

## TECHNICAL MEMORANDUM

To: Jonathan Rogers  
Cc: Leila Batties  
From: Robert B. Schiesel, P.E.  
Daniel VanPelt, P.E., PTOE  
Date: September 16, 2019  
Subject: Sursum Corda Phase 1 Stage 2 PUD (ZC Case No. 15-20C)  
Response to DDOT CTR Comments

### ***Introduction***

This memorandum is a response to DDOT comments on the Comprehensive Transportation Review (CTR) for the Sursum Corda Phase 1 Stage 2 PUD (ZC Case No. 15-20C). The CTR was submitted to DDOT on June 10, 2019. A previous memorandum dated July 11, 2019 responded to DDOT's initial comments on the CTR dated June 21, 2019.

This memorandum is in response to further DDOT comments received via email and conversations between July 11 and August 13, 2019. During these conversations DDOT staff asked for clarification and further information on several topics. The Applicant's response to those requests is as follows:

### ***Urban Forestry***

**DDOT requested the Applicant provide a plan for relocating heritage trees.**

*Applicant Response: The Applicant is considering ways to address the heritage trees currently on the site and understands that this issue must be resolved prior to the issuance of a permit for the project as currently designed.*

### ***Loading***

**DDOT expressed concern about the distance residential move-in/move-outs would have between the loading dock and elevators in the parking garage. DDOT requested that the Applicant provide examples of how the proposed move in/move out arrangement has been successful on other projects.**

*Applicant Response: The Applicant has other residential buildings that have longer move-in distances. Toll Brothers Apartment Living currently operates the Kenrick building in Needham, Massachusetts, and the Kensington building in East Brunswick, New Jersey. Both buildings have longer move-in distances than the proposed Phase 1 building. As shown in Attachment A, The Kenrick's longest move-in distance is approximately 900 feet and the Kensington's move-in distance is 875 feet. The longest move-in distance for the Phase 1 building is approximately 675 feet. Property managers of both the Kendrick and Kensington buildings have not received complaints from residents about the situation or have any reported issues with the move-in distances. Neither the Kendrick nor Kensington buildings has an alternative loading area, for example an adjacent curbside loading/unloading zone.*

*The Applicant also agrees to paint a striped path from the loading dock to the elevators on the SW building to indicate path of travel (also shown on Attachment A).*

### **Pierce Street**

**DDOT requested clarification on the exact extents of Pierce Street that will be constructed in Phase 1.**

*Applicant Response: Pierce Street will be constructed to ultimate condition on the south side adjacent to Phase 1, and with a temporary curb and temporary 6' asphalt path on the north side adjacent to Phase 2. The Applicant reserves the right to shut down the temporary asphalt path and parking lane on the north side of Pierce Street during construction of Phase 2 safety reasons. The cross-sections are shown in Attachment B.*

**DDOT requested clarification on the exact location of the Phase 2 building line on the north.**

*Applicant Response: The approximate Phase 2 building line along Pierce Street is shown in Attachment B.*

**DDOT requested 8' sidewalks be provided on both sides of Pierce Street.**

*Applicant Response: The ultimate condition section has been updated to show 8' sidewalks on both sides, as shown in the cross-sections in Attachment B.*

**DDOT requested the Applicant review the Phase 2 truck turns to determine whether it's possible to eliminate the curb extensions on either side of the Phase 2 back-in loading berths, which would allow parking on the south side of Pierce Street.**

*Applicant Response: This was tested, and it is feasible. Attachment C contains revised plans with truck turning maneuvers showing how the new plans allow for parking on the south side of Pierce Street.*

### **L Street and North Capitol Street**

**DDOT requested additional design details on the interim and ultimate plans for L Street and its intersection with North Capitol Street, such as curb ramps, crosswalks, and signal improvements.**

*Applicant Response: Attachment D contains updated plans for L Street and North Capitol Street containing additional information.*

**DDOT stated that pedestrian accommodations must be provided in front of the church in either interim scenario (Sursum Corda first or Northwest One first).**

*Applicant Response: Both interim scenarios now provide pedestrian accommodations in front of the Church, the revised plans are shown in Attachment D.*

**DDOT requested a letter of support from MRP showing their agreement with the L Street curb lines and intersection offsets, assuring DDOT that the L Street improvements and North Capitol signal modification will be completed as part of the Sursum Corda and/or Northwest One projects.**

*Applicant Response: Prior to the issuance of a building permit for either project, the Developers will enter into an agreement to improve the traffic signal at North Capitol Street and L Street and to share the costs. The Developers request that the timing for the traffic signal modifications be approved by the Developers and DDOT during the traffic signal design process when more information is known on the construction timing of both developments.*

*The Applicant and MRP have executed a letter confirming their commitment to these improvements, shown in Attachment D.*

### **Vehicle Parking**

**DDOT requested that, in an effort to reduce overall parking supply, the Applicant consider using Phase 1 parking to accommodate some of Phase 2 should all of the parking in Phase 1 not be used.**

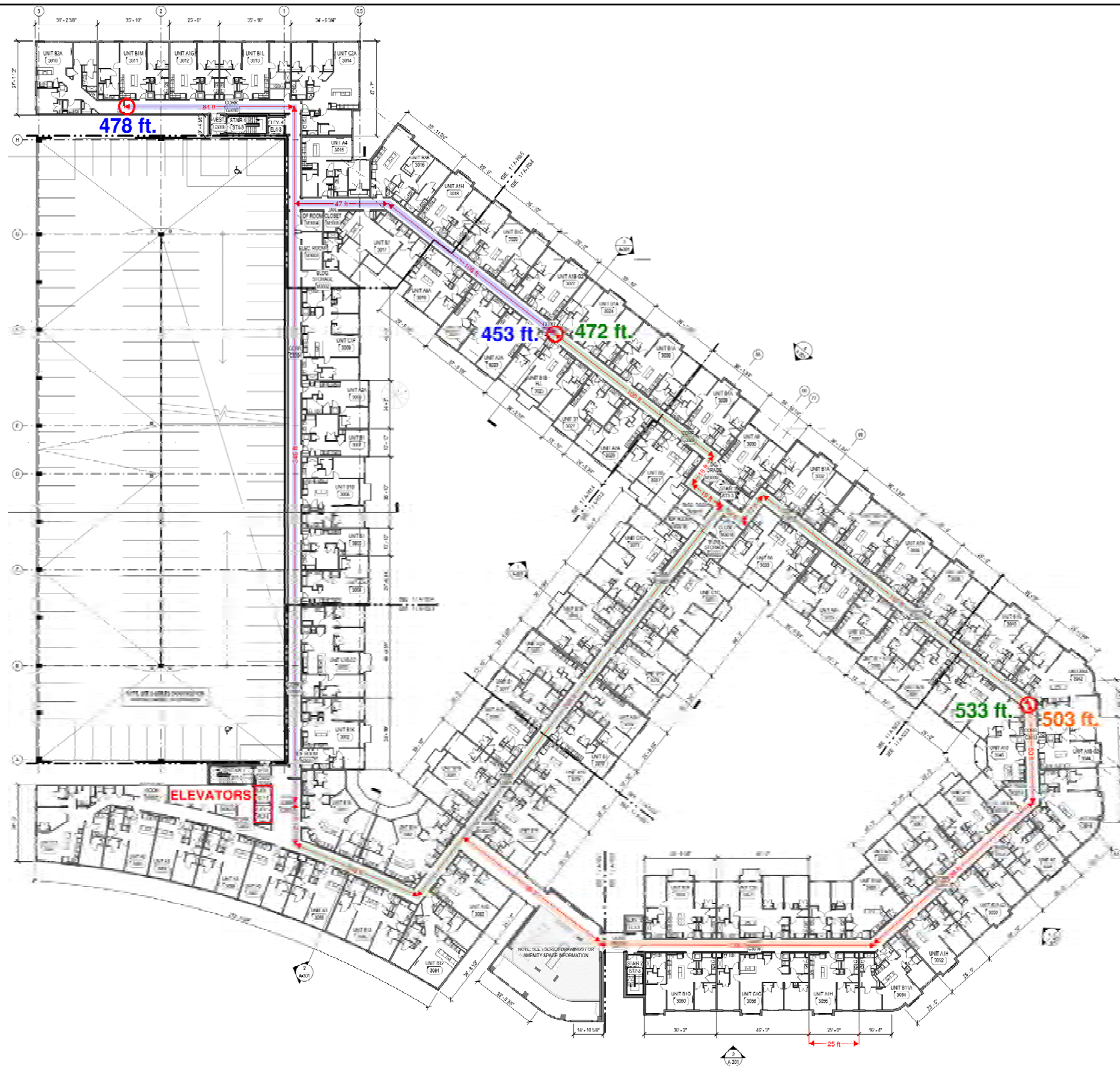
*Applicant Response: The Applicant agrees that any surplus supply in Phase 1 should be used to help meet the demand of Phase 2, and is willing to commit to the following: When planning further Stage 2 applications for this project, the Applicant will consider the existing parking supply and demand from Phase 1. If Phase 1 is delivered prior to the Stage 2 PUD application for Phase 2, the Applicant will review the supply and demand in the Phase 1 garage, consider practical and operational changes that would be required to share parking, and develop strategies for sharing any available unused parking from Phase 1 in future phases. If the Applicant does end up using some parking from Phase 1 to serve as supply for Phase 2, then the Applicant would like to revisit any TDM requirements for Phase 1 based on the total amount of parking (i.e. some TDM requirement for Phase 1 that were established due to its amount of parking could be removed).*

*The Applicant recognizes that the wording of the Zoning Commitments in the Phase 1 Zoning Order will need to be phrased appropriately to allow for this flexibility.*

# **ATTACHMENT A: MOVE-IN DISTANCE COMPARISONS**



**Distance:**  
**122 ft. First Floor**

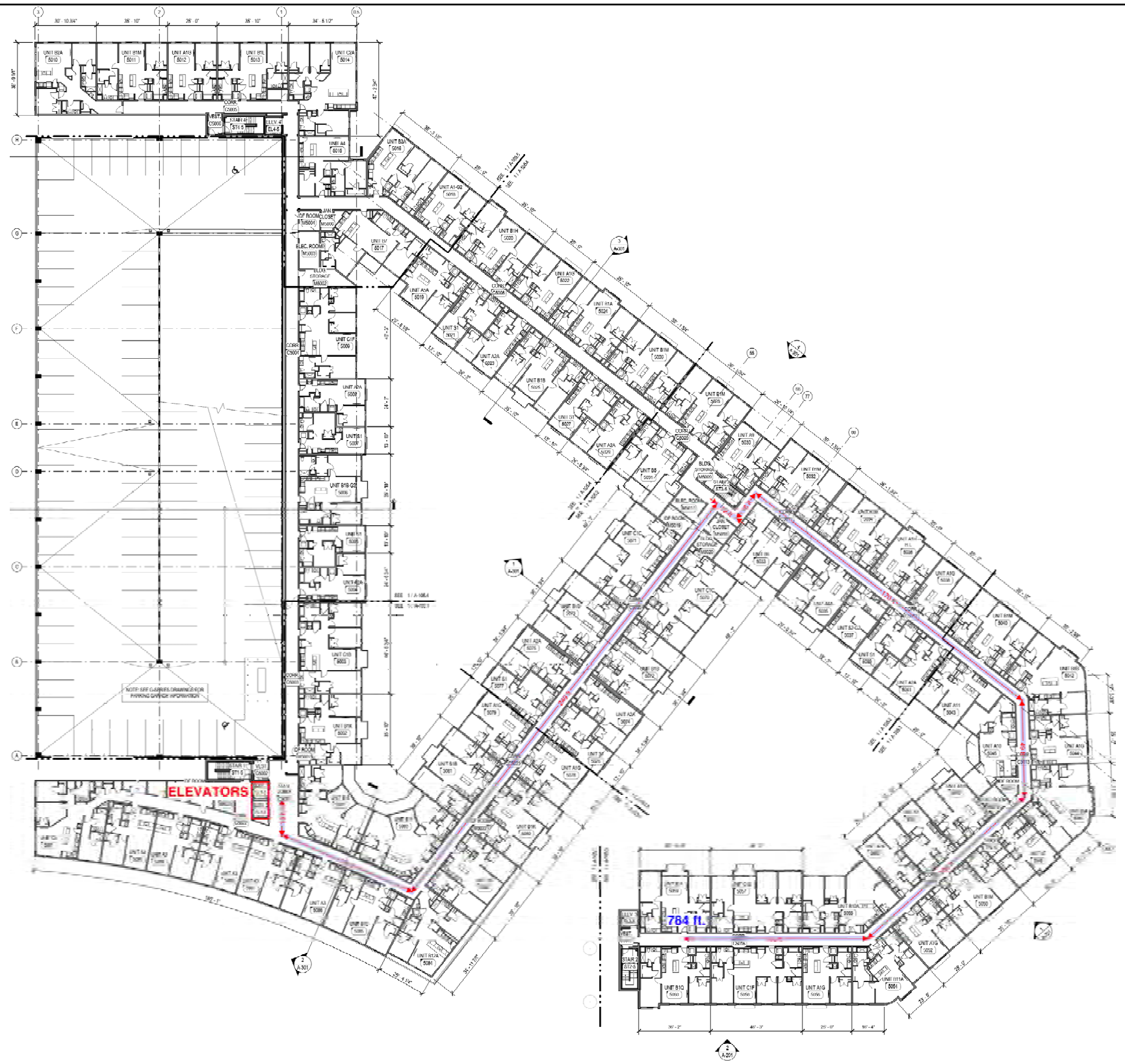


**Distance:**

122 ft. First Floor

533 ft. Third Floor max

655 ft. Total



**Distance:**  
 122 ft. First Floor  
 784 ft. Fifth Floor  
 906 ft. Total