WELLS + ASSOCIATES

MEMORANDUM

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TO: Erkin Ozberk, DDOT

FROM: Jami L. Milanovich, P.E.

COPY: James A. Donohoe, Donohoe Development Company
Christy Shiker, Holland & Knight

RE: 4201 Garrison Street NW (ZC Case #: 24-12)
Transportation Statement

DATE: May 15, 2025

INTRODUCTION

Donohoe Development Company proposes to redevelop property located at 4201 Garrison Street NW. The site currently is occupied by a surface parking lot and a TV broadcast tower. The proposed development would redevelop the surface parking lot and raze the TV broadcast tower while retaining the curb cut along Garrison Street. The proposed project would include 126 multi-family residential units with 82 below-grade parking spaces in a five-story building.

The site is located on Square 1666, Lot 810 and a portion of Lot 809 and is split zoned MU-4 and R-2. The portion of the site that currently is zoned R-2 is proposed to be rezoned to the RA-3 zone. The site generally is bordered by Garrison Stret NW to the south, 42nd Street NW to the east, Harrison Street NW to the north (though the site does not have frontage on Harrison Street), and adjacent buildings to the west. The site location is shown on Figure 1.

In conjunction with the project, a single curb cut is proposed on Garrison Street. The existing curb cut on Garrison Street, which currently is shared with the adjacent property (5101 Wisconsin Avenue), will be modified to provide an eight-foot pedestrian refuge. The curb cut must continue to provide access to the below grade parking for 5101 Wisconsin Avenue.

The project will benefit from a new curb cut on Harrison Street that will be constructed in conjunction with the approved project at 5151 Wisconsin Avenue (which also will close two existing curb cuts on Harrison Street and one curb cut on Wisconsin Avenue). A private alley that will connect the modified curb cut on Garrison Street and the new curb cut on Harrison Street (by others) will be constructed in conjunction with 4201 Garrison. The private alley will provide access to the parking and loading for the proposed building.

The purpose of this Transportation Statement is to evaluate the transportation elements of the proposed project, including bicycle, pedestrian, parking, and loading elements. 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

Transit Services/Facilities

The site is located approximately ⅓ mile south of the Friendship Heights Metro Station, which serves the Red Line. The site also is served by Metrobus Routes 31, 33, and N2. All routes stop adjacent to the site at the Wisconsin Avenue/Harrison Street intersection. Routes 31 and N2 provide access to the Friendship Heights Metro Station to the north and Tenleytown – AU Metro Station to the south where riders can access the Red Line and the Foggy Bottom – GWU Metro Station where riders can access the Orange, Silver, and Blue Lines. Route 33 also provides access to the Red Line via the Friendship Heights and Tenleytown – AU Metro Stations. It also provides access to the Farragut West Metro Station to the south where riders can access the Orange, Silver, and Blue Lines. Route 31 is identified as a Priority Bus Route.

Metrobus Routes L8, N4, N6, T2, and E4 and Montgomery County Bus Routes 1, 11, 23, 29, and 34 stop within ½ mile of the site. A summary of each route, the nearest stop to the site, and key destinations is provided in Table 1.

Washington Metropolitan Area Transit Authority (WMATA) has embarked on an initiative to improve bus service in the metropolitan Washington, DC region. The goal of WMATA's Better Bus plan is to create fast, frequent, and reliable bus service that is easier to understand. The proposed network plan replaces Routes 31, 33, N2, L8, N4, N6, T2, and E4 with Routes D80, D82, D90, D96, M22, M82, C71, C81, and C83. The new bus network is scheduled to take effect June 29, 2025.

Table 1
Summary of Bus Routes

Route	Nearest Stop	Key Destinations	Similar Better Bus Route
31	Wisconsin Ave./ Harrison St.	Friendship Heights Metro Station (Red Line) Foggy Bottom GWU Metro Station (Orange, Silver, and Blue Lines) Farragut West Metro Station (Orange, Silver, and Blue Lines) McPherson Square Metro Station (Orange, Silver, and Blue Lines) Union Station (Red Line; MARC, VRE, and Amtrak)	D80, D82
33			
N2	Wisconsin Ave./ Harrison St.	Friendship Heights Metro Station (Red Line) Tenleytown-AU Metro Station (Red Line) Dupont Circle Farragut North Metro Station (Red Line) Farragut West Metro Station (Orange, Silver, and Blue Lines)	D90, D96
L8	Friendship Heights Metro	Friendship Heights Metro Station (Red Line)	M22
N4	Friendship Heights Metro	Friendship Heights Metro Station (Red Line) Dupont Circle Farragut North Metro Station (Red Line) Farragut West Metro Station (Orange, Silver, and Blue Lines)	D90, D96
N6	Friendship Heights Metro	Friendship Heights Metro Station (Red Line) Dupont Circle Farragut North Metro Station (Red Line) Farragut West Metro Station (Orange, Silver, and Blue Lines)	D90, D96
T2	Friendship Heights Metro	Rockville Metro Station (Red Line) Friendship Heights Metro Station (Red Line)	M82
E4	Friendship Heights Metro	Friendship Heights Metro Station (Red Line) Fort Totten Metro Station (Red, Green, and Yellow Lines)	C81, C83, C71
1*	Friendship Heights Metro	Silver Spring Metro Station (Red Line; MARC) Friendship Heights Metro Station (Red Line)	NA
11*	Friendship Heights Metro	Silver Spring Metro Station (Red Line; MARC) Friendship Heights Metro Station (Red Line)	NA
23*	Friendship Heights Metro	Friendship Heights Metro Station (Red Line) Sibley Hospital	NA
29*	Friendship Heights Metro	Friendship Heights Metro Station (Red Line) Bethesda Metro Station (Red Line)	NA
34*	Friendship Heights Metro	Friendship Heights Metro Station (Red Line) Bethesda Metro Station (Red Line) Medical Center Metro Station (Red Line) Wheaton Metro Station (Red Line)	NA

* Montgomery County Ride On bus routes.

Current public transportation options are shown on Figure 2.

MoveDC 2021 is the City's long-range transportation plan that establishes goals, policies, strategies, and metrics to guide the City's investment in transportation facilities and programs over the next 25 years. *MoveDC* establishes seven goals in the area of safety, equity, mobility, project delivery, management and operations, sustainability, and enjoyable spaces. These goals are supported by 18 policies and 41 strategies established in the plan to help achieve the goals. *MoveDC* provides a Transportation Needs Map, which evaluates areas of the City for walking, biking, transit, and vehicles and ranks areas based on the greatest need for transit improvements, access to jobs and services, and safer streets. Based on the *MoveDC* Transportation Needs Map, the site is located in an area with a low need of transportation facilities. The ranking is indicative of an area less than ½ mile from a Metro station and within ¼ mile of a priority bus route.

MoveDC also identifies a transit priority network that includes "streets where infrastructure should be developed to help transit vehicles move more efficiently, improving travel times and reliability for passengers. Transit priority infrastructure could include dedicated transit lanes, better transit stops and/or special treatments for buses at intersections." Within the project site vicinity, Wisconsin Avenue is identified as part of the Transit Priority Network.

Pedestrian Facilities

MoveDC is a 25-year vision for the District's Transportation Infrastructure. Priorities outlined in *moveDC* have been incorporated in the District of Columbia Transportation Improvement Program (DC STIP). *MoveDC* provides infrastructure and policy recommendations for all modes of transportation, including Pedestrians.

According to the pedestrian component of *moveDC*, several opportunities for improvement exist within the District, including:

- Enhancing accessibility, which includes evaluating and improving uncontrolled crosswalks on high-speed multi-lane roadways and improving signalized intersections with high pedestrian crash rates;
- Improving the pedestrian network outside of downtown, which includes providing pedestrian facility enhancements where sidewalks are lacking;
- Making priority investments, which includes prioritizing pedestrian needs in critical locations near schools, transit stations, and high hazard locations;
- Promoting enforcement, which includes enforcement policy changes; and
- Improving intersection designs, which includes closing gaps in the pedestrian network and improvement in intersection lighting, crosswalks, signage, refuge islands, and pedestrian signalization/phasing.

MoveDC provides a Pedestrian Friendliness Index (PFI) by census block, which illustrates how walkable the area is relative to other census blocks in the City. The subject site is identified as having a moderate PFI, which is indicative of areas with mostly complete sidewalk networks, some buildings set close to the street, and blocks and intersections that are fairly manageable for pedestrians. Walking routes between the site and the nearby bus stops and Metro stations on Wisconsin Avenue have complete sidewalks along the route.

The ¼ mile walk shed is shown on Figure 3, which shows existing sidewalks and locations where sidewalk gaps are present. Nearby bus stops also are shown.

In conjunction with the proposed redevelopment, streetscape improvements will be made along the site's frontages on Garrison Street, 42nd Street, and Harrison Street. Trees will be added to each of the site's frontages and short-term bicycle parking (six spaces) will be placed along Garrison Street, near the lobby entry. Landscaping will be added behind the sidewalks along all three street frontages in both public and private space and along the private alley in private space.

The streetscape plan is shown on Figure 4.

Bicycle Facilities

Within ½ mile of the subject site, bike lanes are provided on Jenifer Street and 44th Street. Protected bike lanes are present on sections of 42nd Street. Sharrows, shared lane markings, are present on 41st Street, River Road, 43rd Street, 42nd Street, and Chesapeake Street.

Five Capital Bikeshare (CaBi) stations are located within ½ mile of the site. The nearest station is located on Wisconsin Avenue approximately one block south of the site. The station includes 15 docks.

The ½ mile bike shed is shown on Figure 5.

According to the bicycle component of *moveDC*, several opportunities for improvement exist within the District, including:

- Improving the cycling experience on bridges and approaches to bridges;
- Minimizing barriers such as complex intersections, security barriers, freeway ramps, and driveways;
- Expanding investment in the bicycle network beyond downtown; and
- Improving safety by educating all road users and increasing public awareness.

MoveDC's *Bicycle Priority Network* includes a planned but not yet funded on-street bike facility on segments of Wisconsin Avenue between Albemarle Street and Brandywine Street, Albemarle Street, Nebraska Avenue, and Reno Road that do not currently have on-street bike lanes.

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.

Within ½ mile of the subject site, Wisconsin Avenue has been identified as Tier 3 High Injury Network Corridor and 2015 High Injury Network. 2015 High Injury Networks represent streets that were evaluated as having high rates of injury in 2015, continued seeing high rates, and continue to receive funding to mitigate injuries through improved safety measures.

Along Wisconsin Avenue within a 2-block radius, four non-fatal pedestrian crashes, three non-fatal vehicle crashes, and one passenger minor injury crash occurred since 2017. No crashes occurred along the Garrison Street, 42nd Street, and Harrison Street corridors within a 2-block radius.
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:

- Incorporation of an eight-foot pedestrian refuge at the existing Garrison Street curb cut.
- Creation of a private alley connecting Garrison Street and Harrison Street, which will provide access to the loading facilities and the parking garage. The creation of the private alley will eliminate the need for service and delivery vehicles to back across the sidewalk.
- Provision of a No Parking Zone in front of the building entrance to provide a place for vehicles dropping off or picking up residents to do so out of the travel lane.
- Installation of a micro-mobility corral strategically located on the north side of Garrison Street, just west of 42nd Street to prevent drivers from illegally parking and blocking the crosswalk at the intersection.

SITE CHARACTERISTICS

Overview

The proposed project entails the redevelopment of the existing surface parking lot located at 4201 Garrison Street NW. The existing parking lot and TV broadcast tower would be removed and redeveloped with 126 multi-family residential units with 82 below-grade parking spaces in a five-story building. At-grade loading and below-grade parking will be accessed via a private alley with curb cuts along Garrison Street and Harrison Street. All backing maneuvers at the loading area will take place on private property.

Site Access

In conjunction with the project, a single curb cut is proposed on Garrison Street. The existing curb cut on Garrison Street will be retained but improved. Since the existing curb cut on Garrison Street also provides access to the below-grade parking garage for 5101 Wisconsin Avenue (owned by others), it must be retained. In conjunction with the proposed project, the curb cut will be widened to provide an eight-foot pedestrian refuge island. The overall width of the curb cut will be 48 feet with 20 feet on either side of the pedestrian refuge island to provide two-way access to the existing 5101 Wisconsin garage and a new private alley to be constructed as part of the proposed project. The new private alley will connect to a new curb cut on Harrison Street, which will be constructed as part of the approved project at 5151 Wisconsin Avenue (adjacent to the subject site). Two existing curb cuts on Harrison Street and a curb cut on Wisconsin Avenue will be closed as part of that project in favor of the new curb cut further to the east. The new curb cut on Harrison Street will be 21 feet wide. The newly created private alley along the western edge of the subject site will provide access to the parking and loading for the proposed project.

The main pedestrian access to the new multi-family building would be provided via Garrison Street. Access to the long-term bicycle parking would be provided via the private alley. The site access is shown on Figure 6.

Vehicular Parking

The minimum number of parking spaces as prescribed by Subtitle C, Section 701.1 of the Zoning Regulations of the District of Columbia (ZR16) is summarized in Table 2 along with DDOT's preferred parking ratio. Based on those ratios, a minimum of 21 spaces is required and a maximum of 44 spaces is recommended. The Applicant plans to provide 82 parking spaces, 48 of which will be standard and 34 will be compact.

Table 2
Vehicle Parking Requirements

Component	Required		Proposed
	Minimum	DDOT Preferred Maximum (Within ¼ to ½ mi of Metro)	
Residential, multiple dwelling units (126 DU)	1 sp/3 DU in excess of 4 DU = 1 * ((126-4)/3) = 41 spaces Metro reduction = 0.5*41 = 21 spaces†	≤ 0.35 spaces/unit ≤ 0.35 * 126 ≤ 44 spaces	82 Spaces

† Per §701.2(c) of ZR16, a 50% reduction shall be taken since the site is located with ½ mile of the Friendship Heights Metro Station and within ¼ mile of Route 31, which is identified as a Priority Bus Route.

The proposed parking supply is necessary for the marketability of the project, particularly since other nearby multi-family buildings have parking significantly higher than is proposed for the subject project. For example, 5300 Wisconsin Avenue NW provides 403 spaces for 325 residential units (or 1.24 spaces per unit). Wisconsin Place, located at 4440 Willard Avenue, provides 220 secure spaces for 443 residential units; however, the residential building sits atop a 1,749-space parking garage that offers monthly parking, so the parking for the residential building is effectively unlimited.

The proposed parking ratio (0.65 spaces per unit) is significantly below the average vehicle occupancy for the area based on census data (1.1 vehicles per household).

Bicycle Parking

In accordance with Subtitle C, Section 802.1 of ZR16, the Applicant is required to provide short-term and long-term bicycle parking for the residential building. Long-term bicycle parking must be located on the first level below grade or on the ground floor of the building. Short-term bicycle parking is intended for use by visitors to the site and should be located within 120 feet of main entrances to the building. The required bicycle parking for the project is summarized in Table 3.

Table 3
Bicycle Parking Requirements

Component	Required		Proposed	
	Long-term	Short-term	Long-term	Short-term
Residential, multiple dwelling units (126 DU)	1 sp per 3 DU 126/3 = 42 spaces	1 sp per 20 DU 126/20 = 6 spaces	42 spaces	6 spaces

As shown on Figure 6, the long-term bicycle parking will be located on the first level of the garage, which is at-grade. At least 50 percent of the spaces (21 spaces) will be horizontal on the floor or first level of a two-tier rack. A minimum of five percent of the spaces (two spaces) will be 10 feet by 3 feet to accommodate cargo or tandem bicycles. A minimum of 10 percent of the long-term bicycle spaces (four spaces) will be equipped with electrical outlets for charging electric bicycles or scooters.

Loading

Required loading is prescribed by Subtitle C, Section 901.1 of ZR16. One loading berth and one service delivery space are required for residential developments with more than 50 dwelling units. The project will provide one 30'x12' loading berth and one 10'x20' service/delivery space.

Loading and service delivery will be accessed via the private alley. All backing maneuvers required to access the loading facility will be made on private property. AutoTURN diagrams are included in Attachment B. As shown on the AutoTURN diagrams, trucks will enter the private alley via Garrison Street. Trucks can exit the site either onto Harrison Street and access Wisconsin Avenue with the benefit of a traffic signal or via Garrison Street. One parking space on the south side of Harrison Street, immediately west of the private alley will need to be removed to accommodate the exiting truck maneuver.

Curbside Management

Four metered parking spaces exist along the site frontage on Garrison Street. The Applicant proposes to remove two spaces to create a 40-foot No Parking Zone to accommodate pick-up/drop-off activities in front of the building lobby. The 274 feet of Residential Permit Parking along the site's 42nd Street frontage is intended to remain (approximately 13 spaces). Six metered parking spaces currently are located along the south side of Harrison Street between 42nd Street and the existing curb cut. Since the subject PUD does not have frontage along Harrison Street no changes to the on-street parking on Harrison Street are proposed. Curbside uses along Harrison Street will be modified in accordance with the approved plan for 5151 Wisconsin Avenue. The proposed curbside uses are shown on Figure 7.

Trip Generation

Since the proposed project does not include ground floor retail, TripsDC was not used for calculating the trip generation. Instead, ITE's *Trip Generation Manual* 11th Edition was used. The resulting trip generation is shown in Table 4.

Table 4
Peak Hour Trip Generation

User	AM PEAK HOUR			PM PEAK HOUR			Weekday ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Multi-family Housing (126 dwelling units)							
Baseline Trips[1]	10	34	44	30	19	49	559
Person Trips[2]	12	40	52	35	23	58	655
Auto (34%)[3]	*4*	*14*	*18*	*12*	*8*	*20*	*223*
Transit (27%)[3]	*3*	*11*	*14*	*9*	*6*	*15*	*177*
Bike (3%)[3]	-	*1*	*1*	*1*	*1*	*2*	*20*
Pedestrian (5%)[3]	*1*	*2*	*3*	*2*	*1*	*3*	*33*
Telework (31%)	*4*	*12*	*16*	*11*	*7*	*18*	*203*
Vehicle Trips	**3**	**12**	**15**	**10**	**7**	**17**	**189**

[1] Baseline trips calculated using ITE Trip Generation Manual, 11th Edition, Land Use Code 221 (Multi-family, Mid-rise). "Not Close to Rail or Transit" was selected as the subcategory and General Suburban/Urban was selected as the setting/location.
[2] Total Person-trips calculated by applying an AVO of 1.18, per DDOT's CTR Guidelines.
[3] Census data were used to determine mode splits

As shown in Table 4, the proposed redevelopment is expected to generate 52 person trips during the AM peak hour and 59 person trips during the PM peak hour. The project would generate an estimated 15 vehicle trips during the AM peak hour and 17 vehicle trips during the PM peak hour.

Not all trips generated by a building leave during the peak hour. According to census data for this particular area, more than half of AM work commute trips (58 percent) do not begin during the peak hour. Rather, they are spread out over the remainder of the day. A review of the census data indicates that approximately 42 percent of residents depart between 8:00 and 9:00 AM, which is the single highest hour of departures. It is also noted that this distribution of trips reflected in the census data is for trips made by ***all modes*** of transportation. Trips by car are likely even more dispersed over time since the departure time has a significant impact on travel time. Departure time has less impact on travel times for walk, bike, and transit modes.

If the 42 percent is applied to the number of proposed parking spaces (82), ***theoretically,*** there could be 34 trips that leave during the morning peak hour. However, as mentioned, the vehicular trips are likely less concentrated, and some residents will have a car for weekend trips or off-peak trips and will not use their car for daily commute trips.

TRANSPORTATION MANAGEMENT PLAN

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 C).

- The Applicant will unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Applicant will identify a Transportation Coordinator once the building has opened. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- The Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on resident portal and in any internal building newsletters or communications.
- The Transportation Coordinator will subscribe to goDCgo's residential newsletter and 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 provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- The Transportation Coordinator will provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.

- All transportation and TDM commitments will be posted on the building website, if such a website exists, to allow the public to see what has been promised.
- A SmarTrip card and one complimentary Capital Bikeshare coupon good for a free ride will be provided for every residential unit at the time of initial leasing of the building.
- A minimum of 42 long-term and six short-term bicycle parking spaces will be provided for the project, in accordance with ZR16.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes. At least two of the long-term spaces will be designed for longer cargo/tandem bikes (10 feet by three feet), a minimum of one of the long-term spaces will be equipped with electrical outlets to charge electric bikes and scooters, and a minimum of five of the spaces will be placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- A bicycle repair station will be provided in the long-term bicycle parking storage room.
- The Applicant will install a minimum of six electric vehicle (EV) charging stations.
- 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.
- Five years after the issuance of the final Certificate of Occupancy for the Project, if the Transportation Coordinator has not established a relationship with DDOT or goDCgo, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- The Applicant will install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles
- The Applicant will only lease the parking spaces in the building to tenants of the building or to tenants of a building that has no on-site parking.
- The Applicant will fund and install one micro-mobility corral with appropriate racks and a vertical wayfinding element. Subject to DDOT approval, the Applicant proposes to install the corral on the north side of Garrison Street, just west of 42nd Street. This location will

have the benefit of preventing drivers from illegally parking and blocking the crosswalk at the intersection.

- Annual CaBi memberships will be provided for each residential unit for the first three years after the building is open.
- The Transportation Coordinator will provide vanpool parking by resident request and will note this in resident handbook and resident portal.
- The Applicant will provide one collapsible shopping cart (utility cart) for every 50 residential units, for a total of two to encourage residents to walk to the grocery store and run errands.

CONCLUSIONS AND RECOMMENDATIONS

This memorandum provides an evaluation of the transportation elements of the proposed redevelopment. Below is a summary of the findings of the evaluation.

- The proposed development would consist of 126 multi-family residential units with 82 parking spaces. Parking and loading are proposed to be accessed via a private alley with curb cuts along Garrison Street and Harrison Street. In conjunction with the proposed PUD, the Applicant will improve the existing curb cut on Garrison Street to provide an eight-foot pedestrian refuge. The curb cut on Harrison Street will be constructed as part of the approved 5151 Wisconsin Avenue project.
- The proposed project is well served by a variety of transportation services and infrastructure, including Metrobus, Metrorail, Capital Bikeshare, and a connected network of sidewalks.
- The project is expected to generate just 15 AM peak hour vehicle trips and just 17 PM peak hour vehicle trips.
- The Applicant proposes a No Parking zone immediately adjacent to the property to accommodate pick-up/drop-off traffic.
- The Applicant will implement a Transportation Demand Management Plan to encourage and incentivize non-auto modes of travel.
- With the implementation of the TDM Plan, the project is not expected to have an adverse impact on traffic and parking operations in the surrounding neighborhood.

FIGURES

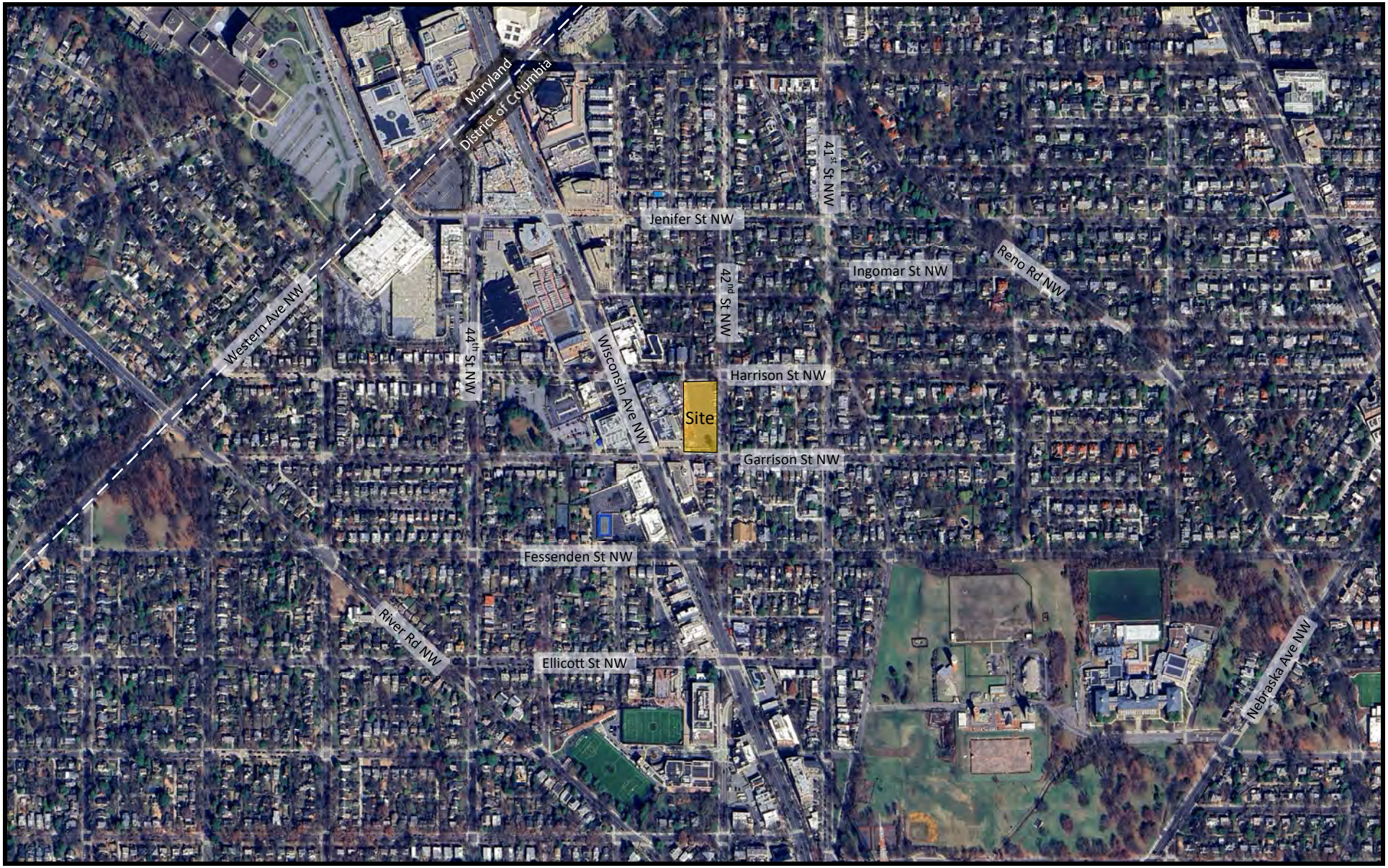


Figure 1
Site Location

NORTH

4201 Garrison St NW
Washington, DC

Figure 2
Multi-modal Transportation Network

NORTH

4201 Garrison St NW
Washington, DC

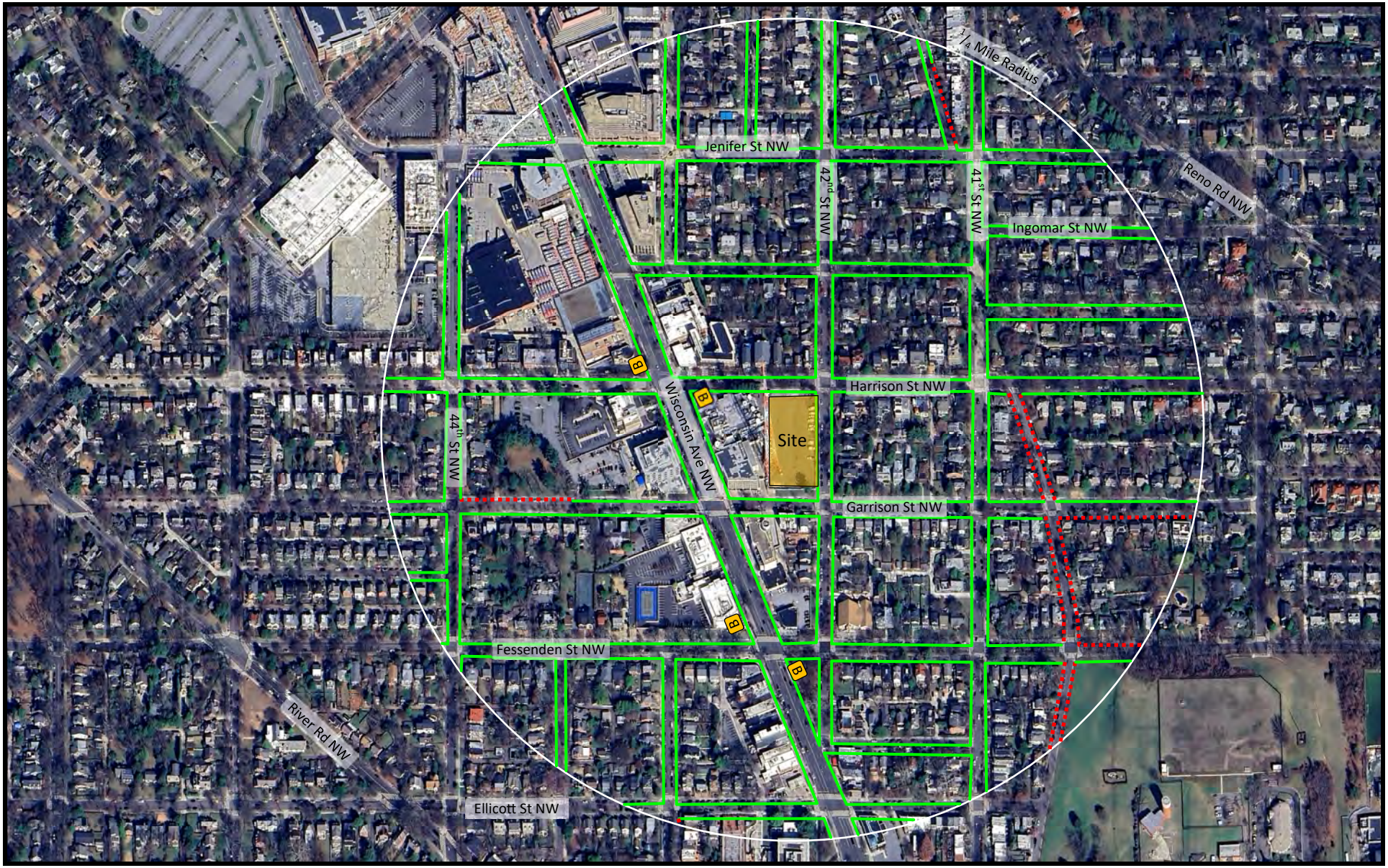


Figure 3
Quarter Mile Walkshed

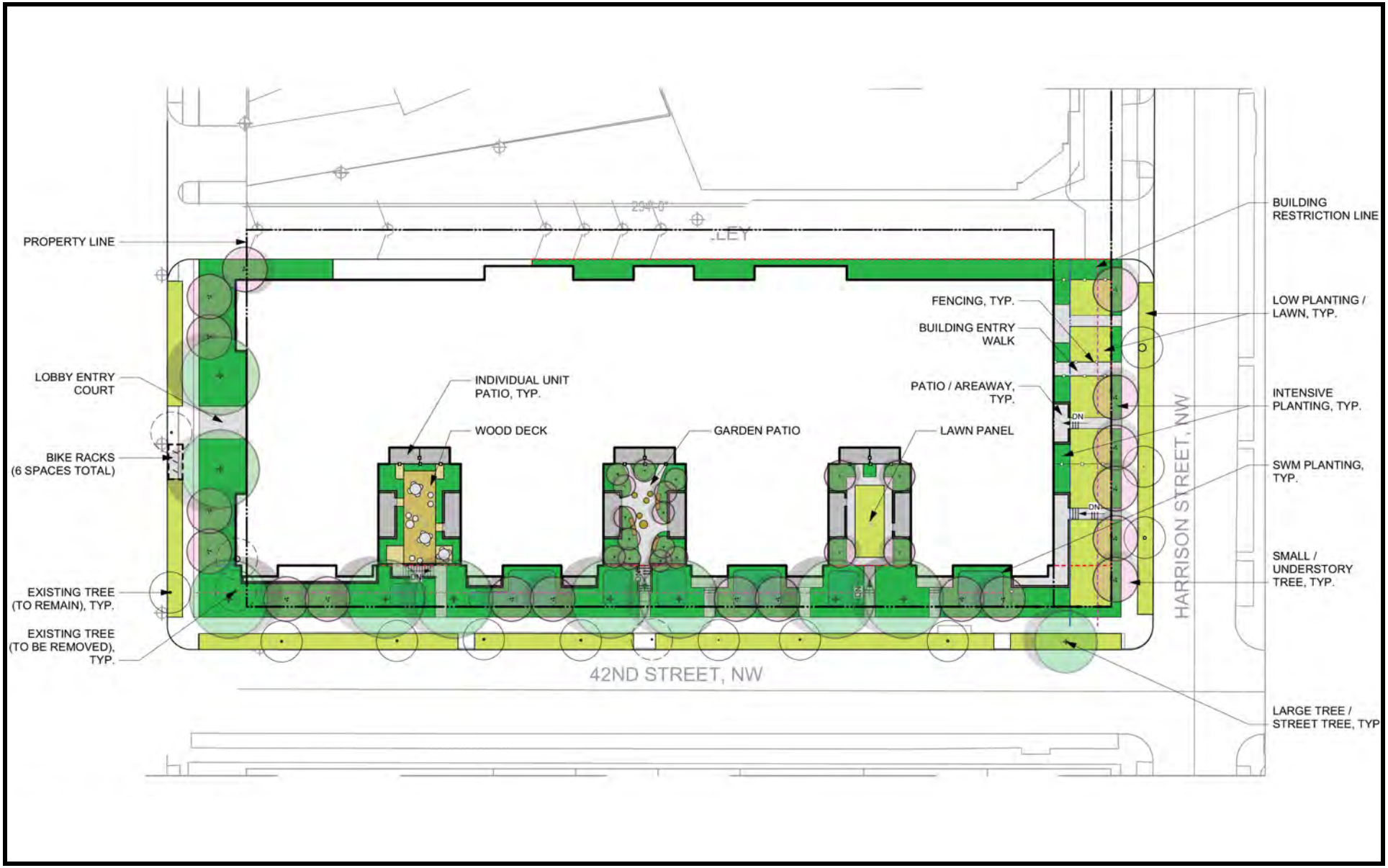


Figure 4
Streetscape

NORTH

4201 Garrison St NW
Washington, DC

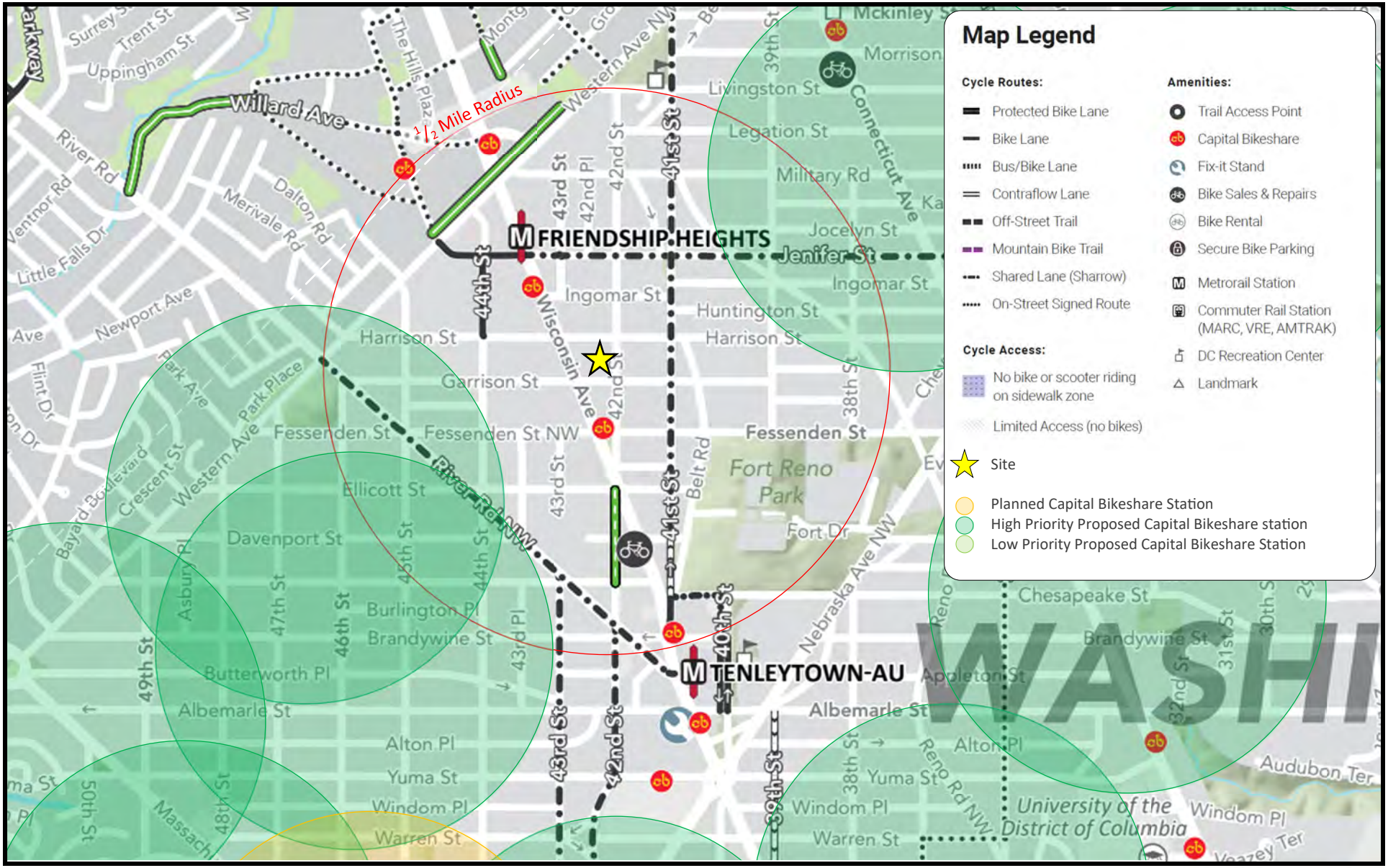


Figure 5
Half Mile Bike Shed

NORTH
4201 Garrison St NW
Washington, DC

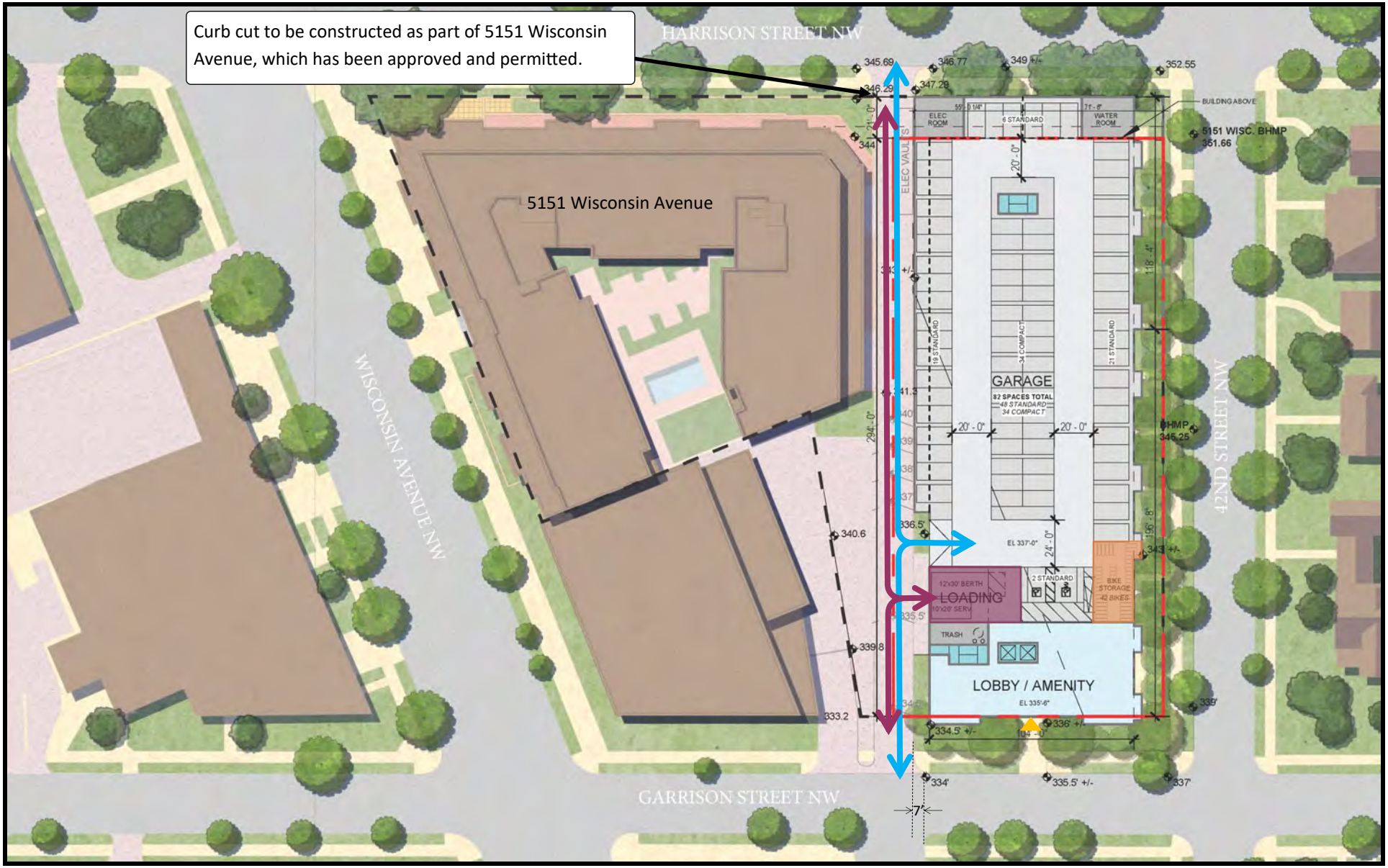


Figure 6
Site Circulation

Loading Access
Vehicle Access
Pedestrian Access
Bicycle Storage

NORTH

4201 Garrison St NW
Washington, DC

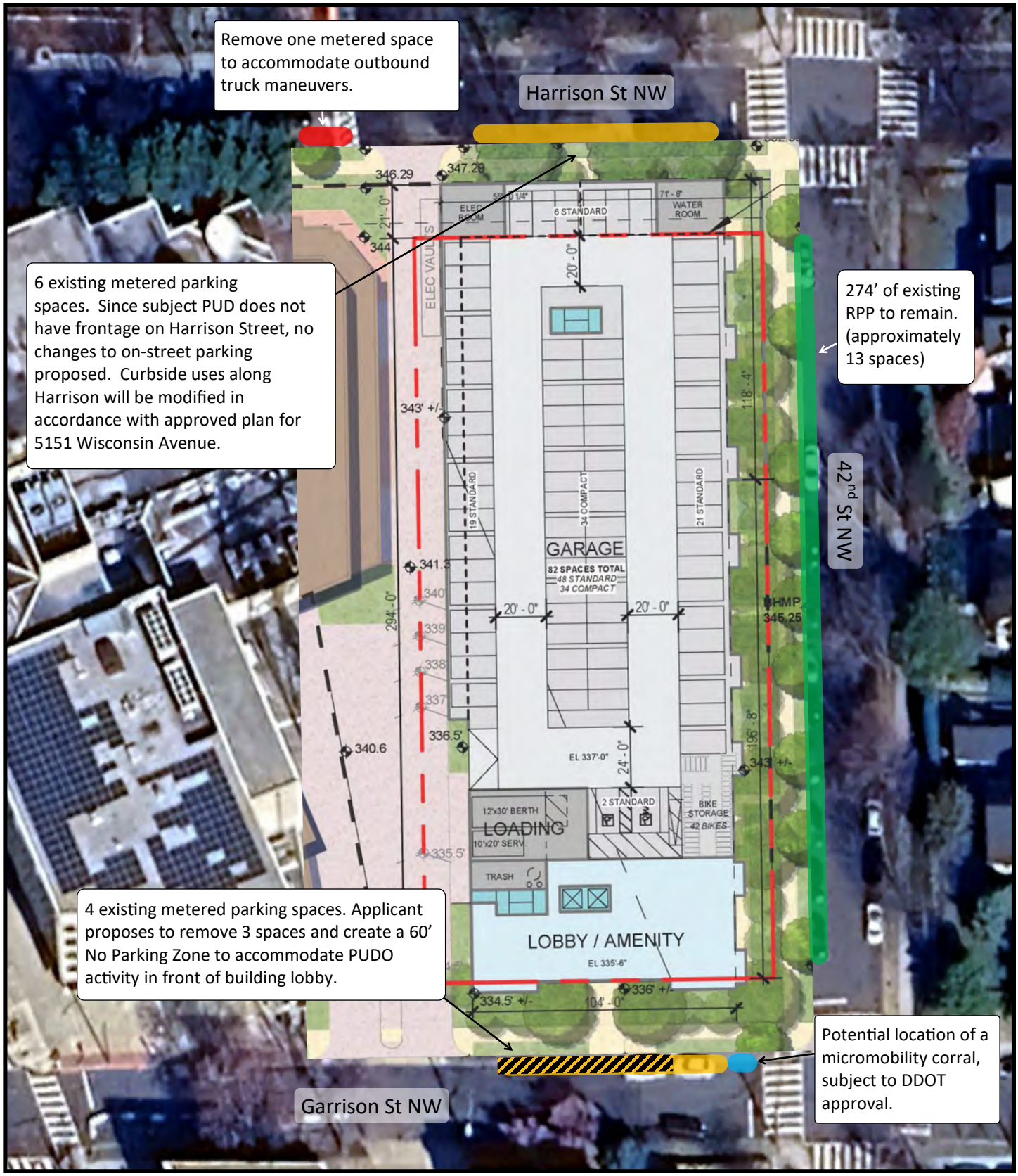


Figure 7
Curbside Management

NORTH

4201 Garrison St NW
Washington, DC

ATTACHMENT A
DDOT SCOPE 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: 12/18/24	
DDOT Case Manager: Carlos Pazmino	
Date(s) Scoping Form Comments Returned to Applicant: **1/17/25; W+A Responses 4/10/25**	
Date Scoping Form Finalized: **4/17/2025**	
Project Overview	**Proposed Development Program**
Project Name: 4201 Garrison Street NW	**Use(s)**
Case Type & No. (ZC, BZA, PSC, etc.): ZC – PUD (Case #: 24-12)	**Residential (dwelling units):** 127 multi-family units
Applicant/Developer Name: Donohoe Development Company	**Retail (square feet):**
Transportation Consultant and Contact Info: Wells + Associates – Jami Milanovich; jlmilanovich@wellsandassociates.com; 202.556.1113	**Office (square feet):**
Land Use Counsel and Contact Info: Christy Shiker, Holland & Knight, christine.shiker@hklaw.com>	**Hotel (rooms):**
Site Street Address: 4201 Garrison Street NW, Washington, DC 200	**Other:**
Site Square & Lot: Square 1666, Lot 810 and Lot 809	**# of Vehicle Parking Spaces:** 82 vehicle spaces
Current Zoning and/or Overlay District: Existing: MU-4 & R-2 Proposed: RA-3	**# of Carshare spaces:** NA
Estimated Date of Hearing: June/July 2025	**# of Electric Vehicle Stations:** TBD
ANC/SMD No. & SMD Commissioner Name: ANC 3E-03 – Jonathan Bender	**Bicycle Parking Facilities**
OP Small Area Plan (if applicable): NA	**Long-term / Short-Term spaces:** 42 LT and 6 ST proposed
DDOT Livability Study (if applicable): Rock Creek West II	**Showers / Lockers (non-residential):**

Within ½ Mile of Metrorail or ¼ mile of Priority Bus/Streetcar?: The site is located with ¼ mile of Metrobus Route 31, which is identified as a Bus Priority Route and within ½ mile of the Metro Red Line (Friendship Heights Metro Station).	**Loading Berths/Spaces:** 1 30' berth and 1 service/delivery space

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 generally is bordered by Garrison Street NW to the south, 42nd Street NW to the east, Harrison Street NW to the north, and adjacent buildings to the west. The current surface parking lot will be redeveloped with a five-story building (including penthouse) with 127 multi-family residential units. 82 below-grade parking spaces will be provided in the garage and an at-grade loading berth and service/delivery space also will be provided. Access to parking and loading will be provided through a private alley via an existing curb cut on Garrison Street and a new curb cut on Harrison Street, which will be constructed by the adjacent project at 5151 Wisconsin Avenue (an existing curb cut on Harrison Street serving the subject site will be closed as part of that same project). The existing curb cut on Garrison Street currently is shared with the adjacent property (5101 Wisconsin Avenue). The curb cut must continue to provide access to the below grade parking for 5101 Wisconsin Avenue.

The project will be entitled through the PUD process. In conjunction with the PUD, the proposed site will be rezoned from MU-4 and R-2 to RA-3.

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.*

N/A

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
Site Access and Connectivity 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. *See Section 1.1 of the CTR Guidelines for more detailed guidance.*	Two existing curb cuts serve the site: one on Garrison Street NW and one on Harrison Street NW. The existing curb cut on Garrison Street will be retained but improved. As part of the approved project at 5151 Wisconsin Avenue (adjacent to the subject site), the curb cut on Harrison Street will be closed and a new curb cut further to the east will be constructed. The two curb cuts will allow for the construction of a private alley along the western edge of the site, which will provide access to the parking and loading. The curb cut on Garrison Street will be modified to provide an 8' pedestrian refuge island. The overall width of the curb cut will be 48' with 20' on either side of the pedestrian refuge island to provide two-way access to the existing parking garage under 5101 Wisconsin Avenue and two-way access for the proposed project. The new curb cut on Harrison Street will be 21' wide. ☒ *Scoping Graphic: Project Location Map (See Figure 1)* ☒ *Scoping Graphic: Site Circulation Plan (See Figures 2)* ☒ *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)*	**DDOT 1/17/25**: Provide the limits of disturbance and the area disturbed by this project. If the disturbance is over 5000 SF, please provide stormwater management plans and calculations including an MEP memo for the work in the public right of way. Please also provide grading and drainage information to demonstrate that the runoff from impervious areas will not drain to the public space and complies with the DC Plumbing Code Section 1101.2. For work in the public ROW, please use the MEP process. W+A 1/20/25: Noted. **DDOT 4/17/25:** Concur
Loading 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. *See Section 1.2 of the CTR Guidelines for more detailed guidance. A template LMP is provided in Appendix E.*	In accordance with ZR16 Subtitle C, Section 901.1, one loading berth and one service delivery space are required for residential developments with more than 50 dwelling units. The project will provide one 30'x12' loading berth and one 10'x20' service/delivery space. ☒ *Scoping Graphic: Location of loading area with internal building routing (see Figure 2)* ☐ *Scoping Graphic: Truck Turning Diagrams (to/from the site, alley, truck routes) To be provided in Transportation Statement.*	DDOT Concur
Vehicle Parking 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.	Minimum parking requirements per Subtitle C, Section 701.1 are presented in the table below along with DDOT's preferred parking ratio.	**DDOT 1/17/25**: Provide justification on the proposed parking space rate of 0.65 spaces per unit. This is near the 0.67 spaces per unit maximum rate for sites located under ¼ mile from a priority bus route. W+A 1/20/25: The applicant is providing parking that they believe is necessary for the marketability of the project, particularly since other nearby multi-family buildings (5300 Wisconsin and 4440 Willard provide more parking than what is proposed here). The proposed parking ration (0.65 spaces per unit) is significantly below the average vehicle

Component	Required		Proposed
	Minimum	Maximum (½ to 1 mi from Metro)	
Residential, multiple dwelling units (127 DU)	1 sp/3 DU in excess of 4 DU = 1 * ((127-4)/3) = 41 spaces Metro reduction = 0.5*41 = 21 spaces†	≤ 0.35 spaces/unit ≤ 0.35 * 127 ≤ 44 spaces	82 spaces

† Per §701.2(c) of ZR16, a 50% reduction may be taken since the site is located with ½ mile of the Friendship Heights Metro Station and within ¼ mile of Route 31, which is identified as a Priority Bus Route.

<table>
<tr>
<td>See Section 1.3 of the CTR Guidelines for more detailed guidance.</td>
<td>☐ Scoping Table: Parking Calculations with Comparison to ZR16 and DDOT's Preferred Maximum Vehicle Parking
☐ Scoping Graphic: Off-Street Parking Locations (both on- and off-site)</td>
<td>occupancy for the area based on census data (1.1 vehicles per household).

DDOT 4/17/25: Concur, do include this rationale in the Transportation Statement. Also, DDOT recommends the Applicant provide more than 2 EV spaces, given the amount of excess parking that is being provided.</td>
</tr>
<tr>
<td>Bicycle Parking
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.

See Section 1.4 and Appendix F of the CTR Guidelines, and the latest DDOT Bike Parking Guide, for more detailed design guidance.</td>
<td>The required and proposed long-term and short-term bike parking is shown in the table below.
<table>
<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>
<tr><td>Residential, multiple dwelling units (127 DU)</td><td>1 sp per 3 DU
127/3
= 42 spaces</td><td>1 sp per 20 DU
127/20
= 6 spaces</td><td>42 spaces</td><td>6 spaces</td></tr>
</table>
☒ 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 – (see Figure 2)</td>
<td>DDOT 1/17/25: Ensure bike racks are installed according to DDOT's Bike Parking Guide with close attention paid to spacing dimensions and long-term bike parking requirements (e.g. at least 50% of long-term spaces, or 21 spaces, must allow for bikes to be placed horizontally on the floor or ground without the bike being suspended.)

W+A 1/20/25: Noted. The Applicant will ensure bike racks are installed according to DDOT's Bike Parking Guide.

DDOT 4/17/25: Concur</td>
</tr>
<tr>
<td>Streetscape and Public Realm
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.

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).</td>
<td>The preliminary streetscape plan is shown on Figure 4.

☒ Scoping Graphic: Preliminary Public Space Concept (see Figure 4)</td>
<td>DDOT Concur</td>
</tr>
<tr>
<td>Sustainable Transportation Elements
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.

See Section 1.6 of the CTR Guidelines for more detailed guidance.</td>
<td>EV charging stations will be provided; however, the number has not yet been determined. The number of proposed stations will be provided in the transportation statement.</td>
<td>DDOT 1/17/25: The Applicant will need to meet the requirements for electric vehicle (EV) charging infrastructure in accordance with the Comprehensive Electric Vehicle Infrastructure Access, Readiness, and Sustainability Amendment Act of 2024, which goes into effect in 2027.

W+A 1/20/25: Noted. Based on our understanding of the law, for all building permits issued after January 1, 2027 for multi-unit buildings, 25 percent of the off-street parking spaces must be EV ready.

The Applicant commits to providing a minimum of 2 EV charging stations (1 station per 50</td>
</tr>
</table>

		spaces), and will adjust based on market conditions and the applicable laws in effect. **DDOT 4/17/25:** Concur. Per comment above, DDOT recommends the Applicant provide more than 2 EV spaces, given the amount of excess parking that is being provided.
Heritage, Special, and Street Trees 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. *See Section 1.7 of the CTR Guidelines for more detailed guidance.*	See Figure 5 for UFD's street tree map. No heritage trees or special trees are located on site.	**DDOT 1/17/25**: DDOT expects the Applicant to coordinate with the Ward 3 Arborist regarding the preservation and protection of existing street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space. W+A 1/20/25: Noted. The applicant will coordinate with the Ward 3 Arborist regarding the preservation and protection of existing street streets and new trees. **DDOT 4/17/25:** Concur.

Section 2: MULTI-MODAL TRIP GENERATION

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
Mode Split 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. The agreed upon mode split assumptions may not be revised between scoping and CTR submission without amending the scoping form and receiving DDOT concurrence. *See Section 2.1 of the CTR Guidelines for acceptable data sources and methodologies.*	Residential mode splits were taken from Census Data American Community Survey, dataset ACSDT5Y2022. "https://data.census.gov/table/ACSDT5Y2022.B08141?q=means&g=1400000US11001001004,11001001100,11001001200,11001001301,11001001401,11001001402&y=2022" ☒ *Scoping Table: Mode Split Assumptions by Land Use*	**DDOT 1/17/25**: If 49% of work trips are made by auto in this area, and there are 127 units, then residents would need 62 cars for work. What is the justification for needing 82 spaces? The census data shows a high percentage of teleworking (average of 32%). How is the teleworking mode split incorporated here? W+A 1/20/2025: Historically, DDOT has not permitted us to include telework in trip generation calculations; therefore, it has not been included here (mode splits were determined after removal of telework trips). Further, in today's work environment, a significant portion of telework is not full time, but rather, a hybrid work schedule which requires going into an office one or more days per week. Additionally, not all residents who own a car will use it to commute to work on a daily basis. Some residents will only use their car for weekend trips or off-peak errands or other travel.

Mode	Mode Split
Auto	49%
Transit	39%
Bike	5%
Pedestrian	7%

DDOT 4/17/25: Please include telework in mode split and trip calculations. While not explicitly required in the CTR, DDOT does accept telework for mode splits and trip calculations.

Trip Calculations

Provide site-generated person trip estimates, utilizing the most recent version of ITE *Trip Generation Manual* 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.

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.

See Section 2.2 of the CTR Guidelines for guidance on auto occupancy rates, acceptable trip reductions, and other methodologies.

Since the proposed project does not include ground floor retail, TripsDC was not used for calculating the trip generation. Instead, ITE's *Trip Generation Manual* 11th Edition, was used.

User	AM PEAK HOUR			PM PEAK HOUR			Weekday ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	
Multi-family Housing (127 dwelling units)							
Baseline Trips[1]	10	34	44	31	19	50	559
Person Trips[2]	12	40	52	36	23	59	660
Auto[3]	*6*	*20*	*26*	*18*	*11*	*29*	*323*
Transit[3]	*4*	*16*	*21*	*14*	*9*	*23*	*257*
Bike[3]	*1*	*2*	*3*	*2*	*1*	*3*	*33*
Pedestrian[3]	*1*	*2*	*3*	*3*	*2*	*4*	*46*
Vehicle Trips[4]	**5**	**17**	**22**	**15**	**10**	**25**	**274**

[1] Baseline trips calculated using ITE Trip Generation Manual, 11th Edition, Land Use Code 221 (Multi-family, Mid-rise). Not Close to Rail or Transit was selected as the subcategory and General Suburban/Urban was selected as the setting/location.
[2] Total Person-trips calculated by applying an AVO of 1.18, per DDOT's CTR Guidelines.
[3] Census data were used to determine mode splits

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

DDOT 1/17/25: Please also include Saturday mid-day peak and weekday daily total trips, per CTR Section 2.2.

Please detail that "Not Close to Rail Transit" was selected for land use subcategory in determining Trip Generation.

Please ensure that the subtotal for each mode of person trips equals the total number of person trips (rounding errors detected).

W+A 1/20/25: Per CTR Section 2.2 Saturday trip generation is to only be included if necessary. Since the project is residential only (with no retail), Saturday use is not necessary based on past DDOT practice. If DDOT has changed this practice, please advise and provide explanation as to why Saturday trip generation is now required for residential projects. This would represent a significant departure from past practice.

The trip generation table has been updated to resolve rounding errors as well as to provide weekday ADT trip generation. The trip generation analysis was conducted based on selection of "Not Close to Rail or Transit" as the land use subcategory, and the footnotes in the trip generation table now reflect such.

DDOT 4/17/25: Concur.

DDOT 1/17: Trip generation shows 22 vehicle trips total in the AM and 25 vehicle trips total in the PM. So what is the justification to park 82 vehicles?

W+A 1/20/2025: Not all trips generated by a building leave during the peak hour. According to census data for this particular area, more than half of AM work commute trips (58 percent) do not begin during the peak hour. Rather, they are spread out over the remainder of the day. A review of the census data indicates that approximately 42% of residents depart between 8:00 and 9:00 AM, which is the single highest hour of departures. It is also noted that this distribution of trips reflected in the census data is for trips made by all modes of transportation.

		Trips by auto are likely even more dispersed over time since the departure time has a significant impact on travel time. Departure time has less impact on travel times for walk, bike, and transit modes. If the 42% is applied to the number of proposed parking spaces (82), ***theoretically,*** there could be 34 trips that leave during the morning peak hour. However, some residents will have a car for weekend trips or off-peak trips and will not use their car for daily commute trips. **DDOT 4/17/25:** Concur, do include this rationale in the Transportation Statement.

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
Strategic Planning Elements 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. *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.*	The following documents will be reviewed and any relevant recommendations from each will be included in the Transportation Statement: • Move DC • DDOT Vision Zero Action Plan • DC Comprehensive Plan • Capital Bikeshare Development Plan • Rock Creek West II Livability Study	**DDOT 1/17/25**: Please add *Rock Creek West II Livability Study* to list. W+A 1/20/2025: Noted. Rock Creek West II Livability Study has been added to the list. **DDOT 4/17/25:** Concur.
Pedestrian Network 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. *See Section 3.2 of the CTR Guidelines for more detailed guidance.*	The ¼ mile walk shed will be included in the Transportation Statement. ☐ *Scoping Graphic: Pedestrian Study Area with Walking Routes to Transit, Schools, Activity Centers, and Neighborhood Amenities*	DDOT Concur
Bicycle Network 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, schools, major activity centers, and other bicycle trails or facilities. Look for opportunities to convert traditional bike lanes to protected bike lanes. *See Section 3.3 of the CTR Guidelines for more detailed guidance.*	The ½ mile bike shed will be included in the Transportation Statement. ☐ *Scoping Graphic: Bicycle Study Area with Bicycling Routes to Transit, Schools, Activity Centers, and Other Bicycle Facilities and Trails*	DDOT Concur

Transit Network 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. *See Section 3.4 of the CTR Guidelines for more detailed guidance.*	Metrobus Route 31, 33, and N2 operate in the vicinity of the site with bus stops within ¼ mile of the site at the following locations: - Wisconsin Avenue NW and Harrison Street NW - Wisconsin Avenue NW and Fessenden Street NW - Wisconsin Avenue NW and Jenifer Street NW Metrobus Route L8, N4, N6, T2, and E4 stop within ½ mile of the site at Friendships Heights Metro Station. Montgomery County Bus Route 1, 11, 23, 29, and 34 stop within ½ mile of the site at Friendships Heights Metro Station. ☒ *Scoping Graphic: Transit Study Area with Adjacent Routes and Stations (See Figure 6)* ☒ *Scoping Graphic: Screenshots from DDOT Transit Maps Showing Where the Site Falls within Buffers from Metrorail and Priority Transit NOTE THAT SOME OF THE LAYERS ARE BROKEN ON THESE WEBSITES, SO SCREENSHOTS COULD NOT BE PROVIDED.*	DDOT Concur
Safety Analysis 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. *See Section 3.5 of the CTR Guidelines for more detailed guidance.*	DDOT's Vision Zero Action Plan will be reviewed. Any high crash locations (as identified by DDOT) within ½ mile of the site will be noted.	DDOT Concur
Curbside Management 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. *See Section 3.6 of the CTR Guidelines for more detailed guidance.*	A preliminary curbside management plan is shown on Figure 7. ☐ *Scoping Graphic: Existing Curbside Designations (minimum 2 block radius of site)*	DDOT Concur
Pick-Up and Drop-Off Plan 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.*	N/A	N/A

On-Street Parking Occupancy Study 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.*	NA ☐ *Scoping Graphic: Study Area and Block Faces*	N/A
Parking Garage/Drive-Thru Queuing Analysis 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 queuing onto public streets. *See Section 1.3.4 of CTR Guidelines for more detailed guidance.*	N/A	N/A
Motorcoaches 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 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.). *See Section 3.7 of the CTR Guidelines for more detailed guidance.*	N/A	N/A

Section 4: TRAFFIC IMPACT ANALYSIS (TIA)

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.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
TIA Study Area and Data Collection 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. *See Sections 4.1 and 4.2 of the CTR Guidelines for more detailed guidance on study intersection selection and TMC count periods.*	N/A ☐ *Scoping Graphic: Proposed Study Intersections* ☐ *Will provide hard copies of TMCs in CTR appendix and electronic copies in DDOT spreadsheet format at time of submission.*	N/A
TIA Study Scenarios 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. *See Section 4.3 of CTR Guidelines for guidance on study scenarios.*	N/A	N/A
TIA Methodology 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. *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.*	N/A ☐ *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.*	N/A
Transportation Network Improvements 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. *See Section 4.5 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic: Locations of Background Transportation Network Improvements and Anticipated Completion Years*	N/A

Background Development / Local Growth 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. *See Section 4.6.1 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic: Background Development Projects Near Study Area* ☐ *Scoping Table: Completion Amounts/Portions Occupied of Background Developments*	N/A
Regional Traffic Growth 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. 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. *See Section 4.6.2 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Table and Graphic: Projected Regional Growth Assumptions (dependent on methodology), Show Growth rates by Road, Direction, and Time of Day*	N/A
Trip Distribution 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. 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. *See Section 4.7 of the CTR Guidelines for more detailed guidance.*	N/A ☐ *Scoping Graphic(s): Percentage Distribution by Land Use, Direction, Time of Day (must be shown turning at intersections and driveways)*	N/A

Section 5: MITIGATION

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 *Scoping Form* are considered non-binding until formally evaluated in the study and committed to in documentation submitted as part of the case record.

CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
DDOT Significant Impact Policy DDOT has two primary impact mitigation tests for development projects: 1) off-street vehicle parking supply, and 2) capacity impacts at intersections. *See Section 5.1 of the CTR Guidelines for detailed policies and metrics for each of the two impact tests.*	☒ *The Applicant acknowledges DDOT's Significant Impact Policy in Section 5.1 of the CTR Guidelines.* ☒ *The study will comply with all other policies in the CTR Guidelines not explicitly documented in the Applicant Proposal or DDOT Comments columns.* ☒ *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.*	DDOT Concur
DDOT's Approach to Mitigation 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. *See Section 5.2 and Figure 18 of the CTR Guidelines for more detailed guidance on mitigation selection.*	☒ *The Applicant acknowledges DDOT's approach to mitigation in Section 5.2 of the CTR Guidelines.*	DDOT Concur
Transportation Demand Management (TDM) 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. *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.*	☒ *The study will include at least a Baseline TDM Plan. The TDM plan will increase to depending on the parking supply and other impacts identified in the study.*	**DDOT 1/17/25**: Recommend an Enhanced TDM Plan based on the planned overbuilt parking. W+A 1/20/2025: Comment noted. The TDM plan will be developed in conjunction with potential other improvements proposed by the Applicant. **DDOT 4/17/25:** Concur.
Performance Monitoring Plan (PMP) 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. *See Section 5.4 of the CTR Guidelines for more detailed guidance. Sample PMPs can be found in Appendix D.*	N/A	N/A

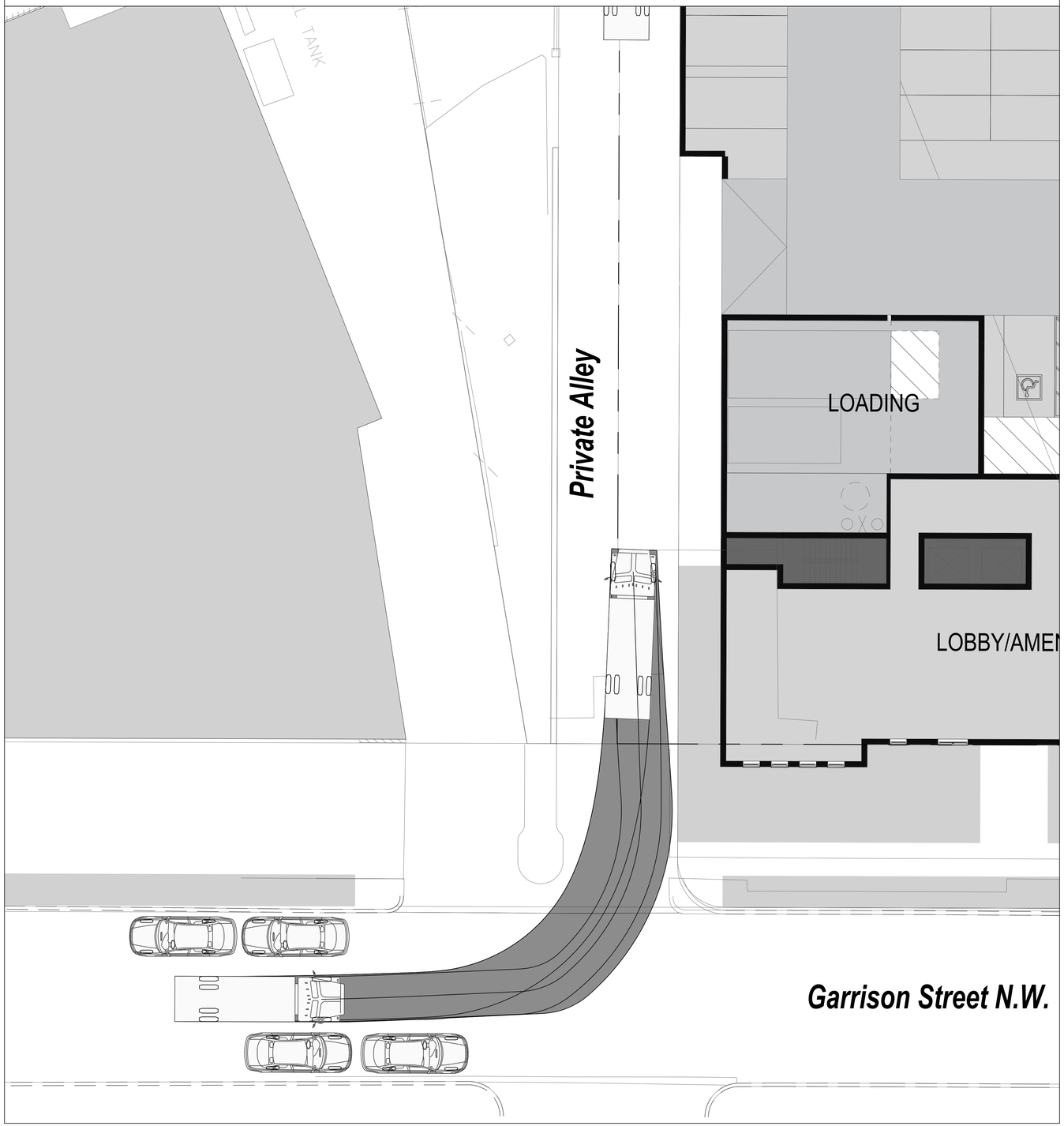
Roadway Operational and Geometric Changes Describe all proposed roadway operational and geometric changes in CTR with supporting analysis and warrants in the study appendix. Detail must be provided on any ROW implications of proposed mitigations. Note any preliminary ideas being considered. *See Section 5.7 of the CTR Guidelines for more detailed guidance.*	N/A	N/A

Section 6: ADDITIONAL TOPICS FOR DISCUSSION DURING SCOPING

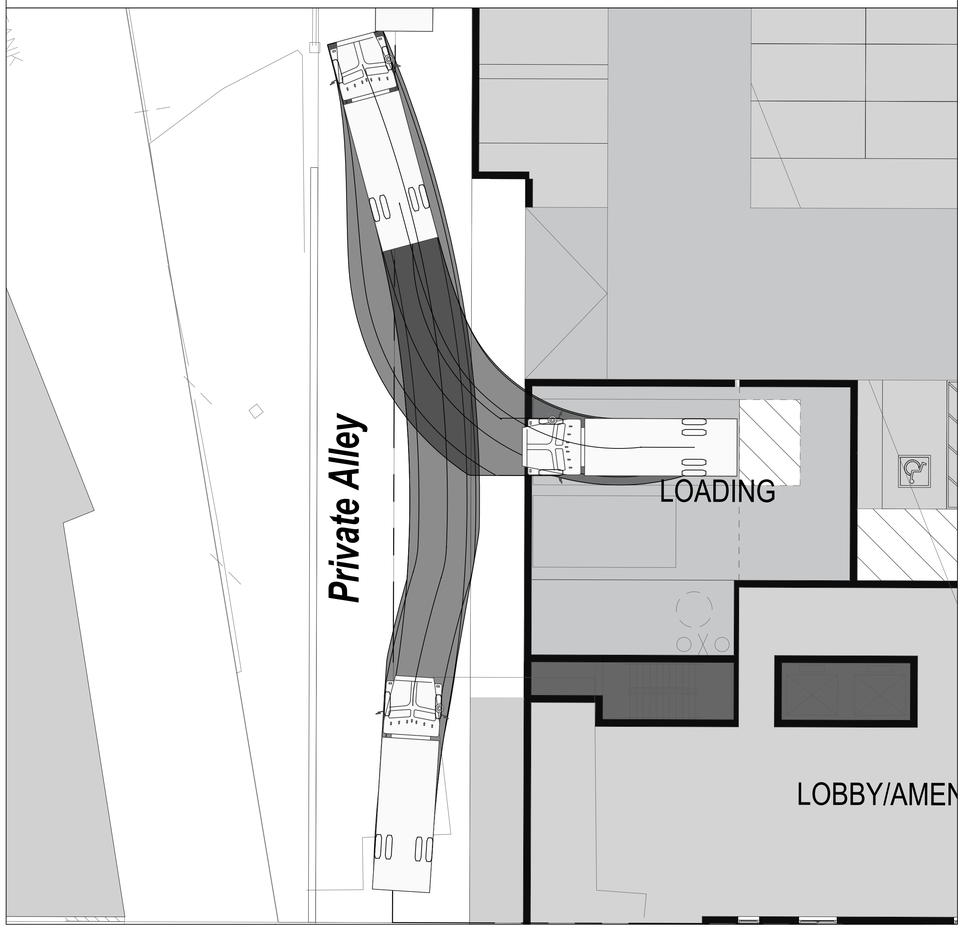
CATEGORY & GUIDELINES	APPLICANT PROPOSAL	DDOT COMMENTS
ANC Discussions and Feedback Provide an update on the status of Community Benefits Agreement (CBA), any on-going ANC discussions/meetings, and any concerns expressed by the community. DDOT can provide ideas and a feasibility check for transportation items to be included in the CBA.	The applicant met with ANC 3E in March 2024 and in June 2024. Commissioners and members of the public expressed general support for the project. The Commissioners declined to express a position in writing prior to the set-down hearing, but anticipated participating in the process as the project moves forward. The applicant has requested a follow-up meeting, which would likely be in February. Neighbors have indicated that it is important that the applicant provide substantive parking on the site.	**DDOT 1/17/25**: Consider an on-street parking utilization study to determine if street parking is already over-subscribed or could handle the occasional (unsubstantiated by data) increased demand for parking. W+A 1/20/2025: Given that the applicant is not seeking relief from parking we do not believe that an on-street parking utilization study is warranted. As indicted in the summary of ANC discussions to the left, the ANC feedback has indicated that parking in the neighborhood is difficult and they requested that the Applicant provide substantive parking with the project so as to no increase the parking burden in the neighborhood. **DDOT 4/17/25:** Noted but without a study, this feedback should not be considered contributing data for rationalizing the development's proposed parking ratio.
Miscellaneous Items for Discussion Any relevant on-going conversations with DOEE, SHPO, DMPED, GSA, NPS, neighboring jurisdictions, Historic Preservation, etc.? Seeking direction on other types of analyses such as traffic calming, TOPP, TMP, IMR/IJR, etc.? 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?		N/A

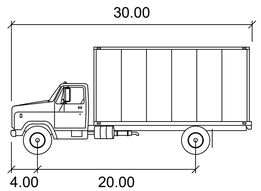
ATTACHMENT B
AUTOTURN DIAGRAMS

INBOUND LEFT TURN FROM GARRISON STREET VEHICLE TRACKING
DESIGN VEHICLE: SU-30 (AASHTO 2018)



OUTBOUND FROM LOADING BAY TO HARRISON STREET VEHICLE TRACKING
DESIGN VEHICLE: SU-30 (AASHTO 2018)





SU-30

feet

Width	:	8.00
Track	:	8.00
Lock to Lock Time	:	6.0
Steering Angle	:	31.8

GRAPHIC SCALE

10 0 10 20 40

(IN FEET)
1 inch = 10 feet

Garrison Street N.W. & Harrison Street N.W. are assumed to run in an East/West Direction

WELLS + ASSOCIATES, INC
1420 Spring Hill Road, Suite 610, McLean, Virginia 22102
Phone: 703/917-6620 Facsimile: 703/917-0739

AUTOTURN EXHIBIT

4201 Garrison Street
Washington, DC

Drawn by: STT	Designed by: STT	Reviewed by: JLM / NLS
Date: April 23, 2025		Sheet: 1 of 3

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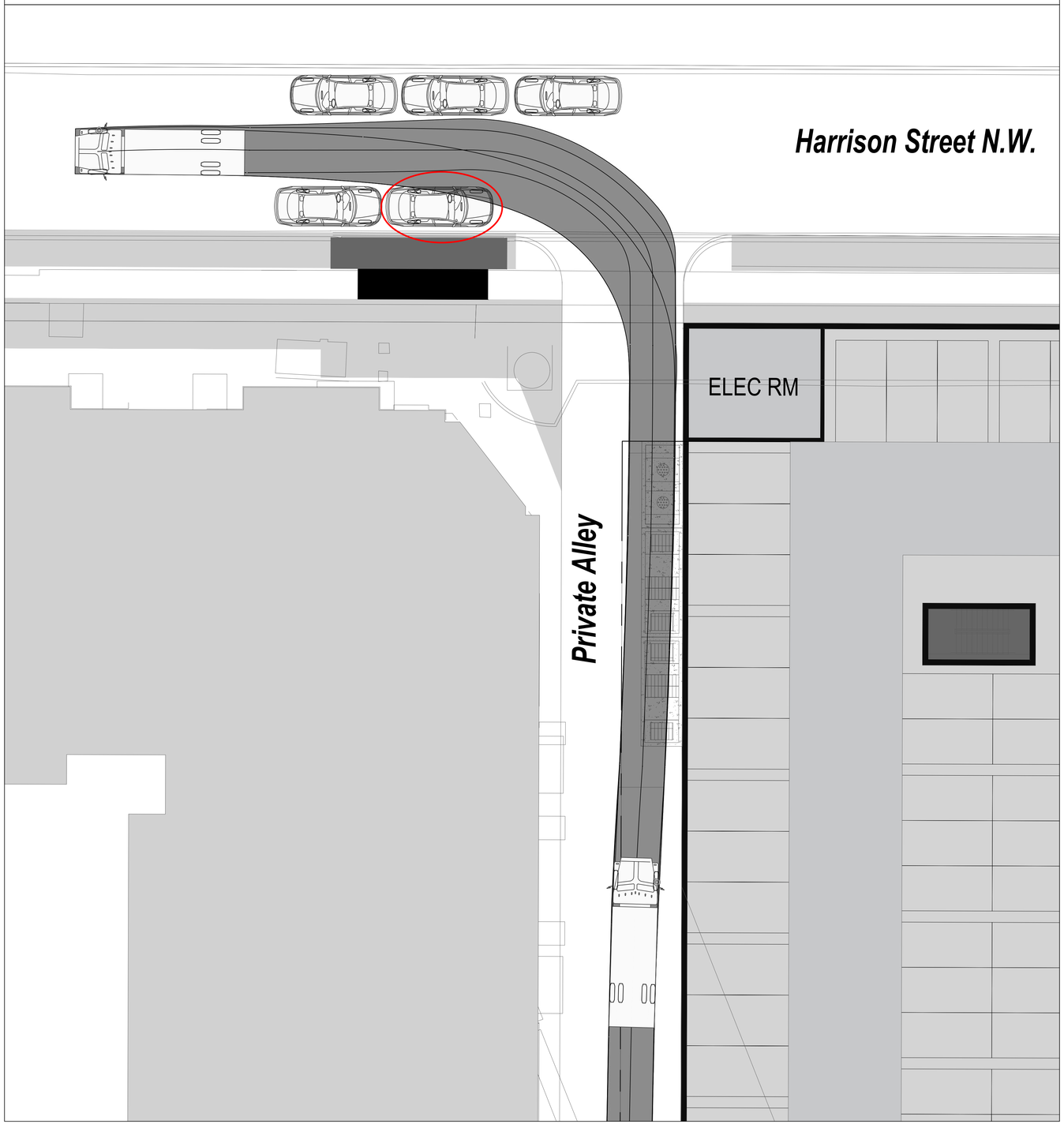
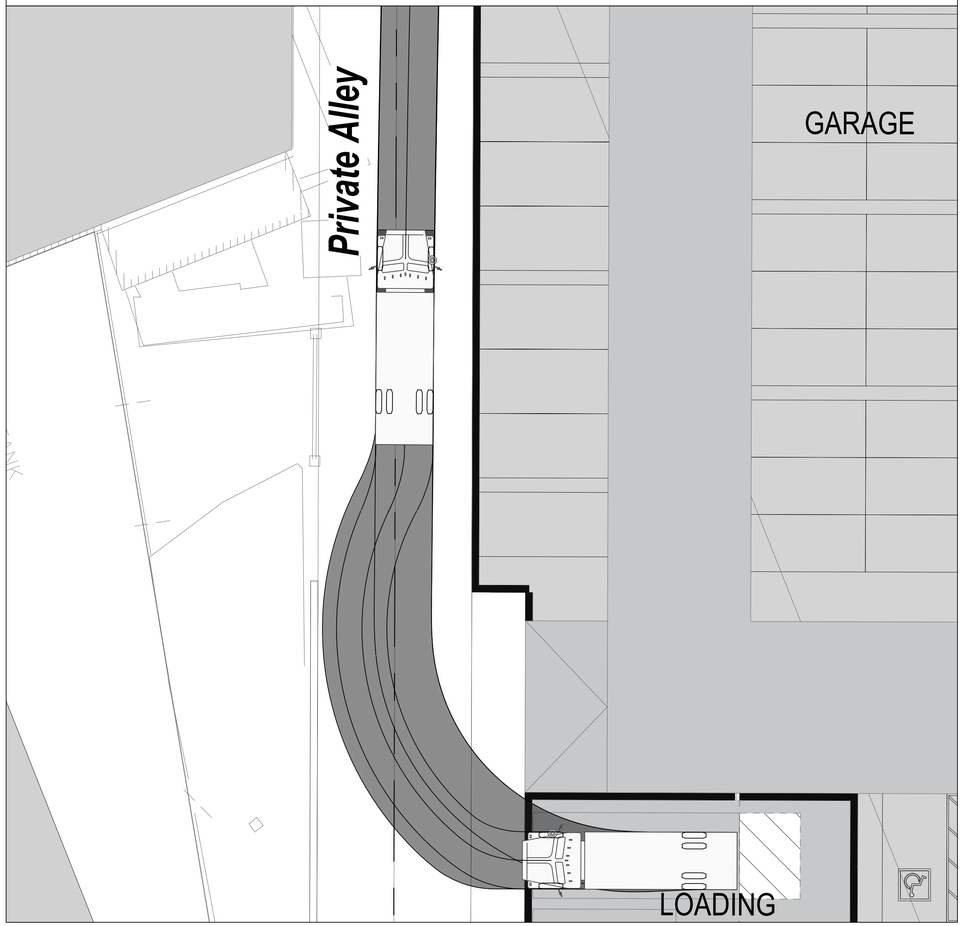
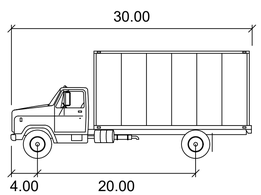
OUTBOUND FROM PRIVATE ALLEY TO HARRISON STREET VEHICLE TRACKING
DESIGN VEHICLE: SU-30 (AASHTO 2018)



OUTBOUND FROM LOADING BAY TO HARRISON STREET VEHICLE TRACKING
DESIGN VEHICLE: SU-30 (AASHTO 2018)





SU-30

feet

Width	:	8.00
Track	:	8.00
Lock to Lock Time	:	6.0
Steering Angle	:	31.8

GRAPHIC SCALE

10 0 10 20 40

(IN FEET)
1 inch = 10 feet

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Phone: 703/917-6620 Facsimile: 703/917-0739

AUTOTURN EXHIBIT

4201 Garrison Street
Washington, DC

Drawn by: STT | Designed by: STT | Reviewed by: JLM / NLS

Date: April 23, 2025 | Sheet: 2 of 3

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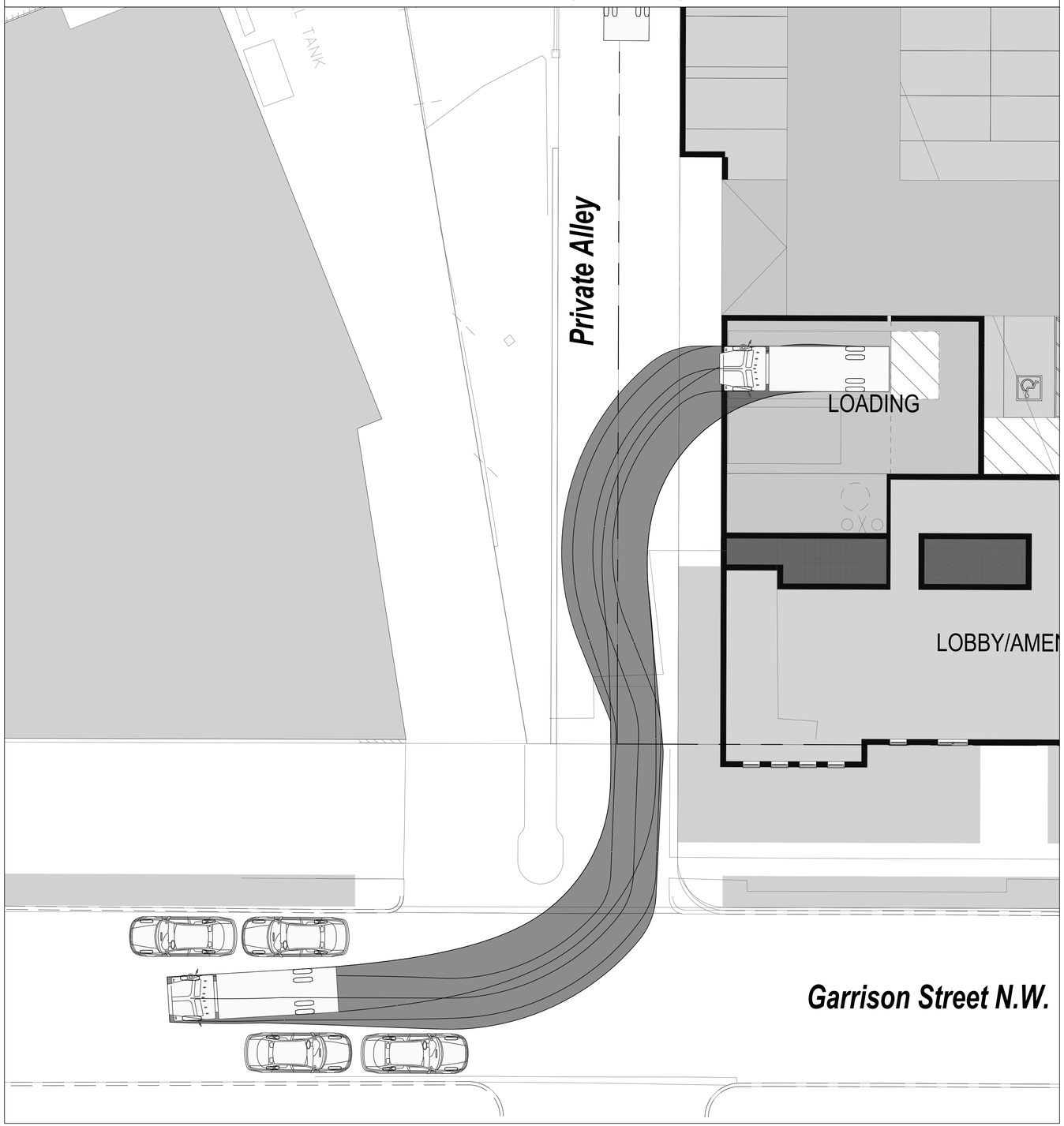
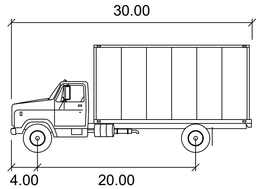
OUTBOUND FROM LOADING BAY / PRIVATE ALLEY TO GARRISON STREET VEHICLE TRACKING
DESIGN VEHICLE: SU-30 (AASHTO 2018)





SU-30

feet

Width	:	8.00
Track	:	8.00
Lock to Lock Time	:	6.0
Steering Angle	:	31.8

GRAPHIC SCALE

10 0 10 20 40

(IN FEET)
1 inch = 10 feet

Garrison Street N.W. & Harrison Street N.W. are assumed to run in an East/West Direction

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AUTOTURN EXHIBIT

4201 Garrison Street
Washington, DC

Drawn by: STT | Designed by: STT | Reviewed by: JLM / NLS

Date: April 23, 2025 | Sheet: 3 of 3

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ATTACHMENT C
TRANSPORTATION DEMAND MANAGEMENT PLAN

4201 GARRISON
TRANSPORTATION MANAGEMENT PLAN

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 C).

- The Applicant will unbundle the cost of vehicle parking from the lease or purchase agreement for each residential unit and charge a minimum rate based on the average market rate within a quarter mile.
- Applicant will identify a Transportation Coordinator once the building has opened. The Transportation Coordinator will act as a point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- The Transportation Coordinator will conduct an annual commuter survey of building employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- The Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to the residents, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on resident portal and in any internal building newsletters or communications.
- The Transportation Coordinator will subscribe to goDCgo's residential newsletter and 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 provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- The Transportation Coordinator will provide residents who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future.

- All transportation and TDM commitments will be posted on the building website, if such a website exists, to allow the public to see what has been promised.
- A SmarTrip card and one complimentary Capital Bikeshare coupon good for a free ride will be provided for every residential unit at the time of initial leasing of the building.
- A minimum of 42 long-term and six short-term bicycle parking spaces will be provided for the project, in accordance with ZR16.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes. At least two of the long-term spaces will be designed for longer cargo/tandem bikes (10 feet by three feet), a minimum of one of the long-term spaces will be equipped with electrical outlets to charge electric bikes and scooters, and a minimum of five of the spaces will be placed horizontally on the floor. There will be no fee to the residents or employees for usage of the bicycle storage room and strollers will be permitted to be stored in the bicycle storage room.
- A bicycle repair station will be provided in the long-term bicycle parking storage room.
- The Applicant will install a minimum of six electric vehicle (EV) charging stations.
- 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.
- Five years after the issuance of the final Certificate of Occupancy for the Project, if the Transportation Coordinator has not established a relationship with DDOT or goDCgo, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- The Applicant will install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles
- The Applicant will only lease the parking spaces in the building to tenants of the building or to tenants of a building that has no on-site parking.
- The Applicant will fund and install one micro-mobility corral with appropriate racks and a vertical wayfinding element. Subject to DDOT approval, the Applicant proposes to install the corral on the north side of Garrison Street, just west of 42nd Street. This location will have the benefit of preventing drivers from illegally parking and blocking the crosswalk at the intersection.

- Annual CaBi memberships will be provided for each residential unit for the first three years after the building is open.
- The Transportation Coordinator will provide vanpool parking by resident request and will note this in resident handbook and resident portal.
- The Applicant will provide one collapsible shopping cart (utility cart) for every 50 residential units, for a total of two to encourage residents to walk to the grocery store and run errands.