

EXHIBIT D

PROPOSED CONDITIONS OF APPROVAL FOR

Z.C. ORDER NO. 19-20

1. **Project Development.** The Project shall be built in accordance with the plans and elevations dated _____ and marked as Exhibit __ of the record (the “Final Plans”), and with flexibility from the height, side yard, rear yard requirements, and the special exception relief requested, subject to the following areas of flexibility:
 - a. To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, mechanical rooms, and toilet rooms, provided that the variations do not change the exterior configuration or appearance of the structure;
 - b. To vary the colors of the exterior materials based on availability at the time of construction, provided such colors are within the color ranges proposed in the Final Plans;
 - c. To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior design shown on the Final Plans. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights;
 - d. To provide a range in the approved number of dwelling units and number of beds of plus or minus ten percent (10%);
 - e. To vary the location, attributes, and general design of the approved streetscape and public space to comply with the requirements of, and the approval by, the DDOT Public Space Division;
 - f. To vary the final streetscaping and landscaping materials on private property as shown on the Final Plans based on availability and suitability at the time of construction or otherwise in order to satisfy any permitting requirements of DC Water, DDOT, DOEE, DCRA, or other applicable regulatory bodies;
 - g. To vary the amount, location and type of green roof, solar panels, bioretention areas, paved areas, and affected amenity spaces to meet stormwater requirements and sustainability goals or otherwise satisfy permitting requirements, so long as the Project achieves a minimum GAR of 0.2, and provides a minimum of 3,000 square feet of solar panels;
 - h. To vary the final design and layout of the mechanical penthouse to accommodate changes to comply with Construction Codes or address the structural, mechanical, or operational needs of the building uses or systems;

- i. To vary the final design and layout of the indoor and outdoor amenity spaces to reflect their final design and programming, including the type and design of the shading structures located in the interior courtyards;
 - j. To vary the final design of the ground floor signage, awnings, canopies, and similar features, to accommodate the specific uses within the building.
2. **LEED.** The Project shall achieve certification from the U.S. Green Building Council at the level of LEED Gold v4, provided that the University shall have the flexibility to vary the approved sustainable features of the Project as long as the total number of LEED points achievable for the Project does not decrease below the minimum required for the foregoing LEED standard.
3. **Transportation Management Plan.** For the life of the Project, the University shall adhere to the following transportation management plan measures.
 - a. The University will identify a Transportation Coordinator for the planning, construction, and operations phases of development. The Transportation Coordinator will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and their contact information will be shared with goDCgo.
 - b. Employees and students will be included in Georgetown University's annual commute survey. This survey data and a report of other TDM activities will be included in the Annual Transportation Monitoring Report presented to DDOT.
 - c. The Transportation Coordinator will develop and distribute marketing materials promoting various transportation options and encouraging participating in transportation events (i.e., Bike to Work Day, National Walking Day, Car Free Day). This will be done through the use of internal building communications or as a larger campus-wide communication effort to the Georgetown University community through email notices, newsletters, or website announcements.
 - d. The Transportation Coordinator will receive TDM training from goDCgo to learn about the TDM conditions for this project and available options for implementing the TDM Plan.
 - e. New residents will be provided welcome packets that include information about Metrorail, local bus lines (Circulator and Metrobus), the Georgetown University shuttle, Capital Bikeshare, and the most recent DC Bike Map. Brochures for all nearby transportation options will be available onsite. This information is also highlighted on the University's transportation webpage.

- f. Employees will receive information about 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.
- g. The Transportation Coordinator will subscribe to goDCgo's residential newsletter.
- h. A transportation event for residents and employees will be held once per year. Examples include resident social, walking tour of local transportation options, goDCgo lobby event, transportation fair, WABA Everyday Bicycling seminar, bicycle safety/information class, bicycle repair event, etc.
- i. The Capital Bikeshare for Universities discount for students and the Capital Bikeshare Corporate Program discount for employees will be promoted and administered.
- j. The University will provide one (1) collapsible shopping cart (utility cart) for every 50 students, for a total of 10 for students/residents use to walk to the grocery shopping and run errands.
- k. The University will work with DDOT to evaluate the feasibility of providing a dedicated pick up and drop off zone along H Street.
- l. The University will continue to evaluate possibly extending shuttle service directly to the Property. This will include evaluating the student population residing in the building and deciding if a shuttle route would be appropriate in consideration of the other transportation options in immediate vicinity.
- m. Subject to reasonable, very limited exceptions, student residents shall not be permitted to bring a car to the proposed project. If the University determines that student resident of the proposed project requires a vehicle, the University will work with the student to identify a parking space for that student within nearby University-controlled parking or a nearby commercial parking facility.
- n. Prior to the issuance of a certificate of occupancy for the Project, the University shall demonstrate that it has installed a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives such as information about nearby Metrorail stations and schedules, Metrobus stops and schedules, carsharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- o. Prior to the issuance of a certificate of occupancy for the Project, the University shall demonstrate that it has provided a long-term bicycle storage room as well as a shower and lockers for cyclists on the ground level of the building with a minimum of 100 bicycle parking spaces as shown on the Final Plans.

- p. Prior to the issuance of a certificate of occupancy for the Project and subject to approval by public space officials as needed, the University shall demonstrate that it has installed 14 short-term bicycle parking spaces either in front of the Project as shown on the Final Plans or in the adjacent public space.
 - q. Prior to the issuance of a certificate of occupancy for the Project, the University shall demonstrate that it has funded either the expansion of an existing Capital Bikeshare station or construction of a new Capital Bikeshare station within ½ mile of the Project.
 - r. Following the issuance of a certificate of occupancy for the Project, the University shall submit documentation used to summarize compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case.
 - s. Following the issuance of a certificate of occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, Office of Zoning, DDOT, and goDCgo every five (5) years (as measured from the final certificate of occupancy for the Project) summarizing compliance with the transportation and TDM conditions in the Order.
4. **Loading Management Plan.** For the life of the Project, the University shall adhere to the following loading management plan measures.
- a. A member of the Project’s maintenance team will coordinate with vendors and tenants to schedule deliveries and will coordinate with the community and neighbors to resolve any conflicts should they arise.
 - b. 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 docks.
 - c. The maintenance team 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 not to compromise safety or impede street or intersection function.
 - d. The maintenance team 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 the alley (except during those times when a truck is actively entering or exiting a loading berth).
 - e. Trucks larger than a SU30 will not be permitted to make deliveries to the loading docks.

- f. Trucks using the loading docks 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).
 - g. The maintenance team will be responsible for disseminating suggested truck routing maps to the Project’s tenants as needed, and to drivers from delivery services that frequently utilize the development’s loading dock as well as notifying all drivers of any access or egress restrictions. The maintenance team will also distribute materials as DDOT’s Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws. The on-site maintenance team will also post these documents and notices in a prominent location within the service areas.
5. The application approved by this Commission shall be valid for a period of two years from the effective date of this Order. Within such time, an application for building permit must be filed as specified in 11-Z DCMR § 702.2. Construction must begin within three years after the effective date of this Order. (11-Z DCMR § 702.3.)
6. In accordance with the D.C. Human Rights Act of 1977, as amended, D.C. Official Code §§ 2-1401.01 et seq. (Act), the District of Columbia does not discriminate on the basis of actual or perceived: race, color, religion, national origin, sex, age, marital status, personal appearance, sexual orientation, gender identity or expression, familial status, family responsibilities, matriculation, political affiliation, genetic information, disability, source of income, or place of residence or business. Sexual harassment is a form of sex discrimination which is prohibited by the Act. In addition, harassment based on any of the above protected categories is prohibited by the Act. Discrimination in violation of the Act will not be tolerated. Violators will be subject to disciplinary action.