

Tab B

301 Florida Avenue NE – Loading Management Plan

DC Zoning Regulations (Subtitle 11-C § 901.1) require that one (1) 30-foot loading berth and one (1) 20-foot service/delivery space be provided for the proposed development. However, due to the small triangular configuration of the site and resulting building constraints, it is not feasible to meet these requirements. Therefore, the proposed project plan includes a 75-foot loading zone and a 60-foot pick-up/drop-off zone along the site frontage on N Street NE and 3rd Street NE, respectively. Vehicles will access the loading zone along the north side of the eastbound-restricted N Street, entering from 3rd Street and exiting to Florida Avenue NE. Vehicles will access the pick-up/drop-off zone along the east side of 3rd Street, entering northbound from 3rd Street and exiting northbound to Florida Avenue. These zones will be located outside of the vehicular travel way, as shown on the conceptual site plan, and the Applicant is seeking relief from the zoning requirements.

In support of the requested zoning relief, a Loading Management Plan (LMP) is proposed to be included as part of the project to mitigate any impact that the proposed loading configuration may have within the public space. The goals of this plan are to maintain a safe environment for all users of the site, the loading area, the adjacent streets, and any 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 efficient operation of the loading facilities through appropriate levels of management and scheduled operations. Consistent with recommended DDOT guidelines, the components of the loading management plan that will be implemented for the life of the project are as follows:

Residential and Retail Loading Management Plans

- A residential and retail loading managers will be designated by leasing management who will be on duty during delivery hours. Each loading manager will be responsible for coordinating and scheduling loading activities with tenants and will work with its counterpart loading manager (retail or residential) as well as the community and neighbors to resolve any conflicts should they arise.
- Lease provisions will require all residential tenants to use only the designated loading zone for all move-in and

move-out activities through coordination with the loading zone.

- All tenants and retail vendors will be required to schedule deliveries that utilize the loading zone (any loading operation conducted using a truck 20-feet in length or larger).
- The residential and retail loading managers will schedule deliveries using the loading zone such that the 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 so as to not compromise safety or impede N Street functionality.
- The residential and retail loading managers will coordinate with its counterpart loading manager (residential or retail) to ensure that double-parking does not occur adjacent to the loading zone and that trucks accessing the loading zone do not block vehicular or bicycle traffic along N Street.
- 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 residential and retail loading managers will be responsible for providing suggested truck routing maps to the building’s tenants and to drivers from delivery services that frequently utilize the development’s loading zone as well as notifying all drivers of any access or egress restrictions. The residential and retail loading managers 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 residential and retail loading managers will coordinate to post these materials and other relevant notices in a prominent location adjacent to the loading zone.
- The residential and retail loading managers will coordinate with building staff to roll trash receptacles from the building to the curb along N Street for collection. Trash bins will be rolled to the curb at the time of collection and will be expeditiously returned to the building trash room.

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- “No Parking: Loading Zone” signs will be used to demarcate the loading zone, and “No Parking” signs will be used to demarcate the pick-up/drop-off zone. The exact restrictions and placards will be determined by DDOT’s Curbside Management Division (CMD) during public space permitting.
 - The loading zone along N Street will be approximately 75 feet in length and solely dedicated to residential and retail loading for the building. The pick-up/drop-off zone along 3rd Street will be approximately 60 feet in length and solely dedicated to vehicular pick-up/drop-off. The exact dimensions will be determined by CMD during public space permitting.
 - The residential and retail loading managers will use traffic cones to block off the loading zone and actively manage deliveries and move-ins/outs.
 - The residential and retail loading managers will call 311 to obtain DPW enforcement of the parking restriction in the loading zone and pick-up/drop-off zone as needed.
 - The Applicant will provide a curbside management and signage plan, as well as a copy of this LMP, in the public space construction permit application.