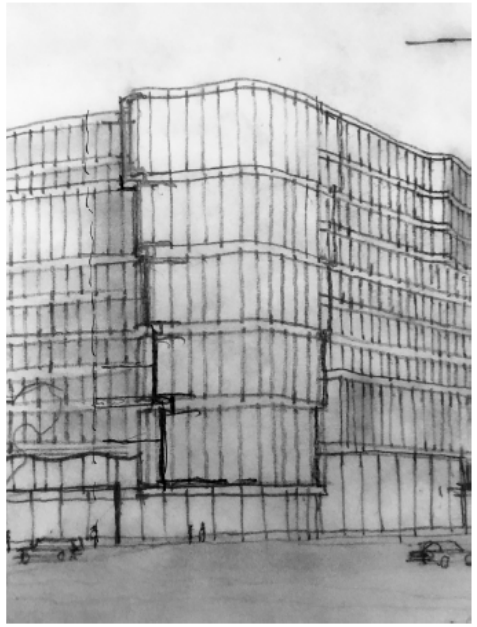
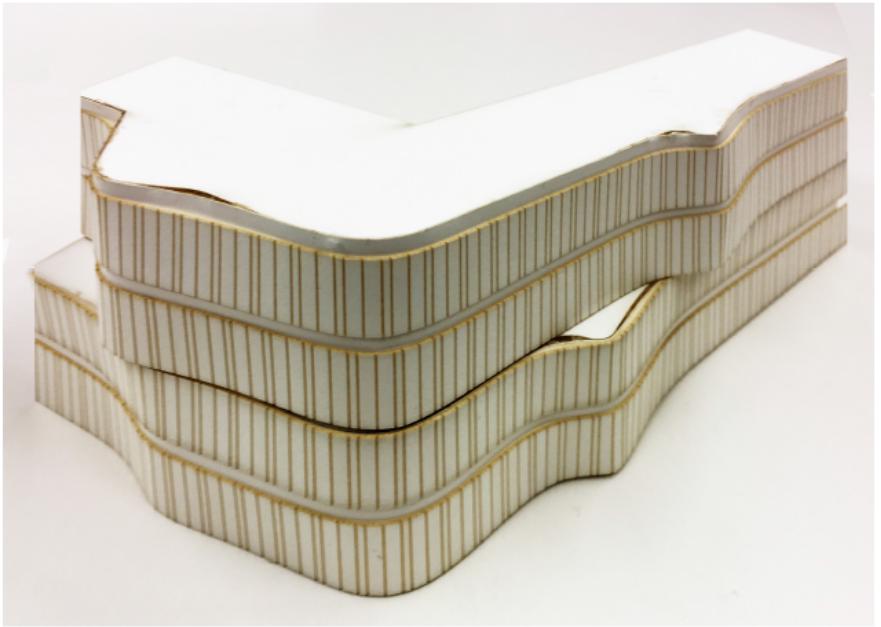
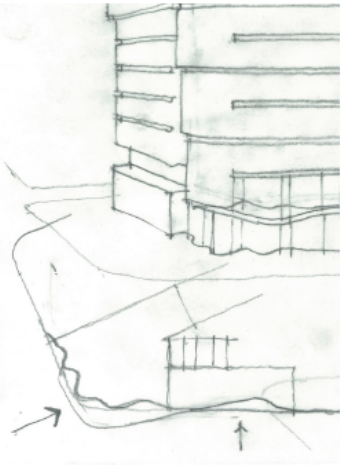


PROMINENT CORNER FRONTAGE
21ST STREET AND PENNSYLVANIA AVENUE



SECONDARY MASSING & ARTICULATION
TYPICAL CURTAIN WALL & BAY WINDOW STRATEGY

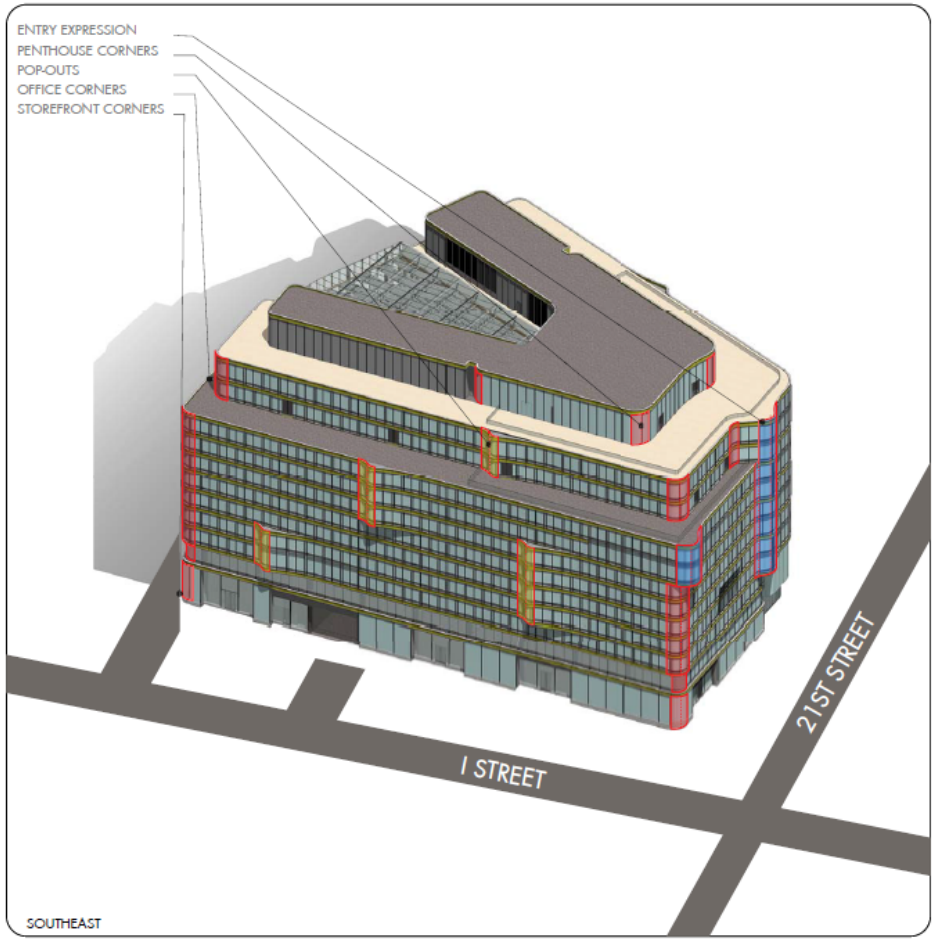


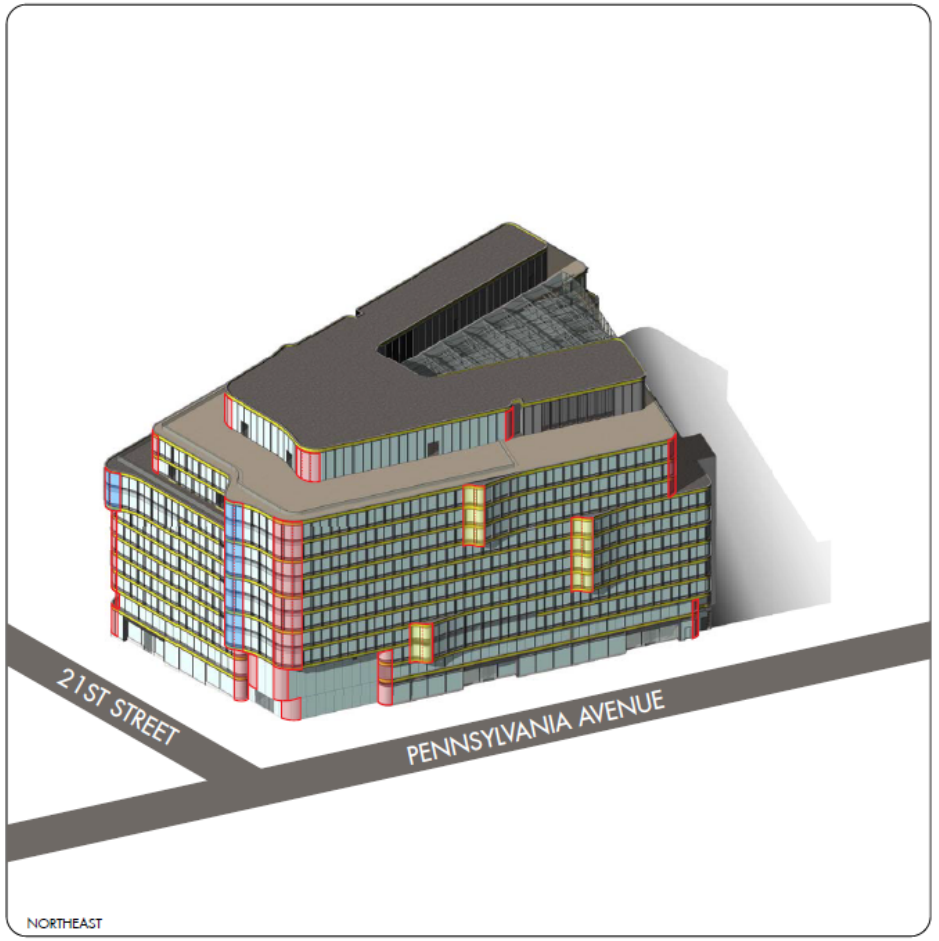
ENTRY & RETAIL STRATEGY
21ST STREET AND PENNSYLVANIA AVENUE

EXPRESSIVE STREAMLINE
ALVAR AALTO VASES

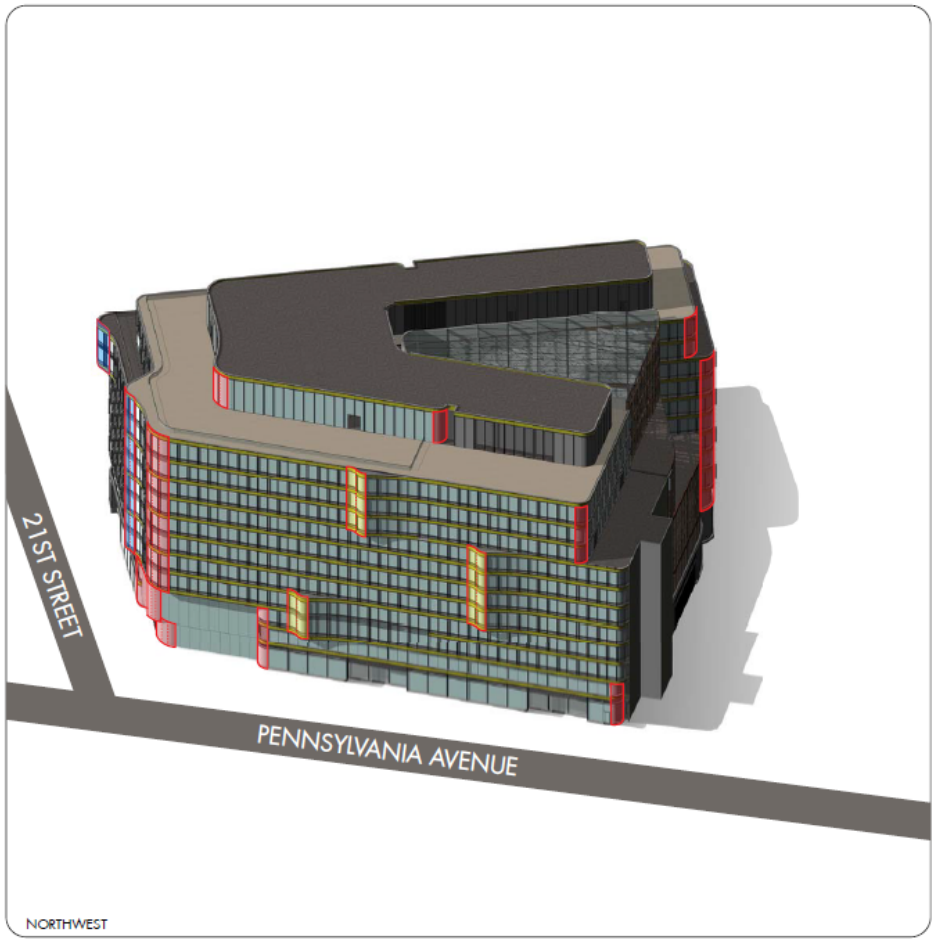
SECONDARY ARTICULATION
ALVAR AALTO FINNISH PAVILION

WAVING ANIMATION
FLAG BANIDNG





REGIONS OF CURVED GLASS - 4FT PROJECTIONS
REGIONS OF CURVED GLASS - 6FT PROJECTIONS
REGIONS OF CURVED GLASS - CORNER CONDITIONS

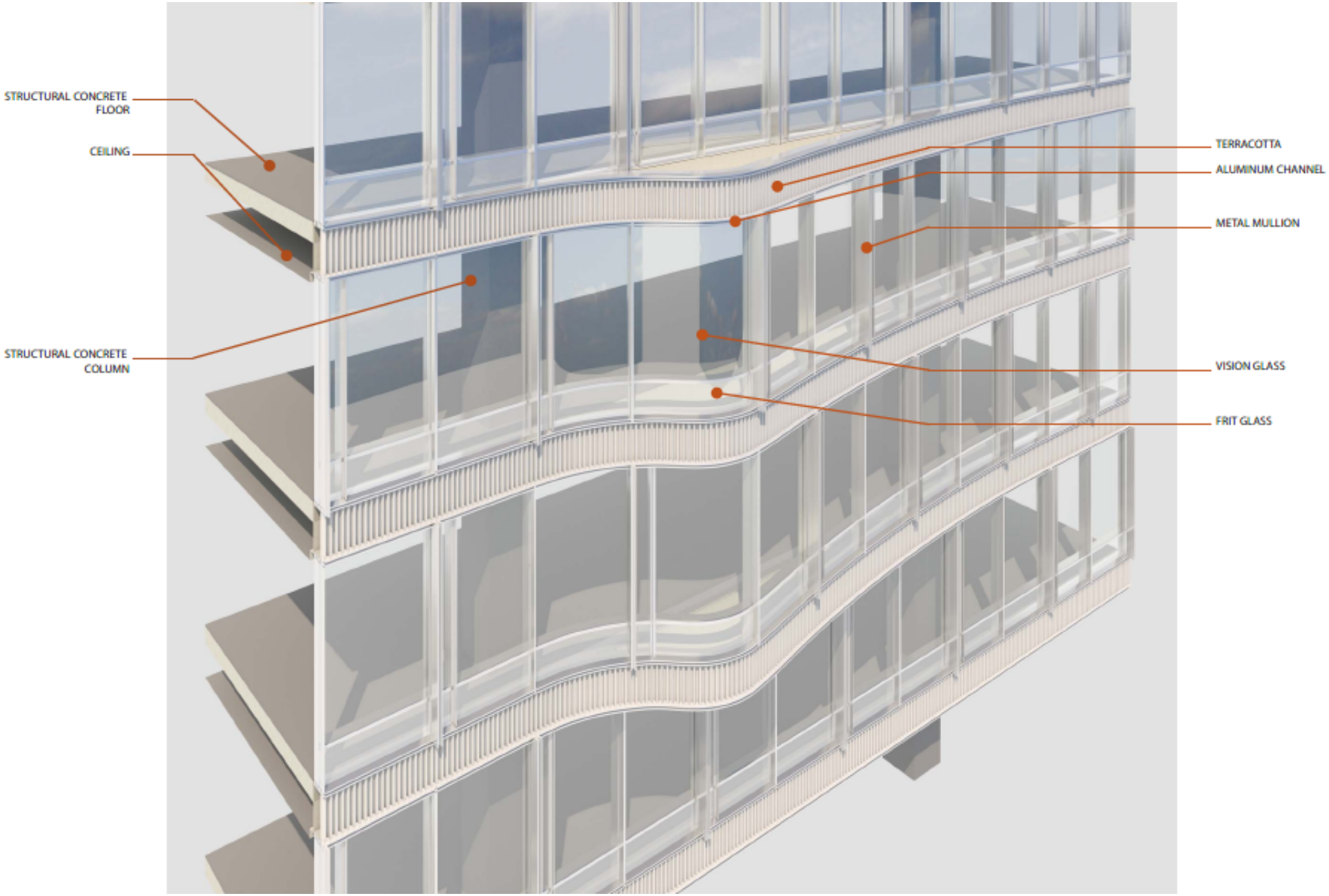


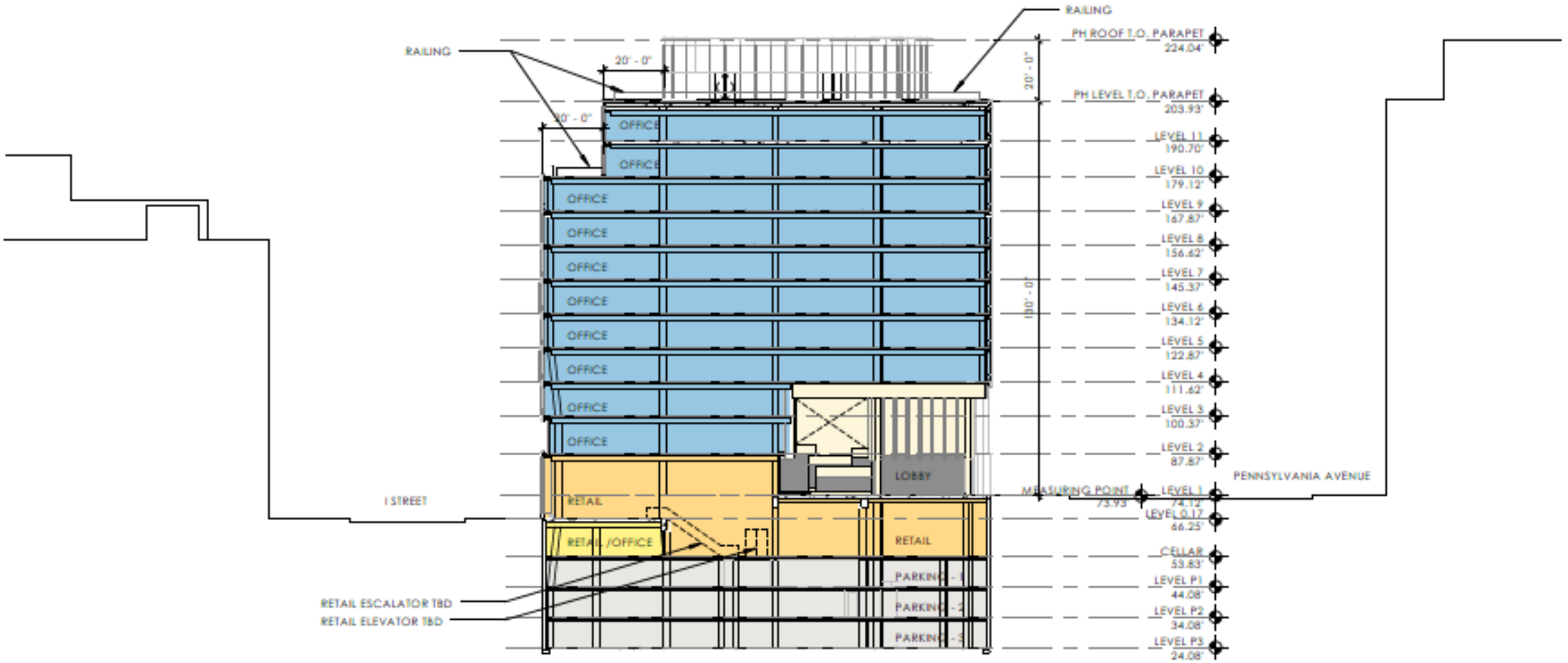
REGIONS OF CURVED GLASS - 4FT PROJECTIONS
REGIONS OF CURVED GLASS - 6FT PROJECTIONS
REGIONS OF CURVED GLASS - CORNER CONDITIONS

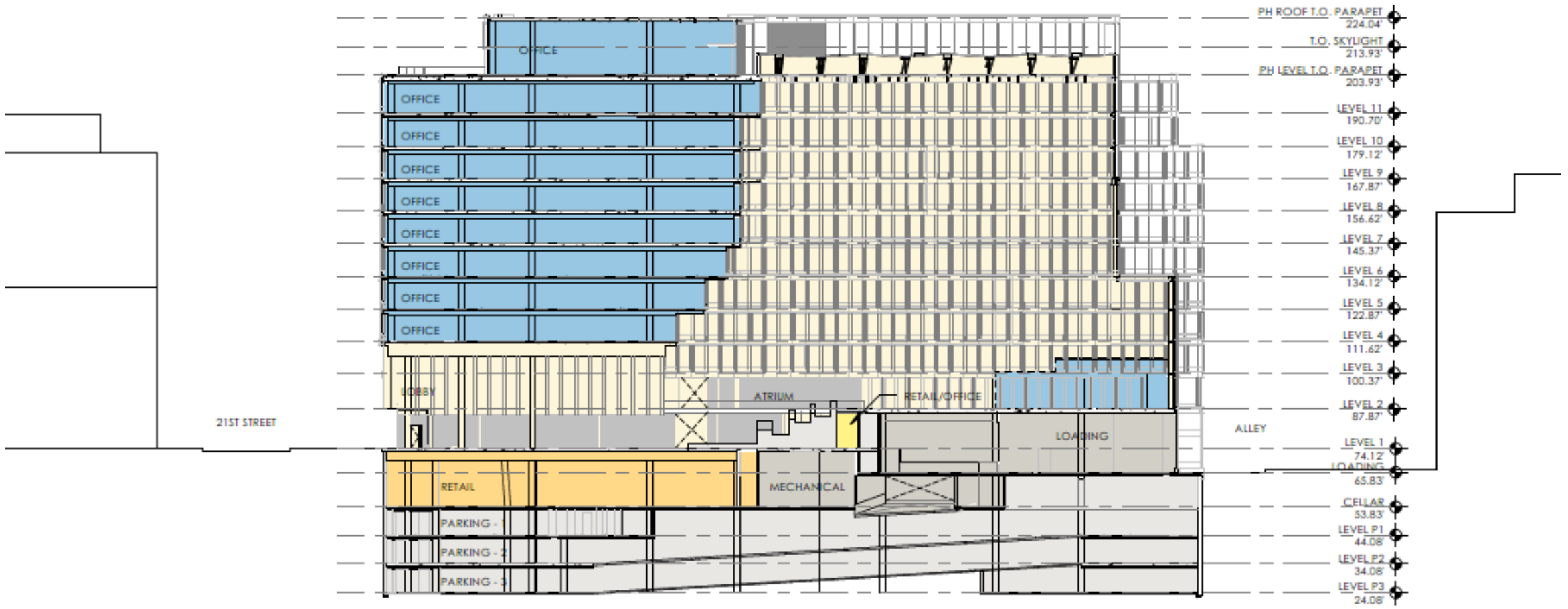
TENANT SIGN
2100 PENN

TENANT SIGN
2100 PENN

2100 PENN
PARKING
CAFE


STRUCTURAL CONCRETE FLOOR
CEILING
STRUCTURAL CONCRETE COLUMN
TERRACOTTA
ALUMINUM CHANNEL
METAL MULLION
VISION GLASS
FRIT GLASS


RAILING
RAILING
20' - 0"
20' - 0"
20' - 0"
190' - 0"
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
LOBBY
RETAIL
RETAIL /OFFICE
RETAIL
I STREET
PENNSYLVANIA AVENUE
RETAIL ESCALATOR TBD
RETAIL ELEVATOR TBD
PARKING - 1
PARKING - 2
PARKING - 3
PH ROOF T.O. PARAPET
224.04'
PH LEVEL T.O. PARAPET
203.93'
LEVEL 11
190.70'
LEVEL 10
179.12'
LEVEL 9
167.87'
LEVEL 8
156.62'
LEVEL 7
145.37'
LEVEL 6
134.12'
LEVEL 5
122.87'
LEVEL 4
111.62'
LEVEL 3
100.37'
LEVEL 2
87.87'
MEASURING POINT
75.93'
LEVEL 1
74.12'
LEVEL 0.17
66.25'
CELLAR
53.83'
LEVEL P1
44.08'
LEVEL P2
34.08'
LEVEL P3
24.08'


PH ROOF T.O. PARAPET
224.04'
T.O. SKYLIGHT
213.93'
PH LEVEL T.O. PARAPET
203.93'
LEVEL 11
190.70'
LEVEL 10
179.12'
LEVEL 9
167.87'
LEVEL 8
156.62'
LEVEL 7
145.37'
LEVEL 6
134.12'
LEVEL 5
122.87'
LEVEL 4
111.62'
LEVEL 3
100.37'
LEVEL 2
87.87'
LEVEL 1
74.12'
LOADING
65.83'
CELLAR
53.83'
LEVEL P1
44.08'
LEVEL P2
34.08'
LEVEL P3
24.08'
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
OFFICE
LOBBY
ATRIUM
RETAIL/OFFICE
LOADING
ALLEY
21ST STREET
RETAIL
MECHANICAL
PARKING - 1
PARKING - 2
PARKING - 3

Agenda

- Project Overview
- GW Campus Plan
- Design
- Transportation Overview
- Benefits and Amenities
- Summary / Conclusion

Transportation Overview

- Trip Generation
- Proposed Improvements
  - TDM Plan
  - Other Transportation Improvements
- DDOT Conditions
- Conclusions

Trip Generation

Site Trip Generation Summary – Proposed Uses

Vehicular Trips	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Office	132	18	150	23	114	137
Retail	8	5	13	23	25	48
Proposed Vehicle Trips	**140**	**23**	**163**	**46**	**139**	**185**

Site Trip Generation Summary – Net New Vehicle Trips

Vehicular Trips	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing Vehicle Trips	111	17	128	33	106	139
Proposed Vehicle Trips	140	23	163	46	139	185
Net New Vehicle Trips	**29**	**6**	**35**	**13**	**33**	**46**

Transportation Demand Management Plan

- Designate Transportation Management Coordinator
- Provide Transit Screen
- Provide Commuter Connection Rideshare Program, Guaranteed Ride Home, and Pool Program
- Provide shower and changing facilities
- Provide covered bicycle parking and bike lane in the garage
- Provide bicycle repair station on P1 level of the garage
- Provide six electric car charging stations in the garage
- Designate Two Car Sharing Spaces –or– $25,000 towards Bikeshare memberships for tenants of the building
- Designate preferred parking for carpools/vanpools in the garage

Other Transportation Improvements

- Install a traffic signal at I Street/21st Street
- Complete final design and construct pedestrian improvements at I Street/22nd Street
- Relocate bus shelter on Pennsylvania Avenue to meet WMATA and DDOT standards
- Relocate Capital Bikeshare Station, with final location to be determined
- Contribute $350,000 to WMATA to fund accessibility and capacity improvements at the Foggy Bottom Metro Station

DDOT Conditions

- Provide minimum of $25,000 in Capital Bikeshare memberships for building tenants, if car share provider does not opt to use dedicated spaces in garage - AGREED
- Provide six electric vehicle charging stations - AGREED
- Schedule deliveries using WB-40 for non-peak times – AGREED
- Provide additional $80,000 contribution to WMATA and conduct final design/install pedestrian improvements at 22nd Street/I Street – AGREED to fund full cost of design/ permitting/installation of pedestrian improvements at 22nd Street/I Street. Estimated cost is $175,000 (today's dollars).

Conclusions

- Proposed mixed-used development is anticipated to generate 35 AM net new peak hour vehicle and 46 PM net new peak hour vehicle trips
- Access to the below grade parking is proposed via the curb cut on I Street
- A traffic signal will be installed at I Street/21st Street intersection and parking will be restricted to allow southbound left turn lane during PM peak hour
- The proposed Loading Management Plan will be implemented with minor modification recommended by DDOT
- The proposed TDM plan will be implemented, with minor modification recommended by DDOT, to encourage the use of non-auto modes of transportation
- The bus shelter on the southwest corner of Pennsylvania Avenue/21st Street will be relocated to meet WMATA and DDOT standards