



LOADING MANAGEMENT PLAN 2100 2nd Street SW

In order to ensure that the provision of back-in loading does not adversely impact the surrounding roadway network, a loading management plan will be implemented for the building. The goals of the plan are to maintain a safe environment for all users of the site, loading dock, street, and nearby intersections; minimize undesirable impacts to pedestrians and to building tenants; reduce conflicts between truck traffic using the loading facilities and other street users; and ensure smooth operation of the loading facilities through appropriate levels of management and scheduled operations. The following are the components of the loading management plan:

- 1) A loading dock manager will be designated by the building management (duties may be part of other duties assigned to the individual). He or she will coordinate with vendors and tenants to schedule deliveries and will be on duty from approximately 9:00 AM to 5:00 PM and will coordinate with the community and neighbors to resolve any conflicts should they arise.
- 2) All tenants will be required to schedule deliveries that utilize the loading dock (any loading operation conducted using a truck 20' in length or larger) and all loading activities are required to occur at the loading docks.
- 3) The dock manager will schedule deliveries 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 not to compromise safety or impede street or intersection function.
- 4) 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 2nd Street and 1st Street except during those times when a truck is actively entering or exiting a loading berth.
- 5) Trucks larger than a WB-40 will not be permitted in any loading berths except for the northern most loading berth on 2nd Street. For trucks larger than a WB-40 using the northern most loading berth on 2nd Street, a flagger will assist with inbound and outbound truck maneuvers to ensure vehicular, bike, and pedestrian traffic is not impeded.
- 6) 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 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 Map (godcgo.com/truckandbusmap).

- 7) 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 materials as DDOT's Freight Management and Commercial Vehicle Operations document to drivers as needed to encourage compliance with idling laws. The dock manager will also post these documents and notices in a prominent location within the service area.