

## TECHNICAL MEMORANDUM

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From: Daniel VanPelt, P.E., PTOE

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Subject: The View at Waterfront  
Loading Management Plan

This memorandum presents a Loading Management Plan for The View at Waterfront PUD – ZC#05-38B. The plan was developed to mitigate concerns DDOT raised regarding the potential for retail curbside loading.

### LOADING MANAGEMENT PLAN

The goal of this plan is to minimize undesirable potential impacts to the neighborhood streets and to building tenants, reduce conflicts with truck traffic using the loading facilities, and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations.

The location of the loading facilities are shown in the attached. The attached also shows a path from the south loading berth to the retail space at ground level, and the location of the retail shuttle elevator to service that space also via the garage ramp.

The components of the loading management plan are as follows:

1. A loading dock manager will be designated by the building management. The dock manager will coordinate with tenants to schedule deliveries, and will be on duty during delivery hours.
2. All loading activity will take place on private property and not in public right-of-way. Retail and residential tenants will be made aware of this requirement.
3. Retail deliveries and trash collection will be required to utilize either the garage ramp and retail shuttle elevator to/from G1, or to move deliveries to/from the loading berth on private property as shown in the attached.
4. All residential move ins/move outs will be required to be scheduled in a manner that coordinates with the retail delivery schedule.
5. The dock manager will schedule deliveries such that the loading dock capacities are 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 so as to not impede traffic flow.

6. The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading docks do not block traffic flow in the private alley.
7. The loading dock operation will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading dock and at both entrances to the garage.
8. Trucks using the loading dock 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 System.
9. The dock manager will be responsible for disseminating DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with District laws and DDOT's truck routes. The dock manager will also post these documents in a prominent location within the service area.

Figure 1: Ground Floor Plan

