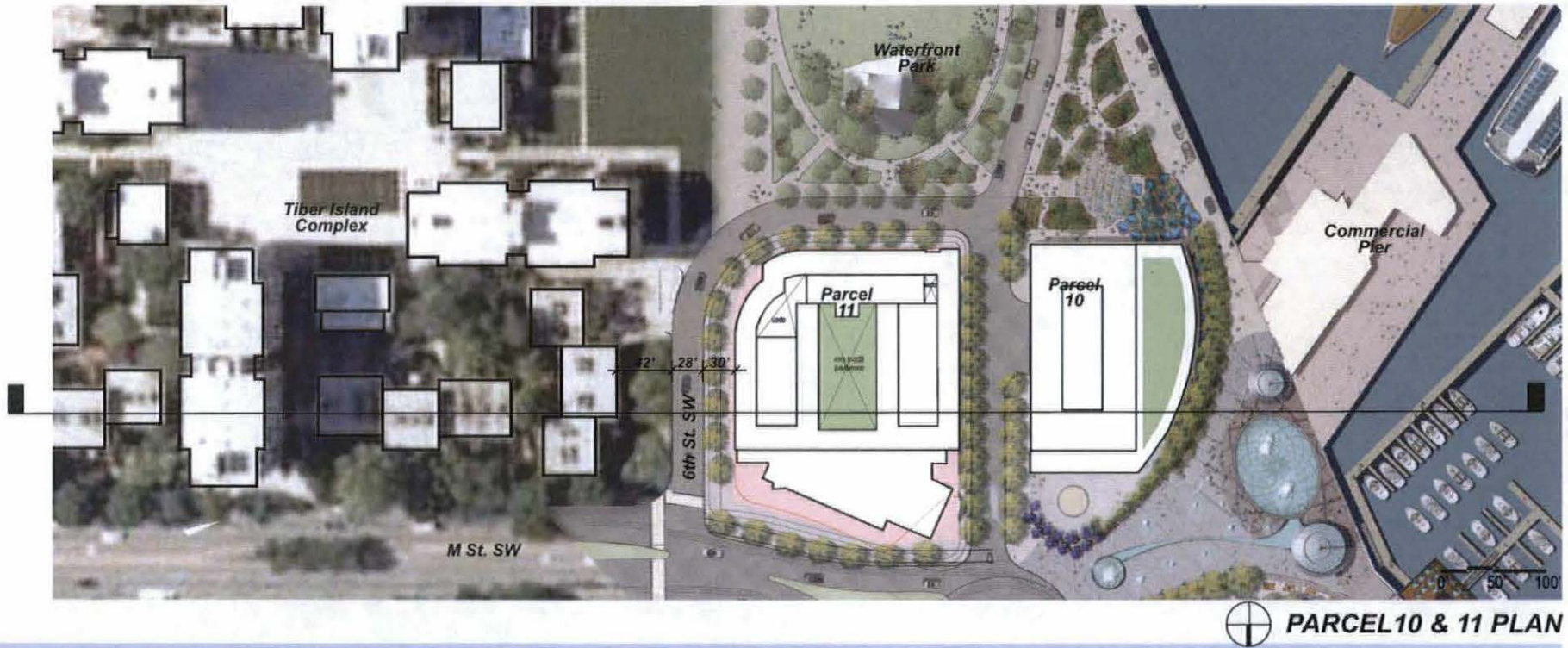
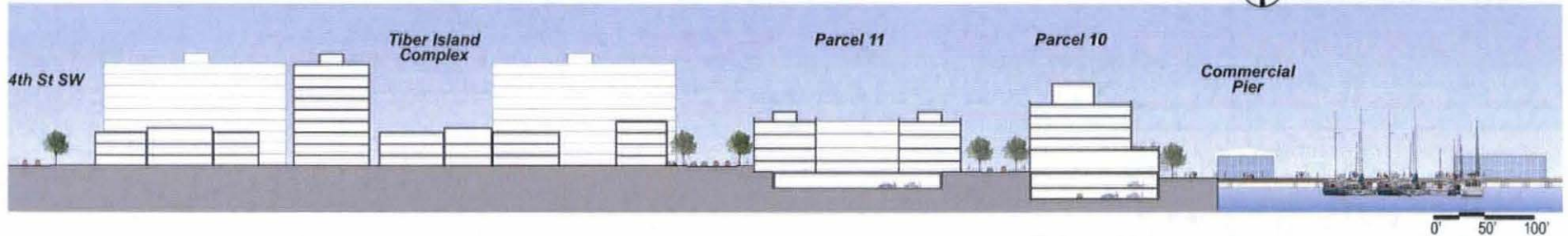


## PARCEL SECTION THROUGH 10&11



PARCEL 10 & 11 PLAN



SECTION THROUGH PARCELS 10 & 11

HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

JULY 18, 2011

ZONING COMMISSION  
District of Columbia  
CASE NO.11-03  
EXHIBIT NO.63C



## 6TH STREET TO WATERFRONT PARK VIEW



HOFFMAN - MADISON WATERFRONT



SOUTHWEST WATERFRONT

JULY 18, 2011



## 6TH STREET TO WATERFRONT PARK VIEW



HOFFMAN - MADISON WATERFRONT

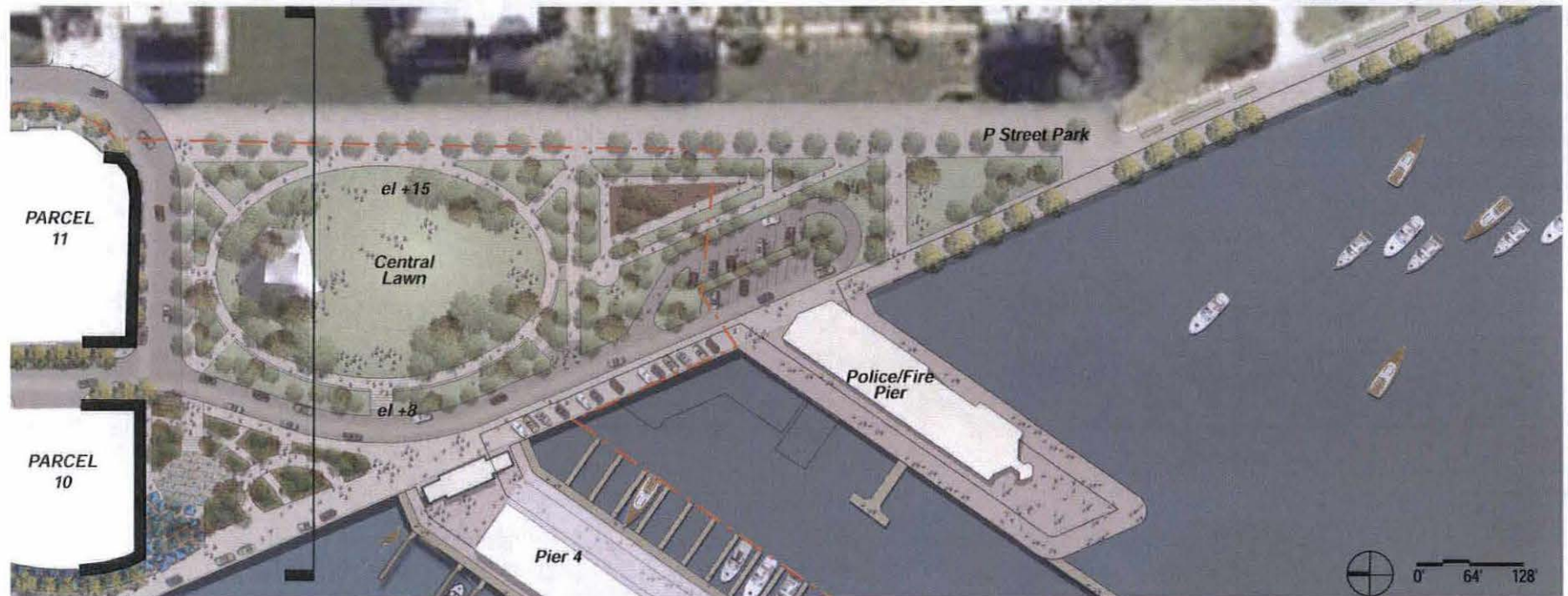


SOUTHWEST WATERFRONT

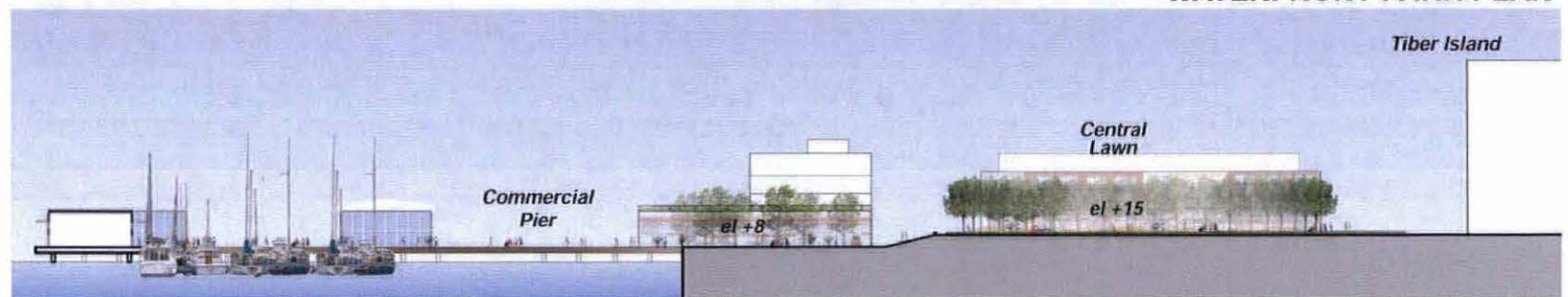
JULY 18, 2011



# WATERFRONT PARK



**WATERFRONT PARK PLAN**

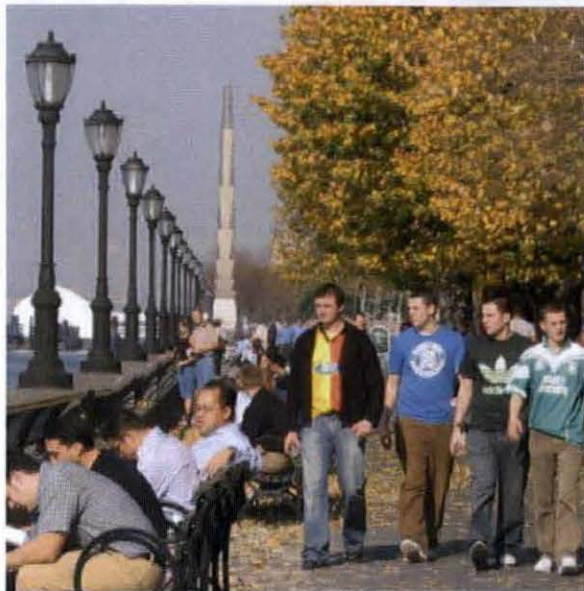


**SECTION THROUGH WATERFRONT PARK**

0' 32' 64'



## WATERFRONT PARK



HOFFMAN - MADISON WATERFRONT



SOUTHWEST WATERFRONT

JULY 18, 2011



## WATERFRONT PARK VIEW



HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

JULY 18, 2011

## WATERFRONT PARK VIEW



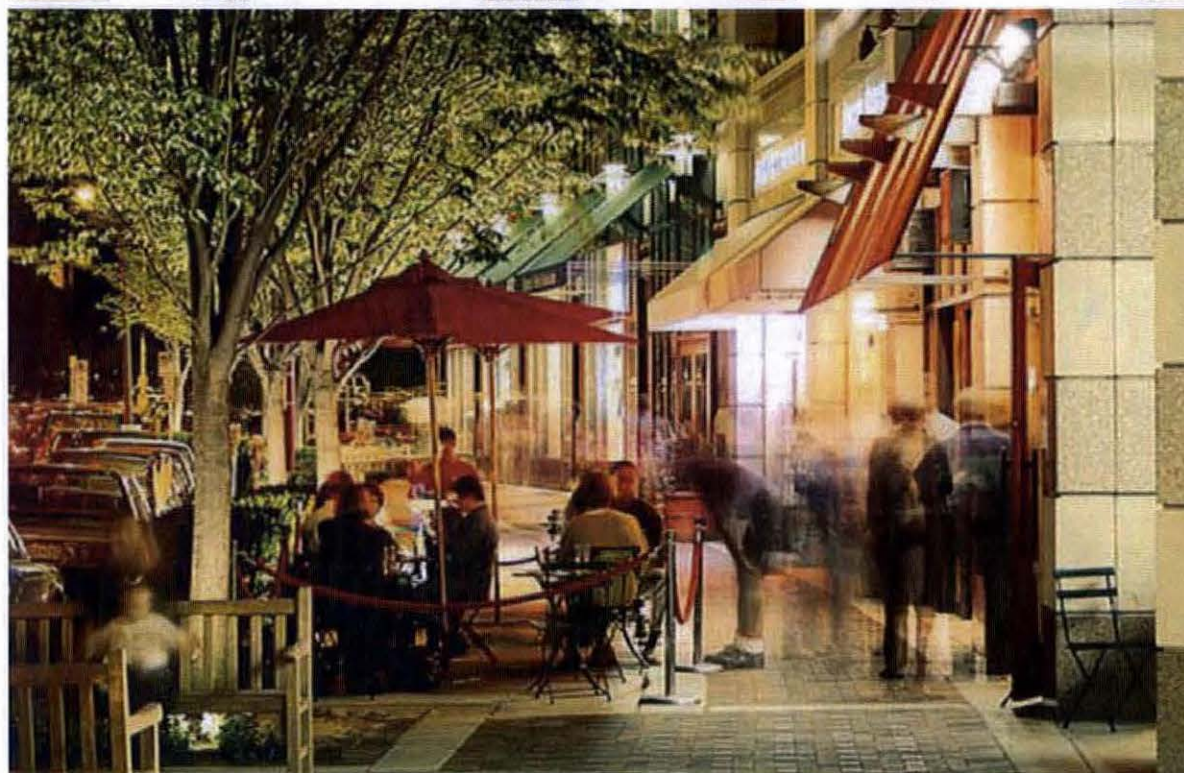
HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

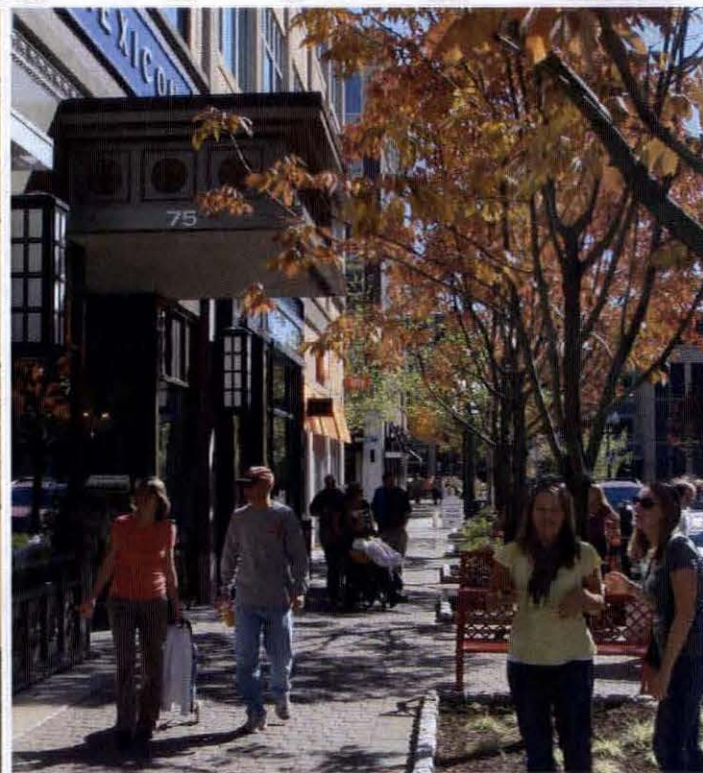
JULY 18, 2011



## MAINE AVENUE



HOFFMAN - MADISON WATERFRONT

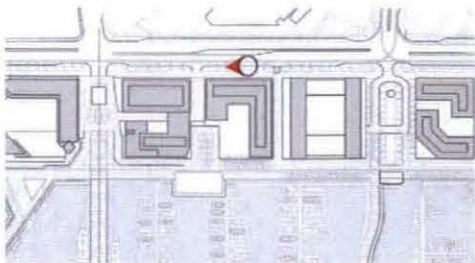


SOUTHWEST WATERFRONT

JULY 18, 2011



## MAINE AVENUE VIEW



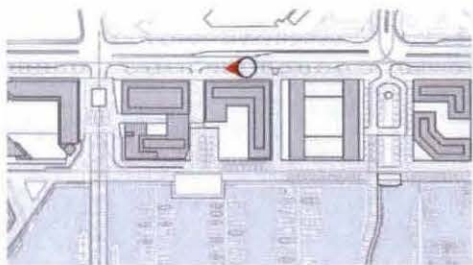
HOFFMAN - MADISON WATERFRONT

## SOUTHWEST WATERFRONT

JULY 18, 2011



## MAINE AVENUE VIEW



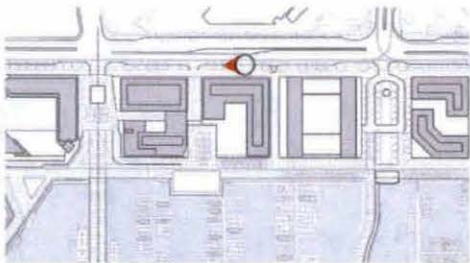
HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

JULY 18, 2011



## MAINE AVENUE VIEW



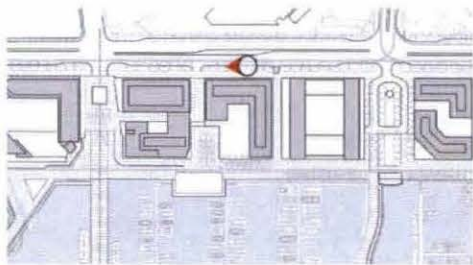
HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

JULY 18, 2011



## MAINE AVENUE VIEW



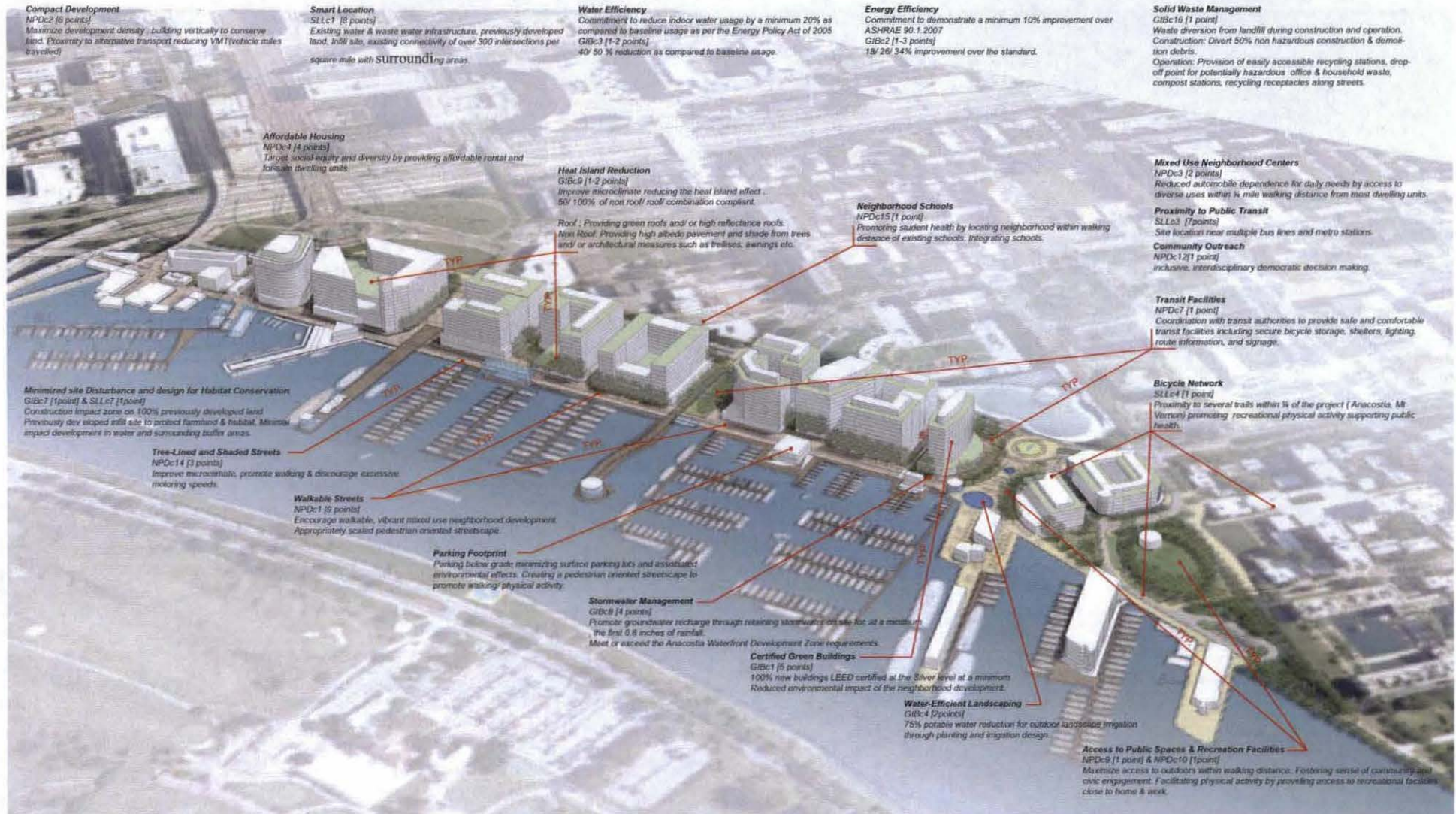
HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

JULY 18, 2011



# SUSTAINABILITY DIAGRAM



HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

JULY 18, 2011



## SUSTAINABILITY

- *LEED-ND (NEIGHBORHOOD DEVELOPMENT) GOLD AT A MINIMUM FOR THE ENTIRE DEVELOPMENT SITE*
- *LEED-NC (NEW CONSTRUCTION) OR LEED-CS (CORE AND SHELL) SILVER AT A MINIMUM FOR ALL BUILDINGS IN THE DEVELOPMENT SITE*
- *PRELIMINARY RECOGNITION AS A SMART AND SUSTAINABLE GROWTH PROJECT PROPOSAL BY THE WASHINGTON SUSTAINABLE GROWTH ALLIANCE*
- *EXPLORING ELECTRIC COGENERATION IN A CENTRAL PLANT AND COMBINED HEATING & COOLING*
- *EXPLORING INNOVATIVE TECHNIQUES FOR BUILDING DESIGN INCLUDING PHOTOVOLTAIC, SOLAR, AND HEAT TRANSFER USING THE CHANNEL*
- *SIGNIFICANT STORM WATER RUNOFF REDUCTION AND EVALUATING REUSE OPPORTUNITIES FOR LANDSCAPING AND GRAY WATER SYSTEMS.*



## OVERALL VIEW



HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

JULY 18, 2011



## PUBLIC PLACEMAKING: OVERALL PLAN



HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

JULY 18, 2011



# Transportation Timeline

- Fall 2007 – Began working with SWW team
- Spring 2010 – Began working on Stage 1 PUD
- August 2010 – Met with DDOT to scope study
- Fall 2010 - Spring 2011 – On going coordination with DDOT on site design and transportation analysis
- June 2011 – Transportation study submitted
- Moving forward – Stage 2 Studies



# Transportation Goals

- Enhance Safety through Site Design
- Promote Non-Automobile Use
- Employ Sustainable Practices



# Study Scope

- Based on national standard practices and meetings with DDOT
- 32 total intersections in traffic study area
- Study also included:
  - Vehicular queuing analysis at intersections with freeway off-ramps
  - Trip generation and routing for all modes
  - Pedestrian LOS calculations
  - Bike/Ped/Transit recommendations based on estimates of PUD generated traffic



# Traffic Capacity – Existing Conditions

Roadway	Daily Traffic (thousands of cars)
Constitution Ave between 20th & 21st St NW	42.9
16th Street between Aspen and Van Buren St NW	30.8
K Street between 19th & 20th St NW	30.6
Georgia Ave between Upshur and Taylor St NW	29.1
Connecticut Ave between L and M St NW	28.3
14th St between K and L St NW	28.1
Rhode Island Ave between Logan Circle & 14th St NW	28.1
16th Street between Harvard and Euclid St NW	27.7
Massachusetts Ave between 17th & 18th St NW	22.6
Florida Ave between Montello & Trinidad Ave NE	17.2
<b>Maine Ave between 7th &amp; 9th St SW</b>	<b>16.3</b>



## Future Conditions without SWW PUD

- Additions
  - 24 developments in Near SW/SE
  - Over 3.5 times as many trips as SWW PUD
- Analysis Results
  - There is present significant capacity and traffic from background developments use a large portion of remaining capacity
  - All intersections remain within acceptable thresholds

## Future Conditions with SWW PUD

- Additions
  - Trips from PUD
  - Recommended changes to Maine Avenue
- Analysis Results
  - All intersections within acceptable thresholds with some improvements to traffic signal phasing and operations at: 7<sup>th</sup>/Maine, 7<sup>th</sup>/Eye St, 9<sup>th</sup>/Main



# Conclusions

- The PUD:
  - Enhances safety through site design
  - Promotes non-automobile use
  - Employs sustainable transportation practices
- Traffic analysis conclusions:
  - Traffic levels will rise at intersections within the study area, but no capacity analysis results exceed the threshold of acceptable conditions.
- The Southwest Waterfront PUD will not have adverse impacts to the transportation system
- Studies performed for Stage 2 will develop and detail mitigation measures