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August 17, 2016

VIA EMAIL AND HAND DELIVERY

Jennifer Steingasser
Office of Planning
1100 4th Street, S.W., Suite E650
Washington, DC 20024

Re: Large Tract Review Application
5600 – 5650 2nd Street, NE (Square 3710 Lots 197 and 851)

Dear Ms. Steingasser:


Pursuant to 10 DCMR Chapter 23, we submit the following large tract review application materials on behalf of Johnson Development Associates, Inc. (the "Applicant"). The Applicant seeks to redevelop the above-referenced properties with a four-story self-storage facility. Since the proposal entails a development with 50,000 square feet or more of gross floor area, large tract review of the project is required. Consistent with 10 DCMR § 2301.3, eight copies of the application package are enclosed, including the following materials:

- Completed Certification Form (10 DCMR § 2301.3(a));
- Letters of authorization from Riggs Road Center LLC and Avissar Riggs Road LLC, current owners of the subject properties, and Johnson Development Associates, Inc., the contact purchaser (10 DCMR § 2301.3(b));
- Map showing the location of the proposed project and the existing zoning of the site (10 DCMR § 2301.3(c));
- Applicant's statement (10 DCMR § 2301.3(d), (e), and (i));
- Architectural drawings (10 DCMR § 2301.3(f)), typical floor plans (10 DCMR § 2301.3(h)), and general circulation plan (10 DCMR § 2301.3(g)); and
- Listing of property owners within 200 feet of the property, and mailing labels (10 DCMR § 2306.2(c)).

Jennifer Steingasser, Office of Planning
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With these materials, we respectfully request the Office of Planning to begin its review including referral of the application to all applicable District government agencies and departments.

We look forward to working with you on this project. Please do not hesitate to contact me with any questions you may have or additional materials you might need.

HOLLAND & KNIGHT LLP

Christopher H. Collins

cc: ANC 4B (w/ encl., via email and hand delivery)
Barbara Rogers, SMD 4B08 (w/ encl., via email)

**SUBMISSION FOR LARGE TRACT REVIEW
BY THE
DISTRICT OF COLUMBIA OFFICE OF PLANNING**

Application of Johnson Development Associates, Inc.

**5600 – 5650 2nd Street, NE
(Square 3710 Lots 0197 & 0851)**

Submitted by, on behalf of the Applicant:

Holland & Knight LLP
800 17th Street, NW
Suite 1100
Washington, DC 20006
Christopher H. Collins

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DEVELOPMENT TEAM

Owner:

Riggs Road Center LLC
5272 River Road, Suite 430
Bethesda, MD 20816-1439

Avissar Riggs Road LLC
1616 Rockville Pike, Suite C
Rockville, MD 20852

Applicant:

Johnson Development Associates, Inc.
100 Dunbar Street
Spartanburg, SC 29306

Architect:

Powers Brown Architecture
150 S. Washington Street
Suite 301
Falls Church, VA 22046

Traffic Consultant:

Wells + Associates
1420 Spring Hill Road
Suite 610
Tysons, VA 22102

Land Use Counsel:

Holland & Knight LLP
800 17th Street, NW
Suite 1100
Washington, D.C. 20006

LIST OF EXHIBITS

Exhibit A – Completed Certification Form

Exhibit B - Context maps

Exhibit C – Architectural Plans and Elevations

Exhibit D – Zoning map

Exhibit E – Comprehensive Plan Generalized Policy Map

Exhibit F – Comprehensive Plan Future Land Use Map

Exhibit G – Transportation Memorandum (incl. General Circulation Plan)

Exhibit H – List of Owners and Authorized Agents, Letters of Authorization

Exhibit I – List of Property Owners within 200 feet of the Subject Property

INTRODUCTION

This statement and supporting documentation is submitted on behalf of Johnson Development Associates, Inc. (the “Applicant”) to the District of Columbia Office of Planning for large tract review of a proposed development at 5600 – 5650 2nd Street, NE (Square 3710 Lots 0197 & 0851) (the “Subject Property”). The Applicant proposes to develop the Subject Property with a self-storage facility containing approximately 164,160 square feet of gross floor area (“GFA”).

This application is submitted in accordance with Subsection 2300.1(a) of Title 10 of the District of Columbia Municipal Regulation (“DCMR”). Section 2300.1 states, in relevant part, “the Office of Planning, pursuant to this chapter, shall ensure that there is established a coordinated interagency review process in the District of Columbia to do the following:

(a) Review, prior to the filing of applications for building or construction permits, all large tract development projects comprising three (3) acres or more and any commercial or mixed-use commercial development of fifty thousand square feet (50,000 sf) or more gross floor area (above grade) and cellar area (below grade)”

As set forth below, this application meets the standards for large tract review and approval. In accordance with the provisions of 10 DCMR, Chapter 23, the Applicant respectfully requests the Office of Planning to proceed with its review, including referral of the application to relevant District agencies and coordination of any required public meetings, and issue a favorable report on the application.

I. Description of the Subject Property and Surrounding Area

Square 3710 is generally bounded by Riggs Road, NE to the south, 2nd and 3rd Streets, NE to the east, New Hampshire Avenue and Oglethorpe Street, NE to the north, and the WMATA Metrorail / CSX railroad tracks to the west (Exhibit B). The Subject Property is rectangular in shape and consists of approximately 56,427 square feet of land area, or approximately 1.30 acres, and has approximately 207 linear feet of frontage along 2nd Street, NE. An existing 20-foot wide public alley runs along a portion of the Subject Property’s northern lot line.

The area surrounding the Subject Property can be generally described as having a wide range of uses including light industrial, institutional, low- and moderate-density residential, and recreation. As previously noted, the WMATA / CSX railroad tracks border the Subject Property to the west. Immediately west of the railroad tracks is federal parkland that is part of the District’s Fort Circle Park system, and beyond the parkland is primarily R-1-B zoned low-

density residential uses. The area immediately east of the Subject Property is zoned MU-4, and includes a recently constructed mixed-use project that contains multiple-dwelling residential and retail uses, including a new Walmart. The area to the north of the Subject Property is zoned PDR-1 and R-2, and contains a number of residential apartment buildings, two-family dwellings, and light-industrial uses. Finally, to the south of the Subject Property is a collection of office, light-industrial, residential and retail uses that are zoned PDR-1 and MU-28. The Fort Totten Metrorail Station is also located to the south of the Subject Property, approximately 0.4 miles away.

II. Subject Property Background & Existing Uses

The Subject Property is currently improved with two warehouse buildings that date approximately to the late-1950s / early-1960s. The warehouse building located along 2nd Street is a two-story, brick structure, and the warehouse building located at the rear of the Subject Property is a one-story, brick structure. Collectively, the two existing warehouse buildings contain approximately 54,000 square feet of GFA. Access to the warehouse building located at the rear of the site is provided via an existing driveway that connects to 2nd Street, NE. Both existing warehouse buildings are largely vacant at this time, and will be removed from the site in order to accommodate the proposed self-storage facility.

III. Proposed Self-Storage Facility

As shown in attached Exhibit C, the proposed self-storage facility will consist of four stories, and have a height of approximately 45'-6", as measured from the level of the curb

opposite the middle of the front of the building to the top of the parapet. Overall, the proposed building will contain approximately 164,160 GFA.

The footprint of the proposed building will measure approximately 190'-0" by 254'-0". Due to the shape of the Subject Property, the proposed building will be set back approximately five (5) feet from the eastern lot line along 2nd Street, NE, and will also be set back an average of 9'-11" along the northern property line adjacent to the public alley. Vehicular access will be provided via an existing curb cut along 2nd Street, NE that will lead to the parking and loading area located within the ground floor of the building. A total of 26 vehicle parking spaces, a minimum of 8 long-term bicycle parking spaces, and three (3), 30-foot loading berths will be provided within this area. Also on the ground floor, immediately north of the parking and loading area, will be a small customer service area where self-storage facility patrons will be able to rent the storage units and purchase supplies. The customer service area will be accessible from the loading area, as well as directly from the sidewalk along 2nd Street, NE. In addition to the typical furnishings and equipment, the customer service area will contain restrooms and employee locker rooms that contain shower facilities in conformance with the ZR16 bicycle parking requirements. The remainder of the ground level of the proposed building will contain individual self-storage units of varying sizes, as will the entire second through fourth floors. The upper floors will be accessible via two elevators that are centrally located within the building, adjacent to the loading berths. There will also be two separate egress stairs.

In an effort to complement and relate to the surrounding context, the Applicant has designed the exterior of the proposed self-storage facility to be different from a typical warehouse-like facility. For example, rather than utilize one uniform exterior wall material in a single plane, the proposed building is articulated through the use of a combination of high-end

materials that can often be found on many Class A buildings, including: expansive glazing, metal and/or cementitious panels, and masonry. In addition, the massing and articulation of the east façade, which faces 2nd Street, NE, take cues from the recently constructed mixed-use development located across 2nd Street, NE.

The east façade will be articulated through the use of different types of masonry and a metal or cementitious panel screen. The two different masonry types will be arranged on the east façade in alternating rectangular bands that evoke the three-story bay projections of the mixed-use development across 2nd Street. The darker color masonry bands are further defined by a metal/cementitious panel frame and projecting cornice. Punched windows and storefront-like insertions will allow the east façade to continue the existing façade rhythm along the street. The proposed screen will extend beyond the edges of the masonry bands to the north and south edges of the east façade, will provide additional architectural interest to the street-facing façade of the building, and will have a color that contrasts with the proposed masonry. To mark the entrances to the customer service and parking and loading areas, the Applicant proposes to use dark metal framing that is similar to the framing around the darker masonry bands described above. In addition, the customer service area will be made visible along 2nd Street through the use of a clear glass storefront system. The remaining facades of the proposed building have been simply designed and will be clad in a neutral-color metal or cementitious panel system.

IV. Consistency with the 2016 Zoning Regulations of the District of Columbia (“ZR16”)

The proposed self-storage facility has been designed as a matter-of-right project and meets all applicable requirements of ZR16. As shown in Exhibit D, the Subject Property is zoned PDR-1, a Production, Distribution, and Repair (PDR) Zone. According to ZR16, the PDR-1 zone

permits moderate-density commercial and PDR activities that employ a large workforce and require some heavy machinery. The proposed self-storage facility is a “permitted use” within the “Production, Distribution, and Repair” use group and is allowed to achieve a maximum floor-area-ratio (“FAR”) of 3.5 in the PDR-1 zone. As currently designed, the proposed self-storage facility will have an FAR of approximately 3.44.

As stated above, the proposed self-storage facility will have a maximum height of 46’-5”, which is within the 50 foot maximum height permitted in the PDR-1 zone. The required rear yard must be equal to the greater of 12 feet, or 2.5 inches per foot of building height, as measured from the mean finished grade at the middle of the rear of the building to the highest point of the roof or parapet. For purposes of calculating the required rear yard, the height of the building at the middle of the rear of the building is approximately 33’-0”, which results in a rear yard calculation of only 6’-11”. Thus the minimum required rear yard for the project is 12-feet. As shown on the proposed plans, the depth of the rear yard provided for the proposed self-storage facility varies across the width of the Subject Property. However, even at its narrowest point located at the northwest corner of the Subject Property the rear yard provided will meet the 12-foot minimum width required under ZR16. The average depth of the rear yard will be approximately 17’-9”. With respect to side yards, within a PDR-1 zone a side yard is only required where a side lot line abuts a residential zone or lot developed with a residential use, in which case a proposed development would be subject to certain prescribed transition setback requirements. The proposed self-storage facility does not meet either of these conditions, therefore a side yard need not be provided.

Under ZR16, the Green Area Ratio (“GAR”) applicable to developments within a PDR zone where the principal building has three or more stories is 0.3. As shown in the preliminary

GAR score sheet included in Exhibit C, the Applicant will comply with the 0.3 GAR requirement through the use of an extensive green roof system and bioretention facilities located in the rear yard of the proposed self-storage facility.

With respect to vehicle parking, warehouse and storage facilities in the PDR zones must provide one space for each 3,000 square feet of GFA in excess of 3,000 square feet of GFA. Based upon the GFA that is counted toward required parking and loading, 50 spaces are required. However, as stated above, the project is located within 0.4 miles of the Fort Totten Metrorail Station, and is subject to the mandatory 50% reduction in parking pursuant to Subtitle C Section 702.1 of ZR16. Thus, the actual minimum parking requirement for the project is 25 spaces. As stated above, the proposed self-storage facility will contain 26 parking spaces, exceeding the minimum required.

Regarding bicycle parking, PDR uses are required to provide one long-term bicycle parking space for every 20,000 GFA, which equates to a minimum requirement of eight (8) spaces for the project. The proposed self-storage facility will contain a minimum of 8 long-term bicycle parking spaces located within the parking area on the ground-level. There is no requirement for the project to provide short-term bicycle parking spaces.

Finally, the minimum loading requirement for PDR uses containing more than 25,000 GFA is two (2) loading berths, with an additional loading berth required for each 100,000 GFA over 50,000 GFA. This results in a loading requirement of three (3) loading berths for the project. In addition, each loading berth must be accompanied by an adjacent loading platform that is a minimum of 100 square feet. However, a loading platform need not be provided if the adjacent loading berth is increased in depth, for the full width of the berth, such that the resulting enlarged loading berth is equal in area to the combined area of the required loading berth and

loading platform. As shown on the attached plans, the proposed self-storage facility will contain three (3) loading berths. Each of the loading berths will meet the minimum size requirements of 12 feet wide, 30 feet deep, and have a minimum vertical clearance of 14 feet. In addition, as permitted under ZR16, in lieu of the required loading platform, each berth will be increased in depth by approximately 8.33 feet for the full width of the berth such that the area of the enlarged berth is equivalent to the combined area of the required loading berth and loading platform, or approximately 460 square feet.

V. Consistency with the Comprehensive Plan for the National Capital

As discussed in detail below, the proposed development is not inconsistent with the policies set forth in both the citywide and area elements of the Comprehensive Plan for the National Capital: District Elements (the “Plan”).¹

A. Purposes of the Comprehensive Plan

The D.C. Code provides that the District Elements of the Comprehensive Plan are designed to:

- a) Define the requirements and aspirations of District residents, and accordingly influence social, economic, and physical development;
- b) Guide executive and legislative decisions on matters affecting the District and its citizens;
- c) Promote economic growth and jobs for District residents;
- d) Guide private and public development in order to achieve District and community goals;

¹ All references are to the 2006 Comprehensive Plan, as amended, which was adopted by the D.C. Council on December 19, 2006, approved by the Mayor of the District of Columbia on December 28, 2006, and became effective on March 8, 2007. Subsequent amendments to the 2006 Comprehensive Plan were initiated in 2009 and became effective in April 2011. *See* Comprehensive Plan Amendment Act of 2006 (D.C. Act 16-637; 54 DCR 924; D.C. Law 16-300) and Comprehensive Plan Amendment Act of 2010 (D.C. Act 18-711; D.C. Law 18-361).

- e) Maintain and enhance the natural and architectural assets of the District; and
- f) Assist in the conservation, stabilization, and improvement of each neighborhood and community in the District. (D.C. Code § 1–306.01(b)(2014))

The proposed self-storage facility has been designed with consideration given to these general purposes and the specific policies contained within the Comprehensive Plan intended to carry out these purposes.

B. Citywide Elements of the Comprehensive Plan

To assist the District of Columbia government in carrying out the scope of the requested large tract review, as defined in 10 DCMR 2302.1, the following sections of this report will discuss the proposed development’s relationship to various citywide elements of the Comprehensive Plan.

i. Framework Element

The Comprehensive Plan’s Framework Element establishes the foundation for the remaining elements of the Plan by discussing the major factors that are driving change in the city, including: demographic shifts, economic and technological change, fiscal constraints, and challenges in governance between federal and local issues. The Framework Element also describes expected growth projections in areas such as population, households, and jobs. Finally, this element discusses how the District expects to address, or accommodate, the expected growth according to a set of 36 underlying guiding principles which are grouped into five sections: Managing Growth and Change; Creating Successful Neighborhoods; Increasing Access to Education and Employment; Connecting the City; and Building Green and Healthy Communities. These principles guided the creation of policies contained within the various elements of the Comprehensive Plan, as well as the development of the Generalized Policy Map (“GPM”), which highlights the places where much of the city’s growth is expected to occur, and

the Future Land Use Map (“FLUM”), which shows the general character and distribution of recommended and planned land uses.

The Comprehensive Plan Generalized Policy Map (January 2013) identifies the Subject Property as being in a “Land Use Change Area” associated with the Fort Totten Metrorail station (Exhibit E). According to the Policy Map, these types of areas are intended to “encourage and facilitate new development and to promote the adaptive reuse of existing structures.” Several of these areas are considered to have the capacity to become mixed-use communities containing housing, retail shops, services, workplaces, parks and civic facilities. The project is not inconsistent with the GPM since the existing land use of the Subject Property will change from an industrial warehouse operation to a consumer-oriented / neighborhood-serving commercial use. In addition, as discussed below, the project will support existing and future development in the surrounding area, and particularly the higher-density residential and mixed-use development contemplated around the Fort Totten Metrorail Station, as adjacent land uses change over time and the demand for storage space continues to grow.

The Future Land Use Map (January 2013), adopted as part of the Comprehensive Plan, shows the Subject Property within the Mixed-Use (Moderate Density Commercial / Moderate Density Residential) land use category, and immediately abutting the Production, Distribution, and Repair (PDR) land use category to the north and west (Exhibit F). While the FLUM includes the Subject Property in a mixed-use category deemed appropriate for moderate-density commercial and residential development, it is important to note, as stated in the Framework Element, that the FLUM is not a zoning map, but rather is a “soft-edged” map that does not follow parcel boundaries, and its land use categories do not specify allowable uses or dimensional standards. Rather, the densities and heights within any given area on the FLUM are

meant to reflect all contiguous properties on a block, with individual buildings potentially being higher and lower, and the FLUM land use definitions are intended to describe the general character of development in each area. Thus, by definition, the FLUM is intended to be interpreted broadly.

The proposed self-storage facility is not inconsistent with the FLUM when considered broadly within the context of the Subject Property's land use designation and that of the abutting areas to the immediate north and west. According to the FLUM, moderate-density commercial areas are defined as shopping and service areas that are predominately retail, office, and service businesses. From a use perspective, certain aspects of a self-storage facility are similar to a retail or service use, where customers come to obtain a product or service that is being offered at a particular site. In the case of the proposed self-storage facility, rather than a tangible commodity as its primary offering, the product or service offered will be storage space that is located on the premises for use by the customer, which will include residents of the surrounding area. In fact, in some respects the proposed self-storage facility will have fewer impacts than a similarly-sized commercial or retail use that could be constructed on the site. This includes impacts caused by the number of vehicle trips which, as shown in the transportation memorandum attached as Exhibit G is expected to generate very few trips during the morning and afternoon peak hours, and the potential for noise impacts on surrounding properties.

In further support of the project being not inconsistent with the FLUM, the areas abutting the Subject Property on the north and west are within the Production, Distribution, and Repair (PDR) land use category. As previously stated, the FLUM is a "soft-edged" map that does not follow parcel boundaries; and therefore, is not intended to define actual boundaries between permitted uses. As such, the proposed self-storage facility is an ideal use for the Subject

Property. The project will be compatible in design and operational characteristics with the retail and service uses described within the mixed-use, moderate-density FLUM designation of the Subject Property. While at the same time, the proposed self-storage facility will serve as an appropriate transition in use and scale between the adjacent PDR areas to the north and west, and the higher-density mixed-use (residential and commercial) areas to the south.

ii. Land Use Element

The Land Use Element of the Comprehensive Plan establishes the basic policies guiding the physical form of the city, and provides direction on a range of development, conservation, and land use compatibility issues. The goal of the Land Use Element is to: “Ensure the efficient use of land resources to meet long-term neighborhood, citywide, and regional needs; to help foster other District goals; to protect the health, safety, and welfare of District residents and businesses; to sustain, restore or improve the character and stability of neighborhoods in all parts of the city; and to effectively balance the competing demands for land to support the many activities that take place within District boundaries” (10 DCMR § 302.1).

The project is not inconsistent with those policies articulated in the Land Use Element that are applicable to the proposed development, including:

1. LU-3.1.1: Conservation of Industrial Land - Recognize the importance of industrial land to the economy of the District of Columbia, specifically its ability to support public works functions, and accommodate production, distribution, and repair (PDR) activities. Ensure that zoning regulations and land use decisions protect active and viable PDR land uses, while allowing compatible office and retail uses and development under standards established within CM- and M- zoning. Economic development programs should work to retain and permit such uses in the future.

2. LU-3.1.5: Mitigating Industrial Land Use Impacts - Mitigate the adverse impacts created by industrial uses through a variety of measures, including buffering, site planning and design, strict environmental controls, performance standards, and the use of a range of industrial zones that reflect the varying impacts of different kinds of industrial uses.

The Subject Property is currently occupied by warehouse uses, and the continued use of the site as a PDR-related use is supported by the existing PDR-1 zoning. While the FLUM and GPM show the site as abutting a PDR area and being part of a land use change area consisting of mixed-use development around the Fort Totten Metrorail Station, when interpreted broadly and in concert with other Comprehensive Plan policies, the project will not adversely affect the overarching goal of higher-density mixed-use development in this area. Rather, the proposed self-storage facility will support the future redevelopment of the surrounding area, and other areas throughout the District. As these areas continue to experience growth and demand in multi-family residential development, which often lacks sufficient storage facilities for residents, the proposed self-storage facility will help satisfy residents' need for additional storage.

The proposed self-storage facility is also an effective use of existing industrially-zoned land. The District's continued growth in both residential and commercial sectors has led to substantial reductions in the amount of land that is available for PDR-related uses within the city. These sites are important to the District's economy, and are necessary to accommodate certain uses that are depended upon by residents, such as the proposed self-storage facility. Despite being considered a PDR-related use, the Applicant has successfully designed the project in a manner that is sensitive to the surrounding context.

iii. Environmental Protection Element

The Environmental Protection Element addresses the protection, restoration, and management of the District's land, air, water, energy, and biologic resources. This element provides policies and actions on important issues including, among others, tree canopy restoration, improving waterways, conserving water and energy, encouraging green building techniques, and reducing storm water runoff. The proposed development is not inconsistent with the policies of the Environmental Protection Element.

The project is not inconsistent with those policies articulated in the Environmental Protection Element that are applicable to the proposed development, including:

1. E-1.1.3: Landscaping – Encourage the use of landscaping to beautify the city, enhance streets and public spaces, reduce storm water runoff, and create a stronger sense of character and identity.
2. E-3.1.2: Using Landscaping and Green Roofs to Reduce Runoff – Promote an increase in tree planting and landscaping to reduce storm water runoff, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces.
3. E-4.2.3: Control of Urban Runoff – Continue to implement water pollution control and “best management practice” measures aimed at slowing urban runoff and reducing pollution, including the flow of sediment and nutrients into streams, rivers, and wetlands.

Currently, the Subject Property does not employ any sustainable storm water management practices and is devoid of vegetation. While the proposed self-storage facility will occupy the majority of the site, the project will reduce runoff considerably and provide improved storm water management through the use of bioretention and a substantial green roof system that

will also assist in urban heat island reduction. In addition, the amount of vegetation on the site will be increased through the provision of landscaped buffers at the front and rear of the proposed building.

iv. Urban Design Element

The Urban Design Element addresses the District's form and visual qualities and describes the manner in which the city's buildings, streets, and open spaces work together to define the overall physical environment that residents and visitors experience. Some of the critical urban design issues that are addressed through the policies of the Urban Design Element include improving the public realm, addressing infrastructure and other barriers that have visual and functional impacts, and designing for successful neighborhood and large site reintegration. Considering successful urban design often entails weaving together land use, environmental protection, transportation, and even economic development considerations.

The project is not inconsistent with the policies of the Urban Design Element, in part, by way of its adherence with the policies contained in other elements, as described above. The specific urban design policies that influenced development of the project include:

1. UD-2.2.1: Neighborhood Character and Identity – Strengthen the defining visual qualities of Washington's neighborhoods. This should be achieved in part by relating the scale of infill development, alterations, renovations, and additions to existing neighborhood context.
2. UD-2.2.5: Creating Attractive Facades – Create visual interest through well-designed building facades, storefront windows, and attractive signage and lighting. Avoid monolithic or box-like building forms, or long blank walls which detract from the human quality of the street.

3. UD-2.2.7: Infill Development – Regardless of neighborhood identity, avoid overpowering contrasts of scale, height and density as infill development occurs.
4. UD-3.1.1: Improving Streetscape Design – Improve the appearance and identity of the District’s streets through the design of street lights, paved surfaces, landscaped areas, bus shelters, street “furniture”, and adjacent building facades.

The Applicant has taken steps to locate and design the proposed self-storage facility in a way that relates to, and complements the surrounding context, and improves the adjacent streetscape. Rather than propose a utilitarian design that consists of unarticulated, blank facades, which can be common for self-storage facilities, the Applicant has designed the street-facing façade of the project in a manner that relates to the mixed-use development across the street. In addition, The Applicant proposes to take advantage of the building setback along the sidewalk, created by the irregular lot line, by providing additional landscaping that will provide a buffer along the east façade of the building and improve the pedestrian realm.

C. Rock Creek East Area Element of the Comprehensive Plan

The Subject Property is within the Rock Creek East (RCE) Planning Area which encompasses approximately 7.4 square miles of land area. While the majority of the Planning Area is characterized by low- and moderate-density residential uses, it is also home to the Georgia Avenue commercial corridor and two major transit hubs – the Takoma and Georgia Avenue/Petworth Metrorail stations. In addition, the Subject Property is located in very close proximity to the boundary of the Upper Northeast (UNE) Planning Area of the Comprehensive Plan. Given this proximity, the Applicant evaluated the proposed self-storage facility for consistency with the objectives and policies of both Planning Areas.

As projected in the 2006 Comprehensive Plan, the population of the RCE Planning Area is growing, largely as a result of significant developments around the Metrorail stations within and in close proximity to the Planning Area. These developments, as well as other significant developments such as the Armed Forces Retirement Home, will put additional pressures on the District's transportation network and on existing neighborhoods. To address these issues, the RCE and UNE Planning Areas contain several policies that are focused on achieving a balance between encouraging economic development, retaining existing concentrations of industrially zoned properties that permit PDR-type uses, and protecting the character of existing neighborhoods in part by improving buffering between incompatible land uses.

The project is not inconsistent with the policies set forth in the RCE and UNE Planning Area Elements of the Comprehensive Plan. The proposed self-storage facility will put a relatively underutilized industrial property to a more productive use that, while not typically thought of for their economic development potential, will generate economic benefit for the District through increased property and sales taxes (UNE-1.1.8). Furthermore, the Subject Property's existing condition will be substantially improved as a result of the thoughtful design of the building, new and increased landscaping, improved storm water management, and improved buffering (RCE-1.1.2, UNE-1.1.9 and UNE-1.1.11). Finally, the use of the Subject Property as a self-storage facility is compatible with the site's existing PDR-1 zoning, and will not preclude a potential longer-term land use change that may include a mix of moderate-density commercial and residential development in the future.

D. Riggs Road & South Dakota Avenue Small Area Plan

The Subject Property is within the boundary of the Riggs Road & South Dakota Avenue Small Area Plan (the "SAP"), approved by the Council of the District of Columbia in March

2009. The goals of the SAP are to assess surrounding neighborhood conditions, to develop a vision for revitalization and to provide a redevelopment framework plan to guide future growth and development around the intersection of Riggs Road and South Dakota Avenue and near the Fort Totten Metrorail Station. The redevelopment framework plan consists of six (6) “opportunity sites” located around the Riggs Road / South Dakota Avenue intersection that either underutilized or have the potential to catalyze revitalization in the SAP study area. The Subject Property is located within the opportunity site referred to as the “Riggs Road North Industrial Site.” The preparation of the redevelopment framework plan was guided by the following overarching principles:

- Establish a dynamic neighborhood center at Riggs Road and South Dakota Avenue that enhances community character and reactivates the street;
- Attract development that serves all generations;
- Connect, activate, and create new open spaces; and
- Promote safe access and circulation throughout the neighborhood.

The SAP includes recommendations for the Riggs Road North Industrial Site related to development mix, urban design, access management and connectivity, and pedestrian safety. Generally, although acknowledging that the industrial uses within this opportunity site are likely to stay in the long-term, the recommendations state that this particular area could work well as a “green collar mixed-use industrial site,” and call for development to be compatible with adjacent land uses, have clearly defined entry/exit points and well-designed vehicular circulation, and have well-defined and well-illuminated pedestrian connections. Overall, the proposed self-storage facility is not in conflict with the SAP’s guiding principles and recommendations.

VI. Community Outreach

On July 7, 2016, the Applicant presented the project to members of Advisory Neighborhood Commission 4B (the “ANC”). In addition, on July 28, 2016, the Applicant presented the project at a meeting hosted by Commissioner Barbara Rogers, SMD 4B08, and attended by members of the Lamond-Riggs Citizen Association Development Task Force. On both occasions the project received a favorable response.

VII. Conclusion

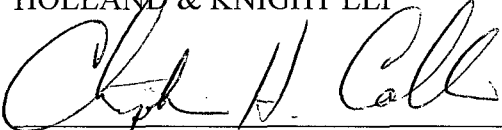
For the reasons stated above, the Applicant submits that the proposed self-storage facility conforms to all applicable provisions of ZR16, and is not inconsistent with the purposes and intent of the District Elements of the Comprehensive Plan for the National Capital. Pursuant to ZR16, the Subject Property is zoned PDR-1, within which a self-storage facility is permitted as a matter-of-right. The project has been designed to conform to all area requirements including height, FAR, GAR, and all applicable yard and court requirements.

In addition, the proposed use of Subject Property as a self-storage facility is not incompatible with surrounding development, will support the future mixed-use development that is envisioned around the Fort Totten Metrorail Station and the intersection of Riggs Road and 2nd Street, NE, and provide positive economic benefit to the District. The project has been designed in a manner that is sensitive to the surrounding context, and will result in substantial improvements to the environment, particularly with respect to storm water management, compared to the existing development on the site.

Accordingly, the Applicant respectfully requests the District of Columbia Office of Planning comment favorably on the subject LTR application in accordance with the provisions of Chapter 23 of Title 10 of the District of Columbia Municipal Regulations.

Respectfully submitted,

HOLLAND & KNIGHT LLP



Christopher H. Collins



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

1. Project Name	5600 – 5650 2 nd Street, NE		
Developer	Johnson Development Associates, Inc.		
Address	100 Dunbar Street		
City	Spartanburg	State	SC Zip 29306
Phone	864-594-5916	Fax	864-497-2730
E-mail	bgunn@johnsondevelopment.net		

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

Owner(s)	Riggs Road Center LLC, 5272 River Road, Suite 430, Bethesda, MD 20816		
	Avisar Riggs Road LLC, 1616 Rockville Pike, Suite C, Rockville, MD, 20852		
Address			
City		State	Zip
Phone		Fax	
E-mail			

2. Property Address	5600 – 5650 2 nd Street, NE		
City	Washington	State	DC Zip 20001
Ward	4	ANC(s)	4B Square(s) 3710 Parcel/Lot No. (s) 0197 & 0851

3. Current Use(s): (place X where applicable)			
Residential	<input type="checkbox"/>	Retail/Office	<input type="checkbox"/>
Industrial	<input checked="" type="checkbox"/>	Open Space/Undeveloped	<input type="checkbox"/>
Public/Institutional	<input type="checkbox"/>	Other	<input type="checkbox"/>

*Maximum Height of Existing Improvement (ft.) 30 feet (approx)

* Total Gross Floor Area (GFA) of Existing Improvements (sq. ft.): 54,000 sq. ft. (estimated)

* 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	56,427	3.5	50
2.				
3.				
4.				
5.				

5. Proposed Zoning:

	Zoning	Land Area (sq. ft.)	M.O.R. Far*	Permitted Height (ft.)
1.				
2.				
3.				
4.				
5.				

*Matter-Of-Right Floor Area Ratio

6. Estimated Project Completion Date (mo./yr.) Jan/Feb 2018

Type of Development (place X where applicable)

New ☒ Rehab/Historic Preservation ☐ Addition ☐

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

Temporary/Construction 150 (approx) Permanent 2 (approx)

7. Gross Floor Area (GFA) by Use:

	GFA (sq. ft.)
* Residential	
Retail	
Office	
Hotel	
Industrial	164,160
Other	
Total GFA	164,160

For Residential Space Only:

No. of Single-Family Units	
No. of Multi-Family Units:	
Estimated Development Cost:	\$4,582,640
Land Cost	\$8,394,625
Construction Cost	\$15,499,378
Other Cost	N/A
Total Project Cost	\$28,476,643

Office of Planning Large Tract Review Certification Form Part A: **Developer's Application (Contd.) 3**

8. Public Contribution:

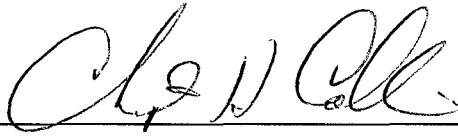
UDAG	<input type="text" value="N/A"/>
EDA	<input type="text" value="N/A"/>
D.C. Revenue Bonds	<input type="text" value="N/A"/>
CDBG	<input type="text" value="N/A"/>
Urban Renewal	<input type="text" value="N/A"/>
HODAG	<input type="text" value="N/A"/>
Other	<input type="text" value="N/A"/>

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

Number of Households Displaced

Number of Businesses Displaced

Authorized Signatures



Date 8/17/16

Date _____

Date _____

FOR OP USE ONLY – DO NOT WRITE BELOW LINE

Project No.

Date Received by OP / /

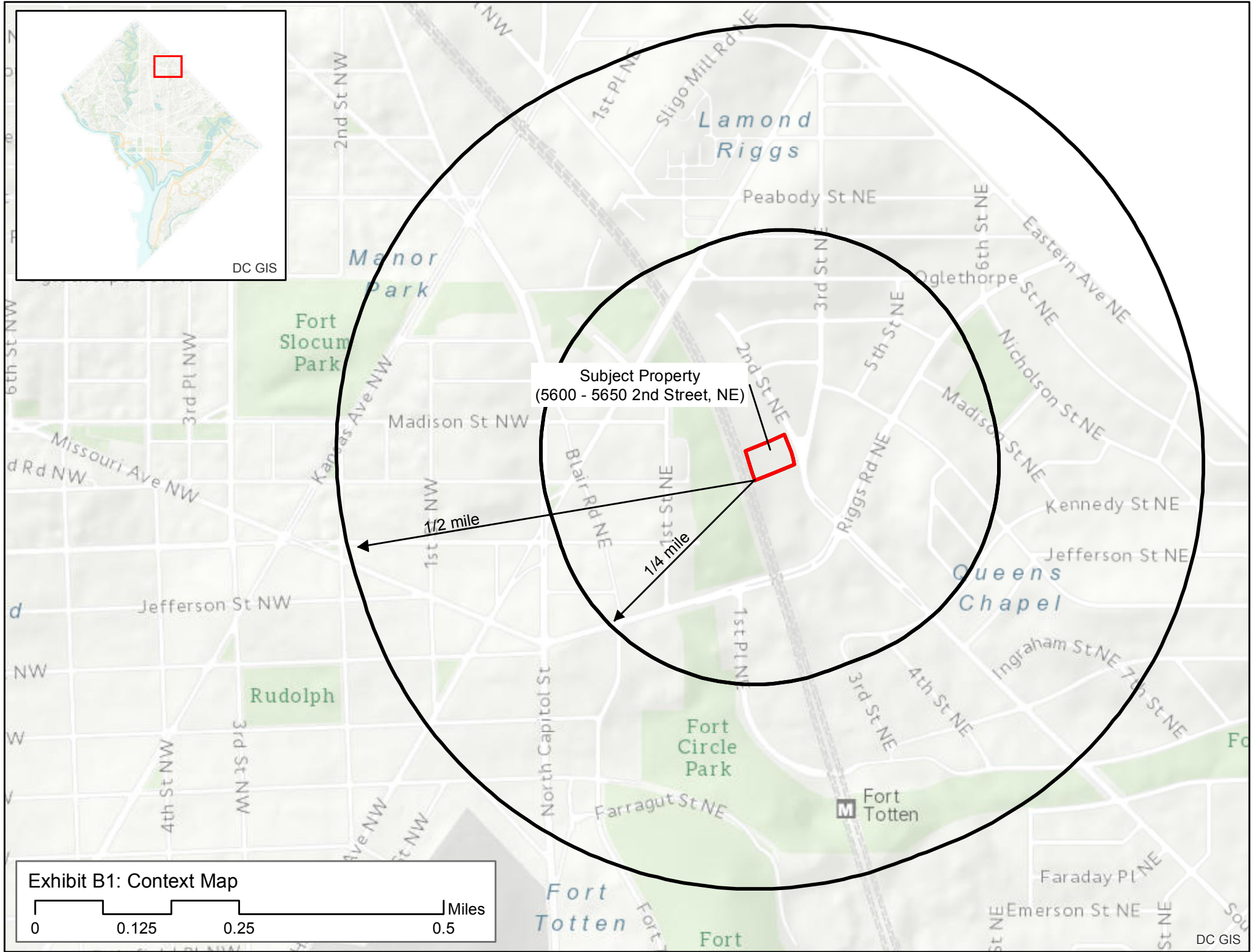
OP Recommendation
For (check one):

Approval ☐ Disapproval ☐

Date of Final Action / /



DC GIS

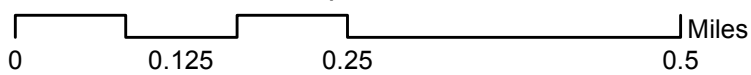


Subject Property
(5600 - 5650 2nd Street, NE)

1/2 mile

1/4 mile

Exhibit B1: Context Map



DC GIS

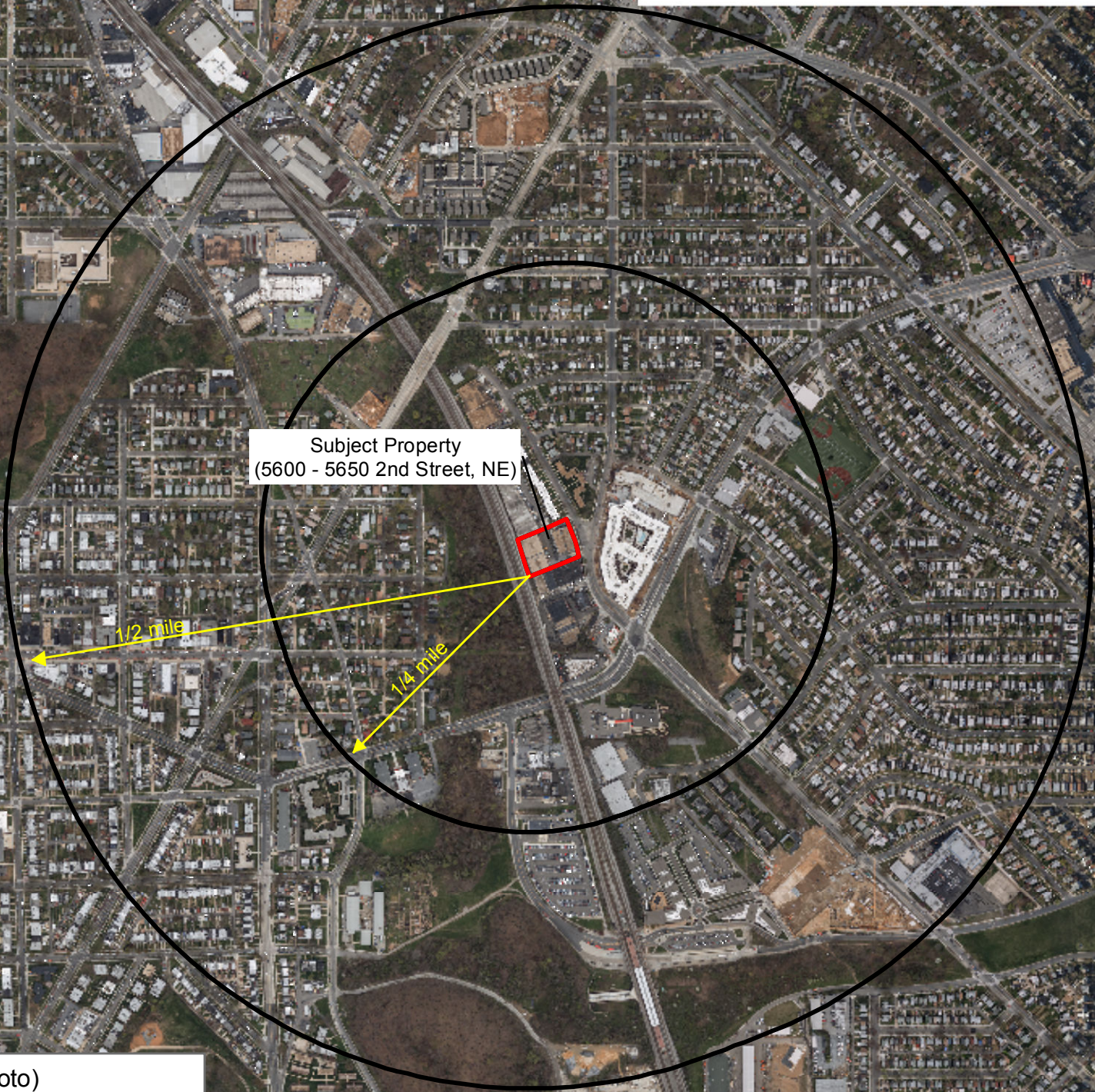


Exhibit B2: Context Map (Aerial Photo)

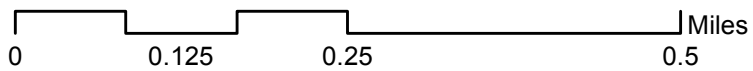


Exhibit C

Architectural Plans and Elevations

Submitted Separately



DC GIS

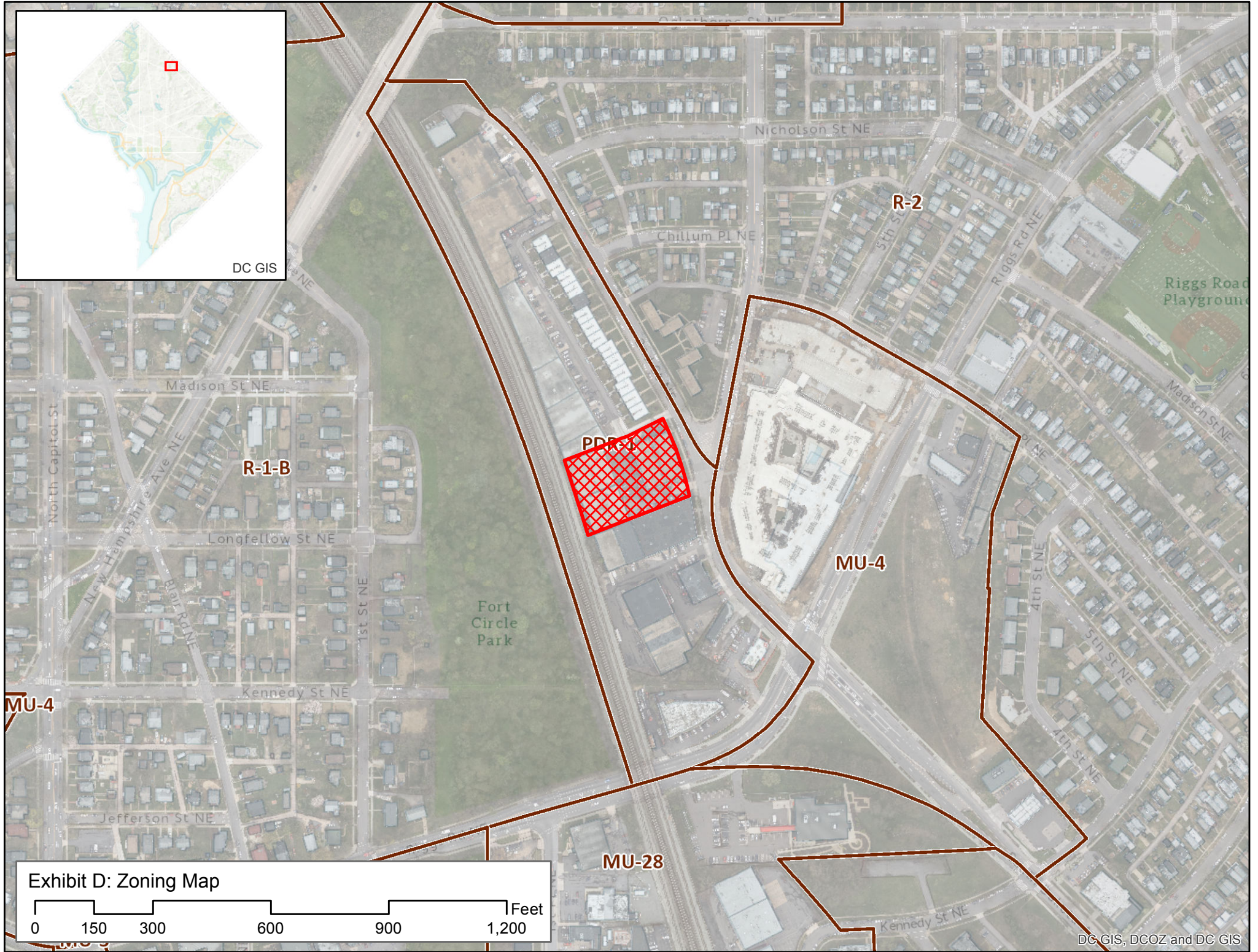
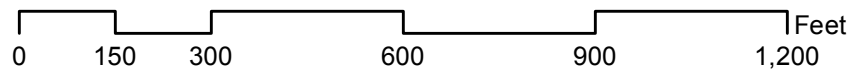



Exhibit D: Zoning Map





DC GIS

Legend

 Subject Property

2012 Comp Plan Policy

Type















-  Central Employment Area
-  Institutional Uses
-  Land Use Change Areas
-  Land Use Change Areas (Federal)
-  Federal Lands
-  Regional Centers
-  Multi-Neighborhood Centers
-  Main Street Mixed Use Corridors
-  Neighborhood Commercial Centers
-  Central Washington
-  Neighborhood Enhancement Areas
-  Water
-  Parks
-  Neighborhood Conservation Areas

Exhibit E: Comprehensive Plan Generalized Policy Map

0 150 300 600 Feet

DC GIS



DC GIS

Legend



















-  Subject Property
-  Residential-Low Density
-  Residential-Moderate Density
-  Residential-Medium Density
-  Residential-High Density
-  Commercial-Low Density
-  Commercial-Moderate Density
-  Commercial-Medium Density
-  Commercial-Medium-High Density
-  Commercial-High Density
-  Institutional
-  Federal
-  Local Public Facilities
-  Parks, Recreation, and Open Space
-  Production and Technical Employment
-  Mixed Use
-  Water
-  NO DATA

Exhibit F: Comprehensive Plan Future Land Use Map

0 150 300 600 Feet

DC GIS

WELLS + ASSOCIATES
MEMORANDUM



To: Hunter Dawkins, Johnson Development Associates

From: Jami Milanovich, P.E.
Amelia Martin, E.I.T.

Copy: Chris Collins, Holland & Knight

Re: Fort Totten Storage Center

Date: August 15, 2016

1420 Spring Hill Road
Suite 610
Tysons, Virginia 22102
703-917-6620
703-917-0739 FAX
www.mjwells.com

Johnson Development Associates, Inc. (the Applicant) proposes to redevelop the property at 5600 – 5650 2nd Street NE, Washington, DC. The subject site is located on the west side of the 2nd Street/3rd Street intersection and is currently occupied by two buildings that house light industrial uses. Pursuant to the 2016 Zoning Regulations of the District of Columbia (ZR16), the site is zoned PDR-1. The site is located on Square 3710 (Lots 851 and 197). The redevelopment includes a four-story storage facility of approximately 154,160 SF of gross floor area (GFA), which excludes parking and loading areas.

According to ZR16, warehouses are required to provide one parking space per 3,000 SF. For sites located within ½ mile of a Metrorail station, the minimum parking requirement is reduced by 50 percent. Therefore, the proposed storage facility would be required to provide 25 parking spaces. Warehouses with 150,000 SF to 250,000 SF also are required to provide three 30-foot loading berths with accompanying 100 SF platforms. Accordingly, the facility will provide 26 parking spaces, three 30-foot loading berths, and the required loading platforms, thereby meeting the minimum requirements.

Because the proposed development contains in excess of 50,000 SF (GFA) of commercial development, the redevelopment is subject to Large Tract Review (LTR) procedures. The project currently is being scoped with the District Department of Transportation (DDOT). This memorandum has been prepared to summarize the LTR transportation requirements for the site and anticipated scope of work with DDOT. Each component of the LTR requirements relevant to transportation is summarized below.

2301.3 Applicants for commercial and mixed-use commercial development projects of fifty thousand square feet (50,000 -ft.2) or more shall submit to the Director, Office of Planning, eight (8) copies of the following documents:



WELLS + ASSOCIATES

MEMORANDUM

- (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;*

A general circulation plan is included in Attachment A showing vehicular access to and egress from the parking for the site, truck access to and egress from the loading facilities for the site, and pedestrian entrance/exit points for the building. Swept area diagrams showing truck maneuvers into and out of the site also are included in Attachment B. As shown, trucks would enter and exit the site front-first.

- (j) *Vehicular trip generation, trip assignment and before and after capacity analysis and level of service at critical intersections;*

The Institute of Transportation Engine (ITE) Trip Generation Manual (9th Edition) was used to estimate the total number of trips generated by the proposed development. ITE Land Use Code (LUC) 151 (Mini-Warehouse) was used to estimate the number of trips generated by the proposed development. Gross floor area was used as the independent variable since it provides the most conservative analysis when compared to the other independent variables. The trip generation for the site is summarized in Table 1. In general, the AM peak hour occurs between 7:00 AM – 10:00 AM and the PM peak hour occurs between 4:00 PM – 7:00 PM.

Table 1
Trip Generation Summary

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
MINI-WAREHOUSE – LUC 151 (177,707 GFA)*						
Total Trips	14	11	25	23	23	46
* Due to differences in the ITE and ZR16 definitions of GFA, the GFA used for trip generation purposes is different than the GFA used for calculating parking and loading requirements. Specifically, the GFA used for trip generation purposes includes all areas with a floor-to-ceiling height of at least 6'-6".						

DDOT has established 25 peak hour, peak direction (i.e. inbound or outbound) trips as the minimum threshold that would require a traffic impact analysis (e.g. capacity analyses). Based on the trip generation presented above, the number of vehicle trips that would be generated by the proposed redevelopment would NOT surpass the 25 directional trip threshold that would require a full traffic impact study. Therefore, in accordance with the anticipated scope, capacity analyses will likely not be required by DDOT.



ATTACHMENT A – GENERAL CIRCULATION PLAN

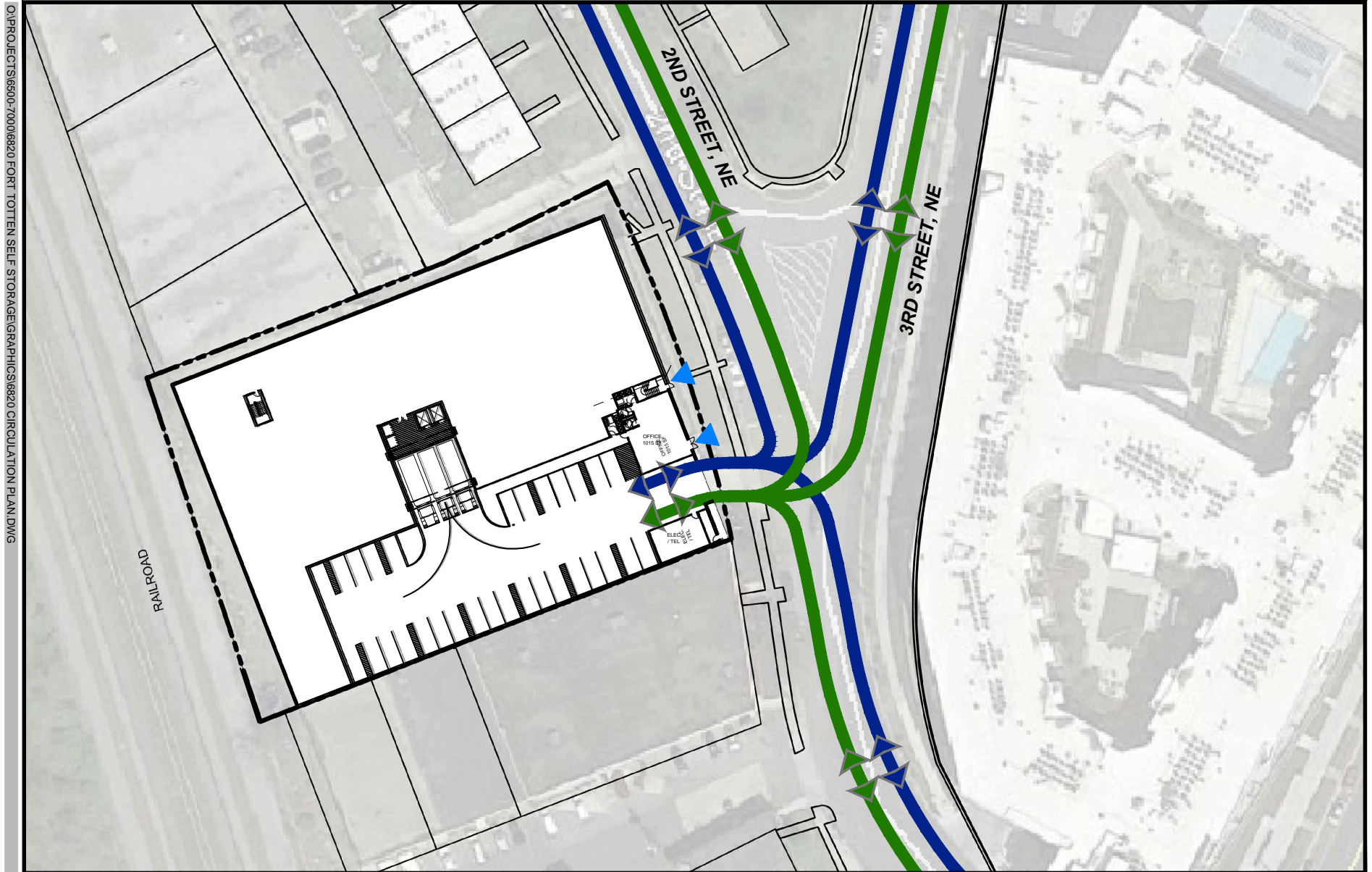


Figure 1
Circulation Plan

Fort Totten Storage Center
Washington, DC

- VEHICULAR INGRESS/EGRESS
- TRUCK INGRESS/EGRESS
- PEDESTRIAN ACCESS





ATTACHMENT B – AUTOTURNS

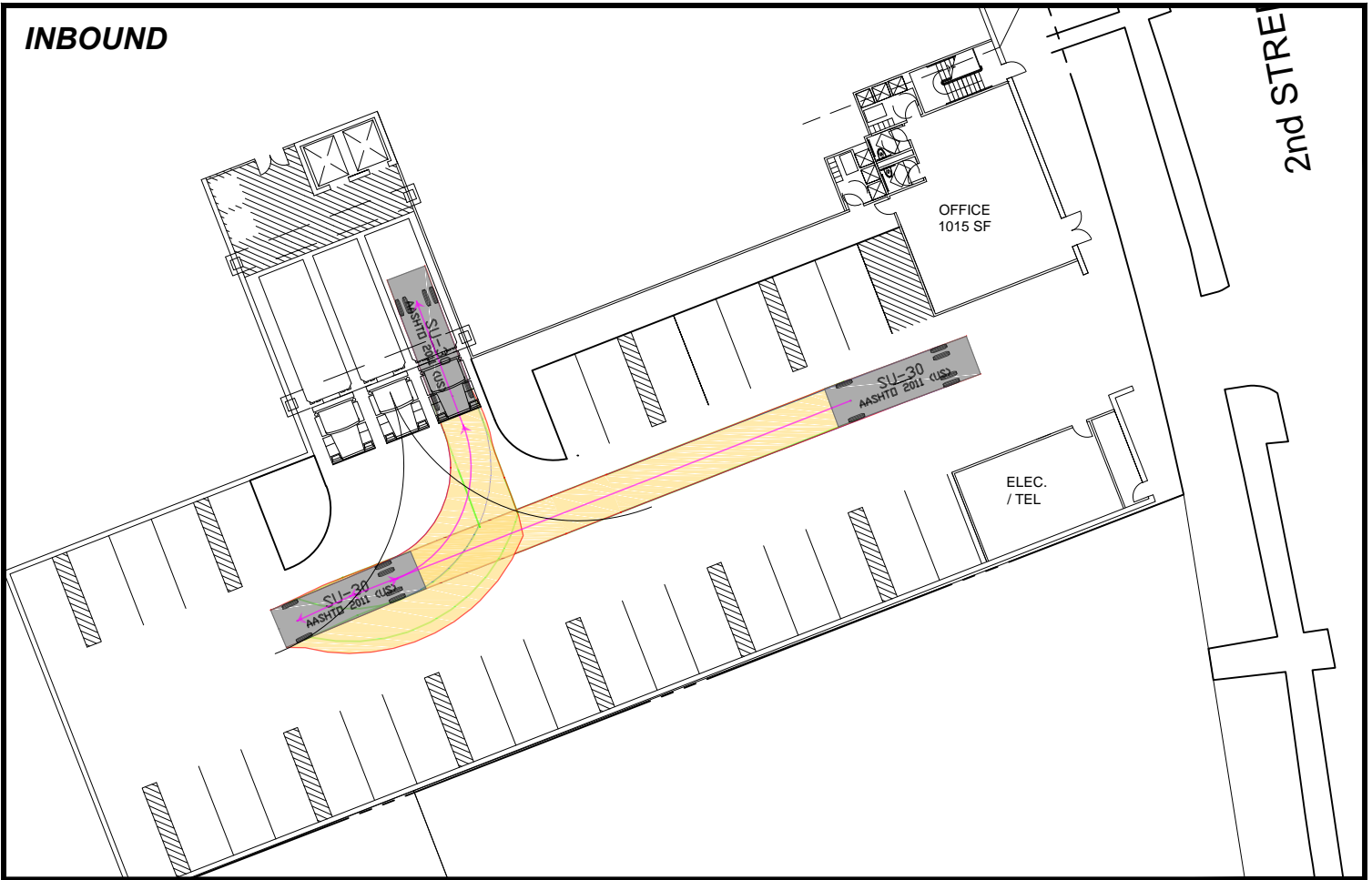
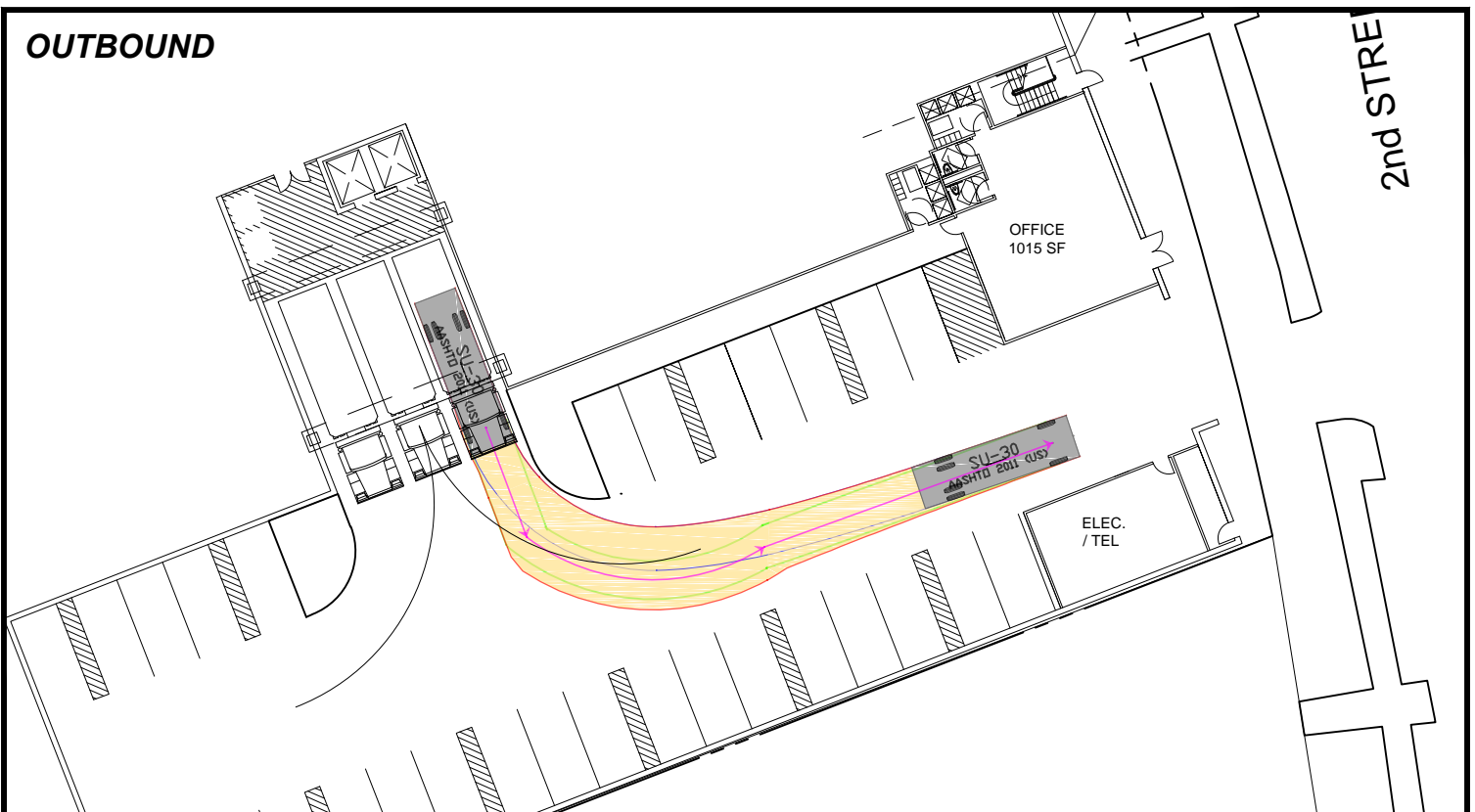
INBOUND**OUTBOUND**

Figure 1
Swept Area Diagram - SU30

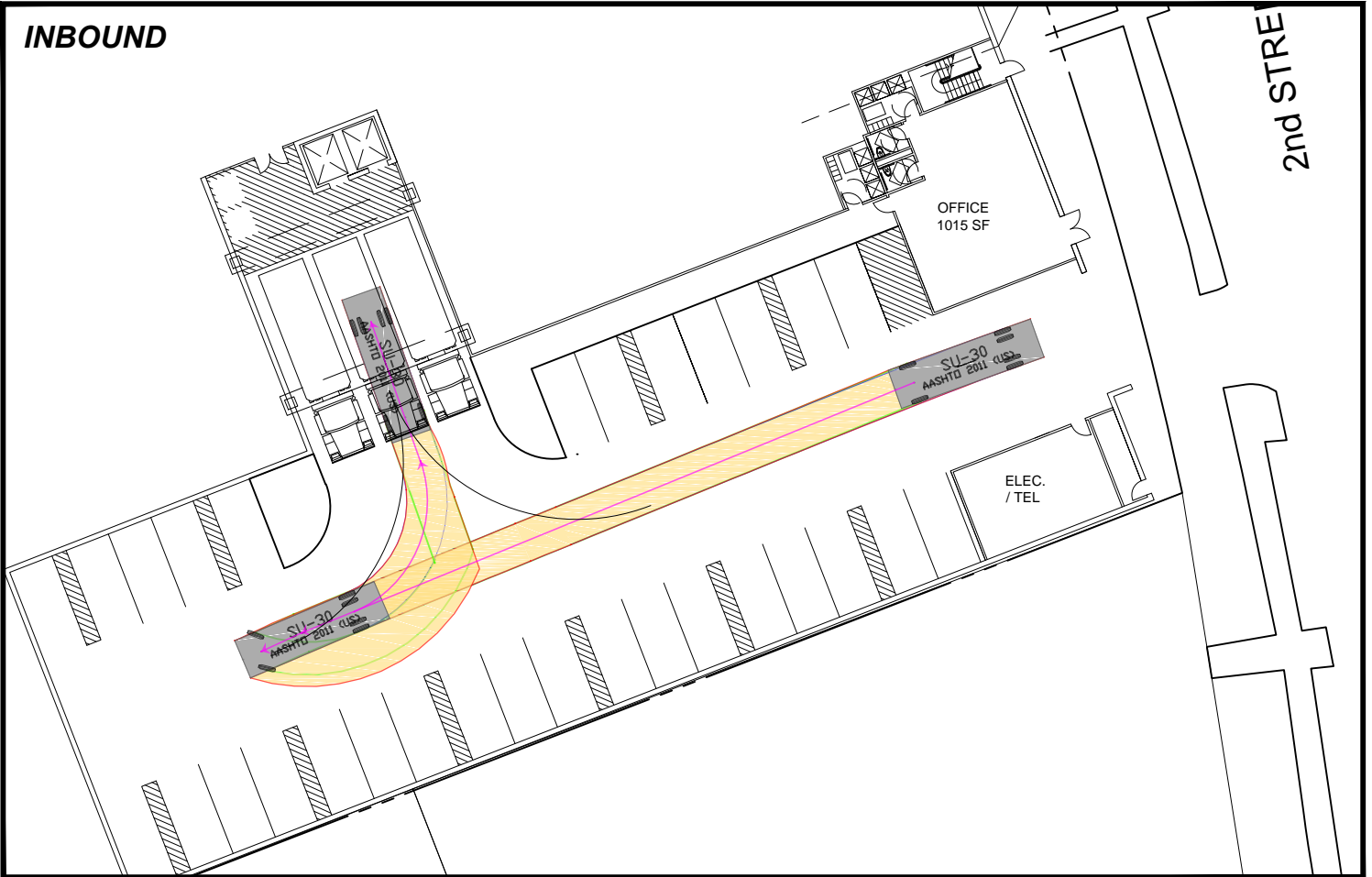
Fort Totten Storage Center
Washington, DC

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path



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INBOUND



OUTBOUND

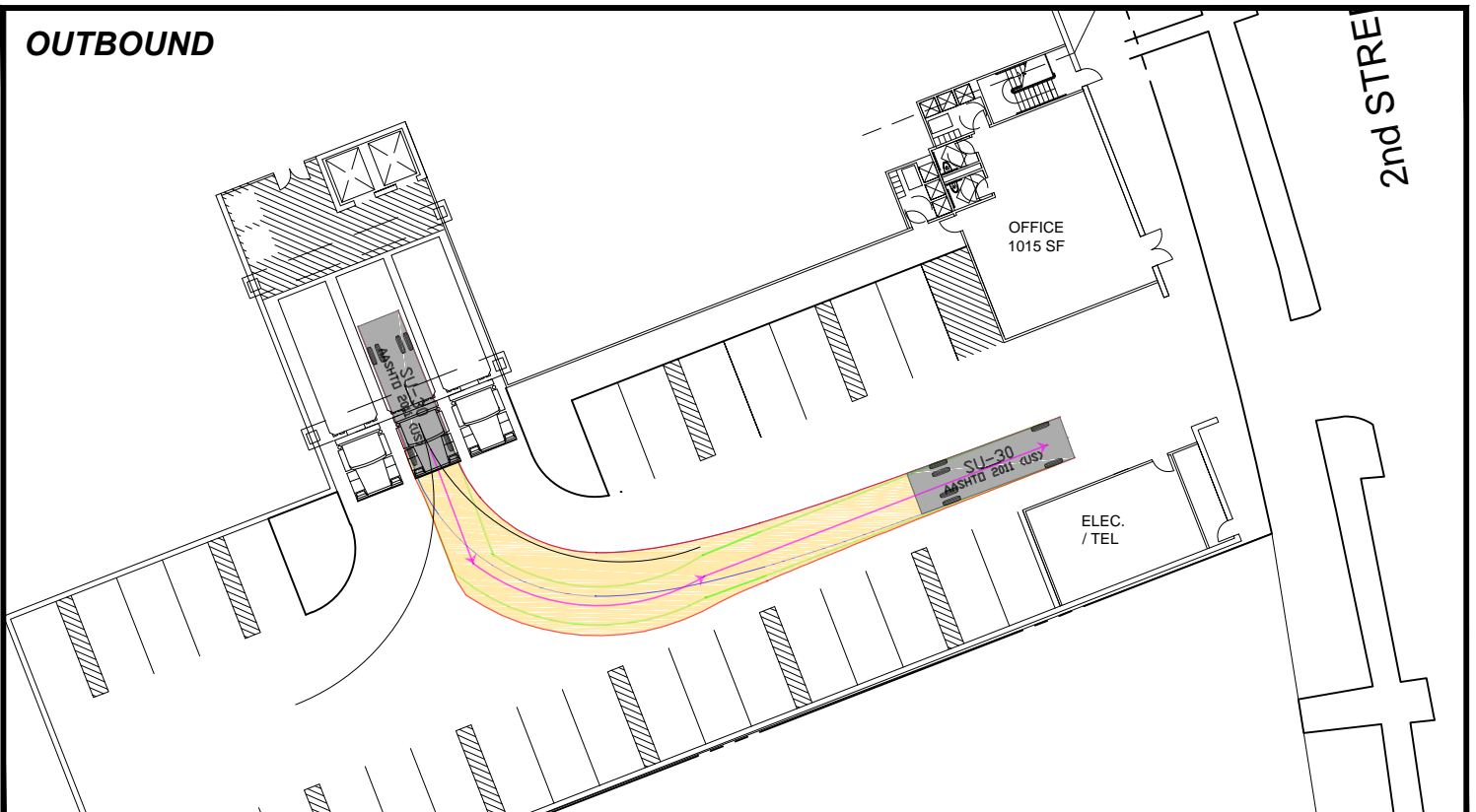


Figure 2
Sweep Area Diagram - SU30

Fort Totten Storage Center
Washington, DC

- Vehicle Body
- Front Tire Tread
- Rear Tire Tread
- Directional Path
- Vehicle Path



ARM

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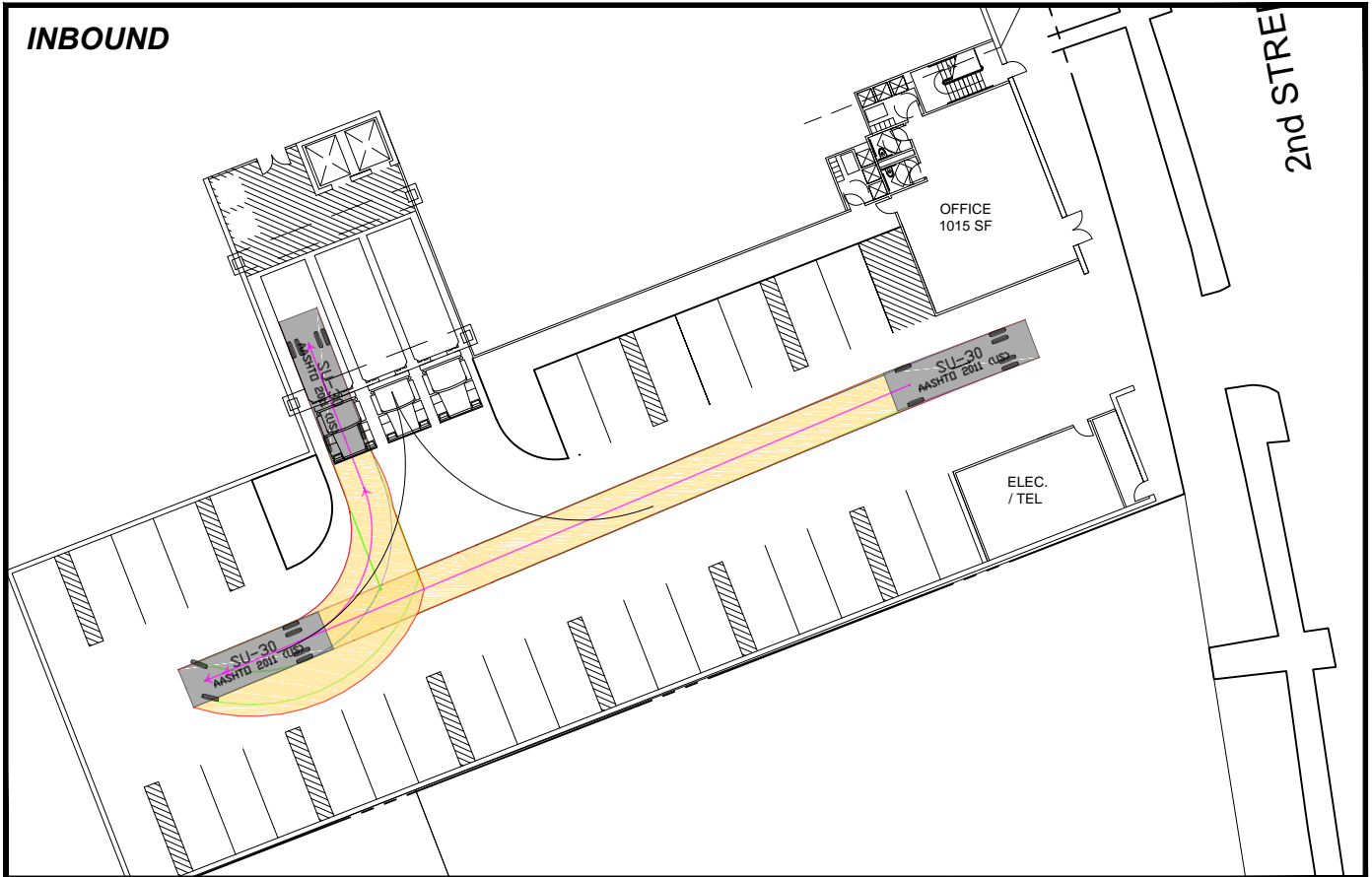
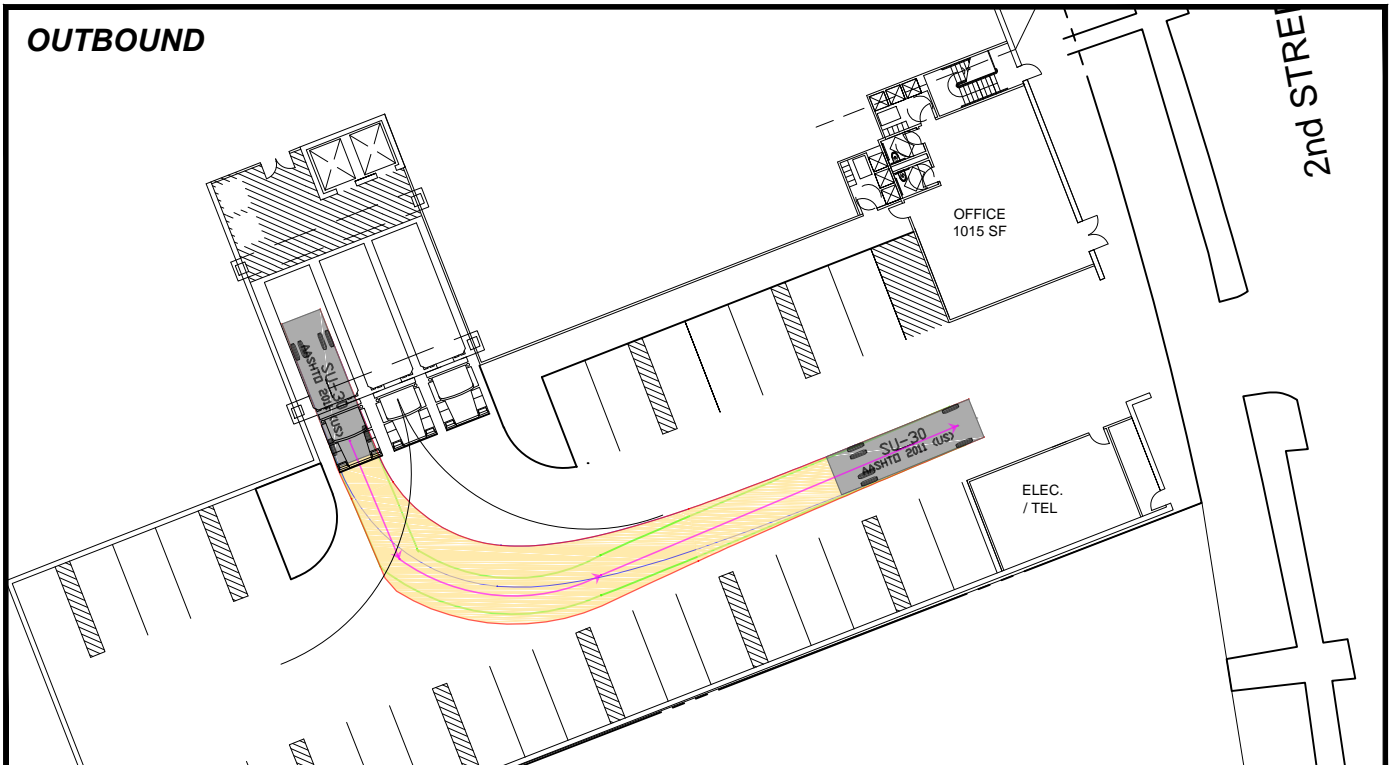
INBOUND**OUTBOUND**

Figure 3
Swept Area Diagram - SU30

Fort Totten Storage Center
Washington, DC

Vehicle Body
Front Tire Tread
Rear Tire Tread
Directional Path
Vehicle Path



ARM



JOHNSON DEVELOPMENT ASSOCIATES, INC.

INDUSTRIAL & MULTI-FAMILY REAL ESTATE DEVELOPERS

August 15, 2016

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

Re: Large Tract Review Application
5600 – 5650 2nd Street, NE (Square 3710, Lots 0197 & 0851)

Dear Ms. Steingasser:

Johnson Development Associates, Inc., contract purchaser the above-referenced property, hereby authorizes the law firm of Holland & Knight LLP to act on its behalf for all actions necessary with respect to a large tract review application related to redevelopment of the above-referenced properties as a self-storage facility.

Should you have any questions regarding this matter, you may contact me at (864) 594-5916 or via email at bgunn@johnsondevelopment.net.

Sincerely,

Beau Gunn

Real Estate, Manager, Self-Storage
Johnson Development Associates, Inc.,

July 27th, 2016

Riggs Road Center LLC
5272 River Road, Suite 430
Bethesda, MD 20816-1439

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

Re: Large Tract Review Application
5600 – 5650 2nd Street, NE (Square 3710, Lots 0197 & 0851)

Dear Ms. Steingasser:

As the joint owner of the above referenced properties, together with Avissar Riggs Road LLC, please accept this letter as official authorization to permit Johnson Development Associates, Inc., to act on behalf of Riggs Road Center LLC for all actions necessary with respect to a large tract review (LTR) application related to redevelopment of the above-referenced properties as a self-storage facility. This authorization shall also permit Johnson Development Associates, Inc. to authorize legal counsel to represent it in all matters related to the aforementioned LTR application.

Should you have any questions regarding this matter, you may contact me at (240) 350-3220 or via email at daarons@wcl.american.edu.

Sincerely,

A handwritten signature in dark ink, appearing to read "David E. Aaronson", written over a horizontal line.

David E. Aaronson
Riggs Road Center LLC

Cc: Zion Avissar, Avissar Riggs Road LLC

July 27th, 2016

Avissar Riggs Road LLC
1616 Rockville Pike, Suite C
Rockville, MD 20852

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

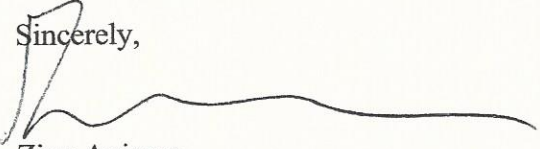
Re: Large Tract Review Application
5600 – 5650 2nd Street, NE (Square 3710, Lots 0197 & 0851)

Dear Ms. Steingasser:

As the joint owner of the above referenced properties, together with Riggs Road Center LLC, please accept this letter as official authorization to permit Johnson Development Associates, Inc., to act on behalf of Avissar Riggs Road LLC for all actions necessary with respect to a large tract review (LTR) application related to redevelopment of the above-referenced properties as a self-storage facility. This authorization shall also permit Johnson Development Associates, Inc. to authorize legal counsel to represent it in all matters related to the aforementioned LTR application.

Should you have any questions regarding this matter, you may contact me at (301) 770-1701 or via email at zavissar@comcast.net.

Sincerely,



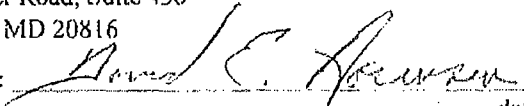
Zion Avissar
President
Avissar Riggs Road LLC

Cc: David E. Aaronson, Riggs Road Center LLC

Name, address, and signature of all owners and authorized agents:

David E. Aaronson
Riggs Road Center LLC
5272 River Road, Suite 430
Bethesda, MD 20816

Signature: _____

 7/29/16
date

Zion Avissar
Avissar Riggs Road LLC
1616 Rockville Pike, Suite C
Rockville, MD 20852

Signature: _____

date

Beau Gunn
Real Estate Manager, Self-Storage
Johnson Development Associates, Inc.
100 Dunbar Street
Spartanburg, SC 29306

Signature: _____

 8/15/16
date

Hunter Dawkins
Project Manager, Self-Storage
Johnson Development Associates, Inc.
100 Dunbar Street
Spartanburg, SC 29306

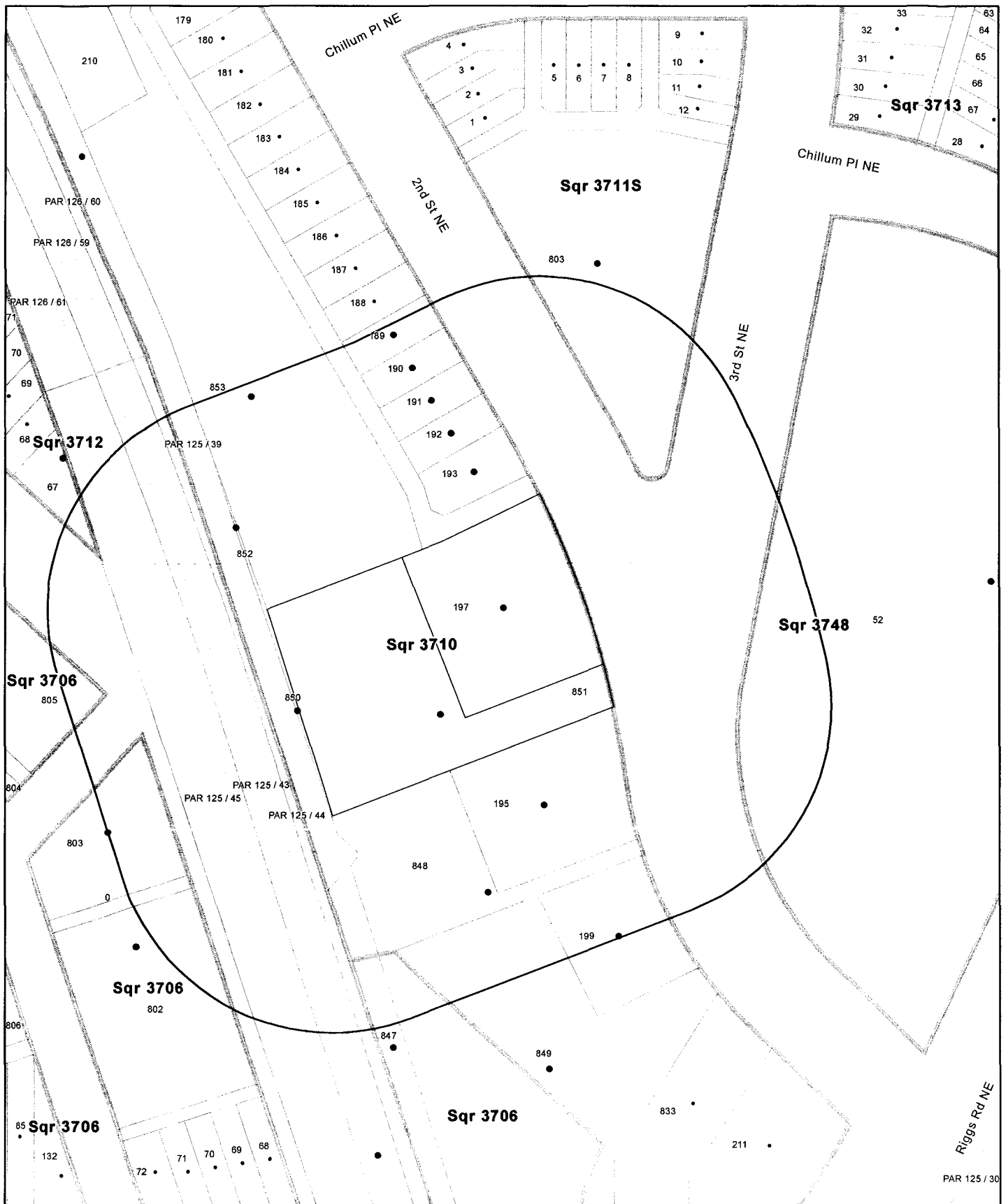
Signature: _____

 8/14/16
date

Christopher H. Collins
Holland & Knight LLC
800 17th Street, NW
Suite 1100
Washington, DC 20006

Signature: _____

 8/16/16
date

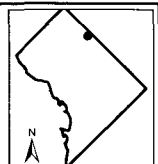


Property ID: 3710 0197, 0851

0 25 50
Feet

Date: 7/27/2016
For general planning purposes

*** DC Office of Tax and Revenue
Real Property Assessment Division
GIS Geographic Information Systems



UNITED STATES OF AMERICA ,	DAVID E AARONSON 5272 RIVER RD STE 430 BETHESDA, MD 20816-1439	FORT TOTTEN NORTH LLC 4445 WILLARD AVE STE 400 CHEVY CHASE, MD 20815-4641
UNITED STATES OF AMERICA ,	DAVID E AARONSON 5272 RIVER RD STE 430 BETHESDA, MD 20816-1439	WASHINGTON METROPOLITAN AREA TRANSIT 600 5TH ST NW WASHINGTON, DC 20001-2610
UNITED STATES OF AMERICA ,	INDUSTRIAL INVESTORS LP 1390 PICCARD DR STE 120 ROCKVILLE, MD 20850-4399	WASHINGTON METROPOLITAN AREA TRANSIT 600 5TH ST NW WASHINGTON, DC 20001-2610
UNITED STATES OF AMERICA ,	WASHINGTON METROPOLITAN AREA TRANSIT 600 5TH ST NW WASHINGTON, DC 20001-2610	WASHINGTON METROPOLITAN AREA TRANSIT 600 5TH ST NW WASHINGTON, DC 20001-2610
2ND E & G DC COOP LLC 1651 OLD MEADOW RD STE 305 MC LEAN, VA 22102-4308	DAVID E AARONSON 5272 RIVER RD STE 430 BETHESDA, MD 20816-1439	WASHINGTON METROPOLITAN AREA TRANSIT 600 5TH ST NW WASHINGTON, DC 20001-2610
2ND E & G DC COOP LLC 1651 OLD MEADOW RD STE 305 MC LEAN, VA 22102-4308	DAVID E AARONSON 5272 RIVER RD STE 430 BETHESDA, MD 20816-1439	
2ND E & G DC COOP LLC 1651 OLD MEADOW RD MC LEAN, VA 22102-4311	WASHINGTON METROPOLITAN AREA TRANSIT 600 5TH ST NW WASHINGTON, DC 20001-2610	
2ND E & G DC COOP LLC 1651 OLD MEADOW RD STE 305 MC LEAN, VA 22102-4308	WASHINGTON METROPOLITAN AREA TRANSIT 950 LENFANT PLZ SW WASHINGTON, DC 20024-2123	
2ND E & G DC COOP LLC 1651 OLD MEADOW RD STE 305 MC LEAN, VA 22102-4308	DAVID E AARONSON 5272 RIVER RD STE 430 BETHESDA, MD 20816-1439	
DISTRICT OF COLUMBIA TEACHERS FCU 5656 3RD ST NE WASHINGTON, DC 20011-2532	PREMIER DEVELOPMENT GROUP LLC 1048 29TH ST NW STE 201 WASHINGTON, DC 20007-3831	