



VIRGINIA RAILWAY EXPRESS

October 6, 2016

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 – KF Morse, LLC for Consolidated PUD, First Stage PUD, and Related Map Amendment @ Square 3587, Lots 805, 814, and 817**

Dear Members of the Zoning Commission:

On behalf of Virginia Railway Express ("VRE"), I am writing to express our support for the applications filed by KF Morse, LLC (Kettler) for Consolidated PUD, First Stage PUD, and Related Map Amendment @ Square 3587, Lots 805, 814, and 817 and captioned as Z.C. Case No. 15-27.

VRE is a commuter rail service linking the District of Columbia and Northern Virginia. VRE began operations in 1992 and carries an average of approximately 19,000 weekday trips on two lines. The primary mission of VRE is to provide commuter-oriented passenger rail service between outlying suburbs and Washington, DC. The service is heavily oriented towards the District area in the morning peak and in the opposite direction in the evening peak. This type of service pattern requires that equipment be stored during midday hours.

Since its inception in 1992, VRE has relied upon Amtrak to provide midday storage of VRE trains in the Amtrak Ivy City Yard. The Ivy City facility is currently at capacity and the space available at the Ivy City Yard for storage of VRE trains is anticipated to be reduced and eliminated during the 2018-2022 timeframe, as contractually permitted for Amtrak to accommodate expansion of their own high speed train fleet. In addition, there is no space at Ivy City preventing any growth in VRE service, such as is anticipated by the VRE System Plan 2040, which was adopted by the VRE Operations Board in January 2014.

In response to these changing conditions, and in concert with Amtrak's master-planning efforts, VRE has investigated twenty potential midday storage locations within Maryland, Virginia and the District, and identified the former Hecht Yard site as the most advantageous location. Operationally reliable access to this location requires the use of the proposed rail alignment, through the former Union Market Yard site and adjacent to the project proposed by Kettler, as shown in attached Exhibit A. We have met with Kettler and have exchanged design files to confirm that both of our projects can move forward without adversely impacting the other's proposed projects. As part of our discussions, we have agreed to work with Kettler to ensure that VRE's track improvements will include visual, sound and safety buffers, appropriate for the urban nature of the area.

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We have also discussed that VRE would be using a high grade stamped steel fence and not a chain link fence to secure its facilities and will permit Kettler to install and maintain landscaping on the side of the fence away from the VRE tracks.

In conclusion, we reiterate our support for Kettler's proposed development as shown on the site plan attached hereto as Exhibit B, and we believe that both projects can move forward concurrently, and we look forward to continuing to work with them as their project moves forward through the PUD and construction process.



Doug Allen
Chief Executive Officer
Virginia Railway Express

cc: Hon. Kenyan R. McDuffie, District of Columbia Councilmember - Ward 5
Laisha T. Dougherty, Constituent Services Coordinator for Councilmember McDuffie
Sarosh Olpadwala, Director of Real Estate, DMPED
Dion Townley, DMPED
Leif A. Dormsjo, Director of the District Department of Transportation (DDOT)
Anna Chamberlin, DDOT
Ryan Westrom, DDOT
Joel Lawson, Associate Director, Development Review, Office of Planning for DC
Megan Rappolt, Office of Planning for the District of Columbia
Colleen Willger, Ward 5 Neighborhood Planner
Richard A. Dalton, Deputy CEO/Chief Operating Officer, Virginia Railway Express
T. R. Hickey, Chief Development Officer, Virginia Railway Express
Stephen A. MacIsaac, General Counsel, Virginia Railway Express
Oscar J. Gonzalez, Project Manager, Virginia Railway Express
Thomas E. Frawley, Consultant to Virginia Railway Express
Jeffrey H. Gelman, Esq., Saul Ewing LLP
Cynthia Giordano, Esq., Saul Ewing LLP

EXHIBIT A - VRE TRACK ALIGNMENT



**UNION MARKET LEAD TRACK
CONCEPT DESIGN ALTERNATIVE 01**
AUGUST 22, 2016



VIRGINIA RAILWAY EXPRESS
Midday Storage Facility

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EXHIBIT B - KETTLER PUD PLAN



VRE Track
Alignment with 20ft
clear area both
sides of track.

Building A2

Building A1

Building B

Building C1

Building C2

Building D

Florida Avenue

New York Avenue

3rd Street

Morse Street

Neal Place

4th Street