

BZA Application No. 18453--Applicant's proposed conditions of approval:

1. [See Exhibit 25, Applicant's Prehearing Statement, Tab D, page 6 for Transportation Demand Management Plan].
2. [See Exhibit 25, Applicant's Prehearing Statement, Tab D, page 16 for Loading Management Plan].
3. Upon issuance of Certificates of Occupancy and initial tenant occupancy of the retail space and the office space in the building, the Applicant will make available at that time to each tenant employee who requests it a \$100 SmartTrip card, or a \$50 car-sharing membership, or a \$75 Capital Bikeshare membership, depending upon their method of commuting to and from work.

DEC 4

BOARD OF ZONING ADJUSTMENT
District of Columbia

CASE NO. 18453

EXHIBIT NO. 33

TRANSPORTATION DEMAND MANAGEMENT PLAN

While the location of the proposed development is expected to naturally encourage the use of non-auto modes of transportation, the Applicant also has identified several other strategies to limit the number of vehicle trips generated by the proposed redevelopment. Specifically, the TDM plan would include:

- 1) A member of the property management team will be designated as the Transportation Management Coordinator (TMC). The TMC will be responsible for ensuring that information is disseminated to tenants of the building. The position may be part of other duties assigned to the individual.
- 2) The TMC will prepare a package of information identifying programs and incentives for encouraging retail and office tenants to use alternative modes of transportation. Packages will include information regarding the following:
 - Capital Bikeshare,
 - Zipcar,
 - Commuter Connections Rideshare Program,
 - Commuter Connections Guaranteed Ride Home, and
 - Commuter Connections Pools Program.
- 3) Links to CommuterConnections.com and goDCgo.com will be provided on the property management websites.
- 4) In each tenant's staff room or pantry within the premises of each tenant's space, the Applicant proposes to provide informational boards that would provide public transit information such as nearby Metrorail stations, Metrobus stops, Zipcar, and Capital BikeShare locations as well as information about WMATA and Zipcar smartphone applications.
- 5) Convenient and covered secure bike parking facilities will be provided.

As shown in Figure 2, each of the three development schemes proposes one 30-foot loading berth and one 100 SF loading dock. Therefore, the loading requirements per the DCMR would be met for both Scheme 1 and Scheme 3. Under Scheme 2, the Applicant would require relief from the DCMR loading requirements for one 30-foot loading berth, one 100 SF loading platform, and one 20-foot service/delivery space.

Loading Management Plan

In order to minimize the impact of the loading for the site, the Applicant will implement a loading management plan (LMP) outlining the loading operations for the proposed development. The purpose of the LMP is to promote safe and efficient travel for all users (e.g. cars, trucks, and pedestrians) and to set forth guidelines and procedures for loading and delivery operations that will avoid adverse impacts on the tenants of and patrons of the proposed building and the surrounding community. The following are the proposed components of the LMP:

- 1) The LMP will designate a loading coordinator (duties may be part of other duties assigned to the individual). He or she will coordinate loading activities of the building (including non-FedEx/UPS deliveries, trash disposal, retail deliveries, and office deliveries). The loading coordinator will be responsible for informing tenants of the guidelines and procedures for loading and delivery operations.
- 2) The LMP will designate an on-site individual to schedule and coordinate with the loading coordinator and other tenants' on-site coordinators.
- 3) All non-FedEx/UPS deliveries will be required to use only the on-site loading berth for deliveries.
- 4) Using signage in the loading zone, trucks longer than 30 feet will be prohibited.
- 5) The retail and office tenant(s) will be required to notify the loading coordinator of all regularly schedule deliveries and of any occasional deliveries so that the loading coordinator can ensure no conflicting loading activities will occur. The retail and office tenant(s) shall provide the loading coordinator the following information: time and date that trucks are anticipated to arrive each day of the week, size of trucks being used, and the name of the delivery company.
- 6) Permits are required by DDOT for oversize and overweight vehicles in the District (e.g., trucks longer than 40 feet long or wider than 8½ feet).
- 7) No truck idling shall be permitted in the loading zone.

Diagrams showing the truck maneuvers in and out of the proposed loading area are included in Attachment D.