

## MEMORANDUM

**TO:** District of Columbia Zoning Commission

**FROM:** *JLS*  
Jennifer Steingasser, Deputy Director Development Review & Historic Preservation

**DATE:** October 17, 2019

**SUBJECT:** **2<sup>nd</sup> Supplemental Hearing Report - ZC # 15-20C (Sursum Corda)**  
Modification to First Stage PUD and Second Stage PUD

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At the September 26, 2019 public hearing, the Zoning Commission asked OP to:

- 1. Contact the Office of the Deputy Mayor for Planning and Economic Development (DMPED) to obtain an update on the agreement to allow the applicant to upgrade and maintain the public park at the intersection of L Street, NW and First Street, NW.**

DMPED has advised OP that they continue to work with the applicant toward a development and maintenance agreement for the park. However, it is up to the applicant to rectify all legislative issues regarding the parcels which make up the park before an agreement can be finalized. In their Draft Order (Exhibit 52A, page 28, 3.) the applicant has committed to seeking approval for the construction and maintenance of the park space.

- 2. Provide an analysis of any negative impacts on the Comprehensive Plan's Future Land Use Map, the Generalized Policy Map or Policies that may result due to the new development.**

The PUD was approved under the ZR 58 Regulations, which, at 11 DCMR, Chapter 24 outlines the purpose and standards for Planned Unit Developments. Section 2403 outlines the standards under which the application is evaluated.

*2403.3 The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.*

The Office of Planning Hearing Report of July 17, 2019 (Exhibit 27) provides an analysis demonstrating that the proposed development is not inconsistent with the Future Land Use Map, the Generalized Policy Map and the Mid-City Small Area Plan. In addition, the development meets and/or furthers many policies of the Comprehensive Plan (Exhibit 27, pages 17-20).

The additional density gained by the development would be commensurate with the benefits and amenities provided. The buildings would be at a scale that is reflective of the wider

neighborhood and would incorporate many on-site amenities for the residents as well as provide support to various schools, library and organizations in the neighborhood. In addition to the 199 affordable residential units, the proposed buildings would be more energy efficient and would provide more landscaping, green open space, and safe recreational spaces around the buildings.

The impacts from the redevelopment of the site include an increase in traffic as a result of the size of the development, and an increase in demand on public utilities such as water, sewer and public stormwater management systems. Some residents may not qualify to return or choose not to return.

The increase in traffic would be mitigated through the provision of a new street grid, sidewalks and bicycle access which would make for much safer movements through the new community as well as connect to the surrounding neighborhood. Improvements to the street pattern would be done in the first phase of the development and would include a new Pierce Street which would be a private street, a reconfigured and improved First Place, and an improved L Street. Street improvements would include a two-way drive isle, new curb and gutter, associated sidewalks, and landscaping. A number of traffic mitigation measures have been recommended by the District Department of Transportation (DDOT), such as a Transportation Demand Management Plan to assist in the reduction in the number of vehicular trips and the provision of an increased number of bicycle spaces and a Capitol Bikeshare station. DDOT recommends approval of the PUD and concludes that the mitigation measures would offset the anticipated increase in traffic.

There would be an increase in demand on public utilities such as water, sewer and public stormwater management systems. The site is currently served by water and sewer and DC Water will review the redevelopment plans as part of the building permitting process, which is their standard practice. The proposed stormwater management system was reviewed and approved by the District Department of Energy and Environment and the applicant has included the recommended electric vehicle charging stations.

An impact of the proposed development is that residents agreed to be relocated off-site for the redevelopment of the property. There is a detailed Tenant Relocation and Replacement Plan that addresses the unique characteristics of the cooperative ownership of Sursum Corda. 122 Reserved Units for former Sursum Corda Residents have been set aside within the new buildings and those returning residents would be accommodated in the Phase 1 redevelopment. The Sursum Corda Cooperative Association<sup>1</sup> monitors the development and maintains a list and location of former residents who want to return to the redeveloped property. The members of the Cooperative are kept up to date on the progress of the development including mandated notifications. On return, the residents will be provided unit sizes and rental rates that are similar to those of the original buildings.

JLS/mbr

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<sup>1</sup> Original owners of the property along with the District of Columbia.