

MEMORANDUM

To: David Smith
Christine Shiker
Forest City Washington
Holland & Knight

From: Maris Fry, P.E.
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Date: March 16, 2018

Subject: 375 and 425 M Street SW (Z.C. Case No. 02-381)
Supplemental Transportation Submission

Introduction

This memorandum supplements the 375 and 425 M Street SW Comprehensive Transportation Review (CTR) submitted to the District Department of Transportation (DDOT) on October 17, 2018. The purpose of this memorandum is to address transportation-related updates to the proposed development plan in response to community and District agency engagement and feedback. The primary transportation updates are as follows:

▪ **Loading Reconfiguration**

The loading areas for both the 375 and 425 M Street buildings have been reconfigured to accommodate head-in/head-out maneuvers from the north-south private drives. Previously, the loading areas were configured such that back-in maneuvers were required within the north-south private drives. Updated AutoTURN exhibits are shown on Figure 1 and Figure 2, for the 375 M Street building and the 425 M Street building respectively. The reconfiguration of the loading reduces conflicting vehicle movements in the private drives, enhances the pedestrian environment, and reduces the number of openings on the ground floor facades to improve views from adjacent buildings.

▪ **Private Drive Operations**

In conjunction with the reconfiguration of the loading areas, the north-south private drives are expected to operate more efficiently. Although the number of vehicles accessing the private drives will not change, loading vehicles will no longer be making backing maneuvers within the private drives, thus there will be less disruption by truck maneuvering in the private drives. This results in simplified vehicular activity within the private drives and a safer environment for auto and non-auto activity alike.

In addition to the loading reconfiguration, additional signage, striping, and traffic calming measures are proposed along the east-west and north-south private drives, as shown on Figure 3. These improvements are expected to provide more definition within the private drives and help discourage undesirable behavior such as speeding or wrong-way vehicular travel. This increased definition is also expected to have a positive impact on pedestrian safety.

Lastly, the collective group of properties that utilize the private drives for access will coordinate to improve management of the drives. This includes eliminating parking spaces that constrain circulation, and managing loading/service activities such that they occur outside of the private drives. Management of the private drives will improve their overall usability for pedestrian and vehicular traffic, including emergency vehicle access. This

additional work will occur in conjunction with ongoing meetings among the Waterfront Station property owners to evaluate how well the transportation improvements are working to improve the operations of the private drives.

▪ **Pedestrian Connectivity**

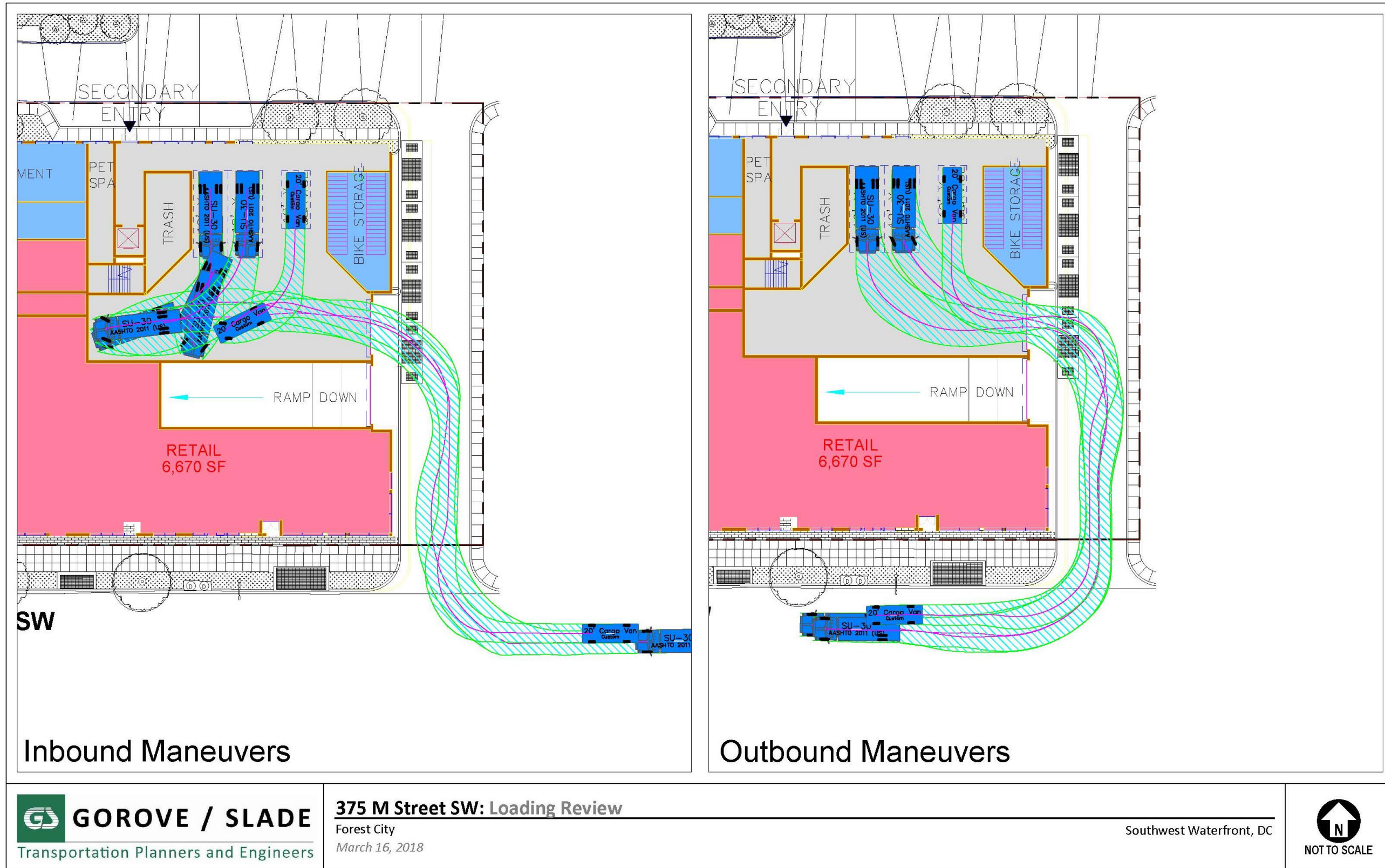
Additional pedestrian connectivity has been added since completion of the CTR to improve the pedestrian environment, particularly along the private drives. Crosswalks with ADA-compliant curb ramps are proposed at the following locations, as shown on Figure 3:

1. Between the 375 M Street site and the existing Waterfront Towers Condos (1101 3rd Street SW)/301 M Street SW building (currently under construction as part of ZC Case No. 12-14A); and
2. Between the 425 M Street site and The View at Waterfront (1100 6th Street SW) site (currently under construction as part of ZC Case No. 05-38C).

Additionally, sidewalks will be constructed along the north-south private drives adjacent to the 375 and 425 M Street buildings. These elements improve pedestrian connectivity for residents and patrons of the proposed buildings as well as residents and patrons of the surrounding buildings, as shown on Figure 4.

▪ **3rd Street SW Entrance Zone**

Upon completion of the 301 M Street SW building (currently under construction), both the Waterfront Towers Condominium building (1101 3rd Street SW) and the 301 M Street SW building will have direct pedestrian access to 3rd Street SW. As such, a 50 to 60-foot entrance zone on 3rd Street SW (for pick-up/drop-off activity and short-term loading) is being explored with DDOT. This will provide an additional location for pick-up/drop-off or loading activity outside of the private drives, and take advantage of the new pedestrian connection, as shown on Figure 4.



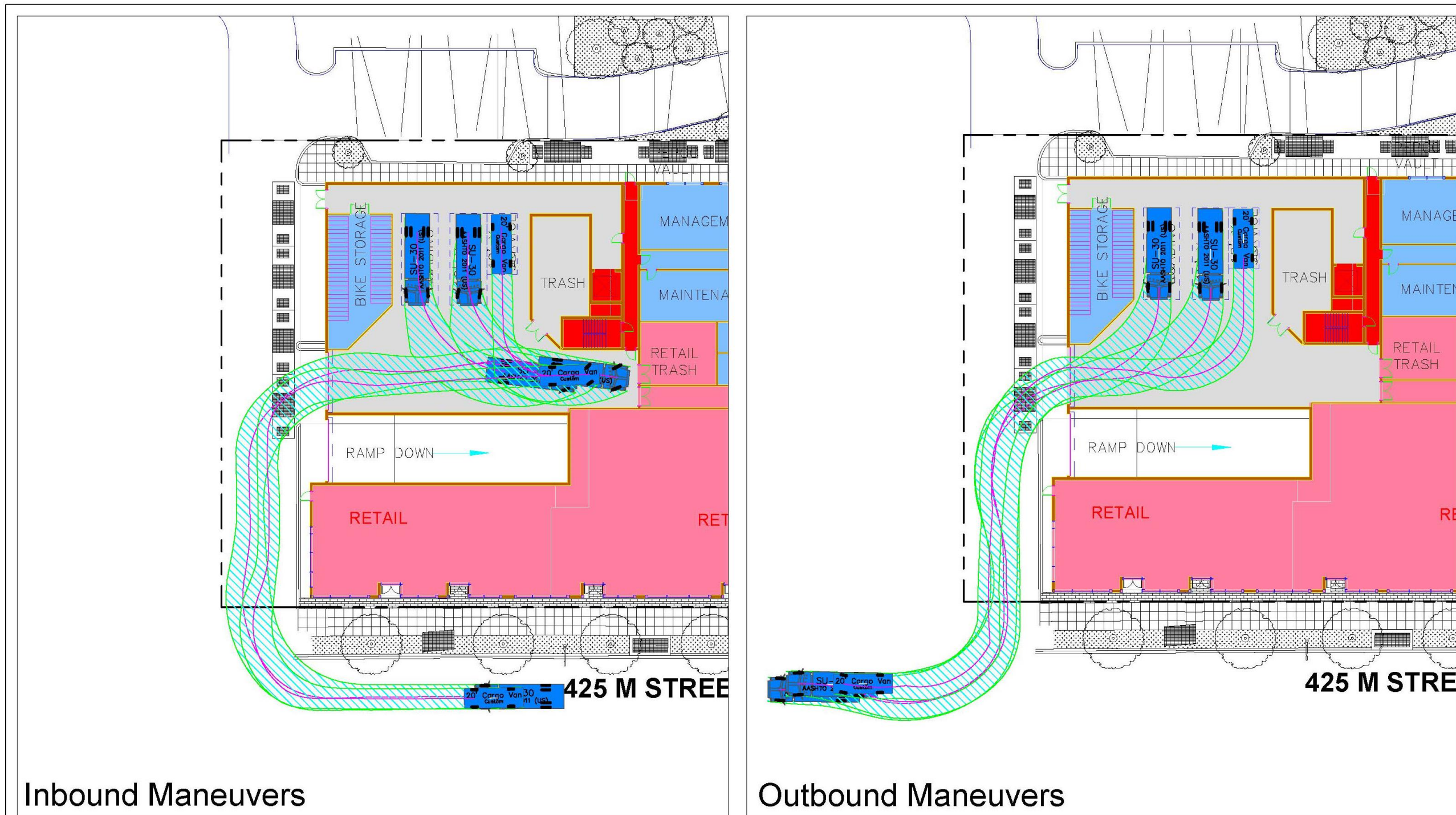
GOROVE / SLADE
Transportation Planners and Engineers

375 M Street SW: Loading Review
Forest City
March 16, 2018

Southwest Waterfront, DC



Figure 1: 375 M Street Truck Turning Maneuvers



425 M Street SW: Loading Review
Forest City
March 16, 2018

Southwest Waterfront, DC



Figure 2: 425 M Street Truck Turning Maneuvers

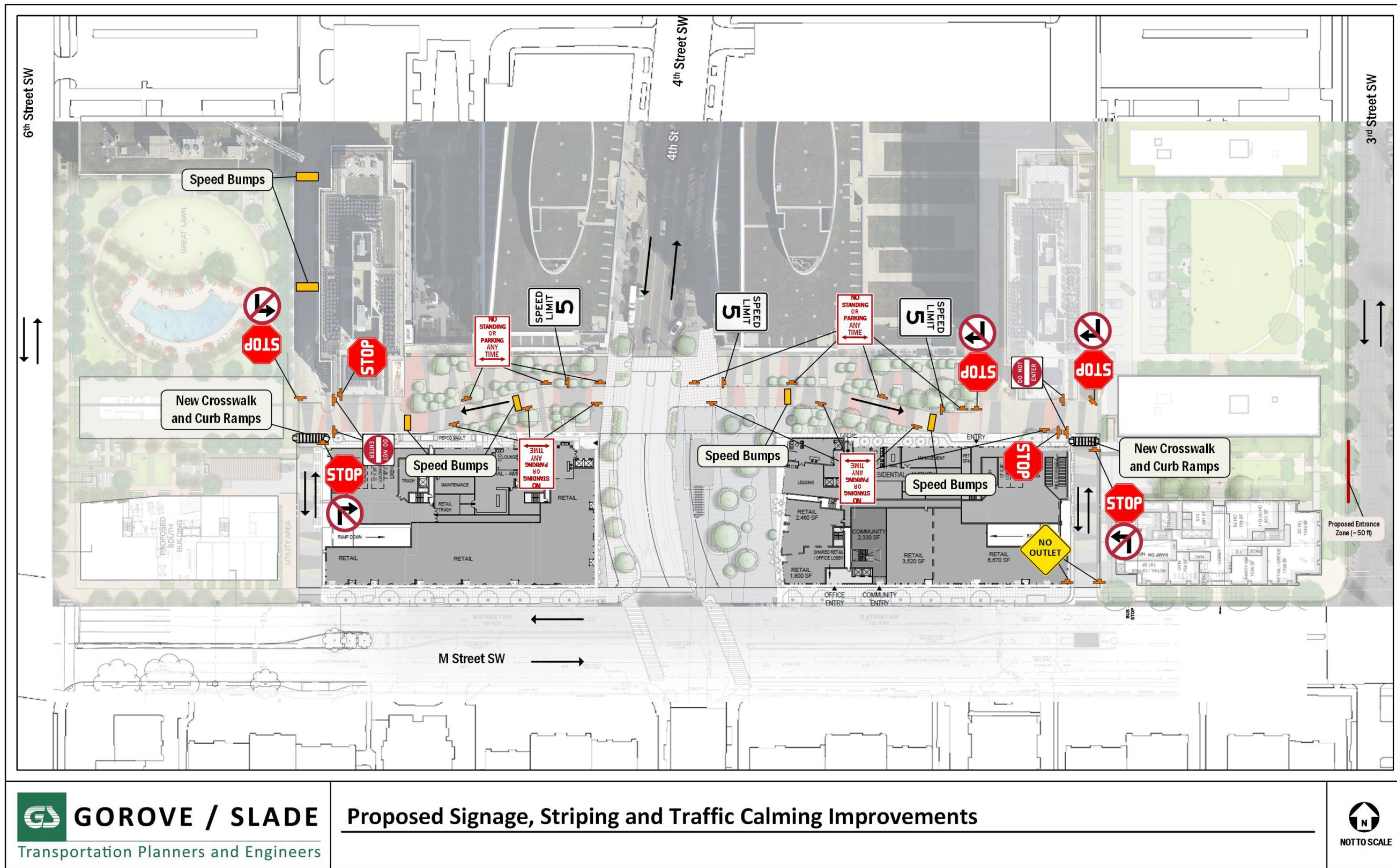


Figure 3: Proposed Signage, Striping and Traffic Calming Improvements

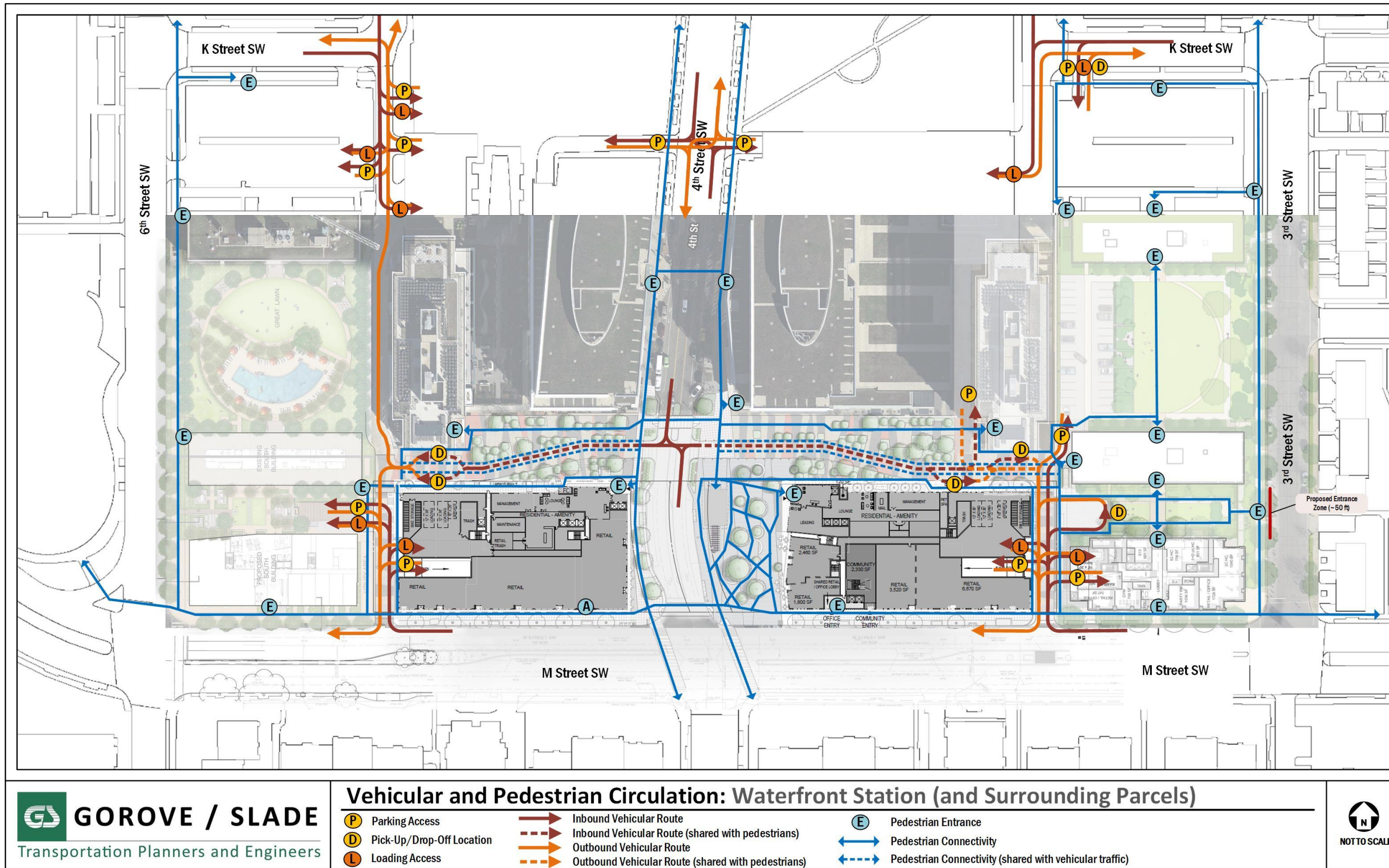


Figure 4: Vehicular and Pedestrian Circulation