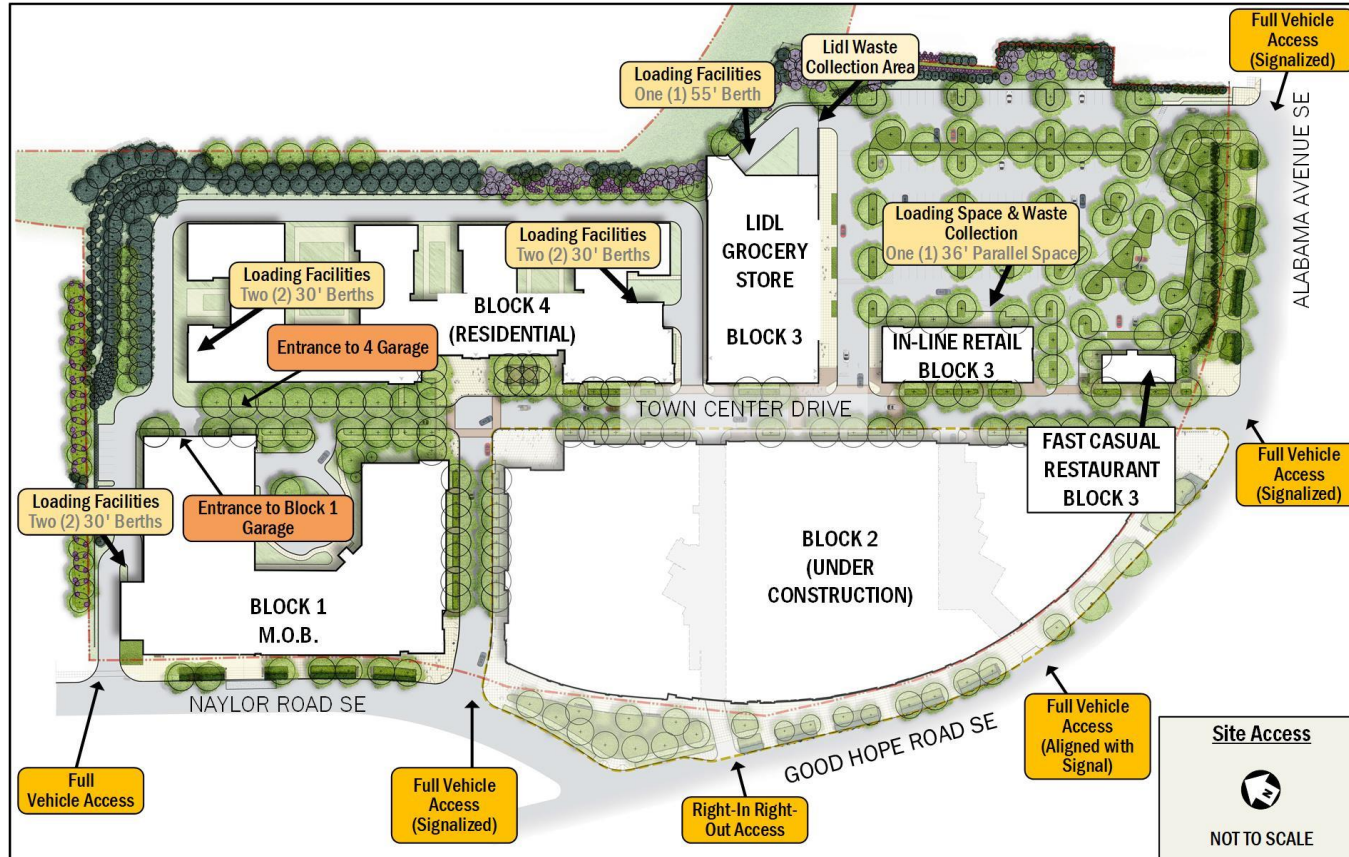


Site Access



ZONING COMMISSION

District of Columbia

CASE NO. ZC 09-03F

EXHIBIT NO. 31A3

GOROVE SLADE

Transportation Planners and Engineers

Site Access & Circulation



Trip Generation

- Change in traffic generated by the project
 - Reduction in traffic during the weekday evening and Saturday midday peak hour
 - Increase in traffic during the weekday morning peak hour

Total Trip Generation Comparison									
Land Use	AM Peak Hour (veh/hr)			PM Peak Hour (veh/hr)			Sat Peak Hour (veh/hr)		
	In	Out	Total	In	Out	Total	In	Out	Total
Approved Trips									
Approved PUD	175	238	413	544	520	1,064	721	678	1,399
Proposed Modification Trip Generation (Blocks 1, 3, 4) + Approved Block 2									
Proposed Modification Program	322	209	531	414	527	941	569	527	1,096
Net New Trips	147	-29	118	-130	7	-123	-152	-151	-303

Parking Supply

Total Parking Supply

Block	Proposed Parking
Block 1	465 spaces
Block 3	214 spaces
Block 4	163 spaces
<i>Block 2 (approved)</i>	<i>447 spaces</i>
Total	1,289 spaces

Approved and Proposed Parking Program

Land Use	Total Approved Spaces	Total Proposed Spaces
Residential	442 spaces	405 spaces
Retail	964 spaces	419 spaces
Medical Office Building	N/A	465 spaces
Total	1,406 spaces	1,289 spaces
<i>Reduction in parking between Approved and Modified Parking Supply</i>		<i>-117 spaces</i>

Approved PUD Improvements

As part of the previous PUD approvals, significant infrastructure improvements have been implemented or are under construction by the Applicant that include the following:

- ✓ Installation of a new signals or modifications to existing signals with intersection improvements at the following intersections:
 - ✓ Naylor Road and the project's Town Center Drive
 - ✓ Good Hope Road and Naylor Avenue/Block 2 access driveway
 - ✓ Alabama Avenue and the Block 3 Retail Driveway
 - ✓ Alabama Avenue/Good Hope Road and Town Center Drive
- ✓ Improvements to the existing intersection at Good Hope Road and Naylor Road/25th Street;
 - ✓ Provide pavement markings to delineate a separate left-turn lane and a shared through/right-turn lane along the northbound (25th Street) approach.
 - ✓ Widen the southbound approach (Naylor Road) to provide double left-turn lanes and a shared through/right-turn lane.
 - ✓ Provide signalization, pavement marking and other improvements to accommodate the above-noted lane configuration improvements.
- Pavement restriping on Naylor Road to increase capacity – *under construction*
- The creation of high visibility pedestrian crosswalks at intersections adjacent to the Subject Property and throughout the project's internal street system – *under construction*

DDOT Recommendations

- The Applicant update and strengthen their TDM plans for Blocks 1, 3, and 4 subject to DDOT approval. In addition, the TDM plans should include the following:
 - Install eight (8) additional docks (two expansion plates) to the existing 11-dock Capital Bikeshare station at the corner of Alabama Avenue and Good Hope Road and ensure it is designed to remain in place;
 - At the initial opening of the buildings in Blocks 1, 3 and 4, the Applicant will offer each new employee of a tenant in Blocks 1, 3 and 4 a Capital Bikeshare membership upon their initial employment. At the initial opening of Block 4, the Applicant will provide each new residential tenant, upon their move-in, a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride; and
 - Provide the required long- and short-term bicycle parking spaces along with shower and locker facilities for each Block.
- Implement a Loading Management Plan (LMP) for Block 3 for the life of the project, unless otherwise specified, as proposed by the Applicant in the June 8, 2020 CTR Study.

Questions?

Questions?

Mitigations

- In previous approvals, the Applicant has committed to several transportation network upgrades to facilitate traffic into the site. The Applicant has already installed two (2) new traffic signals at site entrances and closed off the Naylor Road slip lane near Block 2;
- The Applicant is proposing to implement TDM strategies from the First Stage PUD for Blocks 1 and 3, with no changes, and to revisit TDM programming for Block 4 when that site is evaluated for Second Stage PUD;
- The TDM Plan previously committed to over 10 years ago is inadequate to reduce driving trips or encourage non-automotive trips to the site. The Applicant should submit and receive approval from DDOT for updated TDM Plans for Blocks 1, 3, and 4 as part of this application; and
- The plans should be updated to be consistent with DDOT's Guidance for Comprehensive Transportation Review and include additional strategies to encourage bikeshare usage (i.e., expand the existing bikeshare station and provide bikeshare memberships to new residents and employees). For site's over-parked as much as this project, DDOT requires an Enhanced Tier plan with additional TDM strategies to mitigate the potential for induced driving.

Continued Coordination

The Applicant will continue working with DDOT on the following matters outside of the zoning process:

- Public space, including curb and gutter, street trees and landscaping, streetlights, sidewalks, curb ramps, and other features within the public right-of-way are expected to be designed and built to DDOT standards;
- Coordination with DDOT's Transit Delivery Division (TDD) and the Washington Metropolitan Area Transit Authority (WMATA) on new bus stop facilities and potential impacts to ingress/egress of site traffic due to planned bus priority network upgrades;
- Submit a detailed curbside management and signage plan to DDOT, consistent with current DDOT policies. If meter installation is required, they will be at the Applicant's expense;
- Coordination with DDOT's Urban Forestry Division (UFD) and the Ward 7 arborist regarding the special trees on-site, the preservation and protection of existing small street trees, as well as the planting of new street trees, in bioretention facilities or a typical expanded tree planting space.

Parking Demand

Parking Demand and Proposed Supply by Land Use

Land Use	Size	ULI Demand by Use ¹	Adjusted Demand by Use ²	Supply by Use
Block 1				
Medical Office Building	131,334 sf	604 spaces	423 spaces	465 spaces
Block 1 Total		604 spaces	423 spaces	465 spaces
Block 3				
Grocery Store	28,954 sf	138 spaces	96 spaces	214 spaces
In-Line Retail	9,792 sf	35 spaces	25 spaces	
Starbucks	2,483 sf	36 spaces	25 spaces	
Block 3 Total		209 spaces	146 spaces	214 spaces
Block 4				
Residential ³	252 du	330 spaces	231 spaces	157 spaces
Retail	7,140 sf	26 spaces	18 spaces	6 spaces
Block 4 Total		356 spaces	249 spaces	163 spaces
Total		1,169 spaces	818 spaces	842 spaces

Notes:

1. Presented demand ratios based Urban Land Institute's (ULI) Shared Parking, Third Edition.
2. Parking demand adjusted after 30% non-auto mode split reduction applied.
3. ULI residential parking demand ratios based on unit mix based on number of bedrooms, ITE's Parking Generation Manual, 5th Edition rate for land use code 221 (mid-rise multifamily housing) used instead.

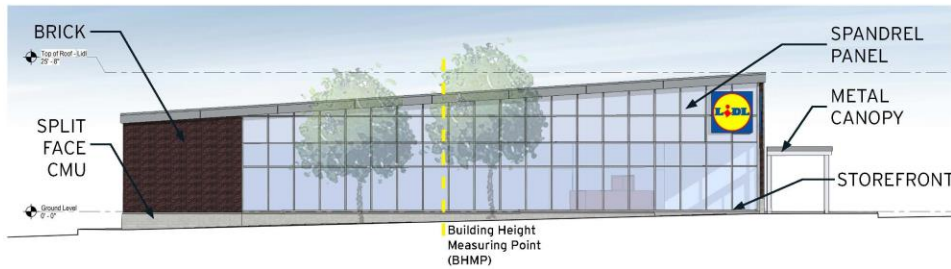
Landscape Plan



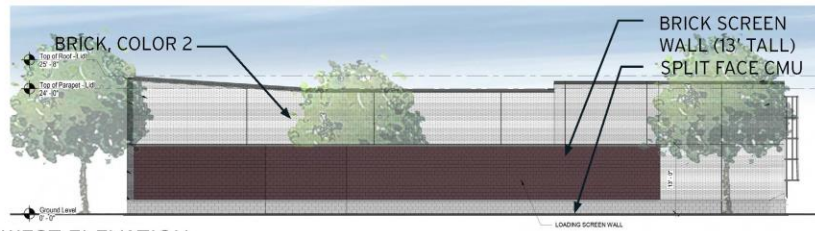
Detail Plan Entry Area



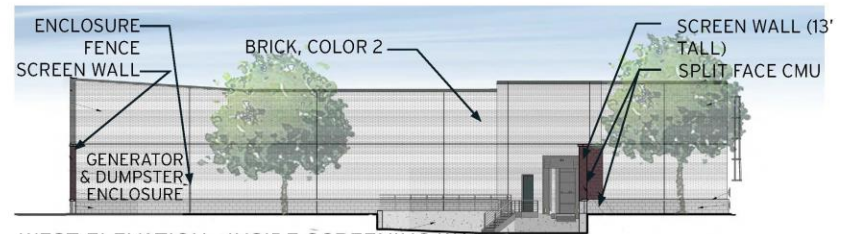
Block 3 - Lidl



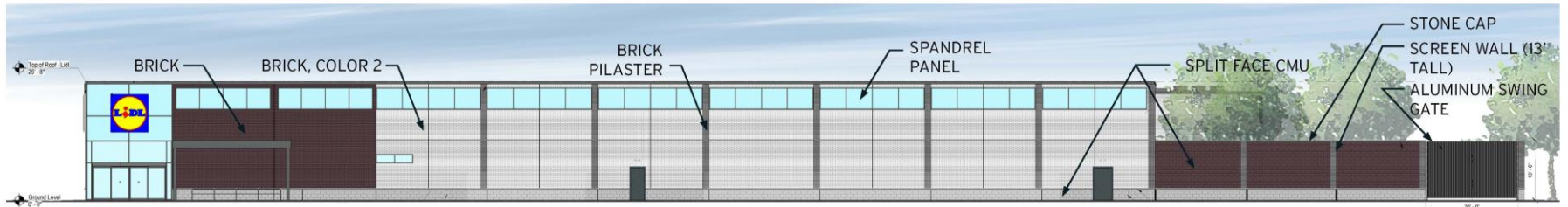
TOWN CENTER DR. ELEVATION



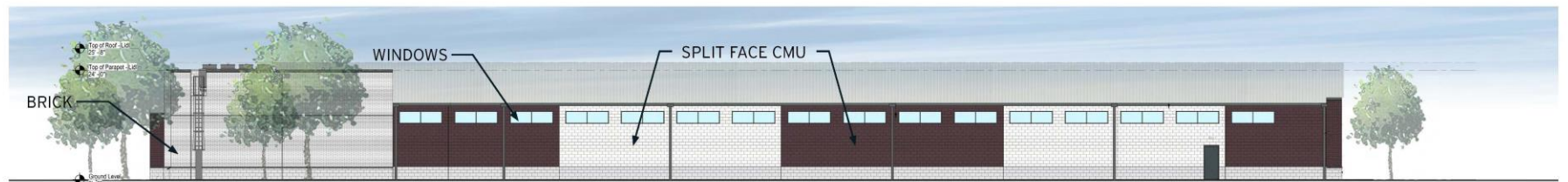
WEST ELEVATION



WEST ELEVATION - INSIDE SCREENING WALLS

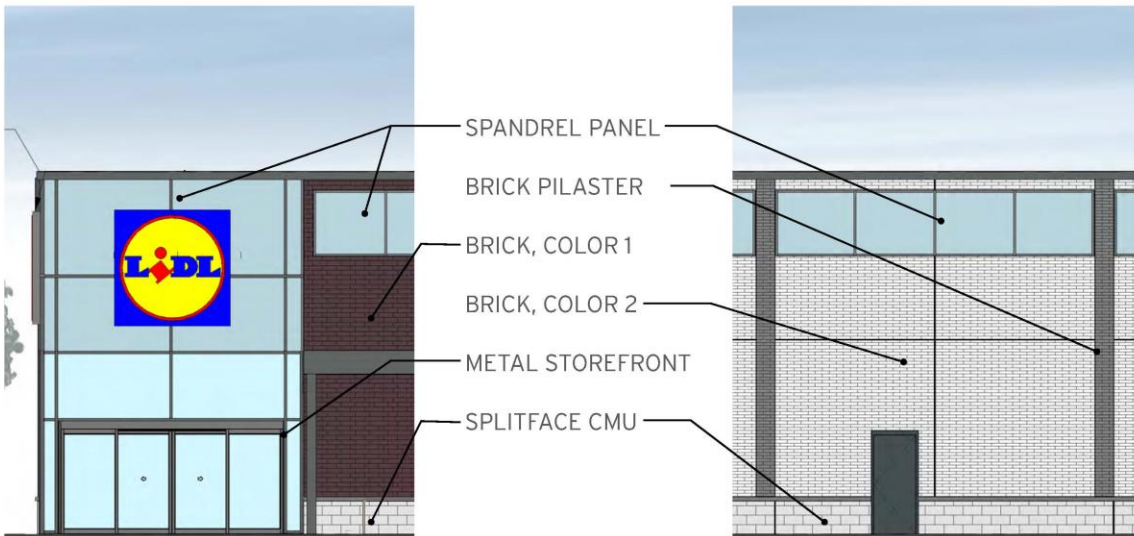
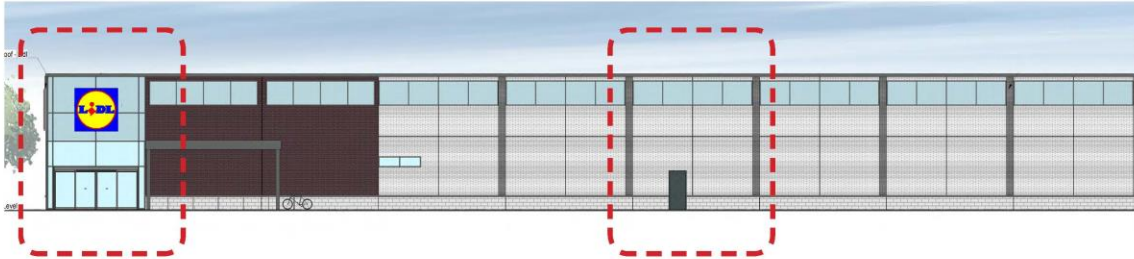


PARKING ELEVATION



NORTH ELEVATION

Block 3 - Lidl



SPANDREL PANEL



METAL STOREFRONT



SPLITFACE CMU



BRICK PILASTER



COLOR 1



COLOR 2

BRICK

Block 3 – In-Line Retail



Block 3 – In-Line Retail



BRICK
CAST STONE
METAL



METAL



CAST STONE



BRICK

Block 3 - Starbucks



MAIN ENTRANCE ELEVATION



PATIO ELEVATION



DRIVE-THRU LANE ELEVATION



REAR ELEVATION

Block 3 - Starbucks



WOOD SIDING



STOREFRONT



WOOD SIDING

BRICK 1

STOREFRONT

BRICK 2

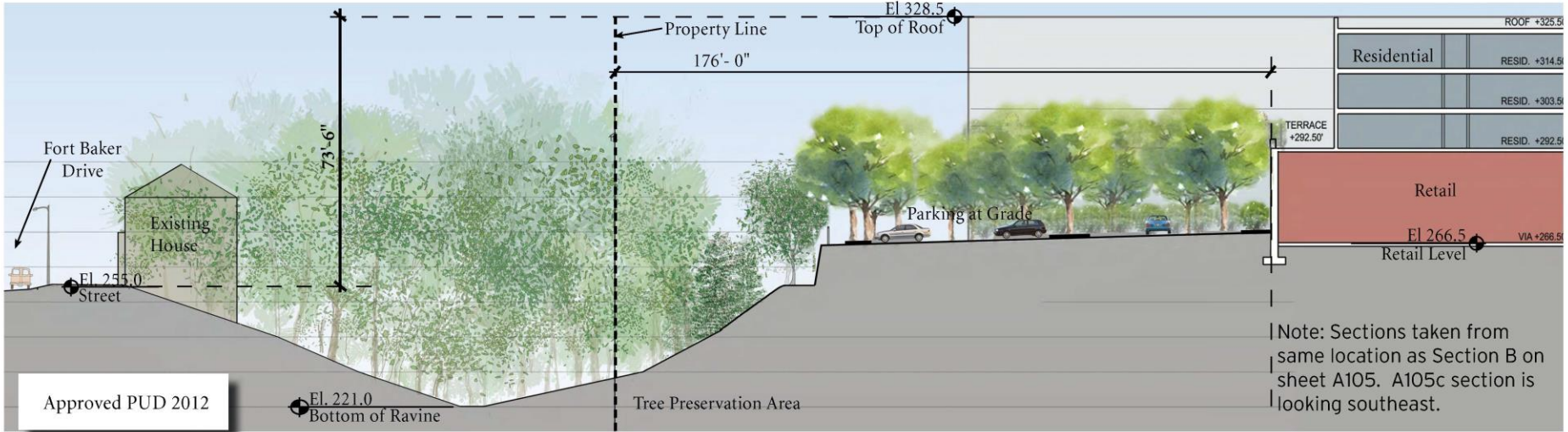


BRICK 1

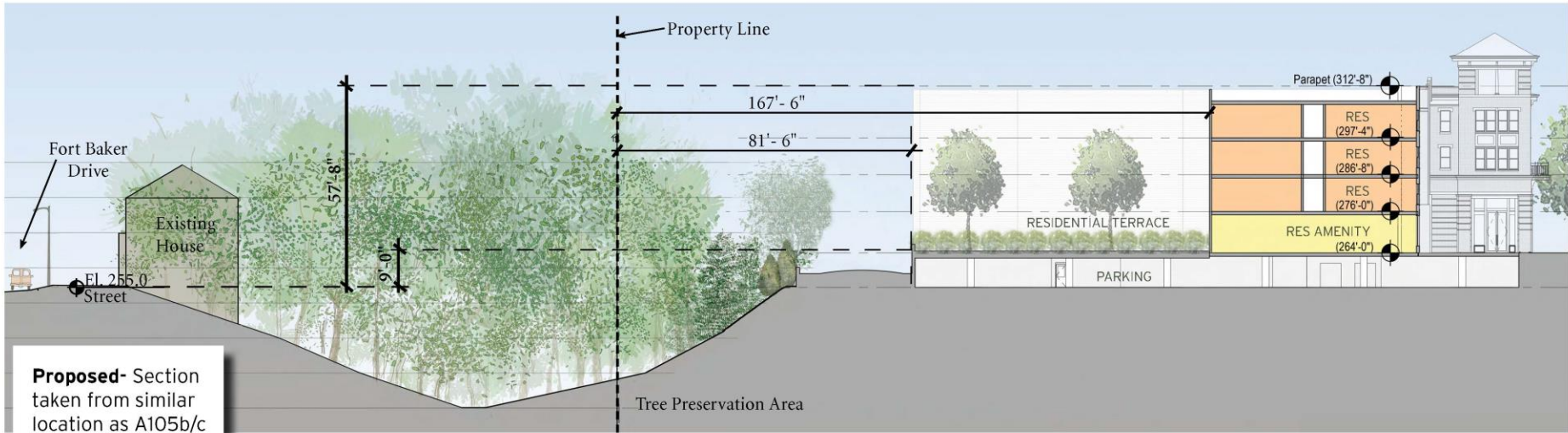


BRICK 2

Approved PUD – Site Section



Proposed Site Section



Proposed- Section taken from similar location as A105b/c sections



COMPARISON TO 2012 APPROVAL

- Building Height Reduced by 15'-2"
- Building closer to Property Line by 94'-6"
(8'-6" at residential terraces)

- No exposed surface parking
- No loading adjacent to property line

COMPARISON TO 2009 APPROVAL

- Building Height Reduced by 15'-2"
- Building farther from Property Line by 28'-6"
- No exposed parking garage
- No loading adjacent to property line