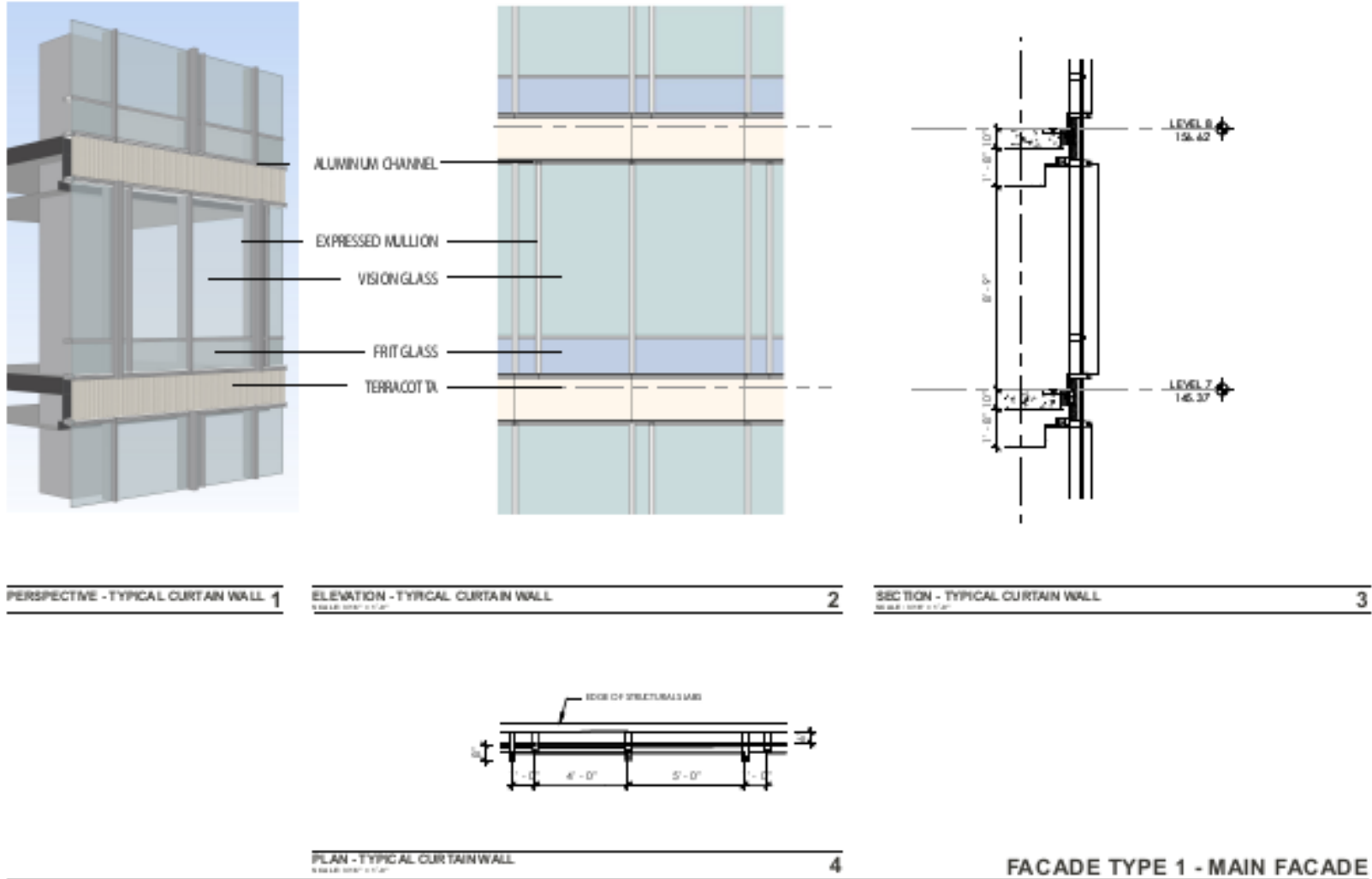


Typical Curtainwall Façade Detail



Projection Study



ADD'L WAVE PROJECTIONS OPTION A



CURRENT DESIGN



ADD'L WAVE PROJECTIONS OPTION B



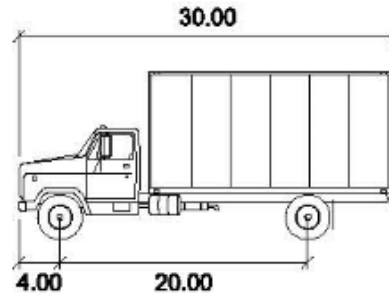
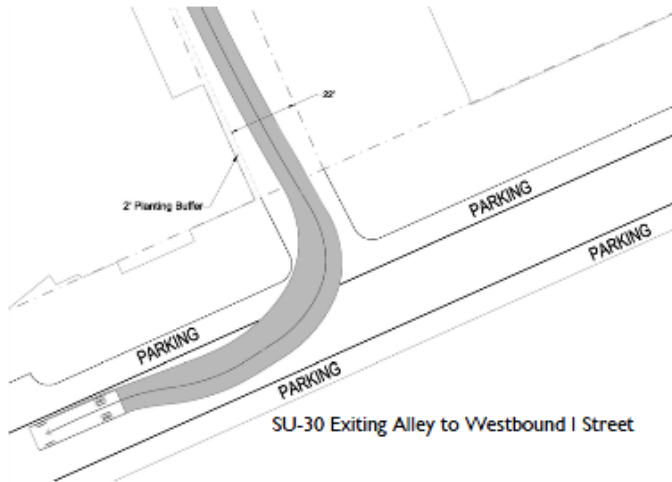
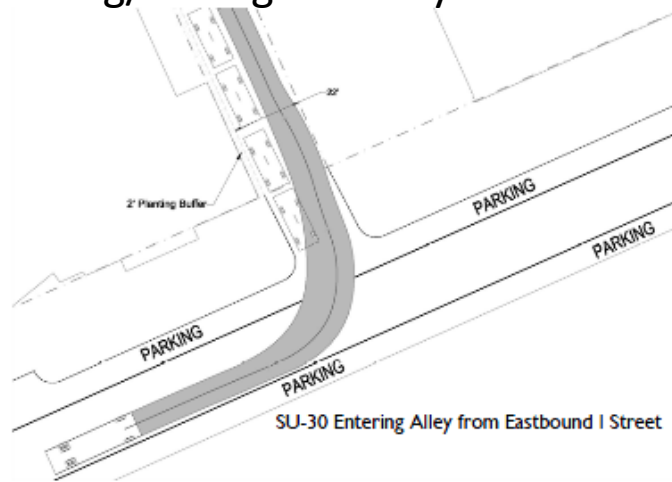
CURRENT DESIGN

Loading Management Plan

- Loading dock manager will be designated for the proposed development to:
 - Coordinate with community and neighbors to resolve any conflicts
 - Ensure all the deliveries take place at the loading dock and the dock capacity is not exceeded
 - Redirect drivers to return at a later time if the dock is full
 - Monitor inbound and outbound maneuvers
 - Ensure that trucks do not block vehicular, bicycle or pedestrian traffic along I Street and along the alley
 - Notify truck drivers of any access or egress restrictions
 - Provide DDOT's Freight Management and Commercial Vehicle Operation document to the drivers
- **WB -40 trucks will be scheduled during non-peak times**
- Trucks larger than a WB-40 will not be permitted to the loading dock

Swept Area Diagram

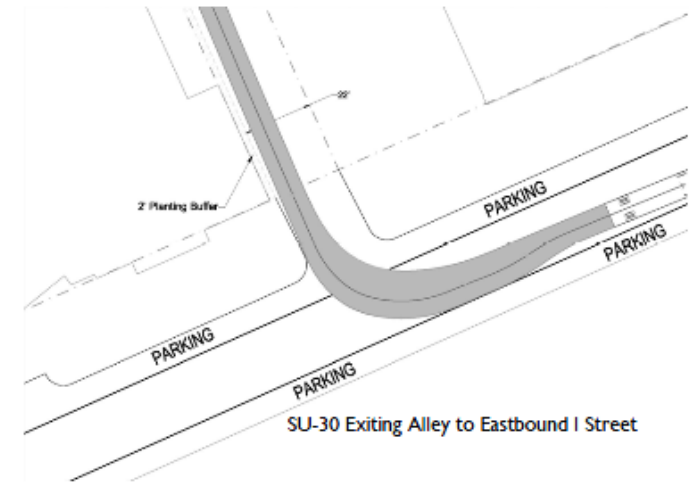
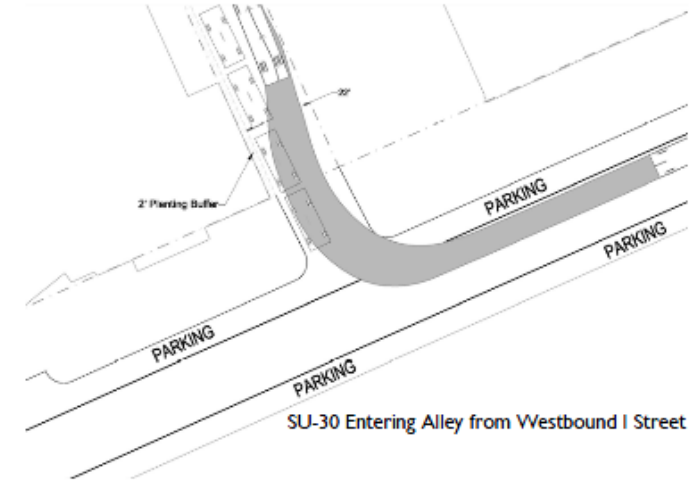
SU-30 – Entering/Exiting the alley via I Street



SU	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

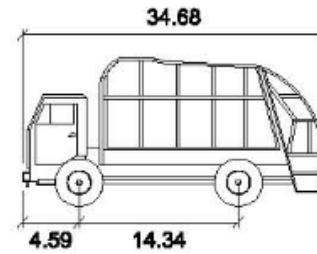
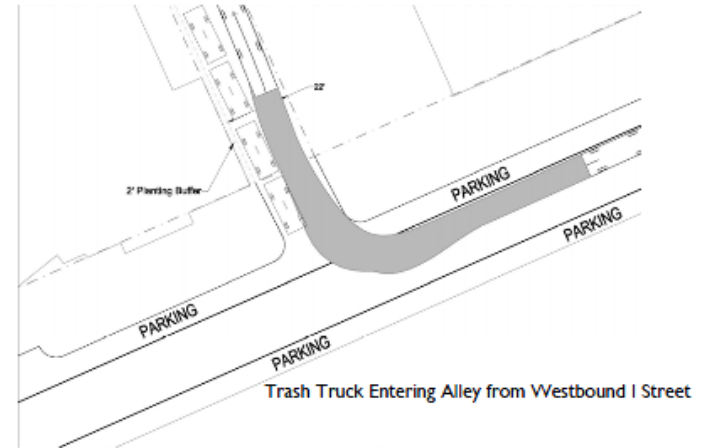
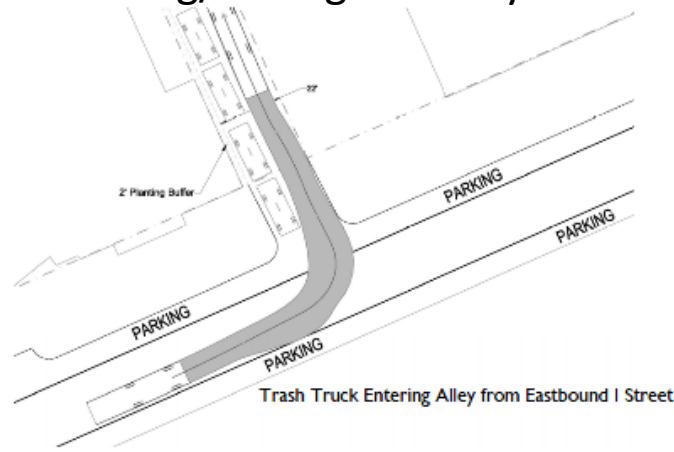
NTS

Scale = 1:40



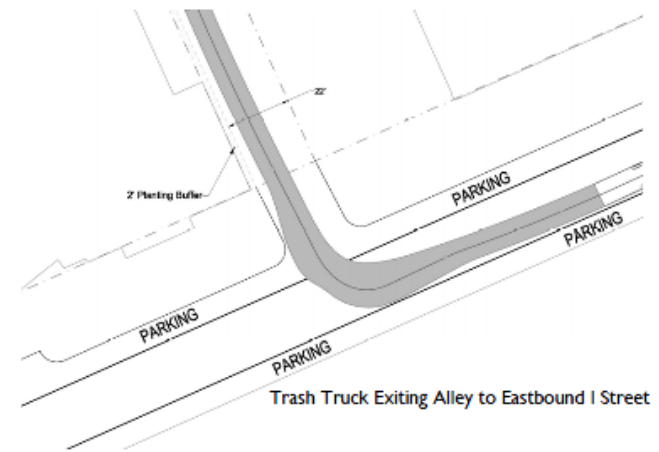
Swept Area Diagram

Trash Truck – Entering/Exiting the alley via I Street



CAMION2	feet
Width	: 8.20
Track	: 7.84
Lock to Lock Time	: 6.0
Steering Angle	: 41.8

NTS

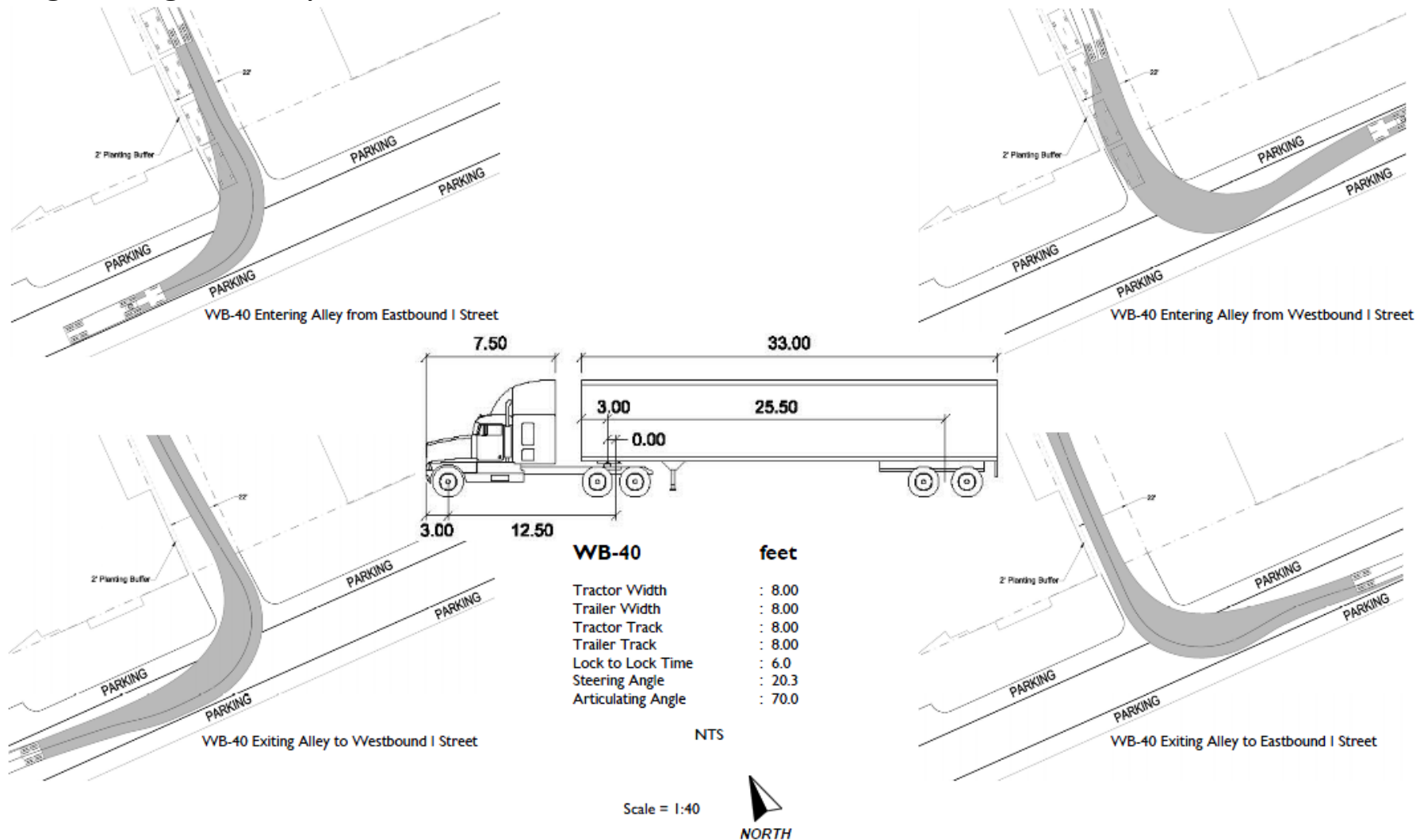


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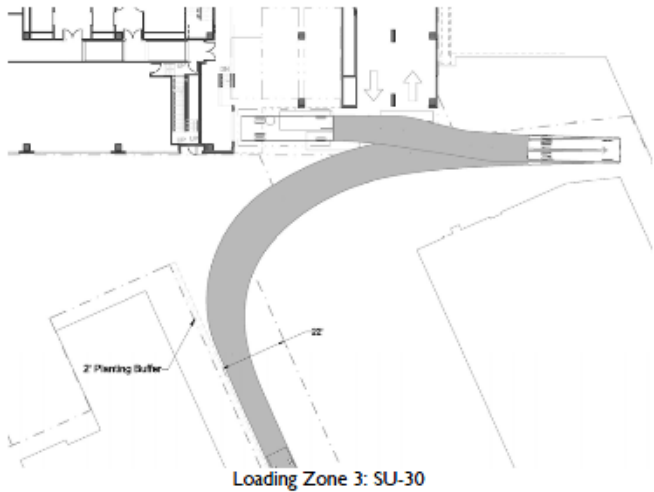
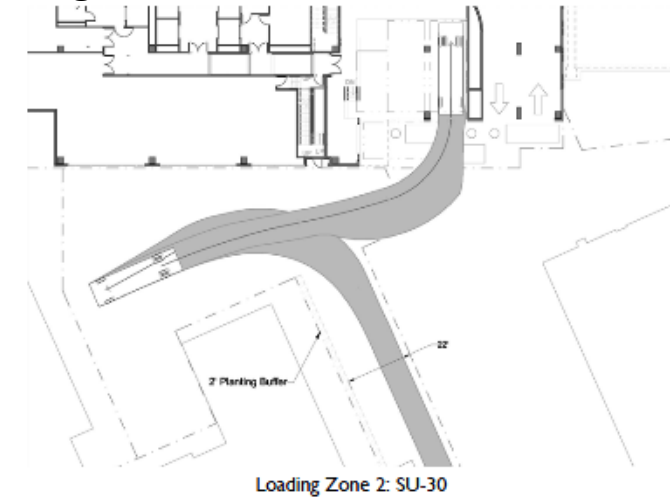
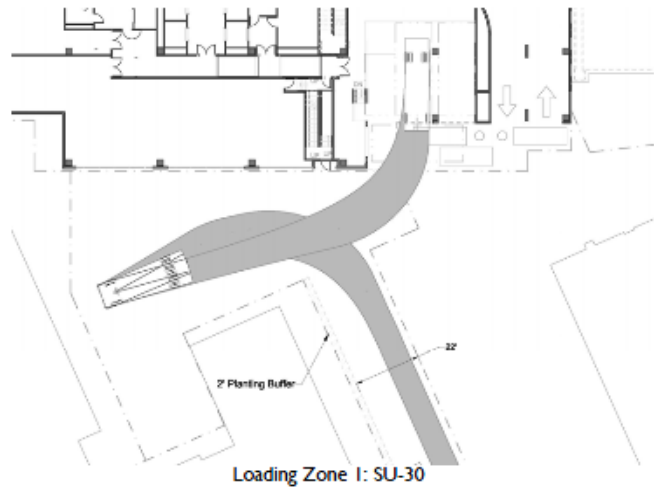
Swept Area Diagram

WB 40 – Entering/Exiting the alley via I Street

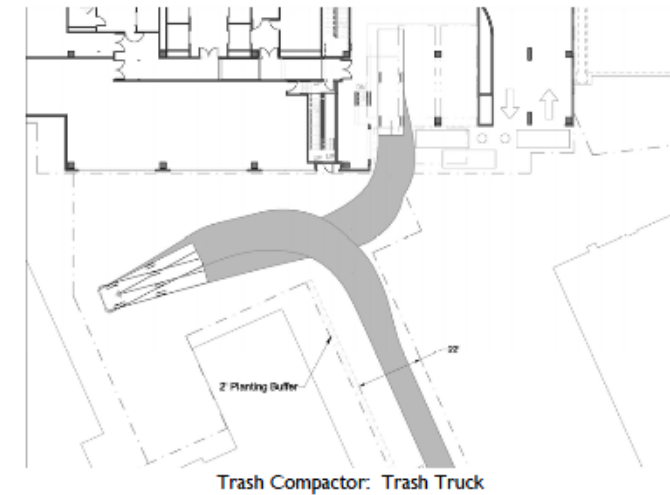


Swept Area Diagram

SU 30 and Trash Truck – Entering/Exiting 2112 Pennsylvania Avenue Loading Berths

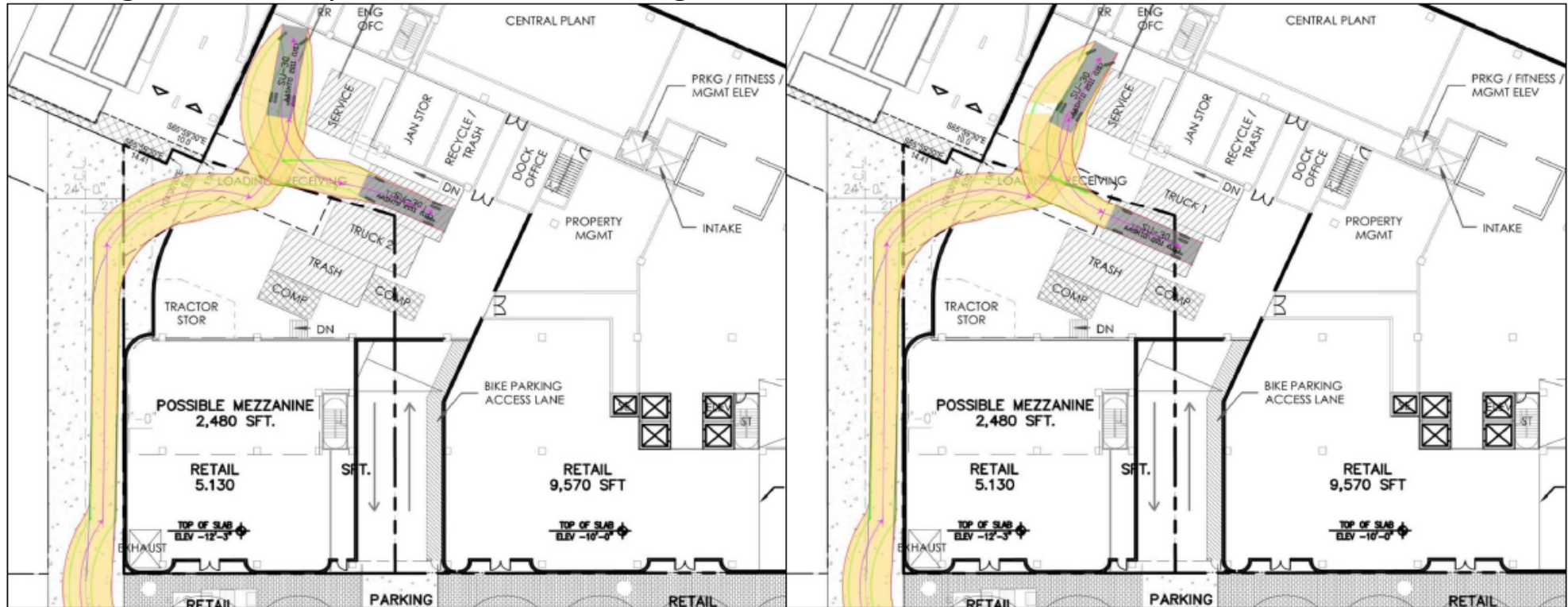


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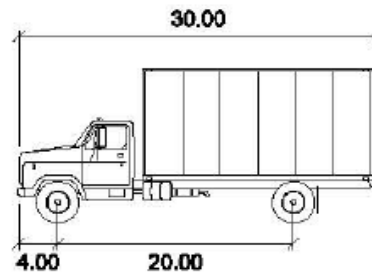
Swept Area Diagram

SU 30 – Entering 2100 Pennsylvania Avenue Loading Berths



SU-30 Berth 1 Inbound

SU-30 Berth 2 Inbound



SU	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

