

01.24.2022

**District Department of Transportation (DDOT)
c/o DCRA
1100 4th St. SW
Washington, DC 20024**

**Re: 5901 Utah Ave NW
#383995
VIKA Capitol # VC0626C**

Dear DDOT:

This letter is to document and respond to your review comments of December 12, 2021 regarding the above referenced project. This letter addresses the REVISION NEEDED and OBJECTION comments. VIKA Capitol's responses are as follows:

OP-Urban Design

Tim Maher

Dec 20 2021 2:48PM tmaher wrote - - Maximum width for a commercial driveway per the DDOT Design and Engineering Manual, Chapter 31.5.1 is 24 feet. Please reduce the proposed width of the driveway to 24' at most. - Maintain the sidewalk grade, scoring pattern, color, and material across the face of the driveway where the sidewalk path crosses it. Driveway must rise to meet the sidewalk grade; no step downs or ramp downs are permitted.

Response: Please see the revised site plan that reduced the proposed width of the driveway to 24'. The sidewalk grade, scoring pattern, color, and material across the face of the driveway will match the existing sidewalk. The driveway grade will meet the sidewalk grade.

UFA

Sharon Dendy

Dec 20 2021 4:05PM sdendy wrote - The DDOT Urban Forestry Division (UFD) does not support the removal of a healthy street tree for the purposes of installing a new curb cut. Curb cuts result in not only the loss of an asset but also the permanent loss of a planting space that contributes to the District's tree canopy and stormwater management goals. If the applicant wants to proceed with the curb cut application as shown, UFD defers to the Public Space Committee to make the final decision based on all public space regulations. And if the curb cut is approved UFD will abide by this decision provided the applicant works with UFD on the tree-related conditions to

compensate for the existing removals and plant new street trees at the DDOT Arborists discretion and availability of planting spaces.

Response: Acknowledged. If the curb cut is approved, the applicant will work with UFD on the tree related conditions.

IPMA/Stormwater

Tsege Tasew

Dec 20 2021 1:22PM ttasew wrote - Additional information is need to review this application. (1) Better understanding of the proposed location of the curb cut is needed which will be addressed in the January 2022 meeting. (2) Per DC plumbing code, stormwater runoff from impervious surface must not cross property line. Show how runoff from the new improvement will be captured so it does not flow into the public space. (3) Provide proposed grading and drainage plan for onsite and public space works (4) There is a proposed access through the rear alley. Please provide existing and proposed alley grading and drainage plan (5) Provide alley typical sections and pavement detail

Response: (1) Per the meeting earlier this month, the location of the curb cut was determined after a careful analysis of the existing constraints, which include two heritage trees, an existing PEPCO above ground transformer, and a number of existing utility/telephone poles.

(2) Please see the revised uploaded site plan that shows the curb and gutter and a trench drain across the proposed driveway entrance that will collect the stormwater and direct it into a bio-retention facility so it does not run into public space.

(3) Please see the revised uploaded site and grading plans that shows the proposed drainage.

(4) Please see the revised uploaded site and grading plans that shows the proposed grading.

(5) The typical alley sections and pavement details will be provided with the final construction plans for the site. This TOPs application is for conceptual design approval for curb cut.

Planning and Sustainability

REVISION NEEDED

Emma Blondin

Dec 21 2021 1:39PM eblondin wrote - Location and size of proposed curb cut to be discussed in meeting with Applicant.

Response:

Per the meeting earlier this month it was explained that the location of the curb cut was determined after a careful analysis of the existing constraints, which include two

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heritage trees, an existing PEPCO above ground transformer, and a number of existing utility/telephone poles.

The curb cut has been reduced to the aforementioned 24' width.

In addition, the applicant has agreed to close the last narrow curb cut that ECC has access to, and provide a connection through the proposed parking lot at the new curb cut.

Further, all the proposed parking has been relocated to be out of the building restriction line (BRL).

If you have any questions, please do not hesitate to contact me at this office.

Sincerely,

VIKA Capitol, LLC



Brian Ruhl, CLA, ASLA, LEED AP

Associate / Project Landscape Architect

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PUBLIC SPACE EXHIBIT

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