

TECHNICAL MEMORANDUM

To: Kim Vacca
Cc: Stacie Birenbach
Cary R. Kadlecek
From: Drew Ackermann
Daniel Solomon, AICP
Dan VanPelt, P.E., PTOE
Date: October 27, 2020
Subject: Edgewood V Senior Residential
Transportation Statement Supplemental Memorandum

DDOT – PSD
Enterprise Community Development, Inc
Goulston & Storrs

Introduction

This memorandum serves as a supplement to the previously submitted Transportation Statement (dated September 24, 2020) for the proposed Edgewood V Senior Residential project. This memo is based on comments provided by DDOT and OP in an interagency meeting on October 13, 2020, as well as comments provided by DDOT and OP via email October 16, 2020 and via phone on October 14 and October 22, 2020. This memo provides additional information related to:

- Relocation of loading facilities
- Provision of Loading Management Plan (LMP)
- Pedestrian accessibility

Relocation of Loading Facilities

In the initial Transportation Statement, loading facilities were located in two (2) locations: a 20' x 10' surface service and delivery space near the building's main entrance, and a 30' x 12' loading berth within the building's basement level, accessed via a curb cut from the private drive.

In the revised plan, the 20' x 10' surface service and delivery space near the main entrance will remain, but the interior 30' x 12' loading berth will be relocated to a 30' curbside loading zone along the private drive in front of the building, adjacent to where the previously proposed curb cut for the loading berth was located. A revised site plan showing this new location is shown on Figure 1.

Loading Management Plan

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 tenants; 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:

- A loading zone manager will be designated by the building management who will be on duty during delivery hours. The loading zone manager will be responsible for coordinating with vendors and residential tenants to schedule deliveries and move-ins/move-outs.
- Deliveries and move-in/outs will be scheduled outside of peak hours.
- Trash pick-up will occur curbside next to the trash room. Bins will be rolled to the truck, and trash trucks will not be permitted to block both lanes of travel.
- The loading zone manager will instruct all move-ins/move-outs to use an available parking space or the pick-up/drop-off loop, to the extent possible.
- The loading zone manager will monitor the loading area so that vehicles are only stopped in the loading area while actively loading or unloading.
- The loading zone manager will schedule deliveries such that the loading zone's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading zone is full, that driver will be directed to return at a later time when the loading zone will be available.
- Trucks using the loading 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).
- The loading zone manager will 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 zone. 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. The loading zone manager will also post these materials and other relevant notices in a prominent location within the loading area.

Pedestrian Accessibility

To improve the pedestrian experience and increase the visibility of pedestrian paths for drivers, the revised plan proposes pedestrian striping along various walking routes connecting the site with the Rhode Island Avenue-Brentwood Metro station. These walking routes and proposed pedestrian striping areas are shown on Figure 2.

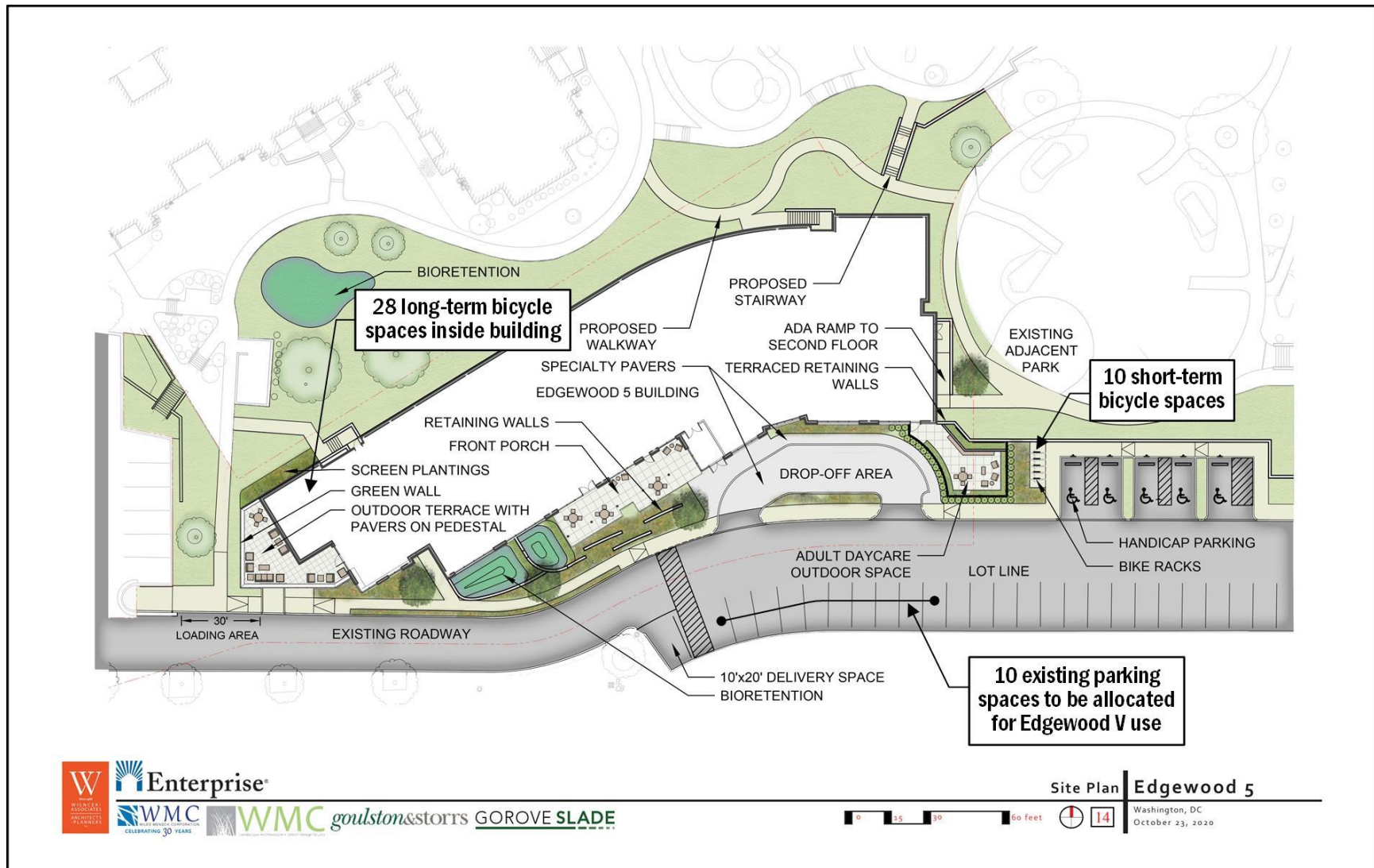


Figure 1: Site Plan

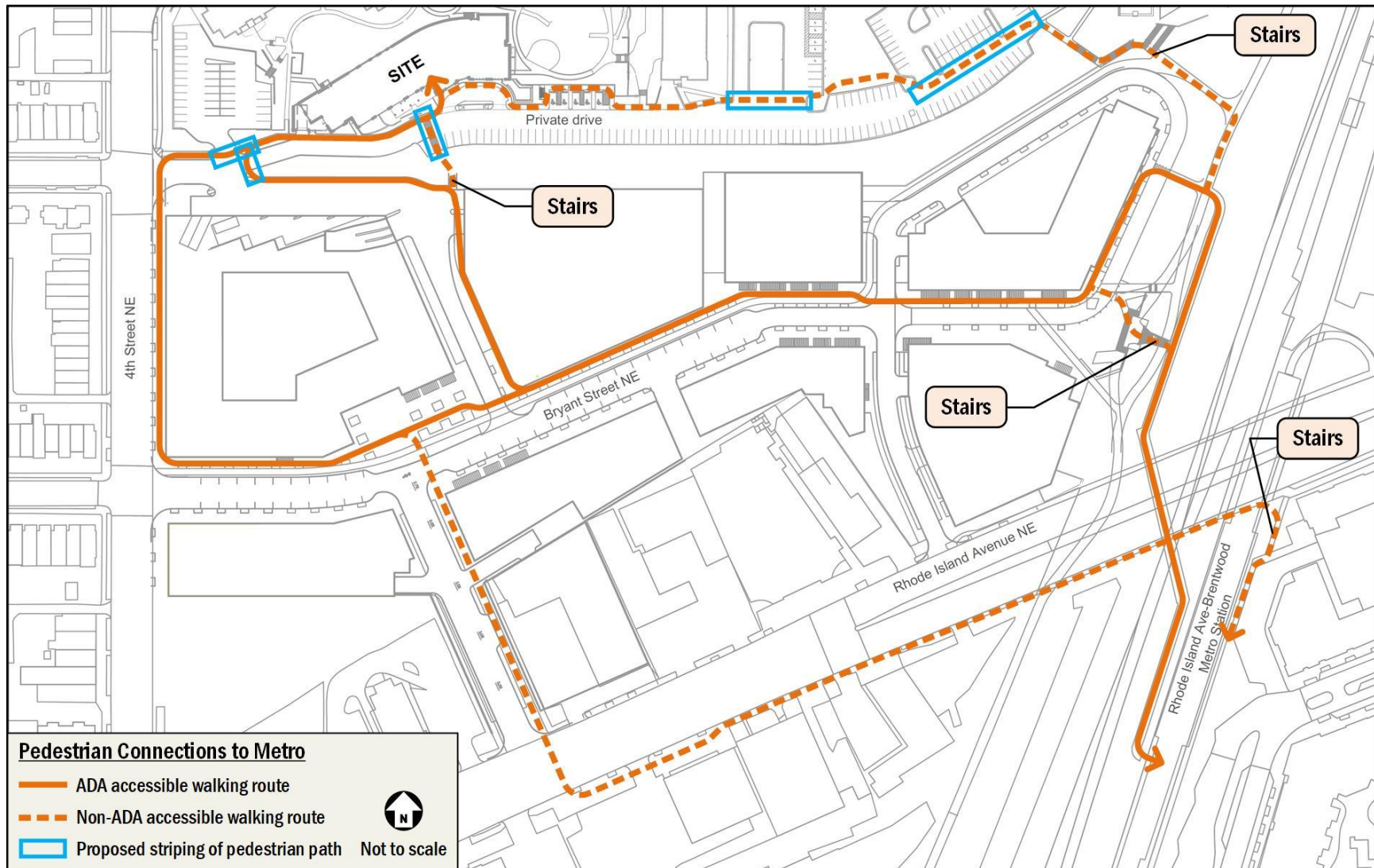


Figure 2: Pedestrian Connections to Metro