

Virginia Street Joint Venture LLC
303 – 2107 Elliott Avenue
Seattle, WA 98121
206-441-4027 general

October 31, 2019

Permit Consultants NW

Address: 17974 7th Ave SW
Normandy Park, WA 98166
Email: jon@permitcnw.com

Attention: Jon O'Hare

Via: Email

RE: 3rd & Virginia Project - 2000 3rd Ave
Subject: Permit #3026416-LU – Master Use Permit Comments

The following is a compilation of responses associated with comments received as part of the cycle 4 corrections to date on the above referenced permit. The response is formatted into the department comments received as Correction Notice #4 (or as noted) with the correction comment followed by the response.

Department: **Zoning**
Reviewer: Maria Victoria G Cruz

Corrections Notice #3:

- 1) (Previous Correction) Height Measurement.** Determine the slope of the lot along the entire length of the major street lot line (3rd Ave). When the slope of the major street lot line (3rd Ave) is less than or equal to 7.5 percent, the elevation of the maximum height shall be determined by adding the maximum permitted height to the existing grade elevation at the midpoint of the major street lot line (3rd Ave.) per **23.86.006E**. Please provide the calculation technique on sheet G-003 to determine structure height per **23.49.008.A3**. Please confirm the height measurement shown on elevation sheets A-201 to A-202, Sections A-301 to A-302 and Colored Elevations DR-201 to DR-202 is consistent by the measurement technique.

Rooftop Features. Please label all features located above the height limit and provide the code reference that allows the feature to extend above the height limit per **23.49.008.D** and update sheets A-201 to A-202, sections A-301 to A-302 and Colored Elevations DR-201 to DR-202. Please provide rooftop coverage for rooftop features over the height limit per **23.49.008.D2**.

Per **23.49.008.B** Structures located in DMC 240/290-440 or DMC 340/290-440 zones may exceed the maximum height limit for residential use, or if applicable the maximum height limit for residential use as increased under subsection **23.49.008.A.4**, by ten percent of that limit, as so increased if applicable, if:

1. The facades of the portion of the structure above the limit do not

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enclose an area greater than 9,000 square feet, and

2. The enclosed space is occupied only by those uses or features otherwise permitted in this section **23.49.008** as an exception above the height limit. The exception in this subsection **23.49.008.B** shall not be combined with any other height exception for screening or rooftop features to gain additional height.

The features permitted above the height limit of 440 may be proposed within the height limit of the maximum height limit of up to 484 (10%) if no additional height exception for screening or rooftop features gain additional height. Please provide a narrative and calculation for the gross floor area above L46 is less than or equal to 9,000 square feet; Also, the screening feature shown on sheet G-002 and sheet G-009 is more than 484. Please revise to show that all rooftop features top elevation is at 484.

RESPONSE: Please refer to the updated MUP drawings submitted as part of this response which show the rooftop features maximum height at 484'. Specifically, refer to sheet A-201 and A-202.

Also, please refer to sheet G-002 for the area calculation showing the area enclosed by the perimeter walls does not exceed 9,000 square feet.

- 2) **Parking Space Requirement.** All parking spaces provided whether required or not shall meet the standards of **23.54.030**. When more than five parking spaces are provided for residential uses, a minimum of 60% of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the minimum size. Forty percent of the parking spaces may be striped for any size category in subsection **23.54.030.A**, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles. When 20 or more parking spaces are provided for non-residential uses, a minimum of 35% of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of 65% of the parking spaces may be striped for small vehicles. A minimum of 35% of the spaces shall be striped for large vehicles. Please revise parking calculation on sheet G-001 and corresponding parking floor plan to meet this requirement.

RESPONSE: Please refer to the updated MUP drawings submitted as part of this response for adjusted parking calculations.

Department: **Mandatory Housing Affordability**
Reviewer: Bradley K Wilburn

Corrections Notice #2:

- 1 **(Second Request) General Comments.** Please update the entire plan set to provide greater consistency and clarity (with **dimensions**) within plan set. I'm unable to confirm MHA floor area. I require more visually accessible detail to evaluate proposal (i.e., precise dimensions to verify square footages, etc.)

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- i. There are a number of floors needing additional fine tuning, which will be expected with a one-on-one meeting – including: parking levels, common areas prorated etc.....

RESPONSE: Please Refer to G-002, G-005, G-006 & G-007 which have been updated based on telephone and email correspondence with the Architectural Team and reviewer.

- 2 **(Second Request) Gross Floor Area.** SMC 23.58C.040. I'm unable to verify gross floor area with information contained within the plan set. "Gross floor area" means the number of square feet to total floor area bounded by the inside surface of the exterior wall of the structure as measured at the floor line. Please provide detail to verify compliance to SMC 23.58B.040 & SMC 23.58C.040.

- i. Additional detail is required to complete my review.

RESPONSE:

- i) Please refer to updated sheets G-002, G-005, G-006 & G-007 for additional information to allow calculations to complete review.

Department: **Land Use**
Reviewer: John G, Shaw

Corrections Notice #1: Transportation comment letter Dated September 04, 2018

- 1) **Corrections:** Please note that the 3/20/18 correction notice from Charles Benson is still outstanding.

RESPONSE: A response was provided to this correction as part of our initial correction response of September 2018. Here is the response in it's entirety for ease of review:

Corrections Notice #1:

- 1) **Comment:** Please calculate project-generated parking demand (local data sources, such as King County Right-Size Parking, are preferred if available), including temporal parking demand calculations that illustrate demand by use from 6 AM to midnight. If this parking demand estimate is greater than the amount of parking provided in the proposed development, please include a discussion on how/where this excess demand will be accommodated and how this affects overall parking conditions in the downtown core.

RESPONSE: Please refer to the updated Traffic Study submitted as part of this response.

- 2) **Comment:** As the proposed development will displace a surface parking lot (approximately 65 spaces), please provide peak parking utilization rates and peak parking periods at this facility and include a discussion on where users of this

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displaced parking will be accommodated elsewhere in the downtown core.

RESPONSE: Please refer to the updated Traffic Study submitted as part of this response.

- 3) **Comment:** Please include a discussion on loading operations for the various components of the proposed development (e.g. frequency and type of commercial deliveries, residential move-ins and move-outs) and identify any potential impacts on the adjacent street/alley network. Identify any on-street (curbside) changes as a result of the proposed development.

RESPONSE: Please refer to the updated Traffic Study submitted as part of this response.

- 4) **Comment:** Page 25. Under “Future Non-Motorized Facilities”, please include a discussion of future planned pedestrian and bicycle conditions in the study area and identify any bicycle facilities included as part of the proposed development.

RESPONSE: Please refer to the updated Traffic Study submitted as part of this response.

- 5) **Comment:** Appendix C. Please explain why “Attachment C1: Project Trip Generation-Residential” does not appear to allocate any local trips to the Downtown Core, as is the case for both Office and Retail uses.

RESPONSE: Please refer to the updated Traffic Study submitted as part of this response.

Department: **Transportation Correction #1 – Dated: October 03, 2019**
Reviewer: John G. Shaw

Response: Please refer to the attached response letter from TENW dated October 29, 2019.

Attached to this memo are the correction notices from the City.

Sincerely,

Westbank Projects (US) Corp on behalf of Virginia Street Joint Venture LLC



Michael Chaplin
Development Manager

MEMORANDUM

DATE: October 29, 2019

TO: John Shaw
City of Seattle DCI

FROM: Spenser Haynie
TENW

SUBJECT: Response to City's Correction Notice #1 (TRANSPORT)
3rd & Virginia; City of Seattle MUP #3026416
TENW Project No. 5378

This document provides responses to the City's Correction Notice #1 (TRANSPORT) dated October 3, 2019 (see **Attachment A**) based on review of our TIA dated May 13, 2019. The City's Correction Notice included seven comments; responses to each of the comments are provided below.

Comment #1 Page 23: The text indicates that alley access at Lenora would operate at LOS F with the project. Table 7 indicates that, with the project, the Lenora/alley intersection would operate at LOS B in the AM peak hour and LOS D in the PM peak hour. Please clarify.

Response:

The text indicating that the alley access at Lenora would operate at LOS F is a typo. The stop-controlled exiting left-turn movements at the alley access on Lenora Street is anticipated to operate at LOS B during the AM peak hour and LOS D during the PM peak hour with the proposed project as shown below in Table 7.

Table 1
Year 2021 AM and PM Peak Hour LOS Summary

Time Period / Study Intersection	Without-Project		With-Project	
	LOS	Delay (sec)	LOS	Delay (sec)
AM Peak Hour				
<u>Stop Controlled Intersection</u>				
2. Alley / Lenora St				
Left-Turn from alley (stop controlled)	B	12.6	B	14.0
5. Alley / Virginia St				
Left-Turn from alley (stop controlled)	E	43.4	F	> 100
PM Peak Hour				
<u>Stop Controlled Intersection</u>				
2. Alley / Lenora St				
Left-Turn from alley (stop controlled)	C	22.0	D	25.6
5. Alley / Virginia St				
Left-Turn from alley (stop controlled)	F	> 100	F	> 100

Comment #2 Page 25: How will the property manager ensure that residential move-in/move-outs will occur by appointment only during off-peak hours?

Response:

The initial move-in efforts on this project will be set up in blocks of floors within the tower. Each unit within the block will receive a 3 hour time slot for evening (after 6:00 PM) or weekend for move-in. This will be regulated by the Property Management team and if a truck shows up not within the allocated time slot, the Property Management team will turn the truck away and not allow them to park in the loading berths.

Comment #3 Page 25: As commercial tenants have not yet been identified, please provide a reasonable worst-case estimate of delivery frequencies based on likely or typical tenants for downtown commercial space.

Response:

Although the commercial tenant spaces have not been identified at this time, the ground floor retail will be designed to accommodate a coffee shop and small café. These uses will typically receive product in the morning hours for same day use. Based on the small size of the retail tenant spaces, these could be between 1 and 2 deliveries per day per retail unit, so 2 to 4 in the morning hours. For the office levels, other than initial tenant move-in, deliveries will be typically by US Postal Service, UPS, FEDEX and Amazon which could be once per day. An office tenant might order from Costco or other local office supply store but we anticipate this would not be daily. All deliveries by these carriers are typically in the shorter boxed truck vehicle, which can be accommodated in each loading berth.

Comment #4 Appendix D: The loading docks depicted on the turning movement diagrams in the 6/12/19 plan set appear to show three loading berths, with the middle of the three reserved for waste pickup; is this correct? If so, and truck loading is intended to occur from "Loading Dock 2," as indicated in the turning movement diagrams, please note that this berth has a required depth of 35'. If this is not correct, please relabel the drawings and provide updated turning movement diagrams.

Response:

Space between loading berth #1 and loading berth #2 is intended to waste pick-up. It also serves as maneuvering space for trucks when they are turning into Loading berths 1 and 2. The provided length for loading berths exceeds 35 feet.

Comment #5 Appendix D: The auto-turn diagrams use SU-30 design vehicles. As the commercial tenants are not known, what is the likelihood that larger vehicles may attempt to use the loading dock?

Response:

Larger vehicles than what the current loading berths are designed for, will not be allowed to enter into the loading berths.

Comment #6 Appendix D: Please provide a more detailed diagram showing the dimension of the clear area behind the trucks and the positioning of the trucks within the berth, to demonstrate that trucks would not extend into the alley when ramps or lift gates are deployed.

Response:

Please see loading dock plan with dimensions of the loading berths and area behind for lift gates and ramps included as **Attachment B**. It should be noted that the dark line shown at the end of the ramp portion is not a dock, just a transition in the floor slab. The elevated dock portion has been removed since the initial MUP submittal to accommodate the truck length.

Comment #7 Appendix D: On all of the turning movement diagrams, particularly sheets 1 and 3, the envelope of the design vehicle is shown very close to the outline of the existing building on the north side of the alley. To allow for sufficient distance for truck mirrors, please provide turning movements that accommodate 1' clearance from the design vehicle to the existing building façade.

Response:

See revised AutoTURN analysis included as **Attachment C**.

If you have any questions regarding the information presented in this memo, please call me at 206-390-7253 or email at spenser@tenw.com.

cc: Michael Chaplin, Westbank
Jeff Schramm, TENW

Attachments

ATTACHMENT A

City of Seattle Department of Construction and Inspections

October 3, 2019 Correction Notice #1



JON R O'HARE
17479 7TH AVE SW
NORMANDY PARK, WA 98166

Re: Project #3026416-LU

Correction Notice #1

Review Type TRANSPORTATION DPD
Project Address 2000 3RD AVE
SEATTLE, WA 98121
Contact Email JON@PERMITCNW.COM
SDCI Reviewer John G Shaw
Reviewer Phone (206) 684-5837
Reviewer Fax
Reviewer Email John.Shaw@seattle.gov
Owner DAMON CHAN
Corrections also apply to Project(s)

Date October 03, 2019
Contact Phone (425) 301-9541

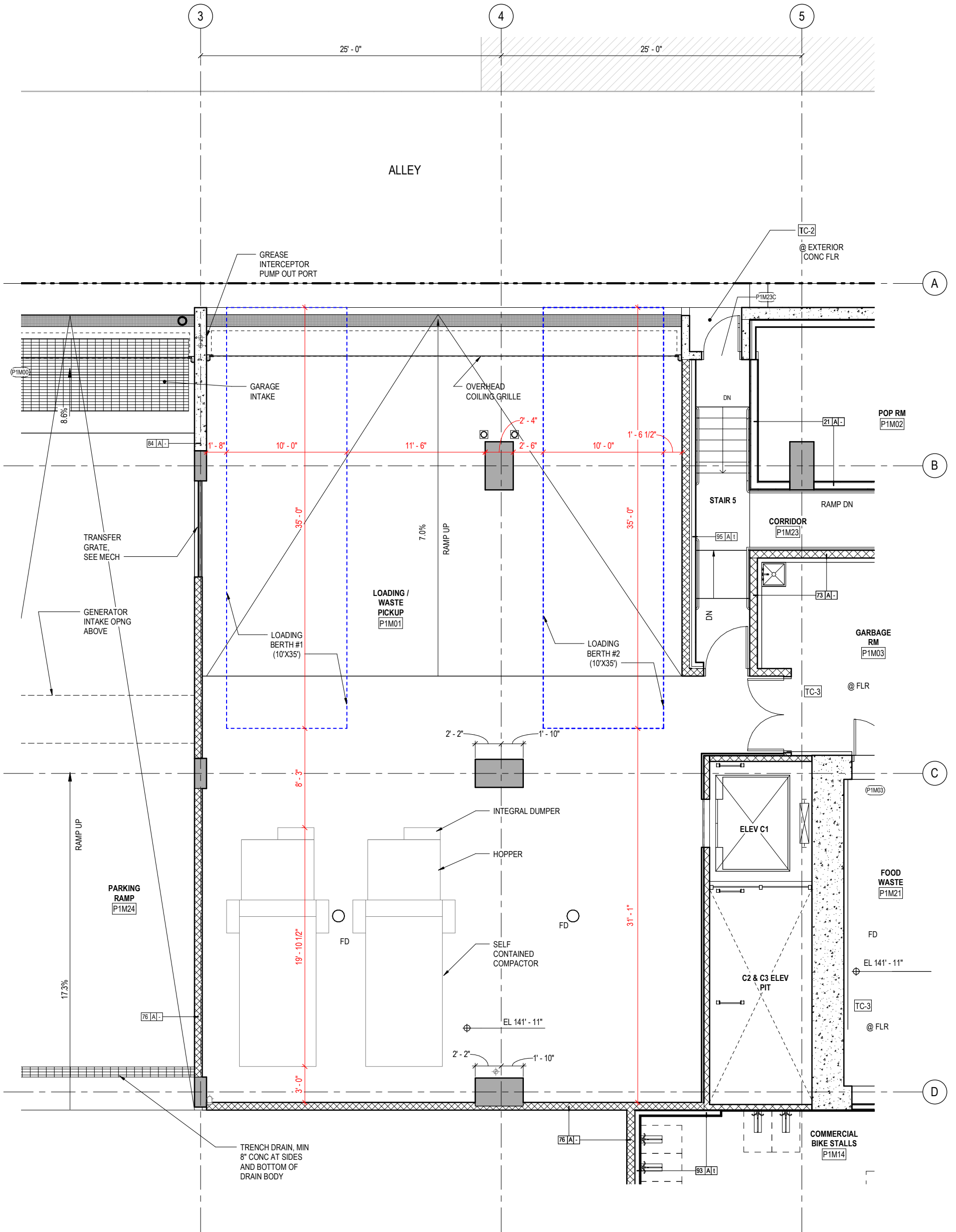
Address Seattle Department of Construction and Inspections
700 Fifth Ave
Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Corrections

1. Page 23: The text indicates that alley access at Lenora would operate at LOS F with the project. Table 7 indicates that, with the project, the Lenora/alley intersection would operate at LOS B in the AM peak hour and LOS D in the PM peak hour. Please clarify.
2. Page 25: How will the property manager ensure that residential move-in/move-outs will occur by appointment only during off-peak hours?
3. Page 25: As commercial tenants have not yet been identified, please provide a reasonable worst-case estimate of delivery frequencies based on likely or typical tenants for downtown commercial space.
4. Appendix D: The loading docks depicted on the turning movement diagrams and in the 6/12/19 plan set appear to show three loading berths, with the middle of the three reserved for waste pickup; is this correct? If so, and truck loading is intended to occur from "Loading Dock 2," as indicated in the turning movement diagrams, please note that this berth has a required depth of 35'. If this is not correct, please relabel the drawings and provide updated turning movement diagrams.
5. Appendix D: The auto-turn diagrams use SU-30 design vehicles. As the commercial tenants are not known, what is the likelihood that larger vehicles may attempt to use the loading dock?
6. Appendix D: Please provide a more detailed diagram showing the dimension of the clear area behind the trucks and the positioning of the trucks within the berth, to demonstrate that trucks would not extend into the alley when ramps or lift gates are deployed.
7. Appendix D: On all of the turning movement diagrams, particularly sheets 1 and 3, the envelope of the design vehicle is shown very close to the outline of the existing building on the north side of the alley. To allow sufficient distance for truck mirrors, please provide turning movements that accommodate 1' clearance from the design vehicle to this existing building façade.

ATTACHMENT B

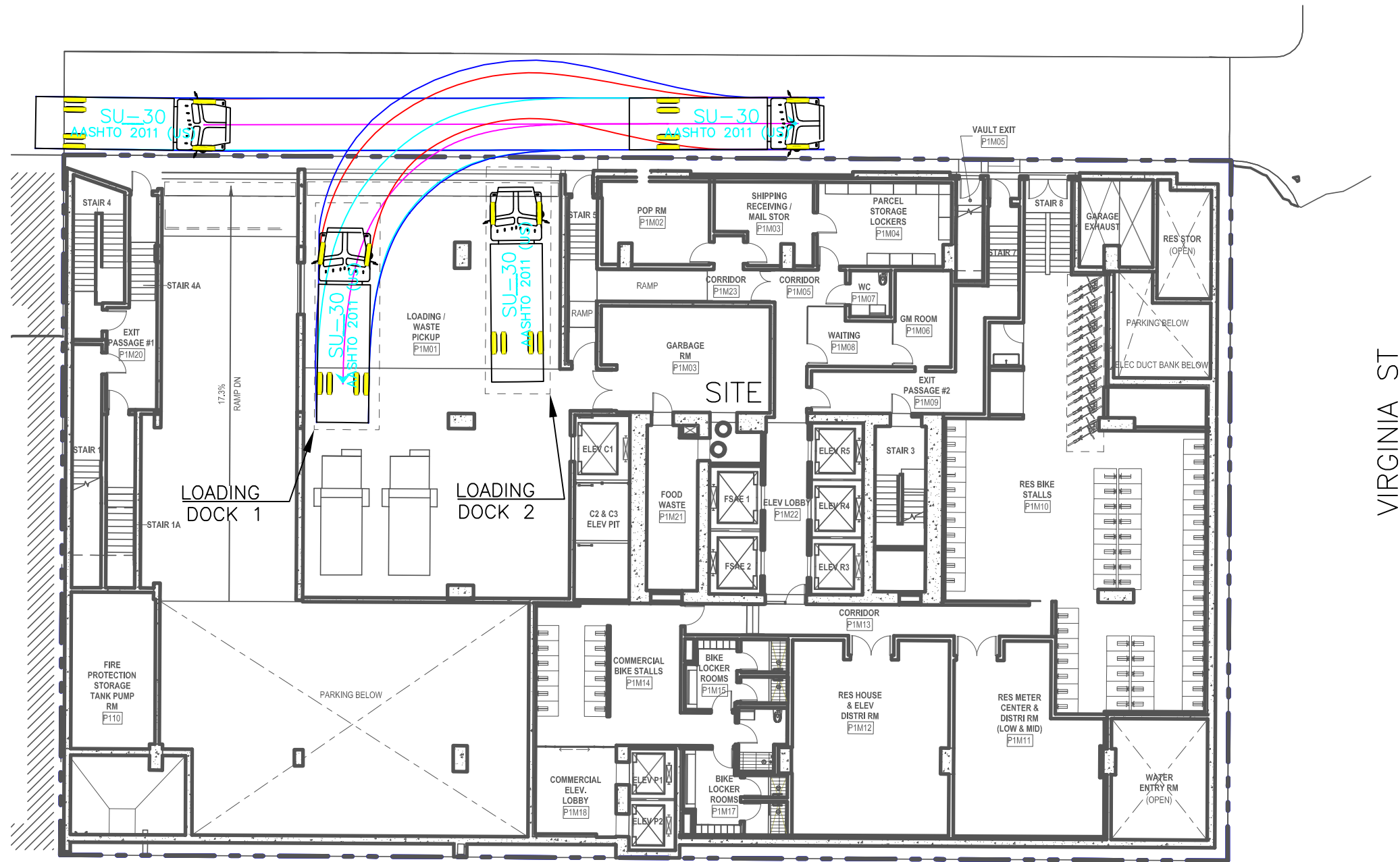
Loading Dock Dimensions



LOADING AREA PLAN - LEVEL P1M

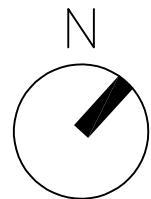
ATTACHMENT C

Revised AutoTURN Analysis



LEGEND

- VEHICLE BODY ENVELOPE
- FRONT TIRE PATH
- REAR TIRE PATH



0 20
SCALE IN FEET



Transportation Engineering NorthWest

Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747

Project Contact: Trevor Takara
Phone: 425-250-0865

3RD AND VIRGINIA

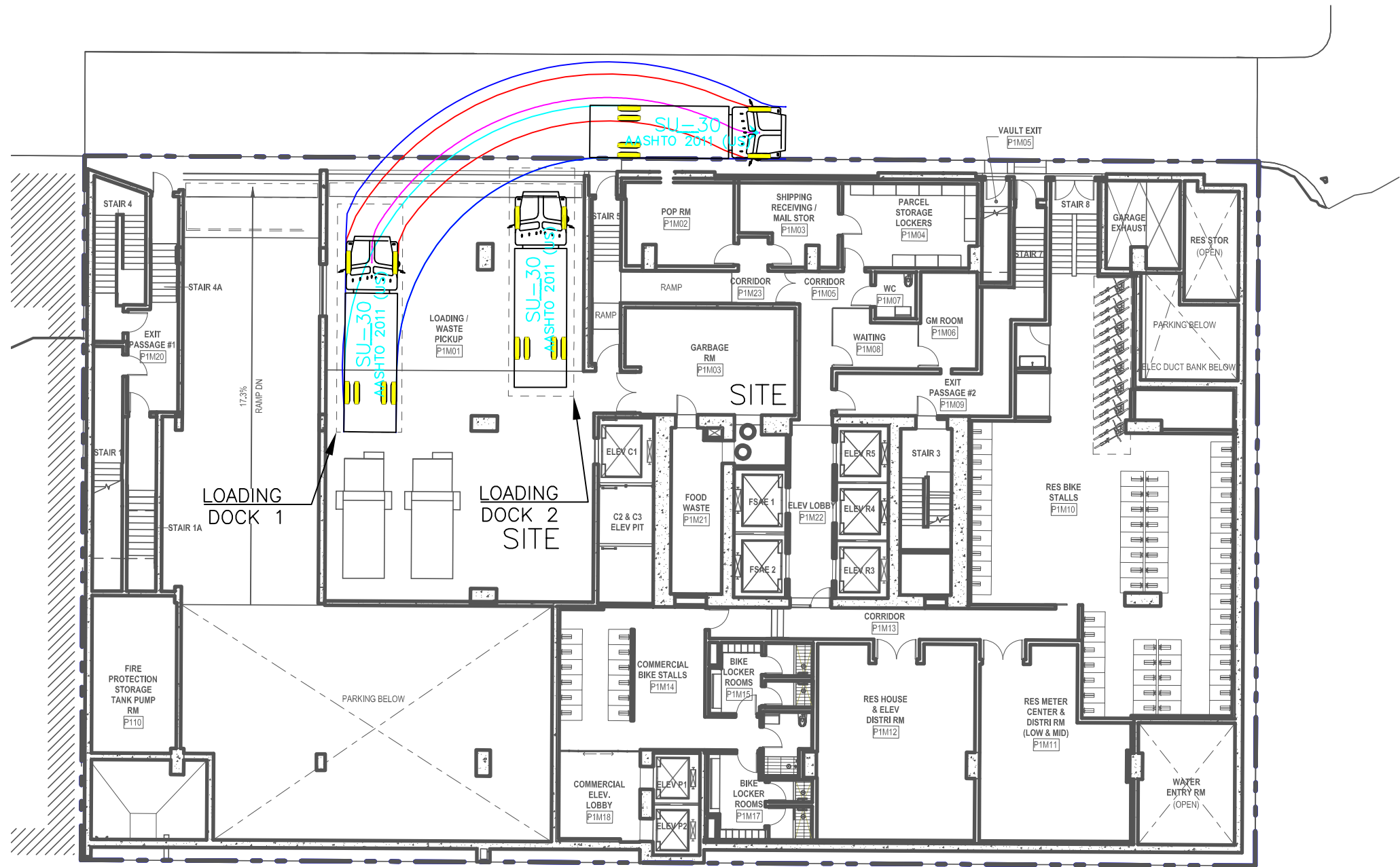
AUTOTURN ANALYSIS
LOADING DOCK 1 – ENTERING

SHEET

1

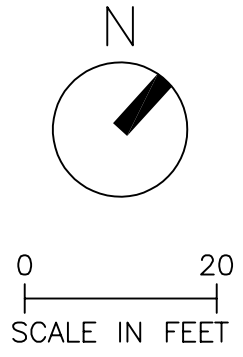
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4



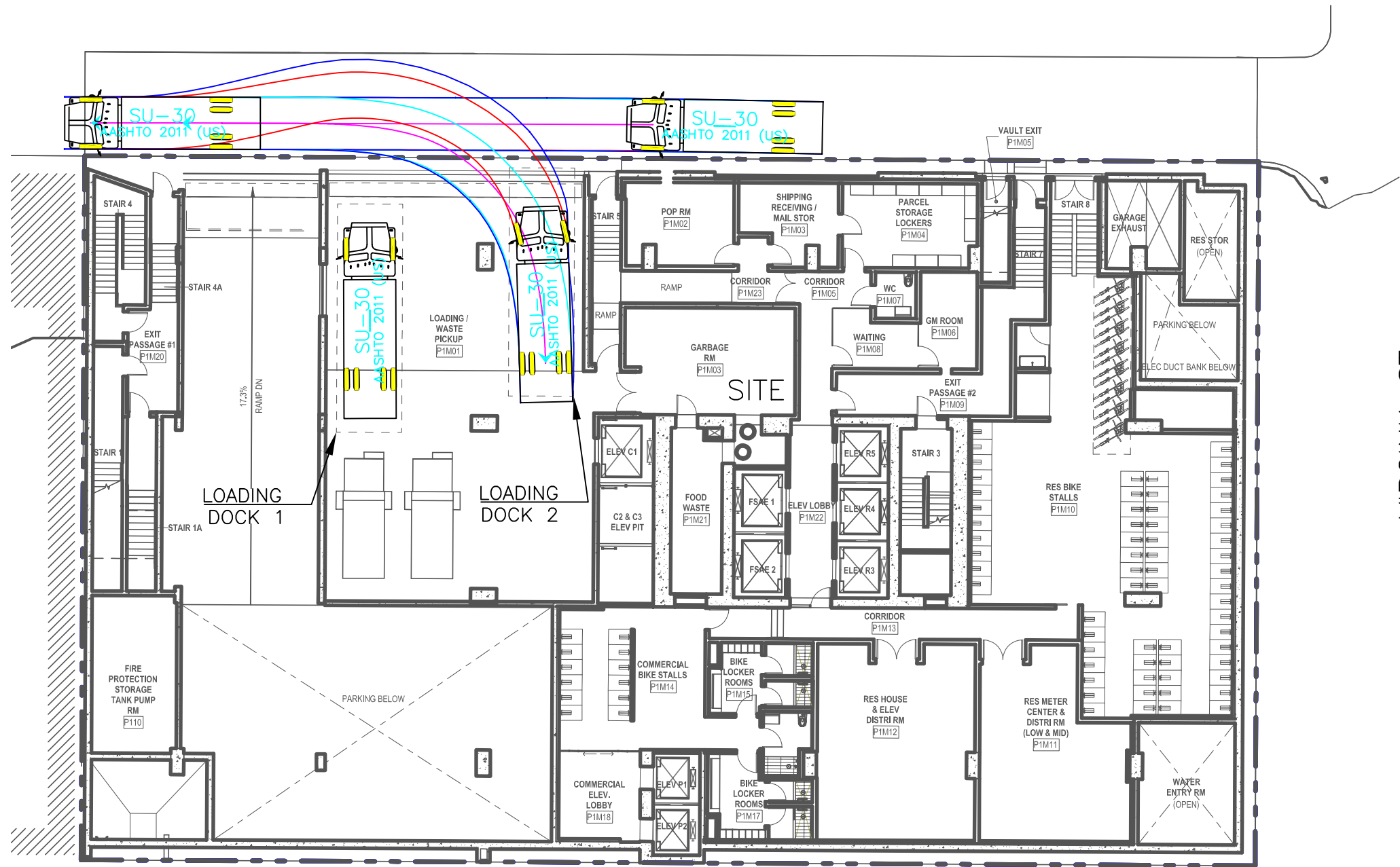
VIRGINIA ST

LEGEND	
—	VEHICLE BODY ENVELOPE
—	FRONT TIRE PATH
—	REAR TIRE PATH



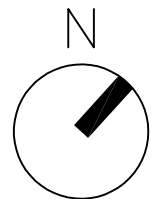
TENW
 Transportation Engineering NorthWest
 Transportation Planning | Design | Traffic Impact & Operations
 11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747
 Project Contact: Trevor Takara
 Phone: 425-250-0865

3RD AND VIRGINIA	SHEET 2
AUTOTURN ANALYSIS LOADING DOCK 1 – EXITING	OF 4



LEGEND

- VEHICLE BODY ENVELOPE
- FRONT TIRE PATH
- REAR TIRE PATH



0 20
SCALE IN FEET



Transportation Engineering NorthWest

Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747

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3RD AND VIRGINIA

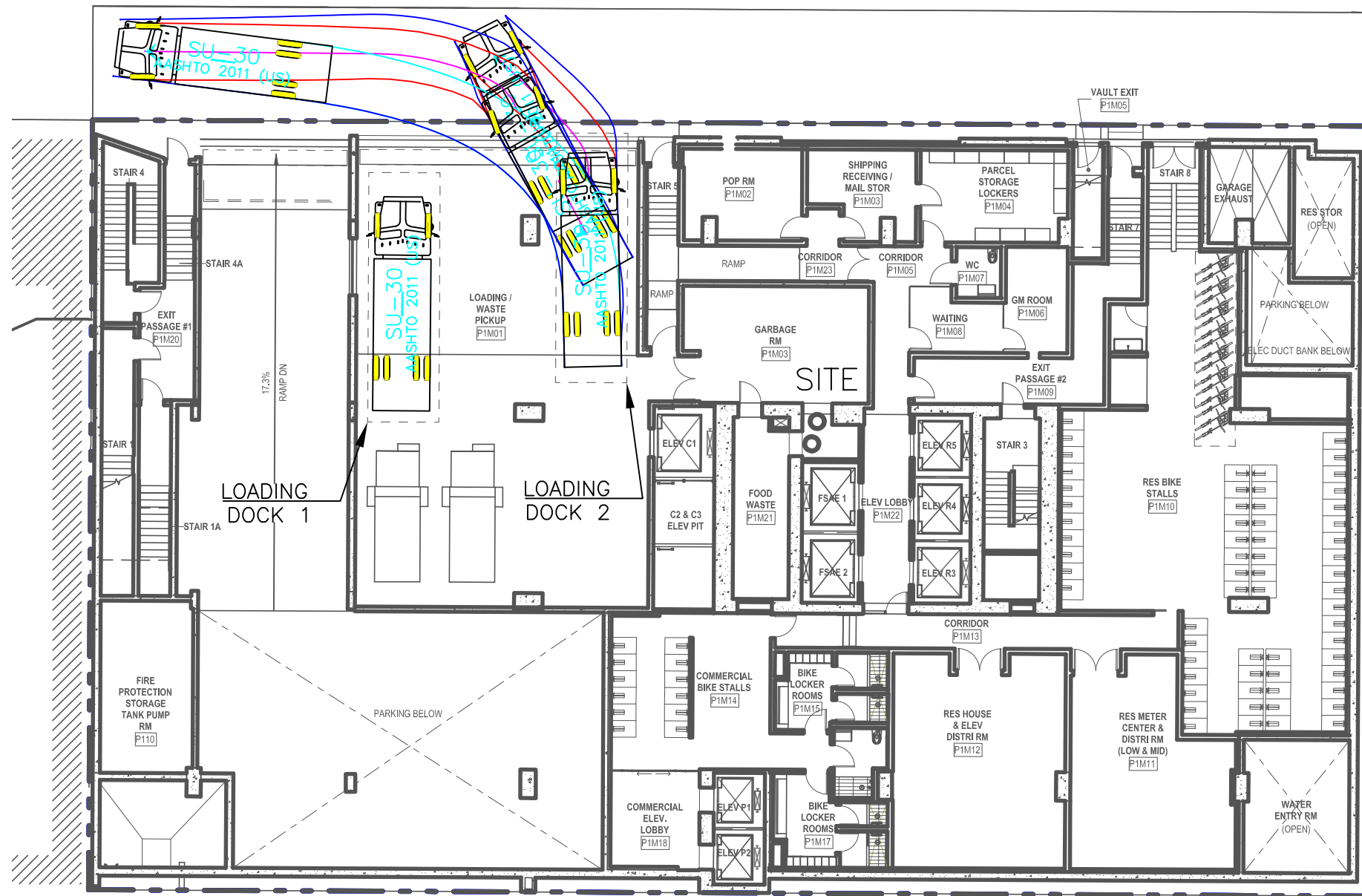
AUTOTURN ANALYSIS
LOADING DOCK 2 – ENTERING

SHEET




3

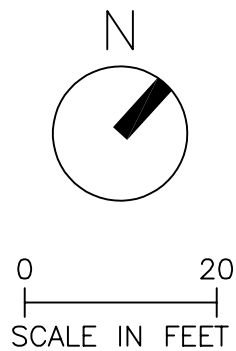
OF

4



VIRGINIA ST

LEGEND	
	VEHICLE BODY ENVELOPE
	FRONT TIRE PATH
	REAR TIRE PATH



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 11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747
 Project Contact: Trevor Takara
 Phone: 425-250-0865

3RD AND VIRGINIA	SHEET 4
AUTOTURN ANALYSIS LOADING DOCK 2 – EXITING	OF 4



JON R O'HARE
 17479 7TH AVE SW
 NORMANDY PARK, WA 98166

Re: Project #3026416-LU

Correction Notice #3

Review Type ZONING
Project Address 2000 3RD AVE
 SEATTLE, WA 98121
Contact Email JON@PERMITCNW.COM
SDCI Reviewer Maria Victoria G Cruz
Reviewer Phone (206) 615-1266
Reviewer Fax
Reviewer Email maria.cruz@Seattle.Gov
Owner DAMON CHAN
Corrections also apply to Project(s)

Date October 17, 2019
Contact Phone (425) 301-9541

Address Seattle Department of Construction and Inspections
 700 Fifth Ave
 Suite 2000
 P.O. Box 34019
 Seattle, WA 98124-4019

Dear Jon,

The following corrections are required. Further corrections may follow based on information in future application materials received.

If you are seeking Design Review departures for any corrections and then are approved, you may disregard zoning corrections related departure request. Failure to secure design review departures will result in compliance with development standards.

Thank you,
 Maria Cruz

Applicant Instructions

Please click on the following link to learn "[How to Respond to a Correction Notice](#)". If the 3-step process outlined in this document is not followed, there may be a delay in permit issuance and there is a potential for penalty fees.

For instructions on **uploading corrected plans through your portal**, follow this link: [How to Upload a Document to an Existing Permit](#)

Note that you will not be able to upload corrected plans until all reviews are completed and the project's status is "Corrections Required".

Codes Reviewed

This project has been reviewed for conformance with the applicable development standards of the Land Use Code.

Corrections

1. (Previous Correction) Height Measurement. Determine the slope of the lot along the entire length of the major street lot line (3rd Ave.). When the slope of the major street lot line (3rd Ave. is) less than or equal to 7.5 percent, the elevation of the maximum height shall be determined by adding the maximum permitted height to the existing grade elevation at the midpoint of the major street lot line (3rd Ave.) per **23.86.006.E**. Please provide this calculation technique on sheet G-003 to determine structure height per **23.49.008.A3**. Please confirm the height measurement shown on elevation sheets A-201 to A-202, Sections A-301 to A-302 and Colored Elevations DR-201 to DR-202 is consistent by the measurement technique.

Rooftop Features. Please label all features located above the height limit and provide the code reference that allows the feature to extend above the height limit per **23.49.008.D** and update sheets A-201 to A-202, Sections A-301 to A-302 and Colored Elevations DR-201 to DR-202. Please provide rooftop coverage for rooftop features over the height limit per **23.49.008.D2**.

Per **23.49.008.B** Structures located in DMC 240/290-440 or DMC 340/290-440 zones may exceed the maximum height limit for residential use, or if applicable the maximum height limit for residential use as increased under subsection 23.49.008.A.4, by ten percent of that limit, as so increased if applicable, if:

1. The facades of the portion of the structure above the limit do not enclose an area greater than 9,000 square feet, and
2. The enclosed space is occupied only by those uses or features otherwise permitted in this [Section 23.49.008](#) as an exception above the height limit. The exception in this subsection 23.49.008.B shall not be combined with any other height exception for screening or rooftop features to gain additional height.

The features permitted above the height limit of 440 may be proposed within the height limit of the maximum height limit of up to 484 (10%) if no additional height exception for screening or rooftop features gain additional height. Please provide a narrative and calculation for the gross floor area above L46 is less than or equal to 9,000 square feet; Also, the screening feature shown on sheet G-002 and sheet G-009 is more than 484. Please revise to show that all rooftop features top elevation is at 484.

Access & Parking

2. (Previous Correction) Parking Space Requirements. All parking spaces provided whether required or not shall meet the standards of **23.54.030**. When more than five parking spaces are provided for residential uses, a minimum of 60% of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection **23.54.030.A**, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles. When 20 or more parking spaces are provided for nonresidential uses, a minimum of 35% of the parking spaces shall be striped for small vehicles. The minimum required size for small parking spaces shall also be the maximum size. A maximum of 65% of the parking spaces may be striped for small vehicles. A minimum of 35% of the spaces shall be striped for large vehicles. Please revise parking calculation on sheet G-001 and corresponding parking floor plan to meet this requirement. (Departure)

Thank you for the response. This departure must be included in the departure matrix and diagram on sheets G-001 & G-010.



JON R O'HARE
 17479 7TH AVE SW
 NORMANDY PARK, WA 98166

Re: Project #3026416-LU

Correction Notice #2

Review Type MANDATORY HOUSING AFFORDABILITY
Project Address 2000 3RD AVE
 SEATTLE, WA 98121
Contact Email JON@PERMITCNW.COM
SDCI Reviewer Bradley K Wilburn
Reviewer Phone (206) 615-0508
Reviewer Fax
Reviewer Email Bradley.Wilburn@Seattle.Gov
Owner DAMON CHAN

Date July 14, 2019
Contact Phone (425) 301-9541

Address Seattle Department of Construction and Inspections
 700 Fifth Ave
 Suite 2000
 P.O. Box 34019
 Seattle, WA 98124-4019

Corrections also apply to Project(s)

I have completed the MHA review for this project and have identified the following that will be required prior to approval. Additional notices may follow depending on response to this correction notice.

Please contact me directly to set up a meeting to help guide you through responding to the correction items below

Applicant Instructions

Please click on the following link to learn "[How to Respond to a SDCI Correction Notice](#)". If the 3-step process outlined in this document is not followed, there may be a delay in permit issuance and there is a potential for penalty fees.

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i). Additional detail is required to complete my review.



JON R O'HARE
17479 7TH AVE SW
NORMANDY PARK, WA 98166

Re: Project #3026416-LU

Correction Notice #1

Review Type LAND USE
Project Address 2000 3RD AVE
SEATTLE, WA 98121
Contact Email JON@PERMITCNW.COM
SDCI Reviewer John G Shaw
Reviewer Phone (206) 684-5837
Reviewer Fax
Reviewer Email John.Shaw@seattle.gov
Owner DAMON CHAN
Corrections also apply to Project(s)

Date September 04, 2018
Contact Phone (425) 301-9541

Address Seattle Department of Construction and
Inspections
700 Fifth Ave
Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Corrections

1. Please note that the 3/20/18 correction notice from Charles Benson is still outstanding.



JON R O'HARE
17479 7TH AVE SW
NORMANDY PARK, WA 98166

Re: Project #3026416-LU

Correction Notice #1

Review Type TRANSPORTATION DPD
Project Address 2000 3RD AVE
SEATTLE, WA 98121
Contact Email JON@PERMITCNW.COM
SDCI Reviewer John G Shaw
Reviewer Phone (206) 684-5837
Reviewer Fax
Reviewer Email John.Shaw@seattle.gov
Owner DAMON CHAN
Corrections also apply to Project(s)

Date October 03, 2019
Contact Phone (425) 301-9541

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Inspections
700 Fifth Ave
Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

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4. Appendix D: The loading docks depicted on the turning movement diagrams and in the 6/12/19 plan set appear to show three loading berths, with the middle of the three reserved for waste pickup; is this correct? If so, and truck loading is intended to occur from "Loading Dock 2," as indicated in the turning movement diagrams, please note that this berth has a required depth of 35'. If this is not correct, please relabel the drawings and provide updated turning movement diagrams.
5. Appendix D: The auto-turn diagrams use SU-30 design vehicles. As the commercial tenants are not known, what is the likelihood that larger vehicles may attempt to use the loading dock?
6. Appendix D: Please provide a more detailed diagram showing the dimension of the clear area behind the trucks and the positioning of the trucks within the berth, to demonstrate that trucks would not extend into the alley when ramps or lift gates are deployed.
7. Appendix D: On all of the turning movement diagrams, particularly sheets 1 and 3, the envelope of the design vehicle is shown very close to the outline of the existing building on the north side of the alley. To allow sufficient distance for truck mirrors, please provide turning movements that accommodate 1' clearance from the design vehicle to this existing building façade.