

# Government of the District of Columbia

## Department of Transportation



### d. Planning and Sustainability Division

#### MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** Meredith Soniat  
Acting Associate Director *MS*

**DATE:** July 3, 2025

**SUBJECT:** ZC Case No. 24-12 – 4201 Garrison Street NW

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#### PROJECT SUMMARY

Harrison Wisconsin Owner, LLC (the “Applicant”) has requested approval of a Consolidated Planned Unit Development (PUD) and related map amendment application to redevelop a property bounded by Harrison Street NW to the north, 42<sup>nd</sup> Street NW to the east, Garrison Street NW to the south, and 5101-5151 Wisconsin Avenue NW to the west. The site currently contains a surface parking lot and 705-foot television tower. The proposal to construct a residential building includes the following development program:

- 127 residential units;
- 82 on-site vehicle parking spaces;
- 42 long- and 6 short-term bicycle parking spaces; and
- One (1) 30-foot berth and one (1) 20-foot delivery space.

#### SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District’s multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- Vehicular access to the site’s parking and loading areas is proposed via a two-way private alley using a realigned curb cut on Harrison Street NW and existing curb cut on Garrison Street NW, consistent with DDOT standards;
- The project proposes to meet the minimums for long- and short-term bicycle parking in Titles 11 and 18 of the *District of Columbia Municipal Regulations (DCMR)*, which DDOT supports; and

- The project is meeting zoning requirements for vehicle parking; however, the parking supply exceeds DDOT's preferred parking maximum for sites within one-quarter mile of a Metrorail Station;
- DDOT estimates a residential project of the size and distance from transit should provide approximately 21-32 spaces. The Applicant is proposing to install about three times more vehicle parking spaces than DDOT estimates are needed. The availability of excess parking has the potential to induce additional demand for driving, which has been accounted for in the traffic analysis;
- To offset this impact, the Applicant has agreed with DDOT to make physical improvements to the pedestrian network to encourage walking and discourage driving and proposes a robust Transportation Demand Management (TDM) Plan (Attachment 1) that will support non-automobile ownership lifestyles and encourage usage of non-auto modes. DDOT requests two minor revisions to this plan, noted at the end of this report.

## RECOMMENDATION

DDOT has no objection to the approval of this PUD application with the following conditions included in the Zoning Order:

- Implement the TDM Plan as proposed in the May 15, 2025 Transportation Statement for the life of the project, unless otherwise noted, with the revision requested in the TDM Section of this report; and
- Implement the following infrastructure improvements in public space, subject to DDOT approval:
  - Add intersection "daylighting" at all four corners of the Garrison Street and 42<sup>nd</sup> Street intersection to increase visibility of pedestrians and slow down vehicles traveling to and from the site (or Harrison and 42<sup>nd</sup>, if subsequent improvements are made at Garrison); and
  - Construct a speed hump on 42<sup>nd</sup> Street between Garrison and Harrison Streets.

## CONTINUED COORDINATION

Given the complexity and size of the action, the Applicant is expected to continue to work with DDOT on the following matters outside of the zoning process:

- The Applicant will be required to obtain public space permits for all elements of the project proposed in public space. DDOT has several comments on the initial public space design which are noted later in the Streetscape and Public Realm section and can be resolved during the public space permitting process;
- The Applicant should participate in a Preliminary Design Review Meeting (PDRM) to discuss the public space design with DDOT and the Office of Planning (OP);
- Coordinate with DDOT's Planning and Sustainability Division (PSD) to ensure the long-term bicycle storage room meets both Zoning requirements and DDOT design guidelines;
- Submit a detailed curbside management and signage plan for Curbside Management Division (CMD) review, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;

- Coordinate with DDOT’s TDM Team and goDCgo on the implementation of the TDM Plan; and
- Coordinate with DDOT’s Urban Forestry Division (UFD) and the Ward 3 Arborist regarding any existing Heritage Trees or Special Trees on the property as well as any street trees in public space.

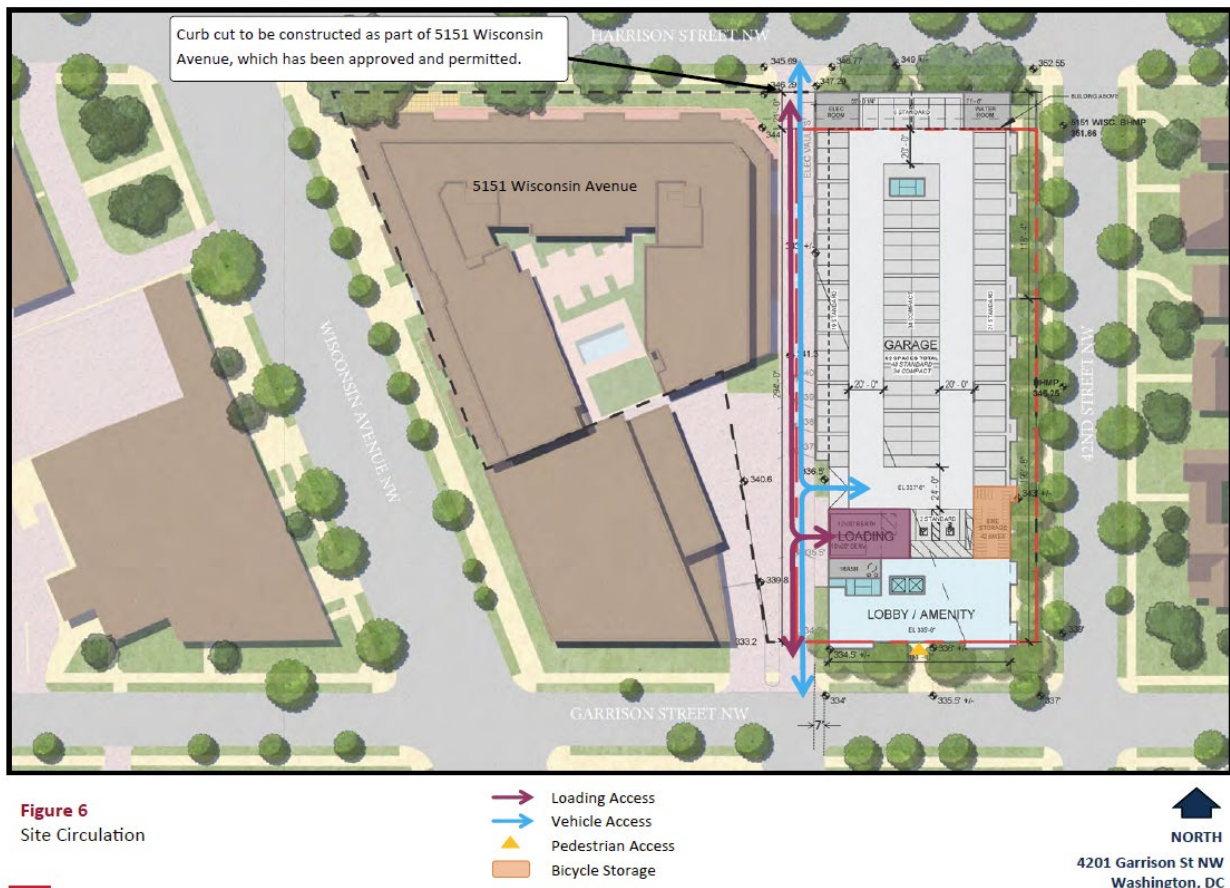
## TRANSPORTATION ANALYSIS

The following is DDOT’s review of the submitted plans, application materials, and May 15, 2025, Transportation Statement ([Exhibit 23B](#)) to assess the project’s consistency with the District’s vision for an equitable and sustainable transportation system that delivers safe and convenient ways to move people, goods, and services.

### Site Access

Pedestrian access to the new residential building will be via Garrison Street. Vehicular access to the parking garage is proposed via a private alley running between Harrison and Garrison Streets with a two-way entrance/exit at either end. The Harrison Street curb cut is associated with the neighboring project to be constructed at 5151 Wisconsin Avenue and the Garrison Street curb cut will be rebuilt with a new pedestrian refuge island, intended to be consistent with DDOT standards for vehicle access. Figure 1 below shows the site layout of the proposed project.

**Figure 1 | Site Plan**



Source: Wells + Associates 5/15/25 Transportation Statement, Figure 6

### **Vehicle Parking**

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The project is required by Zoning to provide 21 vehicle parking spaces after taking the eligible 50% parking reduction for the site's location within one-half mile of the Friendship Heights Metrorail Station. The project proposes a total of 82 on-site parking spaces in an underground garage as provided in the May 15, 2025 Transportation Statement, which is 61 spaces more than the zoning parking minimum.

DDOT finds the amount of vehicle parking proposed on-site to be higher than expected given the project size, use, and distance from transit. Based on DDOT's preferred maximum parking rates in the January 2022 *Guidance for Comprehensive Transportation Review* and the site's location within one-quarter mile of the nearest Metrorail station entrance, a total number of spaces in the 21-32 range would be more appropriate. Providing more parking than practically needed has the potential to induce more driving. As such, DDOT recommends the Applicant make physical improvements to the adjacent pedestrian network and implement a robust TDM program to encourage walking to and from the site rather than driving (see Pedestrian Network and TDM sections later in this report). It is noted that these additional vehicle trips have also been accounted for in the mode split and trip generation assumptions of the traffic impact analysis.

The project proposes six (6) electric vehicle (EV) charging stations in the parking garage, which is consistent with DDOT's recommendation to install at least one (1) EV station for every 50 vehicle parking spaces.

### **Bicycle Parking**

The project is required by zoning to provide 42 long-term and six (6) short-term bicycle parking spaces for 126 residential units. According to the proposed TDM Plan, the project includes 42 long- and six (6) short-term bicycle parking spaces, meeting these requirements. The short-term racks are proposed to be accommodated with three (3) inverted U-racks.

As the design of the long-term bicycle storage room moves forward, the Applicant should refer to page F-9 of Appendix F in the *Guidance for Comprehensive Transportation Review* for design best practices. The storage room must be designed so that a minimum of 50% of long-term spaces (21 spaces) are located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces (4 spaces) are served by electrical outlets, and 5% of spaces (minimum 2 spaces) are designed for larger cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). The TDM Plan should be amended to state these amounts.

### **Loading**

DDOT's practice is to accommodate vehicle loading in a safe and efficient manner, while at the same time preserving safety across non-vehicle modes and limiting any hindrance to traffic operations. For new developments, DDOT requires loading to take place in private space without back-up maneuvers in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the project to comply with DDOT's standards for loading.

Per Title 11 of *DCMR*, Subtitle C § 901.1 and § 901.4, residential properties with more than 50 units are required to provide one (1) loading berth, one (1) loading platform, and one (1) 20-foot delivery space. The project proposes to meet the zoning requirements and practical needs for loading by providing a one (1) 30-foot berth, one (1) 20-foot delivery spaces, and a loading platform.

The building is designed so that all loading activities take place within the parking garage accessed from the private alley. The truck turning diagrams included in the May 15, 2025 Transportation Statement demonstrate that 30-foot trucks can enter and exit the alley network with head-in and head-out movements, consistent with DDOT standards. Trucks can maneuver in and out of the private alley to access the designated truck route on Wisconsin Avenue NW via Harrison or Garrison Streets. Trash is proposed to be stored and collected internal to the building, consistent with DDOT's standards that trash not be stored in public space or be visible from the public sidewalk.

### **Heritage and Special Trees**

According to the District's [Tree Size Estimator map](#), there is one (1) Heritage Tree and one (1) Special Tree in public space abutting the property. DDOT expects the Applicant to coordinate with the Ward 3 Arborist regarding the preservation and protection of existing Heritage, Special, small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Heritage Trees have a circumference of 100 inches or more and are protected by the Tree Canopy Protection Amendment Act of 2016. With approval by the Mayor and UFD, Heritage Trees might be permitted to be relocated. As such, the Applicant may be required to redesign the site plan to preserve the Non-Hazardous Heritage Trees. Special Trees are between 44 inches and 99.99 inches in circumference. Special Trees may be removed with a permit. However, if a Special Tree is designated to remain by UFD, a Tree Protection Plan (TPP) will be required.

### **Streetscape and Public Realm**

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between the curb and the property lines. This includes curb and gutters, street trees and landscaping, streetlights, sidewalks, and other appropriate features within the public rights-of-way bordering the site.

The Applicant must work closely with DDOT and the OP to ensure that the design of the public realm meets current standards and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. In conjunction with Titles 11, 12A, and 24 of *DCMR*, DDOT's *Design and Engineering Manual (DEM)* and *Public Realm Design Manual* will serve as the main public realm references for the Applicant. Streetscape designs will be reviewed in further detail during the public space permitting process.

While the preliminary public space plans, shown above in Figure 1, are generally consistent with DDOT standards, there are several considerations that need to be reviewed in greater detail during the public space permitting process:

- There are building restriction lines (BRL) along both 42<sup>nd</sup> Street and Harrison Street. The area between the property line and BRL is regulated as if it were DDOT public space and should be as green and 'park-like' as possible with compliant vaults;

- All vehicular site access to the site, as well as loading facilities and trash pick-up, must be via the proposed rear private alley;
- The existing curb cut to the private alley on Garrison Street should be designed to DDOT standard and include a pedestrian refuge island between it and the neighbor's curb cut;
- The Applicant should implement the following infrastructure improvements in public space, subject to DDOT approval:
  - Add intersection daylighting on all four corners at either the intersection of Garrison and 42<sup>nd</sup> Street NW or Harrison and 42<sup>nd</sup>;
  - Construct a speed hump on 42<sup>nd</sup> Street NW
- All building entrances must be at grade with the sidewalk so that no stairs or ramps will be necessary in public space;
- Submit a detailed curbside management plan with proposed signage for review and approval by DDOT Curbside Management Division (CMD). If CMD requires multi-space meters for the remainder of the frontage, they will be at the Applicant's expense;
- Provide a plan showing the detailed design of the long-term bike storage room so PSD can confirm it meets the requirements in Title 11 of *DCMR*, Subtitle C § 800, Title 18 of *DCMR*, § 1214, and DDOT *Bike Parking Guide* best practices, including larger cargo/tandem spaces; and
- Determine final locations for inverted-U bicycle racks.

DDOT encourages the Applicant to participate in a Preliminary Design Review Meeting (PDRM) to address design-related comments provided by DDOT and OP.

### **Mode Split and Trip Generation**

Each trip a person makes is made by a certain means of travel, such as vehicle, bicycle, walking, and transit. The means of travel is referred to as a 'mode' of transportation. A variety of elements impact the mode of travel, including density of development, diversity of land use, design of the public realm, proximity to transit options, availability and cost of vehicle parking, among many others.

Mode split assumptions used in the analysis were informed by the Census, WMATA's Development-Related Ridership Survey, and mode splits used for nearby developments. As shown in Figure 2 below, 44% of trips were expected to be driving trips, with the remainder of trips anticipated to be made by transit, walking, or bicycling.

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition* (Land Use Code 221 Multi-Family Mid-Rise). The assumed mode-split was used to convert base vehicular trips to base person trips using average auto occupancy data and then back to vehicular, transit, bicycle, and pedestrian trips. DDOT finds these methods appropriate.

The projected person and vehicle trip projections in Figure 2 below add up to 12 person trips (5 vehicle trips) inbound and 40 person trips outbound (18 vehicle trips) in the morning peak hour and 35 person trips (15 vehicle trips) inbound and 23 person trips (10 vehicle trips) outbound in the afternoon peak hour. These projections do not meet DDOT's thresholds in the 2022 *Guidance for Comprehensive Transportation Review* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a traffic impact analysis (TIA) was not required.

**Figure 2 | Multi-Family Trip Generation Summary with Mode Splits****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 <sup>1</sup>               | 10           | 34  | 44    | 30           | 19  | 49    | 555         |
| Person Trips <sup>2</sup>                 | 12           | 40  | 52    | 35           | 23  | 58    | 655         |
| Auto (44%) <sup>3</sup>                   | 5            | 18  | 23    | 15           | 10  | 25    | 288         |
| Transit (35%) <sup>3</sup>                | 4            | 14  | 18    | 12           | 8   | 20    | 229         |
| Bike (4%) <sup>3</sup>                    | -            | 2   | 2     | 1            | 1   | 2     | 26          |
| Pedestrian (7%) <sup>3</sup>              | 1            | 2   | 3     | 2            | 2   | 4     | 46          |
| Telework (10%)                            | 1            | 4   | 5     | 4            | 2   | 6     | 66          |
| Vehicle Trips                             | 4            | 15  | 19    | 13           | 9   | 22    | 244         |

<sup>1</sup> Baseline trips calculated using ITE Trip Generation Manual, 11<sup>th</sup> 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.

<sup>2</sup> Total Person-trips calculated by applying an AVO of 1.18, per DDOT’s CTR Guidelines.

<sup>3</sup> Census data were used to determine mode splits, with a maximum mode split of 10 percent.

Source: Wells + Associates 7/1/25 Transportation Statement Addendum, Table 1

**Pedestrian Network**

The District is committed to enhancing pedestrian accessibility by ensuring consistent investment in pedestrian infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including pedestrian trips. Walking is expected to be an important mode of transportation for this development. DDOT expects the Applicant will reconstruct the public space along the frontage and upgrade any pedestrian facilities leading to transit stops and neighborhood services to current DDOT standards.

The Transportation Statement's inventory of existing pedestrian infrastructure, as shown in Figure 3 below, demonstrates that most sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps. While there are some missing or substandard facilities in the broader area, the existing pedestrian network along major walking routes from the site to schools, shopping, and the Metrorail station is generally adequate.



**Figure 3 | Existing Pedestrian Network**

Source: Wells + Associates 5/15/25 Transportation Statement, Figure 3

As discussed previously in the Vehicle Parking section, to offset the potential induced demand for being over-parked, the Applicant has agreed to implement intersection daylighting on all four corners of the abutting intersection of Garrison and 42<sup>nd</sup> Street NW (or Harrison and 42<sup>nd</sup> if a subsequent improvement is made here), as well as a speed hump on 42<sup>nd</sup> Street, subject to DDOT approval.

In conjunction with a robust TDM program, DDOT finds these traffic calming improvements to be acceptable and appropriate mitigation. DDOT notes that the final design of the intersection daylighting and speed humps will occur during public space permitting.

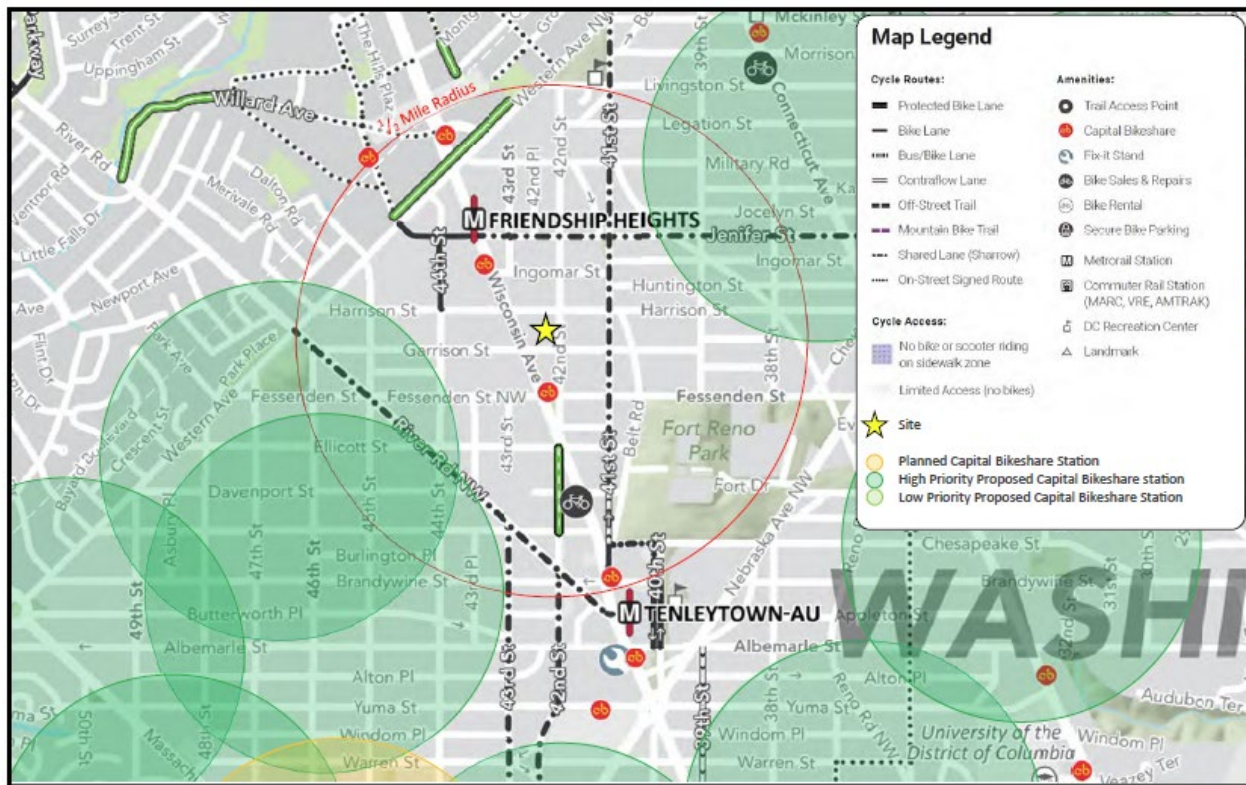
### **Bicycle Network**

The District is committed to enhancing bicycle accessibility by ensuring consistent investment in bicycle infrastructure on the part of both the public and private sectors. DDOT expects new developments to serve the needs of all trips they generate, including bicycling trips. Bicycling is expected to be an important mode of transportation for this development.

As shown below in Figure 4, there are currently only a few unconnected bicycle lane segments in the vicinity of the site but there is a DDOT project in planning to improve the existing bike lanes along Jenifer and 44<sup>th</sup> Streets NW with protected facilities as well as install a new protected bike lane from Jenifer Street NW southwest along Western Avenue toward Massachusetts Avenue NW. There are also four Capital Bikeshare stations within ½ -mile of the site.



**Figure 4 | Existing Bicycle Facilities**



Source: Wells + Associates 5/15/25 Transportation Statement, Figure 5

### **Transit Service**

The District and Washington Metropolitan Area Transit Authority (WMATA) have partnered to provide extensive public transit service in the District of Columbia. DDOT's vision is to leverage this investment to increase the share of non-automotive travel modes so that economic development opportunities increase with minimal infrastructure investment.

The site is located approximately 0.25 miles, roughly a 5-minute walk, from the Friendship Heights Metrorail station which is served by the Red Line. Trains serve this Metrorail station every 5-10 minutes on weekdays and every 6-10 minutes on weekends.

As of June 29, 2025, the site is served by two (2) Metrobus routes along Wisconsin Avenue: the high-frequency D80 route with headways every 12 minutes or better and the medium-frequency D82 with headways every 20 minutes or better operating limited or peak-only service hours.

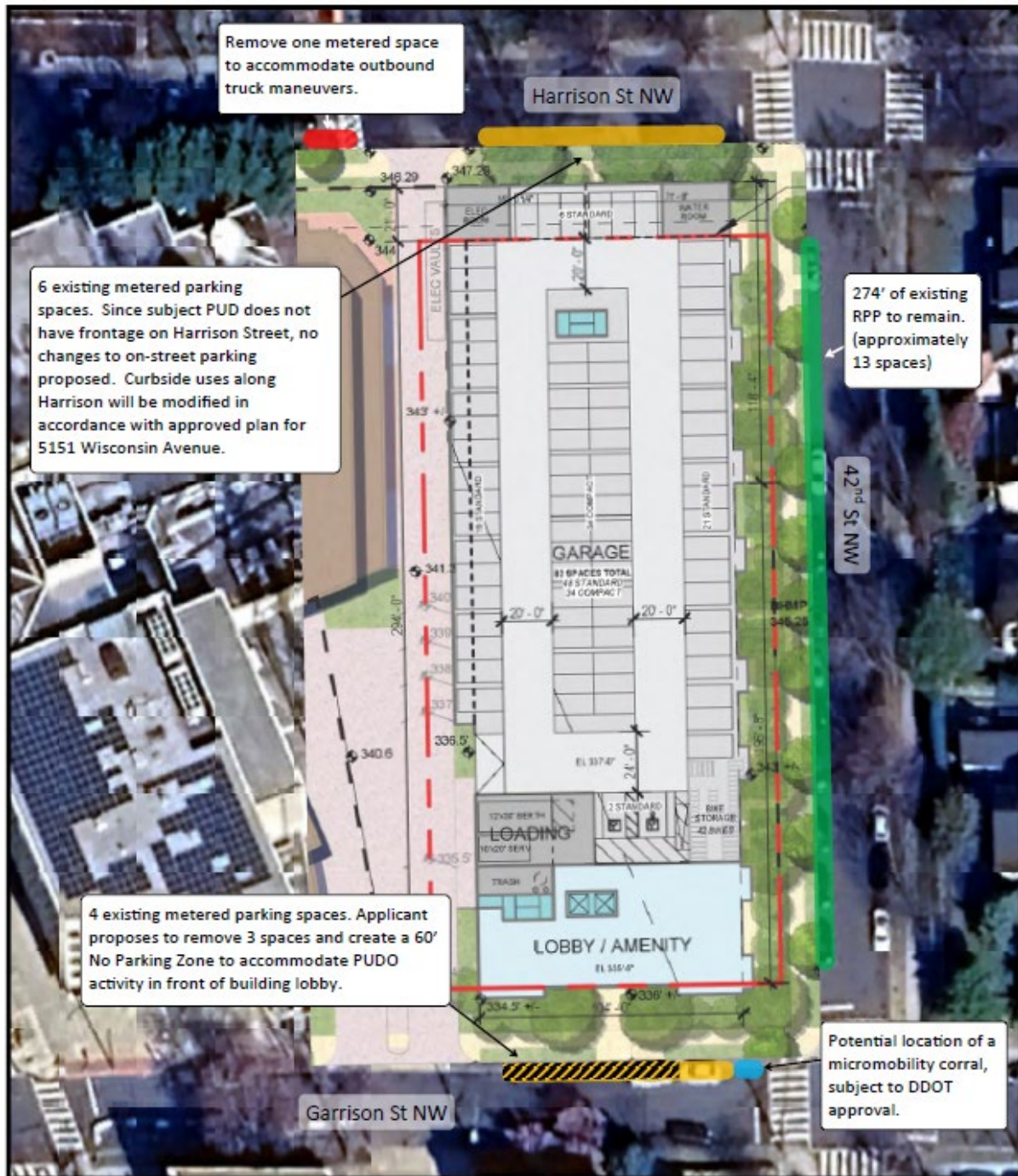
### **Curbside Management**

When a property redevelops, it is DDOT policy to reevaluate the existing curbside restrictions around the site frontages to ensure they align with the new land use(s) to occupy the property, as well as the surrounding neighborhood context.

The site currently has metered curbside parking along both the Harrison Street NW and Garrison Street NW frontages and Residential Permit Parking (RPP) on the 42<sup>nd</sup> Street NW frontage. As shown below in Figure 5, the Applicant is requesting an on-street pick-up/drop-off zone (hatched yellow and black) near the building entrance on Garrison Street NW while leaving the remainder of the blocks as metered and RPP, respectively.

DDOT is generally supportive of this concept, however, a detailed curbside and signage plan must be submitted during public space permitting for review and approval by DDOT's Curbside Management Division (CMD). At that time, the plan may be refined by CMD and the exact signage placards will be determined. If multi-space meters are required by CMD then they will be at the Applicant's expense.

**Figure 5 | Proposed Curbside Designations**



Source: Wells + Associates 5/15/25 Transportation Statement, Figure 7

### **Transportation Demand Management (TDM)**

As part of all land development cases, DDOT requires an Applicant to develop a comprehensive TDM plan to help mitigate an action's transportation impacts. TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means implementing infrastructure or programs to maximize the use of mass transit, bicycle and pedestrian facilities, and reduce single occupancy vehicle trips during peak periods. The Applicant's proposed TDM measures play a role in achieving the desired and expected mode split.

The specific elements within the TDM plan vary depending on the land uses, site context, proximity to transit, scale of the development, and other factors. The TDM plan must help achieve the assumed trip generation rates to ensure that an action's impacts will be properly mitigated. Failure to provide a robust TDM plan could lead to unanticipated additional vehicle trips that could negatively impact the District's transportation network.

The Applicant proposed a TDM Plan in the May 15, 2025, Transportation Statement, included with this report as Attachment 1. DDOT finds the TDM Plan sufficiently robust to support non-automobile ownership lifestyles and encourage alternatives to auto travel, with the following minor revisions included in the Zoning Order:

- Specify the minimum number of long-term bike parking spaces to be located horizontally on the floor (50% would be at least 21) and the amount to be designed with electrical outlets for e-bikes/scooters (10% would be at least 4). Also, specify that at least two (2) spaces will be designed with the larger 10 feet by 3 feet design for cargo and larger bikes.
- DDOT would prefer the applicant install a minimum of three (3) additional inverted U bike racks near the building entrance instead of an in-street micromobility corral.

## **ATTACHMENTS**

- 1) Proposed TDM Plan, Wells + Associates 5/15/25

MS:eo





## **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](mailto: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 42<sup>nd</sup> 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.