

MEMORANDUM

To: John Begert
Christine Roddy
From: Jim Watson, PTP
Erwin Andres, P.E.
Date: October 27, 2015
Subject: 315 H Street PUD –Loading Management Plan Summary

MRP Residential
Goulston & Storrs

This memorandum summarizes the Loading Management plan developed in conjunction with the 315 H Street PUD application. While this item was included in the Comprehensive Transportation Review (CTR) that was submitted for the project, this memorandum offers a summary of the final Loading Management plan proposed for the project.

LOADING MANAGEMENT PLAN

This section presents a loading management plan for the 315 H Street loading facilities. The goals of this plan are to minimize undesirable impacts to the neighborhood and to building tenants, reduce conflicts between truck traffic using the loading facilities, and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The components of the loading management plan are as follows:

- Vendors and on-site tenants will be required to coordinate and schedule deliveries and a loading coordinator will be on duty during delivery hours.
- Trucks accessing the on-site loading space will be limited to a maximum of 24 feet in length.
- All tenants will be required to schedule any loading operation conducted using a truck greater than 20 feet in length.
- Deliveries will be scheduled such that the loading space's (or nearby commercial loading zone) capacity is not exceeded. In the event that an unscheduled delivery vehicle arrives while the loading space (or commercial loading zone) is full, that driver will be directed to return at a later time when the loading space will be available so as to not impede the alley that passes adjacent to the loading space.
- Inbound and outbound truck maneuvers will be monitored to ensure that trucks accessing the loading space do not block vehicular traffic along the alley except during those times when a truck is actively entering or exiting the loading space. Those driving the residential moving trucks will be instructed to utilize the alley from 4th Street only to access the loading facilities. Retail tenants will also be prohibited from delivering directly from H Street and instead use the commercial loading zone available on 4th Street for any curbside deliveries.
- Trucks using the loading space 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.

- The loading space operation will be limited to daytime hours of operation, with signage indicating these hours posted prominently at the loading space with notification also given to tenants. The loading space will be open seven days a week from 7am-7pm.
- Trucks accessing the loading facilities will utilize the 20 foot wide, east-west alley stub to wait for those vehicles using the alley to clear before entering the loading area. Once the area surrounding the loading dock is clear, trucks will proceed with their backing maneuver into the loading dock.