

January 6, 2014

VIA HAND DELIVERY AND ONLINE SUBMISSION

Anthony J. Hood, Chairman
Zoning Commission for the District of Columbia
441 Fourth Street, NW, Suite 210S
Washington, DC 20001

Re: Zoning Commission Case Nos. 06-40B and 06-40C – Application of Gateway Market Center, Inc., for 340 Florida Avenue, NE (Lot 8 in Square 3587), Washington, DC (the “Property”) – Review and Approval of a Modification to and Extension of an Approved Consolidated Planned Unit Development and Related Zoning Map Amendment – Post-Hearing Submission

Dear Chairman Hood and Commissioners:

Gateway Market Center, Inc. (the “**Applicant**”), the applicant in Zoning Commission Case Nos. 06-40B and 06-40C and co-developer of the Property, hereby files its post-hearing submission in response to the Zoning Commission’s comments at the case’s public hearing on December 5, 2013 (the “**Hearing**”).

The Applicant is requesting the modification to, and extension of, the consolidated planned unit development and related map amendment (the “**Project**”) approved in Zoning Commission Order Nos. 06-40 and 06-40A (collectively, the “**Order**”).

I. Sustainability

At the Hearing, the Zoning Commission encouraged the Applicant to review the Project’s sustainability. Previously, the Applicant was proposing that the Project would achieve an equivalent of 29 LEED points, 9 more LEED points than approved by Z.C. Case No. 06-40. The Applicant understands the Commission’s comments relating to sustainability and shares the goal of maximizing the Project’s sustainable approach, as feasible. The Applicant agrees to design the Project to achieve 40 LEED points as shown

on Exhibit A. Such point total is the same as the number of points required to achieve a LEED certified project, however, LEED certification is at Applicant's discretion.

In addition, in response to input from the Office of Planning ("OP"), the Applicant will include the additional environmental benefit of a "cool roof" into the Project. This modification will incorporate a white roof (except for the roof structures, as described further in Section V below) which will lighten the color in order to reflect sunlight and minimize unnecessary heat absorption from sunlight.

II. Western Party Wall Facade

At the Hearing, the Zoning Commission requested further articulation of the Project's western party wall, along with more information regarding the color selection of the brick on such facade. As shown on Page A-203 of Exhibit 19A, the Applicant proposed a western facade comprised of dark, iron-spot brick. The intent of the original design was to give the Project a striking, unique appearance that augmented the industrial feel of the building's design.

In response to the Zoning Commission's and OP's comments regarding the western facade, the Applicant has studied the western wall and further examined other buildings in the area and elsewhere with the same brick. As a result of this additional study and the Zoning Commission and OP suggestions, the Applicant has added further articulation to such design. Specifically, as shown on Exhibit B, since the Hearing, the Applicant has added an additional band at the courtyard level to contrast against the facade brick and metal panel to the facade at the sixth floor and the portions of the party wall adjacent to the courtyard on the second through fifth floors. These articulating details are in addition to the several details that were added to the western wall prior to the Hearing, including the addition of large warehouse-inspired windows for the retail mezzanine, the introduction of at-risk windows for residential units, the inclusion of green screens, and the integration of an industrial aesthetic. Such higher level of design is atypical for an at-risk party wall and will result in a higher construction cost for the Applicant.

Regarding the proposed color scheme and brick typology of the western facade, the Applicant designed the western wall with the dark iron-spot brick that is used throughout the building's other facades. Along with conveying the industrial essence of the design, the color of such brick is intended to make the surface it comprises recede. Such visual effect is similar to darkening the color of the roof structures in order to minimize them in response to the Commission's request, as discussed in Section V below.

The same dark brick that is shown on Pages A-204 and A-502 of Exhibit 19A is proposed for the western facade. The brick on the western facade will appear similar to the brick shown on the renderings on such pages. The western wall elevation shown in the package as Page A-203 of Exhibit 19A illustrates the locations of the material. The visual effect is better illustrated in the photos attached as Exhibit C. The western wall will appear similar to other projects that have used similar color and material approaches

around the Washington, DC area and elsewhere. Specifically, as shown on Exhibit C, several projects have used a similar brick color selection, including the Beauregard at 11th and V Streets, NW, the Onyx at 1100 First Street, SE, and First Congressional Church UCC at 945 G Street, NW. The Beauregard was awarded with industry honors due to its masonry, as it received the 2010 Brick in Architecture Award for Residential-Multi-Family Development.

III. Detailing of Vents on Façade

At the Hearing, the Zoning Commission requested further information and images regarding the Project's vents on the façade. As part of such request, the Commission also desired confirmation that the Applicant does not intend to use through-wall air handling units.

The project will not use through-wall air handling units. A new section detail, Page A-303, showing the Project's façade venting is attached as Exhibit D. The project will have both continuous vents and linear vents that will be consistent with the proposed metal panels. A detailed view of a product sample which will be similar to the vents employed on the Project is also attached as part of Exhibit D.

IV. Courtyard Elevations

At the Hearing, the Commission requested additional elevations to show the appearance of the courtyards, along with descriptions of the materials used on such facades.

Pages A-207, A-208, and A-209 of the attached Exhibit E include elevations of the Project's courtyard. The design of these courtyards is intended to reflect the industrial aesthetic found on the street-facing facades. These facades will incorporate the same materials found on the other façades, including metal, brick and glass.

V. Penthouse Structures

At the Hearing, the Commission requested modifications to the Project's proposed penthouse structures. Specifically, the Commission requested that the penthouse structures be designed with darker materials, in order to appear less prominent.

The Applicant has incorporated such design modification. As shown on Pages A-207, A-208, and A-209 of Exhibit E, the roof structures have been modified to be comprised of a darker gray hue.

VI. Community Room

At the Hearing, the Commission requested additional information regarding the design and operations of the Project's community room.

The community room will have a 100 seat capacity (approximately 2,422 SF) for the use of the community. The primary user of the space, and the organization that will control and manage the space, will be Advisory Neighborhood Commission (“ANC”) 5D (or the ANC within which the property sits in the event of a redistricting). The ANC will have the keys to the community room, along with the Applicant and the DC Metropolitan Police Department (“MPD”). The community will not be charged rent or costs for the utilities generated by the use of such space in perpetuity. The Applicant will coordinate with the ANC on the final design of the community room.

The space will be primarily accessed from Morse Street, NE. An essential design driver of such space was to create a permanent entry directly accessible from the sidewalks. The Applicant widened the corridor leading to the meeting room to create an entry vestibule and incorporate closets near the entrance to improve access and functionality.

The community room will be finished and furnished by the Applicant. A diagram of the configuration and furnishings of the community room is attached as Exhibit F. The Applicant will provide the build out of the community space to the community and provide office space and furnishings to the ANC and, if desired, the MPD. In addition, at Applicant’s cost, address information identifying the location of the community space will be placed on the exterior of the building at the request of the ANC, giving the ANC a permanent meeting place. A streetscape view of the proposed entrance to the community rooms is attached as Exhibit G.

VII. Responses to DDOT Transportation Demand Management Recommendations

The Commission requested further information from Applicant regarding the DDOT Transportation Demand Management recommendations relating to the Project. The Applicant studied its Transportation Demand Management Plan further and worked with DDOT to finalize its responses to these recommendations. With the additions below, the Applicant believes it has addressed DDOT’s primary remaining issues relating to its recommendations on the Project.

The Applicant is committed to promoting the use of public transit and bicycle transportation and discouraging the use of motor vehicles. Based on the DDOT recommendations and requests, the Applicant will include several additional features in its Transportation Demand Management Plan beyond those set forth in the Applicant’s Transportation Demand Management Plan described on Page 19 of Exhibit 19C of the record (the Applicant’s Transportation Impact Study), including:

1. Reserving at least one (1) parking space for a car-sharing service in the underground parking garage. If the reserved space is not desired by any car-sharing service, then it shall revert to the Applicant’s general use;
2. Providing an electronic message screen displaying real-time transportation information in the building’s lobby; and

3. In addition to providing a \$20 SmarTrip card to each resident at the time of initial sales/lease, providing a \$40 subsidy for a car sharing program or bike share program upon move-in for each new resident for the first three (3) years after the issuance of the Certificate of Occupancy for the building's residential use. The proposed \$40 subsidy would cover one of the following:
 - The \$40 annual membership fee for Enterprise CarShare;
 - The \$35 one time application fee for Car2Go (Car2Go has no annual fee);
 - Since Hertz on Demand does not have an application fee or annual membership fee, the \$40 subsidy could be used to pay for car usage by the hour or day; or
 - Zipcar's most popular plan is the monthly plan, which requires a \$25 one time application fee and a monthly fee of \$6 per month, and has no annual fee. Therefore, the subsidy would pay for the application fee and two monthly fees the first year.

As with car sharing services, Capital Bikeshare offers a variety of membership options. If a resident requests the Capital Bikeshare subsidy in lieu of the car sharing subsidy, the \$40 would cover one of the following:

- The cost of a daily key and five free days of usage,
 - The cost of a monthly membership fee (\$25) with \$15 towards usage fees, or
 - Alternatively, residents could use the \$40 subsidy towards the cost of the \$75 annual membership.
4. Further, in addition to the 72 bicycle spaces that will be provided in the garage, the Applicant will provide bike racks for no less than sixteen (16) bicycles in public space and benches in public space adjacent to the project, subject to the public space approval process.
 5. In response to DDOT's recommendation to provide provisioning for electric car charging stations within the parking garage, the Applicant will provide electrical wiring and disconnects to allow for the subsequent outfitting, as ultimately required by the residential tenants, retail tenants or as market demands, of two (2) parking spaces with 208/240-volt electric car charging stations in the parking garage. As recommended by DDOT, these provisioned spaces will be accessible to both residents and visitors.
 6. The Applicant will make the traffic network improvements described as Recommendation 13 on Page 29 of Exhibit 19C of the record (the Applicant's Transportation Impact Study).
 7. Regarding the loading of the Project on Morse Street, the Applicant will include additional features in its Loading Management Plan described on Page 18 of

Exhibit 19C of the record (the Applicant's Transportation Impact Study), including,

- Requiring residential and retail tenants to schedule loading activities with the Project's loading coordinator; and
- Including loading requirements and obligations as exhibits or rules incorporated into retail and residential leases.

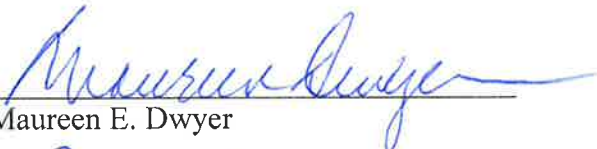
The Applicant believes that the Loading Management Plan, with the above additions, will allow the proposed loading to function efficiently and enhance pedestrian safety on Morse Street. DDOT appeared to echo such belief at the Hearing.

VIII. Conclusion

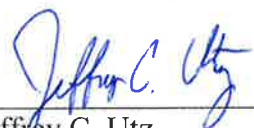
As set forth above, the Applicant believes its responses to the Zoning Commission, DDOT, and OP comments, including augmenting its Traffic Demand Management Plan and Loading Management Plan, are complete. We request for a final action approval of the Project.

If you have any questions regarding this application, please feel free to contact Maureen at 202-721-1101 or Jeff at 202-721-1132. Thank you for your comments on and review of this application.

Respectfully submitted,



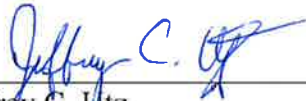
Maureen E. Dwyer



Jeffrey C. Utz

Certificate of Service

I certify that on January 6, 2014, I delivered a copy of the foregoing document via hand delivery or first class mail to the addresses listed below.



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