

**MEMORANDUM****TO:** Roland Driest, DC Surveyor**C:** District Agencies: MPD-- Diedre Porter; DCRA – Matthew LeGrant; DPW – Anthony Duckett; FEMS –Bruce Faust; OAG – Alan Bergstein; DDOT – Martin Parker, Lewis Booker, Jeffrey Jennings, Anna Chamberlin; DC Water – Callie Schaper; DHCD – Jim Thackaberry; DDOE, Jeffrey Seltzer, Sheila Besse; DCPS – Karen Shaw, Stephanie Reich; DOES – Vernell Jordan; OP – Joel Lawson, Deborah Crain-Kemp, Sakina Khan, Art RodgersANC 5B: Jacqueline ManningDevelopment Team: Christopher Collins, Caroline Paff**FROM:** Jennifer Steingasser, Deputy Director for Development Review & Historic Preservation**DATE:** March 2, 2012**SUBJECT:** Office of Planning Notification of Modifications to Approved Large Tract Review Case No. 2011-02, “The Point at Arboretum” --- Square 4268, Lots 2, 5, 6, 8, 10, 11, 12, 14, 26, 83, 105, 113, 123, 150, 152, 800, 811, and 815

This is to notify you that the developer has modified the plan for “The Point at Arboretum”, which you reviewed as LTR 2011-02. The major changes include:

- The substitution of a nationally-known 65,000 clothing retailer and department store for the previously anticipated 146,000 square foot home improvement store and garden center.
- A reduction in height enabled by the decreased floor to ceiling height needs of the new retailer;
- A reduction of between 197 and 246 parking spaces (approximately 15%) and one level of structured parking, corresponding to the reduced retail square footage and height;
- An approximately 18.6% reduction in total square footage ;
- An improved relationship of retail space to the surrounding streets.

OP has determined that the modifications do not require a reconsideration of the previous Large Tract Review.

- The site plan would remain essentially the same, but the lower height and additional landscaping would improve the appearance along Bladensburg Road and Montana Avenue, and the design of the new department store and in-line retail facing New York Avenue would enhance that street’s frontage. (See illustrations beginning on page 5).
- Although the development would be smaller, there would be no changes to the transportation improvements, or public benefits and amenities to which the applicant previously committed



- The project would continue to meet all zoning requirements.
- No changes are proposed to the approved stormwater or other environmental compliance;
- The capacity of the loading docks would be increased and, while the number of parking spaces would be reduced that reduction would be 3% less than the decrease in the size of the project. The applicant’s traffic consultant has concluded that the proposed changes would result in the generation of between 2% and 9% *fewer* trips than the previous project, depending on the time of day. (See Tables 2 and 3);
- The project’s height would decrease by 5 to 10 feet.

The table below, and the tables and illustrations that follow, provide more detailed comparisons of the approved and revised project.

Table 1. Summary Comparison of Previously Reviewed and Modified Project “The Point at Arboretum”		
Item	Approved Plan	Proposed (March 2012) Plan
Total Square Footage (SF)	408,419 SF, gross floor area	332,481 SF, gross floor area
FAR	0.636	0.517
Height	39 to 40 feet	Approximately 35 feet
Parking	1,388 spaces	1,030 spaces
Loading Berths and Depths	1 @ 55’, 1 @ 45’, 3 @ 85’, 4 @ 65’	4 @ 55’, 4 @ 75’, 4 @ 65’
Loading Platforms	3 @ 300 SF, 1 @ 450 SF, 1 @ 500 SF	1 @ 100 SF, 2 @ 150 SF, 2 @ 500 SF, 1 @ 800 SF
Service/Delivery Spaces	2 @ 40’ deep	2 @ 20’ deep
Superstore	123,900 SF	120,724
Home and Garden Center	146,151 SF	None
Clothing-Oriented Dept. Store	None	65,000 SF
General Retail	129,325 SF	116,268
Café	2,000 SF	2,700 SF
Drive-In Bank 1	3,453 SF	3,453 SF
Drive In Bank 2	3,956 SF	3,956 SF
Trip Generation	See Table 2, provided by developer.	See Table 3, provided by developer.
Design	Comparative Site Plans and Elevations begin on page 5.	

Trip Generation from May 2011 TIS

LAND USE/TRIP TYPE	AM PEAK HOUR			PM PEAK HOUR			SAT PEAK HOUR		
	In	Out	Total	In	Out	Total	In	Out	Total
Discount Superstore (Land Use 813) – 123,900 SF									
Total Trips	116	91	207	280	291	571	277	277	554
Internal Trips	17	29	46	92	91	183	116	114	230
External Trips	99	62	161	188	200	388	161	163	324
Pass-by (14, 28, 23%)	14	9	23	52	56	108	37	37	74
New External Vehicle Trips	85	53	138	136	144	280	124	126	250
Home Improvement Superstore (Land Use 862) – 131,351 SF									
Total Trips	94	71	165	149	162	311	302	290	592
Internal Trips	13	16	29	64	67	131	121	116	237
External Trips	81	55	136	85	95	180	181	174	355
Pass-by (24, 48, 26%)	19	13	32	41	45	86	47	45	92
New External Vehicle Trips	62	42	104	44	50	94	134	129	263
Coffee/Donut Shop without Drive-Through Window (Land Use Code 936) – 2,000 SF									
Total Trips	120	115	235	41	41	82	63	69	132
Internal Trips	10	7	17	2	4	6	4	6	10
External Trips	110	108	218	39	37	76	59	63	122
Pass-by (23.5, 47, 26%)	54	53	107	19	19	38	15	17	32
New External Vehicle Trips	56	55	111	20	18	38	44	46	90
Drive-in Bank (Land Use 912) – 3,453 SF									
Total Trips	24	19	43	45	45	90	48	44	92
Internal Trips	2	1	3	3	4	7	3	4	7
External Trips	22	18	40	42	41	83	45	40	85
Pass-by (23.5, 47, 23.5%)	5	4	9	20	19	39	11	9	20
New External Vehicle Trips	17	14	31	22	22	44	34	31	65
Drive-in Bank (Land Use 912) – 3,956 SF									
Total Trips	28	21	49	51	51	102	55	50	105
Internal Trips	3	1	4	3	5	8	3	5	8
External Trips	25	20	45	48	46	94	52	45	97
Pass-by (23.5, 47, 23.5%)	6	5	11	23	22	45	12	11	23
New External Vehicle Trips	19	15	34	25	24	49	40	34	74
General Retail (Land Use 820) – 129,215 SF									
Total Trips	109	70	179	370	385	755	526	486	1,012
Internal Trips	19	10	29	95	88	183	118	119	237
External Trips	90	60	150	275	297	572	408	367	775
Pass-by (17, 34, 26%)	15	10	25	94	101	195	106	95	201
New External Vehicle Trips	75	50	125	181	196	377	302	272	574
Entire Development									
Total Trips	491	387	878	936	975	1,911	1,271	1,216	2,487
Internal Trips	64	64	128	259	259	518	365	364	729
External Trips	426	323	749	677	716	1,392	906	852	1,758
Pass-by Trips	113	94	207	249	262	510	228	214	442
New External Vehicle Trips	313	229	542	428	454	882	678	638	1,316

Table 2. Projected Trip Generation for Previously Reviewed Development

Trip Generation for Current Development Program

LAND USE/TRIP TYPE	AM PEAK HOUR			PM PEAK HOUR			SAT PEAK HOUR		
	In	Out	Total	In	Out	Total	In	Out	Total
Discount Superstore (Land Use 813) – 120,724 SF									
Total Trips	113	89	202	273	284	557	267	267	534
Internal Trips	9	13	22	72	77	149	76	82	158
External Trips	104	76	180	201	207	408	191	185	376
Pass-by (14, 28, 23%)	15	11	26	56	58	114	44	43	87
New External Vehicle Trips	89	65	154	145	149	294	147	142	289
Department Store (Land Use 875) – 65,000 SF									
Total Trips	20	14	34	58	58	116	101	86	187
Internal Trips	2	3	5	24	25	49	42	37	79
External Trips	18	11	29	34	33	67	59	49	108
Pass-by (24, 48, 26%)	3	2	5	12	11	23	15	13	28
New External Vehicle Trips	15	9	24	22	22	44	44	36	80
Coffee/Donut Shop without Drive-Through Window (Land Use Code 936) – 2,700 SF									
Total Trips	162	155	317	55	55	110	85	93	178
Internal Trips	3	2	5	8	5	13	11	9	20
External Trips	159	153	312	47	50	97	74	84	158
Pass-by (23.5, 47, 26%)	78	75	153	24	25	49	19	22	41
New External Vehicle Trips	81	78	159	23	25	48	55	62	117
Drive-in Bank (Land Use 912) – 3,453 SF									
Total Trips	24	19	43	45	45	90	48	44	92
Internal Trips	0	0	0	6	4	10	6	4	10
External Trips	24	19	43	39	41	80	42	40	82
Pass-by (23.5, 47, 23.5%)	6	4	10	18	19	37	10	9	19
New External Vehicle Trips	18	15	33	21	22	43	32	31	63
Drive-in Bank (Land Use 912) – 3,956 SF									
Total Trips	28	21	49	51	51	102	55	50	105
Internal Trips	0	0	0	7	5	12	7	5	12
External Trips	28	21	49	44	46	90	48	45	93
Pass-by Trips	7	5	12	21	22	43	11	11	22
New External Vehicle Trips	21	16	37	23	24	47	37	34	71
General Retail (Land Use 820) – 116,268 SF									
Total Trips	102	66	168	345	359	704	491	454	945
Internal Trips	11	8	19	75	77	152	80	87	167
External Trips	91	58	149	270	282	552	411	367	778
Pass-by Trips	15	10	25	92	96	188	107	95	202
New External Vehicle Trips	76	48	124	178	186	364	304	272	576
Entire Development									
Total Trips	449	364	813	827	852	1,679	1,047	994	2,041
Internal Trips	25	26	51	192	193	385	222	224	446
External Trips	424	338	762	635	659	1,294	825	770	1,595
Pass-by Trips	124	107	231	223	231	454	206	193	399
New External Vehicle Trips	300	231	531	412	428	840	619	577	1,196

Table 3. Projected Trip Generation for Modified Project

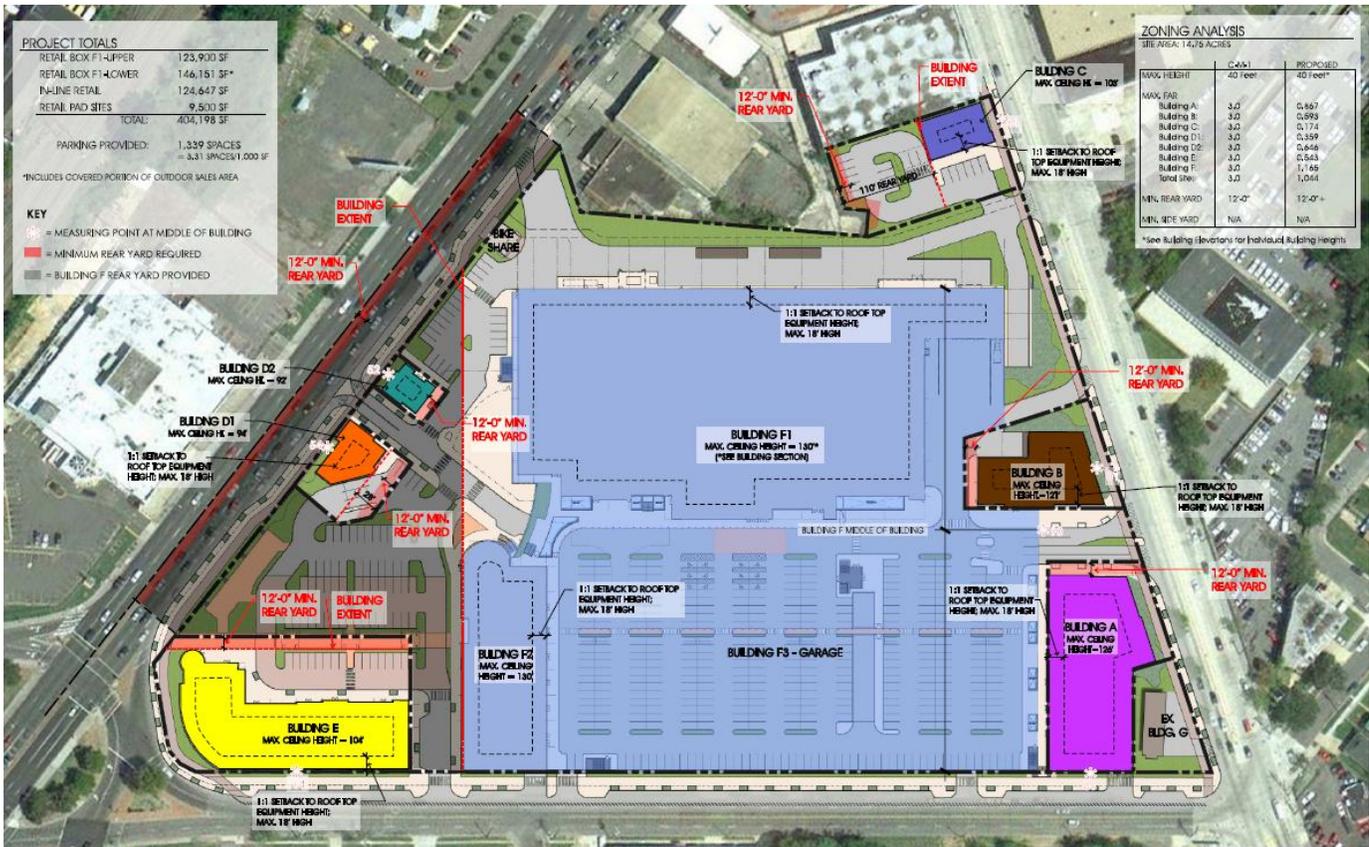
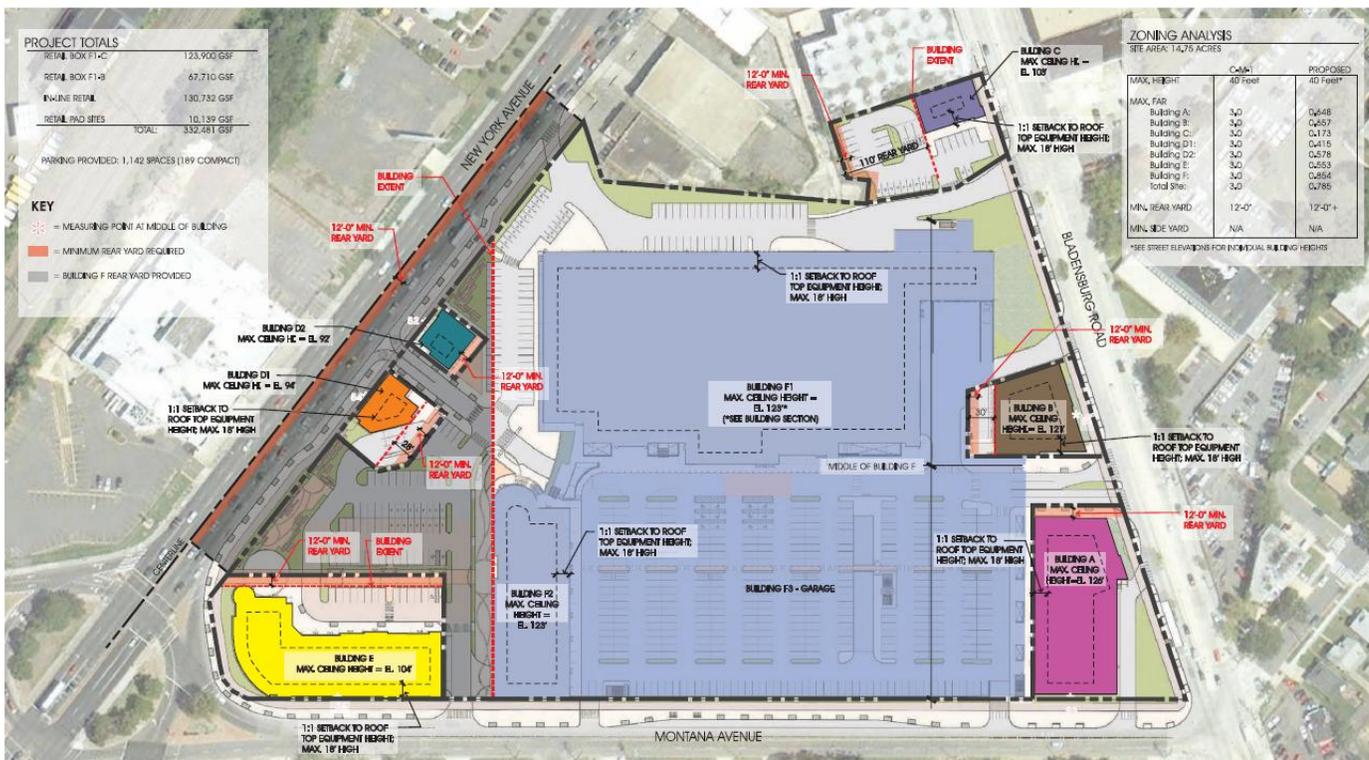


Illustration 1a. Site Plan at Ground Level for Previously Approved Project



Illustrations 1b. Site Plan at Ground Level for Revised Project



Illustration 2a Site Plan at Intermediate Level for Previously Reviewed Project

Illustration 2b Site Plan at Intermediate Level for Revised Project:

NOT APPLICABLE. INTERMEDIATE LEVEL HAS BEEN ELIMINATED IN MODIFIED PROJECT

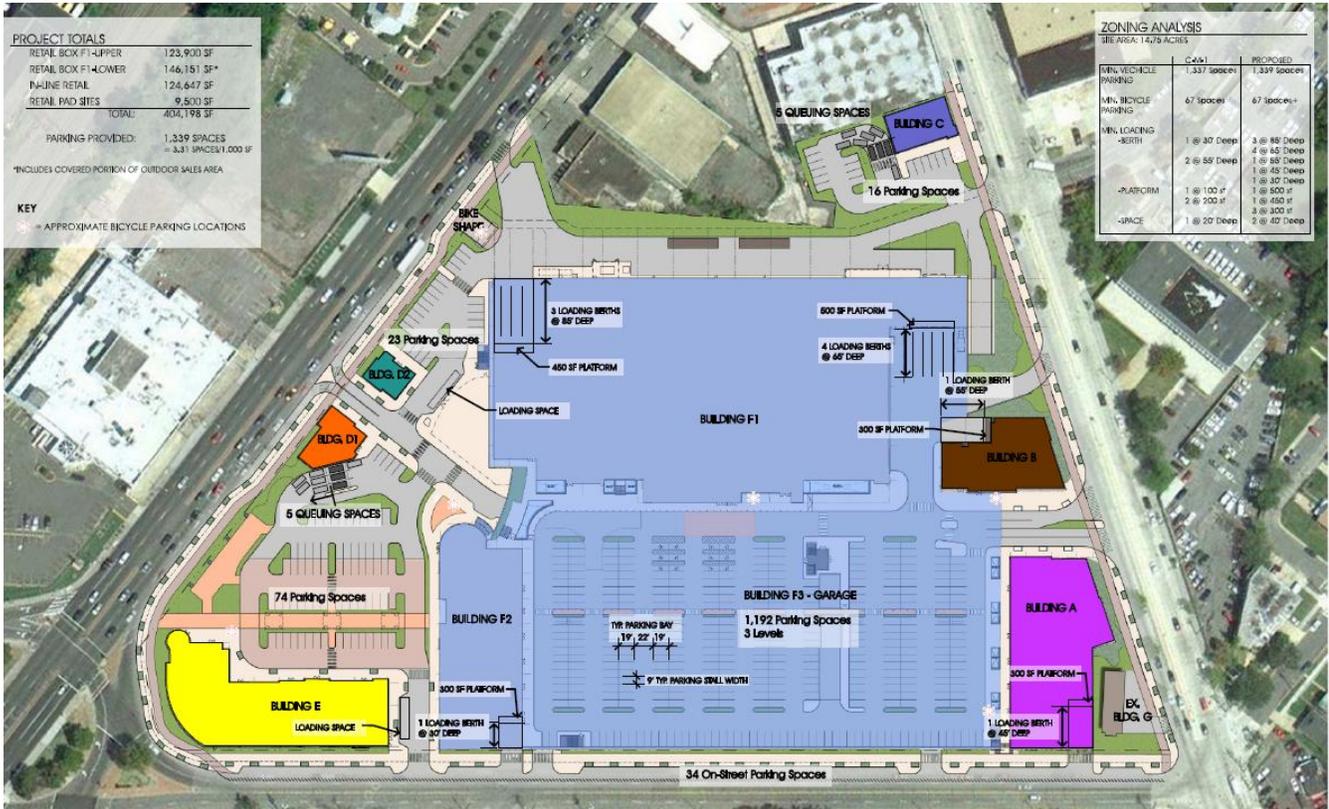


Illustration 3a Site Plan at Top Level for Previously Reviewed Project

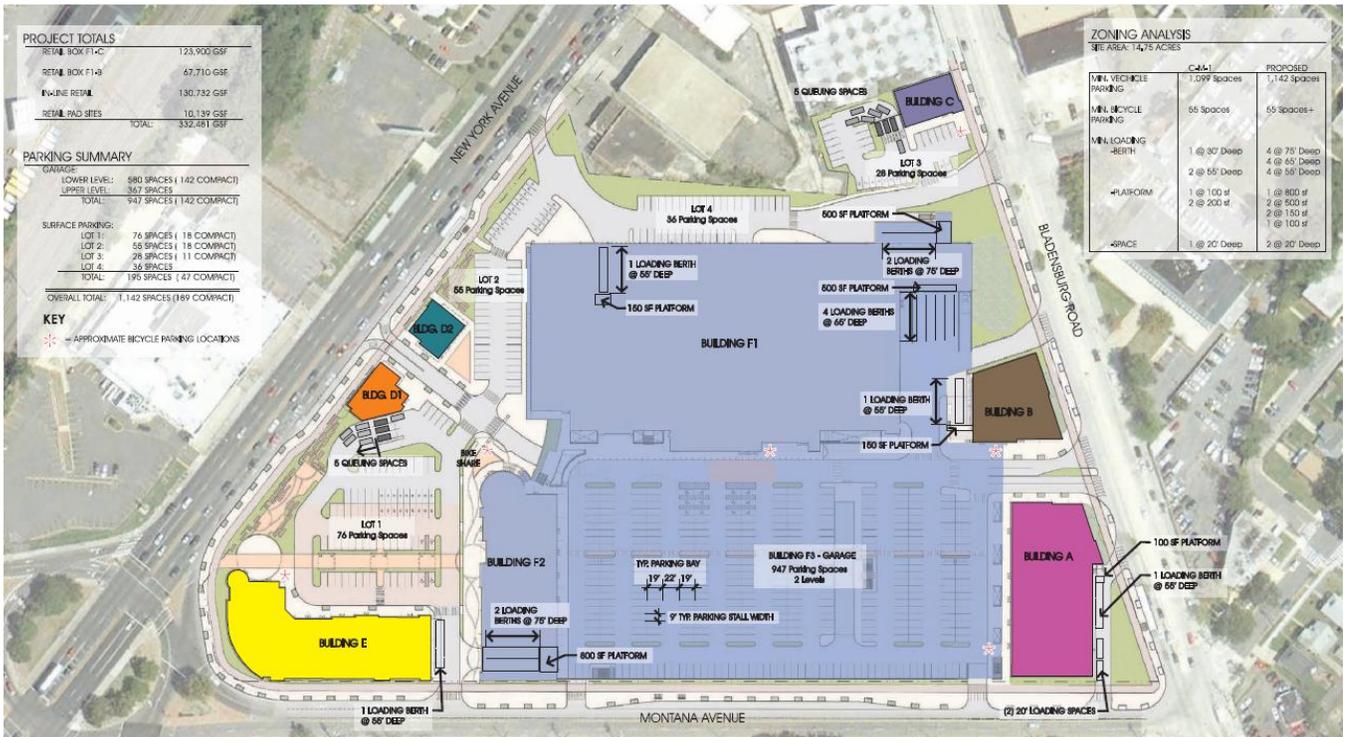


Illustration 3b Site Plan at Top Level for Revised Project

Total Gross and Cellar Floor Area by Building	Approved	Proposed
Building A	20,126	23,736
Building B	10,127	10,880
Building C	3,956	3,956
Building D1	3,453	3,453
Building D2	2,000	2,730
Building E	24,240	24,240
<i>Building F</i>		
F1-Upper	123,900	N/A
F1-C	N/A	123,900
F-Lower + Outdoor Garden Center	146,151	N/A
F1-B	N/A	67,710
F1-A	N/A	22,840
F2	74,466	49,036
Garage - Level 1	122,939	171,629
Garage - Level 2	143,717	N/A (roof)
Garage - Level 3	N/A (roof)	N/A
Total (sq. ft.):	675,075	504,110

Table 4: Planned Square Footages of Individual Structures in Approved and Modified Project.

Note that these totals are larger than in Table 1. The building areas in Table 4 include cellar area, which is not included in zoning-related calculations of floor area ratio.

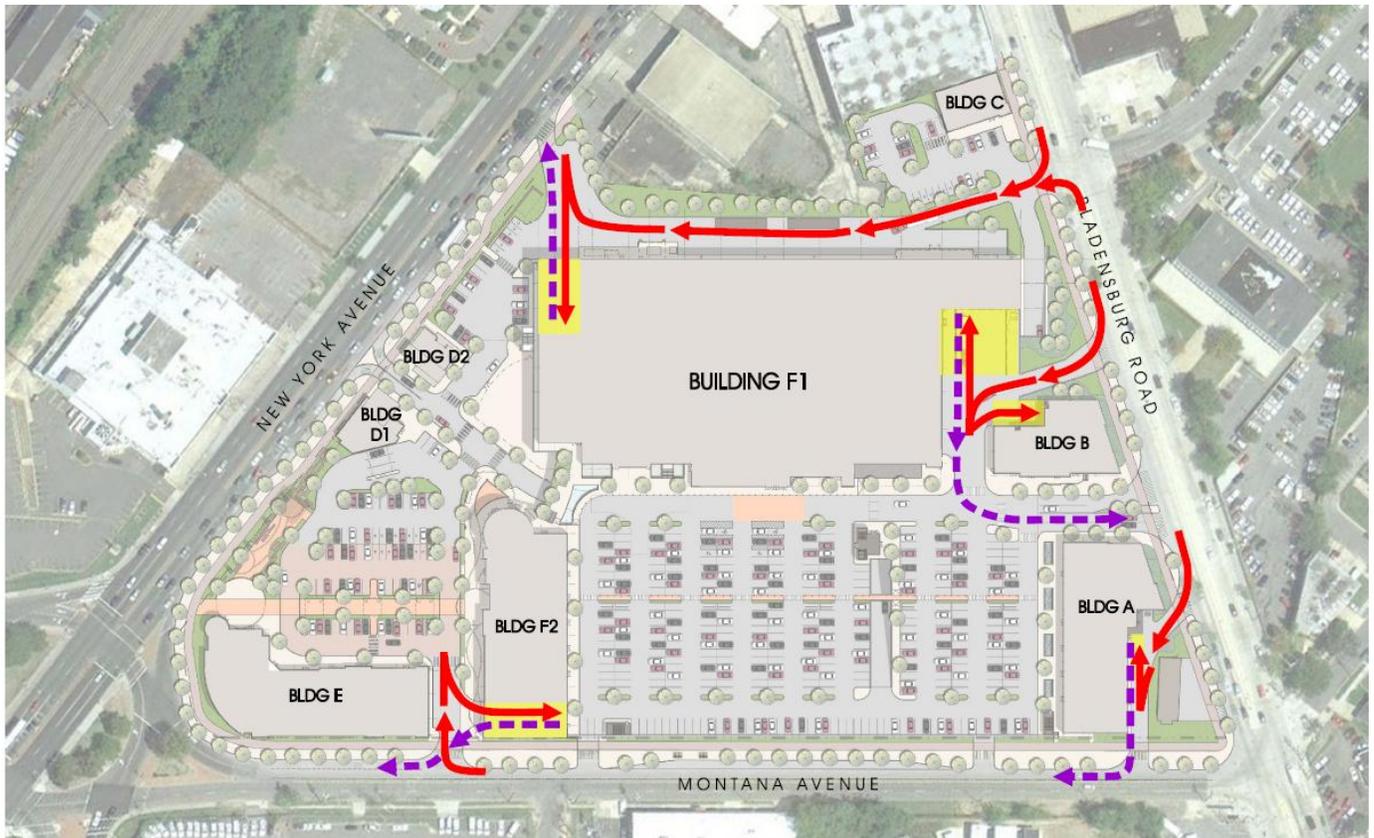


Illustration 4a. Truck Loading Diagram for Previously Reviewed Project

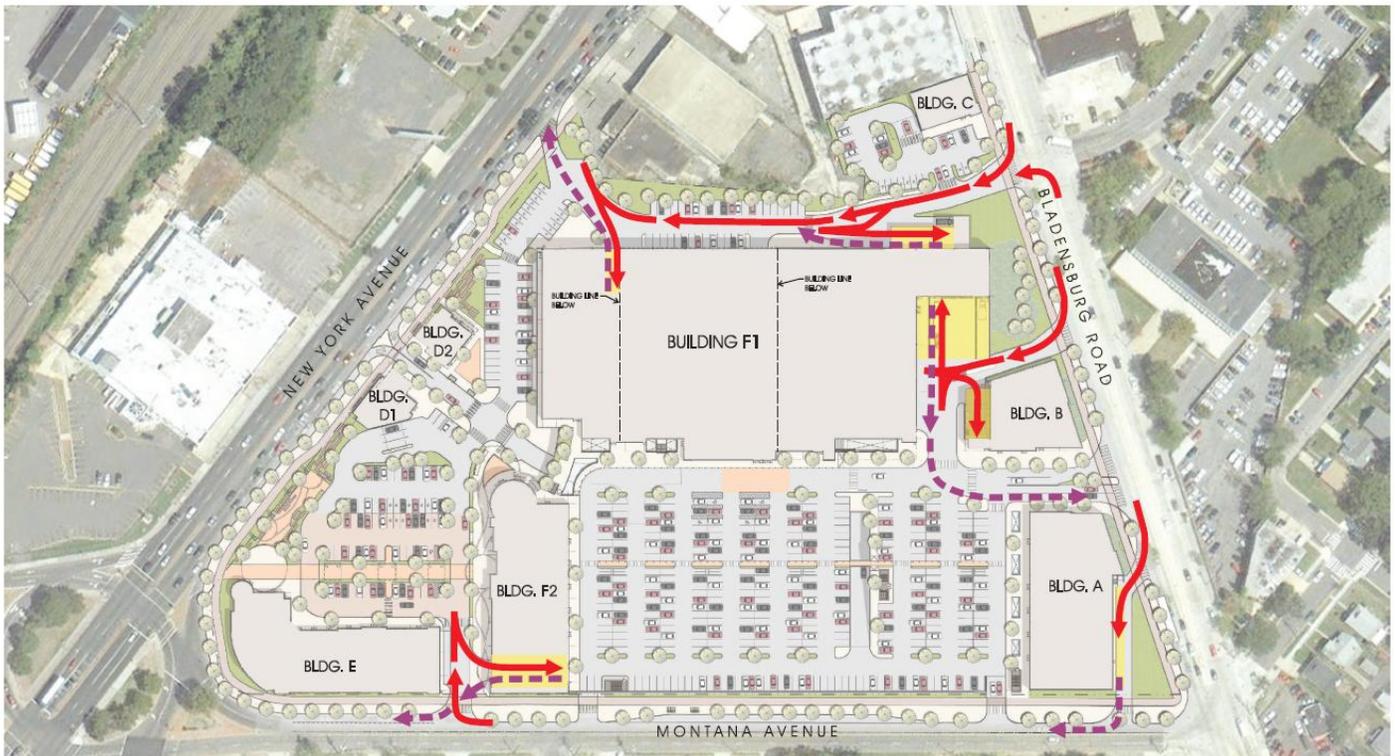


Illustration 4b. Truck Loading Diagram for Revised Project



Illustration 5a. Previously Reviewed New York Avenue Frontage



Illustration 5b. Revised New York Avenue Frontage



Illustration 6a. Previously Reviewed Bladensburg Road Frontage



Illustration 6b. Revised Bladensburg Road Frontage



Illustration 7a. Previously Reviewed Montana Avenue Frontage



Illustration 7b. Revised Montana Avenue Frontage

JIs/slc
stephen cochran, project manager