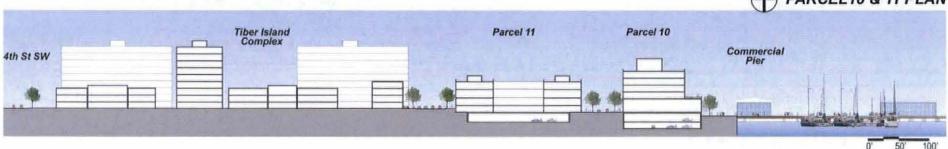
PARCEL SECTION THROUGH 10&11





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

6TH STREET TO WATERFRONT PARK VIEW





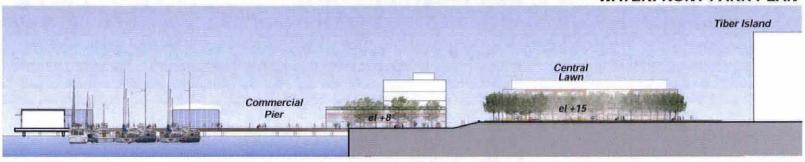
HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

WATERFRONT PARK



WATERFRONT PARK PLAN



SECTION THROUGH WATERFRONT PARK



SOUTHWEST WATERFRONT

WATERFRONT PARK





HOFFMAN - MADISON WATERFRONT



SOUTHWEST WATERFRONT

WATERFRONT PARK VIEW





HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

WATERFRONT PARK VIEW





HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

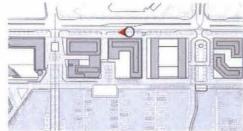
MAINE AVENUE



HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

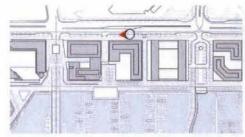




HOFFMAN - MADISON WATER FRONT

SOUTHWEST WATERFRONT

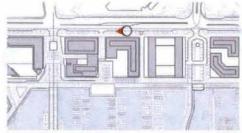




HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

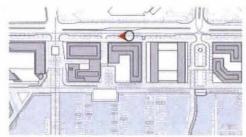




HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT





HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

SUSTAINABILITY DIAGRAM Energy Efficiency Water Efficiency Commitment to reduce indoor water usage by a minimum 20% as compared to baseline usage as per the Energy Policy Act of 2005 ent to demonstrate a minimum 10% improvement over GIBc16 [1 point] ASHRAE 90.1.2007 Maximize development density building vertically to conserve Existing water & waste water infrastructure, previously developed land, Infili site, existing connectivity of over 300 intersections per Waste diversion from landfill during construction and operation. hand. Proxenity to alternative transport reducing VMT(vehicle miles Construction: Divert 50% non hazardous construction & demok-40/ 50 % reduction as compared to baseline usage 18/26/34% improvement over the standard. tion debris. squire mile with SUFFOUNDIng areas. Operation: Provision of easily accessible recycling stations, dropoff point for potentially hazardous office & household waste, compost stations, recycling receptacles along streets. AbDC4 |4 points| Turget social egaty and diversity by providing affordable rental and Mixed Use Neighborhood Centers Heat Island Reduction NPDc3 [2 points] Reduced automobile dependence for daily needs by access to GIBc9 [1-2 points] Improve microclimate reducing the heat island affect 50/ 100% of non roof/ roof combination compliant. croclimate reducing the heat island effect. diverse uses within 14 mile walking distance from most dwelling units Neighborhood Schools Proximity to Public Transit NPDc15[1 point] Roof: Providing green mofs and/or high reflectance roofs. Next Roof: Providing high altedo pavement and shade from trees and/or architectural measures such as trellises, awnings etc. Promoting student health by locating neighborhood within walking distance of existing schools. Integrating schools Site location near multiple bus lines and metro stations. Community Outreach inchesse interdisciplinary democratic decision making. Transit Facilities NPDc7 [1 point] Coordination with transit authorities to provide safe and comfortable transit facilities including secure bicycle storage, shelters, lighting, route information, and signage, Bicycle Network Stic4 (1 point) Minimized site Disturbance and design for Habitat Cons GIBC7 [1point] & SLL c7 [1point] Proximity to several trails within 14 of the project (Anacostia, Mr. Construction impact zone on 100% previously developed land. Previously devisioned will also to protect farmland & residual. Minima Vernon) promoting recreational physical activity supporting public Tree-Lined and Shaded Street. NPDc14 [3 points] motoring speeds. NPOC1 (5 points) Encourage walkable, vibrant mixed use respitorhood development. Appropriately scaled pedestrian oriented streetscape. Parking Footprint Parking below grade manufacing surface parking lots and asso enverymental effects. Greating a pediesa promote walking/physical activity. Stormweller Manage GrBcli [4 points] Promote groundwater recharge to the first 0.8 mohes of resolut. Meet or exceed the Anacostia W Certified Green Buildings 100% new buildings LEED certified at the Sever level at a maximum Reduced environmental impact of the neighborhood development. Water-Efficient Landscaping 75% potable water reduction for outdoor landscape impation through planting and inigation design Access to Public Spaces & Recreation Facilities NPDc9 [1 post) & NPDc10 [1point] Macrosce eccess to outdoors within walking distance. Footbring sense of community a civic engagement. Footbring physical activity by proveling increas to recreational fact close to from & week.

HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

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.

HOFFMAN - MADISON WATERFRONT

OVERALL VIEW





7th Street Park



Maine Avenue

City Pier



The Wharf



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SOUTHWEST WATERFRONT

PUBLIC PLACEMAKING: OVERALL PLAN



HOFFMAN - MADISON WATERFRONT

SOUTHWEST WATERFRONT

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
Maine Ave between 7th & 9th St SW	16.3

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: 7th/Maine, 7th/Eye St, 9th/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