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VIA IZIS AND HAND DELIVERY

Zoning Commission for the
District of Columbia
441 4th Street, N.W., Suite 210S
Washington, D.C. 20001

Re: Z.C. Case No. 05-38B (Mill Creek Residential Trust, LLC – PUD Modification @
Square 499, Lots 855-859)
20-day Prehearing Submission

Dear Members of the Commission:

On behalf of Mill Creek Residential Trust (the “Applicant”), and pursuant to Section 3013.8 of the Zoning Regulations, we hereby submit the following supplemental prehearing information in support of the above-referenced Application.

I. Updated Architectural Plans and Elevations

As shown on the revised Architectural Plans and Elevations (the “Revised Plans”) attached hereto as Exhibit A, the project architects have made a number of improvements to the design of the proposed buildings and their relation to the surrounding streets. As shown on Sheets L12, L18, and A-19 of the Revised Plans, in an effort to better define the public and private realms along M and K Streets, the Applicant has added low sections of fencing (approximately 2 feet in height) to the back of the planters fronting these streets, and low ornamental trees have been added to each planter to create further visual buffering. This design is intended to reinforce the distinction and differentiation between public and private zones without installing a wall to fully separate the residences from public space. In addition, as shown on Sheets A18c and A18h of the Revised Plans, the 6th floor terrace amenity space on the south tower has been lightened by incorporating accent colors, and the Applicant requests flexibility with respect to the final selection of the color for the terrace. A full palate of materials proposed for the building is included at Sheets A18c-d of the Revised Plans.

II. Rationale for Not Providing a Green Roof

The Applicant has reviewed the option of incorporating a green roof for the project, but has determined that doing so would be prohibitive for the proposed wood construction high rise for the following reasons:

- a. A green roof would increase the roof load from approximately 25 pounds per square foot to approximately 75 pounds per square foot. This increase is the equivalent of adding two or more floors to the wood structure, and with rain loads the increase would be much more dramatic. The added weight would result in significant building compression and would require larger structural elements down to the foundation, thus increasing construction and material costs significantly.
- b. The weight of the green roof on the wood roof trusses would also cause deflection due to water accumulation, resulting in serious water infiltration issues or complete roof failure if not properly drained. This type of structural issue would not occur in a concrete frame building.
- c. The soil component of a green roof would not provide measurable insulation value and would lower energy costs only when combined with active irrigation and water cooling, which would raise water usage. Furthermore, the green roof's impact to reduce the heat island effect would only be realized after several years of growth.

As an alternative, the Applicant has elected to incorporate a "cool roof" into the project, which will maximize the building's energy performance and cost savings by reducing energy use during the day whenever the sun is out, eliminating construction costs since additional loads do not need to be supported, and reducing the heat island effect immediately.

III. Transportation Memorandum

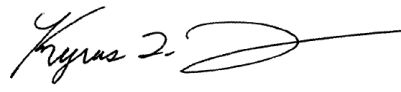
Attached hereto as Exhibit B is a Transportation Memorandum, prepared by Gorove/Slade Associates, and submitted to the District Department of Transportation ("DDOT") on May 4, 2015. The Memorandum presents the findings of a traffic statement conducted for the project, and concludes that (i) the subject property is well-served by existing public transit service and has access to well-connected pedestrian and bicycle facilities; (ii) the vehicular impacts of the proposed PUD modifications will be less than those of the approved PUD due to a decrease in the overall development plan and a significant decrease in parking supply; (iii) vehicular volumes in the study area have decreased overall between 2006 (when the original PUD's transportation impact study was performed), and counts from Gorove/Slade's library from 2010/2013; and (iv) the overall site design is improved from the approved PUD by positioning all loading and vehicular access along an existing alley as opposed to along 6th Street.

IV. Community Support

The Applicant has worked diligently with the community to gain support for the project. At its regularly scheduled, properly noticed public meeting on May 11, 2015, with a quorum present, Advisory Neighborhood Commission ("ANC") 6D voted 7-0-0 to support the proposed PUD modifications. A copy of the ANC's letter of support is included in the case record as Exhibit 21.

Thank you for your attention to these matters. We look forward to making a full presentation at the June 4, 2015, public hearing on this application.

Very truly yours,

By: 

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Enclosures

cc: Advisory Neighborhood Commission 6D (w/attachments, via U.S. Mail)
Marjorie Lightman, ANC 6D01 (w/attachments, via Email)
Jennifer Steingasser, D.C. Office of Planning (w/attachments, via Hand)
Joel Lawson, D.C. Office of Planning (w/attachments, via Hand)