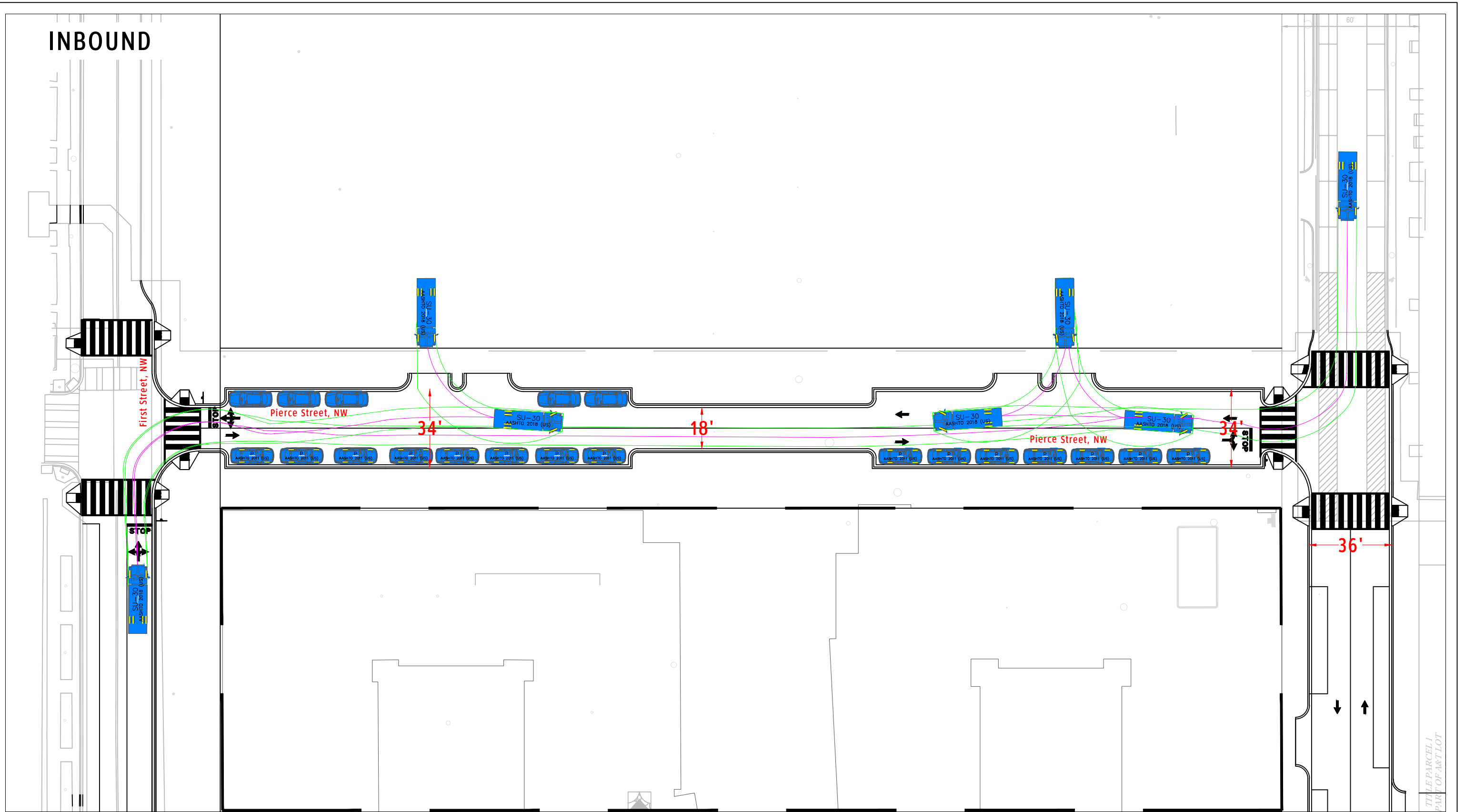
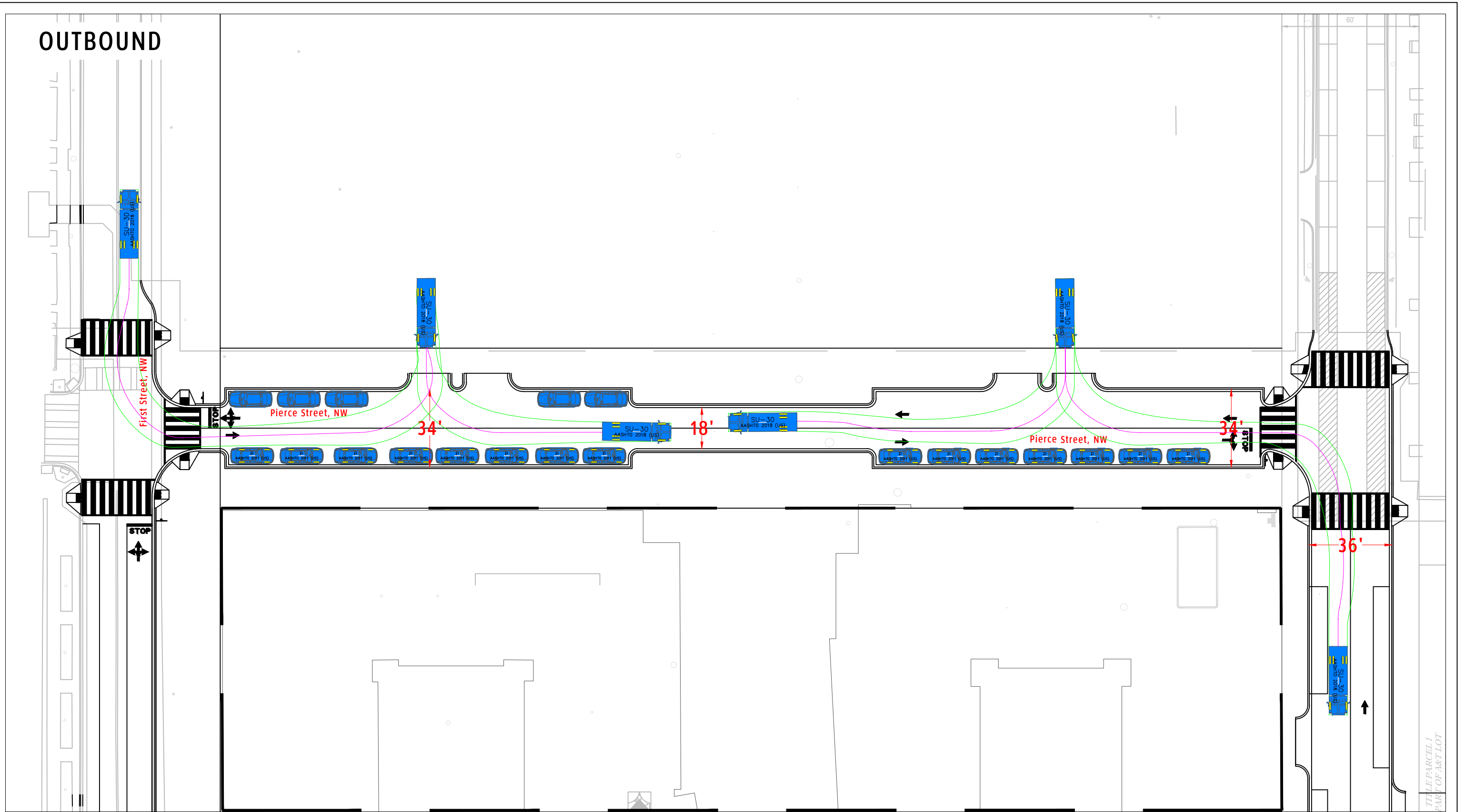


INBOUND



OUTBOUND



**ATTACHMENT D:  
L STREET AGREEMENT LETTER AND L ST AND  
NORTH CAPITOL STREET PLANS**

September 10, 2019

Mr. Jonathan Rogers  
Senior Transportation Planner  
District Department of Transportation  
55 M Street, SE, Suite 400  
Washington, DC 20003

Re: Memorandum of Agreement on L Street Improvements

Dear Mr. Rogers:

The purpose of this letter is to confirm that MRP Realty and TBSC Owner I, LLC (collectively, the "Developers") agree to make certain improvements to L Street between North Capitol Street and 1st Street, NW. The improvements will be made in connection with (1) the planned unit development ("PUD") approved in Square 620, pursuant to ZC Order No. 15-20, and that is the subject of ZC Case No. 15-20C (the "Sursum Corda PUD"), and (2) the Northwest One development proposed on North Capitol between K and L Streets, NW. The Developers agree to the following as reflected on the attached exhibits and subject to the approved DDOT documents and final building permits:

Interim Scenario A -- Northwest One Constructed First

- 50' ROW dedication for L Street, from the Northwest One site, to re-establish the 90-foot ROW for L Street, from First Place to North Capitol Street.
- L Street improved as a two-way street from North Capitol to the proposed private drive; 10' travel lanes; 6' sidewalk and 8' of parking on the south side of L Street; 10' parking lane on the north side of L Street; a striping line between the proposed private drive and the alley adjacent to the church; a sidewalk that is between 8' and 24.9' in front of the church. L Street will function as a one-way street with a 12' travel lane westbound from the proposed private drive to First Street, NW.
- Striping along the north side of L Street along the Sursum Corda PUD site from the alley adjacent to the church property to First Street.

Interim Scenario B -- Sursum Corda PUD Constructed First

- L Street will function as a one-way street with a 12' travel lane from First Place eastbound to North Capitol Street, and as a one-way street with a 12' travel lane from First Place westbound to First Street.
- 8' wide striped walkway on the north side of L Street in front of Mt. Airy Baptist Church from the alley adjacent to the church to North Capitol Street. The striped walkway will be used to accommodate parking for the church for religious services.
- Curb on the north side of L Street from First Place west to First Street. Curb on the north side of L Street, from First Place to the proposed striping in front of the Church.

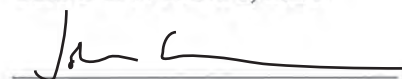
Post Development Condition – After Construction of Both Projects

- L Street will have a ROW of 90' between the proposed private drive and North Capitol Street.
- L Street will operate as a two-way street from North Capitol to the proposed private drive; 10' travel lanes; 6' sidewalk and 8' of parking on the south side of L Street; a sidewalk between 8' and 24.9' and 10' parking lane on north side of L Street.
- L Street will operate as one-way street from the proposed private drive westbound to First Street, with a 12' travel lane.
- Curb along north side of L Street from First Place to First Street Traffic Signal at North Capitol and L Street
- Future curb and associated street work (travel lane, parking lane, etc.) adjacent to Turnkey and Severna to be completed by others.

Prior to the issuance of a building permit for either project, the Developers will enter in an agreement to modify the traffic signal at North Capitol Street and L Street including striping and crosswalk improvements and sharing 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.

Sincerely,

**TBSC OWNER I, LLC**



Signature

Jonathan Cortell

Printed Name / Title

**MRP REALTY**

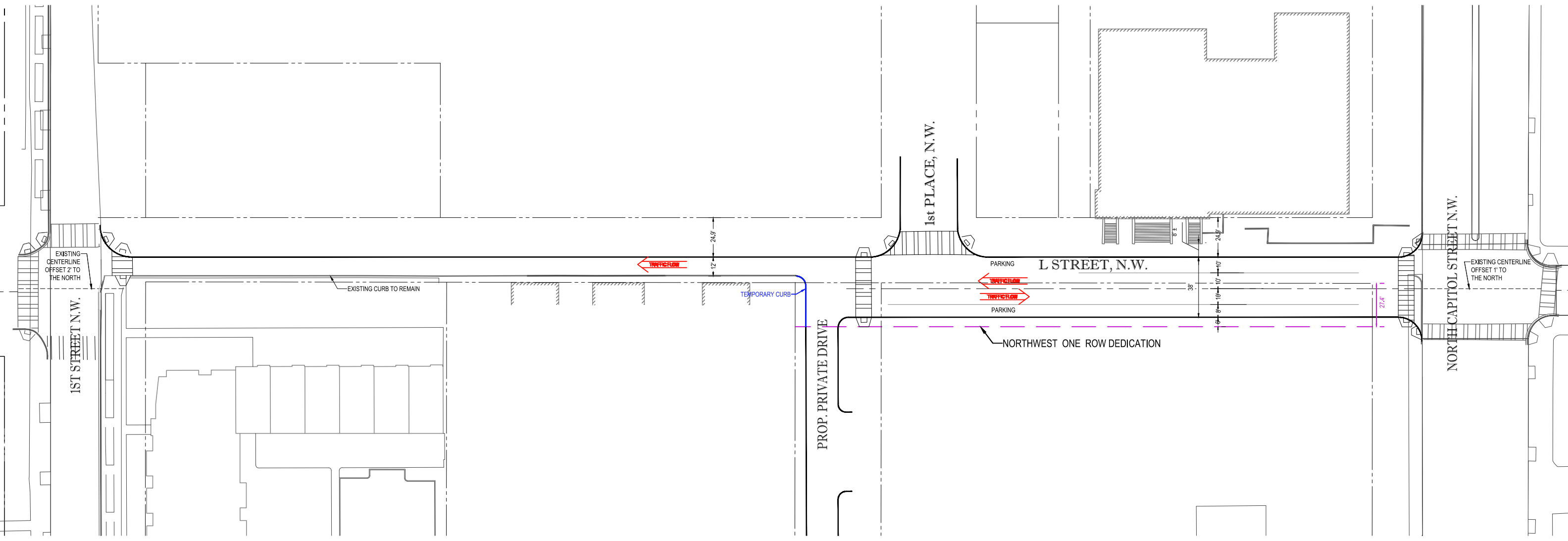


Signature



Printed Name / Title

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### 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 ±)



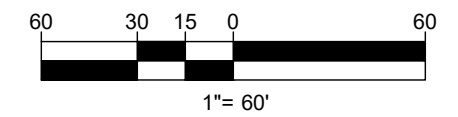
1331 PENNSYLVANIA AVE., NW, STE. 1250 WASHINGTON, DC 20004  
PHONE: (202) 524-5700 FAX: (202) 524-5701

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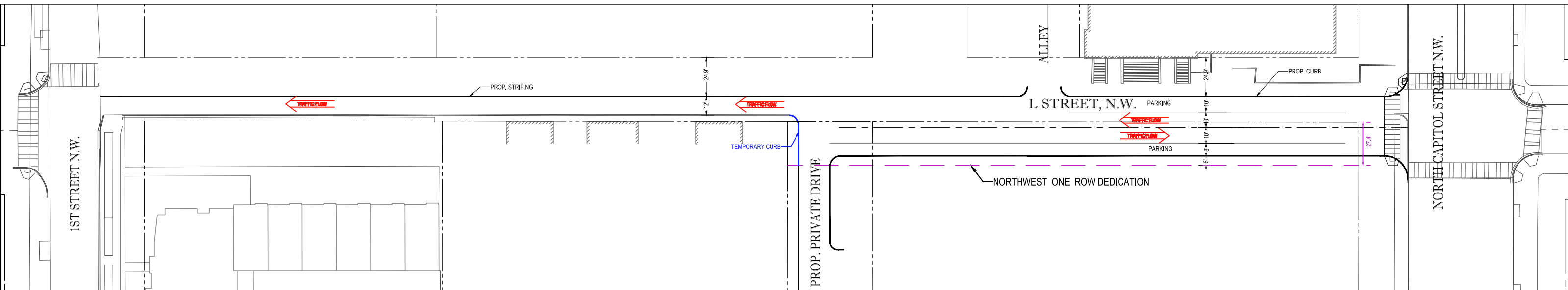
# L STREET: POST DEVELOPMENT CONDITION EXHIBIT

## 1ST STREET TO NORTH CAPITOL STREET NW

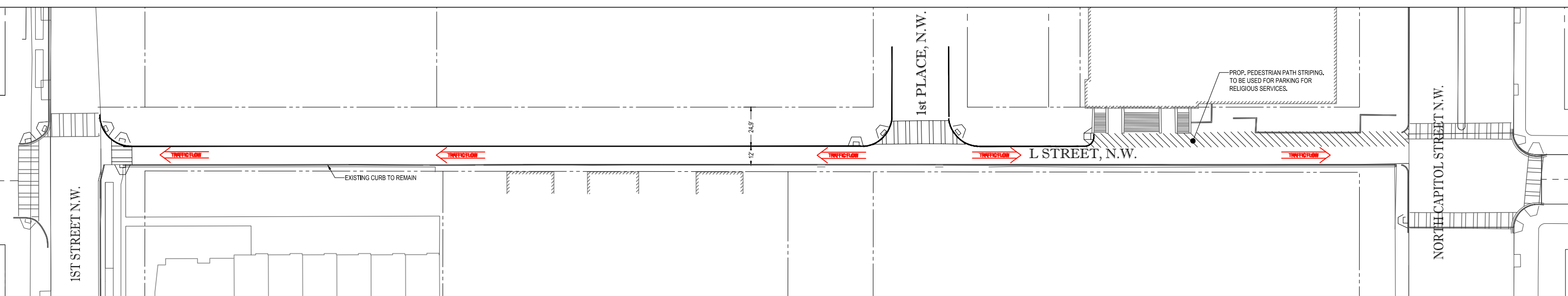
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**NORTHWEST ONE DEVELOPS FIRST**



**SURSUM CORDA DEVELOPS FIRST**

**NOTES**

1. INTERIM PEDESTRIAN IMPROVEMENT ON SOUTH SIDE OF L STREET TO BE REQUIRED/APPROVED BY DISTRICT.
2. THE TRAFFIC SIGNAL AT THE INTERSECTION OF NORTH CAPITOL AND L STREET WILL BE IMPROVED AND COSTS WILL BE SHARED BY THE DEVELOPERS OF SURSUM CORDA AND NORTHWEST ONE. 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.
3. A TRANSITION ZONE WILL BE INCLUDED FOR THE WESTBOUND LANES IF NORTHWEST ONE DEVELOPS PRIOR TO THE TURNKEY SITE.

**LEGEND**

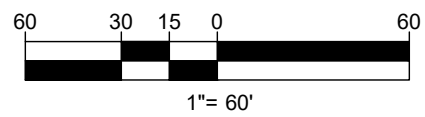
- PROPERTY LINE
- PROPOSED CURB
- TEMPORARY CURB
- PROPOSED CENTERLINE
- TRAFFIC FLOW INDICATOR
- PROPOSED STRIPING TO BE COORDINATED WITH DDOT
- NORTHWEST ONE ROW DEDICATION (10,053 SF ±)

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**L STREET: INTERIM CONDITION EXHIBIT**  
**1ST STREET TO NORTH CAPITOL STREET NW**  
**WASHINGTON, DC**



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