

Applicant's Proposed Traffic Demand Management and Loading Management Plans

Traffic Demand Management ("TDM") Plan

- 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.
- 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), carpool and vanpool information, CaBi coupon or rack card, 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.
- 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 (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- Post all TDM commitments on website, publicize availability, and allow the public to see what has been promised.
- Provide a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident.
- Will meet ZR16 short- and long-term bicycle parking requirements. There will be no fee to the residents for usage of the bicycle storage room.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids bikes.

- *Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator shall submit documentation summarizing compliance with the transportation and TDM conditions of the Order 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 compliance with the transportation and TDM conditions in the Order.*

Loading Management Plan

Use of the loading berth for tenant move-ins and move-outs will be scheduled in advance with a four (4)-hour window allotted for each move-in/move-out. Deliveries will be managed by the building's front-desk/concierge. All delivery and moving trucks will access and exit the site via the proposed curb cut on Savannah Street SE. Trash pick-up will also be serviced by the curb cut on Savannah Street; trash trucks will enter via back-in maneuvers with a member of the collection team serving as a flagger to assist with maneuvers and alert traffic during collection. The trash collection service contractor is currently anticipated to be F&L Construction Inc., which is subject to change at the discretion of property management. F&L Construction Inc. may be contacted at (202) 678-5788 / 1512 Good Hope Road SE, Washington, DC 20020 / info@FALCinc.com [confirm]. In the event of a change in collection service, DDOT will be notified of the new contractor's contact information.

The goals of this plan are to maintain a safe environment for all users of the site, adjacent streets, and nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other street users; and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The components of the loading management plan are as follows:

1. The building's on-duty maintenance technician will serve as the loading manager during the weekdays, and the front desk/concierge will serve as loading manager on weekends. The loading manager will be on duty from 8 am to 5 pm and will coordinate with vendors and tenants to schedule deliveries and with the community and neighbors to resolve any conflicts should they arise.
2. A lease provision will require all tenants to use only the loading docks for deliveries and move-in/move-out activities.
3. All tenants will be required to schedule deliveries that utilize the loading dock (any loading operation conducted using a truck 20' in length or larger) and all loading activities are required to occur at the loading dock.
4. The loading manager will schedule deliveries 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 will be directed to return at a later time when a berth will be available so as to compromise safety or impede street or intersection function.

5. The loading manager will schedule residential loading activities so as not to conflict with commercial deliveries, such as FedEx and UPS. All residential loading will need to be scheduled with the loading manager.
6. The loading manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along Savannah Street SE except during those times when a truck is actively entering or exiting a loading berth.
7. Service vehicle/truck traffic interfacing with Savannah Street SE traffic will be monitored during peak periods and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.
8. Trucks using the loading dock 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 regulations set forth in DDOT’s Freight Management and Commercial Vehicle Operations document, and the primary access routes listed in the DDOT Truck and Bus Route Map (godcgo.com/truckandbusmap).
9. The loading manager will monitor the timing of the residential deliveries to see if any adjustments need to be made to ensure any conflicts are minimized.