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Heights on Georgia Avenue

Transportation Demand Management and Loading Management Plans

This document outlines the Transportation Demand Management and Loading Management Plans for The Heights on Georgia Avenue Planned Unit Development (PUD). The Transportation Demand Management Plan (TDMP) is an active program used to foster alternative transportation choices that are more efficient and environmentally friendly than driving alone. The TDMP includes specific measures that Georgia and Lamont, LLP (the Applicant), will implement to reduce traffic and parking demand and encourage *green* travel choices (i.e. transit, walk and bike). Providing transportation choices is a key goal of the Comprehensive Plan.

The Loading Management Plan includes measures for managing trash pick-up, deliveries and other loading activities within a shared residential/retail loading berth plus an additional service/delivery facility. A shared loading facility is *in accordance with the Comprehensive Plan's recommendations to consolidate loading areas within new developments and minimizing curb cuts on streets to the greatest extent possible, and to provide shared loading spaces in mixed-use buildings.*

TDMP

Georgia and Lamont, LLP (the Applicant) will act as the point of contact and Transportation Coordinator of the TDMP. The Applicant will be responsible for managing and implementing the specific strategies outlined below:

- **Parking Management** - The Heights on Georgia Avenue PUD will provide 29 below grade parking spaces, less than one parking space per unit. By providing a minimum number of parking spaces, traffic demand for the project will be reduced.
- **Car-Sharing Programs** – The Transportation Coordinator will distribute information about Zip Car to the retail tenant and to residents (as part of an initial welcome package). The closest Zip Car station is located near the intersection of New Hampshire Avenue and Randolph Street, NW, which is just north of the Georgia Avenue Petworth Metrorail Station and in close walking distance to the subject property.
- **Transit Incentives** – Approximately 40% of the Heights on Georgia Avenue residents and employees are expected to use transit. The Applicant will provide a one-time, complimentary \$20 SmartTrip fare card to the retail tenants' employees upon the tenant's initial leasing of the building and will also provide a \$20 SmartTrip fare card per residential unit at initial move-in to help encourage additional transit usage.

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- **Information Regarding Public Transportation** - The Transportation Coordinator will distribute to retail and residential tenants Metrorail and Metrobus literature including bus route and schedule information.
- **Pedestrian Facilities** – The Great Streets plan for Georgia Avenue – 7th Street corridor is programmed for upgrades with significant amenities and features affecting its urban design character and its vehicular and pedestrian service function. The development provides for the following transportation improvements:
 - Widening of existing sidewalk widths on Lamont Street from 6 feet 4 inches to 11 feet 10 inches. Sidewalks on Georgia Avenue will also be widened by 6 feet 10 inches for a sidewalk width of 15 feet 10 inches. The project will also provide for a 4 foot 6 inch planter curb.
 - Eliminate two existing curb cuts on Georgia Avenue and one curb cut on Lamont Street that currently serve the existing uses. The development will reduce overall number of curb cuts adjacent to the site from three to one. This will be an advantageous safety improvement by eliminating the number of pedestrian vehicle conflicts areas.

Improved pedestrian facilities would help to encourage walking as a mode of travel for Heights on Georgia residents, employees and visitors. The improved pedestrian conditions will be beneficial for other residents and employees in the area as well.

- **Bike Facilities** – The Applicant will provide bicycle racks and storage facilities that will collectively accommodate up to 10 bikes (well more than 5% of the total parking supply). The racks will be located in the garage and will be available to residents and employees of the retail tenants. The Transportation Coordinator will distribute bicycle route maps and safety information to employees and residents. The transportation coordinator will also be responsible for allocating and managing the bicycle parking spaces.

The Applicant has committed to the transportation demand management measures listed above. The Transportation Coordinator will be responsible for implementing and managing these measures. The property manager may assume transportation coordinator responsibilities once the project is developed.

LOADING MANAGEMENT PLAN

The Heights on Georgia Avenue will provide one 12 x 30 foot loading berth and one 120 square foot loading platform for both retail and residential uses. The development will also provide for a 10 x 20 foot service/delivery loading facility situated in the southwest corner of the site. The proposed loading does not include the additional 12 foot by 55 foot loading berth and 200 square foot loading platform required by zoning for residential use. The applicant proposes to consolidate loading areas and establish shared residential/retail uses for the provided loading facilities. The shared use loading berth and the service/delivery loading facility will be accessed from the 20 foot wide ingress/egress easement.

The Loading Management Plan summarizes measures that will be used in order to manage loading delivery operations within the proposed shared use facility. The Loading Management Plan, to be implemented and enforced by the facility manager, is planned to include the following elements:

- **Delivery Vehicle Access** – Vendors and delivery vehicle/trash truck drivers will be required to approach the delivery berth from Kenyon Street (via the public alley) and exit to Lamont Street. This access plan was requested by DDOT to assure vehicles have easy access to the angled loading berth.
- **Delivery Vehicle Size Limits** – Commercial deliveries will be made primarily by single unit trucks (30 foot). Vendors will be instructed that deliveries are not permitted from trucks greater than 30 feet. A 30 foot truck would also be adequate for residential move in operations and deliveries.
- **Delivery Hours** – Commercials and residential deliveries and move-ins will be restricted to the period between 8:00 AM and 7:00 PM Monday through Friday. Residential move-ins will also be permitted on weekends during the same hours. Weekend activities would be scheduled in advance.
- **Service/Delivery Facility Management** – The facilities manager will require all parcel deliveries to occur in the 10 x 20 foot service/delivery space. Parcel delivery will not be permitted in the loading berth so that the berth can remain available for larger delivery vehicles.
- **Loading Berth Scheduling/Management** – An average of 15 weekly commercial deliveries are expected each week, computing to approximately two to three deliveries per weekday. The delivery duration is expected to be approximately 15 to 20 minutes for commercial deliveries. Thus the loading berth is expected to be occupied with commercial deliveries approximately one hour each weekday. Residential trash collection will occur twice weekly and commercial trash collection will occur two to three times per week. Trash collection typically lasts less than 10 minutes. Collectively, commercial deliveries and trash collection activities are expected to occupy the loading berth no more than an hour and a half each day. Thus the loading berth would be available for residential deliveries and move-in activities approximately nine and half hours each day or more than 85% of the time. Residents will be

required to schedule all loading/move-in activities. Those move-in activities expected to take more than 60 minutes will be scheduled on weekends when commercial loading activity is not expected. As the regular commercial delivery schedule is established the property manager will be able to better schedule all non-regular loading activities. Moreover, the residential portion of the building is leased and stabilized with tenants, the frequency of move-in activity will be minimal since the tenants will have year long leases.

The Loading Management Plan may be updated and improved by the facilities manager once the project is complete and he is able to regularly observe and monitor typical loading operations for the specific commercial tenants.