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KELSEY GARDENS PROPERTY COMPANY LLC
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Commissioner Hood
Chair, District of Columbia Zoning Commission
One Judiciary Square
441 4th Street NW
Suite 210S
Washington, DC 20001

Re: Kelsey Gardens' PUD, Case 08-14, Post Hearing Submission

Dear Commissioner Hood and Members of the Commission:

This submission is in response to the Zoning Commission comments on consideration of proposed action at the December 8, 2008 meeting of the Zoning Commission. The Commission requested that the project architect "tweak" the project design in a number of respects and that the Applicant address whether the proposed parking is excessive. The attached exhibits and the following explanations address all of the issues raised by the Commission.

Exterior Design Elements

Cohesive Brick Color on P and Q Streets

The previous submission showed two varieties of brick for the side street elevations for P and Q Streets. A uniform brick material has now been substituted on the P and Q Street elevations. Exhibit A, page 10, illustrates the use of one brick for the P Street section, transitioning from 7th Street, around the corner and to the alley. Exhibit A, page 11, illustrates the same brick on the Q Street side of the project.

Inconsistency of Building Style at Q Street

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The Commission indicated that the design of the cantilever on alley elevation of the project appeared to imitate a 1930's era design and created an inconsistency in the Q Street elevation of the project. In order to preserve the aesthetic of the Q Street design, and in response to the Commission, the alley cantilever at this side of the building has been eliminated, as illustrated on page 11 of Exhibit A. This change is also shown on the floor plan sheets on pages 3-9.

Materials Selection for 7th Street Balconies

The Commission expressed concern about the design and materials selection for balconies on the center portion of the 7th Street façade. The balconies have now been deleted as shown on the 7th Street elevation on page 10 of Exhibit A.

Building Façade on 7th Street

Additional articulation has been added to the bays and projections in the updated elevations to respond to the Commission's concern that the elevation may appear too flat. The building boasts new projections at the far southern end of the façade on P Street, new bumps in the center element on either side of the residential entrance, and near the northern façade element. These are captured in the floor plan designs on pages 3-9 of Exhibit A. Page 10 shows some shadowing of these new projections as well as the already existing ones. Three illustrative street-level perspectives show the movement of the building at the ground level which breaks up the length of the building façade.

Width of Town Houses

The Commission questioned the aesthetics of and functionality of proposed 14' wide townhouses. The Historic Preservation Office staff and Historic Preservation Review Board has extensively reviewed the design of the townhomes for compatibility of the Shaw Historic District. The design as proposed has been approved by the Review Board and the Applicant is reluctant to modify it at

this time and risk subsequent disapproval by the Review Board. In practice the 14' townhome design has been implemented by a number of home builders in the region very successfully.

Interior Design Elements

Length of Interior Corridor

While the developer maintains that the length of the corridor meets code requirements, page 12 of the updated plans nonetheless addresses concerns raised about the experience of a resident inside the building. The addition of the new bays and bumps to the 7th Street façade has allowed for additional width and articulation in the hallways of the building. The length of the hall from the elevator to any unit will be made welcoming with the use of alcoves, changes in flooring materials, the addition of furniture items and decorative elements, and ceiling design. These variations in materials, width, and decorative elements will break up the perception of the length of the hallway for users.

Operational Elements

Retail Loading Bays

The retail bays located at the southern end of the building are intended to serve food service uses. They provide direct access to both the loading docks for deliveries and the garbage room for trash service. The bays located north of the residential lobby are intended to serve soft goods and service oriented retail. These bays have access from 7th Street via their front doors, from Q Street via rear doors, and from a loading ramp on the Q Street side of the building. These units may also access the alley by way of the courtyard that the northern-most end of the building for trash service at this location. The developer intends to work out a street loading zone with DDOT for either Q Street or 7th Street to allow for deliveries at these bays, as such deliveries will be far less frequent than those required for the southern end bays.

Parking Required by the Market and the Neighborhood

The issue of the amount of parking proposed will be addressed in full with new supplemental data in the attached memo from the Applicant's transportation engineer, O. R. George & Associates. In addition to that memo, Kelsey Gardens Property Company offers the following economic concerns for consideration by the Commission:

Parking Garage Design

The parking garage may only feasibly be constructed at Kelsey Gardens with either one level or two levels. The first level of parking in the proposed design provides 25 designated retail parking spaces for the 14,500SF of retail at the ground floor of the PUD project. This level also provides 11 guest parking spaces. The total reserved parking for the apartment residents on the first level of parking is 72 spaces or a parking ratio for 292 apartments of .25. None of the comparable projects identified above are constrained by such a low parking ratio, which subjects Kelsey Gardens to market risks not faced by the competition.

There is no economically feasible or cost effective manner in which to deliver a portion of a level of parking. The second level of the proposed design provides an additional 123 parking spaces. This brings the total spaces dedicated to apartment residents to 195 or a parking ratio of .67. It should also be noted that this design also delivers 96 bicycle rack spaces.

Kelsey Gardens Unit Mix

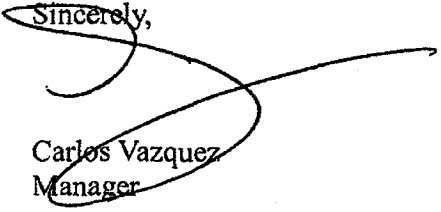
Kelsey Gardens proposes to deliver a very unique mix of units. The project is obligated to deliver by way of agreements with HUD and the Kelsey Gardens Tenants Association, a total of 14 three-bedroom units, and 4 four-bedroom units. These units will be occupied by families, a demographic that likely will own a car in the District. Further, one of the town houses will be a three bedroom

unit. The total number of units greater than one bedroom, which may attract families, is 77 units or 26% of the project.

Conclusion

In conclusion, the Applicant has submitted a design which delivers on requests from community stakeholders and project neighbors, respond to multiple suggestions and comments from the Commission, provides green building elements, delivers much needed new housing and retail for the Shaw area of the City, and has been vetted by the area's most respected property managers for functionality. Kelsey Gardens meets the burdens of a PUD with an extensive community benefits package, CBE and First Source Agreements, and deeply affordable housing. It is hoped that the above changes and explanations address any outstanding concerns that the Commission has on the merits of this project and its design and can be expeditiously approved by the Commission.

Sincerely,



Carlos Vazquez
Manager