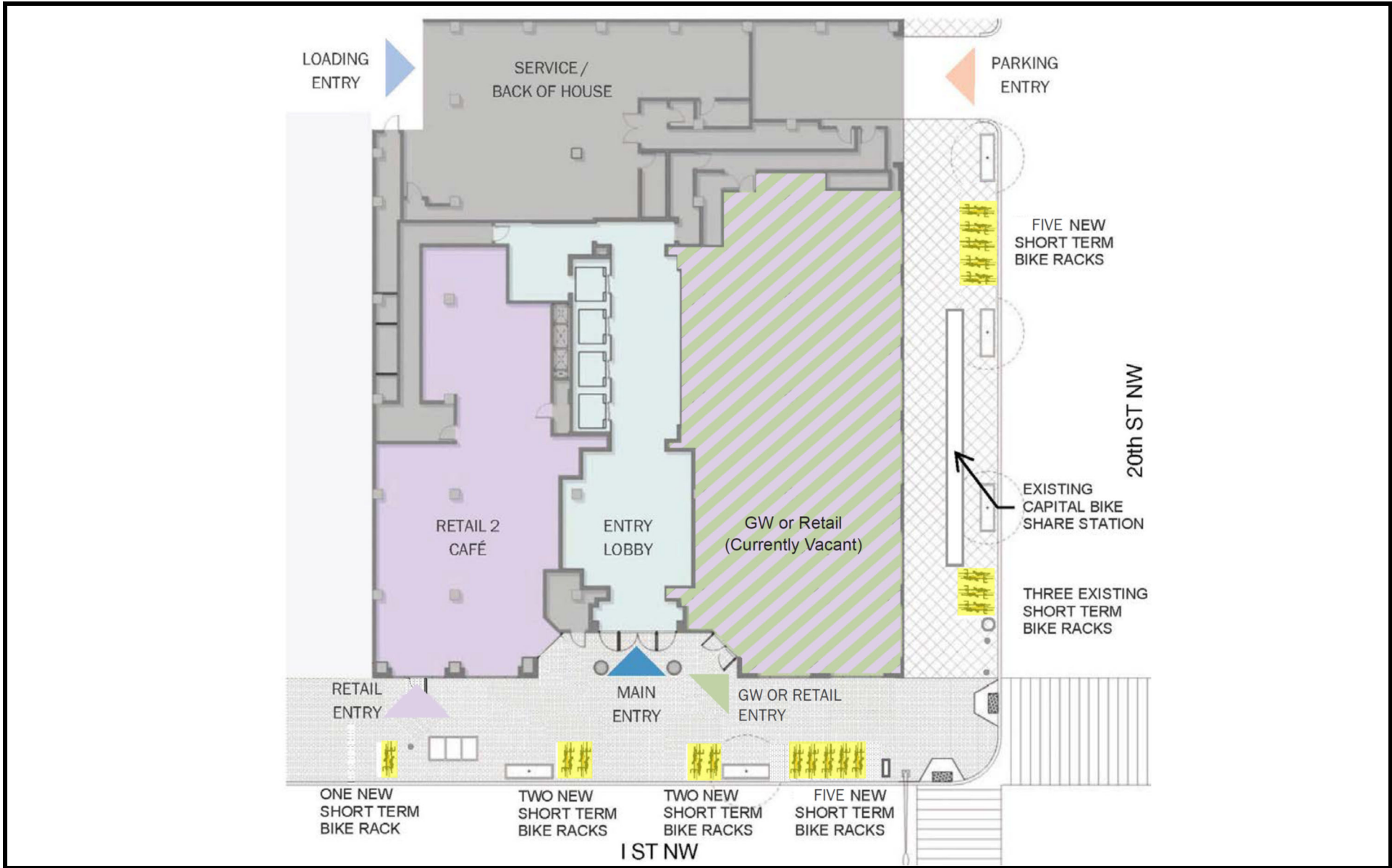


Figure 5B
Short Term Bicycle Parking



NORTH

2001 Pennsylvania Avenue NW
Washington, DC



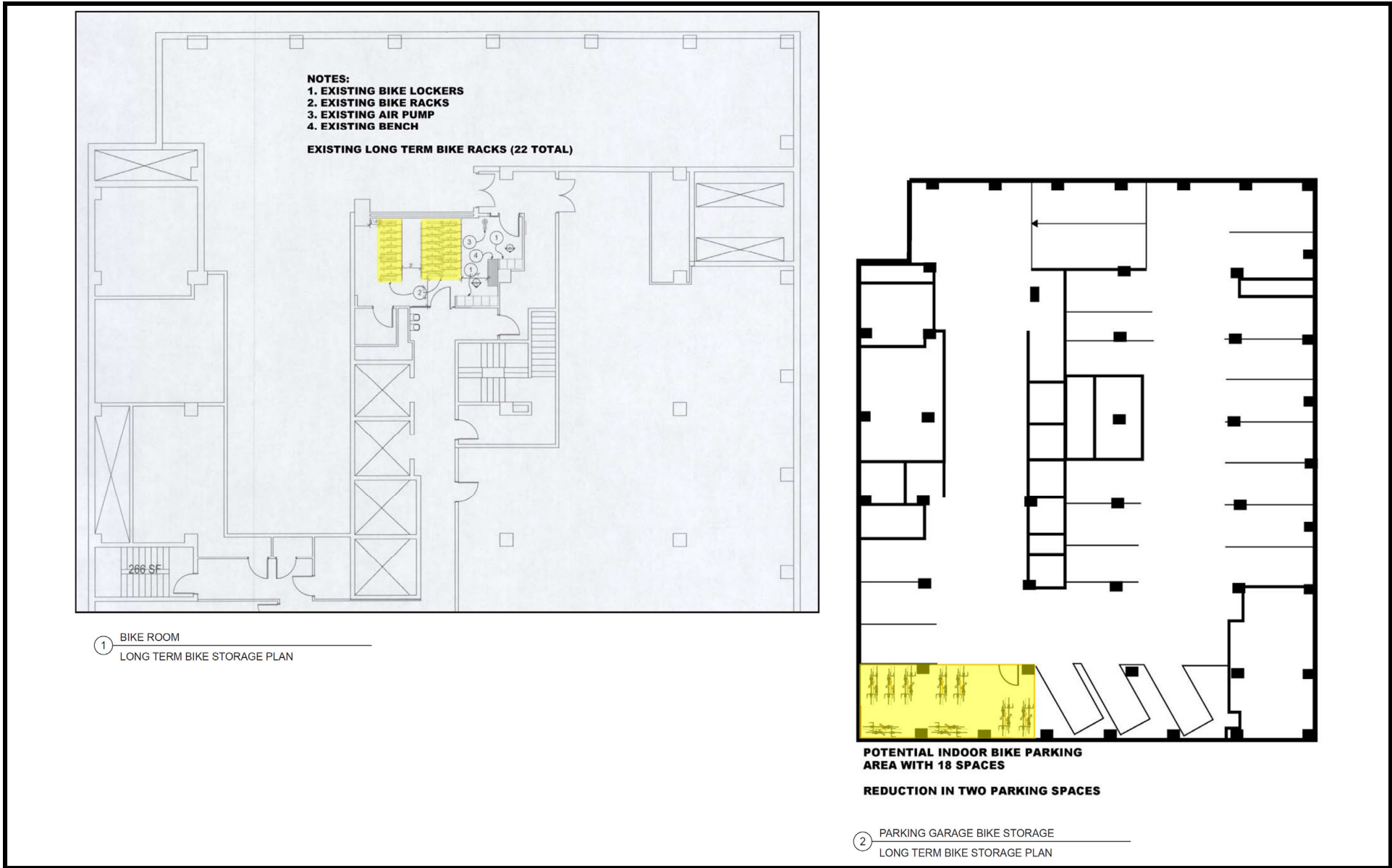


Figure 5C
 Long Term Bicycle Parking



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**2001 Pennsylvania Avenue NW
 Washington, DC**

