

TECHNICAL MEMORANDUM

To: Anna Chamberlin, AICP
Kelsey Bridges

From: Drew Ackermann
Robert B. Schiesel, P.E.

Date: April 28, 2021

Subject: Howard University 2020 Central Campus Plan
Transportation Demand Management Plan, Performance Monitoring Plan, and Infrastructure Upgrades

Introduction and Purpose

This memorandum is intended to provide guidance for Howard University's implementation of the transportation commitments of the 2020 Central Campus Plan. Enclosed are the following sets of commitments:

- **Transportation Demand Management (TDM) Plan**

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods. DC zoning approvals of large-scale developments like Howard's 2020 Central Campus Plan are often conditioned upon a set of TDM strategies and an accompanying plan to monitor progress towards TDM goals. The enclosed TDM plan was offered as a condition of zoning approval for the 2020 Central Campus Plan. The TDM plan is categorized by Committed Actions (measures the University agrees to as part of its zoning approvals) and Discretionary Actions (measures the University intends to implement as part of its own internal efforts, or if TDM goals are not being met based on performance monitoring). This tiered approach allows the University flexibility to customize its TDM actions depending on whether TDM goals are being met.

- **Performance Monitoring Plan (PMP)**

The Performance Monitoring Plan (PMP) is the University's plan to track progress towards its TDM goals. The PMP is comprised of annual transportation surveys of Howard University students and staff, which are then compiled into annual monitoring reports submitted to DDOT. The purpose of the monitoring reports is to make data-driven decisions about which TDM measures, if any, need to be adjusted to meet TDM goals. The primary TDM goal of the 2020 Central Campus Plan is ensuring that academic (non-hospital) parking demand per student does not rise above its current level.

- **Infrastructure Improvements**

The new academic, athletic, and hospital buildings proposed in the 2020 Central Campus Plan will each undergo a more detailed development review known as Further Processing before they are approved and constructed. As part of Further Processing for each site, the University has committed to considering infrastructure improvements which mostly include sidewalk upgrades and traffic signal timing adjustments. Since DDOT does not typically update traffic signal timings in conjunction with development of individual buildings, the University will work with DDOT during Further Processing to identify and implement alternative mitigation. These might include installing off-site missing curb ramps, flipping parking and bicycle lanes to create protected bicycle lanes, or upgrading bus shelters, among others.

The contents of these commitments, as well as guidance for their implementation, are outlined below.

Transportation Demand Management (TDM) Plan

Following the structure of the 2012 TDM plan, the proposed TDM plan is categorized by Committed Actions (measures the University agrees to as part of its zoning approvals) and Discretionary Actions (measures the University intends to implement as part of its own internal efforts, or if TDM goals are not being met based on performance monitoring). The University will implement the proposed TDM plan for the life of the Campus Plan unless otherwise stated.

Committed Actions

The University agrees to the following Committed Actions:

- The University has already increased staff and student parking permit rates substantially since the 2011 Campus Plan. The University will continue to increase permit rates to help deter single-occupant driver parking and raise revenue for TDM programs.
- The University will unbundle tenant parking by raising the monthly visitor parking permit rate to \$180. The University already charges non-University tenants for access to University parking facilities. However, to qualify as "unbundled" according to DDOT's CTR guidelines, tenant parking rates need to increase until they at least equal the lowest monthly rate offered by a commercial parking facility within one quarter-mile of the campus. Based on a recent survey of nearby parking rates, the lowest monthly rate is \$180, compared to HU's current monthly rate of \$160 for a visitor permit.
- The University will continue to prohibit freshman residents from parking vehicles on campus, with exceptions for those students who need a car for medical purposes or are in the Reserve Officers' Training Corps.
- The University will establish a maximum parking supply of 3,580 spaces (inclusive of the hospital).
- The University will establish a maximum non-hospital staff population of 4,506 staff members.
- The University will establish a maximum student enrollment of 15,000 students.
- The University will continue to invest in improving its shuttle services based on staff and student feedback, as well as in anticipation of new development projects that may alter traffic patterns and sources of demand for shuttle service. Further Processing for each building proposed in the Campus Plan will include a review of existing shuttle ridership patterns, whether the proposed building is expected to alter ridership patterns, and recommendations for improving shuttle service if applicable.
- The University will maintain existing bus routes and stops during any and all University construction events in order to avoid transit service disruptions for the University and surrounding communities. Further Processing for parcels abutting WMATA bus routes or stops (Parcels A, E, F, and J) will include plans for maintaining bus service.
- The University will coordinate with DDOT and WMATA to improve, pay for, and install bus shelter improvements across campus during Further Processing for any new building or if the TDM is found to be insufficient.
- The University will continue promoting transit commuting benefits for faculty and staff via WMATA's SmartBenefits program. Currently the maximum pre-tax allowed amount is \$270/month for transit only, \$104/month for parking only, and \$374/month for transit and parking.
- The University will provide space for and fund an additional two (2) 19-dock Capital Bikeshare stations on the central campus. One station is proposed be located somewhere on the southern part of campus near the new Howard University Hospital as a potential location. If this location is chosen, the University will fund the station as part of Further Processing for whichever of the hospital-related parcels (Parcels D, E, G, or H) is developed first. The second location

is proposed to be located on Parcel C, with a specific location to be finalized during Parcel C's Further Processing. If either station is located on private property, the University will enter into a Memorandum of Agreement with DDOT to ensure public access to the station and bicycles.

- The University will post a downloadable copy of the final TDM Plan on its website and in other University media.
- The University will continue designating a TDM Coordinator, who will implement, monitor, and market the TDM programs, provide personalized commuter counseling to help members of the HU population understand their options, and act as a point of contact with DDOT, goDCgo, and Zoning Enforcement.
- The University's Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and students, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on relevant websites and in any relevant internal newsletters, communications, or displays. These materials will contain sections oriented to different users, including faculty/staff, students, and visitors. Any students living on-campus will be provided with a packet of information upon or prior to moving-in. New faculty/staff hires will be provided with a similar packet of information. Further Processing for each building proposed in the Campus Plan will include a discussion of building-specific TDM marketing materials, if applicable.
- The University will prominently display links to commuter support websites on appropriate University webpages, including links to CommuterConnections.com, DDOT's Washington, DC Bicycle Map, Washington Walks, nearby bicycle vendors and service providers, goDCgo.com, and WMATA.
- The University will perform annual monitoring to understand student, faculty and staff mode choice in relation to TDM practices, parking pricing, and University transportation policies, and release annual monitoring reports containing this information. The purpose of this monitoring is to make data-driven decisions about which TDM measures, if any, need to be adjusted to meet the primary TDM goal of ensuring that academic parking demand per student does not rise above its current level. The monitoring reports will include the recommended survey question modifications outlined in the above TDM Assessments section of this report. The monitoring will be used to inform future TDM- and parking-related decisions to further incentivize non-auto modes and minimize impacts by the University on the surrounding community. The University will update the TDM plan as necessary if performance targets are not met. The monitoring reports will include the following:
 - Mode split surveys of the campus population, broken down by students and employees;
 - Current parking inventory and occupancy on a typical weekday;
 - Number of permits sold per year;
 - Parking availability on surrounding neighborhood streets;
 - Number of registered carpools;
 - Number of people enrolled in WMATA SmartBenefits; and
 - Inventory and occupancy of bicycle racks.
- The University will prepare an annual TDM and Parking report to be submitted to DDOT. These reports will focus first and foremost on documenting progress toward the TDM Plan performance targets that the University has agreed to. Further Processing for each building proposed in the Campus Plan will reference these reports, identifying trends and progress towards TDM goals and allowing these to inform parking and other transportation-related elements of the proposed buildings. The performance targets that the University has agreed to are as follows:

- By the end of the 2020 Campus Plan (2030), the University sets a goal of ensuring that academic parking demand per student does not rise above its current level of 0.126 peak hour-occupied parking spaces per student. This will be the primary measure of success for the Campus Plan's five (5) transportation strategies, as this metric is the result of a direct measurement, not of surveys which may be susceptible to error. Achieving this goal will also help the University implement the Campus Plan, as reduced demand can lead to less parking supply being added to proposed buildings, reducing costs to the University. If parking demand per student increases, it will be seen as an indicator that more discretionary TDM measures are needed. A decrease in parking demand per student is an aspirational goal of the Campus Plan.
- The University sets the following mode split goals for trips to campus by the end of the 2020 Campus Plan (2030), which are informed by A) *MoveDC*'s non-auto mode share goal for commute trips of 75%, B) the latest mode splits for both residents and employees in the campus's census Transportation Analysis Zone (TAZ), and C) the 2019 cumulative student/faculty/staff mode splits of 53% auto, 30% transit, 1% bike, and 16% walk for trips to campus. While the mode splits below are identified as aspirational goals, the primary measure of success for the TDM Plan is peak parking demand per student, as noted above. The drive alone mode split goals are percentages the University aspires to reduce down to, and all other mode split goals are percentages the University aspires to increase to or exceed. The mode split goals are as follows:
 - For students:
 - Drive alone: ≤ 40%
 - Carpool: ≥ 2%
 - Transit: ≥ 50%
 - Bike: ≥ 15%
 - Walk: ≥ 30%
 - For faculty/staff:
 - Drive alone: ≤ 20%
 - Carpool: ≥ 2%
 - Transit: ≥ 40%
 - Bike: ≥ 5%
 - Walk: ≥ 20%
- The University will develop formal "Alternative Work Schedule" guidelines, which will define opportunities for telecommuting as well as maintaining non-traditional weekly work schedules. The University's Transportation Coordinator will ensure that the TDM benefits of various policy options – reducing peak-hour travel and parking demand – are considered when developing and implementing these guidelines.
- The University will significantly expand the quantity and quality of bicycle parking facilities on campus, both at existing building sites and at the new University development sites identified in the Campus Plan. A more detailed discussion of proposed bicycle parking quantities and locations will be included in Further Processing for proposed buildings.

- The University will install an additional 20 bicycle parking spaces every year over the course of the Campus Plan and include a bicycle parking inventory with every annual TDM report. These spaces are intended to serve existing buildings that do not have sufficient bicycle parking and does not include parking spaces added as part of new buildings.
- As part of Further Processing for Parcel B or C, whichever enters Further Processing first, the University will coordinate with DDOT to explore removing on-street parking spaces along 6th Street between Fairmont Street and Bryant Street to make room for multimodal improvements such as bike lanes, curb extensions, or bike/scooter parking corrals.
- The University will consider and implement the following additional measures as deemed necessary based on data about progress towards TDM goals:
 - Offer new carpool incentives and rideshare matching services to campus commuters through Commuter Connections, and/or other service providers;
 - Increase Campus Shuttle frequency during peak periods to every 10 minutes, if demand is present;
 - Expand Campus Shuttle to provide rides seven days a week and operate at least 30 minutes before/after Metro opens/closes, if demand is present;
 - Offer discounted Capital Bikeshare memberships to students;
 - Increase employee participation in pre-tax transit benefits;
 - Fund and install Transit Screens in additional student common areas;
 - Provide additional carshare spaces in easily accessible locations on campus;
 - Increase parking permit fees over the increases required pursuant to paragraph (b) of this condition, which requires raising the monthly visitor parking permit rate to \$180;
 - Impose limitations on the number of parking permits issued;
 - Target access restrictions to commuter parking; and
 - Introduce new or increase existing financial incentives for alternative mode options.

Discretionary Actions

The University agrees to the following Discretionary Actions:

- The University will ensure that there is no net increase in parking supply resulting from the capital projects proposed in the Campus Plan. That is, any increased supply from new parking facilities will be offset by closures and removals of existing parking facilities. Further Processing for each proposed building in the Campus Plan will include an updated inventory of existing campus-wide parking supply and proposed parking facilities for the building.
- The University will explore installing on-street bike paths and bike/scooter parking facilities as made possible by reduced vehicular activity and removed parking supply in the campus core. The University will coordinate with DDOT on any such public space changes.
- The University will develop a bike parking map to direct bicyclists to existing and future bike parking facilities. Further Processing for each proposed building in the Campus Plan will include a commitment to display an up-to-date bike parking map in a prominent location within or outside the building.

- The University will create a dedicated webpage to identify and promote its transportation benefits and resources. For the purposes of this plan, this will be referred to as the future Transportation Services webpage when describing related TDM actions. This page will be the home for all information on:
 - Parking;
 - Transit;
 - Carpool and Vanpool;
 - TDM and Commuter Benefits;
 - TDM Survey results and reporting;
 - Transportation and parking maps;
 - Links to supportive programs;
 - Links to alternative mode services and vendors; and
 - Marketing materials.
- The University will explore the potential to utilize existing “Live Where You Work” programs to boost the proportion of faculty/staff and students living near campus. These programs provide low-interest mortgage loans or a cash payment to be applied at closing to those purchasing a home within a designated distance of where they work.
- As the Campus Plan is implemented, and most parking is provided within structured, access-controlled facilities, the University will explore gradually phasing out annual parking permits in favor of monthly permits and daily parking (including pay-per-use permits).
- The University will explore enrolling students in the WMATA U-Pass program.
- The University will explore strategies for reserving preferentially-located parking spaces for registered rideshare vehicles. This will require developing distinct parking permits for carpool and vanpool parking, including defining qualification criteria, and designating spaces at specific parking facilities.
- The University will explore implementing a bike repair and maintenance education program.
- As capital projects identified in the Campus Plan are developed, the University will seek to include changing and showering facilities where feasible and where concentrations of faculty and staff are expected.
- The University will implement physical improvements to the central campus’s pedestrian network to improve the appeal, safety, and effectiveness of pedestrian circulation.
- The University will explore ways to promote and enhance micro-mobility services on campus, such as providing on-street bike and scooter parking corrals.
- During Further Processing for each of the proposed buildings in the Campus Plan, the University will consider building-specific TDM measures not mentioned in this report, e.g. specific TDM strategies for patients/visitors at the new hospital.

Performance Monitoring Plan (PMP)

The Performance Monitoring Plan (PMP) is comprised of transportation surveys and other data to understand student, faculty and staff mode choice in relation to TDM practices, parking pricing, and University transportation policies. The University releases annual monitoring reports to DDOT containing this information. The purpose of this monitoring is to make data-driven

decisions about which TDM measures, if any, need to be adjusted to meet the primary TDM goal of ensuring that academic parking demand per student does not rise above its current level. If it is found that TDM goals are not being met, it is recommended the University consider items in the Discretionary Actions section of the TDM plan above, or propose new actions for review by DDOT.

The annual monitoring reports should include details regarding the following:

- Mode split of the campus population for trips to campus, broken down by students and employees;
- Current parking inventory and occupancy on a typical weekday;
- Number of parking permits sold per year;
- Parking availability on surrounding neighborhood streets;
- Number of registered carpools;
- Number of people enrolled in WMATA SmartBenefits; and
- Inventory and occupancy of bicycle racks.

This information will be collected using surveys of students and employees, internal University data, and manual counts of vehicle and bicycle parking inventory and occupancy. Guidance regarding these data sources is provided below.

Surveys

Surveys of University students and employees should be collected on a typical weekday when large, representative population samples can be found. The number of respondents in previous years ranged from 340 to 640 students, and 270 to 630 employees.

Survey question topics in previous years have included student ZIP codes, travel costs, shuttle usage patterns, reasons for using or not using certain travel modes, and other topics. While these may be included at the University's discretion for its own purposes, the only topic required for the PMP is student and employee mode splits.

In order to have concrete, trackable year-to-year mode split data, it is recommended the phrasing of the mode split survey question include whether the respondent is a student or employee, and only ask for the travel mode the respondent used that day (not what they typically use according to memory). For ease of future analysis, it is recommended the University keep the raw survey data, separated by students and employees, on file. It is recommended that the mode split survey questions be phrased as follows:

1. Are you a:
 - a. Student
 - b. Full-time employee
 - c. Part-time employee
 - d. Contractor
 - e. Visitor
 - f. Hospital employee
2. What transportation mode did you use for **most** of your trip to campus **today**?
 - a. Driving a car alone

- b. Driving a car with passengers
 - c. As a passenger in a car
 - d. Carshare (Zipcar, Free2Move)
 - e. Motorcycle
 - f. Metrobus
 - g. Metrorail
 - h. Taxi
 - i. Rideshare (Uber, Lyft)
 - j. Bicycle (personal)
 - k. Scooter (personal)
 - l. Capital Bikeshare
 - m. Shared dockless e-scooter/bicycle (Lime, Bird, Jump, etc.)
 - n. Walk/jog/run
 - o. Other: please specify
3. What transportation mode did you use for the **last part of** your trip to campus **today**?
- a. Driving a car alone
 - b. Driving a car with passengers
 - c. As a passenger in a car
 - d. Carshare (Zipcar, Free2Move)
 - e. Motorcycle
 - f. Metrobus
 - g. Metrorail
 - h. Taxi
 - i. Rideshare (Uber, Lyft)
 - j. Bicycle (personal)
 - k. Scooter (personal)
 - l. Capital Bikeshare
 - m. Shared dockless e-scooter/bicycle (Lime, Bird, Jump, etc.)
 - n. Walk/jog/run
 - o. Other: please specify

Internal University Data

Internal University data should be used to determine:

- Number of parking permits sold per year;
- Number of registered carpools; and
- Number of people enrolled in WMATA SmartBenefits.

Manual Counts

Manual counts should be conducted every year to determine:

- Inventory and occupancy of all off-street HU parking facilities;
- Inventory and occupancy of on-street parking on surrounding neighborhood streets; and
- Inventory and occupancy of bicycle racks.

It is recommended this data be collected at 7:00am, 11:00am, 3:00pm, and 7:00pm on a typical weekday to reflect patterns throughout the day. Figure 1 shows the parking study area that was analyzed for the 2020 Central Campus Plan's accompanying Transportation Report, including off- and on-street parking facilities. It is recommended this study area be used for future annual monitoring reports, and revised based on future parking facility removals and additions.

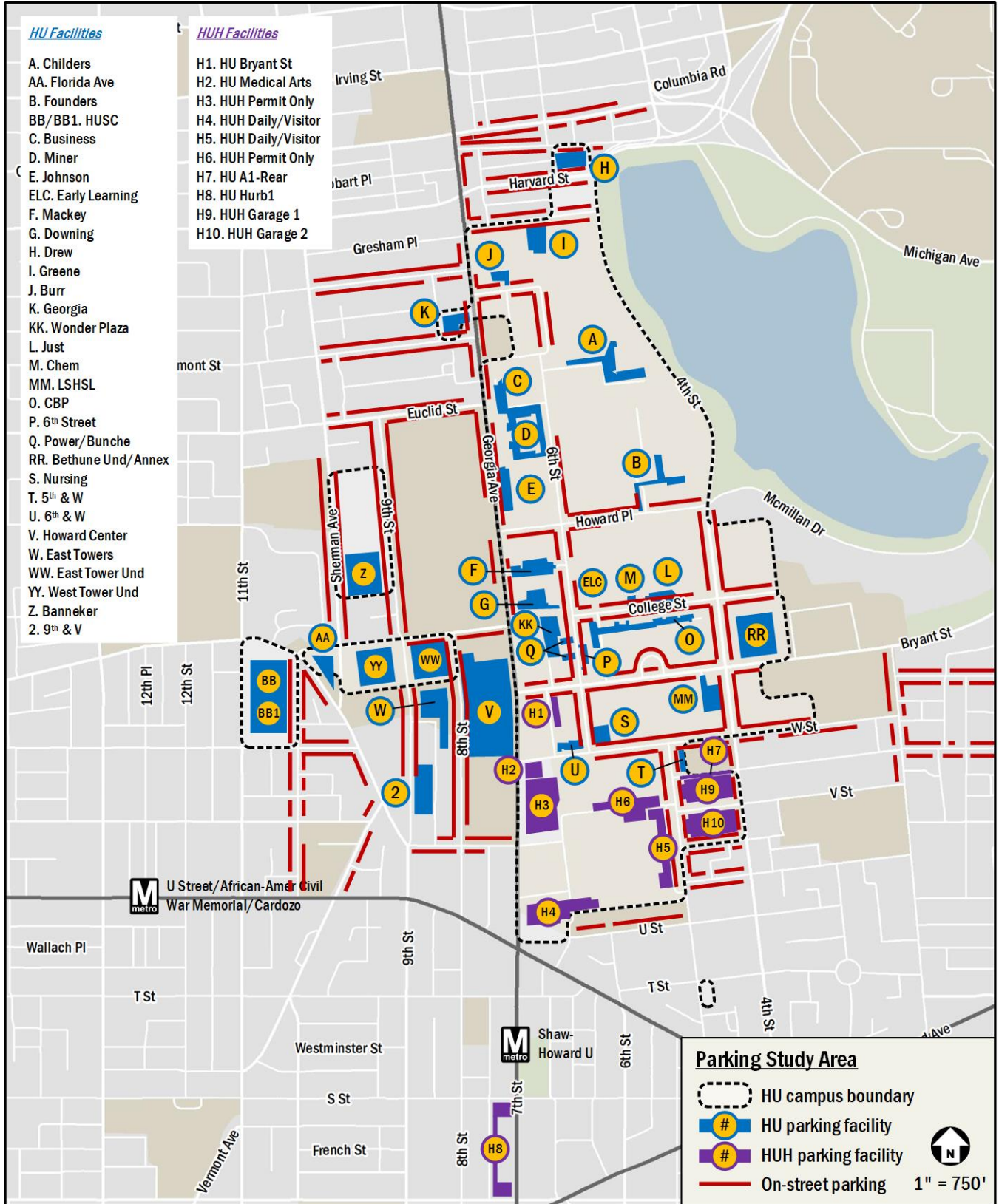


Figure 1: Parking Study Area

Infrastructure Improvements

As part of Further Processing for each of the proposed buildings in the Campus Plan, the University agrees to consider the following infrastructure improvements:

Parcel A: Burr Intercollegiate Athletic Center

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- Have the project explore upgrading the sidewalks adjoining the site along Georgia Avenue and Girard Street, which currently do not meet DDOT width requirements. The project should also explore improving the existing WMATA bus stop at Georgia Avenue and Gresham Place, just north of the parcel, which currently does not have all recommended bus stop amenities.

Parcel B: Center for Arts & Communications

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- An examination of potential mitigations at the following intersections with movements or approaches that operate at unacceptable conditions, which are partially attributable to the addition of parking facilities at this parcel:
 - Georgia Avenue and Harvard Street NW (minor signal timing adjustments)
 - Harvard Street and 5th Street NW (minor signal timing adjustments)

Parcel C: Howard Student Union

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- An examination of potential mitigations at the following intersections with movements or approaches that operate at unacceptable conditions, which are partially attributable to the addition of parking facilities at this parcel:
 - Georgia Avenue and Harvard Street NW (minor signal timing adjustments)
 - Harvard Street and 5th Street NW (minor signal timing adjustments)

Parcel D: Health Sciences Complex

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- An examination of potential mitigations at the following intersections with movements or approaches that operate at unacceptable conditions, which are partially attributable to the addition of parking facilities at this parcel:
 - 4th Street and College Street NW (minor signal timing adjustments)
 - 4th Street and Bryant Street NW (converting Bryant Street from one-way to two-way, converting on-street parking into a 75-foot eastbound right-turn lane, minor signal adjustments)
 - Georgia Avenue and W Street NW (converting W Street from one-way to two-way, minor signal timing adjustments)
 - 4th Street and W Street NW (converting W Street from one-way to two-way)
 - Georgia Avenue and V Street/HU Hospital NW (minor signal timing adjustments)
 - Georgia Avenue/7th Street and Florida Avenue NW (minor signal timing adjustments)

- Have the project explore upgrading the sidewalks adjoining the site along 6th Street and College Street, which currently do not meet DDOT width requirements. The project should also explore upgrading the curb ramps adjoining the parcel at 6th Street and College Street, and 6th Street and Bryant Street, which do not comply with ADA standards.

Parcel E: STEM Facility

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- An examination of potential mitigations at the following intersections with movements or approaches that operate at unacceptable conditions, which are partially attributable to the addition of parking facilities at this parcel:
 - 4th Street and College Street NW (minor signal timing adjustments)
 - 4th Street and Bryant Street NW (converting Bryant Street from one-way to two-way, converting on-street parking into a 75-foot eastbound right-turn lane, minor signal adjustments)
 - Georgia Avenue and W Street NW (converting W Street from one-way to two-way, minor signal timing adjustments)
 - 4th Street and W Street NW (converting W Street from one-way to two-way)
 - Georgia Avenue and V Street/HU Hospital NW (minor signal timing adjustments)
 - Georgia Avenue/7th Street and Florida Avenue NW (minor signal timing adjustments)
- Have the project explore upgrading the sidewalks adjoining the site along 4th Street and College Street, which currently do not meet DDOT width requirements.

Parcel F: Apartment-style Residences

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- Have the project explore upgrading the sidewalks adjoining the site along 9th Street, which currently do not meet DDOT width requirements. The project should also consider installing a pedestrian path between the buildings that connects Sherman Avenue and 9th Street.

Parcel G: Medical Office

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- An examination of potential mitigations at the following intersections with movements or approaches that operate at unacceptable conditions, which are partially attributable to the addition of parking facilities at this parcel:
 - 4th Street and College Street NW (minor signal timing adjustments)
 - 4th Street and Bryant Street NW (converting Bryant Street from one-way to two-way, converting on-street parking into a 75-foot eastbound right-turn lane, minor signal adjustments)
 - Georgia Avenue and W Street NW (converting W Street from one-way to two-way, minor signal timing adjustments)
 - 4th Street and W Street NW (converting W Street from one-way to two-way)
 - Georgia Avenue and V Street/HU Hospital NW (minor signal timing adjustments)
 - Georgia Avenue/7th Street and Florida Avenue NW (minor signal timing adjustments)
- Have the project explore upgrading the sidewalks adjoining the site along 6th Street and Bryant Street, which currently do not meet DDOT width requirements.

Parcel H: Howard University Hospital

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- An examination of potential mitigations at the following intersections with movements or approaches that operate at unacceptable conditions, which are partially attributable to the addition of parking facilities at this parcel:
 - 4th Street and College Street NW (minor signal timing adjustments)
 - 4th Street and Bryant Street NW (converting Bryant Street from one-way to two-way, converting on-street parking into a 75-foot eastbound right-turn lane, minor signal adjustments)
 - Georgia Avenue and W Street NW (converting W Street from one-way to two-way, minor signal timing adjustments)
 - 4th Street and W Street NW (converting W Street from one-way to two-way)
 - Georgia Avenue and V Street/HU Hospital NW (minor signal timing adjustments)
 - Georgia Avenue/7th Street and Florida Avenue NW (minor signal timing adjustments)
- Have the project explore upgrading the sidewalks adjoining the site along 6th Street, Bryant Street, and W Street, which currently do not meet DDOT width requirements. The site plan should also explore upgrading the curb ramp adjoining the parcel at 6th Street and College Street, which does not comply with ADA standards.

Parcel J: Wonder Plaza Mixed-Use

- Prepare a Comprehensive Transportation Review or Transportation Statement as required by DDOT.
- An examination of potential mitigations at the following intersections with movements or approaches that operate at unacceptable conditions, which are partially attributable to the addition of parking facilities at this parcel:
 - Georgia Avenue and Barry Place NW (converting on-street parking into a 100-foot eastbound right-turn lane, minor signal timing adjustments)
 - Georgia Avenue and Bryant Street NW (converting Bryant Street from one-way to two-way, minor signal adjustments)
 - Georgia Avenue/7th Street and Florida Avenue NW (minor signal timing adjustments)
- Have the project explore upgrading the sidewalks adjoining the site along Georgia Avenue and Bryant Street, which currently do not meet DDOT width requirements. The project should also explore improving the existing WMATA bus stop at Georgia Avenue and Barry Place adjoining the parcel, which currently does not have all recommended bus stop amenities.