

EXHIBIT B

order to facilitate vehicular and pedestrian circulation.

12. The office component of the building shall be set back at a ratio not to exceed 1 to 1 (45 degree maximum) beginning at a height of not more than 60 feet at a point where the office component abuts the adjacent R-5-B District to the east of the PUD site, as shown on the plan filed in the record and marked at Exhibit No. 23.
13. Loading activity for the PUD site shall be in accordance with the truck management plan filed in the record of the case and marked as Exhibit No. 82. There shall be no loading activity, including arrivals, departures, or maneuverings, at the PUD loading facility from 7:00 A.M. to 9:00 A.M. or from 4:30 P.M. to 6:00 P.M.
14. Pursuant to the Memorandum of Understanding filed in the record as Exhibit No. 83, the applicant shall coordinate with other property owners in the Square concerning graphics for the through-block connector, signage for the parking garage, and architectural treatment of a through-block connector. Additionally, the applicant shall coordinate with other property owners in the Square to provide coordinated operation of the below-grade transportation system.
15. The applicants shall implement the agreement with the Department of Employment Services filed in the record as Exhibit No. 95. The applicants are encouraged to implement this agreement throughout the lifetime of the project.
16. The applicants shall implement the Memorandum of Understanding with the Minority Business Opportunity Commission filed in the record as Exhibit No. 22b.
17. The project shall include an employee transportation management program which shall include the components described in the findings of fact and the plan filed in the record as Exhibit No. 22b. The applicant shall work with the District of Columbia's Rideshare Coordinator and other developers in the Square in the implementation and enforcement of this program.
18. The project shall include the amenities package proposed as part of this application and described in detail in the findings and record of this case.

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Truck Management Plan

A truck management plan consists of three parts:

Circulation

Location

Operation

For Square 1661, these three parts are discussed below.

Circulation

All trucks will enter the square from Military Road, 8% coming from the east and 92% coming from the west, and they will exit from the square at Jennifer Street. Within the square, the Through Block Connector will provide internal circulation, maneuvering space, and access to unloading areas.

Location

The location of the Through Block Connector is shown on Figure 1, on which A represents unloading area for Donohoe, B represents unloading area for Miller, and C represents unloading area for Abrams.

ROBERT L. MORRIS, INC.