

## TECHNICAL MEMORANDUM

To: Peter Armstrong  
The Georgetown Co.

From: Katie Wagner, P.E., PTOE  
Erwin Andres, P.E.

Date: April 28, 2021

Subject: West Heating Plant – Loading Management Plan and Transportation Demand Management Plan

This memorandum serves as a response to DDOT's staff comments in an email dated April 15, 2021. Based on the email correspondence and communication with DDOT, we have included the revised Loading Management Plan (LMP) that address the comments as well as the Transportation Demand Management (TDM) plan with a few minor points of clarification also requested by DDOT. This memo supplements the Gorove Slade Transportation Statement for the proposed development located at 1051-1055 29<sup>th</sup> Street NW dated March 15, 2021.

### Loading Management Plan

The proposed project will include an on-street loading zone in lieu of off-street loading facilities. The Applicant is requesting zoning relief from Subtitle C § 901.1 (11-C DCMR § 901.1) which would require one (1) 30-foot loading berth and one (1) 20-foot service/delivery space.

A Loading Management Plan is proposed as part of the project. The goals of this plan are to maintain a safe environment for all users of the site, loading area, streets, and nearby intersections; minimize undesirable impacts to pedestrians and to building residents; reduce conflicts between truck traffic using the loading facilities and other users; and ensure smooth operation of the loading facilities through appropriate levels of management and schedule operations. The components of the loading management plan that will be implemented for the life of the project are as follows:

- The property management company will designate a staff member to serve as an on-site loading manager on duty during delivery hours. The property manager or loading manager will be responsible for coordinating with residents to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
- A purchase agreement provision will require all residents to coordinate certain deliveries and use the loading zone or "no parking" zone for all move-in and move-out activities with the property manager.
- All residents will be required to schedule deliveries that utilize the loading zone for any loading operation conducted using a truck 18 feet in length or larger. Use of on-street loading zones along 29<sup>th</sup> Street are on a first come/first serve basis and may be used by others not associated with the West Heating property.
- Service vehicle/truck traffic interfacing with 29<sup>th</sup> Street NW will be monitored during peak periods and management measures will be taken, if necessary, to reduce conflicts between truck and vehicular movements.
- Residential trash pickup will occur at the trash/loading area on 29<sup>th</sup> Street NW accessible from a loading zone or "no parking" zone, subject to DDOT approval. Property management personnel will bring the trash receptacles out to the trash vehicle and return them to the trash room after the trash has been picked up.
- The loading zone manager will schedule deliveries using any loading zone along 29<sup>th</sup> Street such that the loading zones' capacity are not exceeded. In the event that an unscheduled delivery vehicle arrives while the area is full, that driver will be directed to return at a later time so as to not compromise safety or impede street functionality.

- Trucks using any of the loading zone or “no parking” zone will not be allowed to idle and must 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)).
- The loading manager will be responsible for disseminating suggested truck routing maps to the building’s residents and to drivers from delivery services that frequently utilize the loading zone, as well as notifying all drivers of any access or egress restrictions. The loading zone manager will also distribute flyer materials, such as the MWCOG Turn Your Engine Off brochure, to drivers as needed to encourage compliance with idling laws.

## 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 well as mitigations for excess parking as required by zoning. As such, the applicant proposes the following TDM measures:

### Baseline TDM Measures

- Identify Transportation Coordinators for the planning, construction, and operations phases of development. The Transportation Coordinators will act as points of contact with DDOT, goDCgo, and Zoning Enforcement.
- Will provide Transportation Coordinators’ contact information to goDCgo, conduct an annual commuter survey of employees 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, 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.
- 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.
- 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), 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).
- 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.
- Transportation Coordinator will subscribe to goDCgo’s residential newsletter. Development team will post all TDM commitments on the project website which is publicly available.
- Offer a FREE SmarTrip card to every new resident and a complimentary Capital Bikeshare coupon good for one ride.
- Will exceed ZR16 short- and long-term bicycle parking requirements. Long-term bicycle space will be provided free of charge to residents. The project will provide 48 long-term bike parking spaces and 8 short term bike parking spaces.

### Enhanced TDM Measures (for Projects Overparked by 20%)

- Developer will work with property manager to share transit information, if feasible, via the property's resident smartphone application.
- Provide a bicycle repair station in each long-term bicycle parking storage room.
- Provide one (1) collapsible shopping cart (utility cart) for every 50 residential units, for a total of two (2) for the 72-unit project, to encourage residents to walk to the grocery shopping and run errands.
- Current design includes a conference room with internet connectivity for exclusive resident use for business meetings and other work-from-home related activities.
- Offer an annual membership to Capital Bikeshare to each employee for 2 year(s) after the building opens.
- Offer SmarTrip cards pre-loaded with \$75 for all new residents for two year(s) after the building opens.
- Fund and install a total of two (2) expansion plates at nearby Capital Bikeshare (CaBi) stations in locations to be determined by DDOT.
- Property will provide up to \$500 per year for two years to either ANC 2-E or the Georgetown Business Improvement District to subsidize public events related to walking tours, local transportation meetings, public art, bicycling seminars, multi-modal transportation events, and any other transit related public events in the neighborhood.

### Mitigation Requirements for Zoning associated with Proposed Parking

The project will replace and enhance the mitigation requirements outlined in Subtitle C § 707.3 (11-C DCMR § 707.3). As such, the Applicant requests special exception relief from Subtitle C § 707.3(a) (11-C DCMR § 707.3(a)) and proposes the following measures to comply with the zoning requirement mitigations for the proposed parking supply of 95-105 spaces, which exceeds the 23 spaces required by zoning. The mitigation requirement is based on the difference between 105 spaces and 2 times the 23 spaces above the required 23 spaces. Therefore, the mitigation requirement is projected to be between 26 – 36 spaces ( $95 - (23 \times 2) + 23 = 26$ ;  $105 - (23 \times 2) + 23 = 36$ ), depending on the final parking supply for the project.

- In addition to the 24 long-term and four (4) short-term bicycle parking spaces required by Subtitle C § 802.1, the Applicant will provide an additional 28 bicycle parking spaces. In keeping with the ratio of long- and short-term spaces required in Subtitle C § 802.1, the additional 28 bicycle parking spaces will be allocated as 24 long-term spaces and four (4) short-term spaces, resulting in a total of 48 long-term bicycle parking spaces and eight (8) short-term bicycle parking spaces.
- The GAR required for the project by Subtitle C, Chapter 6 will be increased by 0.018. The Applicant will ensure the project's GAR meets this increase in GAR.
- The Applicant will contribute \$25,000 to the DDOT Transportation Mitigation Fund in lieu of providing electric car charging stations, trees, and car-share spaces. This money will be used by DDOT within ANC 2-E to fund roadway geometric changes, other traffic flow improvements, traffic calming, bike/ped improvements, bikeshare facilities, improved transit connections, development of EV charging infrastructure, installation of public art, streateries, and or tactical urbanism, and/or installation of street trees.