

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: August 29, 2025

SUBJECT: ZC Case No. 25-07 – Bridge District Parcel 5

PROJECT SUMMARY

Bridge District Parcel 5, LLC (the “Applicant”) has requested approval of a Design Review application to redevelop a property bounded by Poplar Point to the north, Howard Road SE to the south, the first phase of the Bridge District development to the west, and an empty parcel to the east. The site is currently empty and was most recently used as construction staging for the adjacent development parcel. The proposal to construct a mixed-use development includes the following development program:

- 272 residential units;
- 8,649 square feet retail space;
- 160 vehicle parking spaces;
- 92 long- and 18 short-term bicycle parking spaces; and
- Two (2) 30-foot berths, 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 is proposed via a direct underground connection from the existing garage of the adjacent building;
- A single curb cut will serve the site’s loading dock;

- While the project is providing 160 vehicle parking spaces, DDOT estimates a project of the size, mix of uses, and distance from transit should provide no more than approximately 76 spaces. The availability of excess parking has the potential to induce additional demand for driving, which has been accounted for in the traffic analysis;
- The Applicant's Comprehensive Transportation Review (CTR) study indicated that three (3) study intersections will unacceptably degrade in Level of Service (LOS) due to the addition of site-generated vehicle trips;
- To offset the impact of the vehicle parking and traffic impacts, the Applicant has agreed with DDOT to implement a robust Transportation Demand Management (TDM) program and make physical improvements to the surrounding transportation network to encourage walking and bicycling to and from the site, including a multi-use path, raised crosswalk, and a newly reconstructed Howard Road;
- The Applicant proposes a robust TDM Plan (Attachment 1), including a 19-dock Capital Bikeshare station (to be constructed with either this phase or Parcels 1 and 2, whichever comes first) that will support non-automobile ownership lifestyles and encourage usage of non-auto modes.

RECOMMENDATION

DDOT has no objection to the approval of this Design Review application with the following condition included in the Zoning Order:

- Implement the TDM Plan as proposed in the CTR ([Exhibit 11B](#)), for the life of the project, unless otherwise noted.

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 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 has an active TOPS application for the site;
- 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; and
- Coordinate with DDOT's TDM Team and goDCgo on the implementation of the TDM Plan.

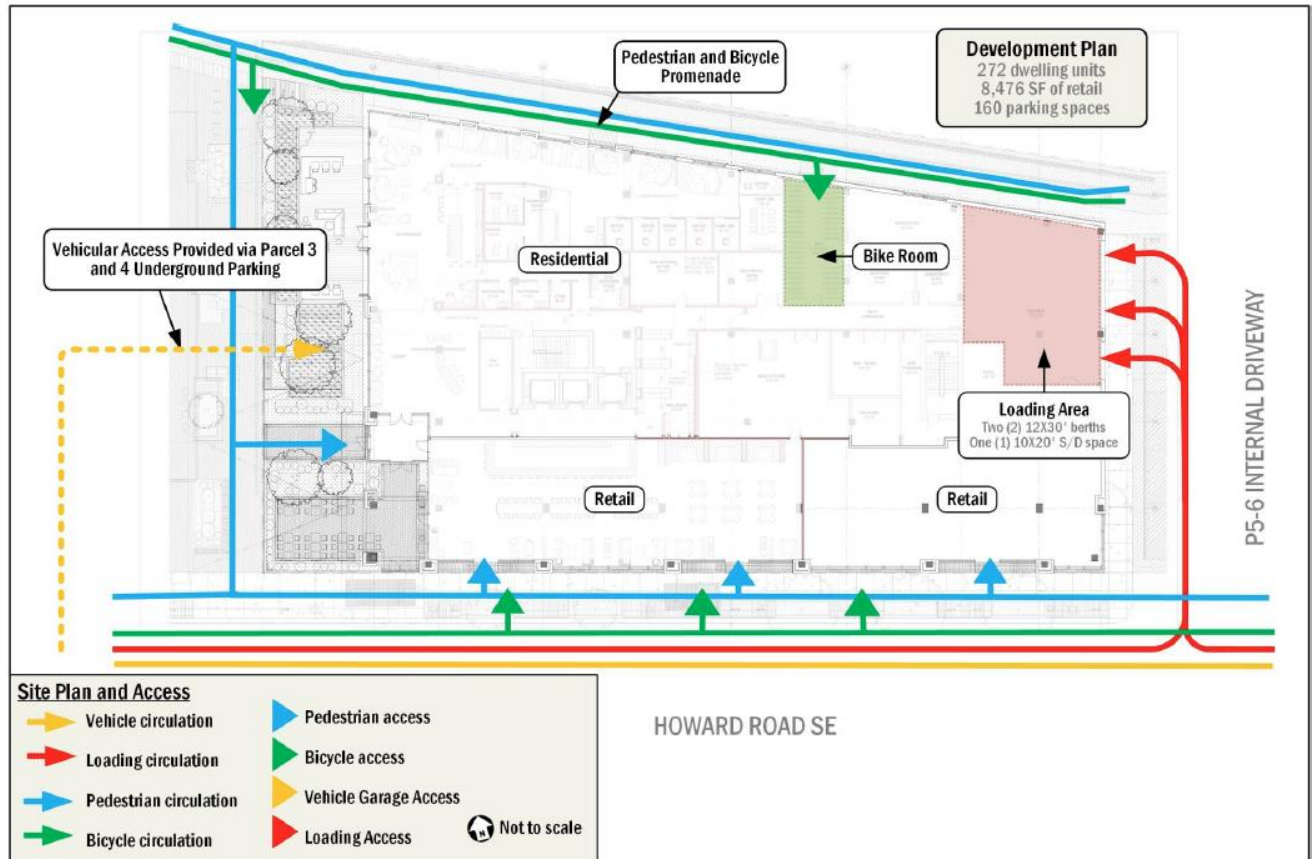
TRANSPORTATION ANALYSIS

The following is DDOT's review of the submitted plans, application materials, and August 8, 2025 CTR study ([Exhibit 11B](#)) 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 commercial space is provided from Howard Road and a courtyard shared with the adjacent building, and the residential lobby entrance is on the shared courtyard. Vehicular access to the below-grade parking garage is proposed via a direct underground connection to the adjacent building's garage. DDOT strongly supports this consolidation of curb cuts as it removes conflict points between vehicles and pedestrians. The project proposes a new curb cut on Howard Road on the eastern side of the building for loading access. Figure 1 below shows the site layout of the proposed project.

Figure 1 | Site Plan



Source: Gorove Slade 8/8/25 CTR, Figure 8

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 48 vehicle parking spaces after taking the eligible 50% parking reduction for the site's location within ½ mile of the Anacostia Metrorail station. The project proposes a total of 160 parking spaces, according to the breakdown of parking provided in the CTR, which is over 100 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, mix of uses, and distance from transit. Based on DDOT's preferred maximum parking rates in the January 2022 *Guidance for Comprehensive Transportation Review*, 76 spaces would be a more appropriate level of parking.

Providing more parking than practically needed has the potential to induce more driving. These additional vehicle trips have been accounted for in the mode split and trip generation assumptions of the traffic impact analysis. The Applicant will make, and has already made, a variety of physical improvements to the nearby transportation network, discussed later in this report, and will implement a robust TDM program to encourage walking to and from the site rather than driving.

The project proposes a minimum of eight (8) 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 92 long-term and 17 short-term bicycle parking spaces. The project proposes to meet this requirement by providing 92 long- and 18 short-term bicycle parking spaces. The short-term racks are proposed to be accommodated with six (6) inverted U-racks along Howard Road and three (3) along the multi-use path to the north of the site. The long-term bicycle parking will be accessible directly from the multi-use path, which DDOT strongly supports as it provides convenient access for bicyclists.

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 are located horizontally on the floor or bottom of a two-tier rack system, 10% of spaces served by electrical outlets, and 5% of spaces (minimum 2 spaces) designed for larger tandem/cargo bikes (10 feet by 3 feet, rather than 6 feet by 2 feet). DDOT confirms the TDM Plan has been drafted 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 that loading take place in private space and that no back-up maneuvers occur 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 and one (1) 20-foot delivery space. For the retail component of this project, zoning requires one (1) loading berth and zero (0) delivery spaces. The project proposes to meet the zoning requirements and practical needs for loading by providing a total of two (2) 30-foot berths and one (1) 20-foot delivery spaces.

The building is designed so that all loading activities take place in the dock area off the private driveway on the east side of the building. The truck turning diagrams included in the CTR demonstrate that 35-foot trucks can enter and exit the loading area with head-in and head-out movements through the

public sidewalk network, consistent with DDOT standards. 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](#), the property has no Heritage or Special trees. DDOT expects the Applicant to coordinate with the Ward 8 Arborist regarding the preservation and protection of existing small street trees, as well as the planting of new street trees in bioretention facilities or a typical expanded tree planting space.

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.

The Applicant proposes several multimodal transportation improvements outside the building, including an extension of the multi-use path built with the adjacent development phase, which will eventually connect the South Capitol Street oval to the Anacostia Metrorail station; a raised crosswalk across Howard Road; and a pedestrian-oriented plaza connecting the multi-use path to Howard Road. The Applicant has also previously reconstructed the portion of Howard Road between this project and Suitland Parkway to enhance the pedestrian friendliness and overall quality of the roadway and streetscape.

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:

- Coordinate with DDOT's Traffic Safety Administration through the public space permitting process on the design of the raised crosswalk across Howard Road;
- 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
- Any future outdoor café patios within public space will require a public space occupancy permit.

The Applicant has an active public space permit application for streetscape improvements and a raised crosswalk along Howard Road (TOPS #475587).

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 the proposed parking supply. As shown in Figure 2 below, the mode splits assumed were 45% automotive for residential and 60% for retail, with the remainder of trips anticipated to be made by transit, walking, or bicycling.

Figure 2 | Summary of Mode Split Assumptions

Land Use	Mode			
	Drive	Transit	Bike	Walk
Residential	45%	45%	5%	5%
Retail	60%	20%	10%	10%

Source: Gorove Slade 8/8/25 CTR, Table 3

The study provided trip generation estimates based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (Land Use Code 222 Multi-Family High-Rise, Code 822 Strip Retail [<40ksf]). 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.

As shown below in Figure 3, the projected person and vehicle trips met DDOT’s thresholds in the January 2022 *CTR Guidelines* for further analysis (100 total person trips OR 25 inbound or outbound vehicle trips during any one of study periods). As such, a CTR study with Traffic Impact Analysis (TIA) was required.

Figure 3 | Multi-Modal Trip Generation Summary

Mode	Land Use	AM Peak Hour			PM Peak Hour			Weekday Total
		In	Out	Total	In	Out	Total	
Auto (veh/hr; veh)	Residential ¹	10	28	38	28	18	46	675
	Retail	5	4	9	13	13	26	343
	Total	15	32	47	41	31	72	1018
Transit (ppl/hr; ppl)	Residential ¹	12	33	45	33	21	54	797
	Retail	3	2	5	8	8	16	208
	Total	15	35	50	41	29	70	1005
Bike (ppl/hr; ppl)	Residential ¹	1	4	5	4	2	6	89
	Retail	2	1	3	4	4	8	104
	Total	3	5	8	8	6	14	193
Walk (ppl/hr; ppl)	Residential ¹	1	4	5	4	1	5	88
	Retail	1	2	3	4	4	8	104
	Total	2	6	8	8	5	13	192

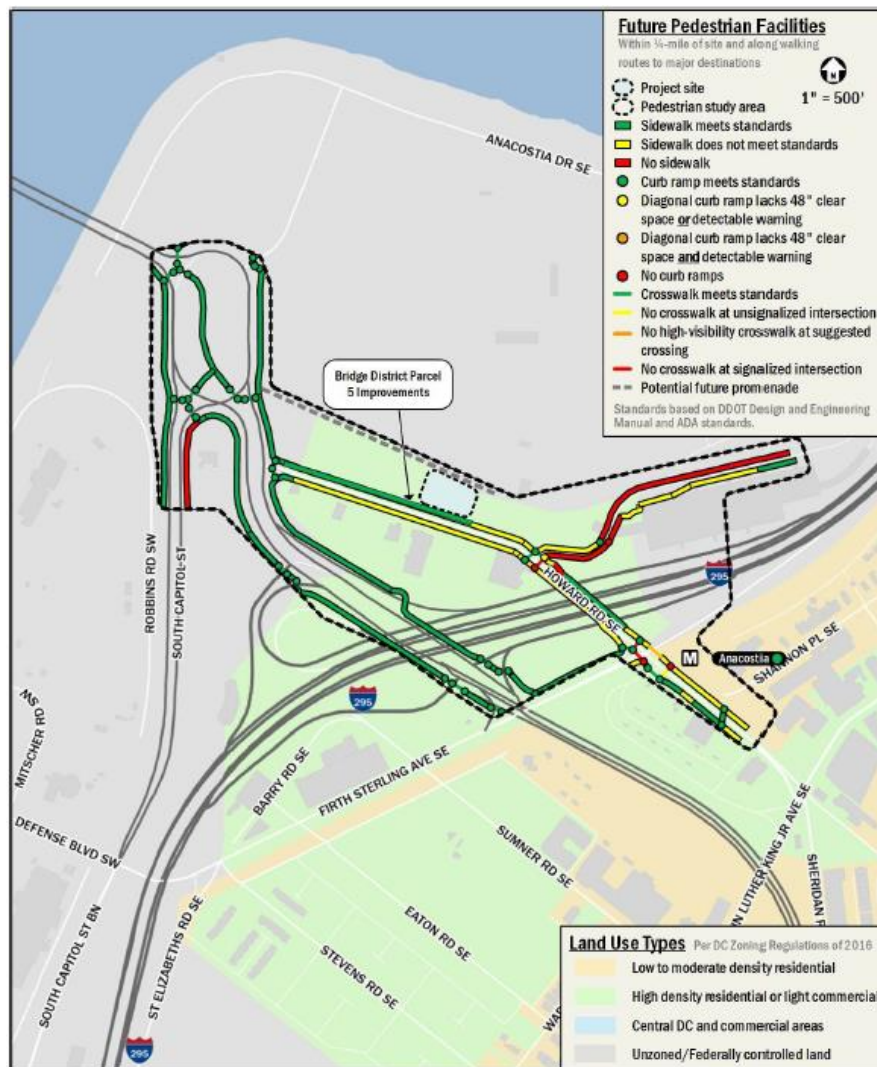
Source: Gorove Slade 8/8/25 CTR, Table 4

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 CTR's inventory of existing pedestrian infrastructure, as shown in Figure 4 below, demonstrates that many sidewalks in the immediate vicinity of the site are currently constructed with appropriate widths and include accessible curb ramps. While there are several missing or substandard facilities in the broader area, the existing pedestrian network along major walking routes from the site to attractions and the Metrorail station is generally adequate.

Figure 4 | Future Pedestrian Network



Source: Gorove Slade 8/8/25 CTR, Figure 24

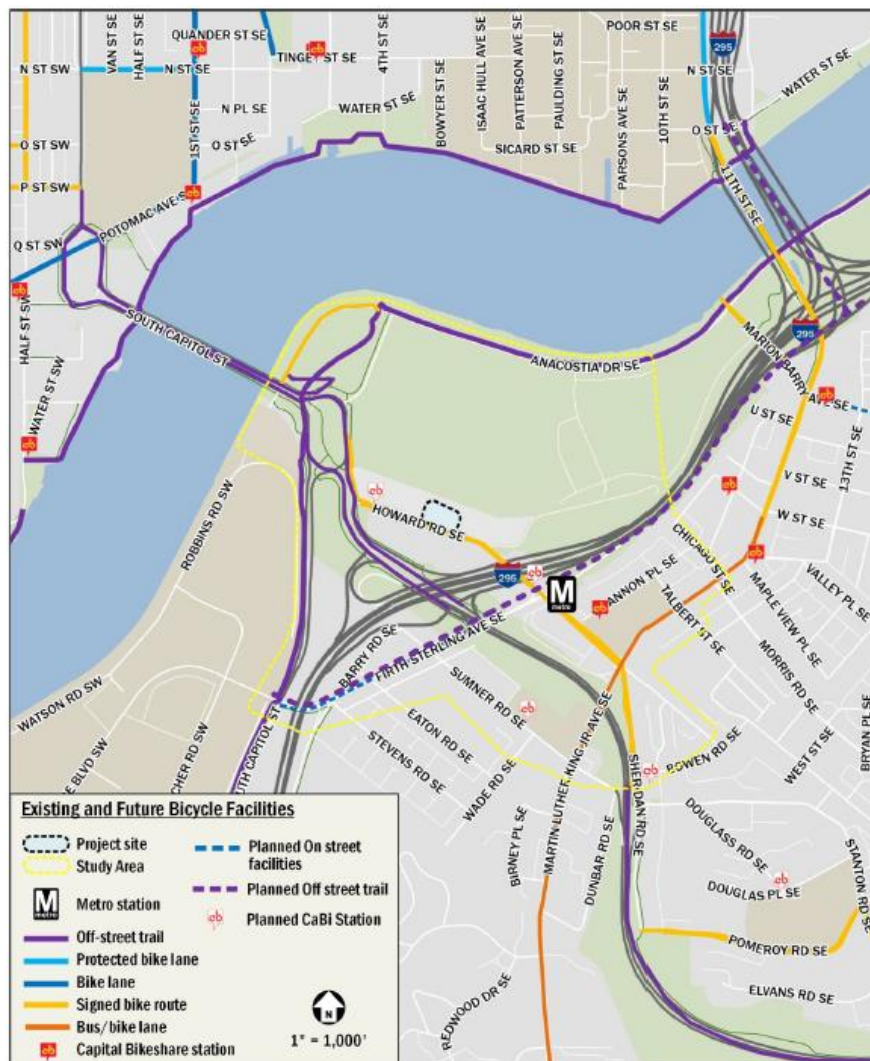
The Applicant has agreed to fund and construct several multimodal improvements in the immediate vicinity of the site to make walking to the site safer, as described in the Streetscape and Public Realm section. In conjunction with a robust TDM program, DDOT finds these intersection improvements to be acceptable and appropriate mitigation for the site's parking supply and traffic impacts. DDOT notes that the final design of all elements within the public right-of-way 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 5, the South Capitol Street ovals and Frederick Douglass Bridge provide a bicycle connection from the site across the Anacostia River. The Applicant will construct a Capital Bikeshare station near the intersection of Howard Road and Suitland Parkway along with this project or Parcels 1 and 2 of the Bridge District, whichever comes first.

Figure 5 | Existing Bicycle Facilities



Source: Gorove Slade 8/8/25 CTR, Figure 25

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.

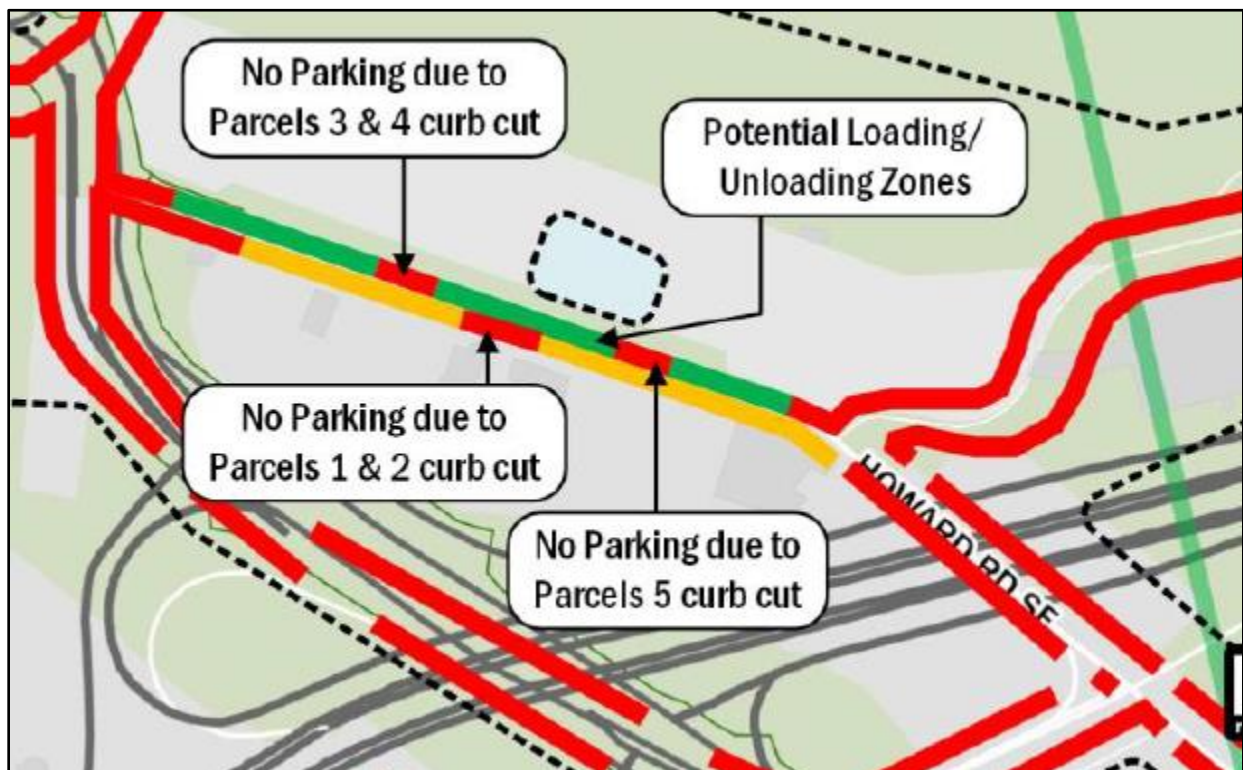
The site is located approximately one-fourth mile, roughly a five (5) minute walk, from the Anacostia Metrorail station which is served by the Green Line. Trains serve the Metrorail station every eight (8) minutes daily at all times of day. Several Metrobus routes serve the site, stopping at the southern entrance to the Anacostia Metrorail station.

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) on the property and surrounding neighborhood context.

The site currently has metered parking along the Howard Road frontage. As shown below in Figure 6, the Applicant is exploring the possibility of a passenger loading zone near the retail entrance. 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 6 | Proposed Curbside Designations



Source: Gorove Slade 8/8/25 CTR, Figure 10

Traffic Impact Analysis (TIA)

DDOT aims to provide a safe and efficient roadway network that provides for the timely movement of people, goods, and services. As part of the evaluation of travel demand generated by the site, DDOT requests analysis of traffic conditions for the agreed upon study intersections for the current year and after the facility opens both with and without the site development or any transportation changes. To determine the proposed development's impacts on the transportation network, the Applicant completed a TIA as a component of the larger CTR which includes an extensive analysis of existing conditions (2025 Existing), future with no development (2028 Background) and future conditions with development (2028 Future) scenarios.

Background Developments and Regional Growth

DDOT required the Applicant's CTR to account for future growth in traffic on the network or what is referred to as background growth. Background growth is made up of local traffic growth from approved but not yet constructed nearby land development projects and regional traffic growth further away from the site based on forecasts from the Metropolitan Washington Council of Governments' (MWCOC) regional travel demand model.

The Applicant coordinated with DDOT on the appropriate background developments to include in the analysis. Traffic from three (3) specific future projects were accounted for as background developments anticipated to be constructed and open by 2028. The Applicant also coordinated with DDOT on an appropriate method to account for regional growth. Annually compounding background regional growth rates of between 0.10% and 2% were assumed in the study area, differing based on roadway and peak hour.

DDOT also requires applicants to consider future changes to the roadway network. It was determined in coordination with DDOT staff that no major changes to the local transportation network are anticipated before 2028, aside from driveway entrances of this and other Bridge District parcels.

Study Area and Data Collection

The Applicant collaborated with DDOT to identify 13 existing intersections where detailed vehicle counts were collected and a Level of Service (LOS) analysis performed. These intersections are immediately adjacent to the site and include intersections radially outward from the site with the greatest potential to see impacts in vehicle delay. DDOT acknowledges that not all affected intersections are included in the study area and there will be intersections outside of the study area which would realize new trips. However, DDOT expects minimal to no increase in vehicle delay outside the study area as a result of the proposed action.

The Applicant collected weekday intersection traffic count data on Thursday, April 10, 2025, between 6:30 a.m. - 9:30 a.m. and 4:00 p.m. - 7:00 p.m. while District of Columbia Public Schools and Congress were in session.

Trip Distribution and Assignment

The study assumed the trips related to each of the proposed land uses would travel to and from different parts of the region in a manner specific to the land use. Accordingly, the study created unique trip distribution rates for retail, medical office, and residential trips.

The study included a drive-shed analysis that considered travel times for each use as well as relevant demographic characteristics of the drive-shed area. This drive-shed analysis was then used to distribute the vehicle trips throughout the study area intersections.

Results of Roadway Capacity Analysis

The roadway capacity analysis provided in the CTR demonstrated that three (3) study intersections have an approach that degrades from LOS D or better to LOS E or worse due to the addition of site generated traffic. These intersections are as follows:

- Suitland Parkway & Firth Sterling Avenue SE: under Future (2028) Conditions, during the weekday morning peak hour, there is an increase in delay in the westbound approach of greater than 5% compared to the background conditions;
- Howard Road SE & Firth Sterling Avenue SE: under Future (2028) Conditions, during the weekday morning peak hour, there is an increase in delay in the eastbound approach greater than 5% compared to the background conditions and the 95th percentile queue in the eastbound left lane exceeds the storage length in the future conditions but not in the background conditions; and
- Suitland Parkway & Howard Road SE: under Future (2028) Conditions, during the weekday afternoon peak hour, there is an increase in delay in the westbound approach of greater than 5% compared to the background conditions.

It was agreed that, rather than mitigate these traffic impacts directly, the Applicant will mitigate the impacts through additional TDM measures. These measures include the physical infrastructure improvements described earlier in this report, a bicycle repair station within the bicycle parking room, car-sharing spaces within the parking garage, and others.

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 CTR, which is 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 and mitigate the identified traffic impacts.

ATTACHMENTS

- 1) Proposed TDM Plan, Gorove Slade, August 8, 2025

MS:nh

Pedestrian Facilities

The Bridge District Parcel 5 development will provide pedestrian facilities along the site's Howard Road SE frontage that meet DDOT and ADA standards. New sidewalks will be installed along the site's street frontage that will meet or exceed the width requirements, as well as curb ramps with detectable warnings and crosswalks at the new site entrances, as needed.

Transportation Demand Management

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM elements typically focus on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

The TDM plan for the proposed project is based on DDOT expectations for TDM programs for developments of this type and size. As such, the applicant proposes the following TDM measures for the entire development and the uses onsite:

Site Wide TDM

- Identify Transportation Coordinators for the planning, construction, and operations phases of development. There will be a Transportation Coordinator for each tenant and the entire site. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees and residents on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinators will develop, distribute, and market various transportation alternatives and options to the residents and customers, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications.
- Transportation Coordinators will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
- Will post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit

agencies around the metropolitan area, and instructions for customers discouraging parking on-street in Residential Permit Parking (RPP) zones.

- Provide employees and 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 (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Post all TDM commitments on website, publicize availability, and allow the public to see what commitments have been promised.
- Offer a free SmarTrip card to every new employee and resident and a complimentary Capital Bikeshare coupon good for one ride for the first year after opening.
- Additional short- and long-term bicycle parking spaces at or above ZR16 requirements, providing (at a minimum) 92 long-term spaces and 16 short-term spaces.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes, with a minimum of five (5) spaces (5%) designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of nine (9) spaces (10%) designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 46 spaces (50%) will be located horizontally on the floor. There will be no fee to residents and employees for usage of the bicycle storage room.
- Following the issuance of the final certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation from DOB 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.
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) 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.

- Install a minimum of eight (8) electric vehicle (EV) charging stations.
- Provide a bicycle repair station.
- Coordinate a way finding plan along walking routes and biking routes to the property from the Anacostia Metrorail station and nearby bike paths.
- As part of Bridge District Parcels 1 and 2 TDM Plan and Z.C. Order 22-39, a 23-dock Capital Bikeshare (CaBi) station with 12 bikes will be funded and installed in a mutually agreed location coordinated with DDOT within the NHR zone and will fund one-year of maintenance and operations costs. If the construction of Bridge District Parcel 5 precedes that of Bridge District Parcels 1 and 2, then the Applicant will provide a new 23-dock Capital Bikeshare station as part of the Bridge District Parcel 5 project, with the preliminary location identified as the new public park between Bridge District Parcel 3 and the East Oval as seen in Figure 4. If the construction of Bridge District Parcel 5 follows that of Bridge District Parcels 1 and 2, then no additional Capital Bikeshare capacity will be added.
- Designate up to two (2) parking spaces in the vehicle parking garage for car-sharing services to use with right of first refusal.
- Hold a transportation event for residents, employees, and members of the community once per year for a total of two (2) years following the issuance of the final certificate of occupancy for the Project. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.).
- The Applicant agrees to not lease unused parking spaces to anyone other than tenants of buildings within the Northern Howard Road Zone unless the other buildings have no on-site parking.
- The applicant has proposed improvements as part of the larger Bridge District Development which includes the Northern Promenade shared use path, a raised crosswalk on Howard Road within the vicinity of Bridge District Parcel 5, new curb extensions on Howard Road along the site's frontage, and upgraded sidewalks and curb ramps on Howard Road along the site frontage. All of these improvements aim to improve the overall pedestrian and

bicyclist experience within the Bridge District development.

- Redbrick is developing a ~1-acre public park on land owned by DDOT. Designed as a vibrant community gathering space, the park will include a playground, Capital Bikeshare access, and open green space for recreation and relaxation. Construction is currently underway, with completion anticipated in late summer 2025.

Residential TDM

- 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.
- Transportation Coordinators will subscribe to goDCgo's residential newsletter.
- 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.
- Designate two (2) parking spaces for vehicles to be used by residents who carpool to work.

Retail TDM

- Unbundle the cost of parking from the cost to lease the building or unit and only hourly, daily, or weekly rates will be charged. Free parking, validation, or discounted rates will not be offered.
- Transportation Coordinator will demonstrate to goDCgo that tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law and participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future.
- Employers will offer a telework program to eligible employees, contribute to health savings accounts, free gym memberships, bike tune-ups, or other programs to encourage walking or bicycling.