

**THE GEORGE WASHINGTON UNIVERSITY**  
**TRUCK MANAGEMENT PLAN FOR THE FOGGY BOTTOM CAMPUS**

The George Washington University is committed to operating in a manner that is sensitive to our community. Specific to truck management, the University aims to conduct its loading and delivery operations to avoid adverse impacts on the surrounding neighborhood.

Currently, the University's truck management efforts consist of a number of general operating principles, including the establishment of central off-street loading facilities as well as specific efforts related to the management of loading operations covered under existing zoning orders. In an effort to develop a more comprehensive framework for managing loading and delivery activities, the University has developed the following Truck Management Plan for the Foggy Bottom Campus that builds upon the operating principles and building-specific efforts that are currently in place.

**General Deliveries**

- GW will schedule the location and timing of University deliveries and the disposal of trash/recycling on the Foggy Bottom Campus in a manner intended to avoid adverse impacts on the surrounding community.
- GW will direct large regular deliveries (not including deliveries to the loading dock at the GW Hospital which is covered by a specific zoning order and is dedicated to hospital operations) to take place at central, off street loading facilities, currently located at the Support Building at 2025 F Street, NW, the Marvin Center at 800 21<sup>st</sup> Street, NW, and Ross Hall at 2300 Eye Street, NW. This includes large bulk items mailed to students, faculty and staff which are delivered to GW Mail Services currently located in the Support Building, deliveries for events and operations located at the Marvin Center, and deliveries associated with the Medical Center at Ross Hall.
- GW will have appropriate on-site personnel to handle ordinary and emergency truck deliveries at central delivery locations.
- GW will accommodate large deliveries and loading for event venues such as Lisner Auditorium and The Charles E. Smith Center in a manner intended to limit adverse impacts on the surrounding neighborhood. Specifically, with respect to Lisner Auditorium, the University will conduct loading at the existing off-street loading facility. With respect to the Smith Center (which does not have off-street loading accommodations), the University will schedule loading activities to minimize their impact on traffic and parking in the surrounding area. Further, the University will continue to conduct these activities in a manner that complies with District regulations.

- GW will provide those responsible for large regular deliveries to the University with a recommended truck circulation route that identifies preferred routes to access the central loading facilities on campus specifically encouraging the use of major commuter routes (e.g., 19<sup>th</sup>, 21<sup>st</sup> and 23<sup>rd</sup> Streets).
- GW will abide by all delivery and loading restrictions that may be included in existing or future zoning orders related to specific University buildings. Such orders include restrictions on the timing of deliveries made to off-street loading facilities (as is the case with 1957 E Street and the GW Hospital) as well as direction regarding appropriate locations from which to load (1957 E Street).

#### Deliveries to Retail Venues on Campus

- GW will direct retail tenants operating in campus facilities that are used for purposes related to university use (i.e., education, research and the support thereof) to arrange for deliveries to be made in a manner intended to avoid adverse impacts on the surrounding community.
- GW will provide retail tenants with the recommended truck circulation route, referenced above, and will direct each vendor to forward this route to those responsible for its regular deliveries.

#### Student Move-in and Move-out Procedures

- GW will coordinate procedures for students moving into on campus residence halls in the fall, as well as procedures for students moving out of these residence halls in the spring, in a manner intended to avoid or minimize adverse impacts on the surrounding community.
- GW will plan all such activities in conjunction with the Metropolitan Police Department and the Department of Transportation and will seek required District approvals.
- GW will communicate with students and their families the requirements of the plan adopted for the move-in and move-out procedures for specific residence halls in advance of these activities.
- GW will notify the Advisory Neighborhood Commission 2A and the Advisory Committee of the dates and times of move-in and move-out activities each school year.

## Historic Preservation Plan Design Guidelines

Site	Height & Setback	Parking/Loading Location <sup>1</sup>	Potential Building Materials
55A1 & A2	Sites 55A1 & A2 are located between Fulbright, Munson and Kennedy Onassis Halls. In recognition of these adjacent buildings and the importance of 23 <sup>rd</sup> Street, the new site will be developed in accordance with the Campus Plan development guidelines to 90' along 23 <sup>rd</sup> Street, with a 40' setback at which point the building will rise to 110'.	Parking and loading contemplated via an entrance along 22 <sup>nd</sup> Street, just north of H Street	Brick, pre-cast concrete, stone, metal
77A	Site 77A includes the preservation of front sections of Schenley, Crawford, and West End residence halls and demolition of the back portions of all three buildings. In accordance with the Campus Plan development guidelines, the height of the infill portion of the building will be 110'.	Parking and loading contemplated via existing service alley along west side of site (entrance on I Street between 21 <sup>st</sup> and 22 <sup>nd</sup> Streets)	Brick, pre-cast concrete, stone, metal
79A1	Site 79A1 can be designed to accommodate a height of 90' adjacent to the John J. Earley building, setting back and rising to 110' in accordance with the building height development guidelines set forth in the Campus Plan.	Parking and loading contemplated at rear of site with entrance along 22 <sup>nd</sup> Street, between G and H Streets	Brick, pre-cast concrete, stone, metal
101A	Site 101A is located to the south of the United Methodist Church and Rectory. In accordance with the Campus Plan development guidelines, the new building will be limited to 90' in height.	Parking and loading contemplated at rear of site with entrance along 20 <sup>th</sup> Street, between H and I Streets	Brick, pre-cast concrete, stone, metal
103A	Site 103A is located on G Street, across the street to the south of Woodhull House and Bell, Lisner and Stuart Halls. In accordance with the Campus Plan development guidelines, the new building will be limited to 80' in height.	Parking and loading contemplated via existing service alley/driveway at rear of site (entrance on 21 <sup>st</sup> Street between F and G Streets)	Brick, pre-cast concrete, stone, metal

<sup>1</sup> Parking/Loading location have been identified in an effort to avoid locating entrances on G and H Streets as well as to utilize the existing alley system on the Foggy Bottom campus to the extent possible.