

The Applicant shall implement the following **Transportation Demand Management (TDM)** Plan, for the life of the project:

1. The Applicant shall identify Transportation Coordinators once the building has opened. There will be Transportation Coordinators for the residential component and each retail tenant. The Transportation Coordinators shall act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.com.
2. The Transportation Coordinators 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.
3. The Transportation Coordinators shall develop, distribute, and market various transportation alternatives and options to the residents and retail employees, including promoting transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day) on property website and in any internal building newsletters or communications.
4. The Transportation Coordinators shall subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
5. Transportation Coordinators will demonstrate to goDCgo that retail tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), and the Parking Cash-Out Law.
6. The Transportation Coordinators shall provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local bus lines, carpool and vanpool information, 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).
7. The Applicant will provide a one-year Capital Bikeshare membership for each residential unit at initial leasing.
8. The Transportation Coordinators shall provide residents and retail employees 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.
9. A copy of the Loading Management Plan (LMP) shall be provided to the Transportation Coordinators so they are aware of this commitment.
10. Post all transportation and TDM commitments on building website, publicize availability, and allow the public to see what has been promised.
11. At least 26 short- and 135 long-term bicycle parking spaces shall be provided.
12. Long-term bicycle storage rooms shall accommodate non-traditional sized bikes, including cargo, tandem, and kids' bikes. A minimum of 7 spaces shall be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of 14 spaces shall be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of 68 spaces will be placed horizontally on the floor (or bottom rack of a two-tiered rack). There shall 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.

13. A minimum of 30 dual port electric vehicle (EV) charging stations (60 spaces) shall be installed.

The Applicant shall implement the following **Loading Management Plan (LMP)**, for the life of the project:

1. A loading dock manager shall be designated by the building management who will be on duty during delivery hours. The dock manager shall be responsible for coordinating with vendors and residential and retail tenants to schedule deliveries.
2. A lease provision will require all tenants to use only the loading area for all deliveries and all move-in/move-out activities.
3. The dock manager will schedule residential loading activities so as not to conflict with retail deliveries. All residential loading will need to be scheduled with the dock manager and it is anticipated that residential loading will take place primarily during afternoons/evenings, when the retail loading activity is minimal.
4. The dock manager shall monitor inbound and outbound truck maneuvers and shall ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along 21st Street NW except during those times when a truck is actively entering or exiting a loading berth.
5. Service vehicle/truck traffic interfacing with 21st Street NW traffic shall be monitored during peak periods and management measures shall be taken, if necessary, to reduce conflicts between truck and vehicular movements.
6. The dock manager shall schedule deliveries using the berth such that the dock's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the dock is full, that driver shall be directed to return at a later time when a berth will be available so as to not compromise safety or impede traffic flows on 21st Street, NW. The dock manager will monitor the timing of the residential deliveries to see if any adjustments need to be made to ensure any conflicts between the retail loading and residential loading activities are minimized.
7. Residents utilizing moving trucks greater than 35 feet in length shall be required to obtain "Emergency, No Parking" signs during the duration of the move. The fees for this service will be paid by the resident.
8. Trucks using the loading dock shall not be allowed to idle and shall follow all District guidelines for heavy vehicle operation, including but not limited to, DCMR 20 – Chapter 9, Section 900 (Engine Idling), the goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map ([godcgo.com/freight](http://godcgo.com/freight)).
9. The dock manager shall be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading dock. The dock manager shall also distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure, to drivers as needed to encourage compliance with idling laws. The dock manager shall also post these materials and other relevant notices in a prominent location within the loading area.