Transportation Technical Attachments

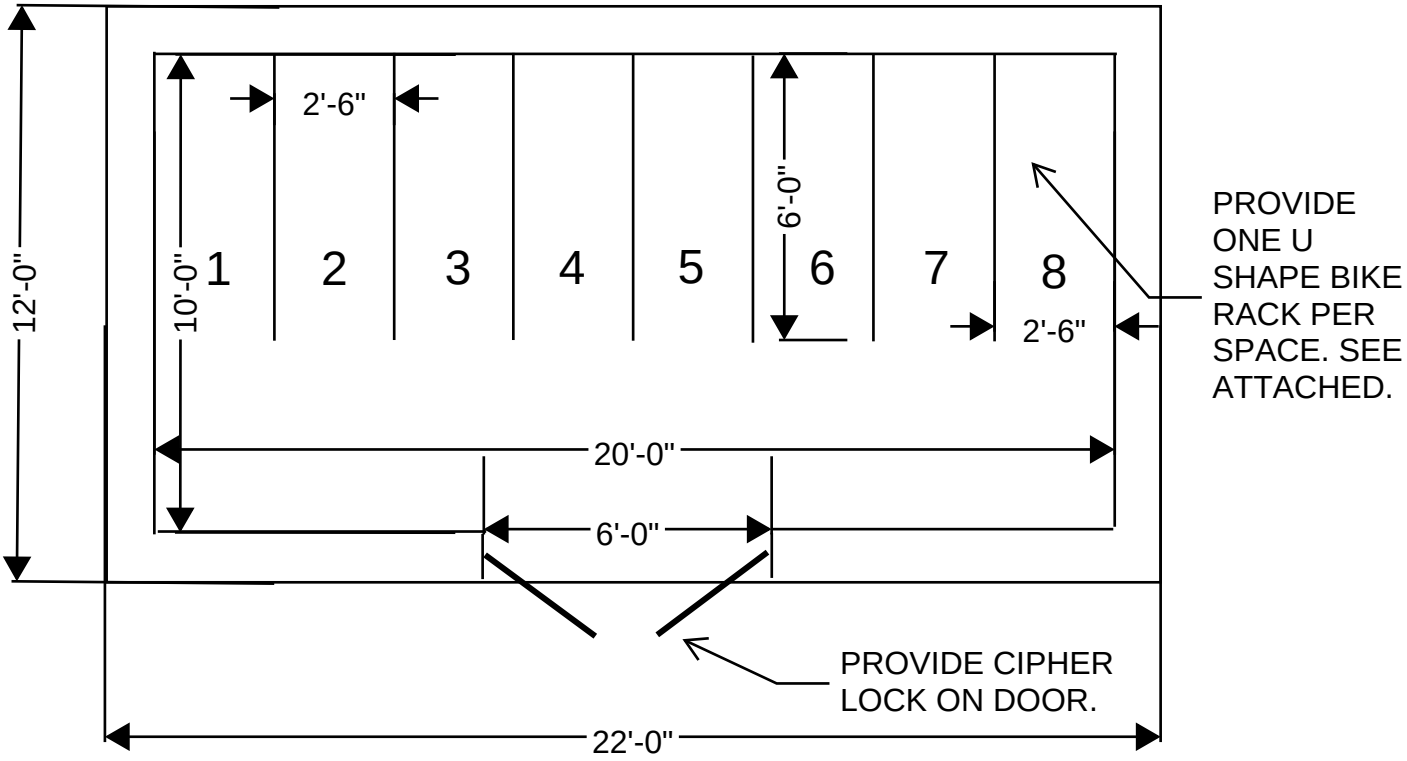
Skyland Town Center PUD Modification

Washington, DC

January 13, 2026

GOROVE SLADE
Transportation Planners and Engineers

A. Long-Term Bicycle Storage



BIKE STORAGE

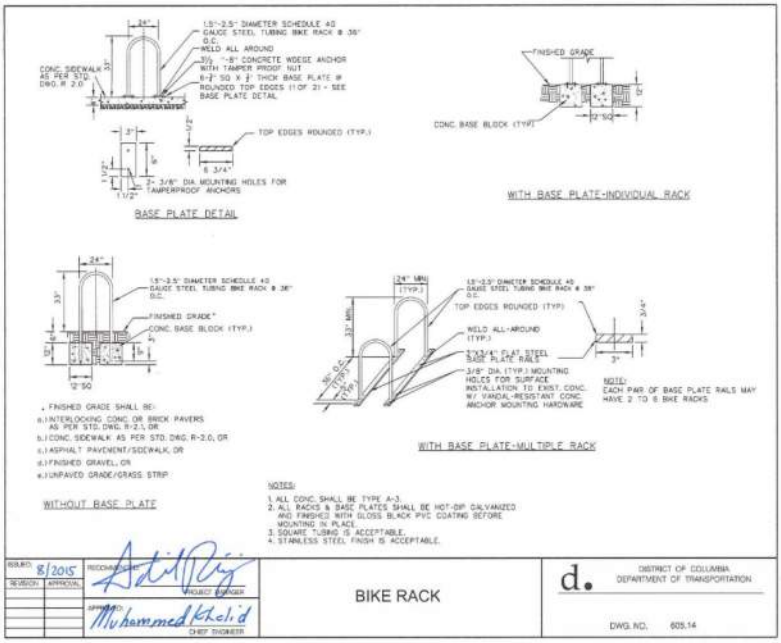
SKYLAND TOWN CENTER
BICYCLE ROOM

12/3/2025
1/4"=1'0"
1 of 3

627 Amersale Drive
Naperville, IL 60563
Phone: (800) 323-5664
sales@belson.com

Model # P5050SM **Dimension Sheet**

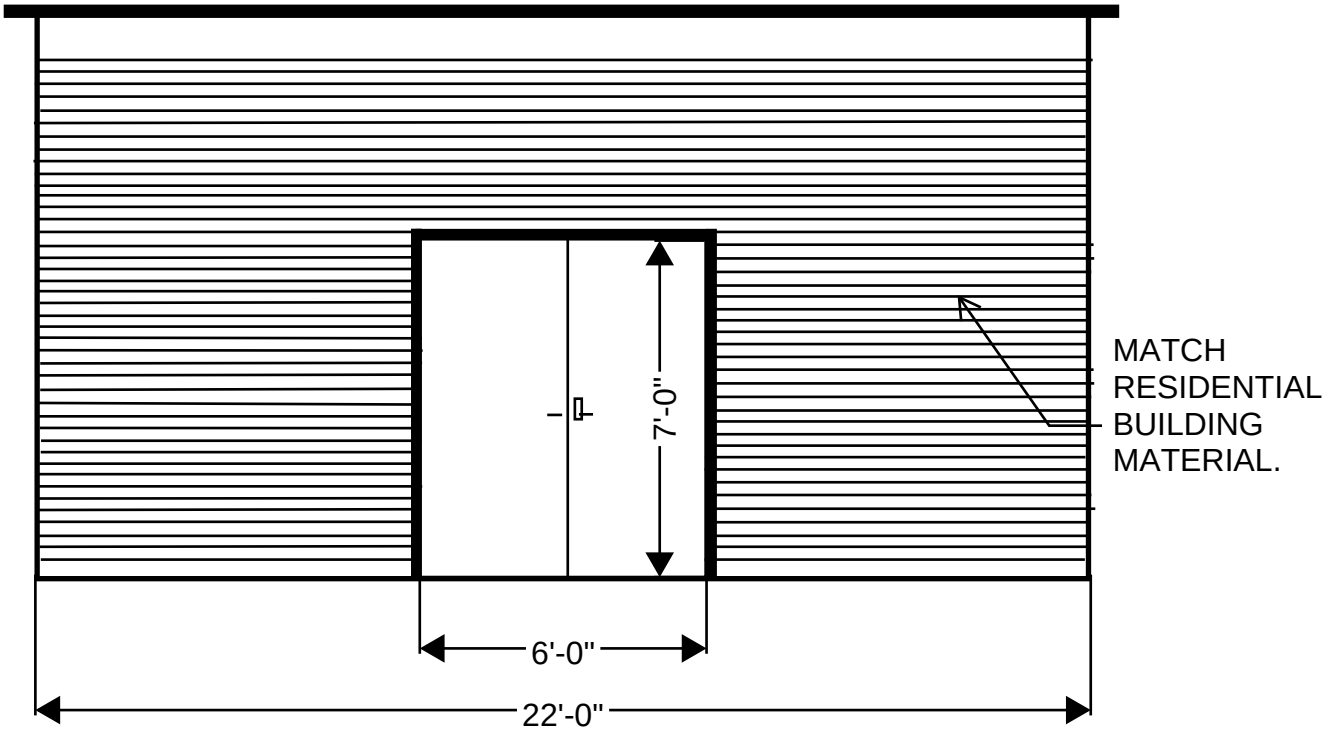
Single U Style Loop Bike Rack

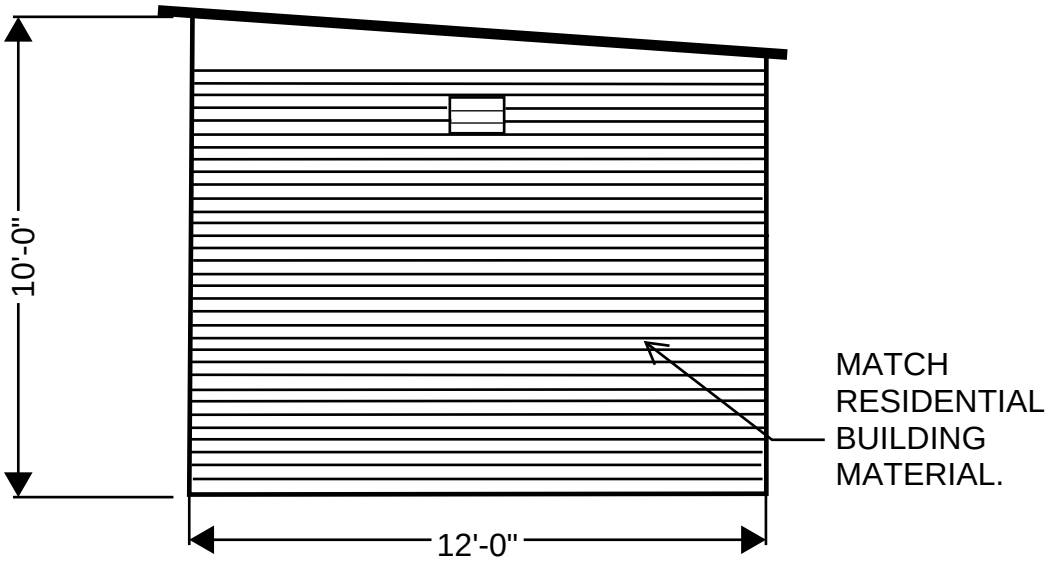


www.belson.com

8 / L-208 SINGLE U BOLLARD BIKE RACK

SCALE: NOT TO SCALE





SKYLAND TOWN CENTER
BICYCLE ROOM

12/3/2025
1/4"=1'0"

B. Mode Split and Trip Generation

Mode Split Assumptions

Residential Component

Approximately 24 condominiums

Pertinent Mode Split data from other sources:

Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
CTPP - TAZ Residents (TAZ 10317)	59%	3%	33%	0%	1%	4%	0%
Census Tract - Residents (CT 76.04)	48%	15%	25%	3%	0%	7%	2%
2022 State of the Commute (of District residents)	19%	1%	18%	7%		55%	0%
WMATA Ridership Survey (residential sites in CBD)	18%		56%	26%		---	
Syland Town Center Z.C. Case no 09-03F CTR	70%		26%	2%	2%	---	

Mode Split assumed in TIS:

Land Use	Mode				
	Drive	Transit	Bike	Walk	Telecommute/Other
Residential Mode Split	55%	25%	5%	5%	10%

Proposed Development Trip Generation

Approximately 24 condominiums

Step 1: Base trip generation using ITEs' *Trip Generation*

Land Use	Land Use Code	Quantity (x)	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Single-Family A	215	24 du	2 veh/hr	5 veh/hr	7 veh/hr	6 veh/hr	4 veh/hr	10 veh/hr	132 veh
Calculation Details:			*25%*	*75%*	*=0.52X+-5.7*	*59%*	*41%*	*=0.6X+-3.93*	*=7.62X+-50.48*

Step 2: Convert to people per hour, before applying mode splits

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Single-Family A	1.18 ppl/veh	2 ppl/hr	6 ppl/hr	8 ppl/hr	7 ppl/hr	5 ppl/hr	12 ppl/hr	156 ppl

Step 3: Split between modes, per assumed Mode Splits

Land Use	Mode	Split	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	Total
Single-Family A	Auto	55%	1 ppl/hr	5 ppl/hr	6 ppl/hr	4 ppl/hr	2 ppl/hr	6 ppl/hr	85 ppl
Single-Family A	Transit	25%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	39 ppl
Single-Family A	Bike	5%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	8 ppl
Single-Family A	Walk	5%	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	8 ppl
Single-Family A	Telecommute	10%	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	16 ppl

Step 4: Convert auto trips back to vehicles/hour

Land Use	People/Car (from 2017 NHTS, Table 16)	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	Total
Single-Family A	1.18 ppl/veh	1 veh/hr	4 veh/hr	5 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr	72 veh

Trip Gen Summary for Proposed Development

Mode	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	Total
Auto	1 veh/hr	4 veh/hr	5 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr	72 veh
Transit	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	39 ppl
Bike	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	8 ppl
Walk	0 ppl/hr	0 ppl/hr	0 ppl/hr	0 ppl/hr	1 ppl/hr	1 ppl/hr	8 ppl
Telecommute	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr	16 ppl/hr

C. DDOT Scoping Correspondence

Outlook

Fw: Skyland Town Center PUD Modification (09-03I)

From Ashley Orr <ashley.orr@goroveslade.com>
Date Mon 12/15/2025 12:58 PM
To Kelsey Murray <mkm@goroveslade.com>

See below for the scope of the transportation memo.

Ashley Orr, PE
Project Manager
GOROVE SLADE
T 202.296.8625 / **D** 202.293.7263 / **C** 717.413.2777

From: Hagen, Noah (DDOT) <noah.hagen@dc.gov>
Sent: Wednesday, December 10, 2025 4:02 PM
To: Daniel Solomon <ds@goroveslade.com>; Ashley Orr <ashley.orr@goroveslade.com>
Cc: Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: RE: Skyland Town Center PUD Modification (09-03I)

No further comments on the scope! Thanks.

Noah Hagen, AICP
Transportation Planner
202-815-7130 (mobile)
noah.hagen@dc.gov

From: Daniel Solomon <ds@goroveslade.com>
Sent: Wednesday, December 10, 2025 3:48 PM
To: Ashley Orr <ashley.orr@goroveslade.com>; Hagen, Noah (DDOT) <noah.hagen@dc.gov>
Cc: Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Skyland Town Center PUD Modification (09-03I)

Hi Noah - do you have any further comments on the "scope" below? Just wanted to get written confirmation and we can get started on the memo.

Thanks!
Daniel

Daniel Solomon, AICP
Principal
GOROVE SLADE
D 202.540.1928 / **C** 202.733.0347

From: Ashley Orr <ashley.orr@goroveslade.com>
Sent: Tuesday, December 9, 2025 4:43 PM
To: Hagen, Noah (DDOT) <noah.hagen@dc.gov>; Daniel Solomon <ds@goroveslade.com>
Cc: Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Skyland Town Center PUD Modification (09-03I)

Hi Noah,

Thank you for your comments and for sharing this history. We've incorporated a bullet in orange below pertaining to a review of the current site plan. Let us know if this captures your intent.

TDM:

- DDOT agrees that a new TDM plan can be proposed that is catered to the new condo use and density.
- The updated TDM plan will include the amount of bike parking that will be proposed as part of the project, per DDOT's previous request.

Documentation:

- No formal scoping process will be necessary, and this summary will memorialize the agreed-upon scope.
- GS to prepare a memorandum as part of the PUD modification filing to document the following:
  - Description of the current development program and what has changed since the 2024 order was issued;
  - **Review of the current site plan, specifically focusing on access and parking for bicycles;**
  - Trip generation for the current development program compared to the previously approved development program; and
  - Updated TDM plan that adequately supports the change in use.

Thanks!

Ashley

Ashley Orr, PE
Project Manager
GOROVE SLADE
T 202.296.8625 / **D** 202.293.7263 / **C** 717.413.2777

From: Hagen, Noah (DDOT) <noah.hagen@dc.gov>
Sent: Tuesday, December 9, 2025 3:55 PM
To: Ashley Orr <ashley.orr@goroveslade.com>; Daniel Solomon <ds@goroveslade.com>
Cc: Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: RE: Skyland Town Center PUD Modification (09-03I)

Hi Ashley,

Your summary mostly looks good, but please also include any site plan changes, specifically the design of the proposed long-term bike parking facility since that was one of the previous items for discussion. I recall that at our last meeting, the developer had said that they couldn't fit it inside the building, and we had suggested a more inviting-looking secured structure closer to the building entrance.

Thanks,

Noah

Noah Hagen, AICP
Transportation Planner
202-815-7130 (mobile)
noah.hagen@dc.gov

From: Ashley Orr <ashley.orr@goroveslade.com>
Sent: Tuesday, December 9, 2025 3:26 PM
To: Daniel Solomon <ds@goroveslade.com>; Hagen, Noah (DDOT) <noah.hagen@dc.gov>
Cc: Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>
Subject: Re: Skyland Town Center PUD Modification (09-03I)

Hi Erkin & Noah,

Thanks again for meeting with us last Friday to discuss this PUD Mod. Please find a summary of our discussion below, including the transportation review scope items we agreed to during the call. Let us know if you have any questions or comments before we proceed with the memo.

TDM:

- DDOT agrees that a new TDM plan can be proposed that is catered to the new condo use and density.
- The updated TDM plan will include the amount of bike parking that will be proposed as part of the project, per DDOT's previous request.

Documentation:

- No formal scoping process will be necessary, and this summary will memorialize the agreed-upon scope.
- GS to prepare a memorandum as part of the PUD modification filing to document the following:
  - Description of the current development program and what has changed since the 2024 order was issued;
  - Trip generation for the current development program compared to the previously approved development program; and
  - Updated TDM plan that adequately supports the change in use.

Thank you!

Ashley

Ashley Orr, PE
Project Manager
GOROVE SLADE
T 202.296.8625 / **D** 202.293.7263 / **C** 717.413.2777

From: Daniel Solomon <ds@goroveslade.com>
Sent: Monday, December 1, 2025 2:37 PM
To: Hagen, Noah (DDOT) <noah.hagen@dc.gov>

Cc: Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>; Ashley Orr <ashley.orr@goroveslade.com>
Subject: Re: Skyland Town Center PUD Modification (09-03I)

Thanks Noah - Friday 12/5 11-11:30am works well for the team. We will send an invite out shortly.

Hope you had a good Thanksgiving!
Daniel

Daniel Solomon, AICP
Principal
GOROVE SLADE
D 202.540.1928 / **C** 202.733.0347

From: Hagen, Noah (DDOT) <noah.hagen@dc.gov>
Sent: Monday, December 1, 2025 9:53 AM
To: Daniel Solomon <ds@goroveslade.com>
Cc: Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>; Ashley Orr <ashley.orr@goroveslade.com>
Subject: RE: Skyland Town Center PUD Modification (09-03I)

Hey Daniel,

I'll be the case manager for this one. Here are a few times that work for us this week:

- Tues 12/2 11-12, 3-4
- Thurs 12/4 1:30 or later
- Fri 12/5 11-12

Thanks,
Noah

Noah Hagen, AICP
Transportation Planner
202-815-7130 (mobile)
noah.hagen@dc.gov

From: Daniel Solomon <ds@goroveslade.com>
Sent: Wednesday, November 26, 2025 9:20 AM
To: Jutte, Preston (DDOT) <preston.jutte@dc.gov>; Hagen, Noah (DDOT) <noah.hagen@dc.gov>
Cc: Ozberk, Erkin (DDOT) <erkin.ozberk1@dc.gov>; Ashley Orr <ashley.orr@goroveslade.com>
Subject: Skyland Town Center PUD Modification (09-03I)

Hi Preston, Noah, and Erkin,

We've been engaged to assist with the PUD Modification for the Skyland Town Center PUD Modification (ZC Case Number 09-03I https://app.dcoz.dc.gov/Home/ViewCase?case_id=09-03I)

The project team wanted to find a time to have a call to walk PSD through the modification and discuss DDOT expectations for your review. I believe Noah was the main reviewer as part of the

last action back in 2023, but given the project is in Ward 7 we weren't sure who to reach out to. Can you send us your availability for next week?

Thanks and Happy Thanksgiving!

Daniel

Daniel Solomon, AICP
Principal

GOROVE SLADE
Transportation Planners and Engineers
D 202.540.1928 / **C** 202.733.0347
1140 Connecticut Ave NW / Suite 1010 / Washington, DC 20036
dsolomon@goroveslade.com / www.goroveslade.com

D. Previous CTR and TDM Plan (ZC 09-03H)

GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

To:	Noah Hagen	DDOT
Cc:	Skyland Holdings, LLC	WC Smith
From:	Anila Moorthy, EIT William Zeid, PE Erwin Andres, PE	
Date:	October 13, 2023	
Subject:	Skyland PUD Modification C1C2 Comprehensive Transportation Review (ZC No. 09-03)	

Introduction

This memorandum presents the findings of a Comprehensive Transportation Review (CTR) in support of a Planned Unit Development (PUD) modification of significance application (ZC No. 09-03) for the proposed development in the southeast quadrant of Washington, DC. Figure 1 identifies the regional site location within the District, and Figure 2 identifies the location of the site in relation to the local neighborhood. Figure 3 provides an aerial view of the site. The existing site is a portion of the Skyland Town Center property and consists of two (2) Blocks- Block 1 and Block 4.

The proposed Project containing both Blocks 1 and 4 will include the following:

- Approximately 126 townhomes;
- Approximately 75 all-affordable senior housing units, all of which will be affordable to income levels at or below 50% average median income (AMI);
- Approximately 10,000 sf of ground-floor retail;
- Approximately 192 vehicular parking spaces;
    - 165 spaces reserved for the townhomes,
    - 10 spaces reserved for the multifamily senior building, and
    - 17 visitor parking spaces.
- At least 26 long-term and seven (7) short-term bicycle parking spaces, meeting the long-term and short-term spaces required by the District's Zoning Regulations of 2016 (ZR16) for the site's combined residential and retail uses;
- Widening sidewalks along Naylor Road along the Project's perimeter; and
- Installing traffic calming features, such as special pavers and sidewalk bump-outs, on Town Center Drive, Street A and Street B.

The Applicant is requesting a Consolidated PUD status for Blocks 1 and 4 as part of the Modification of Significance application.

A previously approved CTR analyzed in 2020 as part of ZC Case 09-03F for blocks 1 and 4, included residential, retail, and office use. The proposed development plan will result in a significant net reduction in trips and parking spaces in comparison to the previously approved development program. The development program for the previously approved and proposed conditions is provided in Table 1.

Table 1: Skyland Town Center Block 1 and 4 Development Program

Skyland Town Center Blocks 1 and 4 Development Program	ZC 09-03F (as analyzed in 2020 CTR)	Proposed
Residential	252 du	126 townhomes, 75 du
Retail	7,140 sf	10,000 sf
Medical Office	131,344 sf	-
Vehicle Parking	628 spaces	192 spaces
Long-Term Bicycle Parking	119	26
Short-Term Bicycle Parking	18	7

The purpose of this CTR is to:

- Review existing site conditions and details of the proposed development plans;
- Review the major transportation elements of the site plan, namely pedestrian, bicycle, and transit facilities in the vicinity of the site;
- Provide a Transportation Demand Management (TDM) plan to be implemented for the life of the development that is generally consistent with the previously approved plan with revisions to account for the changes in use; and
- Review the transportation elements of the project to determine whether the project will have a detrimental impact on the surrounding transportation network.

The findings of this study conclude that:

- The Project is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for enjoyable and effective non-vehicular transportation;
- The proposed project will provide short- and long-term bicycle parking meeting zoning requirements;
- The project enhances the pedestrian network in the vicinity of the site by improving pedestrian facilities along the site frontage;
- The project will include traffic calming features, such as special pavers and sidewalk bump-outs, on Town Center Drive, Street A and Street B;
- The proposed project will provide loading facilities that will be accessed from proposed private streets, limiting the impacts of loading activity in public space;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel; and,
- The proposed project will not have a detrimental impact on the surrounding transportation network.

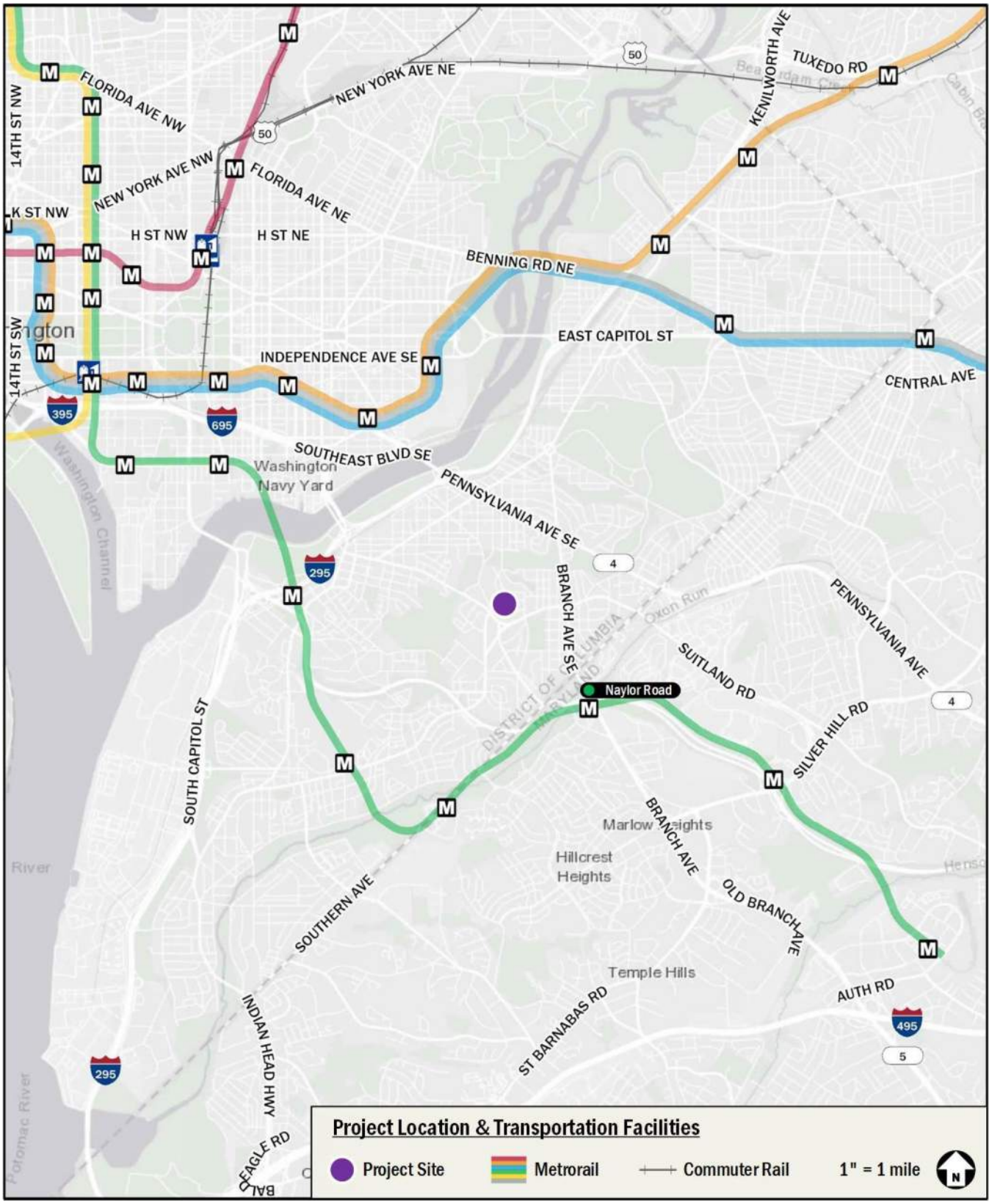


Figure 1: Project Location & Transportation Facilities

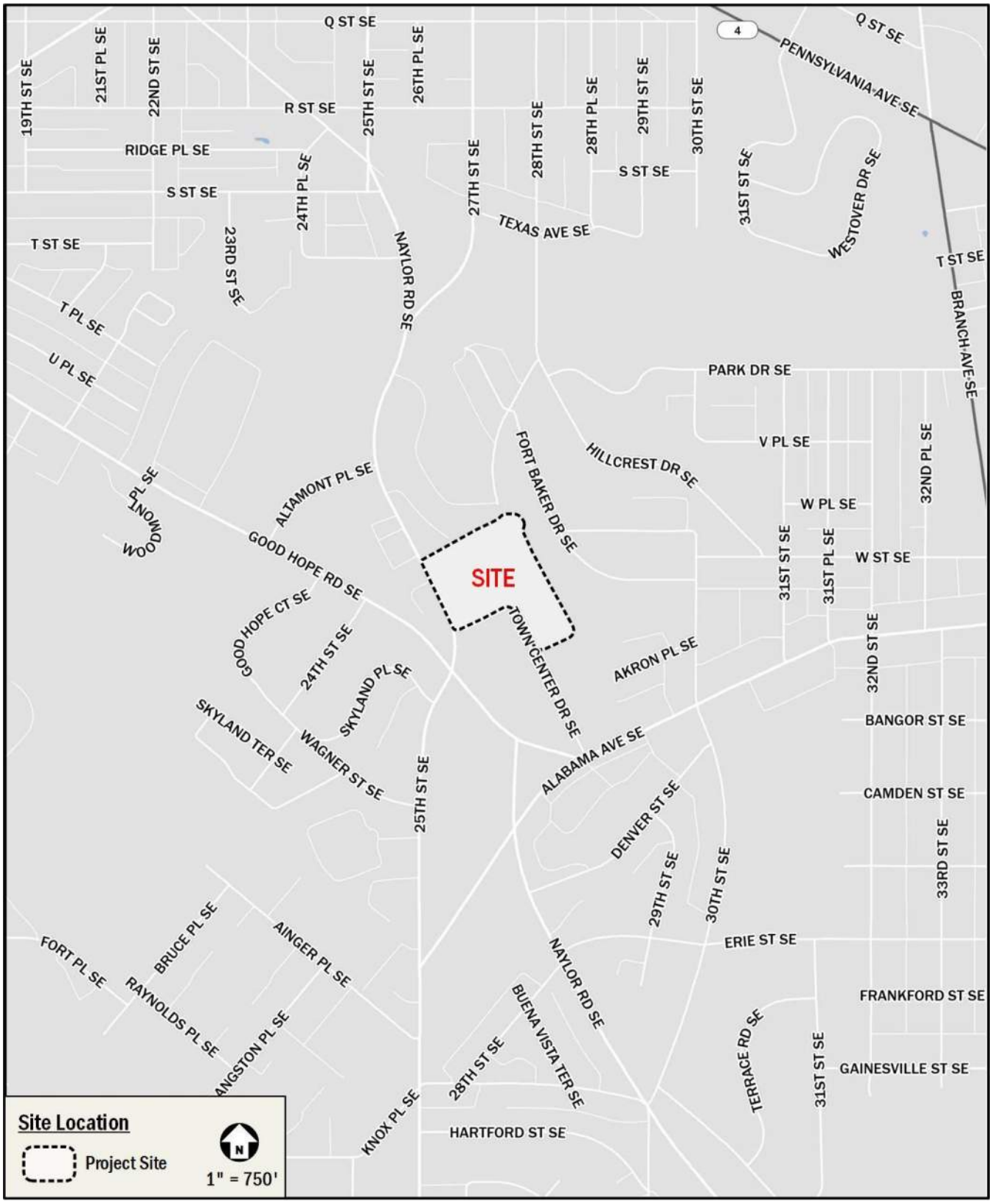


Figure 2: Site Location

Figure 3: Aerial

Existing Transportation Conditions

This section reviews the existing vehicular, transit, bicycle, and pedestrian facilities as well as curbside management in the vicinity of the site. The Project is located in a transit-rich, increasingly bicycle- and pedestrian-friendly, mixed-use neighborhood which minimizes the need for personal vehicles. The site is well-served by 11 Metrobus routes and is approximately 1.3 miles from the Naylor Road Metrorail station served by the Green Line. The site is also surrounded by a robust pedestrian network that consists of well-connected sidewalks and crosswalks.

Vehicular Facilities

The Site is accessible from principal arterials such as Pennsylvania Avenue to the north and Branch Avenue to the east. The Site is directly served by Naylor Road, Good Hope Road, and Alabama Avenue — all minor arterials supplemented by an existing network of connectors and local streets. The local streets provide connections to other minor arterials, collectors, and local roads. These roadways in turn provide connectivity to I-395 and the Capital Beltway (I-495) that surrounds Washington, DC, and its inner suburbs in Virginia and Maryland, as well as to the District core.

On-site vehicular access will be provided via the existing curb cut on Naylor Road SE and via proposed driveways along private roadways, Street B and Lane A. Vehicular access to the senior building parking facilities will be provided via a connection to a private lane, Lane A. Vehicular access to each of the townhomes will be accommodated via the proposed alley network within the Project.

Transit Facilities

Existing Transit Service

The Project is served by 11 Metrobus routes. Multiple bus stops serving the 11 routes are located within a quarter-mile walk of the Project, the closest of which is located along the Project's frontage. The 11 routes include 32, 36, 92, A32, D51, V7, W2, W3, W4, W6, and W8. These bus routes connect the Site to many areas of Southeast, DC, including several Metrorail stations where transfers can be made to reach areas in the District, Virginia, and Maryland. Table 2 shows a summary of the bus route information for the routes that serve the site, including service hours, headway, and distance to the nearest bus stop.

The closest Metrorail station to the Project is the Naylor Road Metrorail station, which is served by the Green Line and is located approximately 1.3 miles or a 27-minute walk south of the site. The Green Line provides service from Greenbelt, Maryland to Branch Avenue in Prince George's County, serving the Southwest and Southeast quadrants of the District. As of April 2023, Green Line trains run every eight (8) minutes on both weekdays and weekends. Before the COVID-19 public health crisis, Green Line trains ran every eight (8) minutes during the morning and afternoon peak periods, every 12 minutes during weekday non-peak periods, every 12 to 20 minutes on weekday evenings and late nights, and every 12 to 20 minutes on weekends. Metrorail service currently begins at 5:00 AM and 7:00 AM on weekdays and weekends, respectively. Service ends at 12:00 AM on Sunday through Thursday and 1:00 AM on Friday and Saturday.

Existing transit facilities surrounding the site are shown in Figure 4. Table 4 provides local bus stop information based on WMATA bus stop amenity guidance shown in

Table 3.

Planned Transit Service

The Transit Priority Network in the approved *moveDC* 2021 update, the District's multimodal long-range transportation plan, proposes transit priority infrastructure such as dedicated transit lanes, better transit stops, and/or special treatments for buses at intersections along designated corridors. Specific treatments along given streets or route paths are not proposed but rather prioritized as part of the long-range plan. Six (6) transit priority corridors are proposed near the site:

- Minnesota Avenue SE from East Capitol Street to Good Hope Road SE

- 25th Street SE from Minnesota Avenue and Naylor Road SE
- Naylor Road SE from Naylor Road SE/25th Street SE and 25th Street/Good Hope Road SE
- 25th Street from Naylor Road/Good Hope Road SE to Alabama Avenue
- 25th Street from Alabama Avenue to Martin Luther King Jr Avenue SE
- Pennsylvania Avenue SE from 2nd Street SE to Branch Avenue SE

All Metrobus routes serving the Project are covered by at least one (1) transit priority corridor in the broader District-wide transit priority network laid out in the *moveDC* 2021 update. Any bus route that uses a street included in one of these transit priority corridors is likely to benefit from potential transit infrastructure improvements that may improve bus speeds and transit service to the site in the future.

Additionally, under the *DC Circulator Transit Development Plan 2020 Update,* new DC Circulator route alternatives are being proposed and analyzed. As part of a planned extension of service into Ward 7, several route alternatives will include direct service to Skyland Town Center. These planned additions to the transit service alongside the existing transit service are shown in Figure 5.

Table 2: Bus Route Information

Route Number	Line Name	Service Hours at Nearest Bus Stop[1]			Headway (min)	Walking Distance to Nearest Bus Stop[2]
		Weekday	Saturday	Sunday		
WMATA Routes						
32, 36	Pennsylvania Avenue Line	5:27am-1:34am	5:32am-2:09am	5:42am-1:44am	10-30	<0.1 miles (1 minute)
92	U Street-Garfield Line	5:13am-1:56am	4:56am- 2:11am	5:00am-2:12am	20-30	<0.1 miles (2 minutes)
A32	Minnesota Ave-Anacostia Line	3:40pm	-	-	-	<0.1 miles (2 minutes)
D51	Congress Heights-Georgetown Line	6:56am	-	-	-	0.2 miles (4 minutes)
V7	Benning Heights-Alabama Avenue Line	6:24am-8:45am, 3:00pm-6:20pm	-	-	20	0.2 miles (4 minutes)
W2, W3	United Medical Center-Anacostia Line	6:15am-9:17am, 3:12pm-2:00am	6:34am-9:04am, 3:30pm-1:56am	6:36am-1:59am	20-45	<0.1 miles (2 minutes)
W4	Deanwood-Alabama Avenue Line	5:00am-1:50am	6:30am-1:50am	6:25am-1:43am	12-30	0.2 miles (4 minutes)
W6, W8	Garfield-Anacostia Loop Line	5:56am-12:02am	6:11am-12:02am	5:56am-12:02am	12-30	<0.1 miles (2 minutes)

[1] Service hours are based on the most recent effective schedules available on WMATA's website.
[2] Only bus stops within the transit review area shown in Figure 4 are included.

Table 3: WMATA Bus Stop Amenity Guidance

Amenity	Basic Stop		Enhanced Stop	Transit Center Stop
	< 50 daily boardings	≥ 50 daily boardings		
Bus stop flag	●	●	●	●
Route map and schedule	●	●	●	●
5' x 8' landing pad	●	●	●	●
40'/60' x 8' landing pad			●	●
4' sidewalk	●	●	●	●
Bench		●	●	●
Shelter		●	●	●
Lighting (on shelter or within 30' if overhead)	Required for stops with early morning and evening service		●	●
Dynamic information signage	Contingent on the presence of shelter			
Trash and recycling receptacles	Recommended where surrounding uses may generate trash			

Table 4: Local Bus Stop Information

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Recp.
Naylor Rd SE & S St SE (SB)	1000437	32	●	●	●	●	●	●			
Naylor Rd SE & S St SE (NB)	1000432	32	●	●	●	●	●	●			
Naylor Rd SE & Park Naylor Apartments (NB)	1000411	32	●	●	●	●				●	●
Naylor Rd SE & Park Naylor Apartments (SB)	1000412	32	●	●	●	●					
Naylor Rd SE & #2619	1000375	32	●	●	●	●					●
Naylor Rd SE & #2637	1003927	32	●	●	●	●				●	
Good Hope Rd & 25th St (WB)	1000343	92, W8	●	●	●	●	●	●			●
Good Hope Rd & 25th St (EB)	1000335	32, 92, A32, W2, W3, W6	●	●	●	●	●	●			●
25th St SE & Skyland Pl SE (SB)	1000329	W2, W3	●	●	●	●					●
25th St SE & Skyland Pl SE (NB)	1000330	W2, W3	●			●				●	
25th St SE & Wagner St SE (SB)	1000312	W2, W3	●		●	●					●
25th St SE & Wagner St SE (SB)	1000309	W2, W3	●		●	●				●	●
Alabama Ave SE & Ainger Pl SE (SB)	1000264	32, 92, A32, V7, W2, W3, W4, W6	●	●	●	●	●	●	●		●
Alabama Ave SE & Ainger Pl SE (SB)	1003034	32, 92, D51, V7,	●	●	●	●	●	●		●	●

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Recp.
		W2, W3, W4, W8									
Alabama Ave SE & 25th St SE	1000292	32, 92, A32, V7, W2, W4, W6	●	●	●	●				●	●
Alabama Ave SE & Naylor Rd SE	1000307	D51, V7, W4	●	●	●	●					●
Naylor Rd SE & Alabama Ave SE (SB)	1000314	32, 92, A32, W2, W6	●	●	●	●	●	●			
Naylor Rd SE & Alabama Ave SE (WB)	1000317	V7, W4	●	●	●	●	●	●	●		●
Naylor Rd SE & Good Hope Rd SE (SB)	1003142	W3	●		●	●					
Naylor Rd SE & Good Hope Rd SE (NB)	1000322	32, 92, W2, W3, W8	●	●	●	●	●	●			●
Alabama Ave SE & Good Hope Rd SE (EB)	1000323	D51, V7, W3, W4	●	●	●	●	●	●	●		●
Alabama Ave SE & Good Hope Rd SE (WB)	1000328	V7, W4	●	●	●	●	●	●		●	●
Alabama Ave SE & 30th St SE (EB)	1000332	D51, V7, W3, W4	●	●	●	●	●	●			●
Alabama Ave SE & 30th St SE (WB)	1000336	V7, W4	●	●	●	●					●
Alabama Ave SE & 31st St SE (EB)	1000340	D51, V7, W4	●	●	●	●					●
Alabama Ave SE & 31st St SE (WB)	1000342	V7, W4	●	●	●	●					●
Alabama Ave SE & 32nd St SE (EB)	1000347	D51, V7, W4	●	●	●	●					●
Alabama Ave SE & 32nd St SE (EB)	1000350	D51, V7, W4	●	●	●	●					●
Alabama Ave SE & Branch Ave SE (EB)	1000353	D51, V7, W4	●	●	●	●					●
Alabama Ave SE & Branch Ave SE (WB)	1000356	V7, W4	●	●	●	●					●
Branch Ave SE & Alabama Ave SE (NB)	1000346	36	●	●	●	●				●	
Branch Ave SE & Alabama Ave SE (NB)	1000359	36	●	●	●	●				●	●
Naylor Rd SE & Erie St SE (SB)	1000280	W2, W3	●	●	●	●	●	●			●
Naylor Rd SE & Erie St SE (SB)	1000270	W2, W3	●	●	●	●	●	●			●
Naylor Rd SE & Gainesville St SE (SB)	1003469	W2, W3	●	●	●	●	●	●			●
30th Street SE & Naylor Rd SE	1003038	36	●	●	●	●					

Location	Stop ID	Routes Served	Amenities								
			Bus stop flag	Route map & schedule	Landing pad	Sidewalk	Bench	Shelter	Dynamic info sign	Lighting	Trash Recp.
30th St SE & Erie St SE	1003039	36	●	●	●	●					
Erie St SE & 30th St SE	1000288	36	●	●	●	●				●	●
Good Hope Rd & Marbury Plaza Apts, SE	1000388	92, W8	●	●	●	●	●	●	●		●
Good Hope Rd SE & Woodmont Pl SE	1000383	92, A32, W6	●		●	●					●
Good Hope Rd SE & Altamont Pl SE (NB)	1000376	92, W8	●	●	●	●	●	●			●
Good Hope Rd SE & Altamont Pl SE	1000374	92, A32, W8	●		●	●	●	●			●
Good Hope Rd SE & 24th St SE (SB)	1000364	92, A32, W6	●	●	●	●					●
Good Hope Rd SE & 24th St SE (NB)	1000361	92, W8	●	●	●	●				●	●

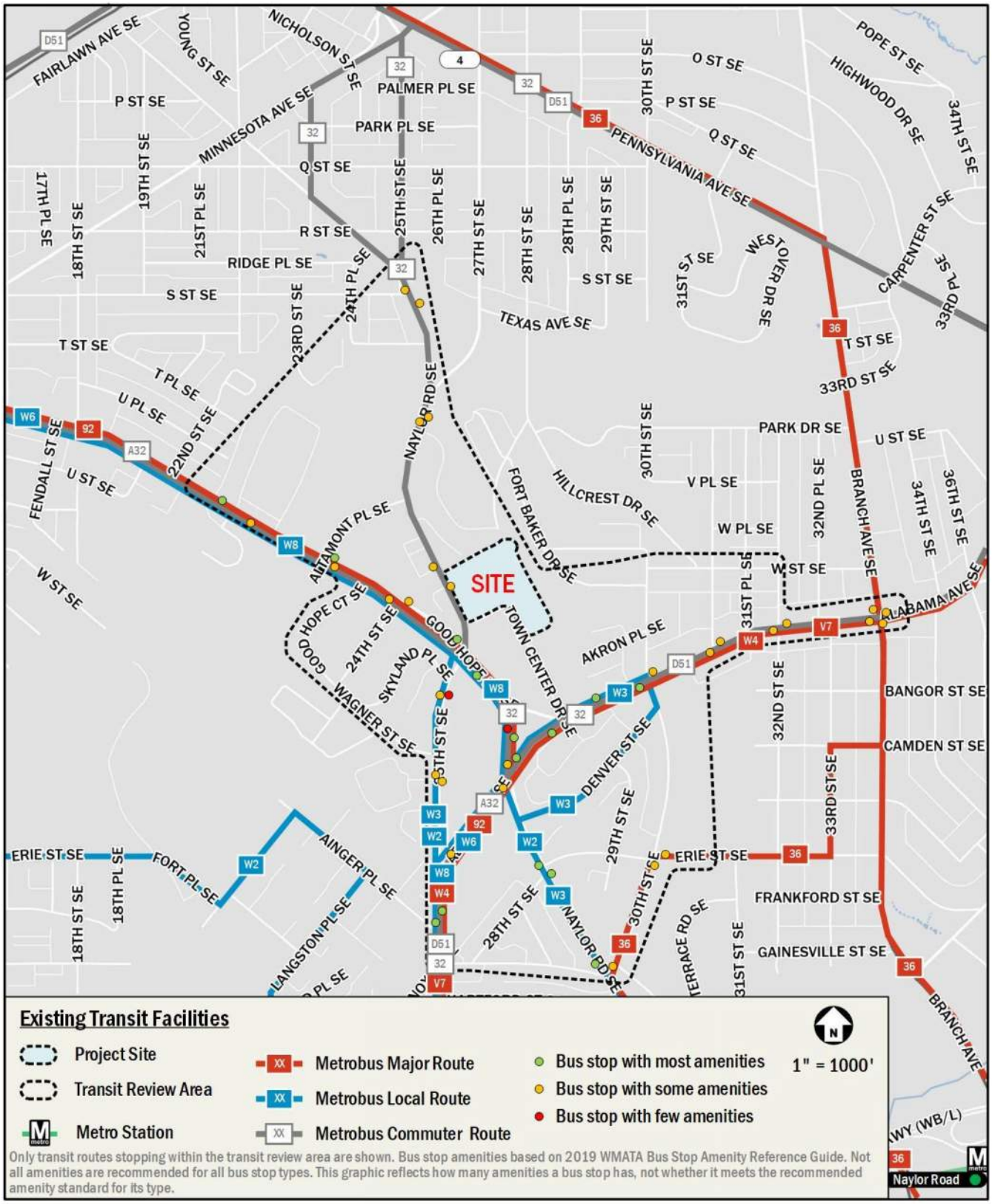


Figure 4: Existing Transit Service

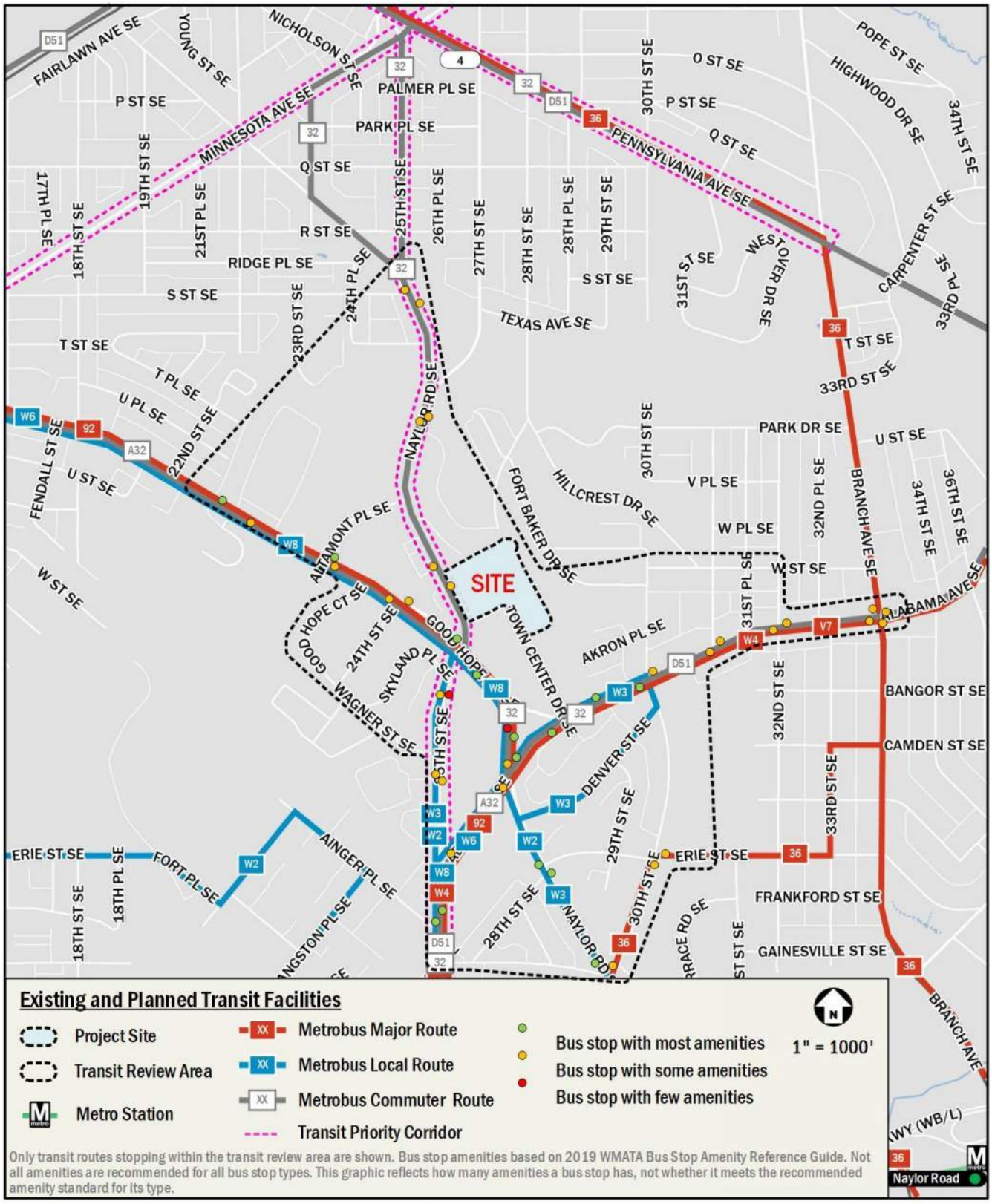


Figure 5: Existing and Planned Transit Service

Bicycle Facilities

Existing Bicycle Facilities

The Project will have access to existing on- and off-street bicycle facilities. The site is located near signed routes along Alabama Avenue SE and 25th Street SE, shared lanes along Naylor Road SE, bicycle lanes along 25th Street north of the Project, and an Off-Street trail along Pennsylvania Avenue SE. These facilities lead to the Fort Circle Trail to the north and the Suitland Parkway Trail to the south. Using the available connections along the on-street and off-street routes within the study area, bicyclists have access to a number of regional bicycle facilities.

The 10-, 20-, and 30-minute bikesheds to major destinations from the site are shown in Figure 8.

Planned Bicycle Facilities

The 2021 update to *moveDC* includes five (5) future planned improvements to the Bicycle Priority Network within a half mile of the Project along Good Hope Road, Naylor Road, Alabama Avenue, Branch Avenue, and 25th Street. The facilities along Good Hope Road, Naylor Road, Alabama Avenue, Branch Avenue, and 25th Street will be fully protected based on the roadways' functional classification as principal or minor arterials. Along Naylor Road north of 25th Street, the facilities may be protected or standard bicycle lanes or another facility type (e.g., advisory, buffered, contra-flow, neighborhood bikeway) given roadway conditions and the roadways' functional classification as collectors. It should be noted that the facilities included in the Bicycle Priority Network as future planned improvements did not have committed funding at the time the 2021 update to *moveDC* was drafted. Figure 7 shows future bicycle facilities near the site.

Capital Bikeshare

In addition to personal bicycles, the Capital Bikeshare program will provide additional bicycle options for residents and patrons of the Project. The program has placed over 700 bikeshare stations across the greater Washington region with over 5,000 bicycles and electric-assist bicycles (e-bikes) in the fleet. One (1) Capital Bikeshare station is within a quarter mile of the site:

- An existing 18-dock Capital Bikeshare station is available within a minute's walk on the northeast corner of Good Hope Road and Naylor Road.

DDOT's Capital Bikeshare Development Plan was originally released in 2016 to guide the continued growth of Capital Bikeshare in the District of Columbia. The most recent update of the Development Plan was released in 2020 and proposed new Capital Bikeshare stations near the site located at the following intersection(s):

- 24th Street SE and Wagner Street SE
- Naylor Road SE and 27th Street SE
- 29th Street SE and R Street SE

Carsharing and Micromobility

Two (2) companies provide carsharing services in the District of Columbia: Free2Move and Zipcar. Both services are private companies that provide registered users with access to a variety of automobiles. Free2Move operates a point-to-point model that allows customers to pick up a vehicle at a location and drop it off at any non-restricted metered curbside parking space or Residential Parking Permit (RPP) location in the defined "Home Area". Zipcar operates a reserved-space model where customers are required to borrow from and return vehicles to the same reserved carsharing space. Currently, there is one (1) Zipcar location within a quarter mile of the site:

- Three (3) vehicles are located adjacent to the site, outside the Lidl grocery store in the Block-3 parking lot.

As of April 2023, micromobility service in the District is provided by four (4) private dockless companies operating e-bikes and electric scooters (e-scooters). These include three (3) companies operating e-bikes (Lime, Spin, and Veo) and four (4)

companies operating e-scooters (Lime, Lyft, Spin, and Veo). These dockless vehicles are provided by private companies that give registered users access to a variety of e-bike and e-scooter options. These devices are used through each company-specific mobile phone application. Many dockless vehicles do not have designated stations where pick-up/drop-off activities occur like with Capital Bikeshare. They are typically parked in public space, most commonly in the “furniture zone” or the portion of the sidewalk between where people walk and the curb, often where other street signs, street furniture, trees, and parking meters are found. The project’s proposed short-term and long-term bicycle parking spaces on-site will make bicycle and scooter travel a more attractive option for those traveling to and from the site.

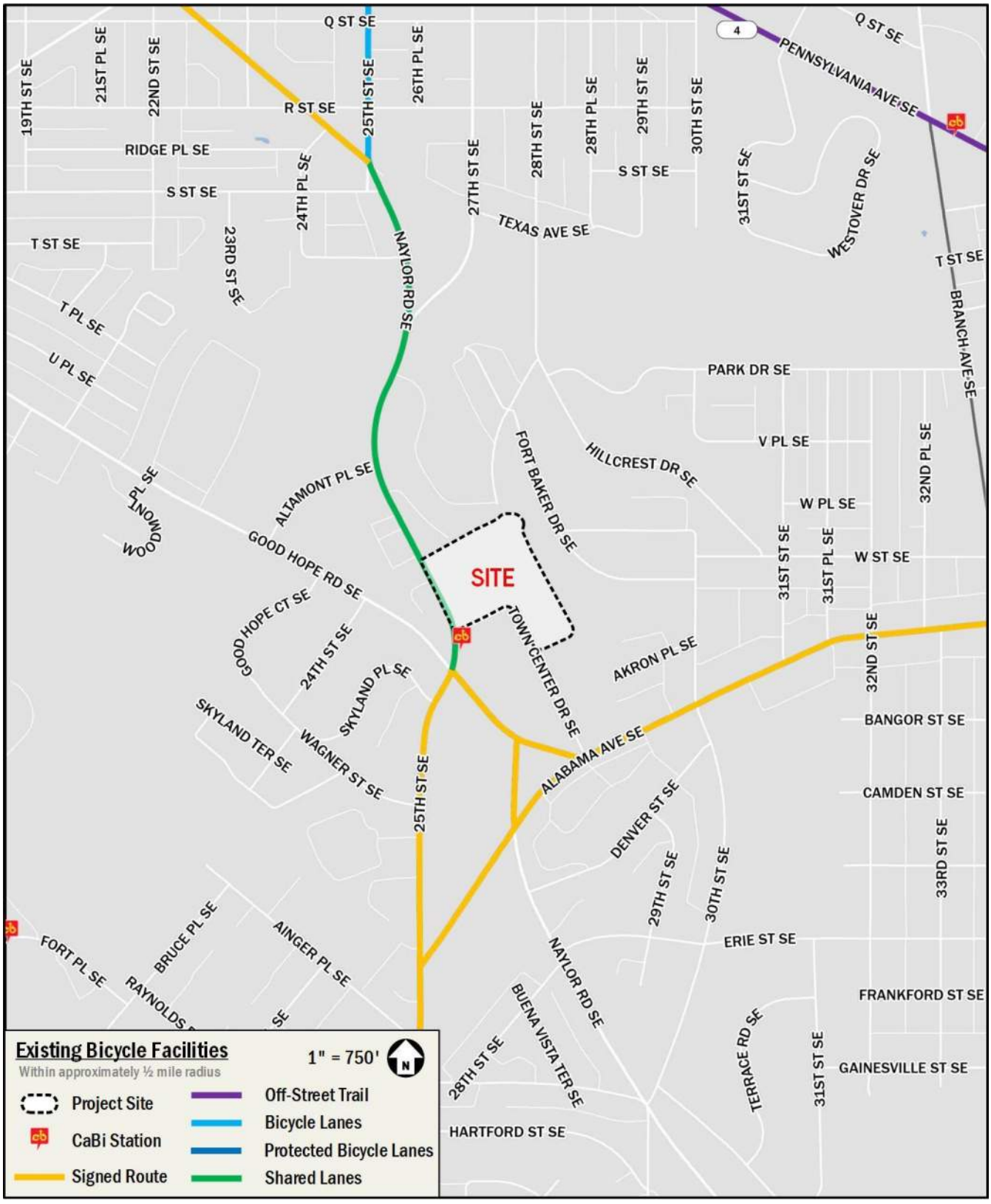


Figure 6: Existing Bicycle Facilities

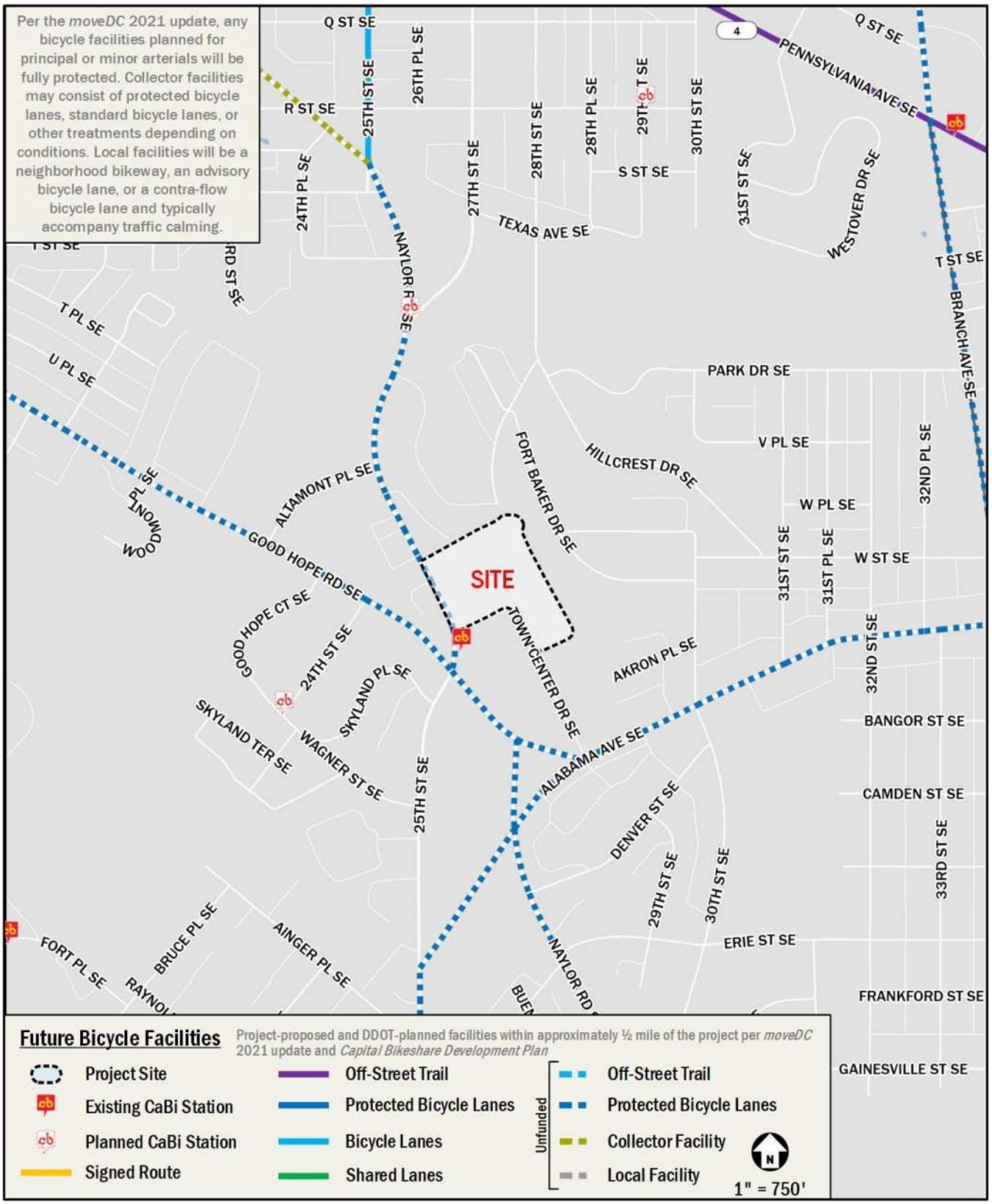


Figure 7: Future Bicycle Facilities

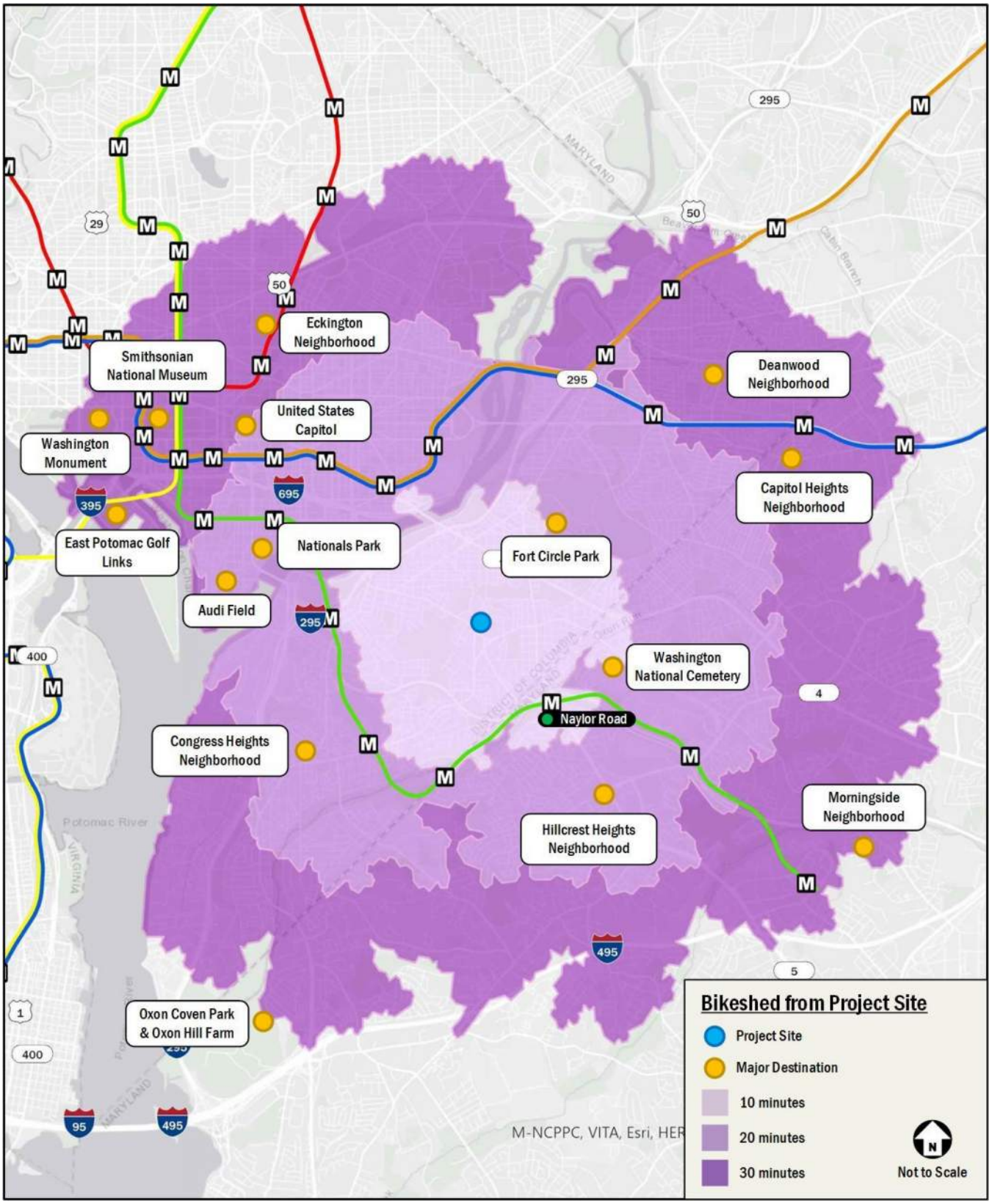


Figure 8: Bikeshed from Project Site

Pedestrian Facilities

Overall, pedestrian facilities within the study area provide sufficient connectivity to major local destinations. A summary of pedestrian facilities within approximately a quarter-mile radius is shown in Figure 9, with a summary of sidewalk width requirements shown in Table 5. The 10-, 20-, and 30-minute walksheds to major destinations from the site are shown in Figure 11.

There are minor areas of concern within the study area that may impact the quality and attractiveness of walking, such as missing sidewalks along segments of Altamont Place SE as well as some streets with sidewalks that do not meet DDOT's minimum width requirements. Nevertheless, sidewalks in the study area are generally in good condition and provide sufficient connectivity.

Within the study area, most sidewalks adjacent to the site fall within a high-density residential area or light commercial as defined by the Zoning Regulations of 2016 (ZR16). Sidewalks in this area require a minimum buffer width of four (4) to eight (8) feet and a minimum sidewalk unobstructed width of eight (8) feet for a total minimum sidewalk width of 13 feet, as shown in Table 5. Some sidewalks within residential areas north and east of the site fall within a low-to-moderate residential area as defined by ZR16 and require a minimum buffer width of four (4) to six (6) feet and a minimum sidewalk unobstructed width of six (6) feet for a total minimum sidewalk width of 10 feet. The sidewalks in the study area that do not meet DDOT standards typically do not maintain the total minimum sidewalk width or provide sufficient buffer width but do provide an unobstructed clear width of at least five (5) to six (6) feet.

ADA standards require that all curb ramps be provided wherever an accessible route crosses a curb and must have a detectable warning. Additionally, curb ramps without four (4) feet of clear space are not desired. As shown in Figure 9, under existing conditions, there are some crosswalks and curb ramps within the study area that do not meet DDOT and/or ADA standards; however, most crosswalks and curb ramps nearest the project site do meet standards and provide a quality walking environment. The proposed development will improve pedestrian facilities within and along the site's frontages. Traffic calming, including pinch points and specialty paving crosswalk patterns, is proposed as part of the development program. Proposed pedestrian improvements along the site's frontage are shown in Figure 10.

Table 5: Sidewalk Requirements

Street Type	Minimum Buffer Width	Minimum Sidewalk Unobstructed Width	Total Minimum Sidewalk Width
Residential (Low to Moderate Density)	4-6 feet	6 feet	10 feet
Residential (High Density)	4-8 feet	8 feet	13 feet
Central DC and Commercial Areas	4-10 feet	10 feet	16 feet

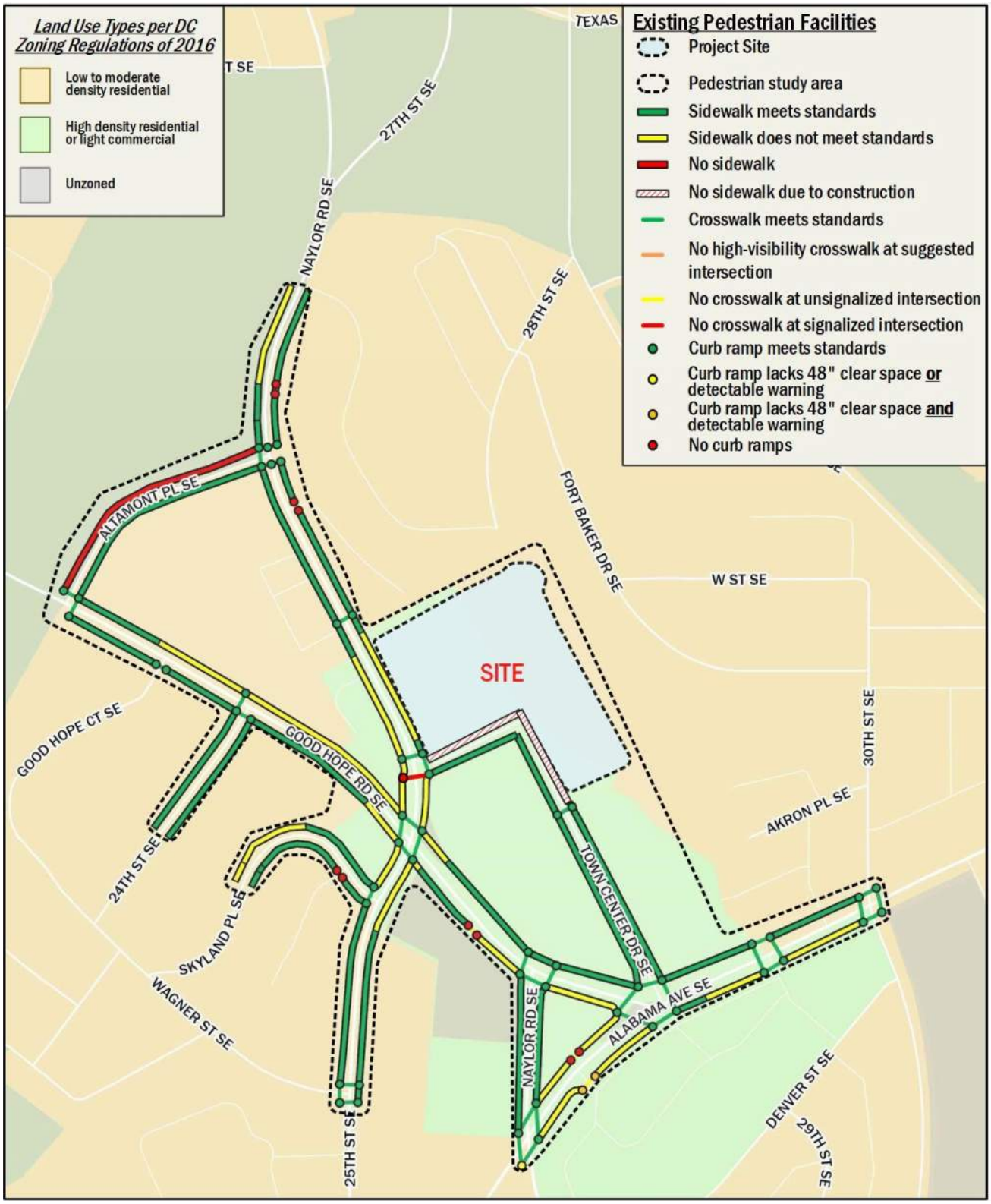


Figure 9: Existing Pedestrian Facilities

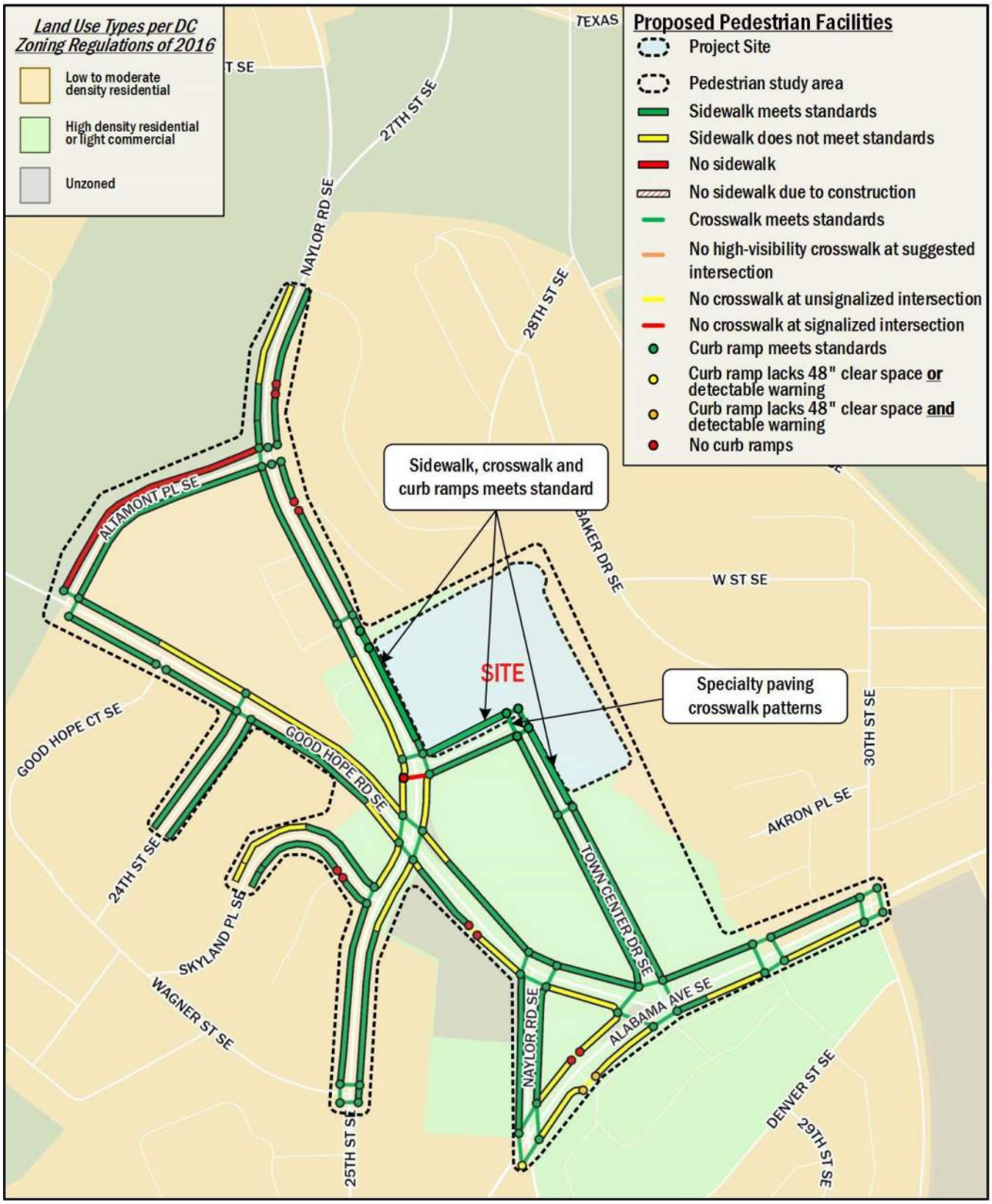


Figure 10: Proposed Pedestrian Facilities

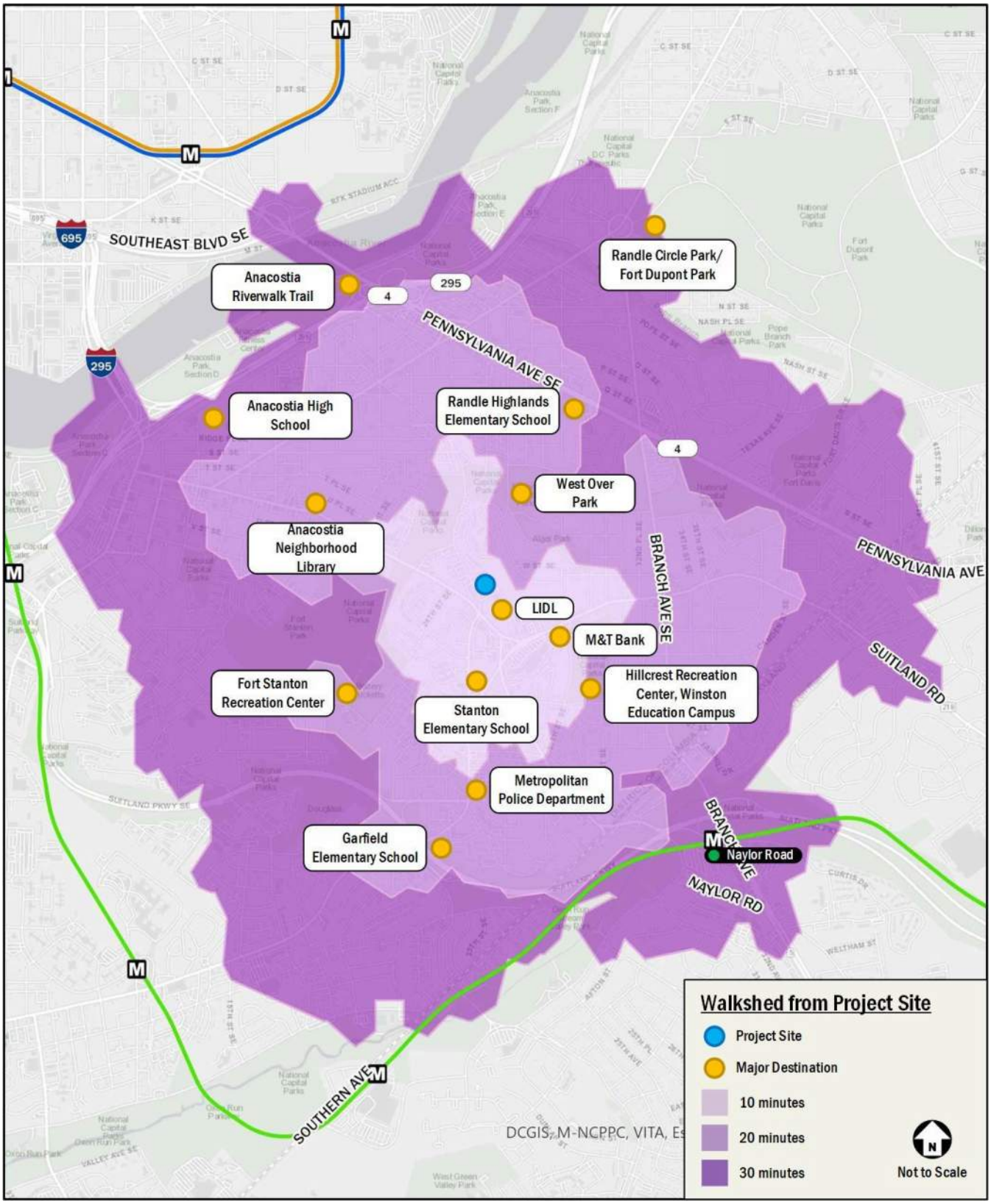


Figure 11: Walkshed from Project Site

Curbside Management

Existing curbside uses were reviewed within approximately two (2) blocks of the site as shown in Figure 12. Existing curbside uses surrounding the site are largely dedicated to travel lanes with no on-street parking. Unrestricted parking near the site is provided on Fort Baker Drive, 30th Street, and Altamont Place.

Proposed changes to curbside management include on-street parking on Town Center Drive, proposed Street A and Street B, and other streetscape improvements along the site frontages. Proposed curbside conditions are shown in Figure 13.

No changes to curbside usage along any public roadways are proposed with this project.

Figure 12: Existing Curbside Designations

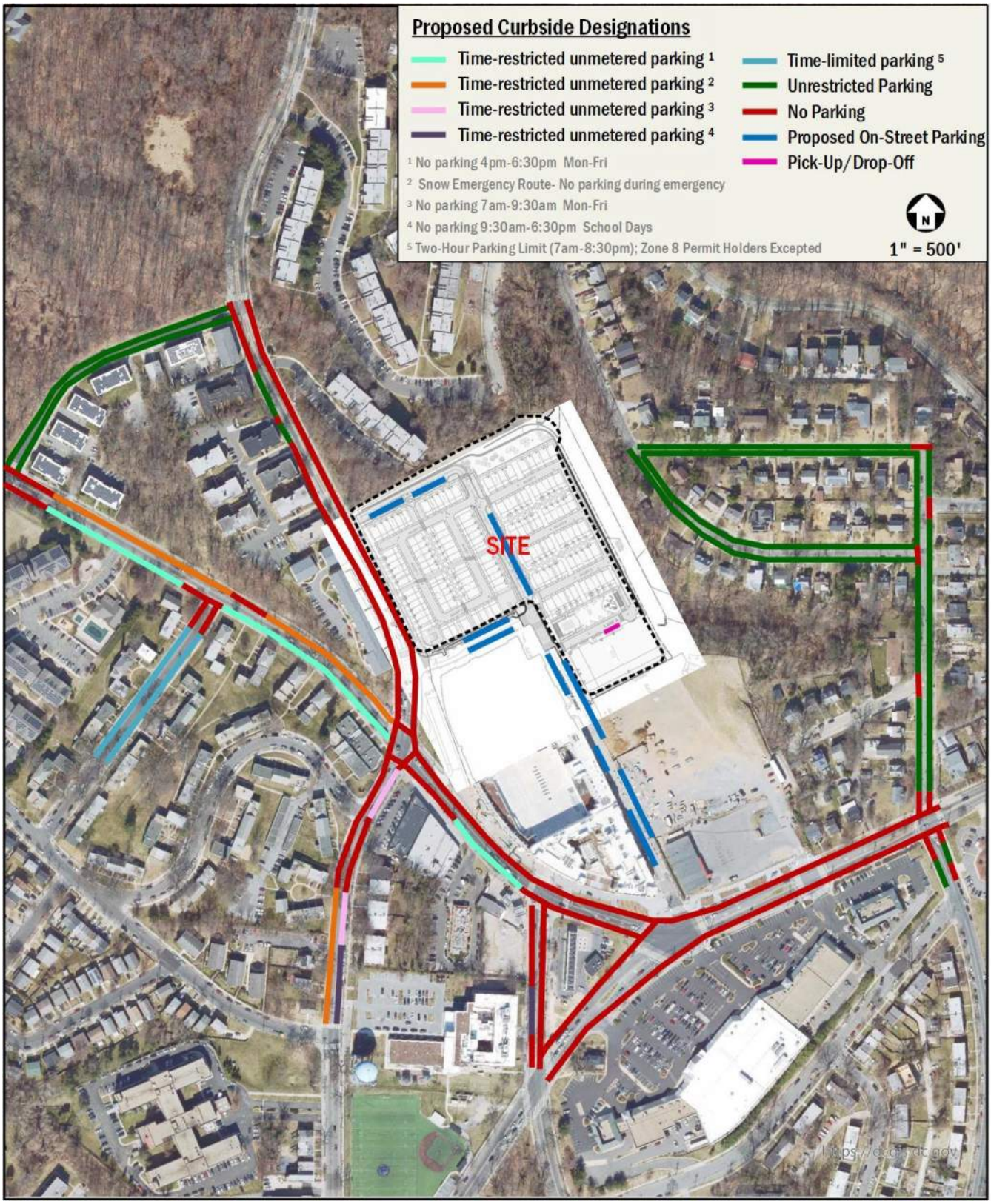


Figure 13: Proposed Curbside Designations

Future Projects

There are several District initiatives located in the vicinity of the site. These planned and proposed projects are summarized below.

Transportation and Infrastructure Initiatives

moveDC

As the District of Columbia grows, so must the transportation system, specifically in a way that expands transportation choices while improving the reliability of all transportation modes. In order to meet this challenge and capitalize on future opportunities, DDOT maintains and regularly updates its long-range transportation plan, *moveDC*, to identify transit challenges and opportunities and to recommend investments.

The *moveDC* 2014 update outlined recommendations by mode with the goal of having them complete by 2040, including improvements to the District's transportation system such as:

- 70 miles of high-capacity transit (streetcar or bus);
- 200 miles of on-street bicycle facilities or trails;
- Sidewalks on at least one side of every street;
- New street connections;
- Road management/pricing in key corridors and the Central Employment Area;
- A new downtown Metrorail loop;
- Expanded commuter rail; and
- Water taxis.

As part of the *moveDC* 2021 update, Mobility Priority Networks were created to show where investments in safety and mobility improvements will take place for specific modes of transportation. The Transit Priority Network highlights streets where infrastructure improvements such as dedicated transit lanes, better transit stops, and/or special intersection treatments for buses will be prioritized to improve transit travel times and reliability. The Bicycle Priority Network includes bicycle priority routes from the *moveDC* 2014 update and additions from recent planning and public engagement efforts. From the final *moveDC* 2021 update published in December 2021, the Transit and Bicycle Priority Networks near the site include:

- Six (6) transit priority corridors, (1) Minnesota Avenue SE from East Capitol Street to Good Hope Road SE, (2) 25th Street SE from Minnesota Avenue and Naylor Road SE, (3) Naylor Road SE from Naylor Road SE/25th Street SE and 25th Street/Good Hope Road SE, (4) 25th Street from Naylor Road/Good Hope Road SE to Alabama Avenue, (5) 25th Street from Alabama Avenue to Martin Luther King Jr Avenue SE, (6)Pennsylvania Avenue SE from 2nd Street SE to Branch Avenue SE; covering all 11 routes serving near the site; and
- Future planned on-street bicycle facilities without committed funding along Good Hope Road, Naylor Road, Alabama Avenue, Branch Avenue, and 25th Street to provide a well-connected bicycle network.

Vision Zero Action Plan

DDOT's *Vision Zero Action Plan* is the implementation strategy of DC's Vision Zero Initiative, which commits to reaching zero fatalities and serious injuries to travelers of DC's transportation system by the year 2024. The *Action Plan* is based on DC interagency workgroups, public input, local transportation data and crash statistics, and national and international best practices. Workgroups identified the guiding themes for the *Vision Zero Action Plan* and the goals of the DC government. The *Action Plan* focuses on the following themes:

- Create Safe Streets
- Protect Vulnerable Users
- Prevent Dangerous Driving
- Be Transparent and Responsive

Strategies within each theme assign lead and supporting agencies responsible for the planning and implementation of each program. The plan also calls for partners external to the District government to ensure accountability and aid in implementation.

The proposed development supports DC's overall Vision Zero goals by reducing conflict points between vehicles, bicycles, and pedestrians by introducing traffic calming around the site.

Alabama Avenue SE Corridor Safety Study

In 2017, DDOT published the findings of a safety study conducted along a four-mile stretch of Alabama Avenue from Martin Luther King, Jr. Avenue to Ridge Road SE/Bowen Road SE. The study identified existing deficiencies along the corridor that could be improved to promote non-auto travel and reduce the number of vehicle crashes. Since 2017 a number of improvements have been implemented along the corridor. The 2022 Study will reevaluate the 2017 report but will also take a fresh look at conditions along the corridor for a safer and more efficient experience for all users. The project considers the following elements along the corridor:

- development of current and planned improvement projects in the corridor;
- traffic analyses;
- crash analysis;
- alternative developments;
- environmental inventory and environmental clearance requirements (Categorical Exclusion, CE 2 as required);
- survey, where required;
- full public engagement; and
- design of a recommended conceptual alternative.

This 2022 study will advance the concept design and propose holistic safety improvements to reduce vehicle speeds, minimize conflict points, and increase safety and accessibility for all modes. The proposed project will support this study by implementing traffic calming strategies within the site to reduce vehicle speeds and improve pedestrian circulation.

Far Southeast II Livability Study

In 2011, DDOT published a livability study for neighborhoods in Wards 7 and 8. The goal of the study was to guide the development of transportation solutions within the neighborhoods that improve the quality of life for people who live, work, and recreate there. The visions of the study include:

- Provide better access to social and economic opportunities by efficiently connecting major activity centers (employment centers, retails, education, recreation, and community facilities) within and around the study area.
- Strengthen connections to regional transportation network and park corridors.
- Provide a variety of transportation options by making walking, wheeling, bicycling, and transit use safe and convenient.
- Support existing communities in the study area by preserving and enhancing community characteristics.

In the vicinity of the study area, the livability study recommends a 13-foot shared used travel lane in each direction along Good Hope Road between 18th and 24th Streets, a 14-foot shared use travel lane in each direction along Naylor Road between Good Hope Road and Altamont Place, and 13-foot shared use lanes to be used by both vehicles and bicycles in both directions along Alabama Avenue between Branch Avenue and Pennsylvania Avenue. The study recommended bus stop amenity improvements in the form of enlarged landing pad areas, trash receptacles, transit information signs, and benches.

Land Use and Sustainability Initiatives

DC Comprehensive Plan

The *DC Comprehensive Plan* is a high-level guiding document that sets a positive, long-term vision for the District through the lens of its physical growth and change. The existing Comprehensive Plan was enacted in 2006 and updated in 2011 and again in 2021 with the DC Council passing the updated plan in May 2021. The new plan officially became law on August 21, 2021.

The Comprehensive Plan's Transportation Element contains the following policies which are supported by the proposed development:

- "*Policy T-1.1.4: Transit-Oriented Development*. Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations."
- *"Policy T-1.1.8: Minimize Off-Street Parking.* An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged."
- *"Policy T-1.4.1: Street Design for Placemaking*. Design streets, sidewalks, and transportation infrastructure—such as bike racks and other *public* places in the right-of-way—to support public life, in addition to their transportation functions. This includes incorporating seating, plantings, and the design of spaces for gathering, lingering, and engaging in commerce and social or cultural activities."
- *"Policy T-2.4.1: Pedestrian Network*. Develop, maintain, and improve pedestrian facilities. Improve the District's sidewalk system to form a safe and accessible network that links residents across Washington, DC."
- "*Policy T-2.5.4: Traffic Management*. Establish traffic management strategies that prioritize the safety of pedestrians over vehicular traffic; separate local traffic from commuter or through-traffic; and reduce the intrusion of trucks, commuter traffic, and cut-through traffic on residential streets. Prioritize public transit solutions, including bus lanes and signal priority, to reduce commuter traffic."
- *"Policy T-2.5.5: Natural Landscaping*. Work with other District and federal agencies to identify, plant, and manage natural *landscaping* areas along highways, traffic circles, bike paths, and sidewalks."
- "*Policy T-2.6.2: Transit Needs.* Establish, expand, or continue assistance for transit-dependent groups in the District, including older adults, students, school-age children, and persons whose situations require special services, including those experiencing homelessness."
- *"Policy T-3.1.1: TDM Programs*. Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system."

The site is adjacent to several Metrobus routes, and the Project will incorporate bicycle infrastructure and an extensive pedestrian network. The Project proposes a net reduction of 436 vehicular spaces compared to the previous plan. By locating housing next to retail and, consequently, employment opportunities, the Project minimizes demands on the transportation system. The Project incorporates a safe and accessible pedestrian network throughout the Project that connects to the surrounding area.

Sustainable DC 2.0 Plan

Sustainable DC is the District of Columbia's major planning effort to make DC the most sustainable city in the nation. It proposes a variety of sustainability goals, targets, and actions related to the built environment, transportation, and other topics.

The transportation demand management (TDM) measures proposed in this CTR will help curtail vehicular mode share. The proposed changes to the development plan decreased the vehicular trips generated for the site.

Site 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 as part of the CTR scoping process. The finalized DDOT CTR scoping form can be found in the Technical Attachments.

Trip generation for residential use of the proposed development was calculated in a General Urban/Suburban setting based on ITE land use 215(Single Family Attached Housing) for townhomes and ITE land use 252 (Senior Adult Housing-Multifamily) for the senior building, and Land Use 822 (Strip Retail Plaza (<40k)) was used for the retail component of the proposed development.

Table 6 shows mode split assumptions based on the census (Traffic Analysis Zone and Tract) data for people who live and work near the site, as well as survey data from the MWCOG's *2022 State of the Commute Survey Report* and the WMATA Ridership Survey. Detailed mode split information is provided in the Technical Attachments.

Table 7 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. 09-03F CTR PUD (2020) trip generation and the proposed Modification of Significance PUD trip generation is shown in the table below. Approved 2020 CTR PUD trip generation is based on the analyzed development program for the corresponding blocks, the mode split assumptions used in the 2020 CTR PUD analysis, and the ITE *Trip Generation*, 10th Edition. It should be noted that the reduction in trips between approved and proposed is primarily due to: (1) an update to ITE's trip generation rates (10th vs 11th Edition), (2) a decrease in auto mode splits due to the addition of telecommute mode split and (3) a change in uses analyzed from medical office, retail and residential being the primary use in 2020 PUD CTR to residential and retail in the current proposal.

While the previous development program triggered a full traffic impact analysis, as detailed in the CTR for that application, the currently proposed development program represents a significant reduction in trips and corresponding traffic impact. Hence, a Traffic Impact Analysis is not required for this application.

Table 6: Mode Split

Mode	Mode Split				
	Auto	Transit	Bike	Walk	Telecommute
Residential	55%	25%	5%	5%	10%
Retail	5%	15%	10%	70%	0%

Table 7: Multimodal Trip Generation Summary

Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Townhomes (126 DU)						
Auto	12 veh/hr	26 veh/hr	38 veh/hr	27 veh/hr	20 veh/hr	47 veh/hr
Transit	6 ppl/hr	12 ppl/hr	18 ppl/hr	12 ppl/hr	9 ppl/hr	21 ppl/hr
Bike	1 ppl/hr	3 ppl/hr	4 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr
Walk	1 ppl/hr	3 ppl/hr	4 ppl/hr	2 ppl/hr	2 ppl/hr	4 ppl/hr
Telecommute	2 ppl/hr	5 ppl/hr	7 ppl/hr	5 ppl/hr	4 ppl/hr	9 ppl/hr
Proposed Senior Multifamily (75 DU)						
Auto	3 veh/hr	6 veh/hr	9 veh/hr	6 veh/hr	4 veh/hr	10 veh/hr
Transit	2 ppl/hr	3 ppl/hr	5 ppl/hr	3 ppl/hr	3 ppl/hr	6 ppl/hr
Bike	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr
Walk	0 ppl/hr	1 ppl/hr	1 ppl/hr	1 ppl/hr	0 ppl/hr	1 ppl/hr
Telecommute	1 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	1 ppl/hr	2 ppl/hr
Proposed Retail (10,000SF)						
Auto	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr
Transit	4 ppl/hr	3 ppl/hr	7 ppl/hr	9 ppl/hr	9 ppl/hr	18 ppl/hr
Bike	3 ppl/hr	1 ppl/hr	4 ppl/hr	6 ppl/hr	6 ppl/hr	12 ppl/hr
Walk	18 ppl/hr	13 ppl/hr	31 ppl/hr	42 ppl/hr	42 ppl/hr	84 ppl/hr
Total Proposed						
Auto	**15 veh/hr**	**33 veh/hr**	**48 veh/hr**	**35 veh/hr**	**25 veh/hr**	**60 veh/hr**
Transit	**12 ppl/hr**	**18 ppl/hr**	**30 ppl/hr**	**24 ppl/hr**	**21 ppl/hr**	**45 ppl/hr**
Bike	**4 ppl/hr**	**5 ppl/hr**	**9 ppl/hr**	**9 ppl/hr**	**8 ppl/hr**	**17 ppl/hr**
Walk	**19 ppl/hr**	**17 ppl/hr**	**36 ppl/hr**	**45 ppl/hr**	**44 ppl/hr**	**89 ppl/hr**
Telecommute	**3 ppl/hr**	**6 ppl/hr**	**9 ppl/hr**	**6 ppl/hr**	**5 ppl/hr**	**11 ppl/hr**

Table 8: Trip Comparisons between Proposed and Previously Approved

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Z.C. Case No. 09-03F Approved CTR Analysis	219 veh/hr	106 veh/hr	325 veh/hr	145 veh/hr	270 veh/hr	415 veh/hr
Currently Proposed	15 veh/hr	33 veh/hr	48 veh/hr	35 veh/hr	25 veh/hr	60 veh/hr
Net (Proposed- Approved CTR)	**-204 veh/hr**	**-73 veh/hr**	**-277 veh/hr**	**-110 veh/hr**	**-245 veh/hr**	**-355 veh/hr**

Project Design

This section provides an overview of the on-site transportation features of the proposed development, including an overview of site access by pedestrians, bicycles, private vehicles, and loading vehicles.

The proposed Project is located within the larger Skyland Town Center development. The 18.7-acre Skyland Town Center development was previously divided into 4 blocks. Block 2 includes 263 residential unit building which opened in April 2021 and Block 3 includes a Lidl grocery store and a drive-thru Starbucks coffee shop, along with additional retail and a surface parking lot containing approximately 214 parking spaces. The proposed project consists of the remaining Blocks 1 and 4, which are located to the north of Block 3 and to the north and east of Block 2. The plan is shown in Figure 14.

The previously approved CTR analyzed in 2020 as part of ZC Case 09-03F included residential, retail, and office use for these blocks. The currently proposed development will result in a significant reduction in trips and parking spaces in comparison to the previously approved development program. A comparison of the previous and current plans is provided in Table 1.

The Skyland Town Center Development is bordered by Naylor Road to the west, Naylor Road and Good Hope Road to the southwest, Alabama Avenue to the southeast, a residential area to the east, a wooded ravine to the east and northeast, and a residential area to the north. Blocks 1 and 4 are applying for Consolidated PUD status as part of the Modification of Significance application.

Block 1 is located on the northwest portion of the Town Center and is proposed to include 126 townhomes. Block 4 is located on the northeast portion of the Town Center and is proposed to include an affordable senior housing building with 75 units and approximately 10,000 square feet of ground-floor retail. Both Blocks 1 and 4 combined are referred to herein as the “Project”.

The Project will include approximately 192 parking spaces; with 165 spaces for the townhomes, 10 spaces reserved for the senior building; and 17 visitor parking spaces. No dedicated parking for the retail use is proposed, as there are available retail parking spaces provided on the parking lots in Block 2 and Block 3.

A site plan is presented in Figure 15.

Site Access and Circulation

Pedestrian Access

Pedestrian access to the townhomes will be provided along the alley system and primary pedestrian access to the senior building will be provided along the building’s frontage along proposed Lane A and Town Center Drive, SE. Traffic calming features, such as special pavers and sidewalk bump-outs, on internal streets- Street A and Street B are proposed as part of the Project. Sidewalks along the site’s frontage on Naylor Road will be modified to meet ADA and DDOT sidewalk requirements.

The Project includes five (5) core landscape areas:

- *Overlook Gardens and Overlook Pocket Park*: The “Overlook Garden” located to the north of the site will be a visual amenity along the pedestrian network. This space will be elevated and highlight the fantastic views out to the surrounding neighborhood and downtown DC beyond. The “Overlook Pocket Park” will be another semi-private amenity along the circulation network. This space will have a central circular path surrounded by flowering trees and native shrubs/perennials.
- *Private Mews*: The “Private Mews” are intended to serve the residents as a shared entry path connecting the homes to the larger pedestrian circulation network, ultimately leading to Town Center Drive.
- *Entry Garden*: The “Entry Garden”, located at the corner of Naylor Road SE and Town Center Drive SE, will serve as a visual amenity with a monument sign welcoming people into Skyland Town Center.

- *Town Center Core*: The "Town Center Core" is centrally located at the heart of Skyland Town Center near the intersection of Town Center Drive and Street B. This area includes three distinct components that are connected via a decorative pedestrian-friendly crosswalk feature.
    - The "Town Center Park" includes a flexible-use plaza, an open recreational lawn, and a natural playground.
    - The "Retail Core Plaza" connects Town Center Park to the plaza area adjacent to Block 2.
    - The "Residential Core Plaza" at the end of Town Center Drive, on the west side, is a semi-public space that is intended to be an amenity for residents and visitors.

A circulation plan including expected pedestrian routes to the Project is shown in Figure 16.

Bicycle Access

Bicycle access to the senior building will be provided via Lane A to long-term bicycle parking facilities, while access to short-term bicycle parking facilities at the front of the proposed building will be provided from Lane A and Town Center Drive. Per DC zoning requirements, residential land uses with three (3) or more units are required to provide one (1) long-term space for each 3 dwelling units and one (1) short-term space for each 20 dwelling units. Any retail establishment is required to provide one (1) long-term space per 10,000 square feet and one (1) short-term space per 3,500 square feet. Four (4) bicycle racks (8 short-term spaces) will be located along the building's frontage on Lane A and Town Center Drive. The secure bicycle storage room will have 26 long-term spaces and be located directly west of the retail access along Lane A. The storage room will have an external entrance from the front of the building as well as internal access from the lobby. A minimum of 13 long-term spaces (50%) will allow the bicycles to be placed horizontally at ground level. Additionally, two (2) of the long-term spaces (5% or minimum of 2) will be 10'x3' spaces to accommodate cargo/tandem bikes, and at least three (3) of the long-term spaces (10%) will include electrical outlets for e-bikes and scooters.

A circulation plan including expected bicycle routes to the proposed short- and long-term bicycle parking facilities is shown in Figure 16.

Vehicle Access

On-site vehicular access will be provided via the existing curb cuts on Naylor Road SE and via proposed driveways along private roadways Street B and Lane A. Vehicular access to the senior building parking facilities will be provided via a connection along a private street, Lane A. Vehicular access to each of the townhomes will be accommodated via the proposed alley network within the Project.

The zoning requirement for off-street parking for residential land use with multiple dwelling units is one (1) space for every three (3) units in excess of four (4) units, one (1) space for every principal dwelling for residential land use with single dwelling units, and 1.33 per 1,000 sq. ft in excess of 3,000 sf for retail land use, totaling 148 required off-street parking spaces for the proposed Project. Additionally, the site's proximity to high-frequency Metrobus routes, and a pedestrian- and bicycle-friendly environment will provide residents with easy access to non-vehicular means of transportation.

The Project will include approximately 192 parking spaces; with 165 spaces reserved for the townhomes, 10 spaces reserved for the senior building; and 17 visitor parking spaces. No dedicated parking for retail use is proposed, as there are available retail parking spaces provided in the parking lots in the adjacent blocks (Blocks 2 and 3). This number represents a reduction of 436 vehicular parking spaces from the 628 spaces as approved in Z.C. Order No. 09-03F for the previously approved development program.

Electric Vehicle (EV) Parking

Section 1.6 of the DDOT CTR guidelines recommend that a minimum of one (1) out of every 50 spaces be served by an EV charging station. Additionally, per the Electric Vehicle Readiness Amendment Act of 2020, for building permits issued after

January 1, 2022, all new construction or substantial improvement of commercial buildings and multi-unit buildings that have three (3) or more automobile off-road parking spaces are required to include EV make-ready infrastructure to accommodate the future installation of EV charging for at least 20% of parking spaces. **As of April 2023, the law has not gone into effect because it has not been funded.** The Applicant proposes providing a minimum of two (2) electric vehicle spaces out of the 10 total parking spaces to be provided in the senior building's surface parking lot, exceeding DDOT recommendations.

Loading Access

Per DC zoning regulations, any residential development providing 50 or more dwelling units is required to provide one (1) loading berth and one (1) service/delivery space, and any retail establishment between 5,000 to 20,000 square feet is required to provide one (1) 30-foot loading berth. Additionally, where two (2) or more uses share a building or structure, the uses may share loading as long as internal access is provided from all shared uses requiring loading.

Loading and deliveries for the senior building will occur within the surface lot's loading and delivery areas. One (1) 12' x 30' loading berth and one (1) 10' x 20' service/delivery space are proposed. Loading for townhomes will be accommodated within the public alleys adjacent to the townhomes.

Head-in/head-out maneuvers for a 30-foot truck (SU-30) to the loading berth and for a 20-foot delivery van to the service/delivery space are shown in the Technical Attachments.

Figure 14: Property Plan

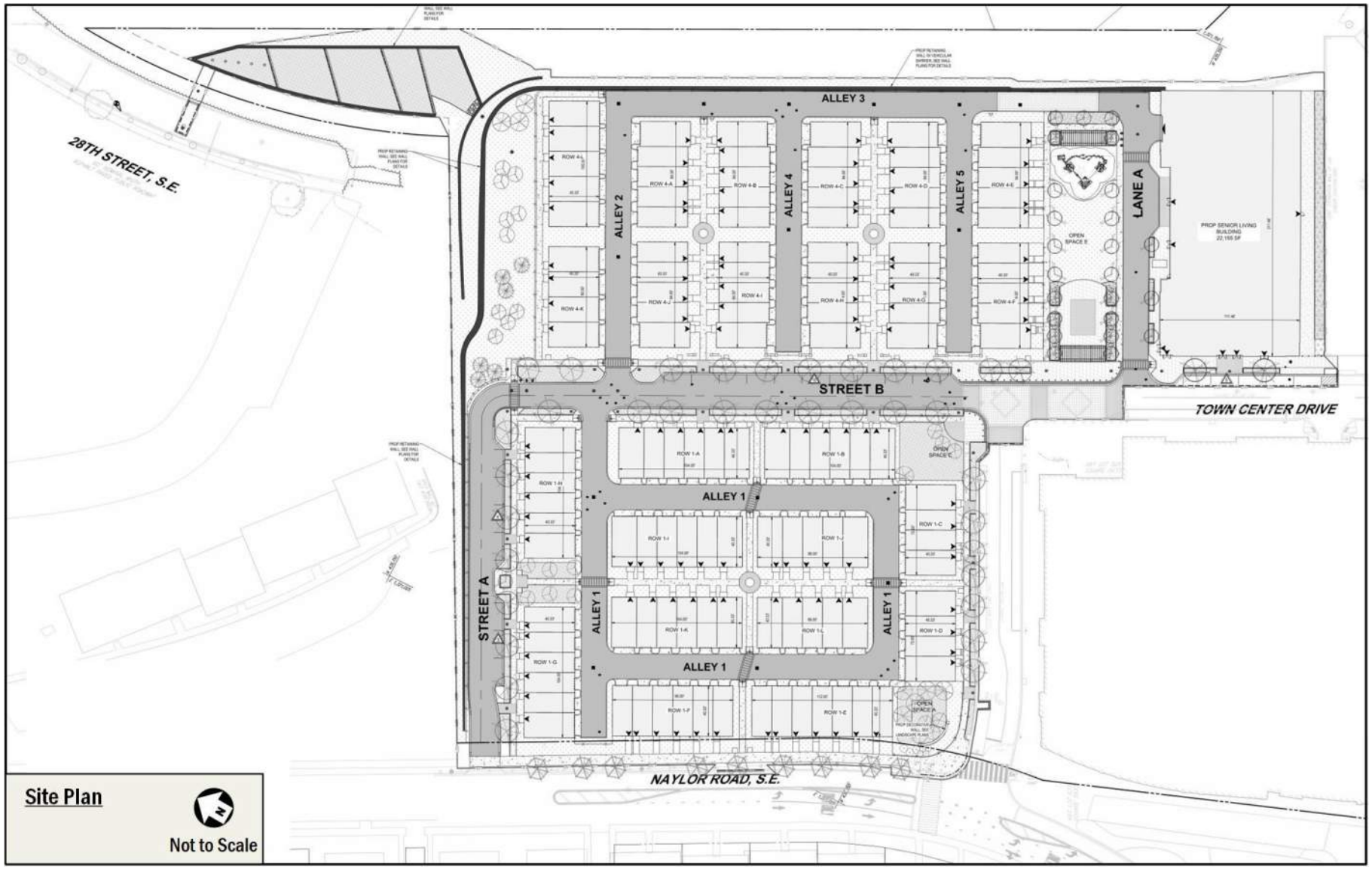


Figure 15: Site Plan

Figure 16: Expected Circulation Plan

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is the application of policies and strategies used to reduce travel demand or redistribute demand to other times or spaces. TDM focuses 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.

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 plan for Blocks 1 and 4 from ZC 09-03F 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. As part of the site's TDM plan, the Applicant will:

Overall Site:

Applicable Items Modified From 09-03F Order [Satisfied and no longer applicable items removed]

- The Applicant will implement strategies to evaluate the effectiveness of the transportation management program (TMP);
- The Applicant will establish the position of a Transportation Services Coordinator in the property management office who will be responsible for administering and advancing TDM strategies and also monitoring loading and parking practices in the project;

Blocks 4 (Senior Building and Retail) Applicable Items Modified from 09-03F Order

- The Applicant will unbundle the cost of vehicle parking from the lease or purchase agreement for each senior building residential unit and retail tentant charge a minimum rate based on the average market rate within a quarter mile;
- The Applicant will not lease unused residential parking spaces to anyone aside from residential and retail tenants of the senior residential building (e.g., will not lease to other nearby office employees, single-family home residents, or sporting events);
- At the initial opening of the building, the Applicant will offer each new senior residential tenant, upon their move-in, a SmarTrip card and one complimentary Capital Bikeshare coupon good for a free ride;
- At the initial opening of the building, the Applicant will offer each new retail employee a Metrocheck or SmartTrip Card with the value of $20.00;
- The Applicant will provide a bicycle repair station in the long-term bicycle parking storage room;

Block 4 (Senior Building and Retail) Additional Items from DDOT's Current Base Plan Guidelines

- Identify a Transportation Coordinator for the planning, construction, and operations phases of development;
  - The Transportation Coordinator will act as the point of contact with DDOT, goDCgo, and Zoning Enforcement and will provide their contact information to goDCgo.
  - Transportation Coordinator will conduct an annual commuter survey of retail employees on-site, and report TDM activities and data collection efforts to goDCgo once per year;
- Develop, distribute, and market various transportation alternatives and options to senior building residents and retail employees, including promoting transportation events (e.g., Bike to Work Day, National Walking Day, Car Free Day) on the property website and in any internal building newsletters or communications;
- Direct the Transportation Coordinator to subscribe to goDCgo's residential newsletter and receive TDM training from goDCgo to learn about the transportation conditions for this project and available options for implementing the TDM Plan;

- Provide welcome packets to all new senior building residents that will, at a minimum, include the Metrorail pocket guide, brochures of local bus lines (Circulator and Metrobus), 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 senior building residents and retail employees who wish to carpool with detailed carpooling information and will be referred to other carpool matching services sponsored by the Metropolitan Washington Council of Governments (MWCOG) or other comparable service if MWCOG does not offer this in the future;
- Will demonstrate to goDCgo that retail tenants with 20 or more employees are in compliance with the DC Commuter Benefits Law to participate in one of the three transportation benefits outlined in the law (employee-paid pre-tax benefit, employer-paid direct benefit, or shuttle service), as well as any other commuter benefits related laws that may be implemented in the future such as the Parking Cash-Out Law.
- Post "getting here" information in a visible and prominent location on the website with a focus on non-automotive travel modes. Also, links will be provided to goDCgo.com, CommuterConnections.com, transit agencies around the metropolitan area, and instructions for patrons discouraging parking on-street in Residential Permit Parking (RPP) zones;
- Post all transportation and TDM commitments on the building website, publicize availability, and allow the public to see what has been promised;
- Provide at least seven (7) short- and 26 long-term bicycle parking spaces, meeting ZR16 minimum requirements;
    - At least 50 percent of the long-term spaces will be provided horizontally at ground level (13 spaces).
    - Accommodate non-traditional sized bicycles including cargo, tandem, and kids bicycles in the long-term bicycle storage room, with two (2) spaces that will be designed for longer cargo/tandem bicycles, and three (3) that will be designed with electrical outlets for the charging of electric bicycles and scooters, meeting DDOT guidance; and
    - There will be no fee to building employees or senior building residents for the usage of the bicycle storage room, and strollers will also be permitted to be stored in the bicycle storage room.
- Install a minimum of two (2) electric vehicle (EV) charging stations;
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit documentation summarizing compliance with the transportation and TDM conditions of the Order (including, if made available, any written confirmation from the Office of the Zoning Administrator) to the Office of Zoning for inclusion in the IZIS case record of the case; and
- Following the issuance of a Certificate of Occupancy for the Project, the Transportation Coordinator will submit a letter to the Zoning Administrator, DDOT, and goDCgo every five (5) years (as measured from the final Certificate of Occupancy for the Project) summarizing continued substantial compliance with the transportation and TDM conditions in the Order, unless no longer applicable as confirmed by DDOT. If such letter is not submitted on a timely basis, the building shall have sixty (60) days from date of notice from the Zoning Administrator, DDOT, or goDCgo to prepare and submit such letter.

Summary and Conclusions

The findings of this study conclude that:

- The Project is surrounded by a very well-connected existing network of transit, bicycle, and pedestrian facilities that result in an environment for enjoyable and effective non-vehicular transportation;
- The proposed project will provide short- and long-term bicycle parking meeting zoning requirements;
- The project enhances the pedestrian network in the vicinity of the site by improving pedestrian facilities along the site frontage;
- The project will include traffic calming features, such as special pavers and sidewalk bump-outs, on internal streets-Street A and Street B;
- The proposed project will provide loading facilities accessed from the proposed private streets, limiting the impacts of loading activity in public space;
- The proposed project will include TDM measures that adequately promote non-vehicular modes of travel; and
- The proposed project will not have a detrimental impact on the surrounding transportation network.