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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. 15-27 - Applicant's Supplemental 20-day Prehearing Filing Consolidated PUD, First Stage PUD, and Related Map Amendment @ Square 3587, Lots 805, 814 and 817

Dear Members of the Commission:

On behalf of KF Morse, LLC (the "Applicant"), and pursuant to 11 DCMR § 3013.8 of the 1958 Zoning Regulations, we hereby submit the following information in support of the above-referenced Application.

I. Revised Architectural Plans and Elevations

Attached hereto as Exhibit A are revised Architectural Plans and Elevations (the "Plans"), which replace and supersede the architectural drawings previously submitted to the record at Exhibits 6A, 14A, and 18A. The project consists of four buildings comprised of residential, retail, and office uses ("Buildings A, B, C and D," with Buildings A and C further split into "Buildings A1, A2, C1 and C2"). The buildings will be surrounded by significant landscaping, parks, plazas, and public open space, and street improvements that will connect the PUD Site to the rest of the Florida Avenue Market area. Buildings A1, B and C1 are included in the Consolidated PUD application; Buildings A2, C2, and D are included in the First Stage application.

The Plans have been improved based on further collaboration with the Office of Planning ("OP"), District Department of Transportation ("DDOT"), Advisory Neighborhood Commission ("ANC") 5D, and other local organizations. Specifically, the Applicant has made the following revisions since its most recent filing:

A. Site Plan

1. Coordinated with the owners/developers of the Highline PUD, located at 320 Florida Avenue, NE, and approved pursuant to Z.C. Order No. 15-01, to establish a seamless and coordinated park experience and community gathering area in the portion of the PUD Site designated as the Florida Avenue Park. The Florida Avenue Park design will be extended into this PUD with terraced greenspace, public seating areas, pathways that provide handicapped, bike, and stroller access, biofiltration gardens, extensive landscaping, and a series of wayfinding elements to help orient pedestrians entering the Florida Avenue Market area. This design has further been coordinated with the design of the Plaza to create a continuous 0.6-acre public space that connects the Florida Avenue Market area to Florida Avenue, NoMA, and beyond.
2. Eliminated the public park on the northern edge of the PUD Site and replaced it with more centrally located pocket park and lawn areas along the new 3rd Street, which will provide significant public open space for the community to enjoy. The new public open spaces include the Neal Place Park (located at the western terminus of Neal Place) and the Interim Park (located where Buildings C2 and D will be constructed). Additionally, the Plaza (located between the Florida Avenue Park and the intersection of Morse and 3rd Streets) has been improved with new features that will enhance its role as a key gathering space and activity center for the Florida Avenue Market area.

B. Building Design for Consolidated PUD

1. Building A1/High-rise: Modified the top floors of the south wing; enlarged the west wing as high-rise, and modified the roof plan by redesigning the amenities and bringing the penthouses into conformance with the Zoning Regulations.
2. Building A1/Mid-rise: Revised the façade design, size and configuration, parking and loading entrances, and the retail canopy and storefront designs.
3. Building B: Added more balconies on the north and south elevations; modified the window design and configuration; and redesigned the main entrance, retail storefront, and maker space storefront.
4. Building C1: Modified the design through engaging a new architectural firm; revised the entrance locations; and revised the roof layout.

II. **Comprehensive Transportation Review**

Attached hereto as Exhibit B is a Comprehensive Transportation Review (“CTR”) prepared by Gorove/Slade Associates and submitted to the District Department of Transportation (“DDOT”) on September 7, 2016. The CTR concludes that the concludes that the PUD will not have a detrimental impact to the surrounding transportation network assuming that all

background improvements are executed, all planned site design elements are implemented, and all mitigation measures are incorporated. The CTR report includes a transportation demand management (“TDM”) plan, which incorporates the following measures:

1. Designate a Transportation Management Coordinator responsible for organizing and marketing the TDM plan and will act as a point of contact with DDOT;
2. Provide TDM materials to new residents as part of the Residential Welcome Package;
3. Price all on-site vehicle parking at market rate at minimum, defined as the average cost for parking within a 0.25 mile radius of the PUD Site;
4. Unbundle the cost of residential parking from the cost of lease or purchase of residential units;
5. Exceed the zoning requirements to provide bicycle parking/storage facilities at each of the Buildings, which include long term (secure, interior) and short-term (exterior) spaces;
6. Provide a total of four bicycle repair stations, located within the bicycle storage rooms within the garages in Buildings A1, B, and C, and adjacent to the public plaza;
7. Install a transit information screen in each of the residential and office lobbies, containing information related to local transportation alternatives;
8. For the initial lease-up of each residential unit, offer either a one-time annual car-share membership or a one-time annual Capital Bikeshare membership.

III. Additional Flexibility for Buildings C1 and C2

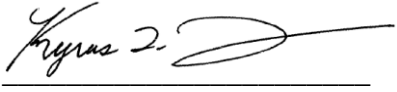
The Applicant requests flexibility concerning Buildings C1 and C2, which are designed to abut each other on the northeast face of Building C1. Flexibility is requested from 11 DCMR §§ 199.1 and 2517 in order to not require an interior building connection but still treat Buildings C1 and C2 as a single building for all zoning purposes, including for the location of the measuring point, building height, setbacks, courts, etc. As shown on the development data included in the Plans, Buildings C1 and C2 comply with all zoning requirements individually and as a single building, except for loading, for which flexibility has already been requested. Thus, granting flexibility from 11 DCMR §§ 199.1 and 2517 will not have an adverse or appreciable impact on the project or on the surrounding neighborhood, nor will it be visible to the public or affect the exterior design of the Building.

IV. Community Support

As indicated in the ANC 5D resolution attached hereto as Exhibit C, on September 13, 2016, at a duly noticed, regularly scheduled monthly meeting of ANC 5D, with a quorum of six commissioners and the public present, ANC 5D voted 6-0-0 to support the application. The ANC noted its support for the additional street connections, public open spaces, and affordable housing, among other amenities, that the project would bring to their neighborhood.

Thank you for your attention to these matters. We look forward to making a full presentation at the October 20, 2016, public hearing on this application.

Very truly yours,

By: 

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Enclosures

cc: Advisory Neighborhood Commission 5D (with enclosures, via U.S. Mail)
Peta-Gay Lewis, Single Member District 5D01 (with enclosures, via U.S. Mail)
Brandice Elliot, D.C. Office of Planning (with enclosures, via Hand Delivery)
Joel Lawson, D.C. Office of Planning (with enclosures, via Hand Delivery)
Jonathan Rodgers, DDOT (with enclosures, via Hand Delivery)