



Transportation Presentation



Site Location

Metrobus

80, 96, D3, D4, P6, X3

Metrorail

NoMa-Gallaudet U

0.4 miles, Red Line

Mt Vernon Square

0.6 miles, Green & Yellow Lines

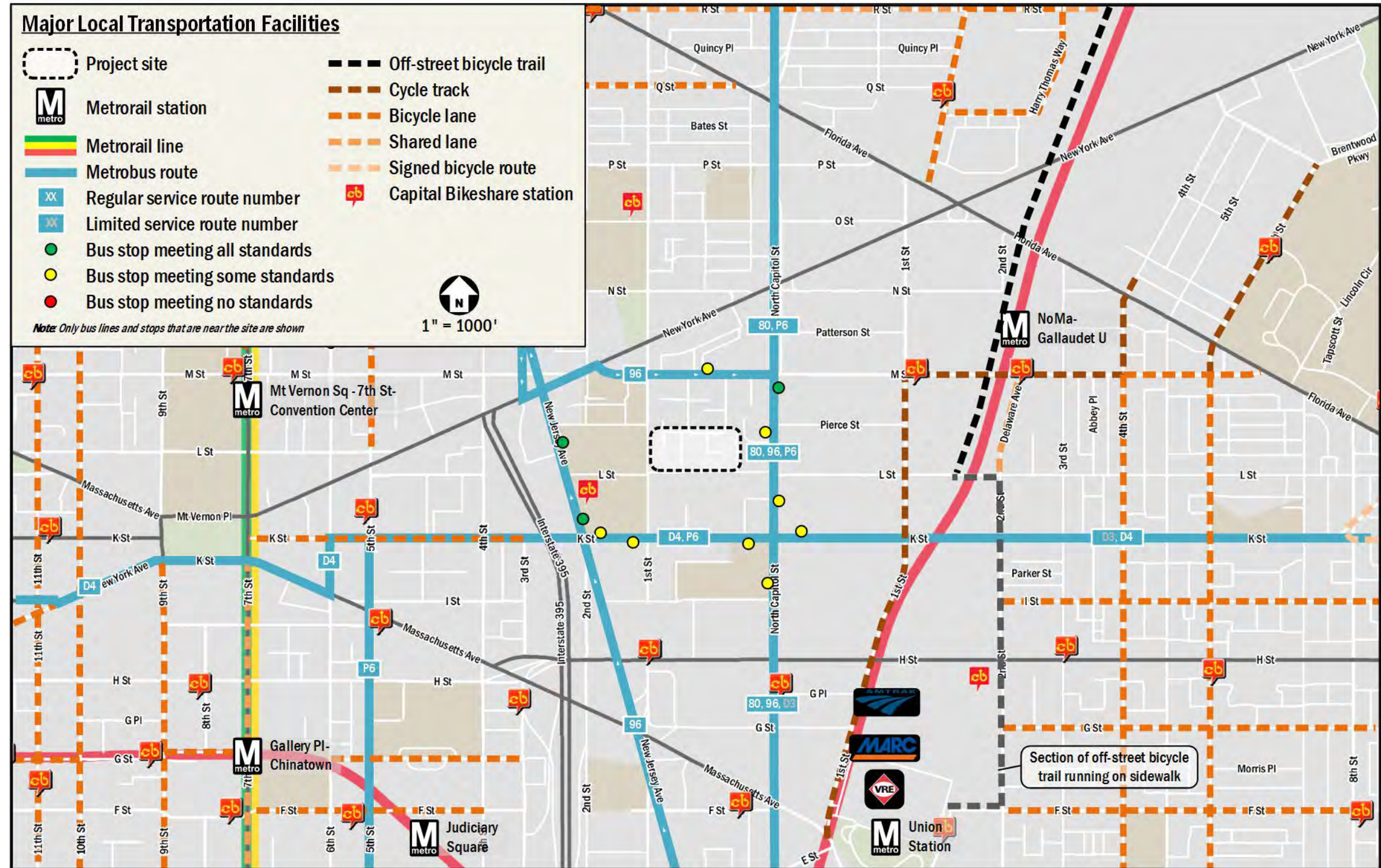
Bicycling

4 CaBi stations approx. 1/3 mile from the site

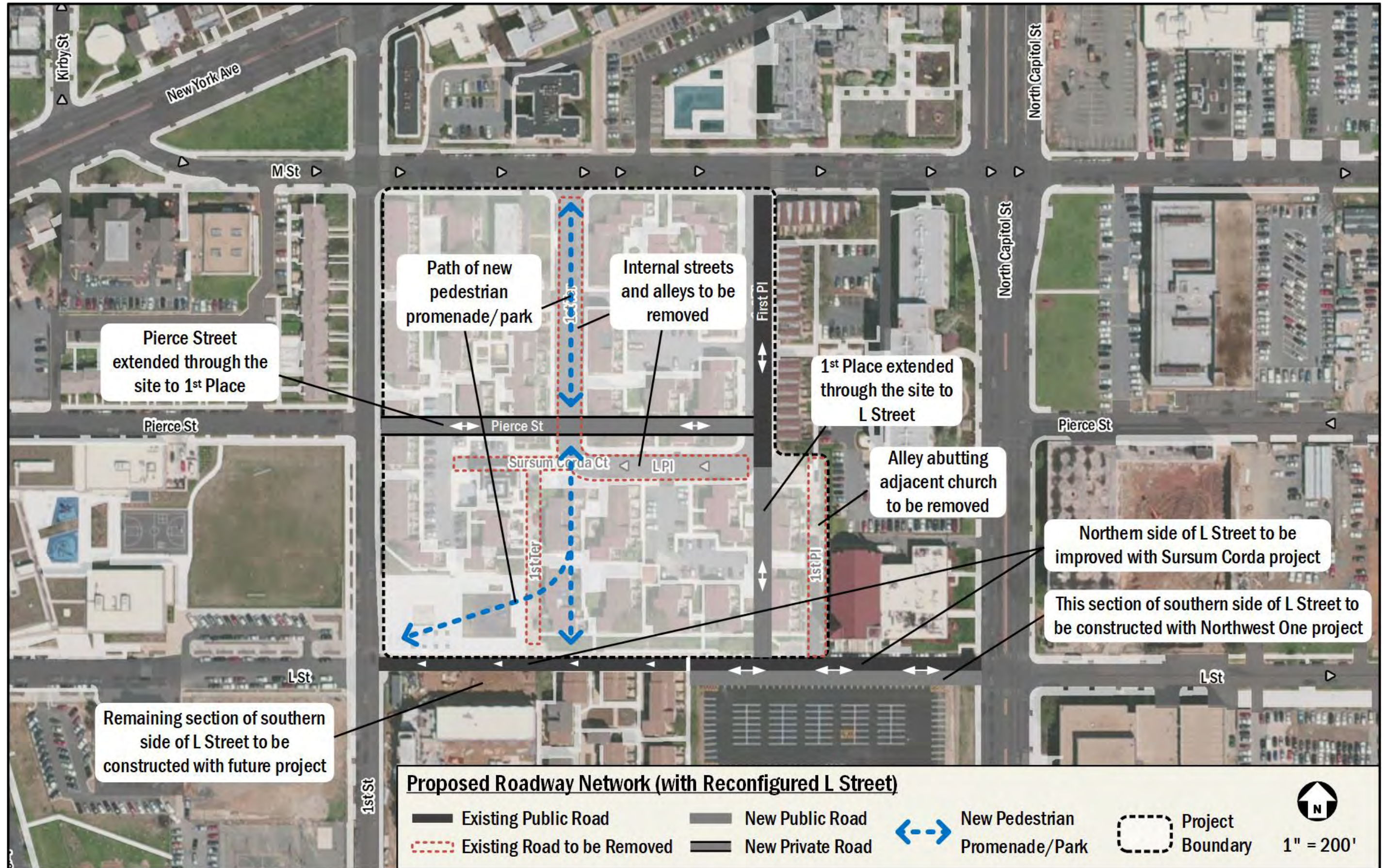
Site near Met Branch Trail

Carsharing

4 vehicles nearby



Internal/Adjacent Circulation Changes



Stage 1 Access

Parking

1 access on First Pl

1 access on L St

Loading

1 access on L St



Stage 2 Access

Parking

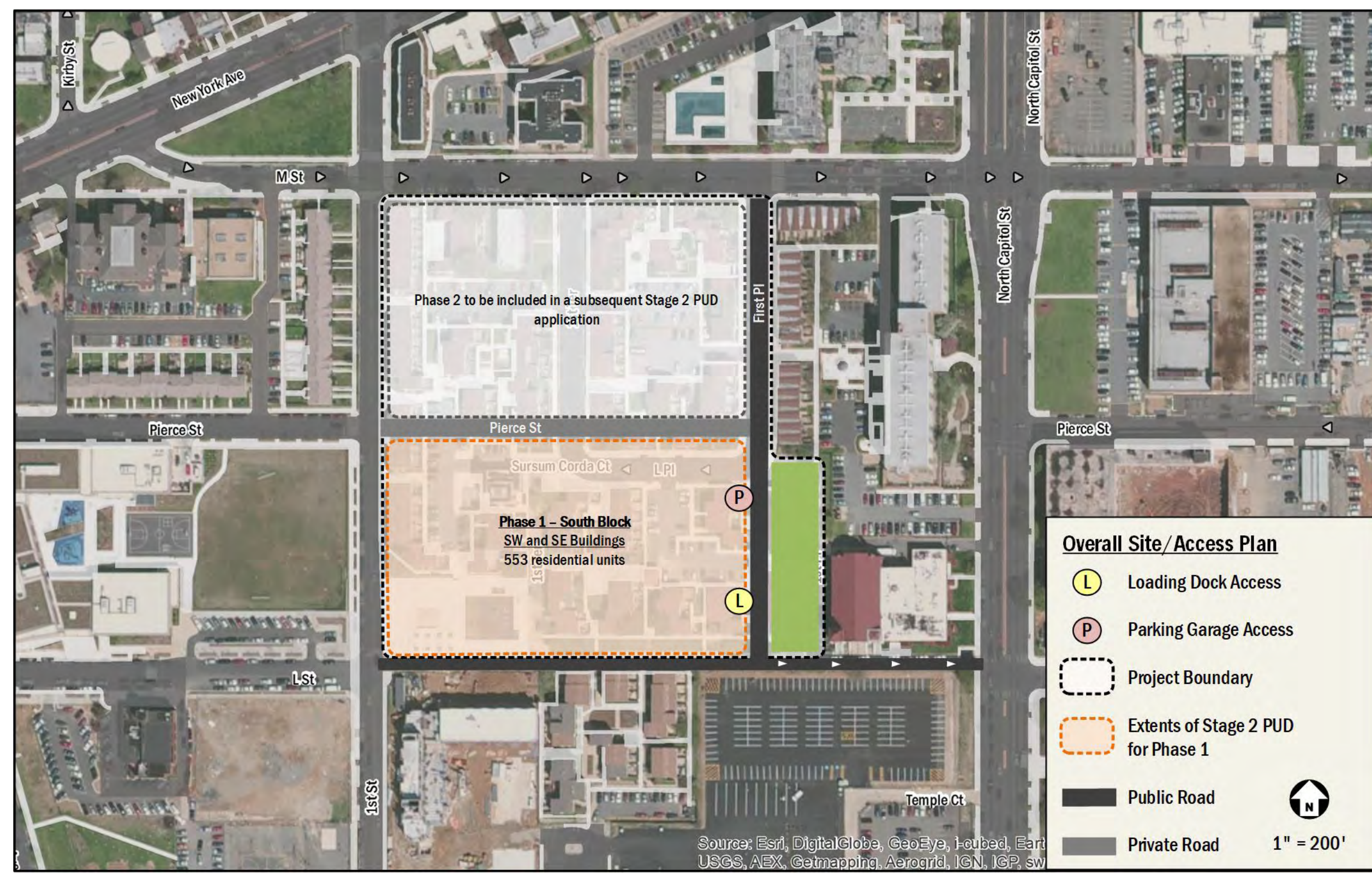
1 access on First Pl

~~1 access on L St~~

Loading

~~1 access on L St~~

1 access on First Pl



Stage 1 & Stage 2 Comparison – Parking

Vehicle Parking

Approved Stage 1

Phase 1: 272 vehicular spaces

Phase 2: 474 vehicular spaces

Total: 746 vehicular spaces

Prop. Stage 1 & Mod. Stage 2

Phase 1: 304 vehicular spaces

Phase 2: 442 vehicular spaces

Total: 746 vehicular spaces

Long-Term Bicycle Parking

Approved Stage 1

Phase 1: 183 spaces

Required: 183 spaces (P1 only)

Prop. Stage 1 & Mod. Stage 2

Phase 1: 199 spaces

Required: 184 spaces (P1 only)

Short-Term Bicycle Parking

Approved Stage 1

Phase 1: 30 spaces

Prop. Stage 1 & Mod. Stage 2

Phase 1: 30 spaces

Stage 1 & Stage 2 Comparison – Loading

Loading Facilities

Approved Stage 1

Phase 1: (3) 30' berths, (3) 20' spaces

Phase 2: (2) 30' berths, (2) 20' spaces

Total: (5) 30' berths, (5) 20' spaces

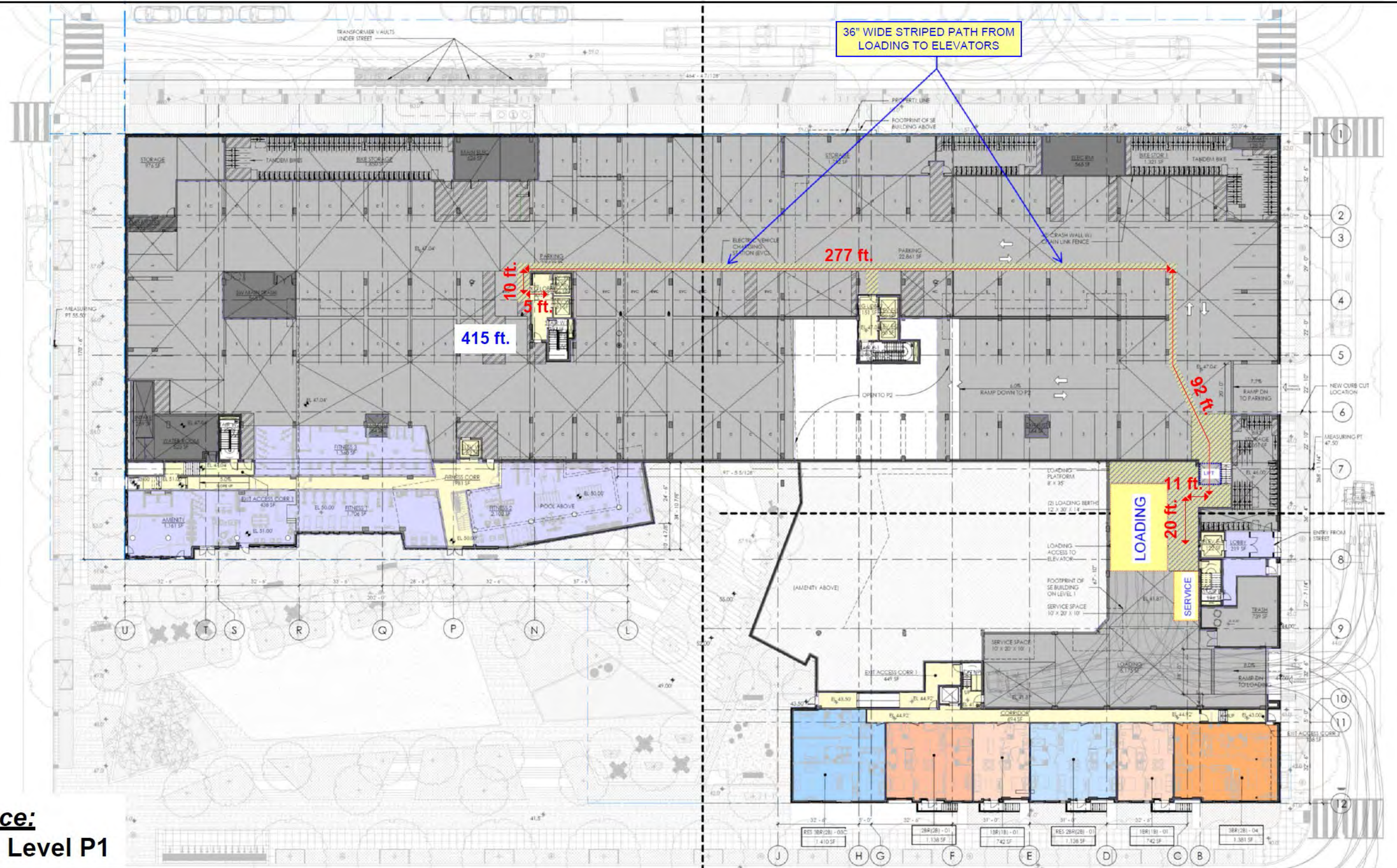
Prop. Stage 1 & Mod. Stage 2

Phase 1: (2) 30' berth, (2) 20' space

Phase 2: (2) 30' berths, (2) 20' spaces

Total: (4) 30' berths, (4) 20' spaces

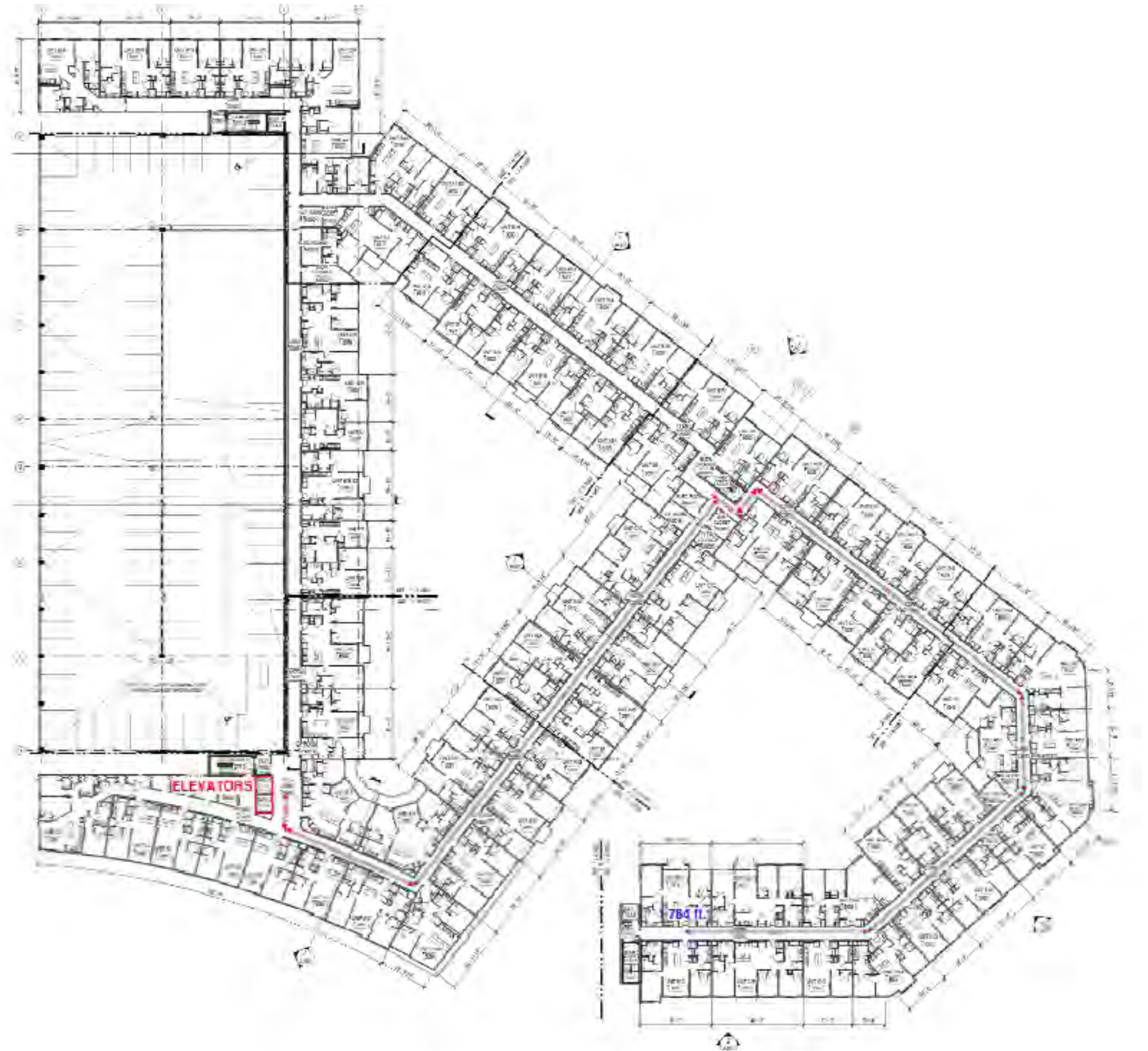
Loading Path (Level P1)



Distance:
415 ft. Level P1

Loading Path Precedents

- Sursum Corda Phase 1
 - 677 ft.
- Kensington – East Brunswick, New Jersey
 - 875 ft.
- Kenrick – Needham, Massachusetts
 - 906 ft.



Distance:

122 ft. First Floor

784 ft. Fifth Floor

906 ft. Total

Loading Management Plan (LMP)

- Designated loading facility manager.
- Scheduled deliveries based on availability
- Tenants provided information regarding loading dock restrictions, rules, and suggested truck routes at lease signing
- Trucks required to be 30' in length or shorter.
- Tenants required to schedule move ins/move outs.
- Residential move ins/move outs will occur within the internal loading area off First Place
- Waste collection for Phase 1 will occur within the designated loading area off First Place.
- Trucks using the loading facility will not be allowed to idle
- Truck routing maps will be provided

Transportation Demand Management (TDM) Plan

Consistent with Stage 1 PUD approval

- TDM Leaders
- TDM marketing program
- Unbundled parking costs
- Dedicated car-sharing parking spaces in the garage
- Transportation Information Center Displays in each lobby
- Long-term bicycle parking spaces that exceed Zoning requirements
- Short-term bicycle parking spaces along the perimeter of the site
- Installation of a Capital Bikeshare station

Comprehensive Transportation Review (CTR)

- Traffic capacity analysis
- Multi-modal review
- Proposed list of mitigations



Coordination with DDOT

- Initial site plan review
- CTR scoping
- Discussion of CTR results
- Continued coordination

Proposed Transportation Commitments

- Loading management plan (LMP)
- Transportation demand management (TDM) plan
- L Street improvements and coordination

DDOT's 9/23/2019 Staff Report

- Finalize negotiated settlement and payment prior to C of O for first building – **AGREE**
- Commit to L Street improvements with NW One Project – **AGREE**
- Commit to ped improvements at the following locations
 - North side of L Street – **AGREE**
 - First Street standard sidewalk section and re-established ROW along frontage – **AGREE**
 - Missing or substandard sidewalks along perimeter – **AGREE**
- Implement Loading Management Plan – **AGREE**
- Supplement TDM Plan – **AGREE**
- Revise Pierce St plans to show min of 6 bike racks – **AGREE**
- Recommend 6 EV charging stations – **AGREE**

L Street Coordination

Existing L Street does not meet DDOT standards

Applicant agrees to improve L Street, and modify the traffic signal at its intersection with North Capitol Street

Improvements to be coordinated with adjacent Northwest One project

Signed letter or understanding between developers is in the record



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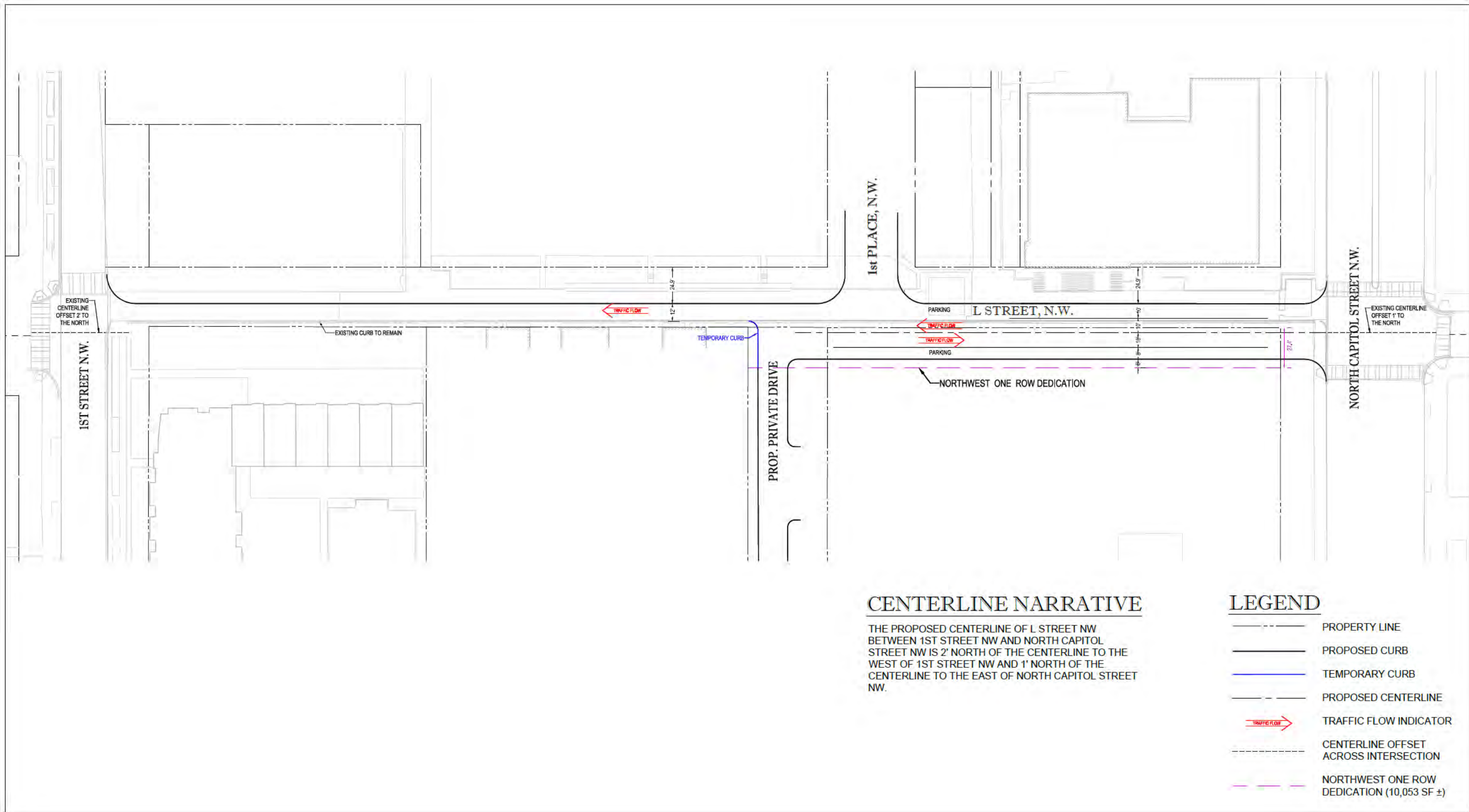
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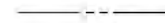






L Street: After Sursum Corda & Northwest One



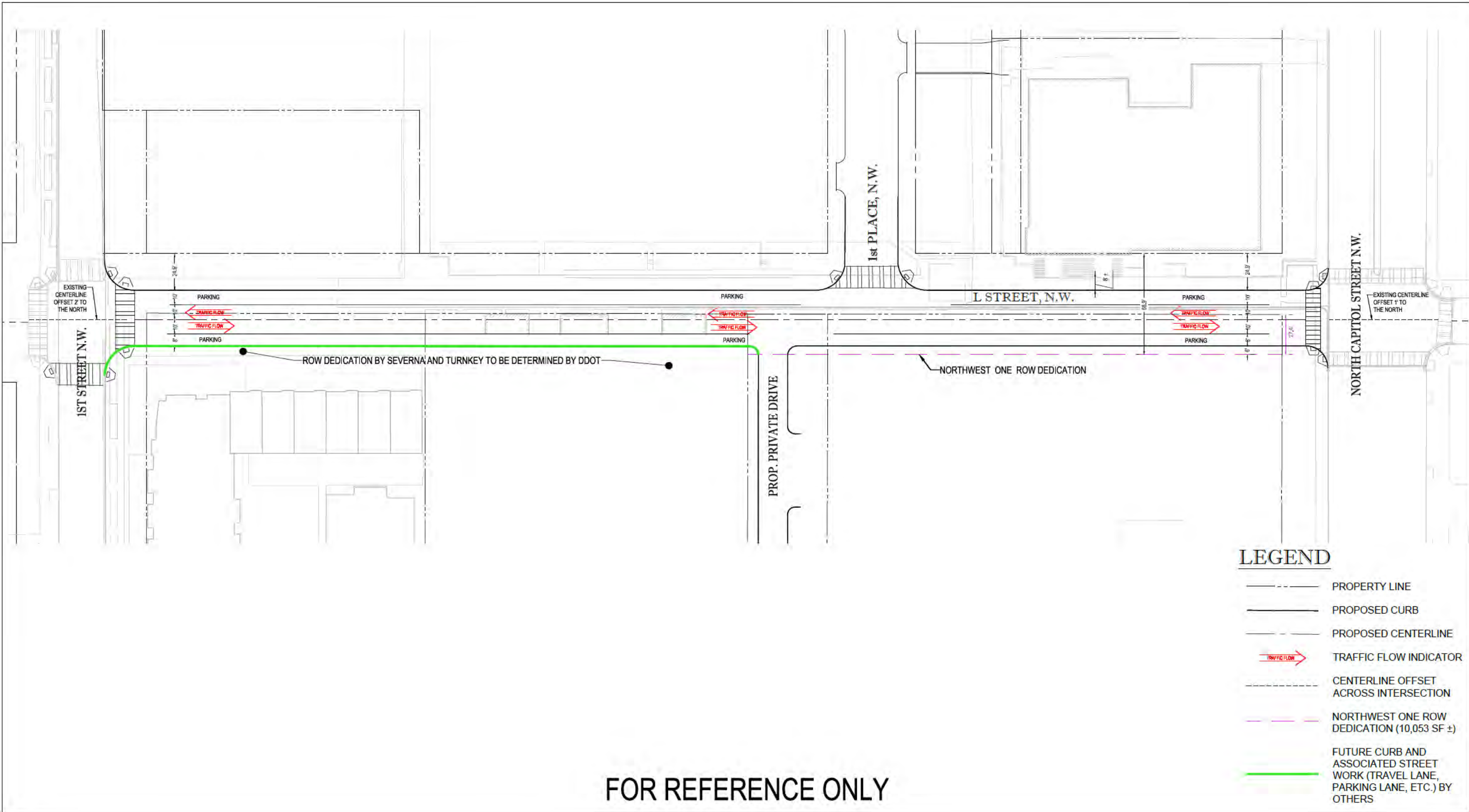
CENTERLINE NARRATIVE

THE PROPOSED CENTERLINE OF L STREET NW BETWEEN 1ST STREET NW AND NORTH CAPITOL STREET NW IS 2' NORTH OF THE CENTERLINE TO THE WEST OF 1ST STREET NW AND 1' NORTH OF THE CENTERLINE TO THE EAST OF NORTH CAPITOL STREET NW.

LEGEND

-  PROPERTY LINE
-  PROPOSED CURB
-  TEMPORARY CURB
-  PROPOSED CENTERLINE
-  TRAFFIC FLOW INDICATOR
-  CENTERLINE OFFSET ACROSS INTERSECTION
-  NORTHWEST ONE ROW DEDICATION (10,053 SF ±)

L Street: Ultimate Condition



FOR REFERENCE ONLY

TDM Plan Enhancements

Additional TDM per DDOT's staff report – AGREE with Amendments

- Transportation Coordinator, annual survey, and report to DDOT
- Distribute and market various transportation alternatives
- TC receives TDM training from goDCgo
- Provide welcome packets to all new residents
- Provide annual Bikeshare membership to *each* affordable dwelling unit (5 years)
- Provide carpooling information
- TC subscribe to goDCgo's residential newsletter
- Post all TDM commitments on website and publicly
- Provide free SmarTrip card and one-ride CaBi voucher to *each dwelling unit at initial occupancy*
- Accommodate non-traditional sized bikes
- Will not lease unused parking to anyone but tenants *and visitors* of the project, *and allow potential use by Mt. Airy Church*
- Provide a bike repair station in each long-term bike room *and include a bike lounge*
- Provide 11 collapsible shopping cart for use by residents
- Hold annual transportation event

Continued Coordination with DDOT

- New streets and ROW dedicated and built to DDOT standards
- Final design of interim and final L Street
- CTR required for Phase 2 of the Stage 2 PUD
- First Street/Pierce Street & First Street/L Street – stop sign and signal warrants
- Signal design for North Capitol and L Street
- Capital Bikeshare station location
- Public realm design – vaults, short-term bike racks, sidewalks and curb ramps
- Curbside management plan

Transportation

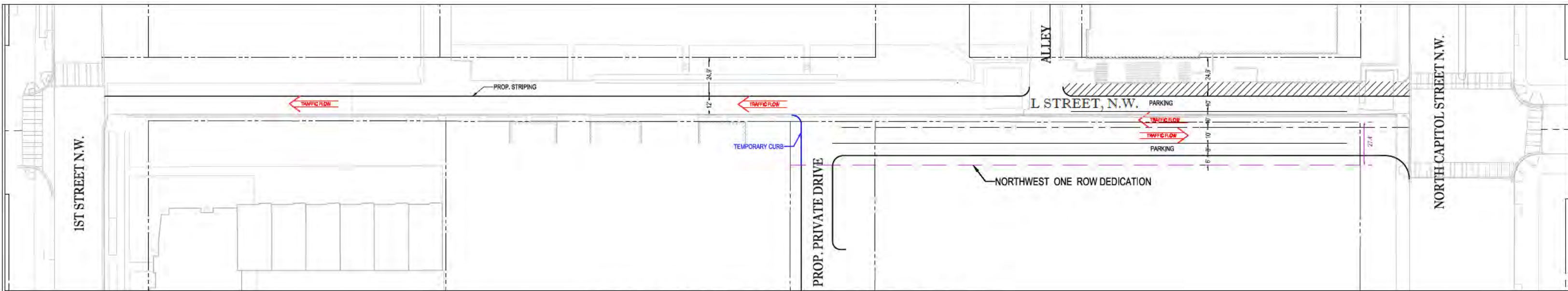
Additional Slides for Questions



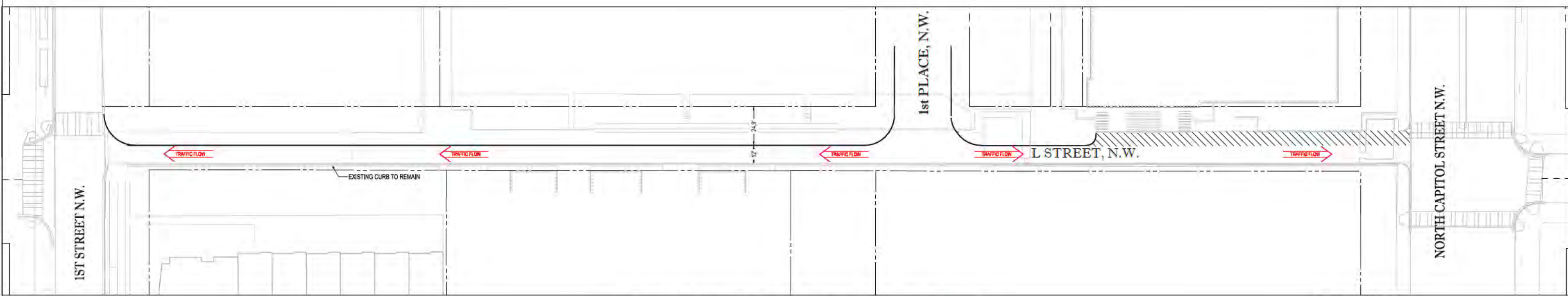
DDOT's 7/11/2019 Staff Report

- Heritage tree conflicts
 - Resolved
- L Street design & N Cap Signal
 - Resolved – plans shared with DDOT, agreement letter between parties
- Phase 1 conflict with Phase 2 loading facilities
 - Resolved – plans tweaked to remove conflict
- Pierce Street design
 - Resolved – revised plans shared with DDOT
- Trash carting distance from SW Building to SE Building
 - Resolved – applicant described experience in comparable buildings
- Parking supply exceeds Zoning requirements
 - Resolved – enhanced TDM

L Street: Interim Condition



NORTHWEST ONE DEVELOPS FIRST










SURSUM CORDA DEVELOPS FIRST

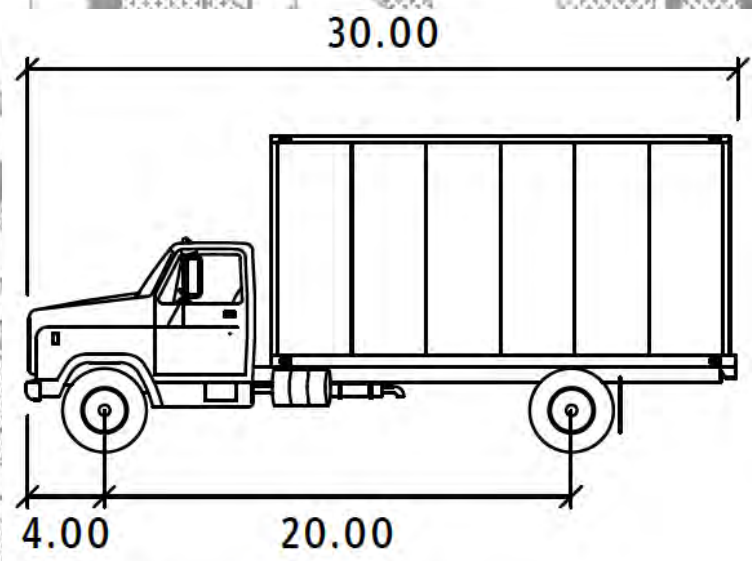
NOTES

INTERIM PEDESTRIAN IMPROVEMENT ON SOUTH SIDE OF L STREET TO BE REQUIRED/APPROVED BY DISTRICT.

LEGEND

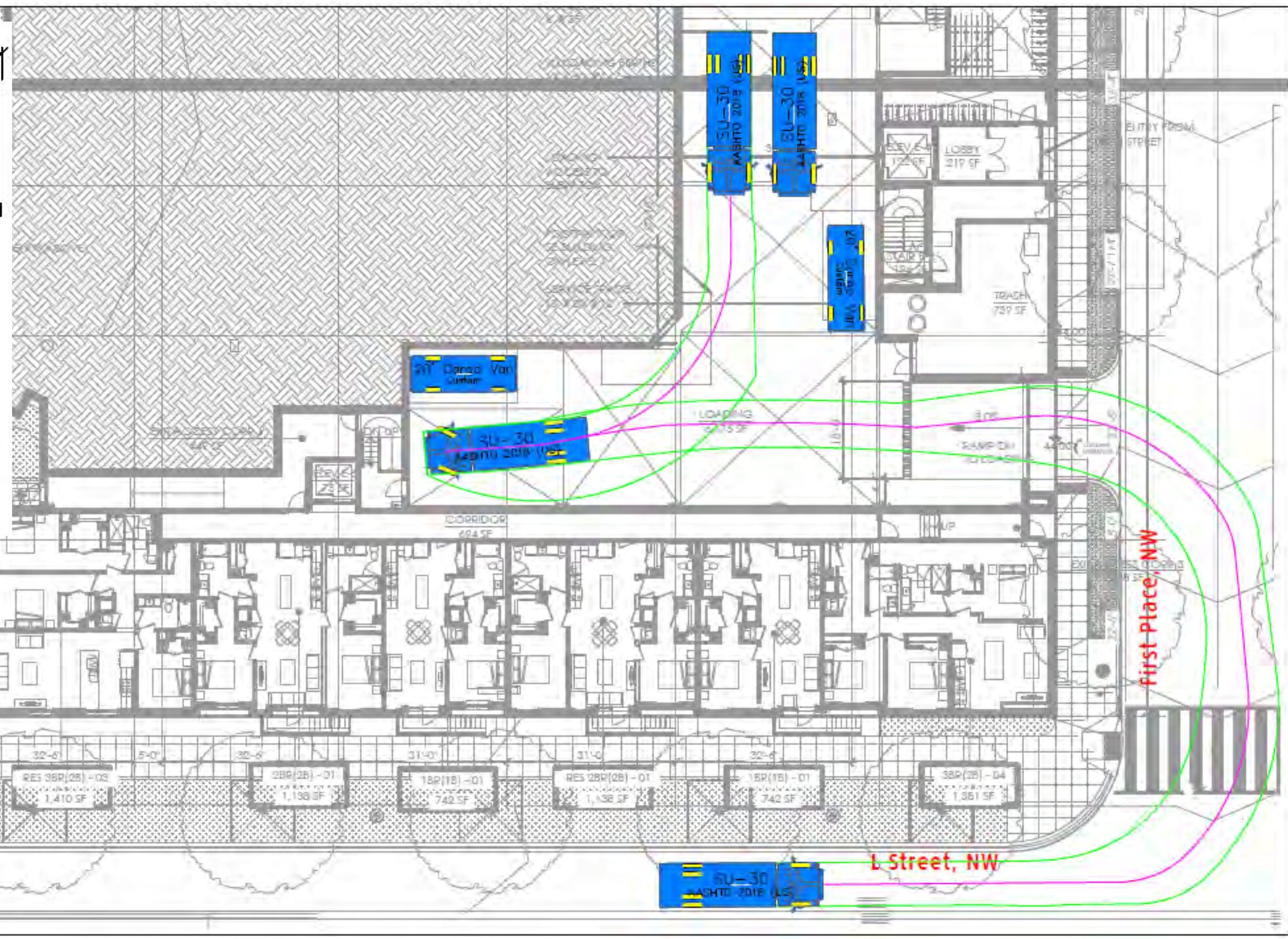
-  PROPERTY LINE
-  PROPOSED CURB
-  TEMPORARY CURB
-  PROPOSED CENTERLINE
-  TRAFFIC FLOW INDICATOR
-  PROPOSED STRIPING TO BE COORDINATED WITH DDOT
-  NORTHWEST ONE ROW DEDICATION (10,053 SF ±)

Internalized Loading AutoTURN

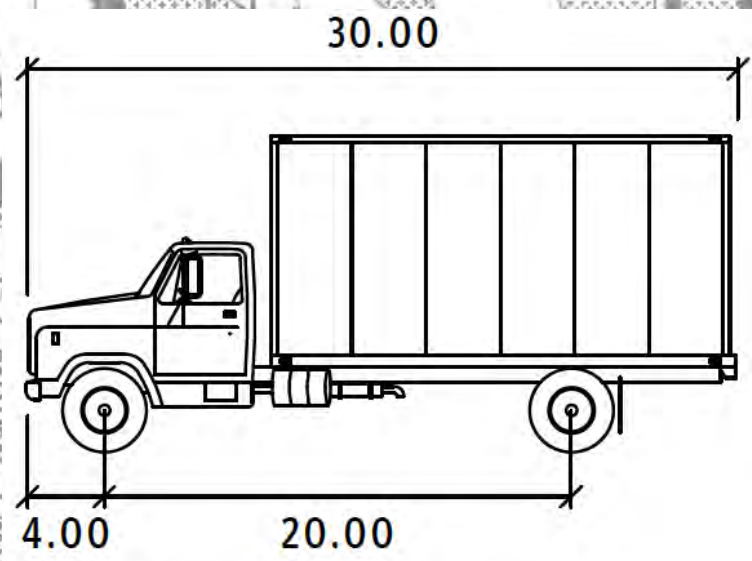


SU-30

- feet
- Width : 8.00
 - Track : 8.00
 - Lock to Lock Time : 6.0
 - Steering Angle : 31.8



Internalized Loading AutoTURN



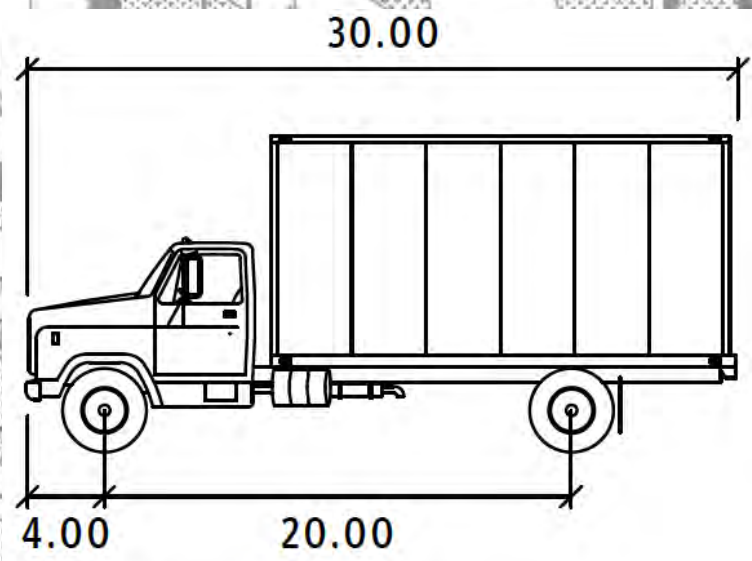
SU-30

feet

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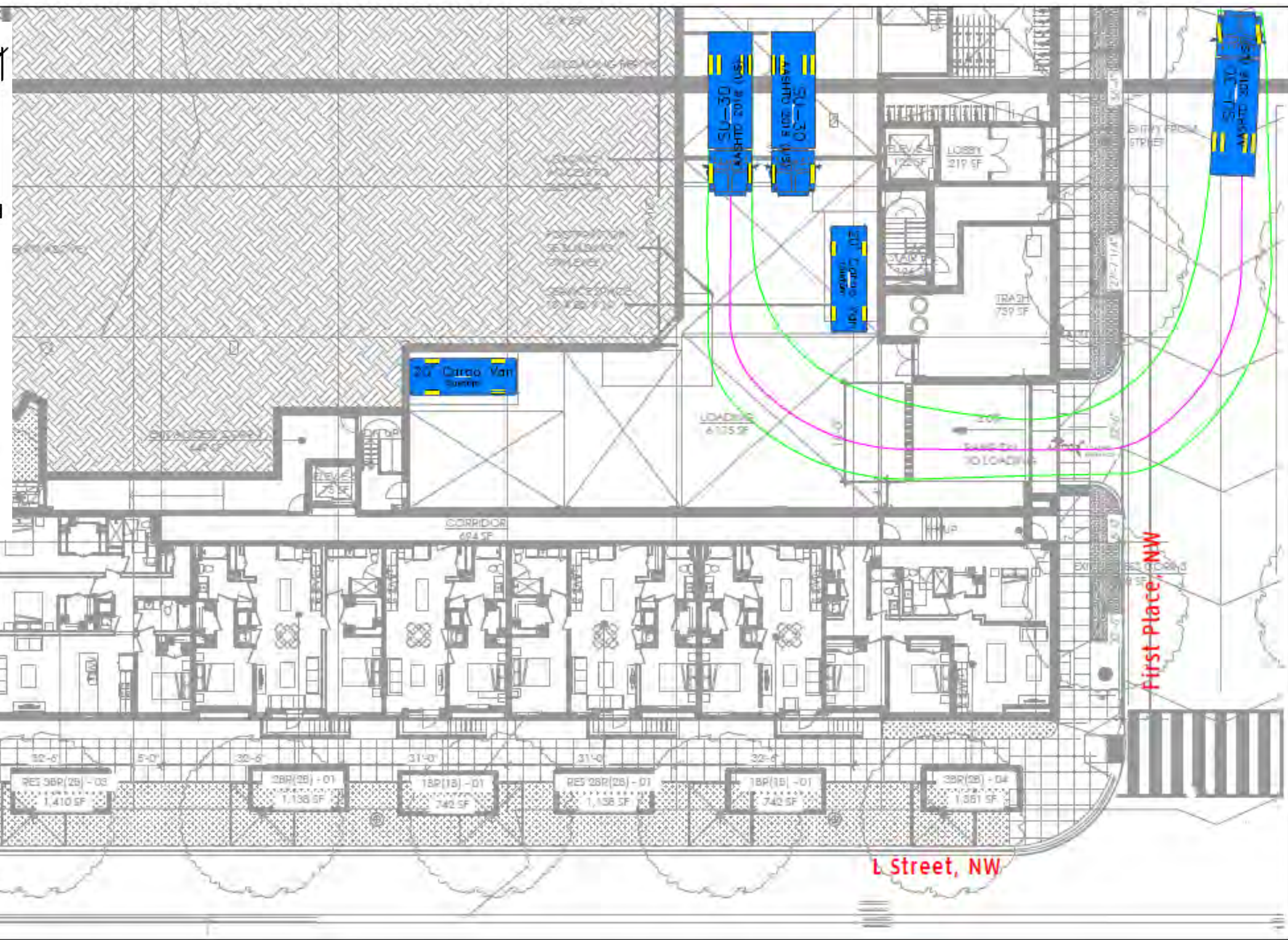
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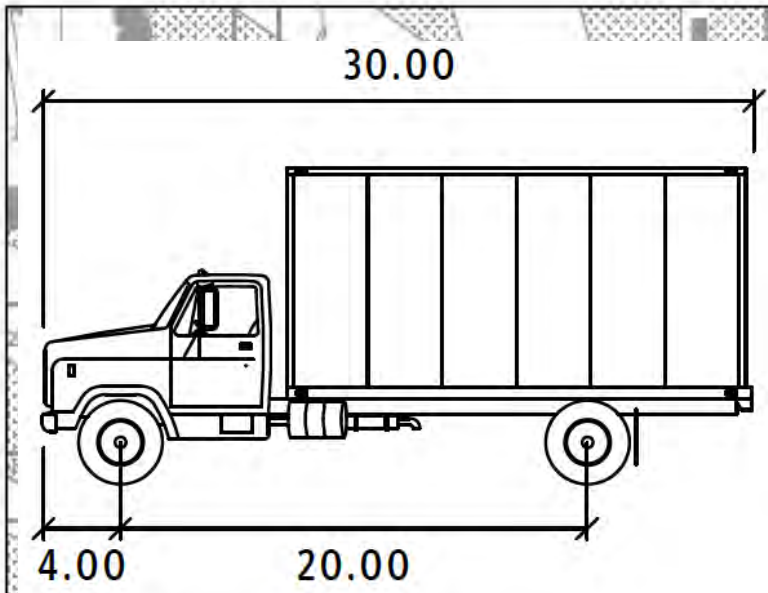
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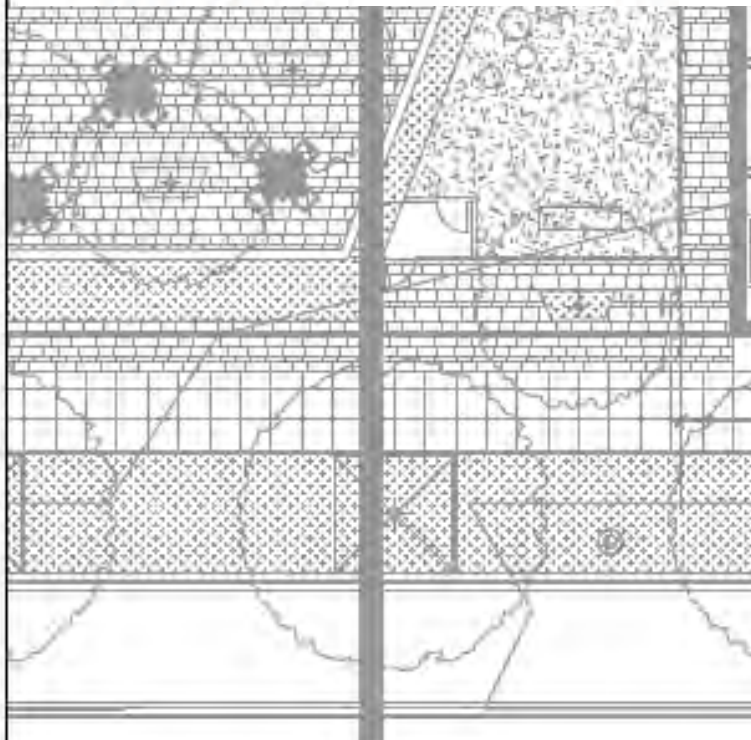
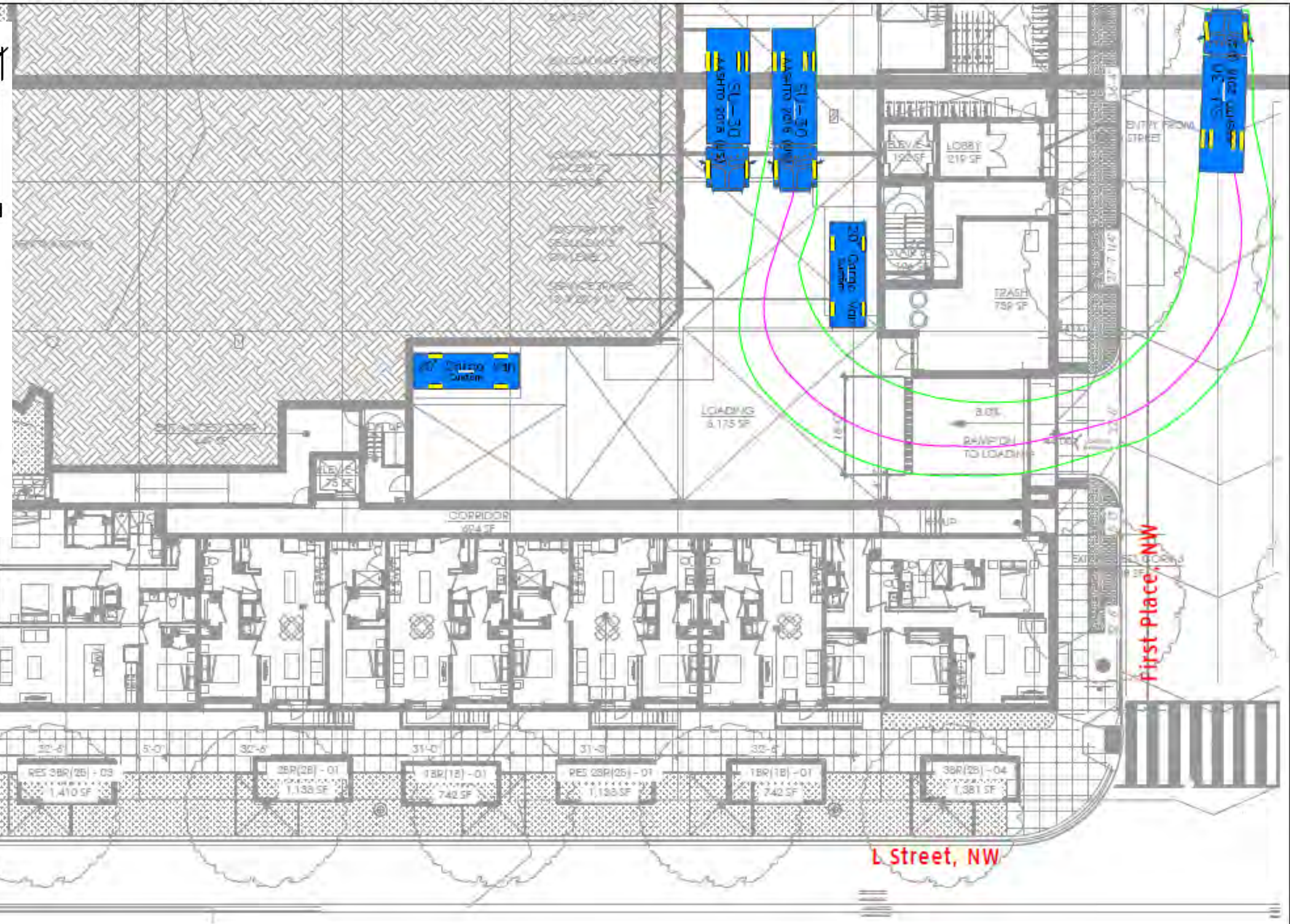
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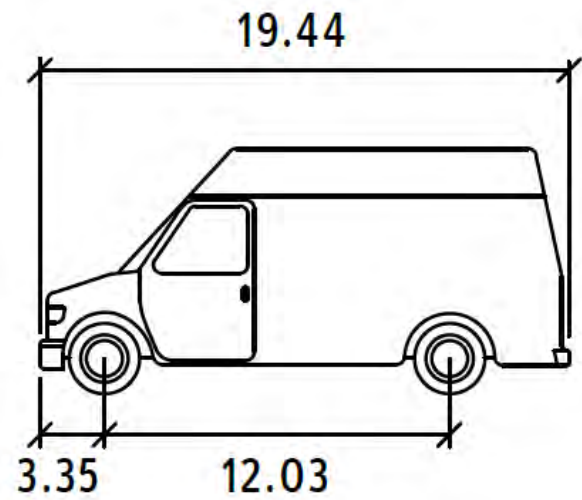
SU-30

feet

- Width : 8.00
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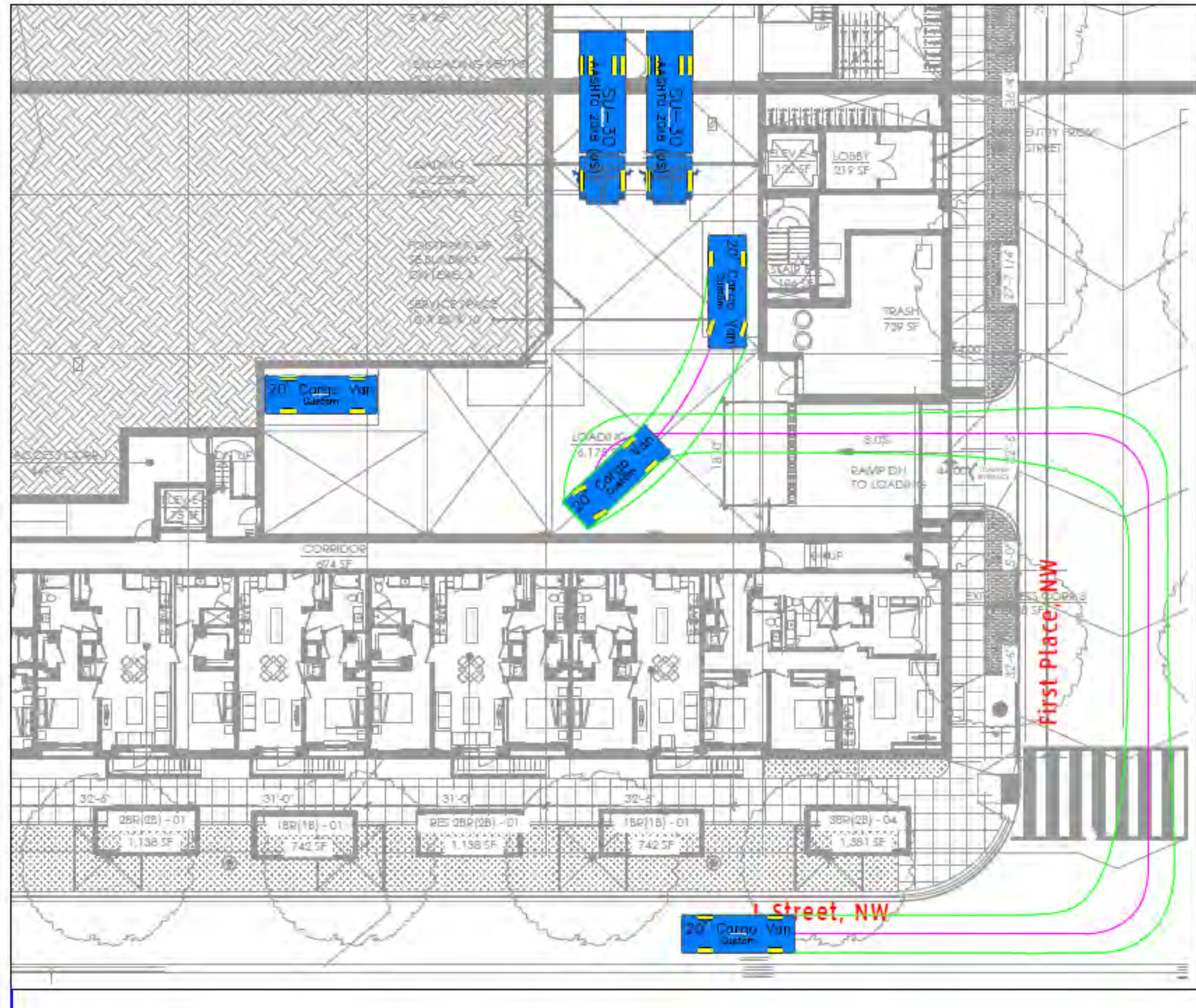
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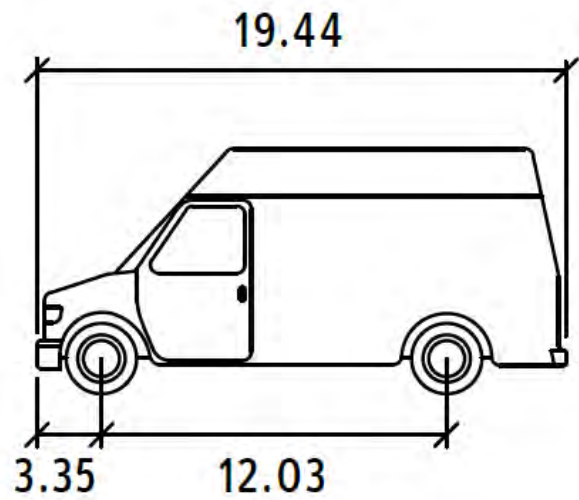
20' Cargo Van

feet

Width	: 6.54
Track	: 6.54
Lock to Lock Time	: 6.0
Steering Angle	: 47.4

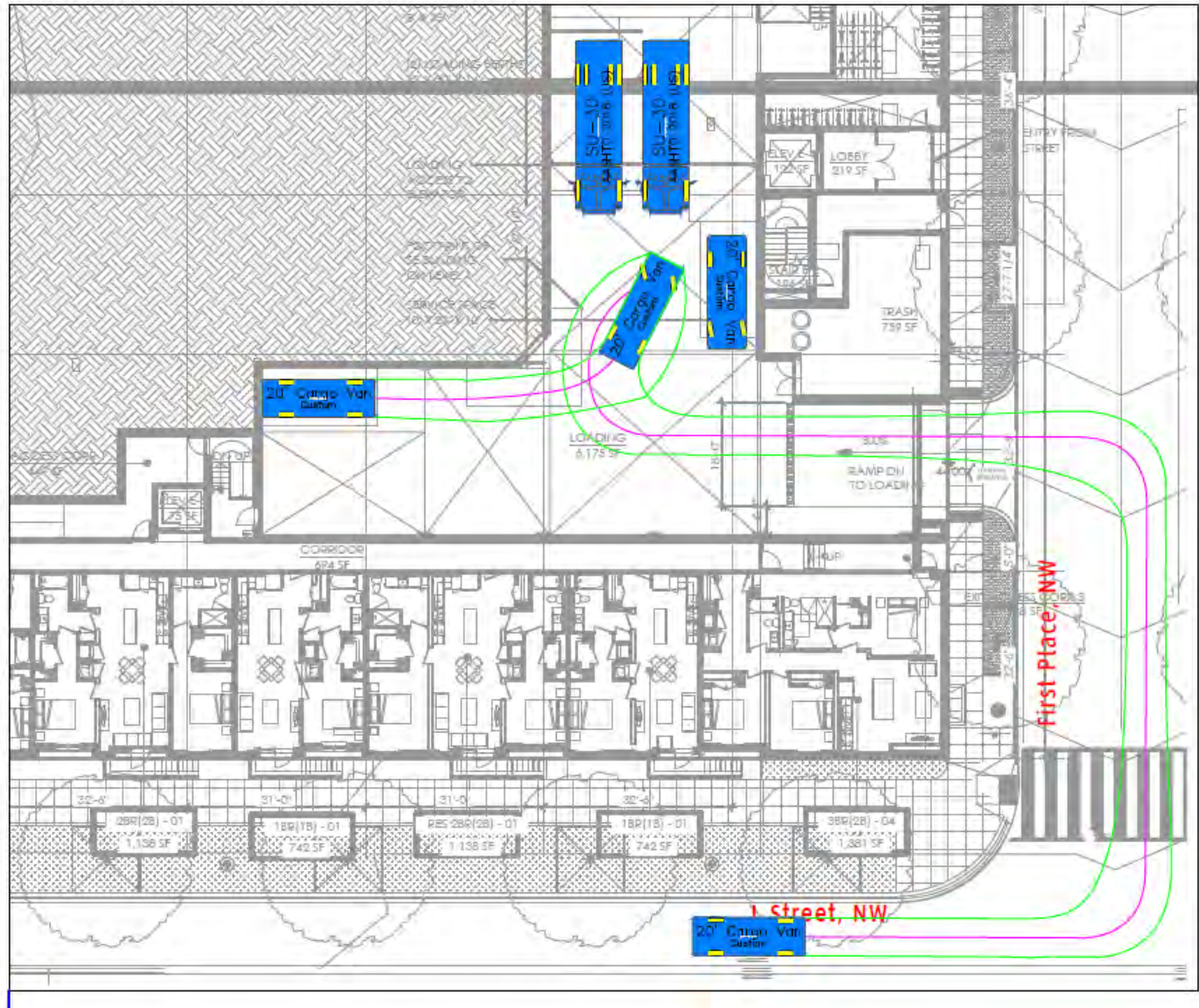


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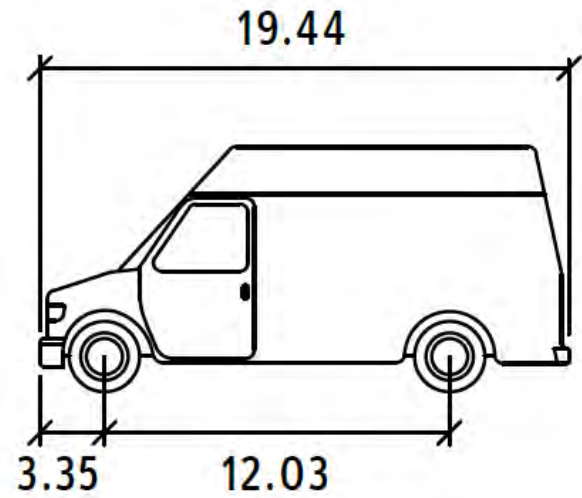


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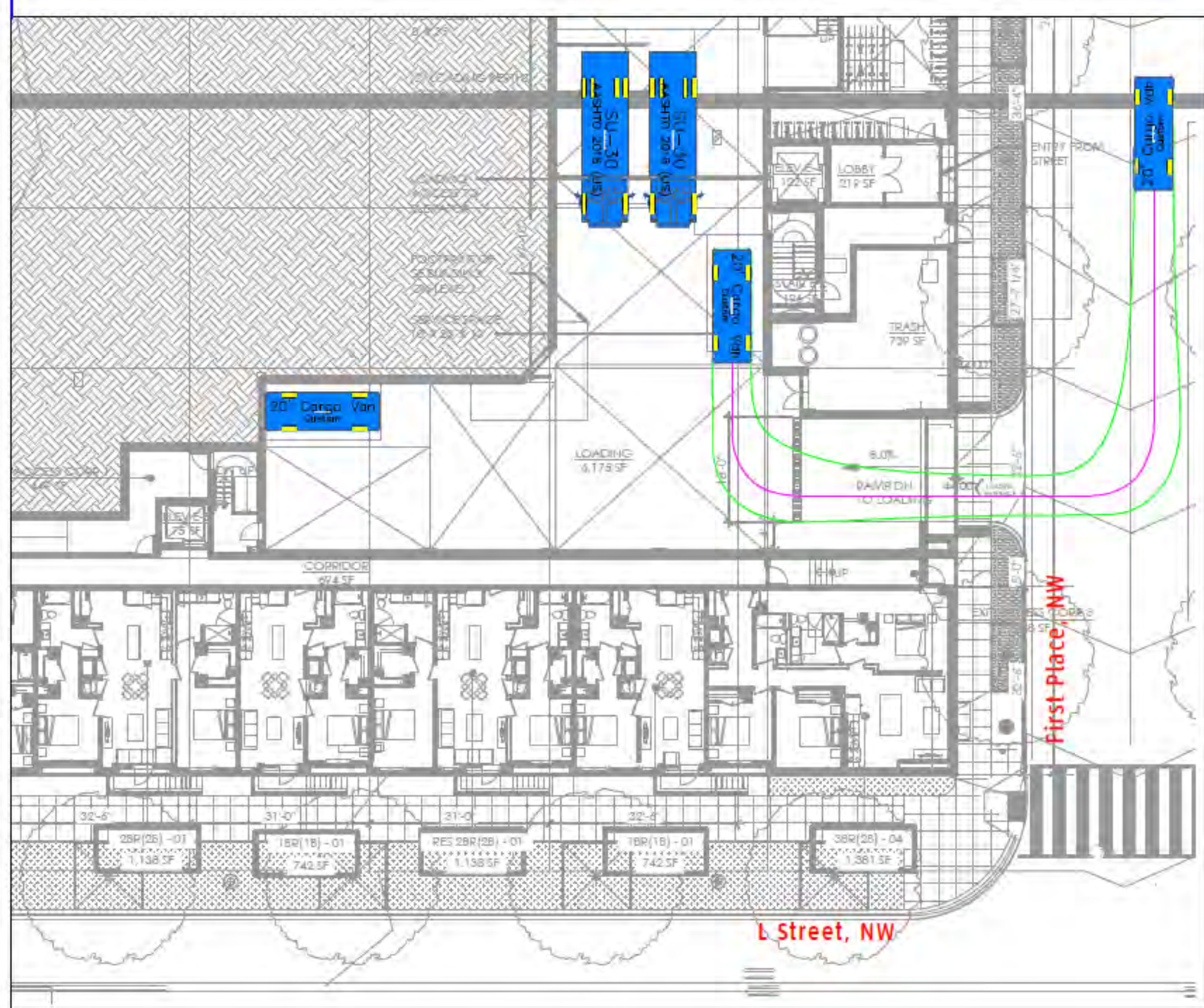
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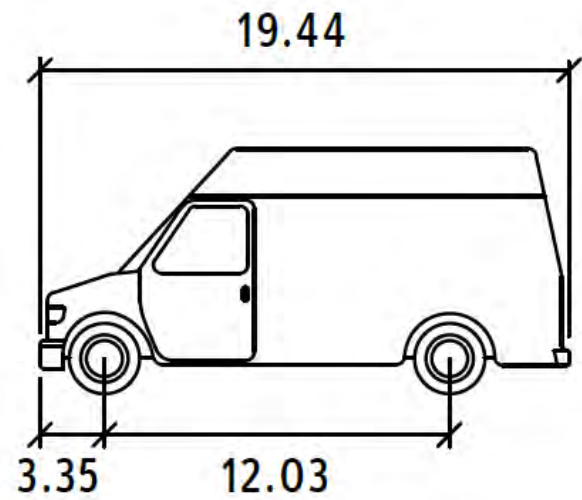
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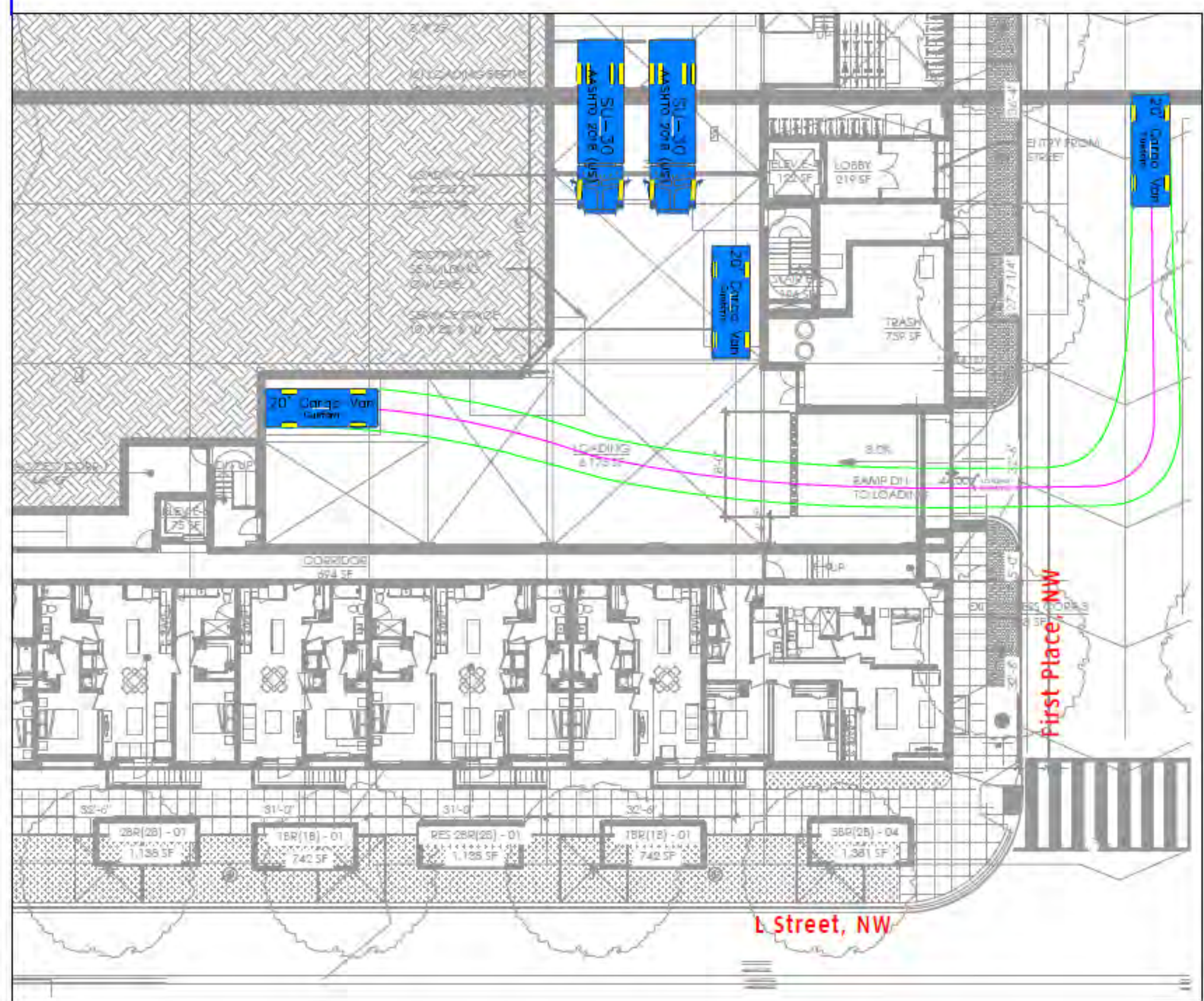


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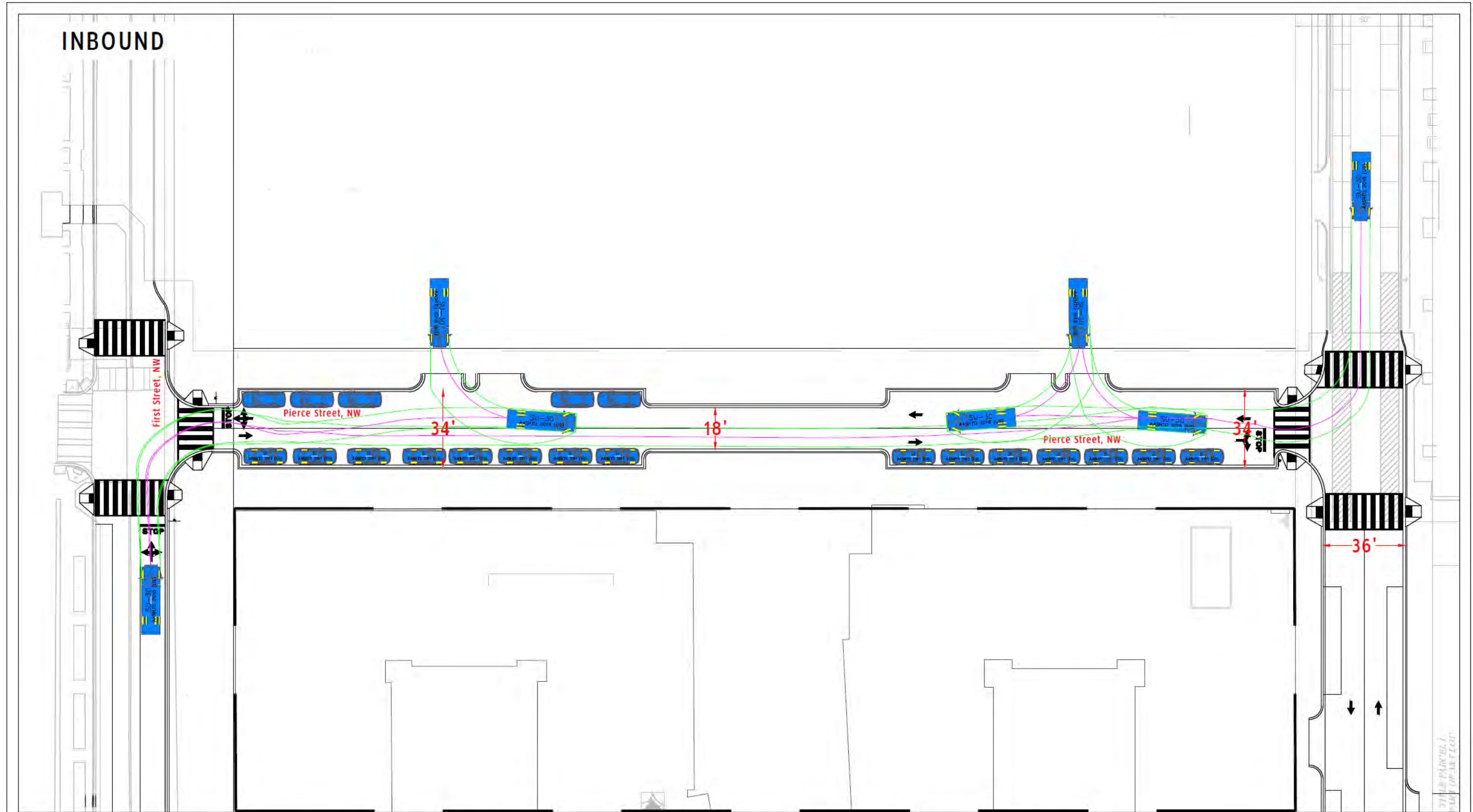


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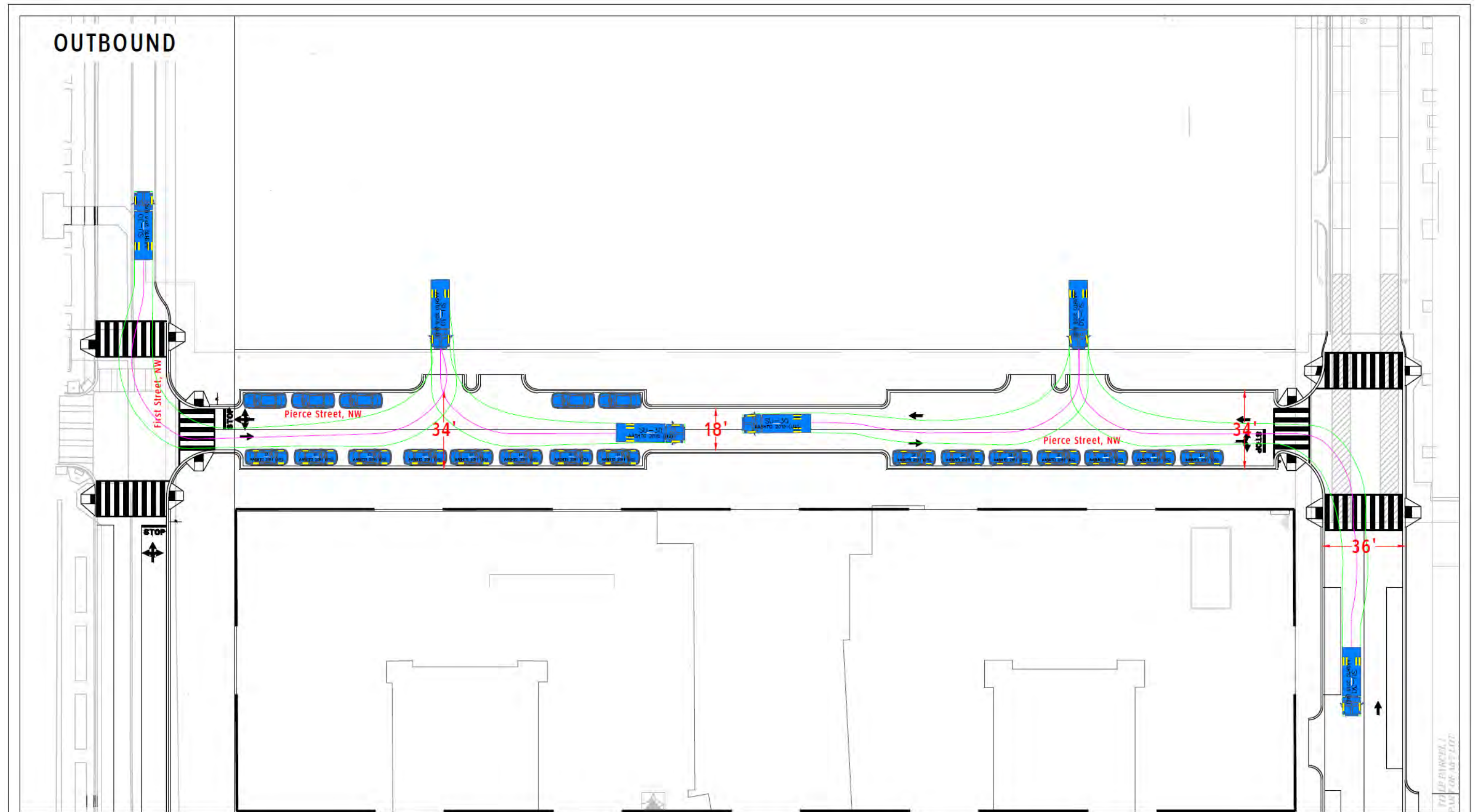
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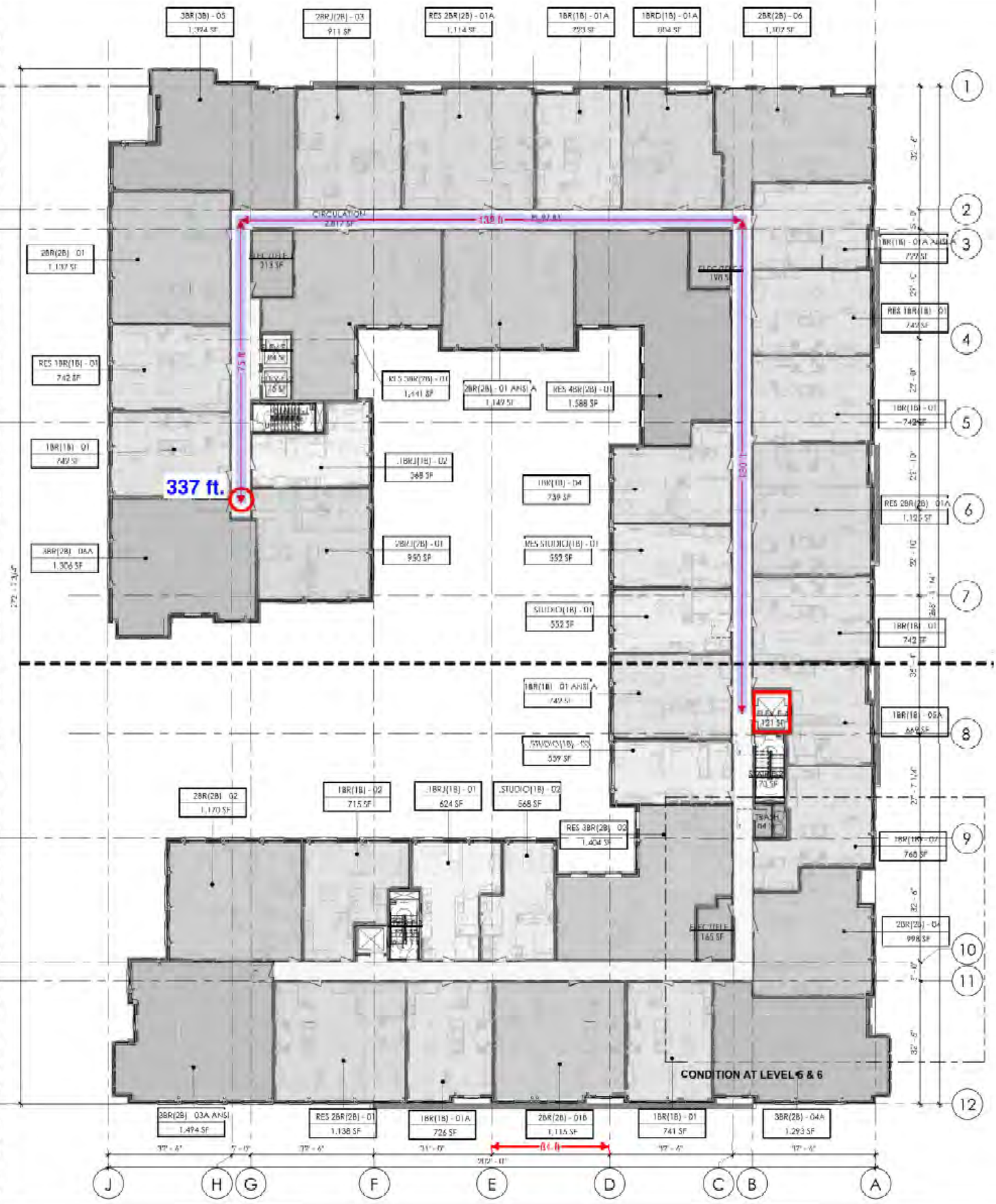
Pierce Street AutoTURN



Pierce Street AutoTURN



Loading Path (Level 5-6 typ.)



Distance (West Building):
 415 ft. Level P1
 262 ft. Level 5-6
677 ft. Total

Distance (East Building):
 0 ft. Level P1
 337 ft. Level 5-6
337 ft. Total