

Z.C. Case No. 17-08A

Providence Place PUD

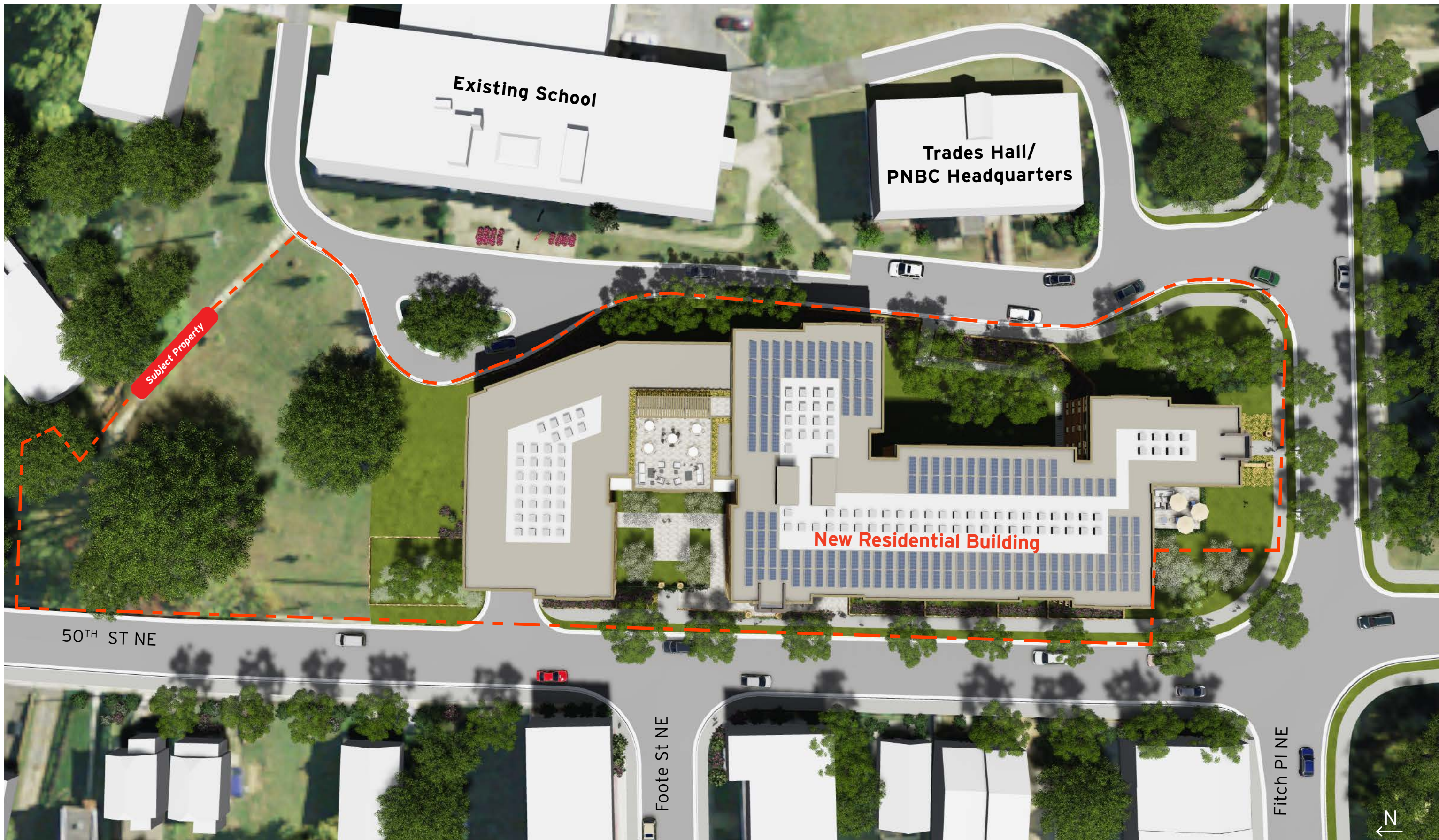
Modification of Significance for Loading Flexibility

Zoning Commission for the District of Columbia

Public Hearing

Thursday, December 2, 2021

4:00 pm



09/29/2017
04/06/2017

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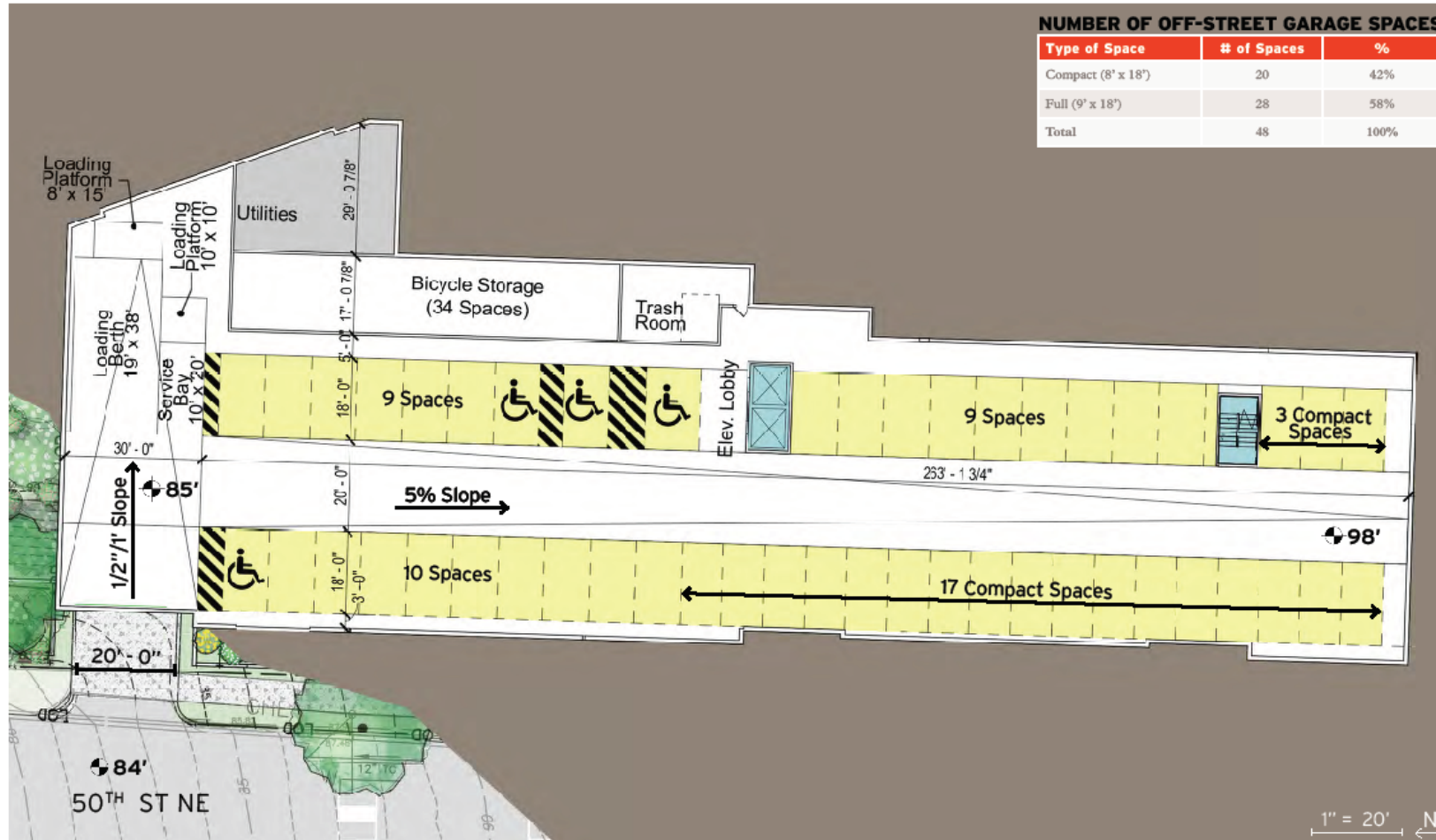


**PNBC - CDC
PROVIDENCE PLACE I, LP**

Aerial View of Proposed PNBC Site
PROVIDENCE PLACE A15

Loading and Garage Plan

(Original PUD Approval, ZC Case No. 17-08, Ex. 27A2)



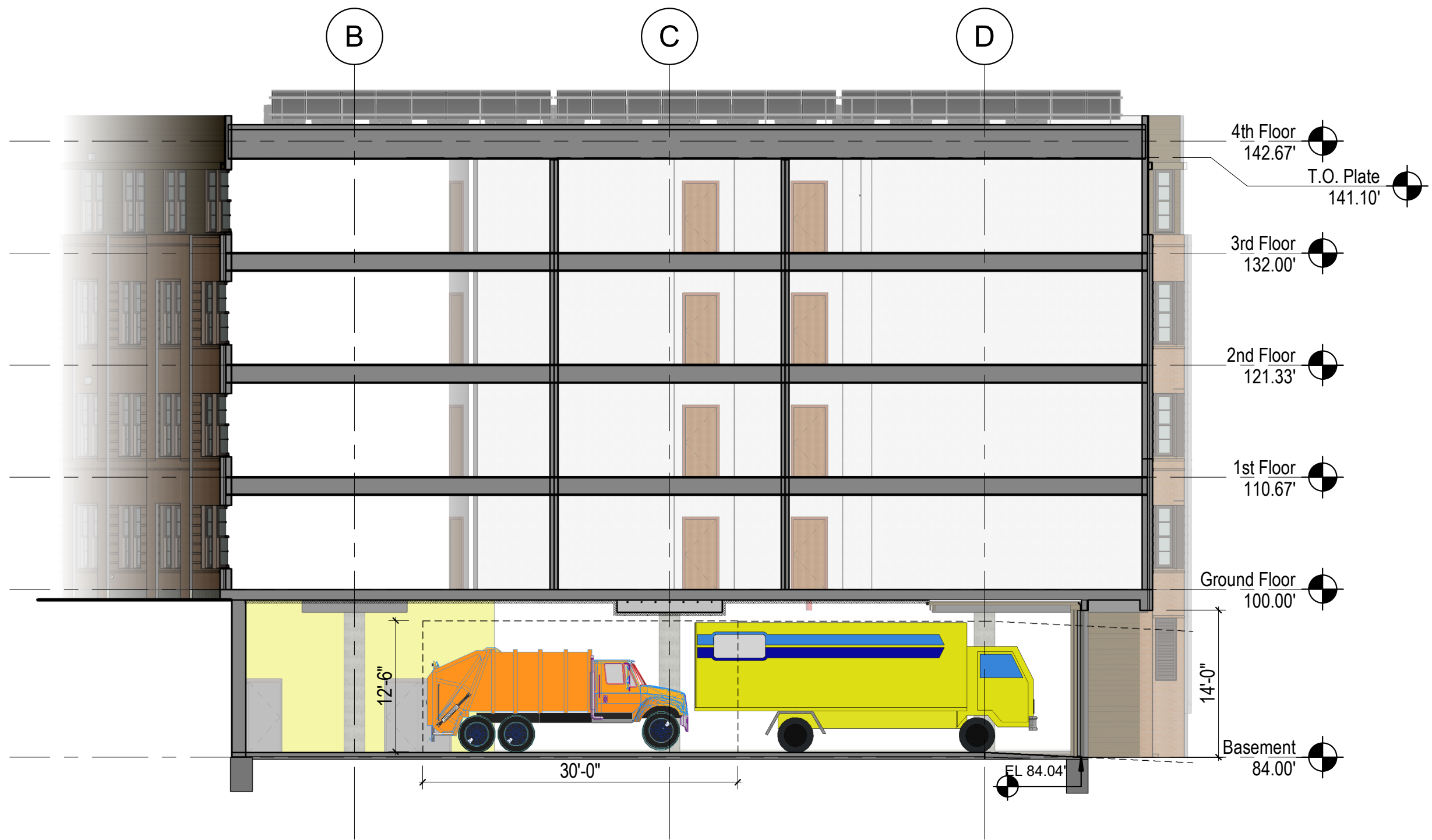
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PNBC - CDC
PROVIDENCE PLACE I, LP

PROVIDENCE PLACE ^{ATTN}



Memorandum from Traffic Consultant



TECHNICAL MEMORANDUM

To: Leila Jackson Batties
Holland & Knight

Cc: Brian Jaffe
Atlantic | Pacific Communities

From: Noah Hagen
Katie Wagner, PE, PTOE
Erwin Andres, PE

Date: June 16, 2021

Subject: Providence Place Loading Relief Memorandum

Introduction

This memorandum addresses the loading relief requested to support the PUD modification for the proposed Providence Place PUD (ZC Order 17-08). Due to existing site constraints, flexibility is being requested from Sub. C, Sec. 905.2 in order to have a vertical height clearance of 12'-6" instead of the vertical loading dock clearance zoning requirement of 14'. The types of trucks associated with the loading activity can easily be served within the loading dock. In the event that there is a truck that is taller than 12'-6", we have developed a Loading Management Plan that can be implemented to accommodate the vehicle on 50th Street NE in adjacent to the loading area.

Loading Activity

Given that the project consists of residential apartments, the proposed loading dock is geared to serve residential move-in/move-out activity, furniture and parcel deliveries, and trash pick-up. Residential move-in/move-out trucks (typical large U-Haul trucks) are typically 11 feet in height for trucks that serve 3-5 bedroom homes. The overall height of trash trucks range in height from 12' to 12'-6". These trucks can be accommodated in the proposed loading dock area with a vertical clearance of 12'-6" without any issues.

Recommendations

The loading area will be signed to reinforce the available vertical clearance of 12'-6" and will be equipped with a knock bar that will alert the driver that the vertical clearance is only 12'-6" to prevent the vehicle from striking the building structure. In the event that a vehicle taller than 12'-6" arrives at the site, the vehicle would be able to pull onto 50th Street in front of the building to load or unload curbside, especially since there are no parking restrictions along 50th Street NE. Potential on-street loading locations for trucks taller than 12'-6" are shown in Figure 1.

In order to accommodate any potential rare instances of trucks taller than 12'-6" arriving at the site, a Loading Management Plan has been developed and includes the following elements:

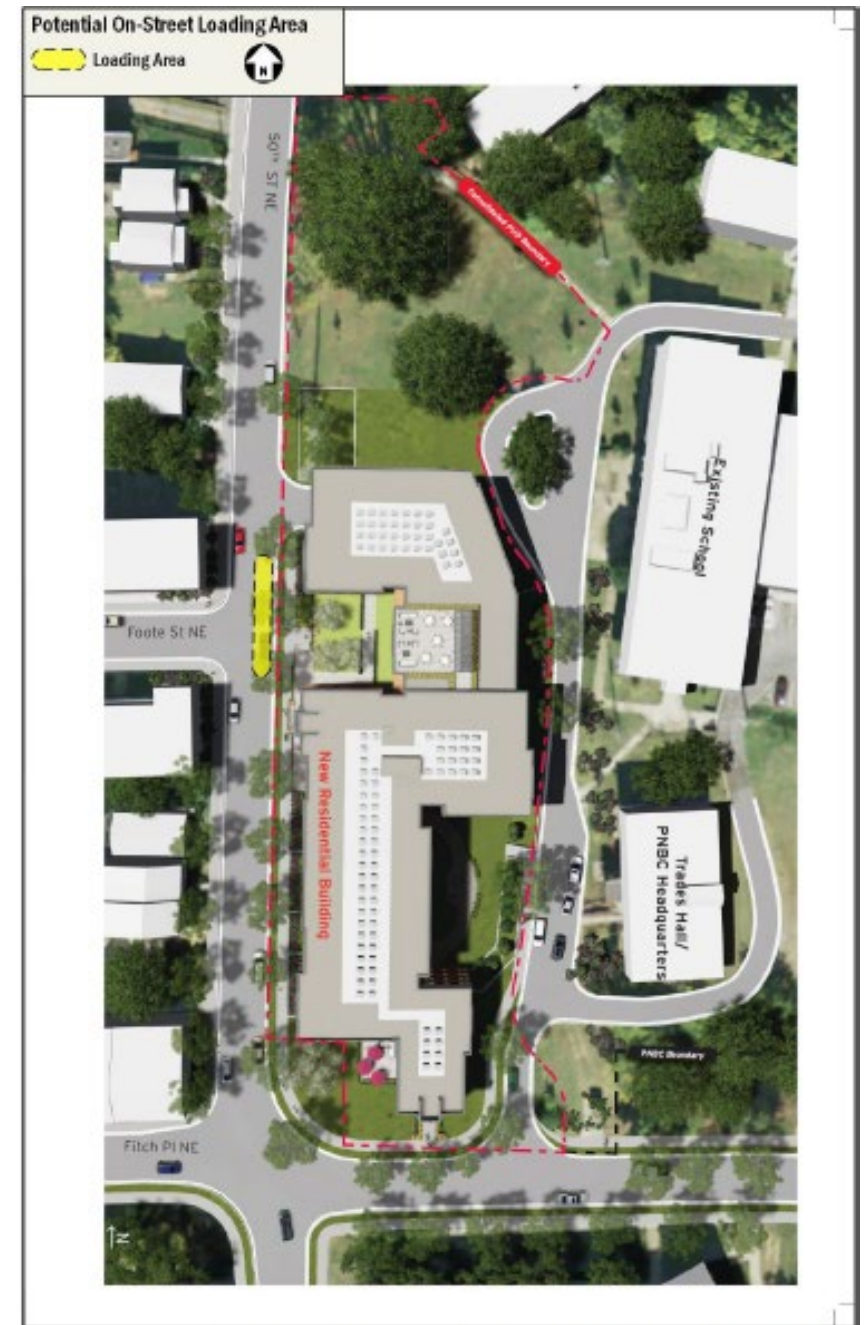


Figure 1: Potential On-Street Loading Areas for Trucks taller than 12'-6"

Proposed Loading Management Plan (Ex. 3F)

- A lease provision will require all tenants to use only the loading area for all deliveries and move-in and move-out activities and to use trucks shorter than 12'-6" in height.
- All tenants will be required to schedule deliveries that utilize the loading area.
- In the event that a truck taller than 12'-6" arrives at the loading area, the dock manager will instruct the driver to use the curbside space on 50th Street NE to load or unload.
- The dock manager will schedule deliveries using the berths such that the dock's capacity is 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 when a berth will be available so as to not compromise safety or impede street functionality.
- The dock manager will monitor inbound and outbound truck maneuvers and will ensure that trucks accessing the loading dock do not block vehicular, bike, or pedestrian traffic along 50th Street NE except during those times when a truck is actively entering or exiting a loading berth.
- 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 goDCgo Motorcoach Operators Guide, and the primary access routes shown on the DDOT Truck and Bus Route Map (godcgo.com/freight).
- The dock manager will be responsible for disseminating suggested truck routing maps to the building's tenants and to drivers from delivery services that frequently utilize the development's loading dock as well as notifying all drivers of any access or egress restrictions. The dock manager will also distribute flyer materials, such as the MWCOC Turn Your Engine Off brochure, to drivers as needed to encourage compliance with idling laws. The dock manager will also post these materials and other relevant notices in a prominent location within the loading area.

Q&A