

Government of the District of Columbia


Department of Transportation



d. Planning and Sustainability Division

MEMORANDUM

TO: District of Columbia Board of Zoning Adjustment

FROM: Anna Chamberlin, AICP 
Associate Director

DATE: July 19, 2024

SUBJECT: BZA Case No. 21010 – 1271 5th Street NE

APPLICATION

NL 1271 5th ST, LLC (the “Applicant”), pursuant to Title 11 of the *District of Columbia Municipal Regulations (DCMR)*, requests Special Exceptions from the:

- Minimum parking requirements of Subtitle C § 701.5;
- Loading requirements of Subtitle C § 901.1;
- Penthouse requirements of Subtitle C § 1501.1; and
- Rear yard requirements of Subtitle J § 207.2.

The Applicant requests these Special Exceptions to construct a four-story, mixed-use building with a basement, penthouse, and roof deck. The site is in the PDR-1 Zone at 1271 5th Street NE (Square 3591, Lot 3) and is served by a shared private alley. The Applicant proposes two (2) potential redevelopment scenarios as shown below in Table 1.

Table 1 | Summary of Redevelopment Scenarios

Development Program	Proposed Development	
	Scenario A	Scenario B
Retail/Commercial	Up to 19,999 sf	Up to 7,000 sf
Hotel	Up to 130 rooms; 52,435 sf	Up to 135 rooms; 66,888 sf
Vehicle Parking	None	None
Long-Term Bicycle Parking	Seven (7) spaces	Eight (8) spaces
Short-Term Bicycle Parking	10 spaces	10 spaces

Source: Gorove Slade 5/8/24 CTR Scoping Form

Board of Zoning Adjustment
District of Columbia

SUMMARY OF DDOT REVIEW

The District Department of Transportation (DDOT) is committed to achieving an exceptional quality of life by encouraging sustainable travel practices, safer streets, and outstanding access to goods and services. To achieve this vision, DDOT works through the zoning process to ensure that impacts from new developments are manageable within and take advantage of the District's multi-modal transportation network and, as necessary, propose mitigations that are commensurate with the action. After an extensive review of the case materials submitted by the Applicant, DDOT finds:

- The property currently has an approximately 94-foot curb cut that the Applicant proposes to close and to reconstruct the adjacent sidewalk along its 5th Street NE frontage to meet DDOT standards;
- Zoning requires either 26 or 20 off-street vehicle parking spaces for Scenarios A or B, respectively. The Applicant is proposing no spaces and is seeking relief from all off-street parking spaces required by Zoning;
- The site is less than ½ mile from the NoMa-Gallaudet U Metrorail station and within ¼ mile of two (2) Metrobus Priority Corridor Network routes (90 and 92);
- Due to the site's proximity to the NoMa-Gallaudet U Metrorail station, two (2) high-frequency Metrobus routes, carsharing facilities, nearby publicly available parking garages and Capital Bikeshare stations, DDOT has no objection to the Applicant's request for relief from off-street parking spaces;
- Zoning requires two (2) loading berths and associated platforms across both scenarios. The Applicant is proposing one (1) loading berth and platform and is seeking relief from the second loading berth and platform;
- The Applicant provided loading demand data from comparable sites showing a single loading berth can manage the site's loading demands and has committed to a Loading Management Plan (LMP). As such, DDOT has no objection to the Applicant's request for relief from the second loading berth;
- DDOT requires the Applicant commit to a Transportation Demand Management (TDM) Plan if the proposed building has 10,000 square feet or more of non-residential and the requested relief results in an increase in density, or trips, or a change in use. In this case, the Applicant is proposing more than 50,000 square feet of non-residential uses;
- The Applicant's TDM Plan will support non-automotive travel to and from the site. It includes additional short-term bike parking, a bike repair station in the bike storage room, a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new retail employee, and a Transportation Information Center Display (electronic screen) in the hotel lobby; and
- Given the site's accessibility to transit and the walkability of the neighborhood (i.e., grocery stores, services, and entertainment within ¼ mile walk), in conjunction with the agreed upon LMP and TDM Plan, the impacts on the transportation network are expected to be minimal.

RECOMMENDATION

DDOT has no objection to the approval of this application with the following conditions:

- The Applicant shall implement the TDM Plan highlighted in Attachment 1 of this report, for the life of the project, unless otherwise noted. DDOT requests a few revisions, noted in the *Bicycle Parking* section of this report; and
- The Applicant shall implement the Loading Management Plan (LMP) highlighted in Attachment 2 of this report, for the life of the project, unless otherwise noted.

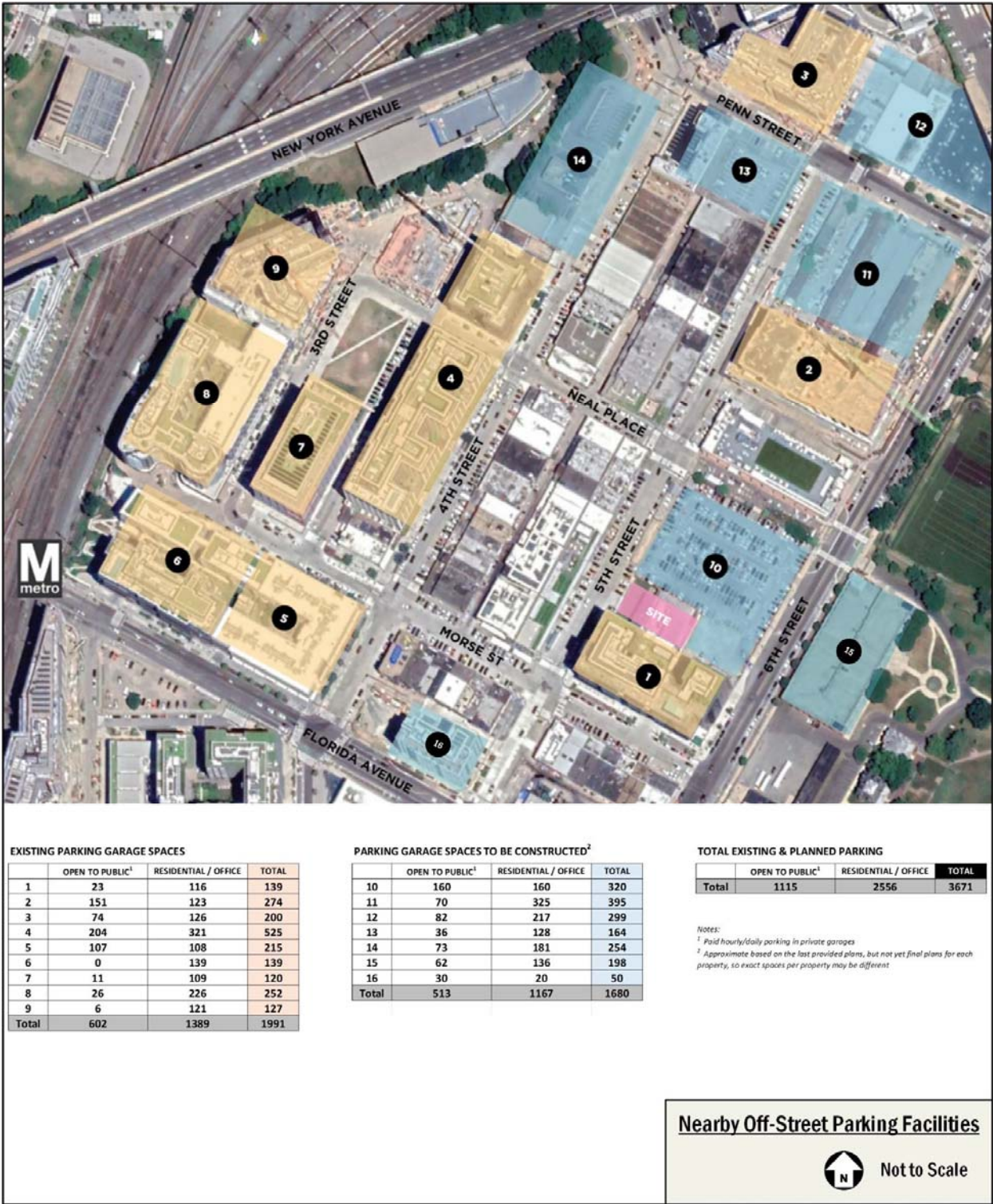
TRANSPORTATION ANALYSIS

Vehicle Parking

The overall parking demand created by the development is primarily a function of land use, development square footage, price, and supply of parking spaces. However, in urban areas, other factors contribute to the demand for parking, such as the availability of high-quality transit, frequency of transit service, proximity to transit, connectivity of bicycle and pedestrian facilities within the vicinity of the development, demographic composition, and other characteristics.

The Applicant is required by Zoning to provide either 26 or 20 off-street parking spaces for Scenarios A or B, respectively. Per the Applicant's Architectural Plans, the Applicant is not providing any off-street parking spaces and is seeking relief from all off-street parking spaces required by Zoning. During project scoping, DDOT requested that the Applicant include a graphic that shows existing and proposed parking garages and their parking supplies within walking distance of the site to illustrate the availability of off-street parking open for use by visitors and patrons of the proposed project. As shown in Figure 1, more than 600 paid hourly or daily parking spaces already exist in the Union Market neighborhood within walking distance of the site. More than 20 spaces are located in the neighboring site abutting to the south and approximately 160 spaces expected as part of the neighboring development abutting to the north. This existing and planned supply of off-street parking can support the expected parking demand of the proposed project and the requested parking relief.

Figure 1 | Nearby Off-Street Parking Facilities



Source: Grove Slade 5/22/24 CTR, Figure 3

Bicycle Parking

The project is required by Zoning to provide:

- **Scenario A** – Seven (7) short- and seven (7) long-term bicycle parking spaces as well as two (2) showers and three (3) lockers for employee commuters; or
- **Scenario B** – Four (4) short- and eight (8) long-term bicycle parking spaces as well as two (2) showers and four (4) lockers for employee commuters.

As noted in its May 22, 2024, Comprehensive Transportation Review (CTR), the Applicant is meeting these requirements by proposing to provide:

- **Scenario A** – 10 short- and seven (7) long-term bicycle parking spaces as well as two (2) showers and three (3) lockers for employee commuters; or
- **Scenario B** – 10 short- and eight (8) long-term bicycle parking spaces as well as two (2) showers and four (4) lockers for employee commuters.

The long-term spaces will be provided in a storage room on the basement level of the building with showers and lockers located nearby. At least 50% of required long-term spaces should be located horizontally on the floor, as required by Zoning, with at least 10% of spaces (minimum 1 space) served by electrical outlets for e-bikes and scooters. As noted in the Applicant's TDM Plan, the bike room in both scenarios will be designed to include a minimum of two (2) spaces that are 10 feet by 3 feet size (rather than 6 feet by 2 feet) to accommodate larger tandem or cargo bikes.

The Applicant should work with DDOT during public space permitting to determine a final location for the short-term bike spaces (accommodated with 5 inverted U-racks), ideally in the "furniture zone" of public space near the edge of the street. The Applicant should refer to the 2018 DDOT *Bike Parking Guide* for best practices on design of long- and short-term bicycle parking spaces.

Additionally, while the Applicant is proposing to meet or exceed all bicycle parking, shower, and locker requirements across both scenarios, DDOT finds the conditional TDM strategies related to bicycle facilities unnecessary given the minor differences in requirements across scenarios. DDOT requests the Applicant replace the conditional scenario-based strategies under the respective retail and hotel uses with a single proposal that meets minimum requirements for both uses under either scenario, as follows:

- Provide at least 10 short- and eight (8) long-term bicycle parking spaces for use by both retail and hotel uses;
- Provide at least two (2) showers and four (4) lockers for use by both retail and hotel employees; and
- Long-term bicycle storage room(s) will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.

Loading

DDOT’s practice is to accommodate loading operations safely and efficiently, while prioritizing pedestrian and bicycle safety and limiting negative impacts to traffic operations. For new developments, DDOT requires that loading take place in private space and that no back-up maneuvers occur in the public realm. Access to this building for loading and unloading, delivery and trash pick-up is an important consideration, and DDOT expects the Applicant to comply with DDOT’s standards for loading.

Per Title 11 of *DCMR*, Subtitle C § 901.1, the project is required to provide two (2) 30-foot berths with platforms. The Applicant is requesting relief from this requirement because the project is conservatively estimated to generate no more than six (6) deliveries per day, which can be managed by a single loading berth based on the provided loading demand data at comparable sites in Table 2.

Table 2 | Summary of Redevelopment Scenarios

Data Collection Location	Program	Loading Facilities	Average Number of Daily Delivery
Hotel site #1	Approximately 245 rooms Approximately 9,000 SF retail	One (1) loading berth	5 to 6 deliveries per day
Hotel site #2	Approximately 106 rooms Two (2) F&B venues (ground-floor and roof top)	One (1) loading berth with an elevated platform	10 to 15 deliveries per week (i.e., 1.4 to 2.1 per day)
Hotel site #3	Approximately 156 rooms One (1) ground-floor restaurant	None; uses surface lot on-site for loading (room for a single truck)	5 deliveries per day

Source: *Gorove Slade 5/22/24 CTR, Table 14*

DDOT supports the requested relief on the condition that a LMP be implemented outlining procedures for move-ins/move-outs, trash collection, and truck deliveries. The Applicant’s proposed LMP, which DDOT concurs with, is provided in Attachment 2. The Applicant must contract a private trash collection service. Trash must be stored entirely on private property and out-of-view of the sidewalk.

STREETSCAPE AND PUBLIC REALM

DDOT’s lack of objection to this application should not be viewed as an approval of the public realm design. All elements of the project proposed within District-owned right-of-way, such as closing the existing curb cut on 5th Street NE, reconstructing the sidewalk along the site’s 5th Street NE frontage to meet DDOT standards, installing short-term bike racks, and striping a curbside pick-up/drop-off zone, require the Applicant to pursue a public space construction permit.

DDOT expects the adjacent public realm to meet all District standards. The Applicant should refer to Titles 11, 12A, and 24 of the *DCMR*, the most recent version of DDOT’s [Design and Engineering Manual \(DEM\)](#), and the [Public Realm Design Manual](#) for public space regulations and design guidance. A permit application can be filed through the DDOT [Transportation Online Permitting System \(TOPS\)](#) website.

The Applicant is encouraged to participate in a Preliminary Design Review Meeting (PDRM) with DDOT and the Office of Planning to discuss the public space comments in this report.

HERITAGE AND SPECIAL TREES

According to the District’s [Tree Size Estimator map](#), the property has no Heritage or Special Trees. The Applicant must coordinate with the Ward 5 Arborist to plan new street trees per DDOT Green Infrastructure Standards.

ATTACHMENTS

- 1) Transportation Demand Management Plan, Gorove Slade, 5/22/24
- 2) Loading Management Plan, Gorove Slade, 5/22/24

AC:pj

Attachment 1

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses 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 following is a list of TDM strategies the Applicant proposes for the Project:

Retail TDM Plan

- Identify Transportation Coordinator(s) once the building has opened. There will be a Transportation Coordinator for each tenant and for the entire Project. The Transportation Coordinator(s) will act as point(s) of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and patrons, 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 Coordinator will receive TDM training from goDCgo to learn about the transportation conditions for this Project and available options for implementing the TDM Plan.
- Post “getting here” information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons discouraging parking on-street in Residential Permit Parking (RPP) zones.
- Transportation Coordinator will require tenants with 20 or more employees to comply 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), as well as any other applicable commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law, and to certify such compliance in writing to goDCgo from time to time (but no more than once annually).
- Provide 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 (MWCOC) or other comparable service if MWCOC does not offer this in the future.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- Offer a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to each new employee.
- **The following is applicable only if Scenario A is implemented:**
 - Provide at least six (6) short- and two (2) long-term bicycle parking spaces, meeting zoning minimum requirements for at least six (6) short- and two (2) long-term bicycle parking spaces for retail use.
 - Provide at least two (2) showers and three (3) lockers for use by employees, meeting zoning minimum requirements for at least two (2) showers and three (3) lockers for non-residential uses.
 - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum

of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.

- **The following is applicable only if Scenario B is implemented:**

- Provide at least two (2) short- and one (1) long-term bicycle parking spaces, meeting zoning minimum requirements for at least two (2) short- and one (1) long-term bicycle parking spaces for retail use.
- Provide at least two (2) showers and four (4) lockers for use by employees, meeting zoning minimum requirements for at least two (2) showers and four (4) lockers for non-residential uses.
- Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.
- Following the issuance of the first final retail Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order applicable to such retail use (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.
- Following the issuance of the first final retail 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 substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Additional short-term bicycle parking spaces above zoning requirements.
- Provide a bicycle repair station in each long-term bicycle parking storage room.

Hotel TDM Plan

- Identify Transportation Coordinator(s) once the building has opened. There will be a Transportation Coordinator for each tenant and the entire Project Site. The Transportation Coordinator(s) will act as points of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
- Transportation Coordinator will conduct an annual commuter survey of employees on-site, and report TDM activities and data collection efforts to goDCgo once per year.
- Transportation Coordinator will develop, distribute, and market various transportation alternatives and options to employees and patrons, 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 Coordinator will subscribe to goDCgo's hospitality newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this Project and available options for implementing the TDM Plan.
- Front office and customer-facing staff will be provided training by goDCgo (either in-person or webinar) to learn of the non-automotive options for traveling to the property.
- Offer guests goDCgo's Get Around Guide by making it available on the property website and in printed format for front office or customer-facing staff.
- Provide a copy of the Loading Management Plan (LMP) to the Transportation Coordinator so they are aware of this commitment.
- **The following is applicable only if Scenario A is implemented:**
 - Provide at least one (1) short- and one (1) long-term bicycle parking spaces, exceeding zoning minimum requirements for at least one (1) short- and one (1) long-term bicycle parking spaces for the hotel use.
 - Provide at least two (2) showers and three (3) lockers for use by employees, meeting zoning minimum requirements for at least two (2) showers and three (3) lockers for non-residential uses.
 - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.
- **The following is applicable only if Scenario B is implemented:**
 - Provide at least seven (7) short- and two (2) long-term bicycle parking spaces, exceeding zoning minimum requirements for at least seven (7) short- and two (2) long-term bicycle parking spaces for the hotel use.
 - Provide at least two (2) showers and four (4) lockers for use by employees, meeting zoning minimum requirements for at least two (2) showers and four (4) lockers for non-residential uses.
 - Long-term bicycle storage rooms will accommodate non-traditional sized bikes including cargo, tandem, and kids' bikes, with a minimum of two (2) spaces be designed for longer cargo/tandem bikes (10 feet by 3 feet), a minimum of one (1) space will be designed with electrical outlets for the charging of electric bikes and scooters, and a minimum of four (4) spaces will be located horizontally on the floor. There will be no fee to the employees for usage of the bicycle storage room.
- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons and employees discouraging use of on-street parking in Residential Permit Parking (RPP) zones.
- Provide comprehensive transportation information and directions on hotel website, including promoting the use of non-automotive modes of transportation and links to website for goDCgo, Capital Bikeshare, DC Circulator, and the Washington Metropolitan Area Transit Authority (WMATA).
- Transportation Coordinator will require that the hotel operator or any tenants with 20 or more employees comply 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), as well as any other applicable commuter benefits related

laws that may be implemented in the future such as the Parking Cash-Out Law, and to certify such compliance in writing to goDCgo from time to time (but no more than once annually).

- Provide 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.
- Following the issuance of the first final hotel Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order applicable to such hotel use (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.
- Following the issuance of the first final hotel 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 substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.
- Install a Transportation Information Center Display (electronic screen) within the lobby containing information related to local transportation alternatives. At a minimum the display should include information about nearby Metrorail stations and schedules, Metrobus stops and schedules, car-sharing locations, and nearby Capital Bikeshare locations indicating the availability of bicycles.
- Additional short-term bicycle parking spaces above zoning requirements.
- Provide a bicycle repair station in each long-term bicycle parking storage room.

Summary and Conclusions

The findings of this study conclude that:

- The Project Site is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that results in an environment for enjoyable and effective non-vehicular transportation;
- The requested relief from the requirement to provide on-site parking spaces is not expected to have a detrimental impact due to the site's proximity to transit, carsharing facilities, nearby publicly available parking garages with over 1,000 spaces, and bicycle facilities. Since no vehicle parking spaces will be provided on-site, either valets will take the vehicles to off-street garages in the vicinity of the Project or patrons may self-park in a nearby public garages;
- The requested relief to provide only one (1) loading berth and one (1) loading platform will not have a detrimental impact based on information provided by the Applicant and data from other comparable sites with similar loading/unloading demand;
- The proposed Project will provide short- and long-term bicycle parking, meeting or exceeding zoning requirements;
- The proposed Project enhances the pedestrian network in the vicinity of the Project Site by improving pedestrian facilities along the Project Site's frontage;
- The proposed Project will include TDM measures that adequately promote non-vehicular modes of travel;
- The proposed Project will include an LMP to memorialize the site's anticipated loading demand and the Site's plan for managing delivery needs; and

Attachment 2

Loading

Per zoning requirements, any retail establishment between 5,000 and 20,000 square feet is required to provide one (1) loading berth, and any lodging establishment between 50,000 and 100,000 square feet is required to provide two (2) loading berths. Additionally, where two (2) or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading. As such, the proposed Project is required to have a minimum of two (2) loading berths.

As part of the proposed Project, the Applicant requests special exception relief from the loading requirements of Subtitle C §909.2, and proposes only one (1) 12-foot x 30-foot loading berth and one (1) 100 sf loading platform. The relief is not expected to have a detrimental impact. Table 14 shows a summary of data collected or provided by three (3) other sites of similar land use mix and density. Based on the data and the information provided by the Applicant on their operational needs, the proposed Project is conservatively expected to generate no more than six (6) deliveries per day, which can be comfortably managed by a single loading berth.

Loading access will be provided via the private alley east of the Project Site, and the loading area will include a total of one (1) 12-foot x 30-foot loading berth. All truck backing maneuvers will occur within the private alley, allowing for head-in/head-out maneuvers to and from the public roadway network. Truck turning maneuvers into and out of the loading area were created using AutoTURN and are provided in Figure 17.

Table 14: Loading Demand Data at Comparable Sites

Data Collection Location	Program	Loading Facilities	Average Number of Daily Delivery
Hotel site #1	Approximately 245 rooms Approximately 9,000 SF retail	One (1) loading berth	5 to 6 deliveries per day
Hotel site #2	Approximately 106 rooms Two (2) F&B venues (ground-floor and roof top)	One (1) loading berth with an elevated platform	10 to 15 deliveries per week (i.e., 1.4 to 2.1 per day)
Hotel site #3	Approximately 156 rooms One (1) ground-floor restaurant	None; uses surface lot on-site for loading (room for a single truck)	5 deliveries per day

Loading Management Plan

The Project will provide a Loading Management Plan (LMP) given the requested relief for one (1) loading berth and one (1) loading platform. The LMP will help ensure that proposed loading facilities meet the Project Site's practical needs. Consistent with recommended DDOT guidelines, the components of the LMP that will be implemented for the life of the Project are as follows:

- A loading manager will be designated by the building management who will be on duty during delivery hours. The loading manager will be responsible for coordinating with vendors and tenants to schedule deliveries and will work with the community and neighbors to resolve any conflicts should they arise.
- All tenants will be required to schedule deliveries that utilize the loading area.
- The loading manager will schedule deliveries such that the loading area's capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading area or relevant loading berth is full, that driver will be directed to return at a later time when the berth will be available so as to not compromise safety or impede the public alley functionality.
- The loading manager will monitor inbound and outbound truck maneuvers so that trucks accessing the loading area do not block vehicular, bicycle, or pedestrian traffic along the public alley except during those times when a truck is actively entering or exiting a loading berth.

- Service vehicle and truck traffic interfacing with the public alley traffic will be monitored during peak periods, and management measures will be taken if necessary to reduce conflicts between truck and vehicular movements.
- The loading manager will monitor the timing of deliveries to see if any adjustments need to be made so any conflicts with the loading activities are minimized.
- Trucks using the loading area 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 manager will also distribute flyer materials, such as the MWCOC Turn Your Engine Off brochure and others from DDOT and goDCgo, to drivers as needed to encourage compliance with idling laws. The loading manager will also post these materials and other relevant notices in a prominent location within the loading area.
- The loading 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 area as well as notifying all drivers of any access or egress restrictions.

Pick-Up/Drop-Off Operations

The existing curbside along the Project Site frontage on 5th Street NE is currently designated as customer-only parking. As part of the Project, it is proposed that the on-street curbside parking will be replaced with an approximately 60-foot pick-up/drop-off (PUDO) zone, which can accommodate approximately three (3) vehicles for pick-up/drop-off and passenger loading activities. The PUDO zone will be accessible to vehicles traveling northbound along 5th Street NE from Morse Street NE and Florida Avenue NE.

Additionally, converting the area directly in front of the Project Site entrance into a PUDO zone allows adequate space for future potential valet service operations that will take the vehicles to off-street garages in the vicinity of the Project Site and for rideshare or taxi pick-up/drop-off activities.