

TECHNICAL MEMORANDUM

To: Aaron Zimmerman
Cc: Brant Snyder
From: Maris Fry, P.E.
Rob Schiesel, P.E.
Daniel VanPelt, P.E., PTOE
Date: March 26, 2018
Subject: Randall School (ZC Case No. 07-13G)
Proposed Loading Management Plan

DDOT – PSD
Lowe Enterprises

This memorandum presents a Loading Management Plan (LMP) for the Randall School Planned Unit Development (PUD) Modification (Zoning Case No. 17-13G). The primary goal of the LMP is to help facilitate tractor trailer trucks into and out of the site, as well as address how loading operations will be managed for the other uses on-site. The proposed LMP is as follows:

Randall School Loading Management Plan**Residential Component**

- A loading manager will be designated by the property management for the residential component of the site.
- All residential tenants must schedule move-ins/move-outs with the loading manager. Residents will be required to reserve their requested loading time slot with the loading manager.
- The loading manager will schedule deliveries such that the loading capacity is not exceeded. If an unscheduled delivery vehicle arrives while the loading area is full, that driver will be directed to return at a later time so as not to impede traffic flow.
- The loading management plan will be included in the residential leases.

Commercial & Museum Component

- A loading manager will be designated by the property management for the commercial and museum components of the site.
- The loading manager will coordinate commercial and museum deliveries such that the loading capacity is not exceeded. If the loading area is full, that driver will be directed to return at a later time so as not to impede traffic flow.
- The loading manager will be responsible for meeting deliveries made by tractor-trailer (WB-50, 55'). The loading manager will keep the designated loading areas and maneuvering space clear for deliveries and manage any potential conflicts between vehicles, pedestrian, etc. during arrival and departure.

- Tractor-trailer trucks that access the site will be directed to enter from I (Eye) Street SW and then back into the loading area within the private portion of First Street SW. Upon departure, tractor-trailer trucks will be directed to exit to the north, travel through the H Street/Delaware Avenue circle, and exit via Delaware Avenue/I Street.
- Building management will be responsible for disseminating routing information, particularly as it relates to museum deliveries using tractor-trailer trucks, which are expected to occur infrequently every one (1) to two (2) months.
- If parking is provided along the private portion of First Street SW, it will be restricted when tractor-trailer trucks are scheduled to access the site in order to accommodate necessary turning maneuvers.
- The loading management plan will be included in commercial and museum leases.

General

- Trucks using the loading docks 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.
- Loading Managers 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 loading managers will also post these documents in a prominent location within the service areas.