

August 30, 2017

VIA ELECTRONIC AND HAND DELIVERY

Jennifer Steingasser
Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024

Re: Application of 1240 Mount Olivet Road LLC (the “Applicant”) to the District of Columbia Office Planning for Large Tract Review of the Self-Storage Establishment (the “Application”) for the property located at 1240 Mt. Olivet Road, NE (Parcel 141/79) (the “Property”)

Dear Ms. Steingasser:

Enclosed on behalf of the Applicant, we hereby submit this Application for Large Tract Review (“LTR”) pursuant to Title 10, Chapter 23 of the District of Columbia Code of Municipal Regulations (“LTR Regulations”). The Applicant proposes to construct a five-story (and cellar level), approximately 62,000 gross square foot self-storage building (the “Project”) at the Property, which has an address of 1240 Mt. Olivet Road, NE. The Project will replace the one-story commercial building and adjacent surface parking lot current at the site. The Property is located in the PDR-1 zone in the Trinidad neighborhood of the District.

LTR is required for this Project because the Project will contain more than 50,000 square feet of commercial gross floor area and is not otherwise exempt from LTR. In accordance with Section 2301.3 of the LTR Regulations, this Application includes eight (8) copies of following:

- (a) A completed certification form, attached as Exhibit A to the statement of the Applicant (“Statement”);
- (b) The name, address and signature of all owners, and address of property included in the area to be developed and written evidence of agent authorization, and the name and address of all owners of property within 200 feet of the Project (along with two sets of mailing labels to such owners), attached as Exhibits B and C, respectively;
- (c) A map showing location of the proposed project and the existing zoning of the site, attached as Exhibit D;

- (d) A statement indicating the contribution of the project toward implementing city and community goals and policies, included in the Statement;
- (e) A statement indicating the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan, included in the Statement;
- (f) A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building, attached as part of Exhibit F;
- (g) A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location and number of all off-street parking and loading spaces, loading berths and service delivery spaces, attached as part of Exhibit F;
- (h) A typical floor plan, attached as part of Exhibit F;
- (i) A general statement of the approximate schedule of building construction, included in the Statement; and
- (j) A Comprehensive Transportation Review including vehicular trip generation and other considerations and the scoping form, in consultation with the District Department of Transportation, attached as Exhibit E; and
- (k) Other information needed to fully understand the final building proposed for the site, included in the Statement, Exhibit F and Exhibit G.

The Applicant requests that the Office of Planning commence its review of the Project under the LTR Regulations and refer this Application to all relevant District government agencies and departments.

Please feel free to contact the undersigned at (202) 721-1132 if you have any questions regarding this Application. We look forward to working with the Office of Planning on this matter.

Sincerely,


Jeff C. Utz


Meghan Hottel-Cox

Enclosures

cc: ANC 5C
ANC 5D

**STATEMENT IN SUPPORT OF
APPLICATION FOR LARGE TRACT REVIEW**



**FOR DEVELOPMENT OF
1240 MOUNT OLIVET ROAD NE SELF-STORAGE BUILDING
ON PARCEL 141/79 BY
1240 MOUNT OLIVET ROAD LLC**

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DEVELOPMENT TEAM

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I. Summary

This statement and the attachments hereto comprise the application (the “**Application**”) of 1240 Mount Olivet Road LLC (the “**Applicant**”) for Large Tract Review (“**LTR**”) by the District of Columbia Office of Planning (“**OP**”) and other District agencies for construction of a five-story (and cellar level), approximately 62,000 gross square foot self-storage building (the “**Project**”) at the property with an address of 1240 Mt. Olivet Road, NE (Parcel 141/79) (the “**Property**”). The Property is located in the PDR-1 zone in the Trinidad neighborhood.

The Project replaces an existing one-story commercial structure that the Applicant proposes to raze.

II. Jurisdiction, Scope of Review, and Compliance with Filing Requirements

The Project is subject to LTR because it contains more than 50,000 square feet of gross floor area, as shown on the plans attached as Exhibit F (the “**Plans**”) and is not otherwise exempt from LTR. *See* 10 DCMR §§ 2300.1(a) and 2304 (10 DCMR § 2300, et seq. are hereby referred to as the “**LTR Regulations**”). The scope of review for this Application is limited to the Project’s consistency with District laws, regulations, and the Comprehensive Plan for the National Capital (“**Comprehensive Plan**” or “**Plan**”) and its traffic, neighborhood, design, quality of life, and environmental impacts. *Id.* § 2302.1. The Project is consistent with all applicable District laws and regulations, provided that the Applicant obtains relief from the parking requirements of the District of Columbia Zoning Regulations (the “**Zoning Regulations**”) from the Board of Zoning Adjustment (“**BZA**”).¹ The Project is also consistent with applicable elements of the Comprehensive Plan. None of the Project’s impacts, as described herein, are adverse to the

¹ The Applicant has applied for special exception relief from the parking requirements of the Zoning Regulations to provide 4 parking spaces and 2 tandem parking spaces when 22 parking spaces would be required. This Application has been assigned BZA Case Number 19558 and will be heard by the Board of Zoning Adjustment on October 4, 2017.

neighborhood or the District as a whole. Accordingly, the Project satisfies the review criteria of Section 2302.1 of the LTR Regulations.

Attached hereto are the following exhibits in satisfaction of the filing requirements of Section 2301.3 of the LTR Regulations:

- A completed certification form, in accordance with Section 2301.3(a), is attached as Exhibit A;
- The name, address and signature of all owners, and address of property included in the area to be developed and written evidence of agent authorization, in accordance with Section 2301.3(b), are attached as Exhibits B and C, respectively;
- A map showing location of the proposed Project and the existing zoning of the site, in accordance with Section 2301.3(c), is attached as Exhibit D;
- A statement indicating the contribution of the Project toward implementing City and community goals and policies, in accordance with Section 2301.3(d), is provided in Section IV(c) below;
- A statement indicating the relationship of the proposed development to the objectives of the District Elements of the Comprehensive Plan, in accordance with Section 2301.3(e), is provided in Sections IV(a) and (b) below;
- A general site and development plan, indicating the proposed use, location, dimensions, number of stories and height of building, in accordance with Section 2301.3(f), is included in the Plans attached as Exhibit F;
- A general circulation plan, including the location of vehicular and pedestrian access ways, other public space and the location and number of all off-street parking and loading spaces, loading berths and service delivery spaces, in accordance with Section 2301.3(g), is included in the Plans attached as Exhibit F;
- Typical floor plans, in accordance with Section 2301.3(h), are included in the Plans attached as Exhibit F;
- A general statement of the approximate schedule of building construction, in accordance with Section 2301.3(i), is discussed in Section III below; and
- Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections, in accordance with Section 2301.3(j), is included in the attached Exhibit E.
- A stormwater management plan illustrating stormwater management compliance and a draft Green Area Ratio (“**GAR**”) scorecard is included in the attached Exhibit G.

Accordingly, upon review of this statement and the enclosed materials, the Applicant requests that OP find that this Application satisfies the requirements of LTR.

III. Description of the Property and Surrounding Neighborhood

The Property is owned by the Applicant and consists of approximately 17,980 square feet of land area. The site currently contains a one-story commercial building and adjacent surface parking lot.

The Property is located in the PDR-1 zone in the Ward 5 Trinidad neighborhood near the Mount Olivet Cemetery. The Property is located along Mt. Olivet Road, NE. The site is well-served by mass transportation. The D4 and D8 Metrobus routes, which connect passengers to the Union Station, Road Island Avenue, Farragut Square, and Dupont Circle metrorail stations, providing access to multiple metrorail lines, MARC and VRE commuter trains, as well as numerous other bus lines, are within a short walk from the Property. The Property is within the boundaries of Advisory Neighborhood Commission (“ANC”) 5C and in the 5C04 Single-Member District. Due to its frontage on Mt. Olivet Road, NE, the Property is across the street from ANC 5D, across from the ANC5D02 Single-Member District.

IV. Description of the Project

The Applicant proposes to develop the Property with a five (5) story self-storage establishment with one (1) level of below-grade storage use and a habitable penthouse, all as shown on the Plans. The Project is in accordance with all aspects of the Zoning Regulations except the off-street parking requirements, for which the Applicant has applied to the BZA, in BZA Case No. 19558.

Zoning Regulations. The Project is designed to satisfy all of the applicable requirements of the Zoning Regulations and be constructed as a matter-of-right, with the exception of special exception relief for the parking requirements mentioned above. The Applicant has applied for a

special exception to provide four (4) legal parking spaces and two (2) additional tandem parking spaces for employees as opposed to the 22 spaces that would be required. The Applicant, as demonstrated in BZA Case No. 19558, meets the special exception standards for this parking relief. Therefore, the Project has been designed to be consistent with the Zoning Regulations of the District. The Project is also consistent with the Building Code as well as environmental and other applicable laws and regulations of the District. Accordingly, this Application satisfies Section 2302.1(a) of the LTR Regulations.

The Zoning Regulations expressly allow a self-storage establishment in the PDR-1 zone. 11-U DCMR §801.1(bb). “Storage establishment” uses are not among the uses ordinarily allowed in the PDR-1 zone that are nonetheless prohibited on lots within 100 feet of a residential zone. *Id.* § 803.2. The rewritten 2016 Zoning Regulations maintain self-storage uses as matter-of-right in the PDR-1 zone district. Therefore, the new Zoning Regulations affirm that the Project is an appropriate use for the Property. In addition, the Project is designed to comply with the noise, emissions, glare, heat, dust, vibration, perimeter security, and power system provisions of the Zoning Regulations. *Id.* § 804.

The Project includes approximately 62,000 gross square feet of gross floor area all of which is devoted to self-storage and related uses (e.g., a service office and restrooms). As shown on the Plans, the Project is five (5) stories, plus a habitable penthouse and cellar, and the building utilizes the measuring point for height along the Property’s frontage on Mt. Olivet Road, NE. The Project has an overall floor area ratio (“**FAR**”) of approximately 3.45 and a maximum height of approximately 50 feet. The Project has a compliant rear yard of 12 feet and does not require a minimum 25-foot setback from adjacent lots since no adjacent lots are zoned residential nor contain residential uses. The Project occupies approximately 70.9 percent of the lot and has a

GAR of 0.3, as detailed on the draft GAR scorecard included on Exhibit G. The Project includes four (4) parking spaces and two (2) tandem parking spaces as well as three (3) long term bicycle parking spaces for the use of the customers and employees of the Project. Two (2) loading berths and two (2) loading platforms are also included as part of the Project. The Project includes a penthouse with mechanical and approximately 6,960 square feet of self-storage uses. Such penthouse complies with all penthouse requirements of the Zoning Regulations.

Design. The Property is comprised of a long, narrow lot. The Project has been designed to accommodate the lot configuration and to comply with the applicable constraints of the Zoning Regulations, subject to the requested parking relief. The Project has been designed so that not only does the Mount Olivet façade have a more attractive design quality but all four (4) sides of the building are fully articulated. Said another way, the Applicant took pains to ensure that this building will be a 360 degree building and not turns its back on anyone in the neighborhood. The main façade of the building is set back approximately 45 feet, 9 inches from Mt. Olivet Road, NE. Between the new building and the Mt. Olivet Road right-of-way are (i) parking and loading areas, and (ii) a landscaped buffer between such areas and the sidewalk. The main Mt. Olivet façade also includes a high degree of glazing, windows, and articulations to add visual interest from the public realm. The glass also has an effect of opening up the building to the public along Mt. Olivet Street along with allowing for a feeling of translucence to passers-by.

The Project improves upon the current use of the Property and is highly-designed and pedestrian-friendly relative to typical self-storage prototypes. The Project's 360-degree articulated façade and its focus on enhanced hardscaping and landscaping, which is located between one neighboring property with commercial uses that does not cater to an active streetscape and the rear parking area of a government use on the other side. The Project upgrades the Property from its

current condition and serves an in-demand need for self-storage that supports the continued development of residential uses in the District and immediately surrounding neighborhood, many of which are small-footprint residents. Perhaps just as importantly, the Project will provide a vital service to the community of maker and creative economy users surrounding the Property, along with small business users more generally.

Access. The Project is integrated into the Mt. Olivet Road pedestrian network and is accessible via the D4 and D8 metrobus routes, which provide significant access to other forms of transportation. The Project also accommodates vehicular and bike access via a curb cut from Mt. Olivet Road, NE.

Timeline. The Applicant intends to construct the Project in one phase and it anticipates breaking ground on the Project in 2nd quarter of 2018 and completing construction in 3rd quarter 2019.

V. Relationship of Project to the Comprehensive Plan

Pursuant to Section 2301.3(e) of the LTR Regulations, this Section V includes a statement indicating the relationship of the proposed Project and the objectives of the District Elements of the Comprehensive Plan. The Project is consistent with the Comprehensive Plan and therefore satisfies Section 2302.1(a) of the LTR Regulations.

a. Future Land Use Map and Generalized Policy Map

The Project is consistent with the designation for the Property on the Comprehensive Plan's maps. The Comprehensive Plan's Future Land Use Map places the Property, primarily in the Local Public Facility category, although it also appears to be slightly located in the Low Density Commercial category as well, as shown on Exhibit D. The Property's PDR-1 zone designation is not inconsistent with the Future Land Use Map. The Local Public Facility category is due to the government-owned property to the north and east of the Property. However, the Comprehensive

Plan notes that the Zone Districts consistent with this designation will depend upon surrounding areas. The Property is generally bounded by other Low Density Commercial and Local Public Facility designations, with some Moderate Density Residential designations to the further south of the Property and Production, Distribution, and Repair designations to the north of the Property. The Property is located adjacent to a large, continuous swath of Production, Distribution, and Repair land in the District, and as a more residential-serving PDR use, is appropriately located at the boundary of the PDR areas and residential areas.

The Property is designated as a Neighborhood Conservation Area on the Comprehensive Plan's Generalized Policy Map, as shown on Exhibit D. The Guidelines for interpreting the Generalized Policy Map notes that such Map is "not a zoning map" and is "to be interpreted broadly". 10-A DCMR § 226(a). Therefore, the Neighborhood Conservation Area designation for the Property, the adjacent commercial uses, and the current use of the Property all counsel that the Project is consistent with the Generalized Policy Map.

b. District Elements of the Comprehensive Plan

The Project directly advances relevant District Elements of the Comprehensive Plan. Identified below is the Project's relationship to policy objectives of the Comprehensive Plan.

1. Land Use Element

Improvement of an underutilized and inefficient use of the lot, protection of PDR uses, and contextual design are attributes of the Project consistent with numerous objectives of the Land Use Element of the Comprehensive Plan. In particular, the Project advances the following policies of the Land Use Element:

- *Policy LU-1.4.1: Infill Development*
- *Policy LU-2.2.3: Restoration or Removal of Vacant and Abandoned Buildings*
- *Policy LU-2.2.4: Neighborhood Beautification*
- *Policy LU-2.3.1: Managing Non-Residential Uses in Residential Areas*

- *Policy LU-2.3.2: Mitigation of Commercial Development Impacts*
- *Policy LU-2.3.3: Buffering Requirements*
- *Policy LU-2.3.4: Transitional and Buffer Zone Districts*

The Project advances the Land Use Element's objectives of encouraging development and revitalization in existing developed areas. The Project is an infill development, as the term is defined in the Plan, and the Project complements the established former industrial and commercial character of the buildings in surrounding neighborhood. *See id.* § 307.5. The Project affirmatively advances a pair of the policies that aim to improve the appearance of the District with respect to vacant or underutilized structures. *Id.* §§ 310.3, 310.4. By virtue of the Project's location in a PDR zone close to some residential lots, it should be an appropriate buffer at this site. Furthermore, through this LTR process and the BZA application, the Project is subject to a heightened level of review to ensure that it does not result in unreasonable impacts on the surrounding area. As set forth below, the Project's impacts are generally beneficial and not adverse to the neighborhood or are otherwise mitigated. Accordingly, these impact reviews and enhanced development standards advance the Plan's policies regarding non-residential uses near residential areas, the mitigation of impacts related to the same, and the imposition of buffering and transition requirements. *Id.* §§ 311.3-311.6.

More broadly, the Project, by virtue of its relatively low-impact use and location in the PDR zone, serves as a buffer between the higher intensity PDR uses that may exist in the area and the nearby residential uses. Since the Project is in a PDR zone and has a residential- and business-serving function (as opposed to a more intensive industrial or transportation-related use), it is appropriately sited in the PDR area. Further, the Project will be built using best management site work practices to reuse an existing brown field site.

- *Policy LU-2.4.1: Promotion of Commercial Centers*
- *Policy LU-2.4.2: Hierarchy of Commercial Centers*
- *Policy LU-2.4.5: Encouraging Nodal Development*
- *Policy LU-2.4.6: Scale and Design of New Commercial Uses*

The Project provides a commercial use along Mt. Olivet Road and, importantly, offers job opportunities, albeit geared towards a smaller number of employees, for the local community. *See id.* § 312.5. Along the same lines, the Project’s space allows nearby commercial uses, particularly maker and similar creative economy uses a place to store their materials and products. In this way, this self-storage use will become part of the burgeoning small business and creative/maker economy bubbling up around this area and it will play an essential, unspoken role in furthering it. The Project’s height and overall density appropriately reinforce the character of the area along Mt. Olivet Road. The building will provide a service use to residents and businesses that is presently constrained in this portion of the District (and actually throughout the District). *Id.* §§ 312.6, 312.10. The scale of the Project is consistent with the zoning for the Property and with the surrounding intensities of land use. *Id.* § 312.9

- *Policy LU-3.1.1: Conservation of Industrial Land*
- *Policy LU-3.1.2: Redevelopment of Obsolete Industrial Uses*
- *Policy LU-3.1.3: Location of PDR Areas*
- *Policy LU-3.1.5: Mitigating Industrial Land Use Impacts*

The Comprehensive Plan notes the importance of preserving PDR-zoned areas for uses permitted within such zones, *id.* § 314.7, and the Project advances such objectives. At the same time, the Plan encourages the redevelopment of underutilized and non-productive buildings with modern, higher-value uses in a way to ensure such uses are appropriately buffered and mitigated. *Id.* §§ 314.8, 314.9, 314.11. Clearly, these policy elements are achieved with the Project.

2. **Transportation Element**

The Project advances the following specific objectives of the Transportation Element of the Plan:

- *Policy T-1.1.4: Transit-Oriented Development*
- *Policy T-1.3.1: Transit-Accessible Employment*

The Project is a transit-oriented development by virtue of its proximity to the D4 and D8 bus lines, which connect the Property to a myriad of other transportation options. *Id.* § 403.10. Although not Metro accessible, the Project’s location relative to bus lines allows for access by employees and customers who would not need to utilize vehicles to access their storage areas.

By providing transit-accessible employment to employees of the Project, the Project advances the “Transit-Accessible Footprint” policy of the Transportation Element. *Id.* § 405.11.

- *Policy T-2.4.1: Pedestrian Network*
- *Policy T-2.4.2: Pedestrian Safety*
- *Policy T-2.4.4: Sidewalk Obstructions*

The Project improves the pedestrian experience around the Property by upgrading the streetscape and providing landscape buffering along the sidewalk. The result is that the Project makes the pedestrian environment more hospitable. *Id.* §§ 410.5, 410.6. As much as is feasible for a PDR use in a PDR zone, the Project is pedestrian-serving, while still accommodating and designed for vehicular users.

3. **Environmental Element**

Although the Project is constructed on a currently-developed and largely impervious site, it nonetheless advances certain sustainable building policies of the Environmental Element of the Comprehensive Plan. Specifically:

- *Policy E-1.1.3: Landscaping*
- *Policy E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff*

The Project's landscaping and roof "beautify the city, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity". *Id.* § 603.6. The Project includes ground level landscaping and an extensive green roof such as the Furbish system in support of the quoted objectives and does so on a block with a relative scarcity of such greenspace. Any exposed roof membrane will be a white color, or high SRI (Solar Reflectivity Index), to reduce the potential solar heat gain.

Moreover, the Project removes an existing impervious surface and replaces it with a structure that satisfies the District's GAR and stormwater requirements, as detailed on by Exhibit G. *Id.* § 613.3. The Project's rainwater management will contain all site run-off and provide state of the art water treatment systems in accordance with the relevant requirements.

- *Policy E-2.2.5: Energy Efficient Building and Site Planning*

The Project complies with the District's Green Building Act, which includes a heightened level of energy efficiency relative to comparable structures in the regional marketplace. *Id.* § 610.7. Specific Project elements relating to energy efficiency and similar sustainable features are as follows:

- The Project's mechanical units are residential scale split-systems utilizing a high-SEER (efficiency) system for heating and cooling. This also reduces ambient noise to the neighborhood to much less than typical commercial scale units.
- The Project's exterior skin will consist primarily of metal insulated panels, which provide a high performance thermal envelope. In essence, the Applicant will build the Project similar to a refrigerated building to insure the lowest energy use possible. This concept, combined with a reflective roof will help reduce the demand on the building's mechanical system.

- Self storage facilities such as the Project are typically a low occupancy use, therefore each floor is lit by high efficiency fluorescent and LED hallway fixtures that are tied to motion sensors to only come on when triggered by a customer. Therefore, for a majority of the day, hallway fixtures will be turned off so to not waste energy in non-occupied spaces.
- The Project's site lighting will utilize light pollution reduction techniques with full cut-offs and programmable time clocks to reduce usage.
- Any site plantings will be locally appropriate and follow xeriscaping techniques to reduce water use while insuring healthy plant materials.
- The Project's metal building components including floor/roof decking, interior framing and storage divider panels, utilize 85% recycled content, thereby reducing the buildings overall life-cycle costs. These components are also inherently low off gassing such that the Project will maintain a low VOC environment for the limited employees and patrons. There will be no smoking allowed.
- Plumbing is also kept to a minimum in the Project. With the low number of occupants, restrooms are few and the fixtures within have water sense features. This combination of low use by the customer and demand by the fixture means the total water use of the Project is minimal.
- During construction, the Applicant will work with its contractor to establish a Construction Indoor Air Quality Management Plan and a Construction and Demolition Waste Management Program.
- *Policy E-4.1.5: Improving Air Quality Through Transportation Efficiency*

By virtue of the Project's location in the District, it reduces the length of District customer's and employee's travel to obtain self-storage services, a facet of the Project that is in keeping with the Plan's objective of "promot[ing] strategies that reduce motor vehicle emissions in the District and surrounding regions." *Id.* § 618.10. That is, the Project provides a service that typically exists primarily in the District's suburbs and that is typically accessed by vehicle. By locating such service in the District, District residents' travel time and resulting vehicle emissions are reduced. Further, the Project is not encouraging driving by over-parking spaces for the proposed use.

- *Policy E-4.3.5: Noise and Land Use Compatibility*

The Project achieves the Plan's objective of avoiding the siting of noise-generating land uses near residential areas. *See id.* § 620.8. The Project occupies PDR land relatively near residential uses. Such PDR land could be utilized for much more noise intensive uses. Instead the Project involves a use with a comparatively low noise-profile, thereby buffering the nearby residential areas from the more intensive activities in the PDR areas that might arise nearby. Further, as described above, the proposed land use is compatible with other nearby industrial uses.

4. Economic Development Element

The Project advances specific policies of the Economic Development Element of the Comprehensive Plan in many ways, including providing neighborhood-serving commercial activity and PDR-related jobs. In particular, the Project is consistent with the following objectives:

- *Policy ED-2.5.1: Industrial Land Retention*

The Project supports the PDR-related objectives of the Plan's Economic Development Element. *Id.* §§ 711.5, 711.6. Perhaps most importantly, the Project preserves the Property for reuse for industrial uses in the future.

- *Policy ED-3.1.1: Neighborhood Commercial Vitality*
- *Policy ED-3.1.2: Targeting Commercial Revitalization*

The Project adds to the existing Ward 5 business base and helps the Mt. Olivet Road area take another step towards becoming a vital neighborhood-serving commercial area. *Id.* §§ 713.5, 713.6. As stated above, the Project also allows nearby small businesses to utilize its storage space for their goods and materials. This type of storage space is at a premium for District residents and small businesses. It is particularly useful and important for nearby “maker” and creative economy users who cannot afford storage space on their own sites.

- *Policy ED-2.2.1: Expanding the Retail Sector*

Although the Project’s use is not a retail establishment, the Project advances the Plan’s objective of providing outlets for District residents to spread their spending within the District rather than to outlying jurisdictions. *See id.* § 708.4. It also allows for small retail and other types of businesses to expand in the vicinity of the Property.

5. Urban Design and Arts and Culture Elements

The Project’s thoughtful urban design and architecture advance several of the policies and goals of the Urban Design Element, including:

- *Policy UD-2.2.1: Neighborhood Character and Identity*
- *Policy UD-2.2.5: Creating Attractive Facades*
- *Policy UD-2.2.7: Infill Development*

As described above, the Project complements the scale of the existing neighborhood context, yet strengthens the visual quality of its surroundings. *Id.* § 910.6. The Project’s height is in compliance with the underlying zoning’s maximum allowable height of 50 feet. The Project continues the rhythms and configuration of the adjacent buildings, specifically by providing parking between the property line and building façade. The building’s articulation, which is four sided with no “back”, details the structure to better relate to its surrounding, along with offering a more attractive design. Similarly, the Project “avoid[s] overpowering contrasts of scale, height

and density”, in compliance with Policy UD-2.2.7. *Id.* §§ 910.7, 910.15. By bringing a vacant site online, the Project also allows for infill development on this particular parcel.

c. Contribution of Project to City and Community Goals and Policies

The Property is located in the Upper Northeast Area of the Comprehensive Plan, and is within the Northeast Gateway Policy Focus Area. The Project contributes to the community goals and policies of such Areas as described below.

- *Policy UNE-1.1.5: Vacant and Abandoned Structures*
- *Policy UNE-1.1.8: Untapped Economic Development Potential*
- *Policy UNE-1.1.9: Production, Distribution, and Repair Uses*
- *Policy UNE -1.2.8: Environmental Quality*
- *Northeast Gateway Urban Design Improvements*

The Project advances these objective by providing a business that will “promote the vitality and economic well-being” in the area by assisting small Ward 5 businesses and providing a service that will help unlock their economic potential. The Project also “upgrades” traditional Production, Distribution, and Repair use to one that will benefit the surrounding residential area, improving an underutilized site to one of active, neighborhood-serving use. Additionally, the Project will include landscaping and a green roof that will improve the environmental quality in this area. Finally, the Project improves the “image and appearance” of this area by creating a “landscaped gateway” along this portion of Mt. Olivet Road.

The Property is also within the area that is the subject of the 2014 study entitled “Ward 5 Works: The District of Columbia Ward 5 Industrial Land Transformation Study” (“**Ward 5 Study**”). The Project advances the Ward 5 Study vision and directly addresses certain concrete goals of such Study. The Project is consistent with the concept set forth in the Ward 5 Study that “industrial” land uses need to be redefined. *See* Ward 5 Study at 73. The Project is a hybrid commercial-industrial use that largely supports District residents and small business owners

(particularly “makers” and creative economy businesses). It is not a “smokestack and assembly line” industrial use. Beyond fundamentally re-understanding industrial uses, the Ward 5 Study sets forth eight overarching goals. *Id.* at 87. The Project is consistent with these goals:

1. *Diversify the District’s economy and bolster existing businesses.*

The Project adds diversity to the PDR economy. It bolsters existing businesses by giving them access to a service that will help catalyze the growth of their enterprises. The project will also allow for a home-grown developer to develop an asset in this important neighborhood.

2. *Grow and create more businesses, particularly in new and emerging industries.*

As noted, the Project houses a new service that will cater, in large part, to small and “maker” or creative economy businesses. In addition, the Project itself will create several permanent jobs.

3. *Promote inclusive job growth, offering residents a range of employment opportunities, well-paid jobs with low entry barriers and career ladder potential.*

As stated above, the Project will provide an essential service that will allow smaller and “maker” or creative economy businesses to grow. The Project will also add low barrier-to-entry job opportunities that are well-served by transit as well.

4. *Address nuisance/operational issues of some existing businesses.*

The Project does not have the type of nuisance/operational issues that other PDR uses might have. In fact, to such end, the Ward 5 Works Study encourages ground floor industrial use with self-storage above as an example of a use that would expressly not be a nuisance to other businesses. *Id.* at 91, 93.

5. *Improve environmental stewardship and performance.*

The Project is a significant improvement over the existing condition from an environmental performance and stewardship perspective. As mentioned above in Section V(b)(3), the Project will meet Green Area Ratio and stormwater requirements.

6. *Serve municipal functions and optimize efficiencies, co-locations.*

This goal is not applicable to the Project.

7. *Provide desired community amenities.*

The Project provides a use that is strongly-desired by the larger DC community. The District is increasingly full of residents living in small living spaces, and self-storage is a needed complement to such housing.

8. *Create great places, improve physical appearance and enhance connectivity.*

The Project adds landscaping and improves the street condition in front of the Property. Of particular note, the Project has been designed to allow for four (4) sided architecture, which will enhance the aesthetics of the Property from all perspectives.

VI. Project Impacts

Section 2302.1(b), (c) of LTR Regulations requires OP and the other District departments and agencies engaging in the LTR process to review the Project's potential traffic, neighborhood, design, quality of life, and environmental impact. As stated below, the Project does not have such adverse impacts.

a. Traffic Impact

The Project does not have an adverse impact on traffic in the surrounding neighborhood. The Applicant has retained Wells + Associates to perform a Comprehensive Transportation Review for the Project, attached as Exhibit E ("CTR"). The CTR identifies vehicular trip generation, trip assignment, and before and after capacity analysis, all as set forth in Section 2301.3(j) of the LTR Regulations. The CTR concludes that the Project does not have an adverse effect on the surrounding street network.

Parking and Loading Impacts. The Project satisfies the requirements for bicycle parking, and loading required by the Zoning Regulations. As discussed, the Project has requested special exception relief from the full parking requirements of the Zoning Regulations. The Project includes four (4) parking spaces, two (2) tandem parking spaces for employees, three (3) long-term bicycle parking spaces, two (2) loading berths, and two (2) loading platforms.

The parking provided is sufficient to meet the demands of the Project, as detailed further in the CTR. Therefore, the Project provides adequate parking and loading without creating adverse parking impacts on the surrounding area. The Project's loading and parking areas are appropriately screened and buffered as required under the Zoning Regulations. The Applicant expects the

majority of the Project's users to load using smaller vehicles and therefore not create adverse noise and light impacts for abutting residential uses. Of note, the loading does not require any turn movements over public space.

Vehicle Trips and Traffic. As detailed in the CTR, the Project will have an imperceptible impact on the surrounding transportation network. The CTR estimates that the Project will generate eleven (11) morning peak hour trips (six (6) coming to the site, five (5) leaving) and 21 evening peak hour trips (eleven (11) coming to the site, ten (10) leaving). These include cars, vans, and trucks all utilizing the curb cut at the site. Based on these peak hour trip estimates, the CTR concludes that the proposed parking spaces and two loading spaces will accommodate the vehicular demands of the Project, particularly when taken in light of other similarly sized and situated self-storage facilities in the District. Therefore, the trips and traffic generated by the Project will be minimal, and the traffic generated can be accommodated on site through the parking provided.

Additionally, the Project's close proximity to public transit minimizes the impact on traffic the Project would have. The D4 and D8 bus routes, which connect passengers to the Union Station, Rhode Island Avenue, Farragut Square, and Dupont Circle Metrorail and therefore, the whole D.C. area transportation network. Therefore, the Project will not negatively impact the vehicular traffic in the surrounding area.

Pedestrian Impacts. The Project creates a better pedestrian environment than currently exists today. The building and its enhanced pavers provide a better visual interaction for pedestrians walking along Mt. Olivet Road. Additionally, the landscaping shown on the Plans will provide buffering and much-needed greenery along Mt. Olivet Road NE.

Mitigation. Due to the small size of the Project and its expected impact on the traffic network, the CTR notes that there are no required mitigation recommendations nor required.

b. Neighborhood, Design, and Quality of Life Impact

The Project has positive impacts on the surrounding areas and quality of life, including improving the aesthetics of the site, including the Project's four-sided design, enhancing the support for nearby "maker" and small businesses, and removing an underutilized and deteriorating building and lot. The Project's urban design and architecture also positively impact the neighborhood.

Neighborhood/Public Space Impact. The removal of the underutilized commercial building and the introduction of the Project, which has a more attractive façade, improve neighborhood conditions and contribute to the beautification of the neighborhood. The Project's height is appropriate given the neighborhood context, and the setback from Mt. Olivet Road, NE is consistent with the surrounding area and further buffer the neighborhood to the south. Moreover, the Project's provision of some street-adjacent landscaping along Mt. Olivet Road, NE is a welcome addition to a block that is otherwise composed of hardscape and concrete without much greenery. Therefore, the Project has positive public space impacts.

Urban Design and Architecture Impact. From an urban design perspective, the Project introduces a strong urban form, with prominent frontages and zoning-compliant massing. The Project's massing, setbacks, and modulation respect the scale and height of surrounding buildings. The Project's materials, colors, and detailing are respectful of the surrounding context without appearing overly modern. The Project also incorporates a setback allowing parking in the front, which is consistent with the design of the surrounding community.

Quality of Life Impact. The Project minimizes detrimental impacts that may arise from the daily operations of the proposed self-storage use. Unlike many analogous retail uses, the self-

storage use is subject to the performance requirements of Subtitle U, Section 804. This additional level of scrutiny mitigates quality of life impacts on surrounding uses. In addition to the traffic and environmental considerations noted elsewhere in this section, the Project does not have a negative noise impact on the community. The Project reserves enclosed areas for trash and recycling receptacles in order to mitigate odor or pest concerns. Additionally, the Project will have limited access hours from 6:00 am to 10:00 pm daily to minimize impacts on neighbors.

The redevelopment of the Property creates convenience for District residents and businesses with storage needs, PDR-related employment opportunities, and increased tax revenues for the District.

The building meets or exceeds the standards set forth in the District of Columbia Fire Code, minimizing the burden on the District of Columbia Fire Department in the case of an emergency. This Project improves the safety of the community by redeveloping an underutilized parcel and making a substantial investment along a long-ignored stretch of Mt. Olivet Road.

Infrastructure. There are existing sanitary sewer, potable water, and storm sewer lines on all streets adjacent to the site. In addition, the Project would not be a significant user of such infrastructure. Therefore, the Project avoids unnecessary public costs such as new services or facilities that would otherwise be required from public agencies.

c. Environmental Impact

The Project does not create adverse environmental impacts on the Property or the adjacent properties and surrounding neighborhood. As stated in Section V(b)(3), the Project includes many sustainable features that ensure the Project's environmental impact will be minimized. The Project replaces the existing impervious surface parking lots and low-quality commercial building with a sustainability-improving facility, driven largely by the Project's compliance with the GAR requirements and Green Building Act. As a result of updating the Property's infrastructure, the

Project also includes modern stormwater management and drainage systems including stormwater retention facilities. Given the extent of impervious surface and current condition of the site, the Project's sustainability efforts are a meaningful improvement for the water quality of the District, in particular.

VII. Community Outreach

The Project is a neighborhood-serving self-storage establishment, and the Applicant is committed to listening to and addressing concerns of the neighbors with respect to the proposal.

The Applicant has reached out to the project's ANC 5C Single Member District representative regarding the Project in connection with submitting this application (and BZA Case No. 19558 also relating to this Project) and will continue to do so. The Applicant intends to present to an upcoming ANC 5C04 Single Member District meeting and an ANC 5C meeting as part of the review of this Project. The Applicant met with the adjacent ANC 5D02 Single Member District representative regarding the Project and intends to present at an upcoming ANC meeting as well. The Applicant also intends to meet with the Arboretum Civic Association regarding this Project in September. The Applicant has met with and reached out to immediately adjacent neighbors and will make itself available to interested parties to discuss the Project.

The Applicant anticipates further engagement with the ANCs, particularly its Single Member District representative, and members of the surrounding community as it continues to pursue the Project.

VIII. List of Exhibits

Attached hereto are the following Exhibits in support of this Application:

- A. Application Form;
- B. Authorization Letters from the Owner and Applicant;
- C. List of Property Owners within 200 feet of the Property;

- D. Comprehensive Plan and Zoning Maps;
- E. Transportation Impact Analysis;
- F. Site, Building, and Zoning Plans; Elevations; Photographs; Zoning Tabulation Chart;
and
- G. Stormwater Management Plan with draft GAR Scorecard.

IX. Conclusion

For the reasons stated herein, the proposed Project satisfies the requirements of the LTR Regulations, and the Applicant requests affirmation from OP of such satisfaction.

Respectfully Submitted,

GOULSTON & STORRS PC

/s/ Jeffrey C. Utz _____

/s/ Meghan Hottel-Cox _____

EXHIBIT A



Government of the District of Columbia

Office of Planning

Large Tract Review Certification Form Part A: Developer's Application

1. Project Name

Developer

Address

City State Zip

Phone Fax

E-mail

If Developer does not own subject property, please provide the following information regarding the property owner:

Owner(s)

Address

City State Zip

Phone Fax

E-mail

2. Property Address

City State Zip

Ward ANC(s) Square(s) Parcel/Lot No. (s)

3. Current Use(s): (place X where applicable)

Residential Retail/Office Industrial Open Space/Undeveloped

Public/Institutional Other

*Maximum Height of Existing Improvement (ft.)

* Total Gross Floor Area (GFA) of Existing Improvements (sq. ft.):

* If Property is Undeveloped or Cleared, Enter "N/A".

Note: Refer to definition of GFA in Section 199 of the D.C. Zoning Regulations

Office of Planning Large Tract Review Certification Form Part A: **Developer's Application (Contd.) 2**

4. Current Zoning:

	Zoning	Land Area (sq. ft.)	M.O.R. Far*	Permitted Height (ft.)
1.	PDR-1	17,980	3.5	50
2.				
3.				
4.				
5.				

*Matter-Of-Right Floor Area Ratio

4. Proposed Zoning:

	Zoning	Land Area (sq. ft.)	M.O.R. Far*	Permitted Height (ft.)
1.	PDR-1	17,980	3.5	50
2.				
3.				
4.				
5.				

*Matter-Of-Right Floor Area Ratio

5. Estimated Project Completion Date (mo./yr.)

Type of Development (place X where applicable)

New Rehab/Historic Preservation Addition

Existing Jobs Retained and/or New Jobs Created by Project:

Temporary/Construction Permanent

6. Gross Floor Area (GFA) by Use:

	GFA (sq. ft.)
Residential	N/A
Retail	N/A
Office	N/A
Hotel	N/A
Industrial	62,000
Other	N/A
Total GFA	62,000

For Residential Space Only:

No. of Single-Family Units	N/A
No. of Multi-Family Units:	N/A
<hr/>	
Estimated Development Cost:	--
Land Cost	~\$2.4MM
Construction Cost	~\$7.9MM
Other Cost	~\$2.3MM
Total Project Cost	~\$12.6MM

7. Public Contribution:

UDAG	<input type="text" value="None"/>
EDA	<input type="text" value="None"/>
D.C. Revenue Bonds	<input type="text" value="None"/>
CDBG	<input type="text" value="None"/>
Urban Renewal	<input type="text" value="None"/>
HODAG	<input type="text" value="None"/>
Other	<input type="text" value="None"/>

8. Residential/Business Displacement Due to Project: ***If not applicable or no displacement expected, enter "0"***

Number of Households Displaced	<input type="text" value="0"/>
Number of Businesses Displaced	<input type="text" value="0"/>

Authorized Signatures



Date

7/16/2017

Date

Date

FOR OP USE ONLY – DO NOT WRITE BELOW LINE

Project No.

Date Received by OP / /

OP Recommendation
For (check one):

Approval Disapproval

Date of Final Action / /

EXHIBIT B

July 10, 2017

Jennifer Steingasser
Office of Planning
1100 4th Street, SW, Suite E650
Washington, DC 20024

Re: Application of 1240 Mount Olivet Road LLC (the “**Applicant**”) to the District of Columbia Office Planning for Large Tract Review of the self-storage facility (the “**Application**”) for the property located at 1240 Mt. Olivet Road, NE (Parcel 141/79) (the “**Property**”)

Dear Ms. Steingasser:

As an authorized representative of the Applicant, which is the owner of the Property, I hereby authorize the law firm of Goulston & Storrs to represent the Applicant in the above-referenced Application and in connection with all relevant proceedings.

1240 MOUNT OLIVET ROAD LLC

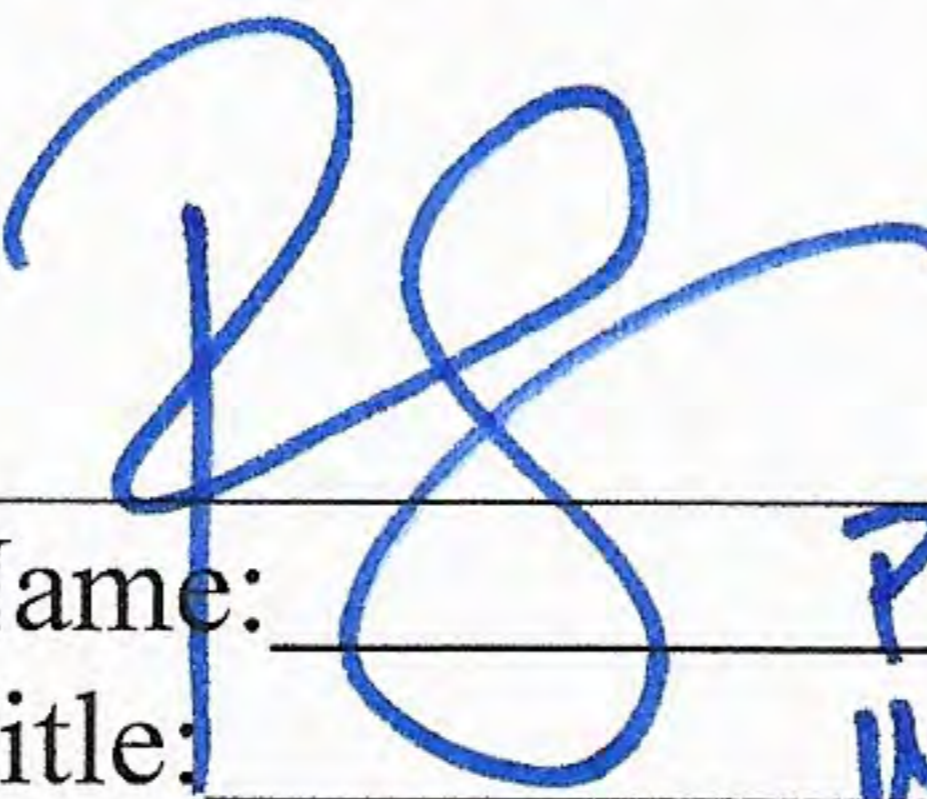

Name: PETER STUART
Title: MANAGER

EXHIBIT C

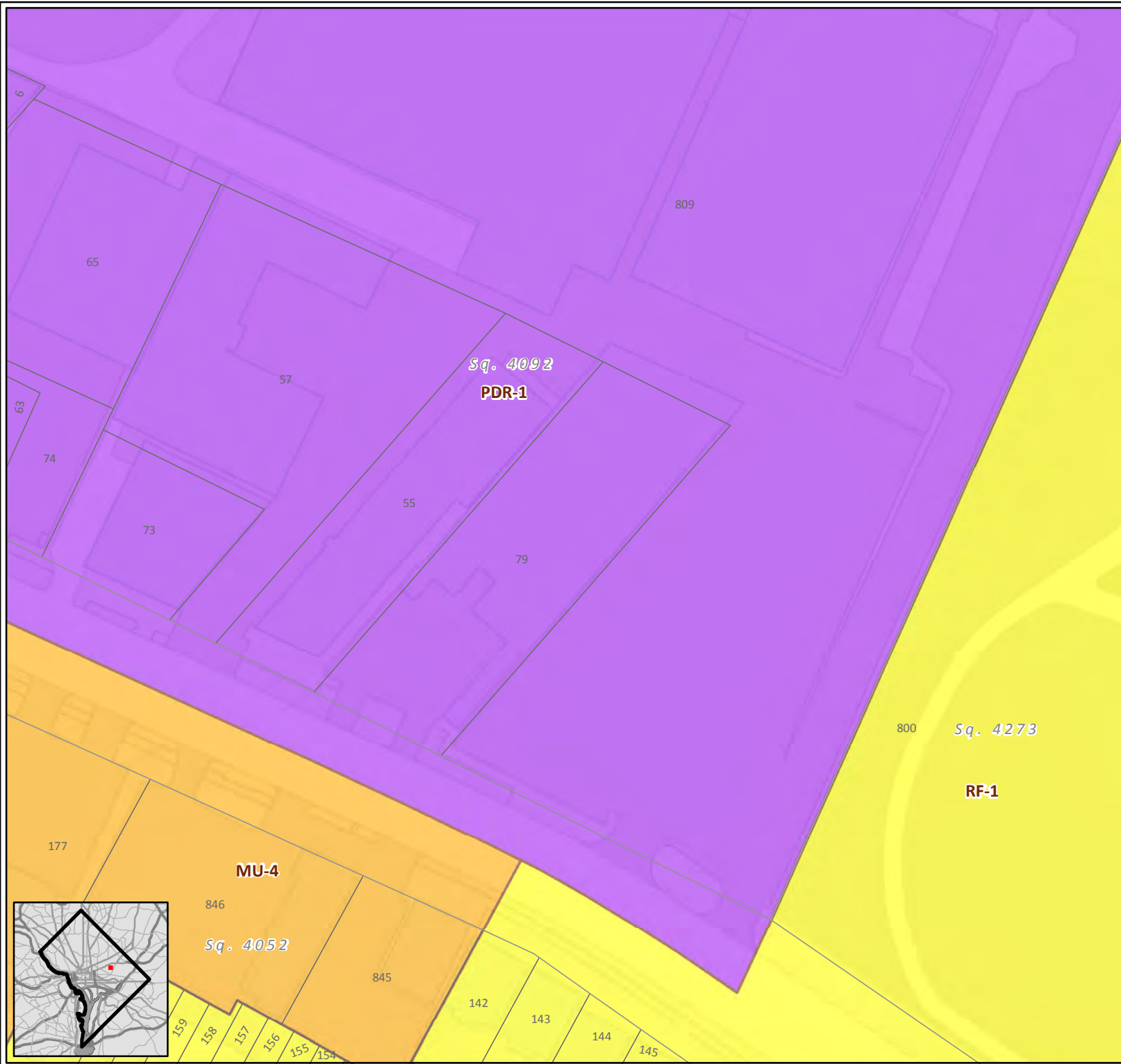
NAME AND MAILING ADDRESS OF THE OWNERS OF ALL PROPERTY WITHIN 200
FEET IN ALL DIRECTIONS FROM ALL BOUNDARIES OF THE PROPERTY INVOLVED
IN THE APPLICATION

<u>SQUARE</u>	<u>LOT</u>	<u>PREMISES ADDRESS</u>	<u>OWNER AND MAILING ADDRESS</u>
PAR 141	55	1236 Mount Olivet Road NE	Olivet Legacy Development LLC 1236 Mount Olivet Road NE Washington DC 20002-7801
PAR 141	57	1232 Mount Olivet Road NE	1232 Mount Olivet Road LLC 1232 Mount Olivet Road NE Washington DC 20002-7801
PAR 141 PAR 141	63 74	1220 Mount Olivet Road NE Mount Olivet Road NE	1220 Mount Olivet Development Corporation 1220 Mount Olivet Road NE Washington DC 20002-7801
PAR 141	65	1224 Mount Olivet Road NE	1352/1354 Corporation Robert Siegel 10917 Mariner Drive Ft. Washington MD 20744-5818
PAR 141	73	1228 Mount Olivet Road NE	NMD Properties I 3329 75 th Avenue Hyattsville MD 20785-1509
4052	132	1254 Simms Place NE	Fawn Lockridge 1254 Simms Place NE Washington DC 20002-7844
4052	133	1250 Simms Place NE	Ernest L. Brice 1250 Simms Place NE Washington DC 20002-7845
4052	142	1247 Mount Olivet Road NE	Jimmy Thomas 14602 Dewey Ridge Court Bowie MD 20721-1268
4052 4052	143 144	1249 Mount Olivet Road NE 1251 Mount Olivet Road NE	James G. Coble 59 Gallatin Street NW Washington DC 20011-3309




4052	145	1253 Mount Olivet Road NE	Geremew Negash 1253 Mount Olivet Road NE Washington DC 20002-7811
4052	146	1255 Mount Olivet Road NE	Community Connections Inc. 801 Penn Ave SE Washington DC 20003-2167
4052	152	1244 Simms Place NE	David L. Hargrove 1244 Simms Place NE Washington DC 20002-7865
4052	153	1242 Simms Place NE	Fadzai N. Nhamburo 1242 Simms Place NE Washington DC 20002-7816
4052	154	1240 Simms Place NE	Van Johnson 1240 Simms Place NE Washington DC 20002-7816
4052	155	1238 Simms Place NE	Simms PL LLC 2006 10 th Street NW, #4 Washington DC 20001-4008
4052	156	1236 Simms Place NE	Arthur S. Panero 8 Barney Circle SE Washington DC 20003-3137
4052	158	1232 Simms Place NE	Shirley M. Mims 3959 Blaine Street NE Washington DC 20019-3334
4052	159	1230 Simms Place NE	Dion F. Saxon 26 R Street NE Washington 20002-2118
4052	160	1228 Simms Place NE	Merkeb E. Teame 1228 Simms Place NE Washington DC 20005-7805
4052	161	1226 Simms Place NE	James A. Fresco 504 13 th Street SE Washington DC 20003-2224

4052	174	1201 Mount Olivet Road NE	Jssi Zespri LLC 501 Timberwilde Lane Houston TX 77024-6929
4052	177	1211 Mount Olivet Road NE	Emmanuel Tesfay 4904 Rio Lane Clinton MD 20735-2493
4052	178	1222-1224 Simms Place NE	Keith Coleman PO Box 91706 Washington DC 20090-1706
4052	845	1239 Mount Olivet Road NE	1237-1239 Mt. Olivet Road NE LLC 2011 I Street NE, #1201 Washington DC 20002-4105
4052	846	1237 Mount Olivet Road NE	
4052	2005	1234 Simms Place NE, Unit A	Tia M. Young 1234 Simms Place NE, Unit 1234A Washington DC 20002-7816
4052	2006	1234 Simms Place NE, Unit B	Kevin G. Frisch 3324 18 th Street NW, Apt. 7 Washington DC 20010-3095
4092	809	1242 Mount Olivet Road NE	District of Columbia 1133 N. Capitol Street NE Washington DC 20002-7561
4273	800	1300 Bladensburg Rd NE	Mt. Olivet Cemetery Catholic Cemeteries 13801 Georgia Avenue Silver Spring MD 20906-5271
			ANC 5C PO Box 91902 Washington DC 20090
			Jacqueline Manning ANC 5C04 2116 R Street NE Washington DC 20002
			Keisha L. Shropshire ANC 5D02 1239 16 th Street NE Washington DC 20002

EXHIBIT D

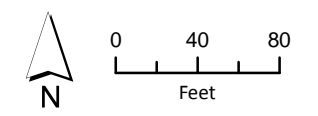


Legend

-  Mixed-Use Zone
-  Production, Distribution, and Repair Zone
-  Residential Flat Zone



Zoning Map of the District of Columbia



Extracted from Online Zoning Information published by the District of Columbia Office of Zoning, DCGIS, and Office of the Chief Technology Officer (OCTO) Exported on: 7/7/2017

To certify zoning on any property in order to satisfy a legal requirement, contact the office of Zoning at the address listed below.

District of Columbia Office of Zoning,
 441 4th St NW, Suite 200 South, Washington, DC 20001
 202-727-6311 | dcoz@dc.gov

EXHIBIT E



To: Evelyn Israel, District Department of Transportation

From: Chris Kabatt, P.E.
Jeremy Ko

Copy: Kevin Brown, Montage Development Group
Jeff Utz, Esq., Goulston & Storrs

Re: Comprehensive Transportation Review
1240 Mt. Olivet Road, NE, Washington, DC
Washington, D.C.

Date: August 17, 2017

8730 Georgia Avenue
Suite 200
Silver Springs, Maryland 20910
301-448-1333
301-448-1335 FAX
www.mjwells.com

INTRODUCTION

This memorandum provides a transportation assessment of the proposed project at 1240 Mt. Olivet Road, NE as part of its Large Tract Review (LTR) and Board of Zoning Adjustment application, per the Guidelines of the Comprehensive Transportation Review (CTR). The subject site is located in the Trinidad, neighborhood, Washington D.C. on the north side of Mt. Olivet surrounded by commercial and retail establishments as shown in Figure 1.

The subject property is located between West Virginia Avenue NE to the west and Bladensburg Road NE to the east and is zoned PDR – 1. The existing structure, a vacant commercial building is served by two curb cuts on Mt. Olivet Road and a service parking lot on the south side of the property. Metrobus serves the site along Mt. Olivet Road, West Virginia Avenue and Bladensburg Road. The closest Metrorail is the Rhode Island Avenue Metro station, approximately one mile.

The Applicant, 1240 Mount Olivet Road LLC, is proposing an approximately 79,420 square foot self-storage facility (that will contain ~62,090 GSF under the Zoning Regulations). The first floor would be used as storage space, including the accessory office space, while the remaining four (4) floors and habitable penthouse will be used for storage. The forecourt would have four (4) parking spaces, two (2) tandem parking spaces for employees, and two (2) 30-foot loading berths, totaling eight (8) spaces for vehicles on-site, and would be served by a single curb cut. Three (3) long-



term bicycle parking spaces will also be provided on-site. A reduction of the site plan is shown on Figure 2.

An initial meeting was held with the District Department of Transportation (DDOT) and it was determined based on the size of this redevelopment and trip generation, a full scale CTR is not triggered. This CTR focuses on the trip generation, the bicycle, pedestrian and transit network surrounding the site, and parking. The CTR scoping form is included in Attachment A.

TRIP GENERATION

The number of peak hour, vehicle trips was generated for the proposed self-storage facility development based on the Trip Generation, 9th Edition published by the Institute of Transportation Engineers. Since the use is self-storage, adjustments to the trip generation for non-auto mode uses were not applied. It is anticipated, however, that employees would use Metrorail, bus service, and other non-auto modes. The results are summarized in Table 1.

As shown in Table 1, the approximate 79,420 SF self-storage facility will generate 9 AM peak hour trips (6 in and 5 out) and 21 PM peak hour trips (11 in and 10 out). The peak hour trips include passenger vehicles, vans, and trucks that enter and exit the driveway. These number of peak hour vehicle trips do not surpass the 25 peak directional trip threshold that would require a full scale CTR study. Therefore, based on the low trip generation, the proposed project will not have a significant impact on the surrounding transportation network.

BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

1240 Mt. Olivet Road NE is well served by Metrobus and pedestrian amenities. Sidewalks are provided on both sides of each street in the site vicinity, with marked crosswalks and handicap ramps at intersections proximate to the site, as shown on Figure 3.

The subject site is served by multiple bus lines. As shown on Figure 4, four (4) Metrobus lines provide service with stops in the area. The Ivy City-Franklin Square Line (D4), Hospital Center Line (D8), and Ivy City-Fort Totten Line (E2) have stops within ¼ mile of the site. The Bladensburg Road – Anacostia Line (B2) has stops at the Bladensburg Road intersection with Mt. Olivet Road. The D4 Line connects to the Dupont Circle, Farragut North, and Farragut West Metro stations. The D8 Line connect to the Rhode Island Avenue Metro station and Union Station. The E2 Line has a stop at the Fort Totten Metro station. The B2 Line has stops at the Anacostia,



Potomac Avenue, and Stadium-Armory Metro stations. Table 2 presents the minimum, maximum, and average headways for Metrobus routes in the site vicinity.

There are no car-sharing locations and Capital Bikeshare stations available near the vicinity of the site. There are no dedicated bike lanes present in the site vicinity; however, on-street signed routes are provided along West Virginia Avenue per the DC Bicycle Map 2016. Traffic conditions are “good” along Montello Avenue and Trinidad Avenue and “fair” for Mt. Olivet Road for bicycling.

The Metrobus service and sidewalks in the area provide employees of the self-storage facilities quality non-auto transportation options.

PARKING

Per Section C-701.5 of The District of Columbia Municipal Regulations (DCMR), a self-storage facility requires one (1) parking space for every 3,000 square feet of gross floor area. The proposal prompts a parking requirement of 22 spaces, based on the ~67,388 square feet considered under the Zoning Regulations for parking. The Applicant is requesting relief from the parking requirement to be reduced by 18 spaces. Relief for the parking requirement will be consistent with the intent and purpose of the Zoning Regulations and Zoning maps and will not significantly affect neighboring properties. Only four (4) parking spaces and two (2) tandem spaces are possible given the size of the Property. It is important to note that the tandem spaces are not counted towards the Project’s zoning-required parking spaces. The 22 space parking requirement would require a significant reduction in the project size that would jeopardize its feasibility. Therefore, it is beneficial to provide special exception relief to the parking requirement to stay within the scope of the project vision.

The number of proposed parking spaces was compared to the parking demand for mini-warehouse (self-storage facilities) as published by the Institute of Transportation Engineers, Parking Generation, 4th Edition. According to ITE, self-storage facilities have an average parking demand of 0.14 vehicles per 1,000 Gross Floor Area. Per ITE, the proposed facility (79,420 SF) would have peak period parking demand of 11 vehicles, or one half of the required number. Although four (4) legal spaces will be provided, the site also includes the two (2) tandem spaces and the two (2) loading spaces. Therefore eight (8) vehicle spaces would be provided on-site, or three (3) fewer spaces than ITE suggests.

There are other existing facilities within the region where parking provided is less than what the DC Municipal Regulations (DCMR) calls for and is in line with the proposed number of spaces for the site. A letter from Extra Space Storage Inc., shown as Attachment B, indicates successful operations in several existing facilities



which have the same, if not fewer parking spaces as the proposed site. 1420 U Street NW is 104,434 SF with six (6) parking spaces, 6011 Blair Road NW is 99,689 SF with eight (8) parking spaces, and 3000 10th Street N is 77,299 SF with six (6) parking spaces. These examples demonstrate that self-storage operators do not require the number of parking spaces required by the DCMR.

The Applicant is seeking relief from 18 of the 22 parking space requirement. Given the site constraints, the typical average demand during peak periods, the low vehicular trip generation, Metrobus service and long term bike storage on-site, 22 parking spaces are not necessary for the proposed self-storage facility and therefore the relief of the parking spaces would not significantly impact the neighborhood. The proposed number of parking spaces and loading facilities will adequately serve the site based on industry standards and on specific data on numerous projects of the same size and product type as the project throughout DC.

LOADING

Two (2) 30 loading berths with loading platforms and maneuvering area will be provided at the front of the site, meeting the DCMR requirement. Figures 5 and 6 demonstrate a truck can pull head in and head out to Mt. Olivet Road, so that no turning movements will occur on public space.

SUMMARY

In summary, the proposed self-storage will have an imperceptible impact on the surrounding transportation network. The site is served by Metrobus and sidewalks, and will include three (3) long-term bike parking spaces for customers and employees. The proposed number of parking spaces and loading facilities will adequately serve the site based on the anticipated operations and site location.

Table 1
 1240 Mt. Olivet
 Site Trip Generation Analysis

Land Use	ITE Land Use Code	Size	Units	AM Peak Hour			PM Peak Hour			Average Daily Trips
				In	Out	Total	In	Out	Total	
Proposed Development ⁽¹⁾ Self-Storage	151	79,420	SF	6	5	11	11	10	21	199

(1) Trip Generation based on Institute of Transportation Engineers Trip Generation, 9th Edition

Table 2
 1240 Mt. Olivet Road
 Metrobus Headways (in minutes)

Headway	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM	AM Peak Period 7:00 AM to 10:00 AM	Midday Period 10:00 AM to 4:00 PM	PM Peak Period 4:00 PM to 7:00 PM
---------	--	---	---	--	---	---

Metrobus Route D4 (Montello Avenue & Mt. Olivet Rd. NE (Trinidad))

	Towards Dupont Circle			Towards Ivy City		
Min	0:17	0:19	0:17	0:17	0:18	0:17
Max	0:35	0:35	0:30	0:35	0:37	0:19
Avg	0:22	0:30	0:19	0:24	0:32	0:17

Metrobus Route D8 (Montello Avenue NE & Mt. Olivet Road (Trinidad))

	Towards Washington Hospital Center			Towards Union Station		
Min	0:12	0:15	0:13	0:12	0:15	0:09
Max	0:16	0:22	0:17	0:24	0:23	0:20
Avg	0:13	0:19	0:15	0:16	0:18	0:14

Metrobus Route E2 (New York Avenue & 16th Street NE (IVY CITY))

	Towards Ivy City			Towards Fort Totten Station		
Min	0:20	0:20	0:16	0:21	0:21	0:22
Max	0:30	0:30	0:22	0:35	0:30	0:22
Avg	0:23	0:28	0:21	0:25	0:28	0:22

Metrobus Route B2 (Bladensburg Road & H Street NE (Florida Avenue & Benning Road))

	Towards Anacostia Station			Towards Mount Rainier		
Min	0:10	0:01	0:07	0:05	0:04	0:07
Max	0:16	0:16	0:20	0:13	0:16	0:12
Avg	0:12	0:11	0:12	0:07	0:14	0:10

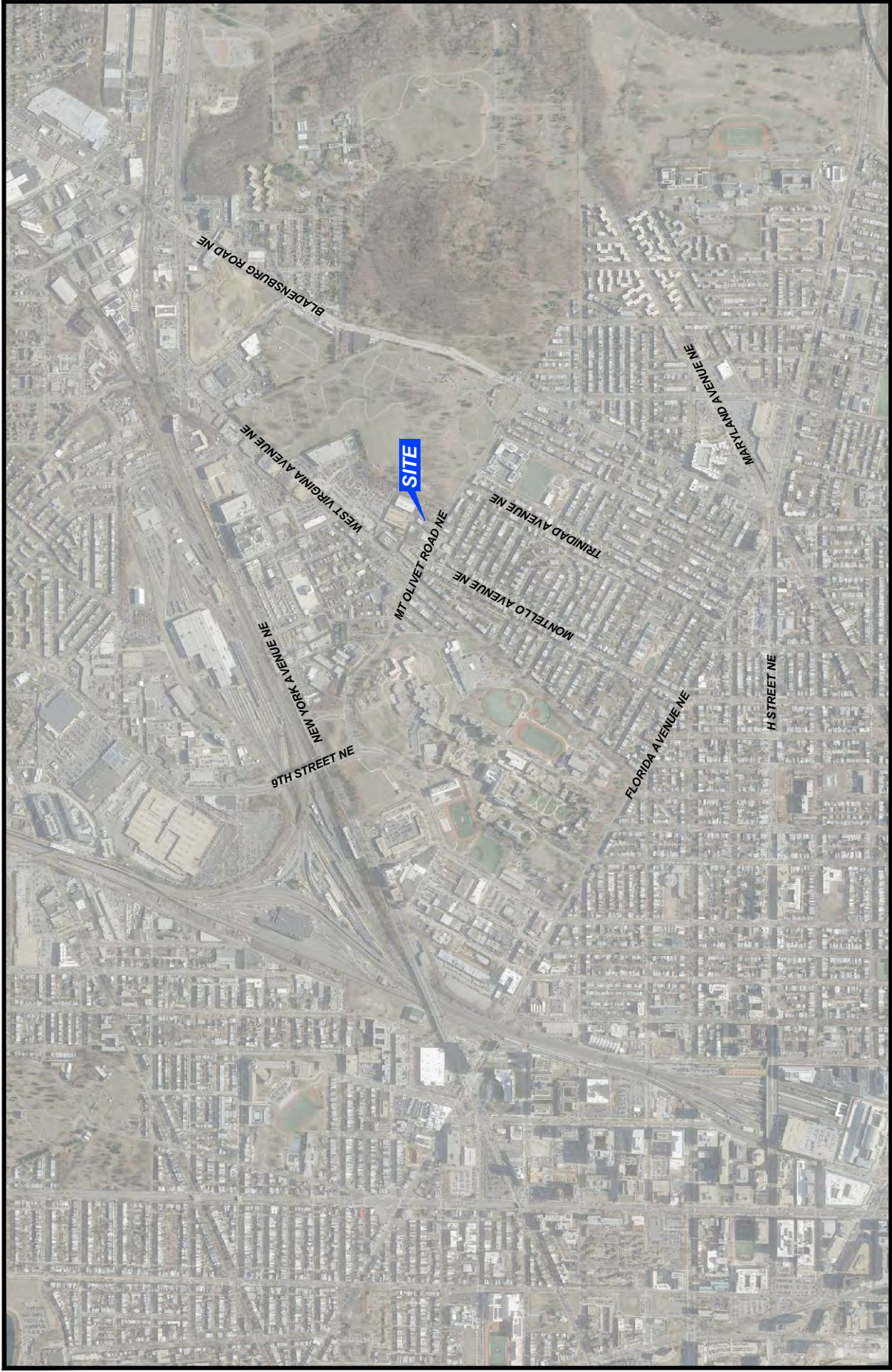


Figure 1
Site Location

1240 Mt. Olivet Road
Washington, DC



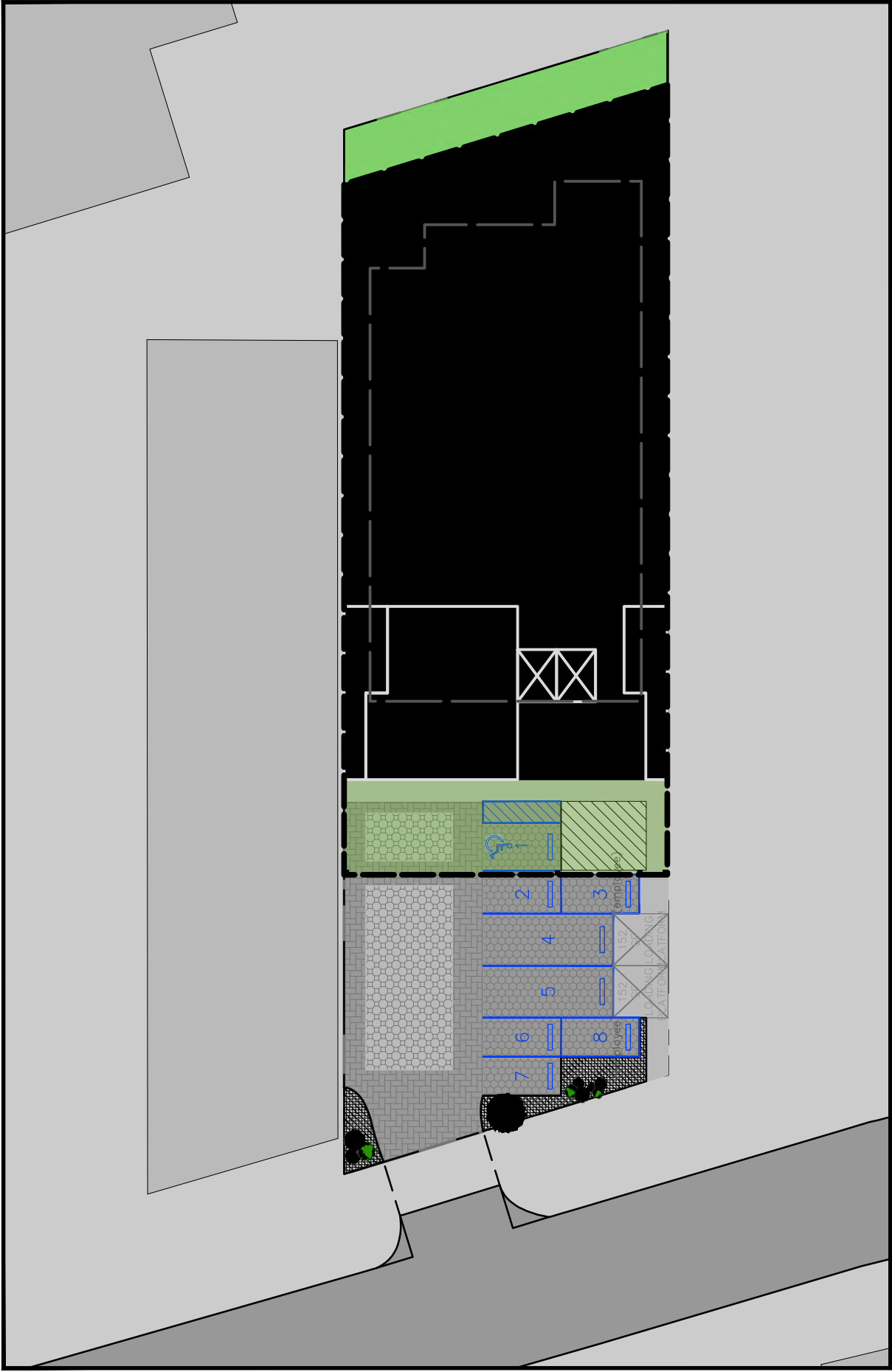


Figure 2
Site Plan
1240 Mt. Olivet Road
Washington, DC





Figure 3
 Pedestrian Infrastructure
 1240 Mt. Olivet Road
 Washington, DC

 Sidewalk
 Pedestrian Crosswalk



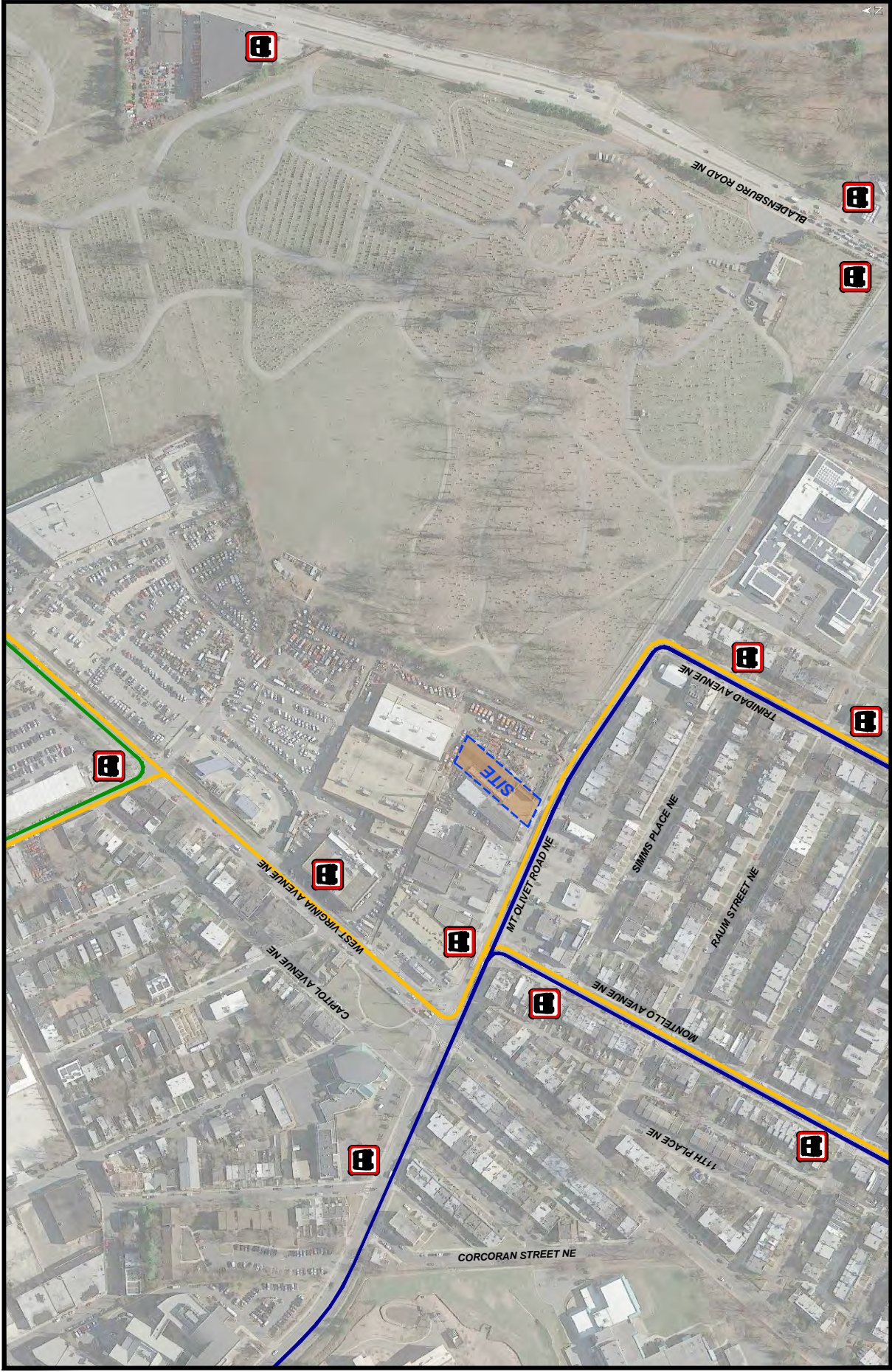


Figure 4
Bus Map
 1240 Mt. Olivet Road
 Washington, DC

█ Route D4
█ Route D8
█ Route E2
B Bus Stop
▲ NORTH



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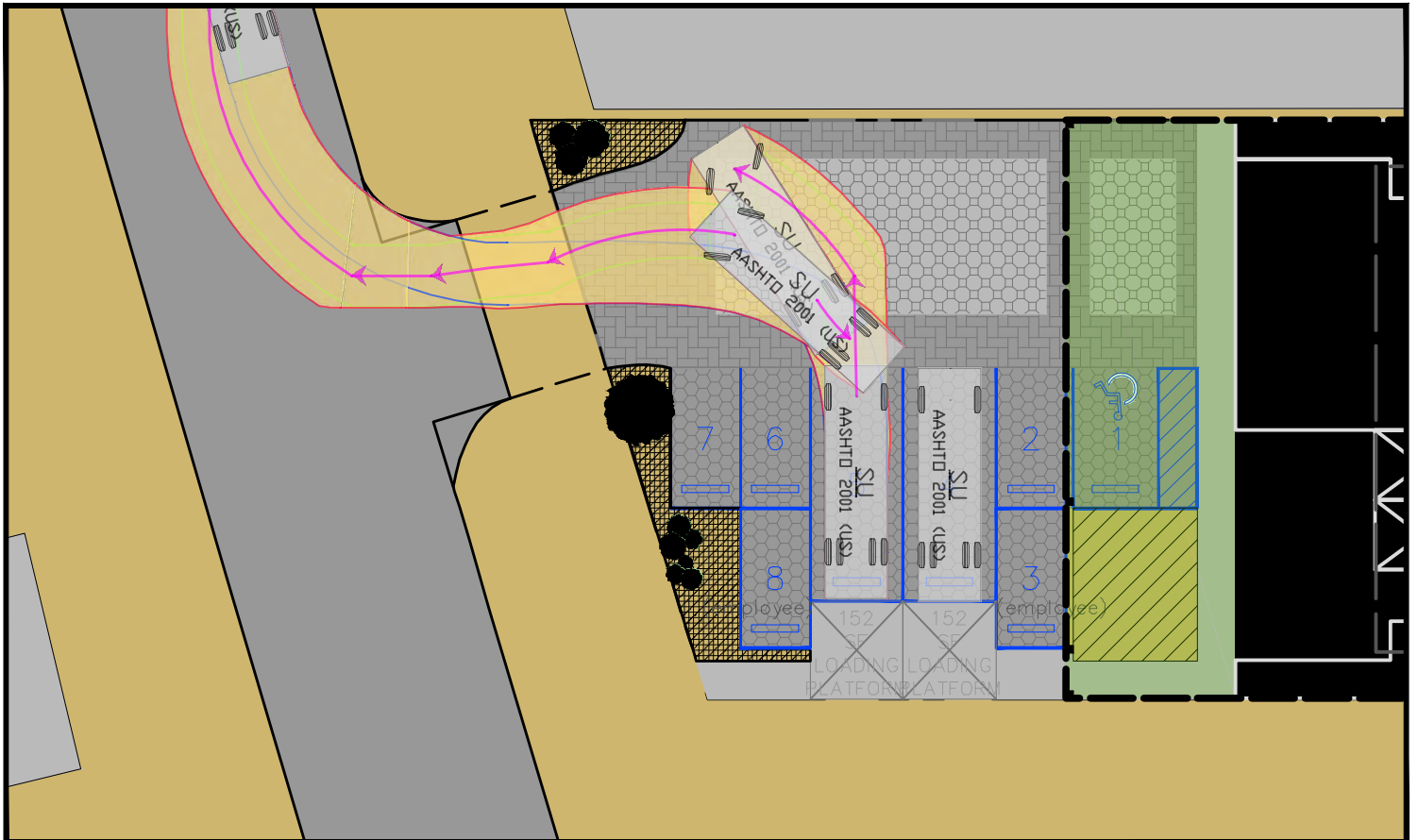
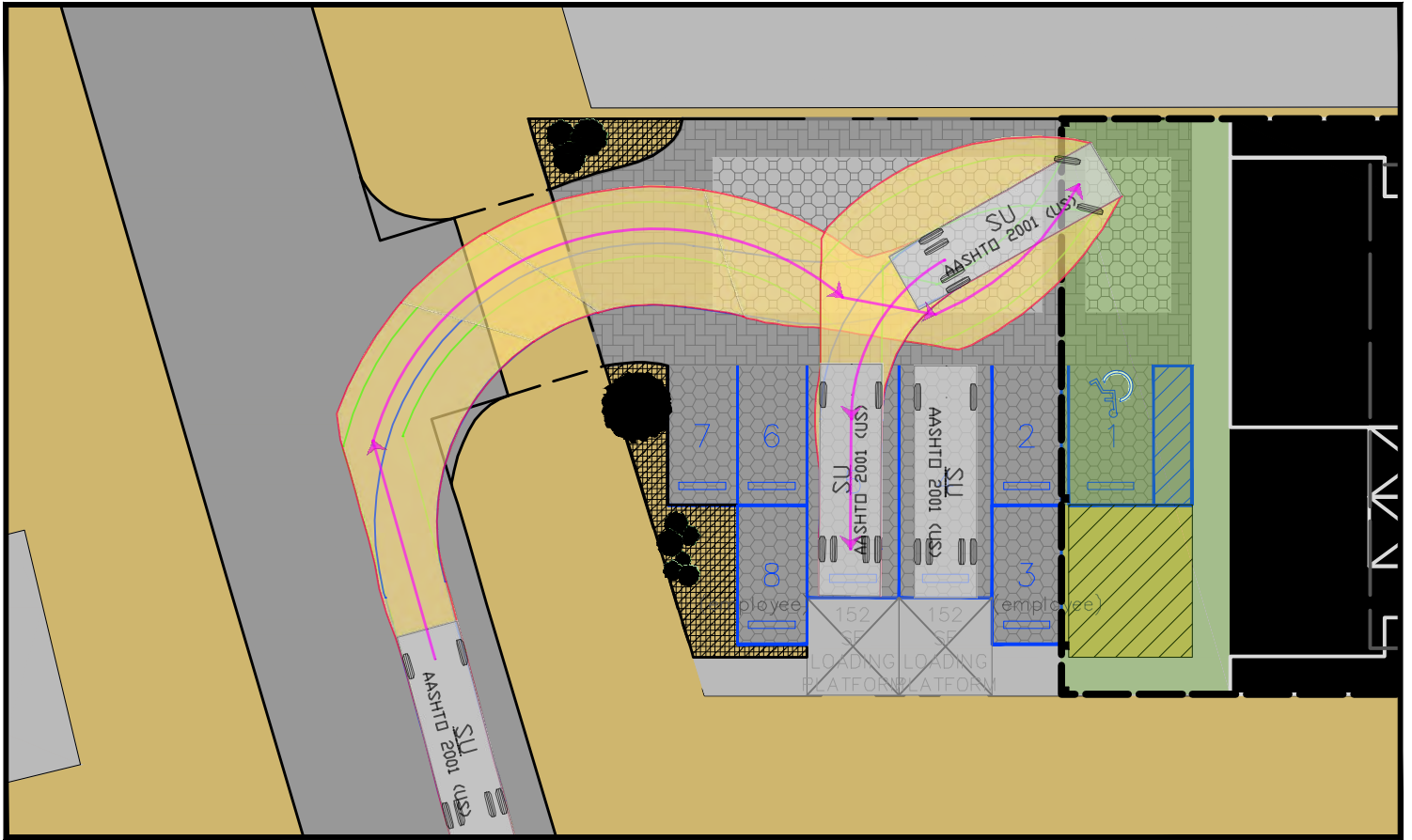


Figure 5
Swept Area Diagram - SU 30

1240 Mt. Olivet Road
Washington, DC

JCP

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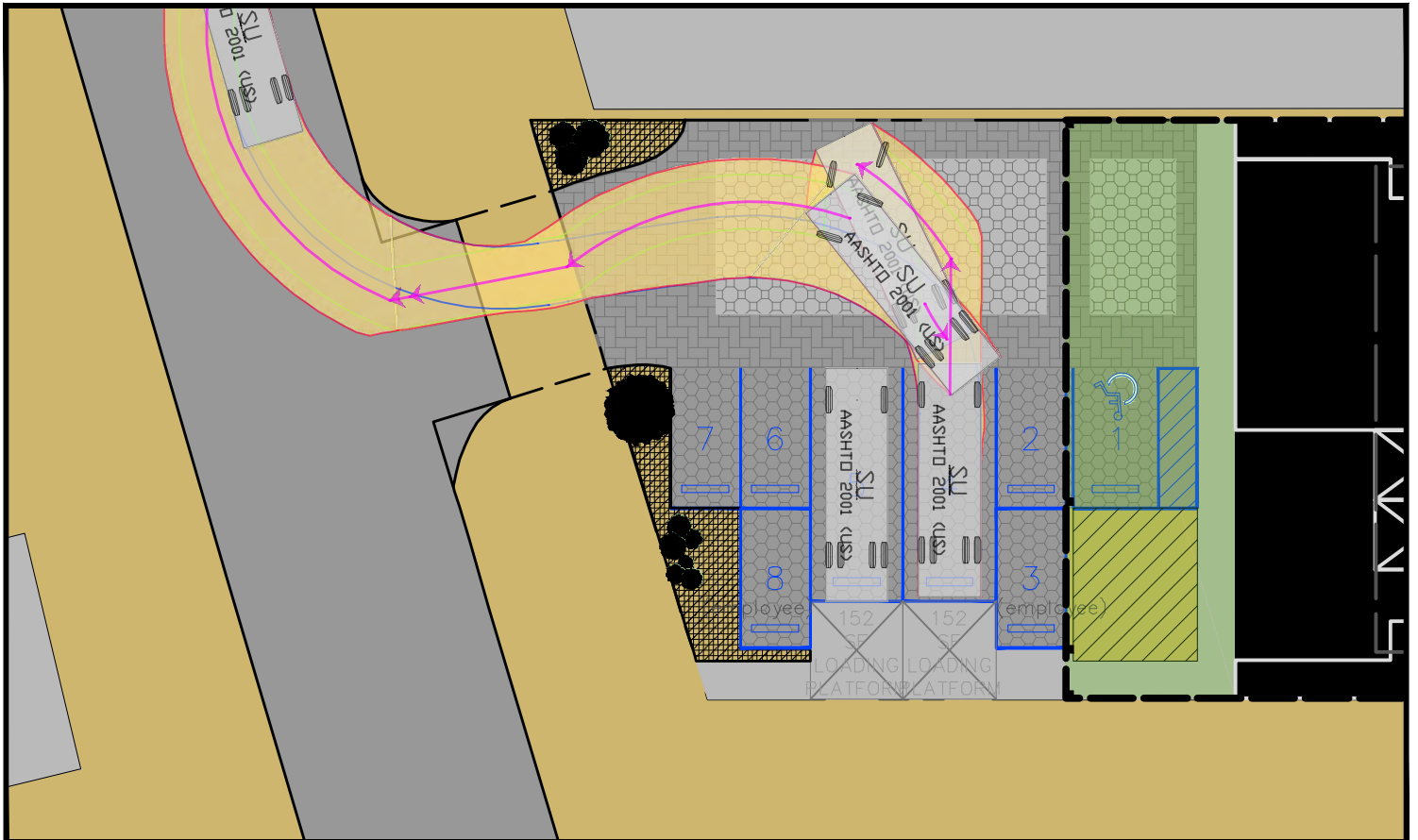
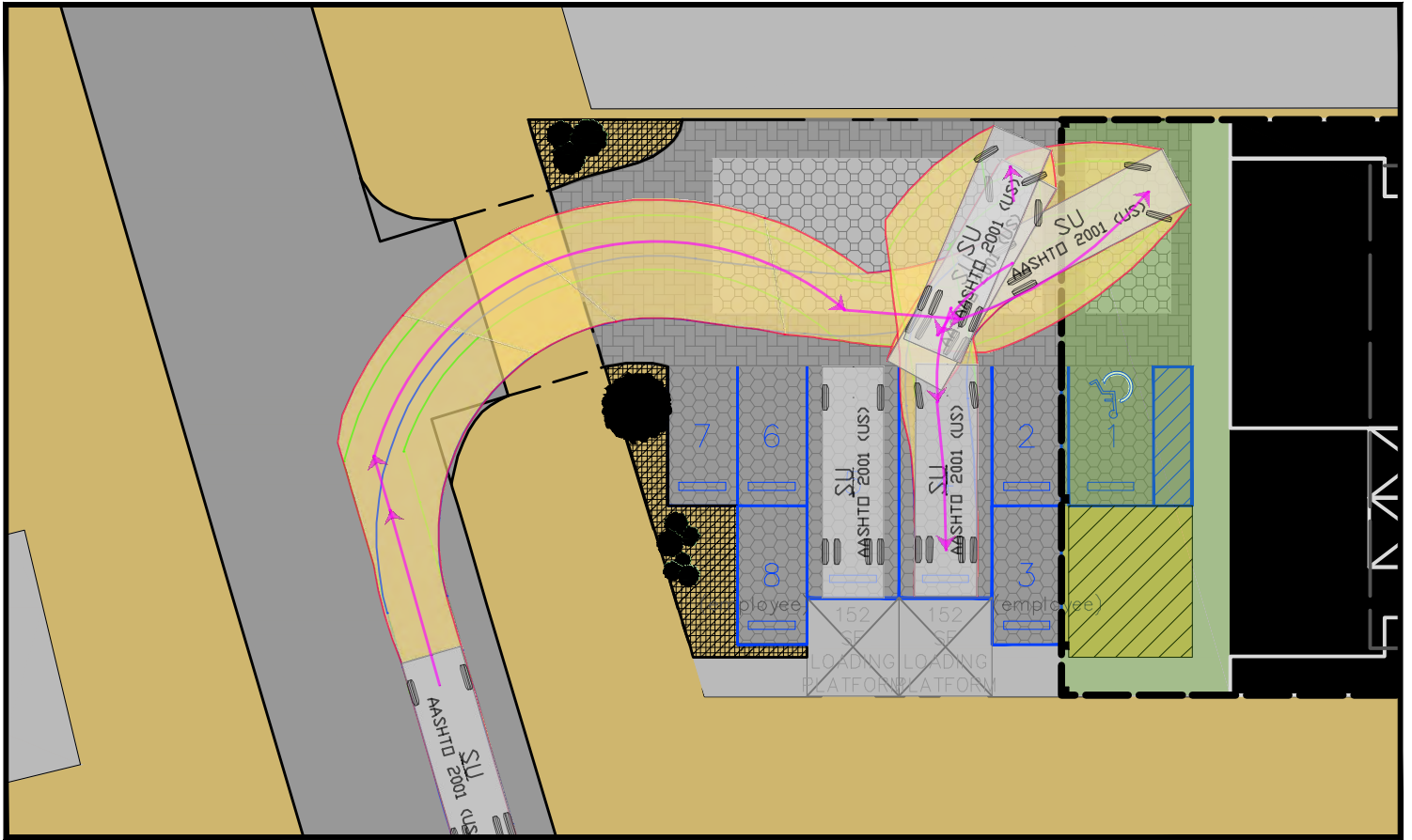


Figure 6
Swept Area Diagram - SU 30

1240 Mt. Olivet Road
Washington, DC

JCP



ATTACHMENT A

<p>Project Name & Applicant Team: Project Name: 1240 Mt. Olivet Road Project Applicant: Oaktree Development 1400 Key Boulevard Suite 100 Arlington, Virginia 22209</p> <p>Traffic Consultant Wells + Associates Chris Kabatt 8730 Georgia Avenue, Suite 200 Silver Spring, MD 20910</p>	
Case Type & No. (PUD, LTR, etc.):	Large Tract Review (LTR)
Street Address:	1240 Mt. Olivet Road, NE, Washington, DC
Current Zoning and/or Overlay District:	Zone District PDR - 1
Date of Filing:	Large Tract Review application has not yet been filed; BZA Application No. 19558 filed on 6/13/17.
Estimated Date of Hearing:	No dates have been designated yet for LTR; BZA hearing is set for 10/4/17.
Description of Project:	<p>The site is located in the Trinidad neighborhood, Washington D.C. and is south of Mt. Olivet surrounded by small commercial and retail establishments. The subject site is generally bounded by Mt. Olivet on the south and West Virginia Avenue on the west. The site currently is zoned PDR – 1. The Applicant proposes to develop a self-storage facility in Northeast Washington, DC.</p> <p>Under the Board of Zoning Adjustment application, the site would be developed to have a 3.45 FAR (or ~62,060 GSF). The square footage for parking requirement purposes, including the cellar and habitable roof structure, is proposed to be 79,420 square feet. There are four (4) parking spaces, two (2) tandem parking spaces for employees, and two (2) 30 loading berths. Parking relief is being requested. The bicycle and loading provisions meet the requirements. Access to the parking and loading facilities are proposed via a single driveway on Mt. Olivet Road. Trucks can pull head in and head out.</p>
1. Strategic Planning Elements (Planning Documents)	DDOT Comments/Action Items
<p>Planning Guidelines: The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information.</p> <p>Proposed Documents:</p> <ul style="list-style-type: none"> • DDOT Design and Engineering Manual • District of Columbia Municipal Regulations • District of Columbia Pedestrian Master Plan • District of Columbia Bicycle Master Plan • DDOT Public Realm Design Guide 	



<ul style="list-style-type: none"> • Transportation Improvement Program (TIP) for the Washington Metropolitan Region (prepared by the Nation Capitol Region Transportation Research Board) • MoveDC (DC Multimodal Long-Range Transportation Plan) 	
<p>2. Roadway Network, Capacity, & Operations</p> <p><u>Vehicle Trip Generation Assumptions</u></p> <p>Guidelines: Provide preliminary site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guideline for further information.</p> <p>Proposed preliminary mode split and supporting documentation:</p> <p>The 79,420 SF Self-Storage would generate 11 AM peak hour trips, 21 PM peak hour trips, and 199 daily trips. Mode split was not assumed because of type of use.</p>	
<p><u>Vehicle Site Access</u></p> <p>Guidelines: If vehicle access is needed, at a minimum the CTR will provide the locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements.</p> <p>Access Location(s): Access to/egress from the site will be provided via Mt. Olivet Road which is south of the site.</p> <p>Access Control: Vehicles enter the forecourt by a driveway which is a full movement, unsignalized access on Mt. Olivet Road.</p> <p>Existing curb cuts utilized: Two existing curb cuts on Mt. Olivet Road.</p> <p>Existing curb cuts abandoned: One curb cut will be removed</p> <p>Proposed curb cuts: One curb cut</p> <p>Curb cut width and radii: Curb cut widths and radii will be provided on the plans to be submitted with the application.</p>	
<p><u>CTR Triggers for further vehicle analysis (for sections below)</u></p> <p>Guidelines: See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity & Operations</i> section of the scoping form is required.</p>	
<p><u>Development Scenarios</u></p> <p>Guidelines: See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios.</p> <p>Proposed Development Scenarios:</p> <ul style="list-style-type: none"> • Existing Conditions – 1240 Mt. Olivet Road NE is well served by Metrobus and pedestrian amenities. 	
<p><u>Vehicle Study Area</u></p> <p>Guidelines: See Section 3.2.5 of the CTR guidelines for discussion of the study area.</p> <p>Proposed Study Area intersections, including access points (attach figure at end of Scoping Form as needed):</p> <p>NA</p>	



	<p>Data Collection and Hours of Analysis Guidelines: See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis. Proposed turning movement count intersections: NA</p>
	<p>Roadway Improvements Guidelines: The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.8 of the CTR guidelines. Proposed roadway improvements: NA</p>
	<p>Background Developments Guidelines: The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines. Proposed background development: Click here to enter text.</p>
	<p>Background Growth Guidelines: The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines. Proposed annual background growth: Click here to enter text.</p>
	<p>Site Trip Distribution & Assignment Guidelines: Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment. Proposed site distribution and assignment (attach figures, as needed, at end of Scoping Form): Click here to enter text.</p>



<p><u>Analysis Methodology</u> Guidelines: Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.1.1 of the CTR guidelines. Proposed analysis methodology: NA</p>	
<p><u>Vehicle Trip Mitigation</u> Guidelines: Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT’s practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</p>	
<p>3. Bicycle and Pedestrian Facilities</p>	<p>DDOT Comments/Action Items</p>
<p>CTR Triggers for Bike and Pedestrian Mode Share Guidelines: A CTR is required to include some level of analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle & Pedestrian Facilities</i> section of this scoping form.</p>	
<p>CTR Bike and Pedestrian Study Area Guidelines: See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas. Proposed bike and pedestrian study area: Analysis not required. A statement of nearby bike and pedestrian facilities will be required.</p>	
<p><u>Data Collection and Analysis of Bike and Pedestrian Network and Facilities</u> Guidelines: See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes. Proposed bike and pedestrian network and facilities analysis:</p>	
<p><u>Mitigation for Bike and Pedestrian Network</u> Guidelines: If deficiencies have been documented in the study area’s pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike and pedestrian network. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</p>	



4. Transit Service	DDOT Comments/Action Items
<p><u>CTR Triggers for Transit Mode Share</u> Guidelines: A CTR is required to include some level of analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required.</p>	
<p><u>CTR Transit Study Area</u> Guidelines: If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area. Proposed transit study area: No analysis required. A statement of transit services will be provided.</p>	
<p><u>Analysis of Transit Network</u> Guidelines: Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information. Proposed transit analysis:</p>	
<p><u>Transit Trip Mitigation</u> Guidelines: Proposed mitigation of transit impact may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information. For informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</p>	
<p>5. Site Access and Loading Guidelines: At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies. Freight/Delivery The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines. Motorcoach For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motorcoach access. See Section 3.5.2 of the CTR guidelines. Proposed loading analysis: Truck turning maneuvers will be provided</p>	



<p>6. Parking</p> <p>Guidelines: Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6 of the CTR guidelines.</p> <p>Proposed loading analysis: Parking analysis will be provided. Requesting relief of 18 of 22 parking spaces.</p>	
<p>7. Transportation Demand Management</p> <p>Triggers for a TDM Plan</p> <p>Guidelines: All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7 of the CTR guidelines.</p> <p>Proposed TDM Plan: Will discuss with DDOT during review process</p>	
<p>8. Performance Monitoring & Measurement</p> <p>Guidelines: Development of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information.</p> <p>For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.</p>	
<p>9. Safety</p> <p>Guidelines: The CTR will demonstrate that the site will not create or exacerbate existing issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information.</p> <p>Proposed safety analysis: NA</p>	
<p>10. Streetscape/Public Realm</p> <p>Guidelines: DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation.</p> <p>These guidelines are provided to inform that public realm design standards may alter an Applicant's intended use of public space.</p>	



Information/Data Requests (List requested data from DDOT after each field below:

- District planning documents: [Click here to enter text.](#)
- Local planning documents, including small area plans: [Click here to enter text.](#)
- Information on programmed and/or funded roadway improvements in study area: [Click here to enter text.](#)
- Studies for background developments in study area: [Click here to enter text.](#)
- Signal Timings: [Click here to enter text.](#)
- Crash: [Click here to enter text.](#)

Proposed Scheduled:

Submit Scoping Document: [Click here to enter text.](#)

DDOT comments on Scoping Document: [Click here to enter text.](#)

Transportation Consultant/Applicant responses to comments: [Click here to enter text.](#)

Submission of Report to DDOT: [Click here to enter text.](#)

Zoning Commission or BZA Hearing Date: [Not set yet](#)

Attach any Figures, Tables, and Appendices here:



ATTACHMENT B



AARON LUBECK
Sr. Manager

2795 E. Cottonwood Parkway, Suite 400
Salt Lake City, UT 84121
Direct Dial Phone Number 801-365-4581
E-Mail - alubeck@extraspaces.com

August 9, 2017

To Whom It May Concern:

Extra Space Storage Inc, is a national owner and operator of nearly 1,500 self-storage properties in 39 States, Washington D.C. and Puerto Rico.

Our standard for parking spaces is as follows:

“Provide a minimum of 6-8 parking spaces (9’x18’) plus one barrier free handicap (ADA) space unless more required by code. Parking to be located outside secure area for public/employee use.”

Our average facility is approximately 70,000 SF and this parking standard is applicable to all our properties.

We have several facilities in the region that operate successfully with the following parking spaces:

1. 1420 U St NW, Washington, DC, 20009 – 104,434 SF with 1,691 units. 6 parking spaces
2. 6011 Blair Rd NW, Washington, DC, 20011 – 99,689 SF with 1,219 units. 8 parking spaces
3. 3000 10th St N, Arlington, VA, 22201 – 77,299 SF with 871 units. 6 parking spaces

Please feel free to reach out to me if there are other questions or concerns.

Sincerely,

Aaron Lubeck
Sr. Manager, Real Estate

EXHIBIT F

MT. OLIVET SELF STORAGE

LTR Submission



MT. OLIVET SELF STORAGE

Montage Development Group, LLC
1240 Mt. Olivet Rd. NE, Washington DC 20002

LTR Submission

Drawing List

	SHEET NUMBER	SHEET NAME
SITE + ZONING INFORMATION	A-000	Cover Sheet
	A-001	Drawing List
	A-002	Site Plan
	A-003	Area Plan - Satellite View
	A-004	Context Photos
	A-005	Area Zoning Map
	A-006	Zoning Summary Sheet
	A-007	Circulation Plan
BUILDING PLANS	A-100	Cellar Floor Plan
	A-101	Ground Floor Plan
	A102	Second Floor Plan
	A-103	Typical Floor Plan
	A-104	Penthouse Floor Plan
	A-105	Roof Plan
BUILDING ELEVATIONS	A-200	Rendered South Elevation (Front)
	A-201	Rendered West Elevation (Side)
	A-202	Rendered North Elevation (Rear)
	A-203	Rendered East Elevation (Side)
BUILDING SECTION	A-300	Building Section
	A-301	Building Section at Forecourt
BUILDING PERSPECTIVES	A-500	Building Perspective - View from West Virginia Ave.
	A-501	Building Perspective - View from Intersection of Mt. Olivet / West Virginia Ave.
	A-502	Building Perspective - Front View from Mt. Olivet Road
	A-503	Building Perspective - View from Mt. Olivet Road Inbound
	A-504	Building Perspective - Building Forecourt

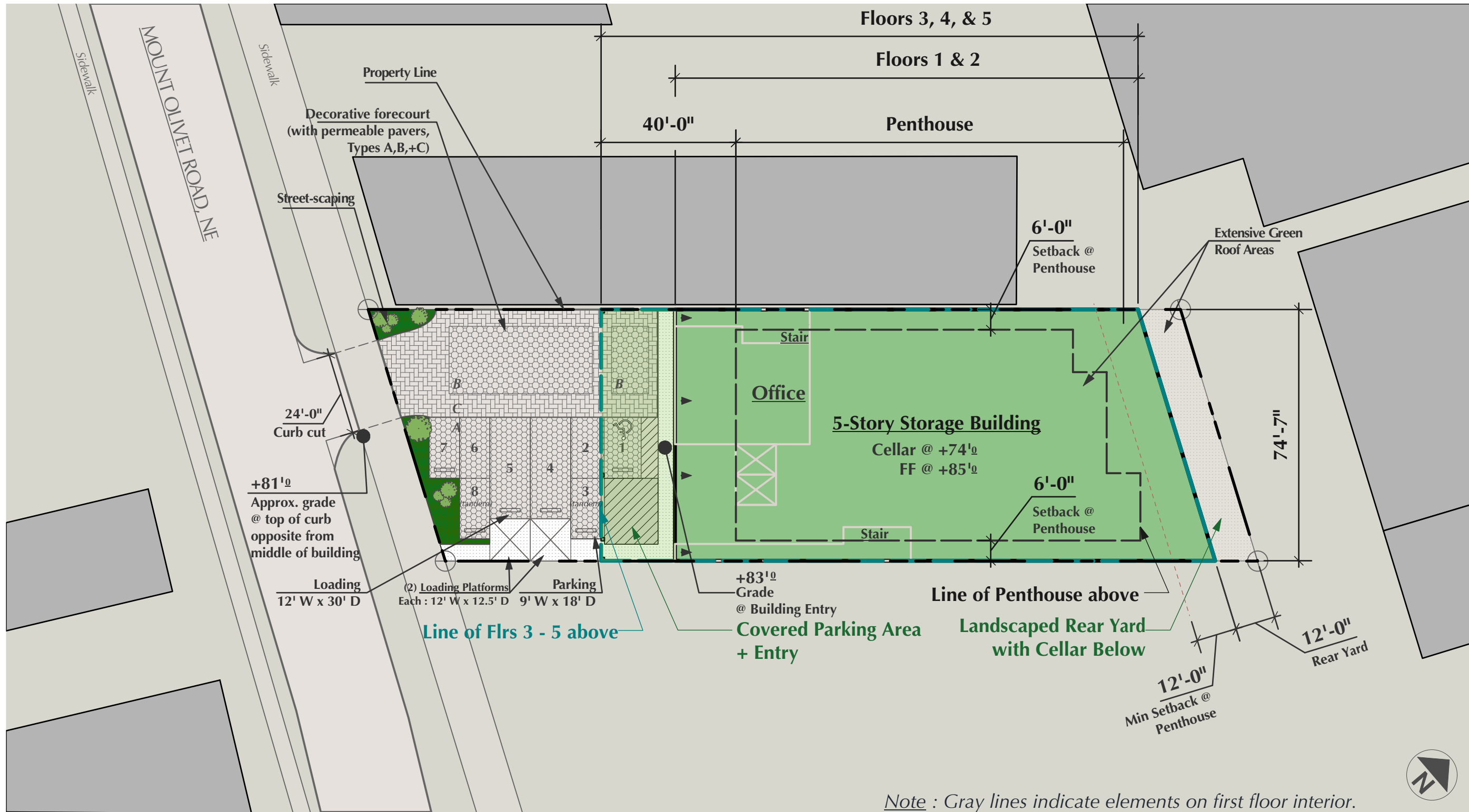


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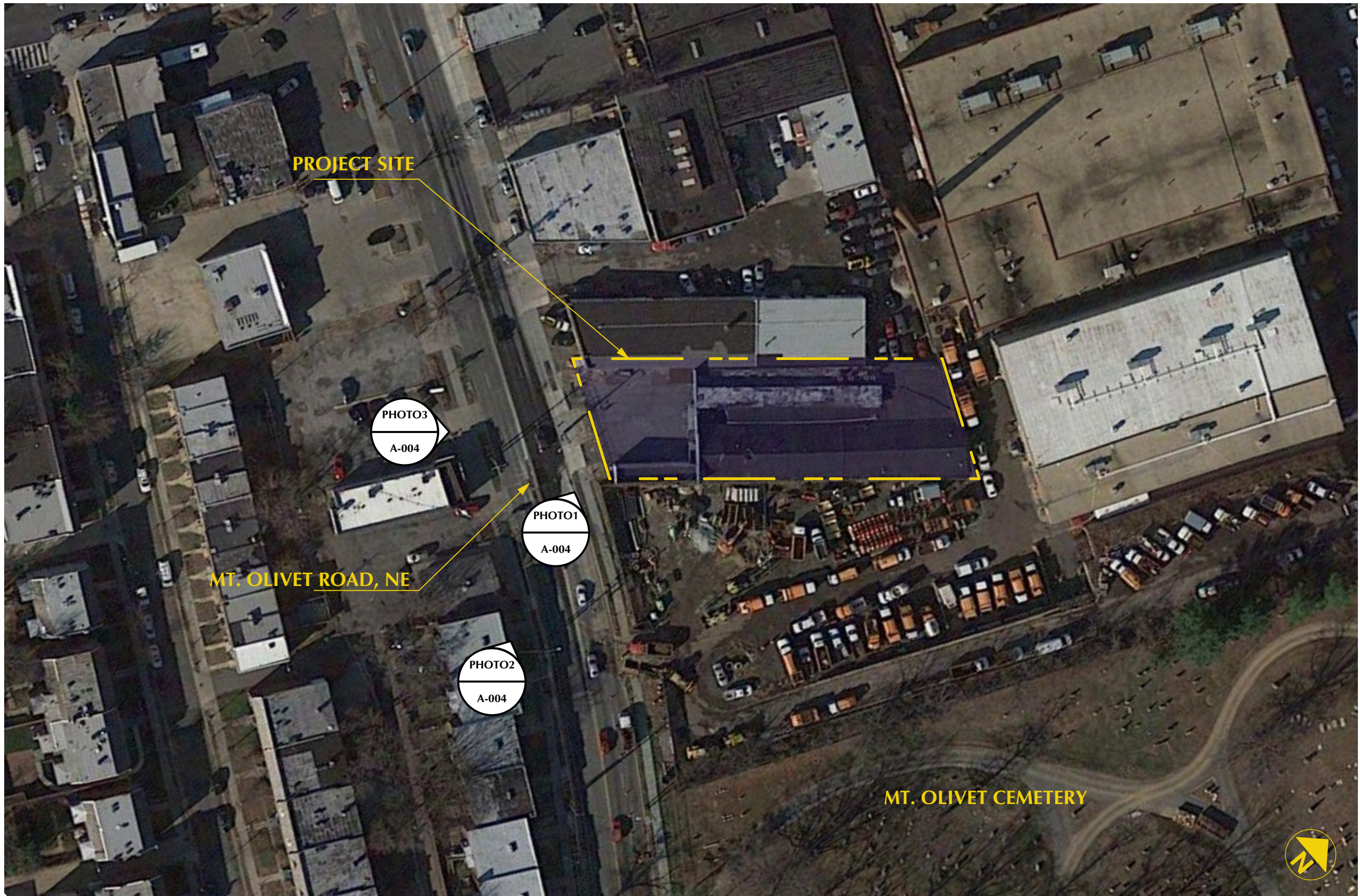
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Note : Gray lines indicate elements on first floor interior.



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Photo 1 - View of existing sidewalk at property front



Photo 2 - View facing front corner of existing property - inbound



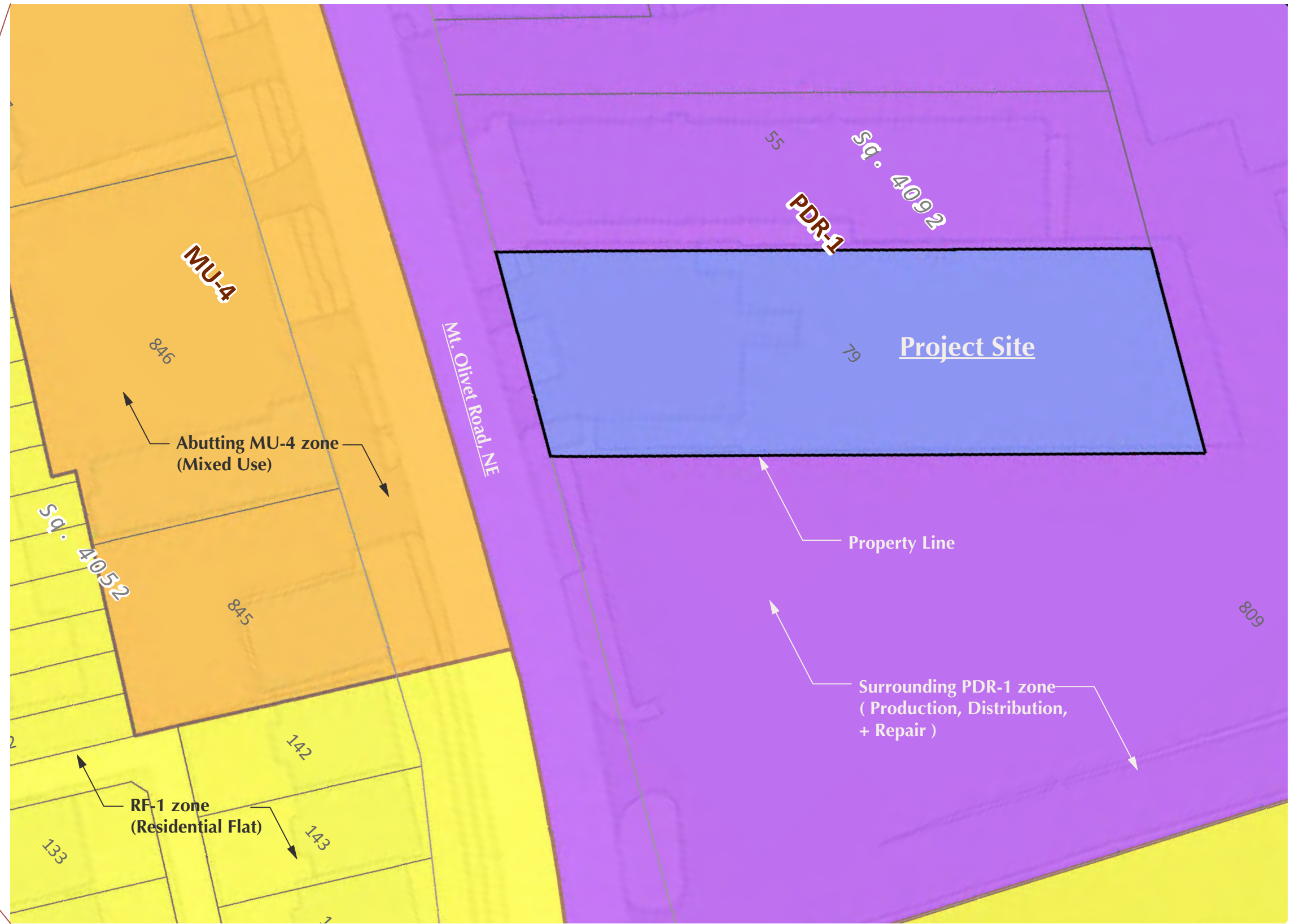
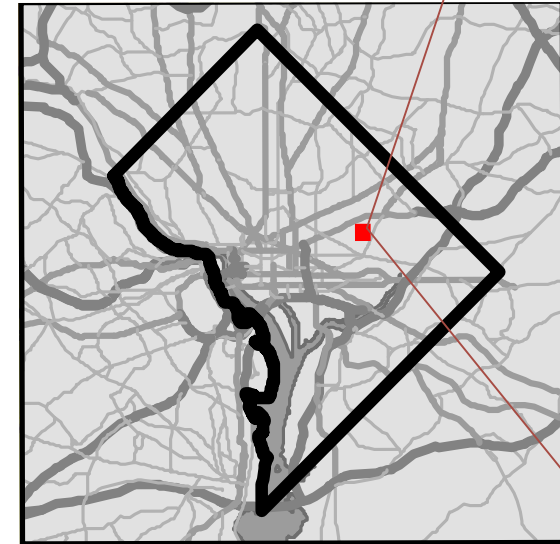
Photo 3 - View facing front of existing property



MT. OLIVET SELF STORAGE

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LTR Submission

NOTE : Reference A-003 for photo locations.



Zoning Summary (per Title 11 2016 DCMR)	
PROPERTY ADDRESS :	1240 Mt Olivet Road, NE, Washington DC, 20002
ZONING CLASSIFICATION :	PDR - 1
BLOCK NUMBER :	Square 4092
LOT NUMBER :	Parcel 141 / 79
PROPOSED USE :	Production, distribution, repair : WAREHOUSE / SELF STORAGE FACILITY
SITE INFORMATION	
MINIMUM LOT AREA:	None
MINIMUM LOT WIDTH:	None
SITE AREA:	17,980 SF

BUILDING AREA CALCULATIONS		
DESCRIPTION	AREA SF	REMARKS
Cellar Level Area- Storage	12,040 SF	§199.1 : Cellar is Non-FAR Area
First Floor Area- Parking / Loading	1,640 SF	
First Floor Area- Office	1,300 SF	
First Floor Area- Storage	9,800 SF	
Second Floor Area- Storage	11,100 SF	
Third Floor Area- Storage	12,740 SF	
Fourth Floor Area- Storage	12,740 SF	
Fifth Floor Area- Storage	12,740 SF	
TOTAL PROPOSED GFA =		62,060 SF
Penthouse Floor Area- Storage	6,960 SF	
TOTAL BUILDING AREA INCLUDING NON-FAR =		81,060 SF

Regulation	Permitted/ Required	Proposed Building	C= Complies	Applicable ZR Section / Notes
Maximum Floor Area Ratio (FAR)	3.5	3.45	C	§ J-202
Allowable / Proposed Floor Area	62,930 SF	62,060 SF	C	Site Area x FAR = 17,980 SF x 3.5 = 62,930 SF
Penthouse Maximum Floor Area Ratio (FAR)	0.4	0.39	C	§ J-201
Allowable / Proposed Floor Area	4,816 SF	6,960 SF	C	Site Area x FAR = 17,980 SF x 0.4 = 7,654 SF

BUILDING YARD MINIMUM REQUIREMENTS				
TRANSITION (All Elevations)	None Required	0'0"	C	§ J-207.1 : Site does not directly abut Residential Zone or use
SIDE YARD (West Elevation)	None Required	0'0"	C	§ J-206.1
REAR (North Elevation)	12'0"	12'0"	C	§ J-205.2 : 12'0"
SIDE YARD (East Elevation)	None Required	0'0"	C	§ J-206.1

	Permitted/ Required	Proposed Building	C= Complies	Applicable ZR Section / Notes
PENTHOUSE SETBACK MINIMUM REQUIREMENTS				
FRONT (Mt Olivet Road - South Elevation)	15'0"	40'0"	C	§ C-1502.1(a) 1 x front building wall of penthouse = 15'0"
SIDE (West Elevation)	6'0"	6'0"	C	§ C-1502.1(b) .5 x side building wall of penthouse = .5 x 12' = 6'0"
REAR (North Elevation)	12'0"	12'0"	C	§ C-1502.1(a) 1 x rear building wall of penthouse = 12'0"
SIDE (East Elevation)	6'0"	6'0"	C	§ C-1502.1(b) .5 x side building wall of penthouse = .5 x 12' = 6'0"

BUILDING HEIGHT MAXIMUM REQUIREMENTS				
Building Height (FT)	50'0"	50'0"	C	§ J-203.1
Building Height (STORIES)	No limit	5 Stories **	C	
Penthouse Height (FT)	12'0"	12'0" + 15'0"	C	§ J-203.6 : Habitable Penthouse @ 12'-0" ; Elevator Override @ 15'-0"
Penthouse Height (STORIES)	1 Story	1 Story **	C	
** SEE A-300 + A-301 PRELIMINARY SECTIONS FOR BUILDING HEIGHT DATA				

PARKING / LOADING MINIMUM REQUIREMENTS				
Number of Parking Spaces	22	4		BZA RELIEF NEEDED for 18 Spaces : See Note #1
Number of Loading Berths	2	2	C	§ C-901 : See Note #2
Number of Bicycle Parking Spaces (Long Term)	3	3	C	§ C-802.1 : See Note #3
Number of Bicycle Parking Spaces (Short Term)	None Required	0	C	§ C-802.1
Size of Parking Space	9'0" x 18'0"	9'0" x 18'0"	C	§ C-712.5(c)
Size of Loading Berths	12'0" x 30'0" w/ 17'0" Clear Ht.	12'0" x 30'0" w/ 17'0" Clear Ht.	C	§ C-905.2
Size of Loading Platforms	>100 SF, 8'0" Wide, 10'0" Clear Ht.	152 SF, 8'0" Wide, 10'0" Clear Ht.	C	§ C-905.4

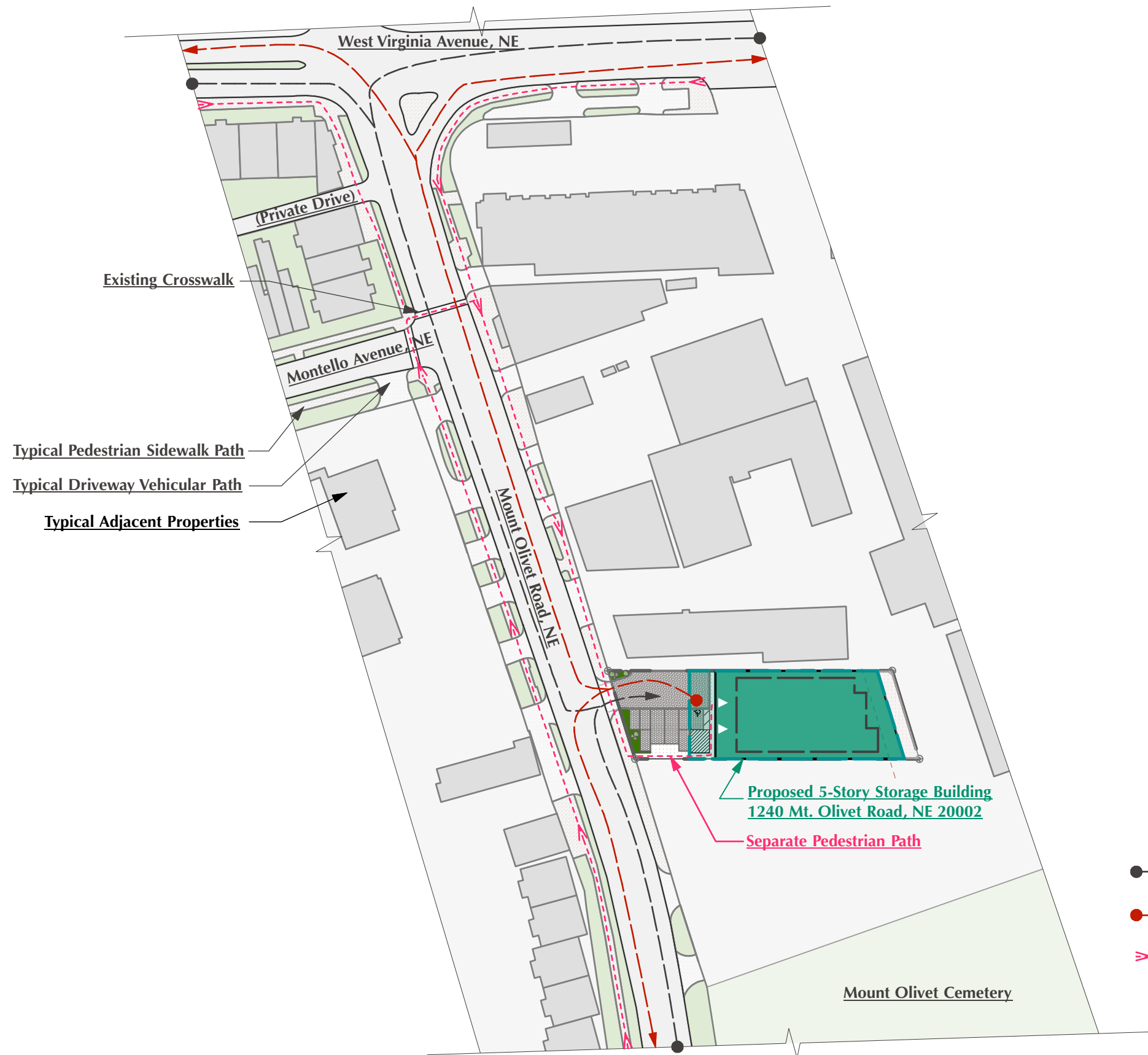
COURT REQUIREMENTS				
Minimum Requirements	None	None	C	§ J-209.1

GREEN AREA RATIO MINIMUM REQUIREMENTS				
Minimum Green Area Ratio	0.3	0.3	C	§ J-208.1
Green Area Calculations	5,394 SF	5,394 SF @ Green Roof	C	Site Area x GAR = 17,980 SF x 0.3 = 5,394 SF

- Notes:
- Production, distribution, repair : WAREHOUSE FACILITY = 1 per 3,000 SF
67,380 SF GFA / 3,000 SF = 22 Parking Spaces Required
(Special Exception application per § C-703)
 - Production, distribution, repair : WAREHOUSE FACILITY in PDR-1 District:
67,380 SF GFA = 2 Loading Berth Required (GFA > 25,000 SF + GFA < 100,000SF)
Each loading berth to have accompanying loading platform
Service/Delivery Space: None Req'd
 - Long-Term Bicycle spaces for PDR use shall be 1 space per 20,000 GFA
67,380 SF GFA / 20,000 SF per space = 3 Bike Spaces Required



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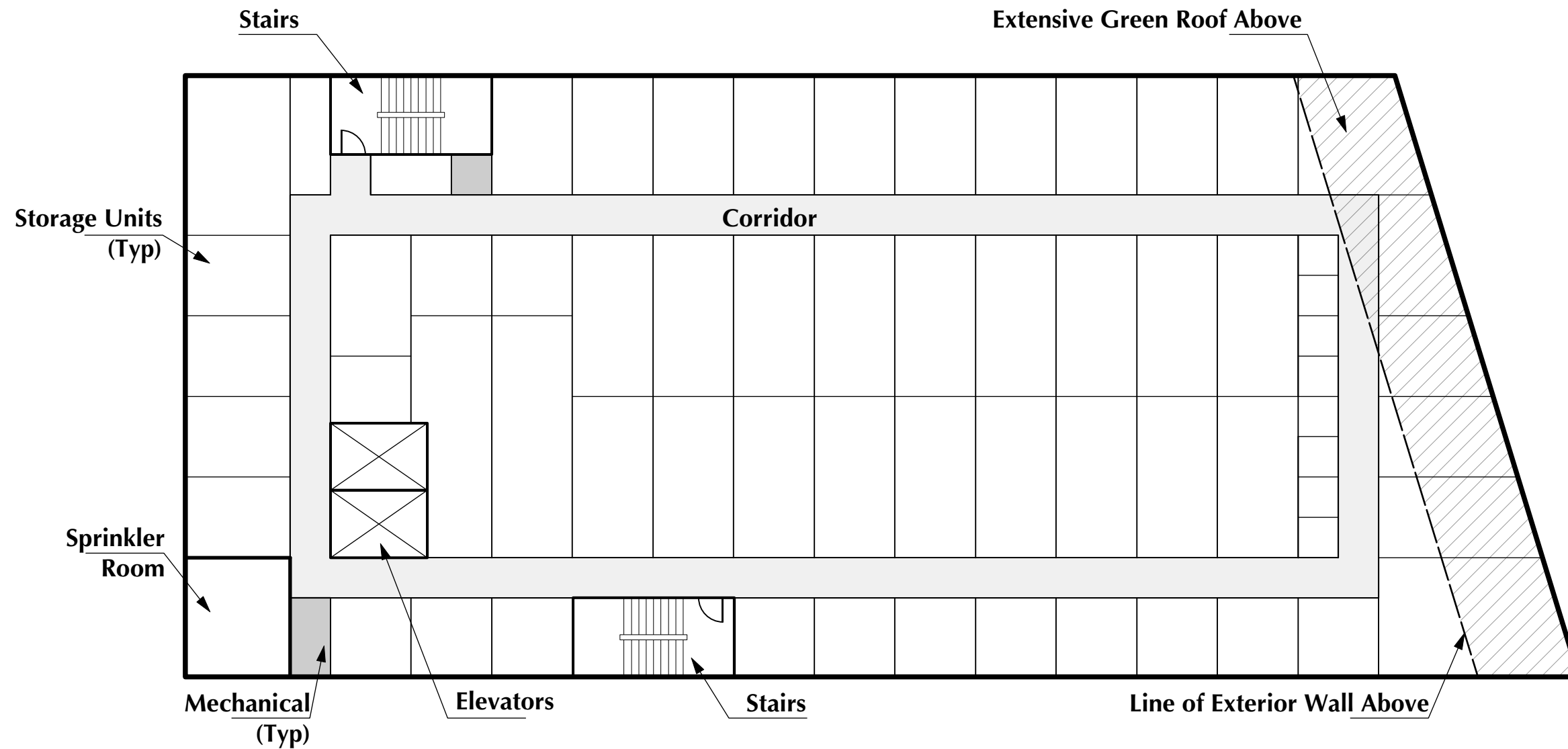
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- — — — —▶ Vehicular Access , Exiting Property
- ▶ - - - - - Pedestrian Access (Enter / Exiting)
- ▶ Building Entrance



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Note : The exterior elevations, including door, signage, and window sizes, number and locations and exterior materials and colors, the interior partition locations, the number, size and locations of projections, outdoor space, stairs, and elevators are preliminary and shown for illustrative purposes only.

Line of Floor Above

Stairs

Storage Units (Typ)

Extensive Green Roof Below

OFFICE ENTRY

Sales Office

Corridor

STORAGE ENTRY

Elevators

Mechanical (Typ)

Stairs

Covered Parking

Electric Room



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Line of Floor Above

Stairs

Storage Units (Typ)

Corridor

Covered Parking

Elevators

Stairs

Mechanical (Typ)

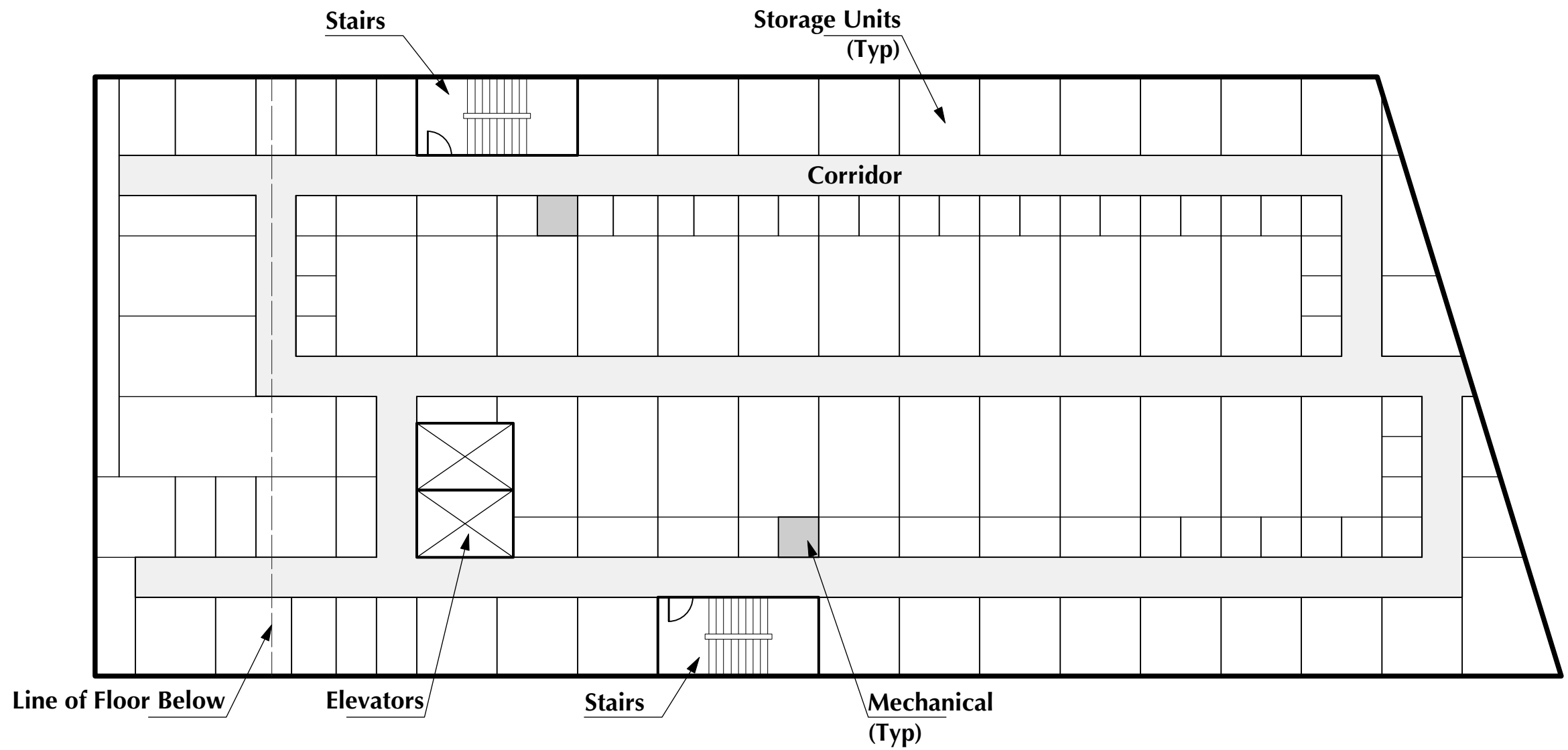


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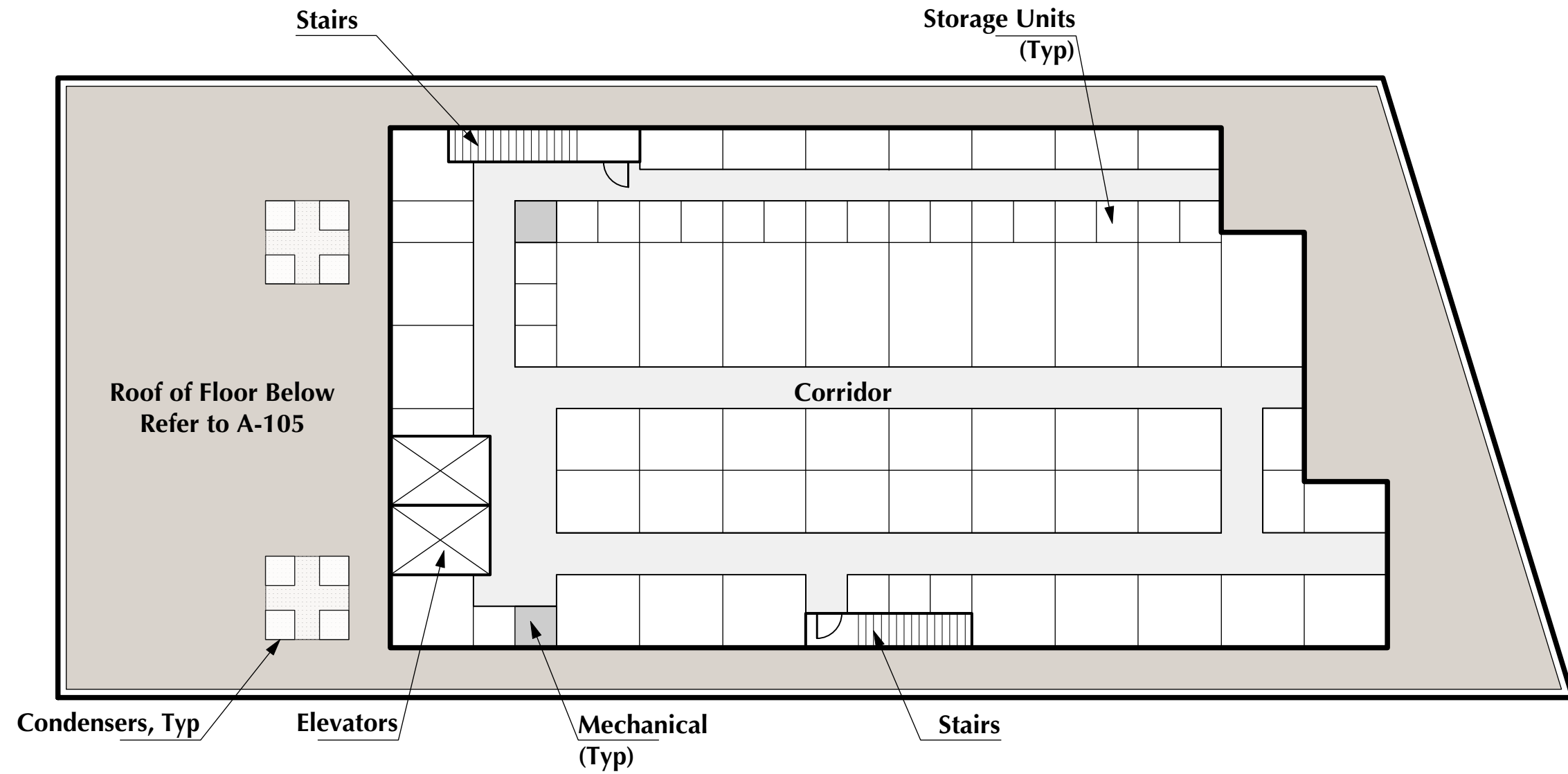
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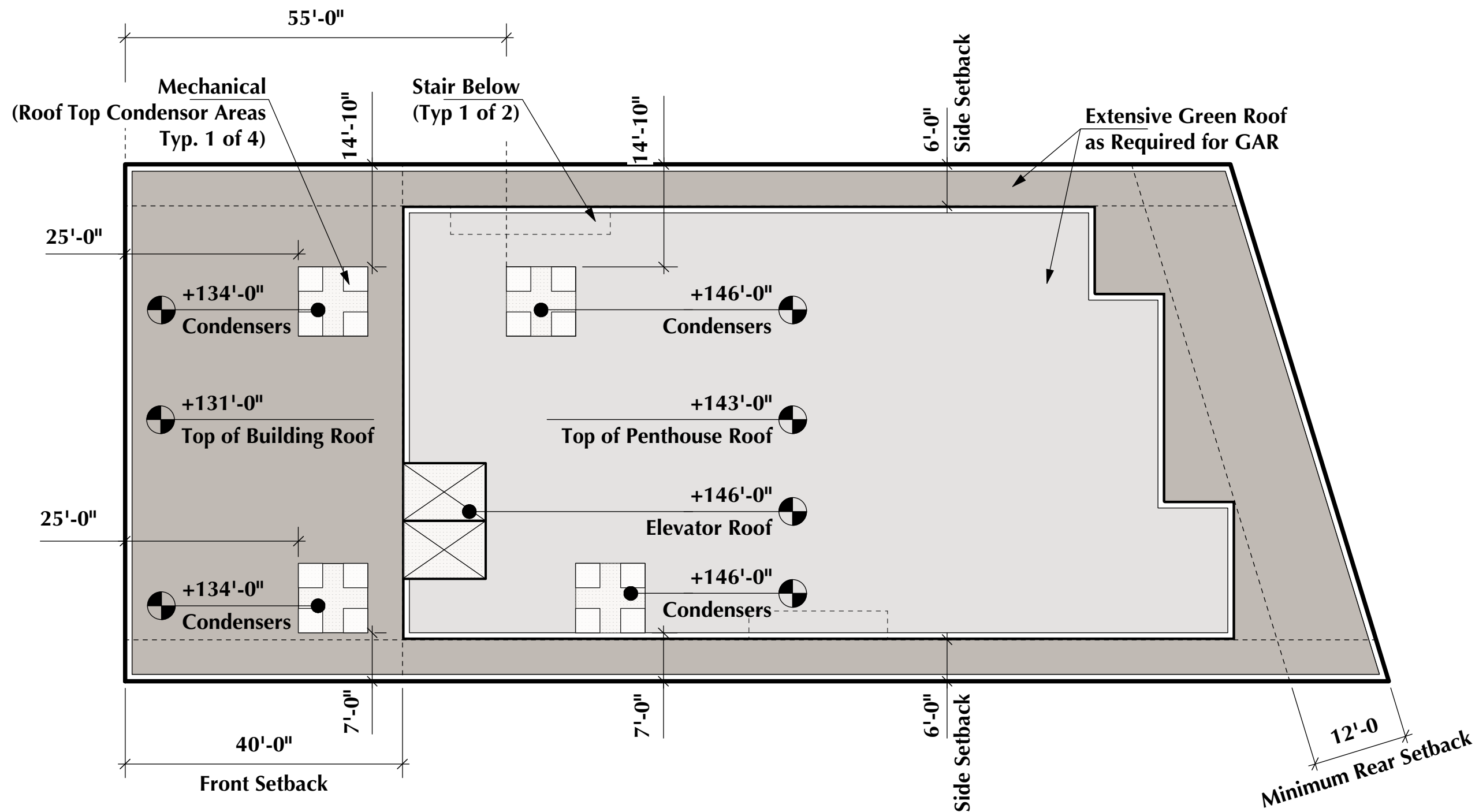
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Note : The exterior elevations, including door, signage, and window sizes, number and locations and exterior materials and colors, the interior partition locations, the number, size and locations of projections, outdoor space, stairs, and elevators are preliminary and shown for illustrative purposes only.



NOTE: Location of Green Roof and Roof Structures are illustrative and subject to change on final plans.



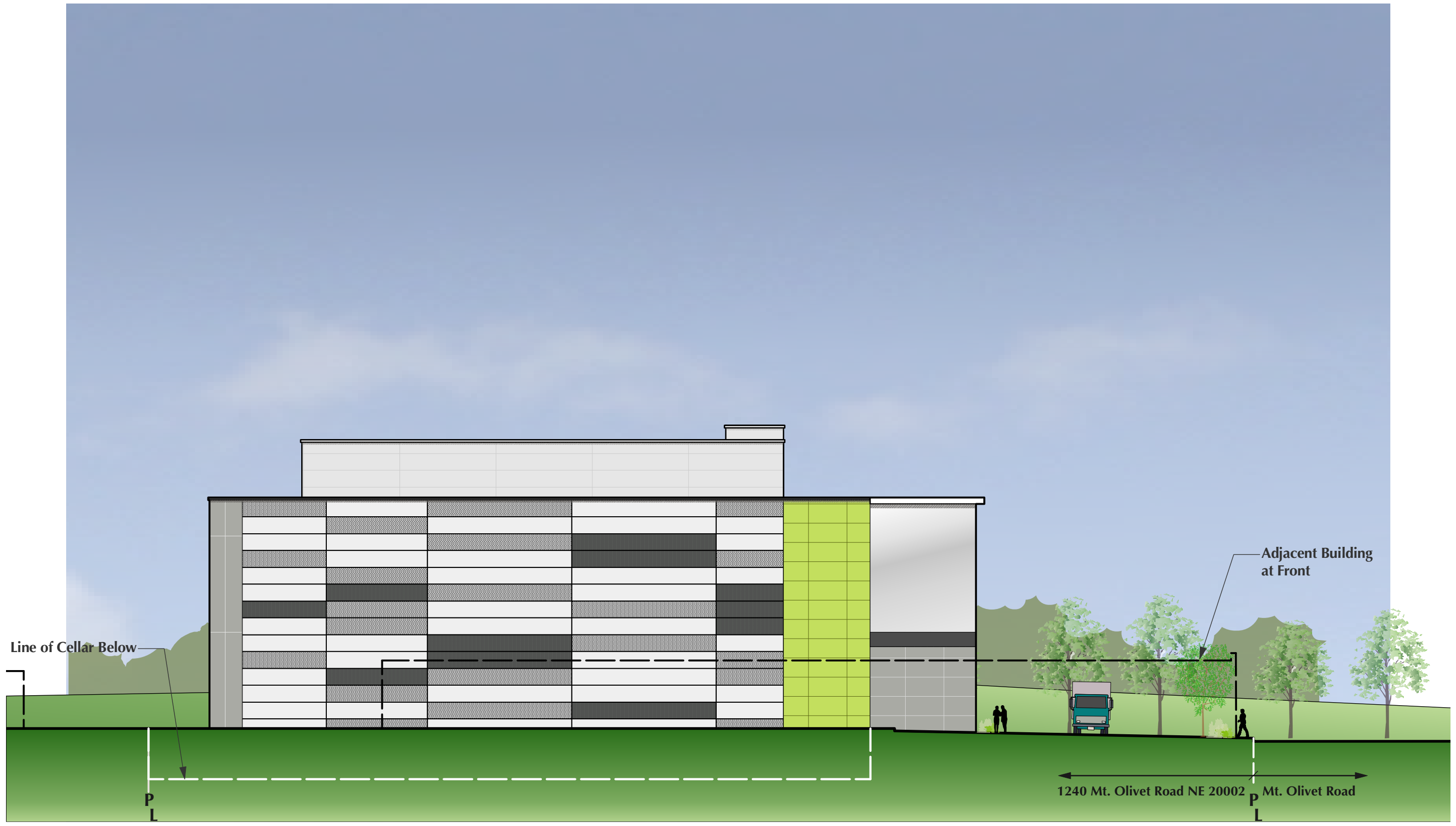
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Note : The exterior elevations, including door, signage, and window sizes, number and locations and exterior materials and colors, the interior partition locations, the number, size and locations of projections, outdoor space, stairs, and elevators are preliminary and shown for illustrative purposes only.

A-200 Rendered South Elevation (Front)

SCALE: 1" = 20'-0"



B•W
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 1240 Mt. Olivet Rd. NE, Washington DC 20002
 LTR Submission

Note : The exterior elevations, including door, signage, and window sizes, number and locations and exterior materials and colors, the interior partition locations, the number, size and locations of projections, outdoor space, stairs, and elevators are preliminary and shown for illustrative purposes only.

A-201 Rendered West Elevation (Side)

SCALE: 1" = 20'-0"



MT. OLIVET SELF STORAGE

Montage Development Group, LLC
 1240 Mt. Olivet Rd. NE, Washington DC 20002
LTR Submission

Note : The exterior elevations, including door, signage, and window sizes, number and locations and exterior materials and colors, the interior partition locations, the number, size and locations of projections, outdoor space, stairs, and elevators are preliminary and shown for illustrative purposes only.

A-202 Rendered South Elevation (Rear)

SCALE: 1" = 20'-0"



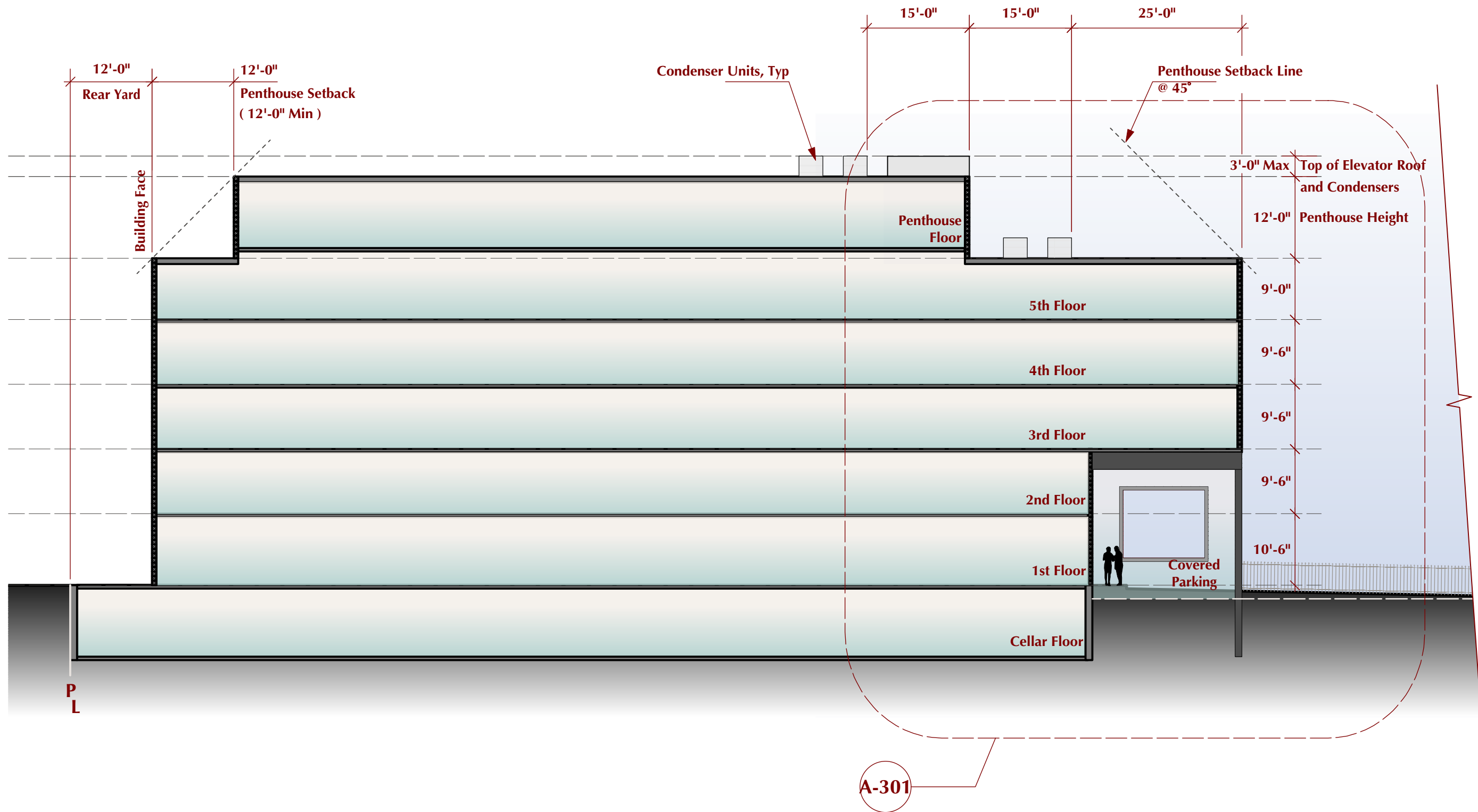
MT. OLIVET SELF STORAGE

Montage Development Group, LLC
 1240 Mt. Olivet Rd. NE, Washington DC 20002
LTR Submission

Note : The exterior elevations, including door, signage, and window sizes, number and locations and exterior materials and colors, the interior partition locations, the number, size and locations of projections, outdoor space, stairs, and elevators are preliminary and shown for illustrative purposes only.

A-203 Rendered East Elevation (Side)

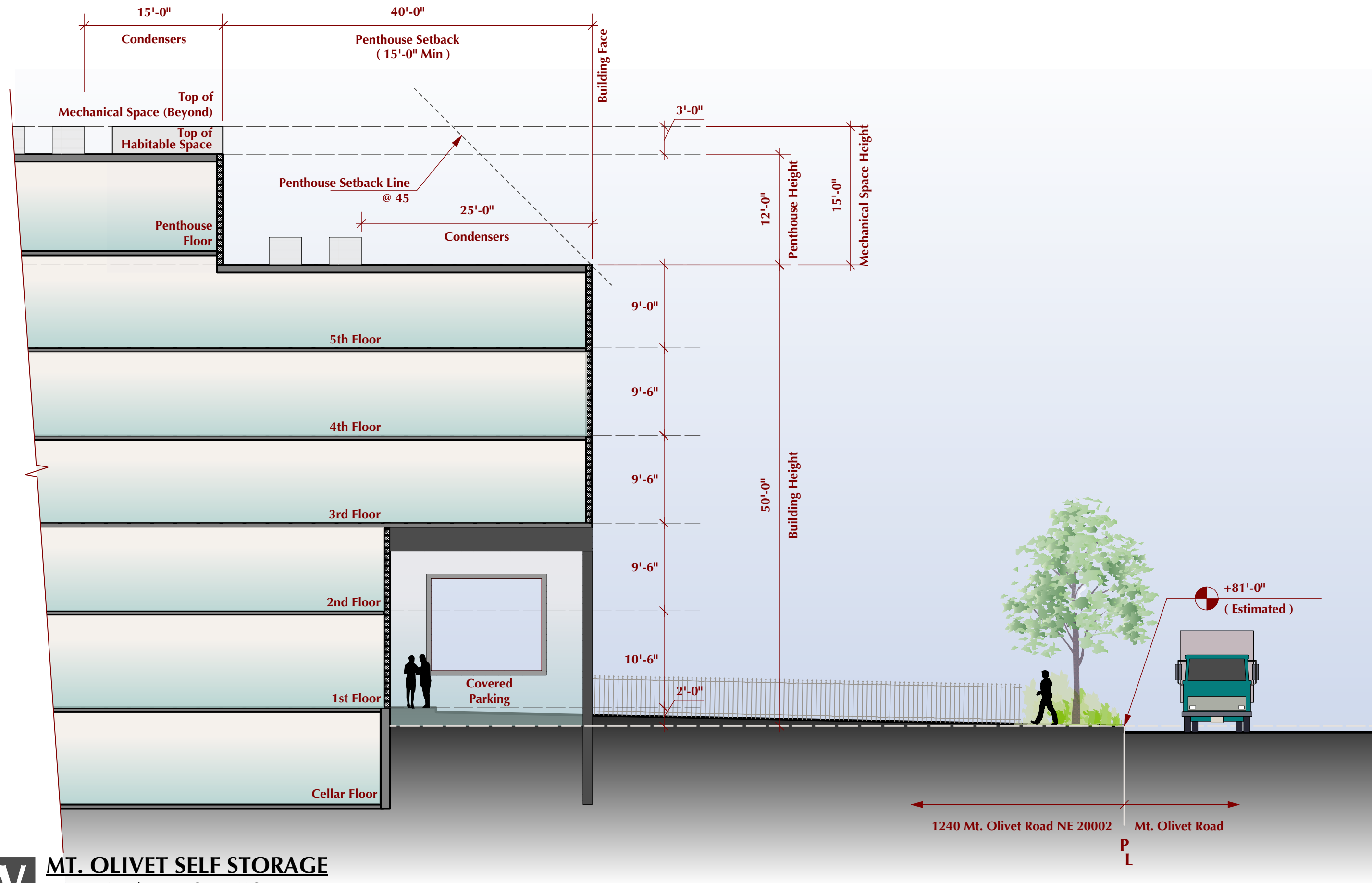
SCALE: 1" = 20'-0"



MT. OLIVET SELF STORAGE

Montage Development Group, LLC
 1240 Mt. Olivet Rd. NE, Washington DC 20002

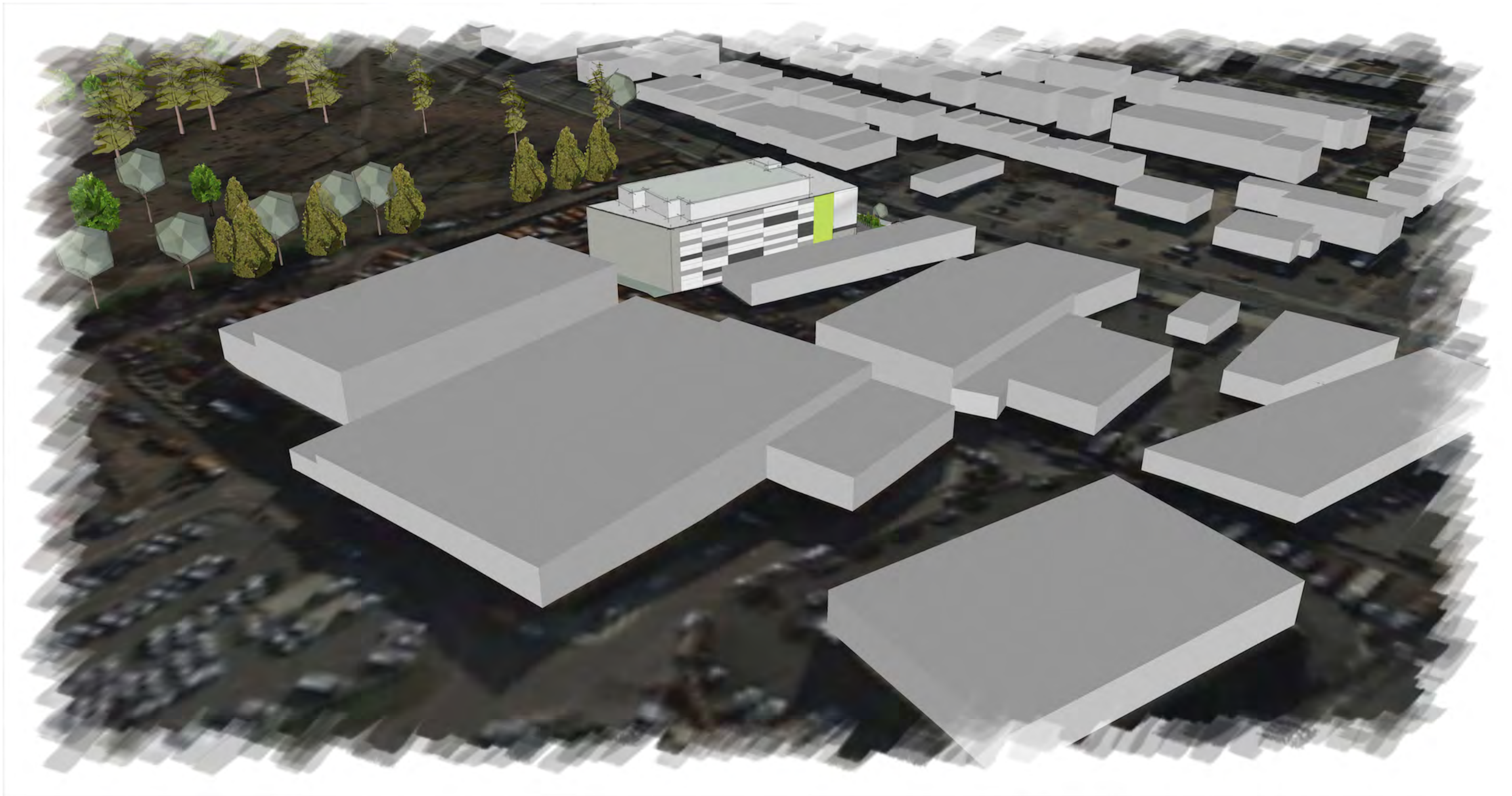
LTR Submission



BOW **MT. OLIVET SELF STORAGE**
 Montage Development Group, LLC
 1240 Mt. Olivet Rd. NE, Washington DC 20002
 BUTZ•WILBERN LTD LTR Submission

A-301 Building Section

SCALE: 1" = 10'-9"



MT. OLIVET SELF STORAGE

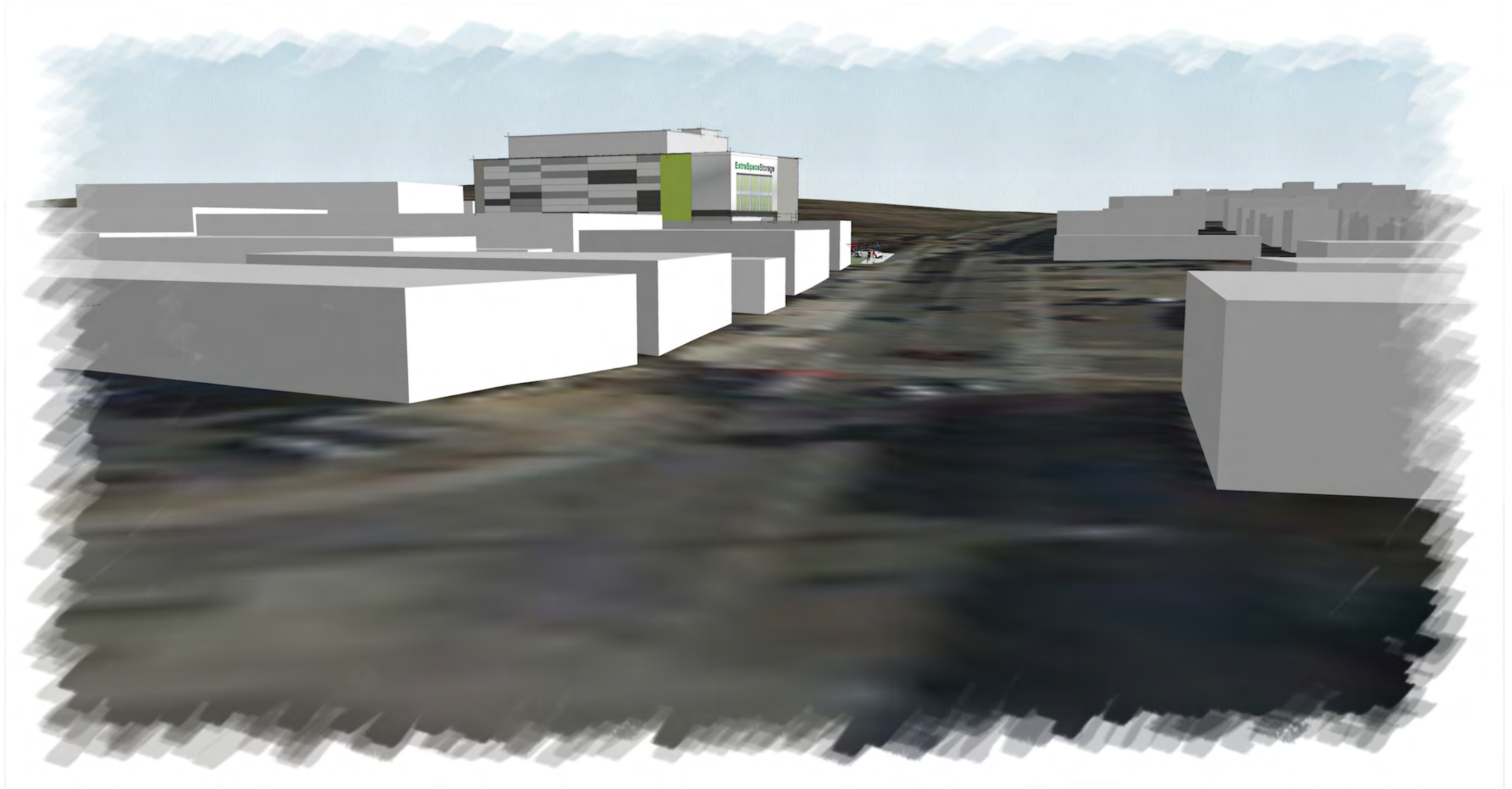
Montage Development Group, LLC

1240 Mt. Olivet Rd. NE, Washington DC 20002

LTR Submission

A-500 Building Perspective - View from West Virginia Ave.

SCALE: Not to Scale



MT. OLIVET SELF STORAGE

Montage Development Group, LLC

1240 Mt. Olivet Rd. NE, Washington DC 20002

LTR Submission

A-501 Building Perspective - View from Intersection of Mt. Olivet Rd + West Virginia Ave

SCALE: Not to Scale

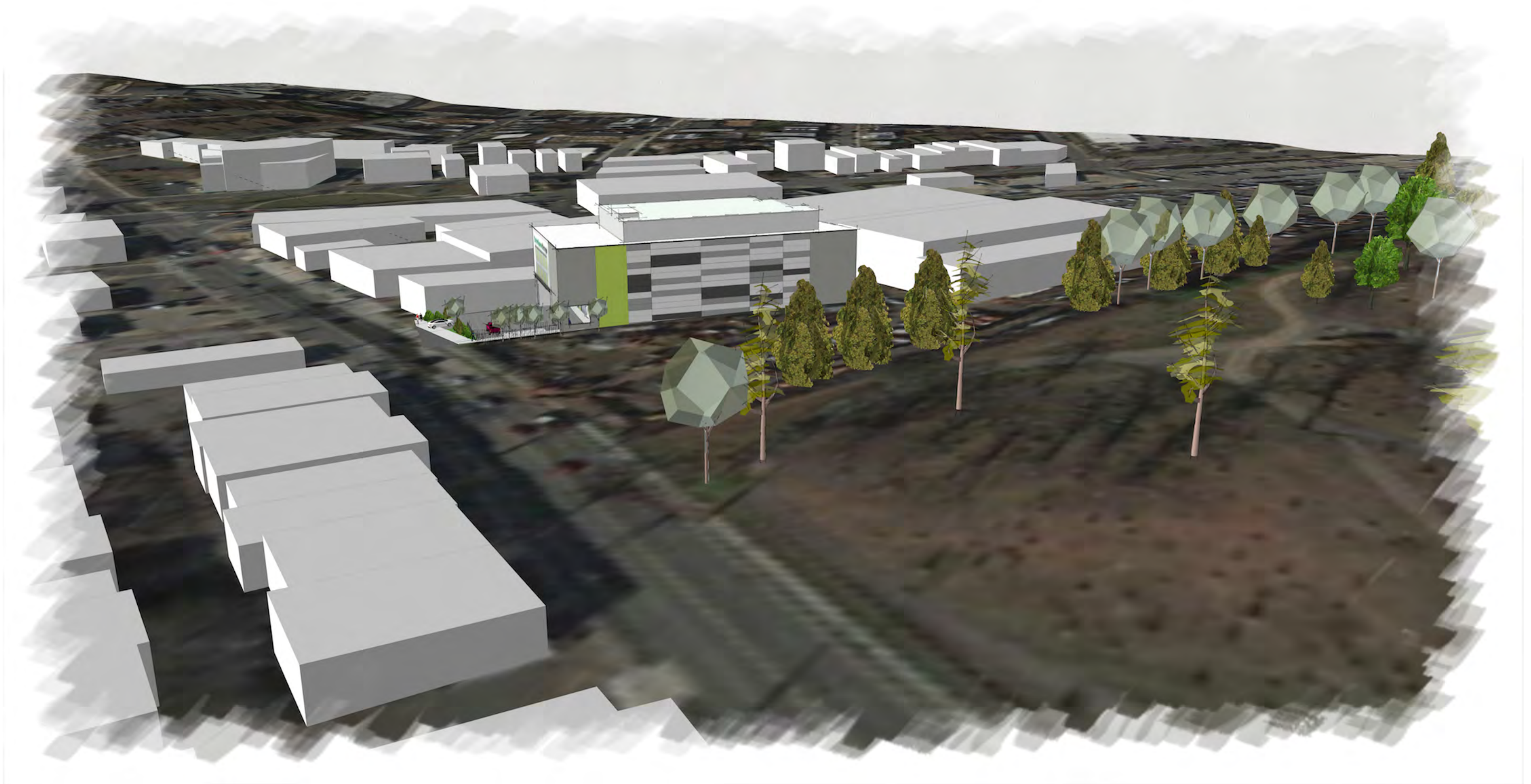


MT. OLIVET SELF STORAGE

Montage Development Group, LLC
1240 Mt. Olivet Rd. NE, Washington DC 20002
LTR Submission

A-502 Building Perspective - Front View from Mt. Olivet Rd

SCALE: Not to Scale



MT. OLIVET SELF STORAGE

Montage Development Group, LLC
1240 Mt. Olivet Rd. NE, Washington DC 20002
LTR Submission

A-503 Building Perspective - View from Mt. Olivet Road , Inbound

SCALE: Not to Scale



MT. OLIVET SELF STORAGE

Montage Development Group, LLC
1240 Mt. Olivet Rd. NE, Washington DC 20002
LTR Submission

EXHIBIT G

STORMWATER MANAGEMENT PLAN NOTES

1. ALL EXISTING FEATURES ARE NOT NECESSARILY DEPICTED ON THIS PLAN. SEE EXISTING CONDITIONS SHEETS.
2. SEE PUBLIC SPACE SITE PLAN FOR STORMWATER MANAGEMENT IN PUBLIC SPACE.
3. REFER TO CIVIL COVER SHEET FOR ADDITIONAL NOTES.

STORMWATER MANAGEMENT PLAN LEGEND

- SANITARY SEWER MANHOLE
- SANITARY SEWER
- STORM SEWER MANHOLE
- STORM SEWER
- COMBINED SEWER MANHOLE
- SANITARY CLEANOUT
- STORM DRAIN CLEANOUT
- PERFORATED SCH 40 PVC UNDERDRAIN
- NON-PERFORATED SCH 40 PVC UNDERDRAIN OUTLET
- PERFORATED SCH 40 PVC WALL UNDERDRAIN
- LANDSCAPED / BIORETENTION AREA DRAIN
- WATER METER VAULT
- WATER VALVE
- WATER LINE
- LANDSCAPED / BIORETENTION AREA DRAIN

STORMWATER MANAGEMENT KEY NOTES

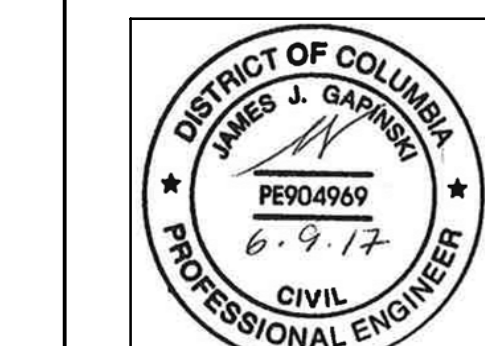
- 1 GREEN ROOF (SHOWN SHADED), TYP. 5969± SF 'FURBISH' 2+2 GREEN ROOF: 2" MEDIA OVER 2" DRAINAGE LAYER
- 2 LOWER , NON-GREEN ROOF AREA (SHOWN CROSS-HATCHED), TYP.
- 3 PERMEABLE PAVEMENT PARKING AREA WITH UNDER DRAIN (SHOWN WITH HONEYCOMB HATCHING)
- 4 LOWER ROOF PARAPET, TYP.
- 5 BIORETENTION AREAS (SHOWN SHADED), TYP.
- 6 LOWER GREEN ROOF (SHOWN SHADED), TYP. 2631± SF 'FURBISH' 2+2 GREEN ROOF: 2" MEDIA OVER 2" DRAINAGE LAYER
- 7 EXISTING HYDRANT

Green Area Ratio Scoresheet		Score	Link Score
DRAFT SCORESHEET		18,006	0.346
Landscape Elements			
A Landscaped areas (select one of the following for each area)			
1	Landscaped areas with a soil depth < 24"	0	0.3
2	Landscaped areas with a soil depth ≥ 24"	0	0.5
3	Bioretention facilities	194	0.4
B Plantings (credit for plants in landscaped areas from Section A)			
1	Groundcovers, or other plants < 2' height	0	0.2
2	Plants ≥ 2' height at maturity	49	0.3
Coverage for Shrubs, Perennials, and Grasses ≥ 2' height			
3	New trees with less than 40-foot canopy spread	0	0.5
4	New trees with 40-foot or greater canopy spread	0	0.6
5	Preservation of existing tree 6" to 12" DBH	0	0.7
6	Preservation of existing tree 12" to 18" DBH	0	0.7
7	Preservation of existing tree 18" to 24" DBH	0	0.7
8	Preservation of existing tree 24" DBH or greater	0	0.8
9	Vegetated wall, plantings on a vertical surface	0	0.6
C Vegetated or "green" roofs			
1	Over at least 2" and less than 8" of growth medium	5,600	0.6
2	Over at least 8" of growth medium	0	0.8
D Permeable Paving***			
1	Permeable paving over 6" to 24" of soil or gravel	2,170	0.4
2	Permeable paving over at least 24" of soil or gravel	0	0.5
E Other			
1	Enhanced tree growth systems***	0	0.4
2	Renewable energy generation	0	0.5
3	Approved water features	0	0.2
F Bonuses			
1	Native plant species	0	0.1
2	Landscaping in food cultivation	0	0.1
3	Harvested stormwater irrigation	0	0.1
		Sub-total (F)	0.22
		Total (A-F)	18,006

SWRV Compliance		Storage Volumes	
Private Space SWRV	1289 CF	Green Roof	1591 CF
Bioretention	458 CF	Bioretention	764 CF
Permeable Pavers	98 CF	Permeable Pavers	1302 CF
Total Private Property SWRV Provided*	1845 CF	Total Private Property Storage Provided	3657 CF
Private Space SWRV Required	1711 CF	Private Space Storage Required	3250 CF
Private Property SWRV Adequate?	YES	Private Property Storage Adequate?	YES

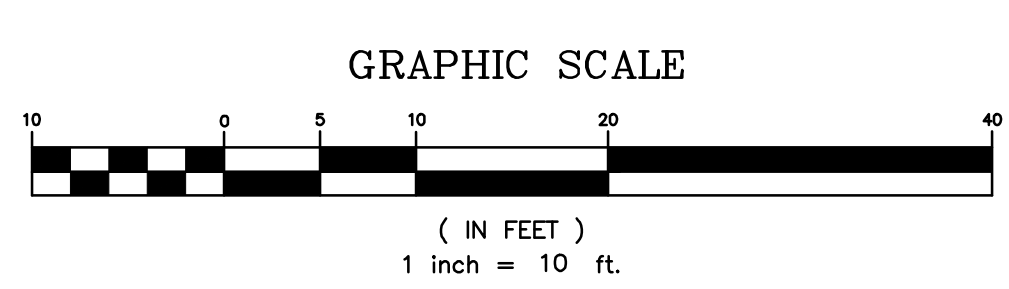
RAZE PLANS
 MT. OLIVET SELF STORAGE
 1240 MT. OLIVET ROAD, NE
 WASHINGTON, DC

STORMWATER MANAGEMENT PLAN



DESIGNED JWW	FILE No. 17-0118.001
CHECKED JGG	DATE 06/09/2017
SCALE As Noted	
	CIV400

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 WASHINGTON, DC, 20002
 PH: (202) 289-4545
 FAX: (202) 289-5051

JUNE 9, 2017
 THESE PLANS ARE ISSUED FOR AGENCY REVIEW. ALL APPLICABLE AGENCY PERMIT APPROVALS MUST BE OBTAINED PRIOR TO CONSTRUCTION.
 EXPECTED CIVIL SUBMISSIONS/APPROVALS INCLUDE: DCA, DDDE, DC WATER, DDOT
 FINAL APPROVED "FOR CONSTRUCTION" PLANS WILL BE ISSUED UPON COMPLETION OF THE REVIEW AND APPROVAL PROCESS BY ALL DISTRICT AGENCIES.