

TECHNICAL MEMORANDUM

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Subject: Skyland Town Center PUD Modification with Hearing (ZC Case No. 09-03I)
Transportation Memorandum

Introduction

The following memorandum evaluates requested changes associated with the Planned Unit Development (PUD) Modification with Hearing (ZC Case No. 09-03I) for the Skyland Town Center development located in Southeast D.C., to the west of the Hillcrest neighborhood and to the south of the Fairlawn neighborhood. The purpose of this evaluation is to review the proposed changes to the PUD (which was approved in ZC Order No. 09-03 and most recently modified in ZC Case No. 09-03H) and determine whether the modifications will have an adverse effect on the roadway network. Furthermore, this memorandum will provide an updated Transportation Demand Management (TDM) plan to reflect the change in use.

In 2024, former Blocks 1 and 4 of Skyland Town Center were approved to provide 126 townhomes, a community park, and a fully affordable senior multifamily building with ground floor retail. The current PUD modification application seeks to replace the senior multifamily building and retail uses with a multifamily building featuring 24 condominium (for-sale) units and requests flexibility from the long-term bicycle parking location requirements of Subtitle C § 805.1 to locate the long-term bicycle parking external to the building in a secure accessory structure. The application also revises the Green Area Ratio ("GAR") calculation and requests design flexibility to certain elements such as exterior materials and parking layout.

This memorandum concludes that the change in use is projected to reduce the number of vehicle trips entering and exiting the site as compared to the previously approved uses. The plan still meets or exceeds the required bicycle parking per ZR16, and the requested flexibility to provide long-term bicycle parking in an exterior bicycle storage room will not impede future residents from using and storing their bicycles safely and securely. Lastly, the modified TDM plan is expected to better serve the proposed use compared to the previously approved plan. Therefore, the modification is not expected to have a detrimental impact on the adjacent roadway network.

PUD Modifications to Transportation Elements

Former Blocks 1 and 4 are located on the northeast portion of the Skyland Town Center and, in addition to 126 townhomes, were previously approved to include an affordable senior housing building with 75 units and approximately 10,000 square feet of ground-floor retail, supported by 10 designated vehicular parking spaces. No dedicated parking for the retail use was

proposed, as there are available retail parking spaces provided on the parking lots within other blocks of the Skyland Town Center. The PUD Modification seeks to gain approval to construct a new multifamily building featuring 24 condominium (for-sale) units in place of the approved senior multifamily building. The proposed building will include a total gross floor area of approximately 38,000 square feet, a height of approximately 54 feet, and approximately 24 surface parking spaces, located to the east and south of the building.

A comparison of the previous and current plans is provided in Table 1.

Table 1: Skyland Town Center Former Blocks 1 and 4 Development Program

Development Program	Previously Approved in ZC 09-03H	Proposed
Residential	126 townhomes and 75 multifamily senior dwelling units	126 townhomes and 24 for-sale condominiums
Retail	10,000 sf	None
Vehicle Parking	10 spaces ¹	24 spaces
Long-Term Bicycle Parking	26 spaces	8 spaces
Short-Term Bicycle Parking	7 spaces	2 spaces

1. Specifically reserved for the multifamily senior building

The application also requests flexibility from the long-term bicycle parking location requirements of Subtitle C § 805.1 to locate the long-term bicycle parking external to the building. The development was originally approved to have a long-term bicycle storage room located within the building, with an external entrance from the front of the building as well as internal access from the lobby. To maximize the proposed condominium’s layout, the long-term bicycle parking will be located within a secure accessory structure at the rear of the building, easily accessible from the sidewalk adjacent to Town Center Drive, SE, as shown in Figure 1. The structure will operate similar to an internal bike storage room with key features of easy accessibility and security. ZR16 bicycle parking requirements would still be met or exceeded, as shown in Table 2 below. Additional details about the bike storage structure are included in the Technical Attachments.

Table 2: Bicycle Parking Requirements and Supply

Land Use	Proposed Size	ZR16 Requirements		Long-Term Required Parking (Min.)	Short-Term Required Parking (Min.)	Showers	Lockers
		Long-Term	Short-Term				
Residential, multiple dwelling units	24 units	1/3 units	1/20 units	8 spaces	1 space	Not Required for Residential Uses	

Consistent with the previously approved PUD Modification, short-term bicycle parking facilities will be located at the front of the proposed building and will be accessible via Lane A.



Figure 1: Modified Bicycle Storage Access and Circulation Plan

Traffic Volumes and Trip Generation

Weekday peak hour trip generation was calculated based on the methodology outlined in ITE *Trip Generation*, 11th Edition. This methodology was supplemented to account for the urban nature of the site (ITE *Trip Generation* provides data for non-urban, low transit use sites) and to generate trips for multiple modes, as vetted and approved by DDOT during the scoping process for the CTR as part of the previously approved Z.C Case No. 09-03H PUD (2023). Table 3 shows mode split assumptions consistent with the previously approved CTR for Z.C Case No. 09-03H PUD (2023), as this is also a residential use.

Trip generation for the 24 units of single-family attached housing was calculated in a General Urban/Suburban setting based on ITE land use 215 (Single Family Attached Housing). Table 4 shows a multimodal trip generation summary for the proposed development. Detailed trip generation information is provided in the Technical Attachments.

A comparison of the approved Z.C Case No. 09-03H CTR PUD (2023) trip generation and the proposed modification trip generation is shown in Table 5. As shown in the table, the 24 proposed condominiums are expected to produce less trips than the previously approved 75 unit senior multifamily and retail uses, and the proposed modification is not expected to have a negative impact to the surrounding roadway network when compared to the previously approved development.

Table 3: Mode Split (from the Approved CTR for Z.C Case No. 09-03H CTR PUD)

Mode	Mode Split				
	Auto	Transit	Bike	Walk	Telecommute
Residential	55%	25%	5%	5%	10%

Table 4: Multimodal Trip Generation Summary

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Previously Approved Senior Multifamily and Retail (ZC 09-03H)						
Auto	3 veh/hr	7 veh/hr	10 veh/hr	8 veh/hr	5 veh/hr	13 veh/hr
Transit	6 ppl/hr	6 ppl/hr	12 ppl/hr	12 ppl/hr	12 ppl/hr	24 ppl/hr
Bike	3 ppl/hr	2 ppl/hr	5 ppl/hr	7 ppl/hr	6 ppl/hr	13 ppl/hr
Walk	18 ppl/hr	14 ppl/hr	32 ppl/hr	43 ppl/hr	42 ppl/hr	85 ppl/hr
Telecommute	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
Proposed Single-Family Attached Housing (24 DU)						
Auto	1 veh/hr	4 veh/hr	5 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr
Transit	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
Walk	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr
Telecommute	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr

Table 5: Auto Trip Comparisons between Proposed and Previously Approved

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Approved Senior Multifamily and Retail (ZC 09-03H)	3 veh/hr	7 veh/hr	10 veh/hr	8 veh/hr	5 veh/hr	13 veh/hr
Currently Proposed (ZC 09-03I)	1 veh/hr	4 veh/hr	5 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr
Net (Proposed- Approved CTR)	-2 veh/hr	-3 veh/hr	-5 veh/hr	-5 veh/hr	-3 veh/hr	-8 veh/hr

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or to redistribute demand to other times or spaces. TDM elements typically focus on reducing the demand of single-occupancy, private vehicles during peak period travel times or on shifting single-occupancy vehicular demand to off-peak periods.

Due to the proposed change in use, the previously approved TDM plan for the senior multifamily and retail uses is no longer relevant to the transportation impacts of the Project, and the proposed TDM plan has been tailored for the unique nature of for-sale condominiums. While the project is considered a single, multifamily building for zoning purposes, each unit will be sold in fee simple to individual purchasers and will function the same as traditional individual rowhomes. Furthermore, whereas multifamily rental buildings have a single owner that manages ongoing responsibilities tied to the overall property, there is no collective entity managing the overall site in this case.

The following is a list of TDM strategies the Applicant proposes for the Project. This list was developed using current DDOT guidelines and the previously approved TDM for Block 4 from ZC 09-03H with modifications to account for the change in planned uses and intensity of development. The order detailing the previous TDM plan is provided in the Technical Attachments. The Applicant proposes to replace the TDM approved in ZC 09-03H, with the following TDM Plan:

Block 4 (For-Sale Condominiums) TDM Plan

- Provide welcome packets to all new residents that should, at a minimum, include the Metrorail pocket guide, brochures of local Metrobus lines, carpool and vanpool information, CaBi coupon or rack card, Guaranteed Ride Home (GRH) brochure, and the most recent DC Bike Map. Brochures can be ordered from DDOT's goDCgo program by emailing info@godcgo.com.
- Provide a SmarTrip card and one (1) complimentary Capital Bikeshare coupon good for a free ride to every new resident for initial sale.
- Provide 2 short- and 8 long-term bicycle parking spaces, exceeding or meeting ZR16 requirements.

Summary and Conclusions

The purpose of this memorandum is to evaluate requested changes associated with the Planned Unit Development (PUD) Modification with Hearing (ZC No. ZC Case No. 09-03I) for Block 4 of the Skyland Town Center development. This evaluation reviewed the proposed changes to the PUD and determined whether the modifications will have an adverse effect on the roadway network, as well as updated the TDM plan to reflect the change in use.

The analysis concludes that, compared to the previously approved building use of affordable senior multifamily building with ground floor retail, the number of vehicle trips associated with the proposed condominium use would be less than that of the affordable senior multifamily building and would, therefore, not cause new or detrimental impacts to the surrounding roadway network. Additionally, the requested bicycle parking flexibility does not impede the site's ability to meet and exceed ZR16 bike parking requirements and offer safe and secure bicycle storage to future residents, and the replacement TDM plan reflects the operational realities of the condominium building, which will not have a property management office. .