



MEMORANDUM

TO: Roland Driest, DC Surveyor

FROM: Jennifer Steingasser, Deputy Director

DATE: August 24, 2011

SUBJECT: Office of Planning Report for 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

ANC 5B

I. SUMMARY

Lease Optioner WV Urban Ventures, LLC has submitted an application to the Office of Planning (OP) for review in accordance with the Large Tract Review (LTR) procedures of 10 DCMR Chapter 23. The project exceeds 50,000 square feet of commercial space and is not exempted from review by §2304. The applicant intends to build an all-retail \$ 77 million project, known as "The Point at Arboretum." It will occupy 14.75 acres of C-M-1 zoned land in northeast Washington, in the triangle bounded by Montana Avenue, New York Avenue, Bladensburg Road. It does not include the properties nearest the intersection of New York Avenue and Bladensburg Road. The 675,074 gross floor area development will have 408,419 gross floor area of retail space and 266,655 square foot gross floor area of above-ground garage. There will be 1,352 parking spaces.

Most of the retail would be in one large building containing an international large format general goods and groceries retailer on the upper level, and a national large format home and garden center on the ground level. Outlying buildings would contain mid-box retail stores, a bank, and at least three restaurants. Most customers will enter the major stores directly from the garage.

Projects subject to LTR are "matter-of-right" projects (i.e., do not need to obtain relief from zoning regulations to receive a building permit), that would be located outside of the central employment area, have a site that is over 3 acres, and would result in over 50,000 square feet of commercial space.

The proposed project would have an FAR of 1.05 and a height no greater than 40 feet and 3 stories.

Large Tract Review Purpose and Status (10DCMR 23 §2300.2):

The Large Tract Review is a pre-permit process that provides the applicant, District agencies, the ANC, and the public an opportunity to review a project and provide comment before a building permit or other official application is filed in order to:

- Identify potential issues early in the development application procedures;
- Promote efficient project review by bringing to light and resolving differences of interpretation or understanding among District agencies;
- Improve a proposed site plan by making an applicant aware of alternative design, transportation or sustainability alternatives that might improve the overall project; and
- Provide a forum for interaction among the developers, the ANC, community groups and the public.



The LTR process neither confers additional regulatory authority on agencies nor establishes additional criteria an LTR project must meet.

The Office of Planning (OP) has completed its review of the application after soliciting comments from: District agencies; ANC 5C; civic, citizen and neighborhood associations in Ward 5; property owners within 200 feet of the proposed project; the general public via copies at public libraries near the project site and a posting on the OP website.

OP concludes that, for the reasons outlined in this report, the application addresses the goals of the LTR regulations, which are:

- To minimize adverse environmental, traffic, and neighborhood impacts;
- To avoid unnecessary public costs in terms of new services or facilities required of city agencies;
- To carry out the policies of the District Elements of the Comprehensive Plan. (DCMR 10, Chapter 23, § 2300.2).

II. LOCATION, AREA AND SITE DESCRIPTION



Figure 1. Site Location and Zoning

The 14.75 acre site is located in northeast Washington and occupies most of the triangle bounded by New York Avenue, Montana Avenue and Bladensburg Road. The location and the approximate boundaries are illustrated in Figure 1. The

site is on the principal northeastern entrance to the District, approximately ¼ mile west of the National Arboretum and 1½ miles east of the edge of downtown.

New York Avenue and Bladensburg Road are the adjacent principal streets. Montana Avenue is a collector street on the south. It intersects West Virginia and New York Avenues in a traffic circle on the western edge of the site. The Rhode Island Avenue Metro Station is approximately 1 mile to the north, and the New York Avenue Metro station is approximately 1.5 miles to the west. Both stations are on the Red Line. The area has somewhat limited bus service. There is a stop on New York Avenue approximately 3/8 mile west of the site. This provides service to Union Station. There is a stop ½ mile northeast of the site on Bladensburg Road that provides service to the Stadium-Armory Metro Station, and on to the Potomac Avenue and Anacostia Metro stations. There is also a bus stop at the intersection of Bladensburg Road and New York Avenue that provides limited off-peak hour service

The property's most notable natural characteristic is the 28 foot slope upwards moving south from New York Avenue to parts of Montana Avenue. The land has been occupied by a number of low-density auto-related uses, pubs an adult entertainment venue. Several structures are vacant.

Adjacent to the site there is a cluster of fast food restaurants, gas stations, hotels and a charter school at the intersection of New York Avenue and Bladensburg Road. The Metropolitan Police Department's (MPD's) 5th District headquarters is across Montana Avenue from the site. Nearby neighborhoods include Ivy City Trinidad and Arboretum. The nearest major retail centers are one mile northwest and one and one-quarter mile to the south. The area contains significant open space. The 400+ acre National Arboretum is to the south and east and faces onto both New York Avenue and Bladensburg Road. To the south is the Mt. Olivet Cemetery which faces onto Bladensburg Road.

The site is zoned C-M-1, which permits a 3.0 FAR and a height of 40 feet and 3 stories.

III. APPLICATION AND PROJECT DESCRIPTION

A. Site Plans

Figures 2A & B show the applicant's most recent site plans, from late June 2011 and different topographic levels. Some buildings have different or no footprints at different elevations, due to grade changes. For zoning purposes, there would be seven buildings, including a parking garage. Although the buildings would have frontage on three streets, their orientation would be toward the garage and surface parking spaces off of which customers would enter. Overall, the project would consist of 408,419 square feet of retail development and 1,352 parking spaces located mainly in a three-level parking structure. A description of individual buildings follows.

Buildings A and B along Bladensburg Road would be one-story retail buildings containing, respectively approximately 10,000 and 20,000 square feet. Both buildings would be entered from the top level of the parking deck, near its Bladensburg Road access point. A's loading would be front-in/front-out from Montana Avenue. B's loading would be from a separate entrance off of Bladensburg Road to the north of the building.

Retail Pad C would be reserved for an approximately 4,000 square foot building at the northeast corner of the site along Bladensburg Road. C would be entered and loaded from a small surface parking lot off Bladensburg Road.

Buildings D 1 and D 2 would be one-story retail buildings of less than 3,500 square feet each with unspecified uses, flanking the vehicular entrance on New York Avenue. They would be entered and loaded from the surface parking lot off New York Avenue.

Building E would be a one story 24, 240 sf structure on Montana Avenue, wrapping the corner around to New York Avenue. The corner would contain a restaurant and, adjacent to it, a terrace, plaza and park. The building would be entered from the adjacent surface parking area between the building and New York Avenue. It would have front-in/front-out loading from Montana Avenue.



Figure 2A: Site Plan at Lowest of Three Levels (at elevation of NY Ave.)



Figure 2B. Site Plan at Uppermost of Three Levels

Building F is the principal structure on the site and consists of three-parts: F1 would contain a large format home and garden center on the ground level and a large format general retail and grocer on the upper level. F3 would be a three story structure for mid-box retailers. F1 and F3 would be joined by F2, a three level garage. Because the ceiling heights in F1 are so high, the lowest level of the garage would be at the entry level for the home and garden center; while the upper, open-air level of the garage would be the entrance for the general retailer. One-way loading for the home and garden center would be entered from the northernmost curb cut on Bladensburg Road and would exist onto New York Avenue. Loading for the general retailer would be from a curb cut north of the proposed new signalized intersection on Bladensburg Road.

Building G (Figure 5C) is an existing building on land that would be controlled by the applicant and that would be removed after the current tenant's lease expires.

The applicant plans to landscape the edges of the site and most of the open-air pedestrian routes within the site. There would be a 9,300 square foot park/plaza near the intersection of Montana and New York Avenues; 2,700 square feet of upper level outdoor gathering and dining areas adjacent to a food court, a hike/bike/walk trail in public space along the three bordering streets, a bike sharing station, flex-car spaces, a real-time transit status display, and a pull-off area for 3 Metrobuses on Montana Avenue. The developer would install monitored security systems throughout the site, supplemented by security personnel

The applicant has stated that the development of the property will provide several benefits to the District of Columbia, including:

- Significant retail offerings, including a major grocery in an underserved part of the city;
- Temporary construction and permanent retail jobs in Ward 5;
- Sales taxes captured from outbound evening commuters on New York Avenue and Bladensburg Roads, most of whom do not live in the District;
- Replacement of the several under-maintained, underperforming or vacant structures and some unsafe uses with a rational site plan, new buildings, a safer environment and more productive uses that would benefit the adjacent neighborhoods and the District as a whole.

IV. ANALYSIS OF COMPLIANCE WITH 10 DCMR CHAPTER 23, LTR PROCEDURES

A. Scope of Review

The Large Tract Review is a pre-permit process intended to provide the applicant, District agencies, the ANC, and the public an opportunity to review a project and provide comment before a building permit or other official application is filed. The LTR process neither confers additional regulatory authority on agencies nor establishes additional criteria an LTR project must meet.

In accordance with DCMR 10 §2302.1 the scope of review to be used by District departments and agencies in assessing projects under this chapter shall include the following scope of the LTR review:

- (a) Consistency with laws in the District of Columbia, including the Comprehensive Plan for the National Capital and regulations enacted pursuant thereto;
- (b) Potential traffic, neighborhood and design impact; and
- (c) Quality of life and environmental impact.

Review of the proposal against the provisions of the Comprehensive Plan is provided in Section IV. B below. Review of the proposal for potential traffic, neighborhood, design, quality of life, and environmental impacts is provided in Sections IV. C, D, and E below, as well as Section V Departmental Responses.

B. . § 2301.3 (e) – Comprehensive Plan Analysis

The project would not be inconsistent with the Comprehensive Plan’s Future Land Use Map, Generalized Policy Map, or Specific Written Policies.

1. The Comprehensive Plan Future Land Use Map

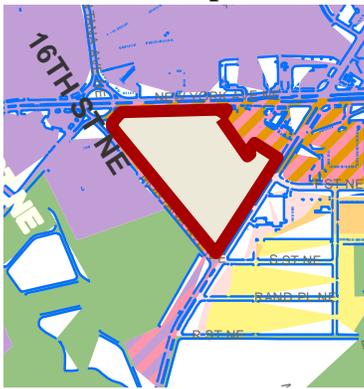


Figure 3. Future Land Use Map

The Comprehensive Plan Future Land Use Map (Figure 3) designates the Square as appropriate for moderate density commercial uses and medium density residential uses. The low-density retail project would not be inconsistent with this. The site plan was designed to accommodate future medium density residential development in one of the surface parking lots near New York Avenue and through the redevelopment of Building E at New York and Montana Avenues

2. The Comprehensive Plan Generalized Policy Map



Figure 4. Comprehensive Plan Generalized Policy Map

The Generalized Policy Map (Figure 4) classifies the site as a Land Use Change Area. The Comprehensive Plan states that “As Land Use change Areas are redevelopment, the District aspires to create high quality environments that include exemplary site and architectural design and that are compatible with and do not negatively impact nearby neighborhoods. Programs to avoid and mitigate any undesirable impacts of development of the Land Use Change Areas upon adjacent neighborhoods should be required as necessary”. The project would bring extensive and beneficial change to the area, and increase employment and services on a site now characterized by poorly maintained or vacant buildings and marginal uses.

3. The Comprehensive Plan Written Elements

The proposed development would be generally consistent with the written elements

Framework Element

- **Managing Growth and Change: 217.4:** *The District needs both residential and non-residential growth to survive. Non-residential growth benefits residents by creating jobs and opportunities for less affluent households to increase their income.*
- **Increasing Access to Education and Employment: 219.6:** *Land development policies should be focused to create job opportunities for district residents. This means that sufficient land should be planned and zoned for new job centers in areas with high unemployment and under-employment. A mix of employment opportunities to meet the needs of residents with varied job skills should be provided.*

Land Use Element

Policy 2.4.1: Promotion of Commercial Centers: *Promote the vitality of the District's commercial centers and provide for the continued growth of commercial land uses to meet the needs of District residents, expand employment opportunities for District residents, and sustain the city's role as the center of the metropolitan areas. Commercial centers should be inviting and attractive places, and should support social interaction and ease of access for nearby residents.*

Transportation Element

- **Action 2.1.D: Bus Stop Improvements:** *Improve key bus stop locations through such actions as:*
 - *Extending bus stop curbs to facilitate reentry into the traffic stream;*
 - *Moving bus stops to the far side of signalized or signed intersections where feasible;*
 - *Adding bus stop amenities such as user-friendly, real-time transit schedule information;*
 - *Improving access to bus stops via well-lit, accessible sidewalks and street crossings; and*
 - *Utilizing GPS and other technologies to inform bus riders who are waiting for buses when the next bus will arrive.*
- **Policy 2.3.2: Bicycle Network Policy:** *Provide and maintain a safe, direct, and comprehensive bicycle network connecting neighborhoods, employment locations, public facilities, transit stations, parks and other key destinations. Eliminate system gaps to provide continuous bicycle facilities.*
- **Action T-2.3.A: Bicycle Facilities:** *Wherever feasible, require large new commercial and residential buildings to be designed with features such as secure bicycle parking and lockers, bike racks, shower facilities, and other amenities that accommodate bicycle users.*

Economic Development Element

- **Policy 1.1.5: Use of Large Sites:** *Plan Strategically for the District's remaining large development sites to ensure that their economic development potential is fully realized. These sites should be viewed as assets that can be used to revitalize neighborhoods and diversity the district economy over the long term. Sites with Metrorail access, planned light rail access, and highway access should be viewed as opportunities for new jobs and not exclusively as housing site".*
- **Policy 2.2: The Retail Economy:** *A robust retail sector has the potential to generate significant tax revenue, provide employment and income for residents, enhance the vitality of the city, and improve shopping, dining, and entertainment choices for District neighborhoods. In recent years, the range of retail options in the city has been increasing....Nonetheless, the District still loses, or "leaks," an estimated \$1 billion per year in retail spending from its resident population, amounting to almost \$4,000 per household. The leakage is even higher when the potential*

spending of the daytime population, including workers and visitors, is included. The District's underperforming retail sector has a pronounced impact on its fiscal health, since retailing pays both real property taxes and sales taxes, and is more also likely to employ District residents than office development ...An effective retail strategy should include a focus on those uses that are missing or under-represented today, such as grocery stores, home furnishings, and home improvement stores. It should also assess the potential for new retail formats, such as "vertical" car dealerships that make more efficient use of limited and expensive land. If the full market potential of retail is tapped, as much as seven to ten million square feet of floor space might be accommodated in the next 20 years. This analysis found that retail floor space generated more tax revenue for the city than comparable amounts of housing or office space.

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

Pursue a retail strategy that will allow the District to fully capitalize on the spending power of residents, workers and visitors, and that will meet the retail needs of underserved areas

- **Policy 2.2.6: Grocery Stores and Supermarkets**

Promote the development of new grocery stores and supermarkets, particularly in neighborhoods where residents currently travel long distances for food and other shopping services. Because such uses inherently require greater depth and lot area than is present in many commercial districts, adjustments to current zoning standards to accommodate these uses should be considered.

- **Policy 4.2.6: Entry-Level Opportunities**

Support the creation of entry level career opportunities, particularly for lower income youth and adults, and persons with special needs. Recognize the need for complementary efforts to provide affordable child care options, transportation, counseling, and other supportive services.

Urban Design Element:

- **Policy UD-1.4.1: Avenues/Boulevards and Urban Form:** Use Washington's major avenues/boulevards as a way to reinforce the form and identity of the city, connect its neighborhoods, and improve its aesthetic and visual character. Focus improvement efforts on avenues/boulevards in emerging neighborhoods, particularly those that provide important gateways or view corridors within the city.

The Upper Northeast Area Element

- **2407: Planning and Development Priorities:** Retail choices in Upper Northeast need to be expanded...Many of the commercial areas in Upper Northeast are dominated by used car lots, carry-outs, liquor stores, automotive uses and other activities that are not conducive to neighborhood shopping.... The area's major thoroughfares need to be improved. New York Avenue is the gateway to the Nation's capital for over 100,000 vehicles a day and provides the first impression of Upper Northeast (and the District of Columbia) for many residents, commuters and visitors. Its motels and fast food joints, used car lots, chop shops, strip clubs, salvage yards and warehouses do not project a positive image.
- **Upper Northeast Area Element Policy 1.1.8: Untapped Economic Development Potential**
Recognize the significant potential of the area's commercially and industrially-zoned lands, particularly along the New York Avenue corridor, V Street NE, and Bladensburg Road, and around the Capital City Market, to generate jobs, provide new shopping opportunities, enhance existing businesses, create new business ownership opportunities, and promote the vitality and economic well-being of the Upper Northeast community. The uses, height, and bulk permitted under the existing M and CM-1 zones are expected to remain for the foreseeable future.
- **Upper Northeast Area Element Policy 1.2.1: Streetscape Improvements**
Improve the visual quality of streets in Upper Northeast, especially along North Capitol Street, Rhode Island Avenue, Bladensburg Road, Eastern Avenue, Michigan Avenue, Maryland Avenue, Florida Avenue, and Benning Road. Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways
- **Upper Northeast Area Element Policy 1.2.5: Increasing Economic Opportunity**
Create new opportunities for small, local, and minority businesses within the Planning Area, and additional community equity investment opportunities as development takes place along New York Avenue, Bladensburg Road, Benning Road, and around the Metro stations

- **2.1 Upper Northeast Gateway**

In 2005, the District completed a revitalization strategy for the Northeast Gateway to address key planning and development issues. The Strategy addressed five key issues: housing revitalization, commercial revitalization, human capital, public facilities, and community image/public realm. It identified four key areas for revitalization, including Bladensburg Road, the Montana/New York/Bladensburg Triangle, the central part of Ivy City, and the Capital City Market

- **Upper Northeast Area Element Policy 2.3.3: Infill Development**

Support infill development and redevelopment on underutilized commercial sites along New York Avenue. Particularly encourage large-format destination retail development that would provide better access to goods and services for residents, and sales tax dollars for the District

4. Small Area Plan: Northeast Gateway Revitalization Strategy

- The 2006 Northeast Gateway Revitalization Strategy identified the triangle as a major development opportunity and projects a significant deficit of space for retail, eating and drinking, entertainment and personal services.

The proposed development would be generally consistent with the written elements – especially those covering Land Use, Economic Development, and the Upper Northeast Area. The proposal will not achieve some of the progressive sustainability practices advocated in the Comprehensive Plan, and it does not include any residential component. As such, it is not considered to particularly further the objectives of the environmental Protection or Housing Elements. However, the existing zoning on the site does not permit residential, and this proposal is designed to be matter of right. The applicant has agreed to some environmentally related staff recommendations, and has indicated a willingness to consider future housing on the site, which would require a change in zoning.

B. § 2301.3 (c) – Zoning and Height Act Considerations

The LTR application is consistent with the type and scale of development permitted by the Zoning Regulations. This is summarized in Table 1. No zoning relief is required.

Table 1. Zoning Analysis

Item	11 DCMR	C-M-1 Regulations	Proposed
Height¹	840	Maximum of 40 ft./3 stories	Maximum of 40 ft./3 stories
FAR	841	3.0	1.050
Lot Occupancy		100%	63.5%
Rear Yard	842	Above 20 ft. height ≥ 2.5 in. per ft. of height at the rear of the structure, but ≥ 12 ft.	≥ 12 ft
Side Yard	843	Not required	Varies
Open Court	844	Not required, but if provided, 2.5 in. wide/ ft. of height & ≥ 6 ft.	2.5 in. wide per ft. of height, but at least 6 ft, where provided.
Roof Structures	845	≤ 18.5 ft.; minimum 1:1 setback from exterior walls	Max. height, 18.5 ft. Set back at least 1:1 from all exterior walls.

¹ Due to the site’s grade changes, measuring points range from elevation 52 to elevation 90. The apparent height versus the zoning-defined building heights will vary. The upward slope of the land from New York Avenue to Montana Avenue enables a significant portion of the garage to be below grade as seen from Montana Avenue.

Item	11 DCMR	C-M-1 Regulations	Proposed
Parking, standard	2101	≥ 1 space for each 300 SF of gfa and cellar ≥ 3,000 sf 1,352 required	1,352
Parking, compact	2115	≤ 40% of total required parking	16.4% -- 222 of the 1,352 total spaces
Parking, bicycle	2119	≥ 5% of required auto pkng.	68 spaces (≥ 5%)
Loading, retail > 100,000 sq. ft. of gross floor area		<u>Loading Berths</u> 4 @ 30 ft. deep; 2 @ 55 ft. deep <u>Loading Platforms</u> 1 @ 100 sq. ft; 2 @ 200 sf. <u>Service/Delivery Spaces</u> 1 @ 20 feet deep	<u>Loading Berths</u> 4 @ 85 ft. deep; 4 @ 65 ft. deep; 1 @ 55 ft. deep; 1 @ 45 ft. deep <u>Loading Platforms</u> 1 @ 450sq. ft. and 2 @ 300 sq. ft. <u>Service/Delivery Spaces</u> 2 @ 40 feet deep

Table 2. Proposed Building and Theoretical Lot Areas, FAR and Uses

Building	Building Area (square feet)	Theoretical Lot Area (sq. feet)	FAR	Use
A	20,126	27,637	0.728	1-story Retail
B	10,127.	17,208	0.589	1-story Retail
C	3,956	22,979	0.172	Pad (possible bank)
D 1	3,453	9,738	0.355	1-story retail or food
D-2	2,000	3,096	0.646	1-story retail
E	24,250	44,284	0.547	1 story restaurant and retail
F	611,173	515,568	1.180	Large& mid-format retail; garage
TOTAL	675,074	14.75 x 43,560	1.050	

The development plan also satisfied the requirements of Section 2517, Exceptions to building Lot Control (Other Than Residence Districts). The development would have seven buildings on a 14.75 acre site. As positioned on the theoretical lots, all buildings will have street frontage. In a February 15, 2011 letter to the applicant the Zoning Administrator confirmed that that the site plan, building dimensions and height measurement points meet the requirements of § 2517.3. These theoretical lots, building heights and yard dimensions have not changed since the original submission. The site is not located within twenty five feet of a Residence District (§ 2517.1).

C. Technical and Procedural Analysis

The status of the application’s compliance with 10 DCMR, Chapter 23 is noted below.

§§ 2301.2(a) and 2301.3(a) – Completed Certification Form: Provided.

§ 2301.2(b) -- Site Characteristics and Conditions. Provided. Described above.

§ 2301.2(b) (1) – Existing Topography, Soil Conditions, Vegetation, and Drainage: The land slopes upwards from elevation 52 on New York Avenue to elevation 90 near the intersection of Montana Avenue and Bladensburg Road. Existing trees and drainage are marked on the applicant’s Sheet C-1.01. The surface conditions are noted as paved or compacted from parking.

§ 2301.2(b) (2) -- Proposed Topography, Including Street Grades and Other Grading Contours: The applicant will grade the bulk of the site level, but will work with the existing topography at the edges of the site to help minimize the apparent

mass of the parking garage. The proposed topography is shown on the applicant’s Sheet C-1.04. Access roads will be bermed from Bladensburg Road to several loading areas and parking deck levels. Most of the lowest level of the parking garage will be below the grade of Montana Avenue.

§ 2301.2(b) (3) – Identification of mature trees to remain and percent of site to be covered by impervious surface. The applicant is not planning to retain any of the existing on-site vegetation or trees. Approximately 88% of the finished site would be covered by impervious surface, with the remainder being finished with recreation area, shrubs, small trees, and planters for flowers.

§ 2301.2(b)(4) – Proposed Drainage and Sewer System and Water Distribution: The plans show that the applicant will employ equipment necessary to meet District agency requirements at the time a building permit application is filed. There would be reflective – but not “green” – roofs, and no use of pervious paving. The applicant is studying the potential for rain gardens along New York Avenue and within the walkways and park area between New York Avenue and the “F” buildings. The applicant has noted the development’s water and sewer demands on applicant’s Sheet C-105. The District Department of Public Works has expressed no objection to the project. The District Department of the Environment (DDOE) has acknowledged that the applicant’s plan meets the existing District environmental and sustainability requirements, and has noted pending changes to stormwater management regulations to the applicant.

§ 2301.2(b) (5) – Proposed Treatment of Existing Natural Features such as Steep Slopes, Ravines, and Natural Watercourses: There are none to be treated.

§ 2301.2(b)(6) – Proposed Method of Solid Waste Collection: The applicant states that “Management of the center will contract with a private waste disposal company or companies to remove and dispose of solid waste, recyclables, organic byproducts (such as grease) and all other necessary services based on the tenancies on site prior to operational phases. Frequency and vendors will be established and adjusted as necessary to ensure all waste is enclosed and prevented from becoming visible, smellable, or hazardous to employees and the public. Management of waste will include appropriate measures to ensure pest control and abatement related to or in the vicinity of waste and dumpster locations”.

§ 2301.2(b)(7) – Estimated Water Consumption: The applicant has submitted revised estimates indicating the proposed development will generate waste water at an average of 32,500 gallons of per day and a peak of 673 gallons per minute, and will consume potable water at an average of 50,400 gallons per day and a peak of 747 gallons per minute.

Section 2301.3(b) – Name, Address and Signature of All Owners and the Property Involved in the Application or the Signature of an Authorized Agent: Provided.

Section 2301.3(d) – Statement indicating the contribution of the project toward implementing city and community goals and policies: The applicant’s statement of support outlines the project’s contributions, as defined by relevant comprehensive plan goals and objectives, to the District overall and specifically for this neighborhood.

Section 2301.3(h) – Typical floor plan: Provided. See Figures 5 A and B.

Section 2301.3(k) – Other information needed to fully understand the final building proposed for the site: None has been identified; the LTR application and supplemental filings sufficient.

D. Transportation, Circulation, and Trip Generation Analysis

The status of the applicant’s compliance with the transportation provisions of 10 DCMR, Chapter 23 is noted below.

Section 2301.2(c)(1) – Proposed Circulation System Including General Location of Roadways, Driveways, and Sidewalks: The development would significantly reduce the number of curb cuts on the site, and result in the construction of new sidewalks and a bicycle path on all roadways bordering the site. It would also pay for the installation

of a new signalized intersection on Bladensburg Road between Montana and New York Avenues. The most recent applicant submissions incorporate changes made in response to DDOT's concerns about the number of curb cuts and the loading arrangements from Montana Avenue. They also incorporate most of the enhancements to the number, location, protection and landscaping of pedestrian routes recommended by OP.

Section 2301.2(c)(2) – Relationship of the Proposed Circulation System to the District's Street System: The site is bounded by a six lane major arterial (U.S. Route 50 /New York Avenue) that is the major road entry and exit into the District from the Northeast, a major four lane four-lane road (Bladensburg Road) that serves local and commuter traffic between H Street, NE and the Maryland state line, and a four lane local street (Montana Avenue) that connects the major arterial Rhode Island Avenue (U.S. Route 1) with New York Avenue and Bladensburg Road.

Sections 2301.2(c) (3) and 2301.3(j) – Estimated Number and Types of Trips Assumed to Be Generated by the Project, the Assumed Temporal and Directional Distribution: In its revised and expanded study dated May 2011 the project's transportation consultant, Wells and Associates, Inc., estimates the development will generate 542 new weekday AM peak hour vehicle trips, 882 new weekday PM peak hour vehicle trips and 1,316 new Saturday peak hour vehicle trips. The net new figures, subtracting trips now generated by the site, would be 517 weekday AM peak, 775 PM weekday peak and 1,218 Saturday peak trips.

Section 2301.2(c) (4) – Accommodations for and Use of Parking and Loading Areas: The applicant is proposing to provide 1,352 parking spaces, which is the number required by zoning. Most would be within the 3-level garage (F2). 16.4% of the spaces (222) would be compact spaces. The remaining would be in open lots on the edges of the site. With its most recent revisions to the loading on the south side of the site, the applicant meets the required loading and delivery facilities, and satisfies DDOT's earlier concerns about previously proposed loading procedures from Montana Avenue. The development provides access to parking from each of the three adjacent streets. Loading for individual buildings would be accessed from the street closest to the building's loading dock.

Section 2301.2(c) (5) – Traffic Management Requirements: The traffic study, as revised in May 2011, indicates that the following would be needed and would be constructed by, or paid for by, the applicant:

- Deceleration and Acceleration lanes on New York Avenue;
- A new signalized intersection on Bladensburg Road between New York and Montana Avenues, with a protected northbound left turn pocket;
- A lay-by on Montana Avenue for three Metrobuses;
- New sidewalks and a hike/bike trail in public space on New York and Montana Avenues, and Bladensburg Road.

DDOT has also requested that the applicant provide signal warrant analyses for the proposed new intersection on Bladensburg Road, the intersection of Bladensburg Road and T Street, Montana Avenue at 17th Street and Montana Avenue and the development's northernmost driveway. It has asked the applicant to work with DDOT to refine the design of the Montana Avenue roadway to enable there to be either two southbound travel lanes during peak hours or the construction of a southbound left-turn pocket at each access point on Montana Avenue. DDOT also notes that traffic at the intersection of New York Avenue and Bladensburg Road could reach unacceptable levels by 2031.

Section 2301.2(c) (6) – Relationship of the Proposed Project to the Mass Transit System: Transit service is limited, with the nearest Metro station one mile away on the Red Line at Rhode Island Avenue. The MetroBus B2 route provides 10-minute headway service on Bladensburg road during the morning peak and 20-30 minute headways in the evening.

DDOT has suggested that it would be advantageous to increase the frequency of headways for the B2 bus line and to modify the D, E and S41 routes to bring them closer to the site and more frequently. The applicant has agreed to provide additional stops and lay-byes for the routes.

Sections 2301.2(c) (7) and 2301.3(j)—Before and After Capacity Analyses and Level of Service at Critical Intersections: Completed. Five intersections currently operate at or above capacity. The applicant's traffic analysis indicates that the

overall capacity at the following intersections will operate at unacceptable levels of service E or F during an AM, PM or Saturday peak:

- New York Avenue and Bladensburg Road (with or without project);
- Bladensburg Road and Mt. Olivet Rd./ 17th Street (with or without project); and
- Montana Avenue and W Street/ 18th Street.

These conditions would apply after project construction is completed and traffic infrastructure and management improvements that the applicant has agreed to have been made. DDOT's comments suggest additional roadway and signalization changes solutions that could mitigate or eliminate the projected deficiencies.

E. Site Plan and Proposed Development

The status of the applicant's compliance with site plan and development plan provisions of 10 DCMR, Chapter 23 is noted below.

Section 2301.2 (d) (1)—Subdivision Plan: As shown in Tables 1 and 2 in this report, the application complies.

Section 2301.2 (d) (2)—Location and Description of Structures. This is summarized in Section III. of this report. Modest changes to the current plans have been made in response to OP's recommendation that the applicant revise the plan from a single use-type, internally oriented proposal, to one that included the possibility of future residential uses and was more oriented to New York Avenue and Bladensburg Road. Although the general site plan remains internally focused, OP finds the proposed site plan to be a major improvement over the current condition and disposition of structures on the site, and an enhancement to the appearance of the neighborhood and a major vehicular entrance to the city.

Section 2301.2(d) (3)—Type of Ownership and Management Arrangement: The applicant has a lease option on all of the property covered by the application.

Sections 2301.2(d)(4) and 2301.3(i)—Staging Plan and Construction Phases: The applicant anticipates constructing the entire project in one phase, with the exception of any future residential, and the possible exception of the site shown as building pads, which may reserved for later tenants to construct. The applicant hopes to begin site clearance in the late Summer/early Fall of 2011 and open the garage and two big-box stores (Buildings F1 and F2) by the early winter of 2012. The applicant anticipates 24 month construction timeline for the entire project, given normal circumstances. More detailed staging plans for the completion of the project will be determined at the building permit phase for this site.

Section 2301.2(d)(5)—Required New Public Facilities and Impact on Existing Public Facilities: Along the periphery of the site, the applicant will be replacing and expanding water lines, stormwater lines, concrete enclosed duct bank conduits for telecommunications and electric, new curbs, gutters, reinforced paving for truck and bus turning areas and bus stops, milling and paving of acceleration and deceleration lanes on New York Avenue, likely milling and paving to centerline of Montana Avenue. The applicant has committed to constructing a slip-lane to eastbound Montana Avenue and to closing an opening in the New York Avenue median between Bladensburg road and Montana Avenue.

Section 2301.2(d) (6)—Relationship of Project to Developed and Undeveloped Public Space: The project's impact on sidewalks, street trees, vaults, etc. will be coordinated as part of the District's public space review process. Within public space, the proposal includes: a net decrease in the number of existing curb cuts and the reconstruction and relocation of 10 curb cuts; the construction of entry and exit cueing lanes adjacent to the proposed New York Avenue entrance; the installation of a stoplight and necessary curb, median and striping improvements on Bladensburg Road, north of its intersection with Montana Avenue; the installation of one new bus stop on Bladensburg Road and two on Montana Avenue and the street modification needed for them; reconstruction of all peripheral sidewalks, including a minimum ten foot wide multi-use trail on all of the south side of New York Avenue between Montana Avenue and Bladensburg Road, and on all of the west side of Bladensburg Road between New York Avenue and Montana Avenue. The applicant had proposed continuing this treatment onto the north side of Montana Avenue, and is continuing to refine that section's layout with DDOT. There would be approximately 63,000 square feet of green space along the development's frontages

and just under 15,000 square feet inside the boundaries. The applicant will plant total of 65 street trees, 30 feet on-center, in enlarged tree pits on the bordering streets of a caliper to be determined by the Urban Forestry Administration.

V. DEPARTMENTAL RESPONSES

Application materials were distributed to the following District departments and community organizations for their review and comment:

- District of Columbia Water and Sewer Authority (DC Water)
- Department of Consumer and Regulatory Affairs (DCRA)
- Department of the Environment (DDOE)
- Department of Public Works (DPW)
- Department of Transportation (DDOT)
- Fire and Emergency Medical Service (FEMS)
- Metropolitan Police Departments (MPD)
- Office of the Attorney General (OAG)

Agencies reviewed the proposal in accordance with the 10DCMR Chapter 23, the Large Tract Review Procedures. In particular, they reviewed the proposal for any potential impacts which could be mitigated, with the understanding that this is a by-right project and that the LTR process neither confers additional regulatory authority on agencies nor establishes additional criteria an LTR project must meet.

The Office of Planning also held a technical conference with the applicant and several District agencies, including DDOT, FEMS, DDOE, and MPD on May 25, 2011 to discuss remaining issues and revisions made to the project since the original application. The applicant subsequently met with FEMS, MPD, and DDOT. In total, at least fourteen meetings were held with District officials.

Five agencies responded with written comments.

The Office of the Attorney General stated that it had no comments. The reports from FEMS and MPD were brief and are attached. Their concerns have been addressed by the applicant or other agencies in meetings after the general technical conference, or have been superseded.

Comments from DDOE and DDOT, and the applicant’s responses, are summarized below. The full DDOE and DDOT reports are attached

District Department of the Environment (DDOE): DDOE’s report was filed April 27, 2011 – before the applicant met with DDOE at the interagency meeting on May 25, 2011. The applicant has provided information and agreed to some of DDOE’s requests, and has indicated that other discretionary items are not feasible for this project. The current status is summarized below.

DDOE Comment	Applicant Response
Submit plan for achieving DC’s environmental requirements	Done
Agree to close-out former gas station consistent with DCMR Chapter 20, Parts 55-70	Agreed and submitted Certification of Tank Closure.
Comply with watershed protection regulations in DCMR Title 21, Chapter 5	Described compliance plans in memo from Wiles Mensch Corporation dated May 20, 2011
Strongly encourages applicant to move proactively beyond current environmental and sustainability requirements, and potentially avoid future fee increases, by enhancing its on-	Will meet whatever standards are applicable when filing for building permit. The applicant has chosen to use impervious paving on parking lots due to maintenance costs

site stormwater management facilities and practices and substituting pervious paving for impervious paving wherever possible. Stated changes would provide potential cost savings given fees anticipated in upcoming revisions to regulations.	and will use “cool” heat-reflective roofs rather than green roofs.
Submit LEED checklist with building permit application	Agreed
Enhance tree canopy	Applicant will install 65 street trees and 100 smaller on-site trees
Consider solar and geothermal	Applicant does not feel these are appropriate for this site.

District Department of Transportation (DDOT) – The applicant met with the District Department of Transportation on six occasions since filing its original application, including the formal interagency review and a Project Design Review Meetings (PDRM). DDOT’s initial response of April 25, 2011 identified several project deficiencies and noted designs and studies which DDOT wished to see improved. DDOT’s final report dated July 7, 2011 comments favorably on the revised design’s solution to previously unacceptable loading configurations on Montana Avenue; notes the applicant agreed to move the proposed bicycle-sharing station closer to the principal retail entrances; and states that parking is more than adequate to avoid overflow onto nearby streets. At DDOT’s request, the applicant expanded its traffic study’s and increased its specificity to the point that the contribution the project would make to traffic capacity and operations would be acceptable when the project opens.

DDOT’s report states: “Overall, DDOT believes that the Applicant will satisfy the transportation requirements of the Large Tract Review process” and notes that the applicant should continue to work with the Department on the following issues, most of which have been resolved since the issuance of the DDOT report.

DDOT Comment	Applicant Response
Applicant must provide measurements of length of proposed NY Ave. acceleration and deceleration lanes so DDOT can assess whether traffic operations on NY Ave are not affected by access point.	Applicant has now provided measurements to DDOT.
Applicant should agree to build left turn pocket for northbound left turn movement at new Bladensburg Road traffic light applicant will install for access to garage, as well as pedestrian crossing and countdown facilities for driveway and crosswalk.	Applicant has agreed to build.
Applicant is to provide signal warrant analysis for Bladensburg/garage and Bladensburg/T St. intersections	Applicant has agreed to this for Bladensburg / garage intersection, but not for Bladensburg / T Street intersection.
Applicant should work with DDOT to ensure Montana Avenue has two southbound travel lanes during peak hours. If only one lane proposed, a southbound left turn pocket will be needed at each access point from Montana	Applicant will work continue to work with DDOT to address this, but has not committed to pay for construction.
Applicant should address DDOT projections that an interchange or triple left-turn lane will be needed within 20 years to reduce The Point development-generated delays in westbound left-turn movements from Bladensburg Road to NY Avenue.	Applicant will continue to examine, but states its traffic analysis did not indicate that its development would contribute enough traffic to interchange in 20-30 years to justify paying for this. Applicant notes that this infrastructure improvement was proposed in DDOT’s 2005 New York Avenue Corridor Study, before the applicant had proposed the development.
Based on projected traffic to be generated by the development, applicant may have to analyze potential need for signal at Bladensburg T Street in 20 years	Applicant has agreed to provide this.
Applicant must provide additional data regarding queues at NY Ave and Montana Circle	Applicant has provided DDOT with queuing analysis.

Applicant must pay for installation/upgrade of striping of two Montana Avenue pedestrian crosswalks and for design and construction of ADA ramps on both sides of crosswalks	Applicant agrees to pay for the installation / upgrade of the striping of the two Montana Avenue pedestrian crosswalks, and to pay for design and installation of the ADA ramps on both sides of those Montana Avenue crosswalks.
Pay for design and construction of reconfigured sidewalk, curb and gutter where Montana Avenue intersections south side of Circle, should DDOT prefer removal of a slip land and substitution of a right-turn only lane.	Applicant agrees to design and build the reconfigured sidewalk, and curb and gutter in the Montana Avenue right of way, where it intersects the south side of the Circle
Applicant should enter into an MOU w/ DDOT to continue discussion about the applicant’s funding a portion of extensions and/or expansions of transit routes serving site, and/or private shuttle service	The applicant states it will continue discussions with DDOT but will not enter into a formal Memorandum of Understanding.

Office of Planning (OP): Consistent with the Comprehensive Plan, the development would add a significant retail center, with a grocery component, serving an under-retailed section of northeast Washington, and would retain taxes in the District taxes from retail sales now occurring outside the city. Although the project retains an essentially auto-oriented, suburban-type design, it has incorporated several beneficial changes, including:

- The strengthening of the project’s presence on New York Avenue through the addition of two buildings at the property line and a publicly-accessible park and plaza near the intersection of New York and Montana Avenue; design changes to the large format stores’ façades facing New York Avenue; and the incorporation of artwork and a “green” screening wall;
- More flexible plan in the southwest portion of site to accommodate two potential mid-rise residential buildings in the future.
- Increased variety and transparency to the design of all the street-facing edges of the project;
- More space devoted to plazas and terraces adjacent to high-activity areas;
- More and safer pedestrian paths, and enhanced adjacent landscaping.

VI. ANC AND COMMUNITY REVIEW

Application materials were posted on OP’s website and distributed to the following community organizations for their review and comment:

- Owners of property within 200’ of the site
- ANC 5B Chair and all Commissioners
- Arboretum Neighborhood Association
- Gateway Civic Association.

The application was also sent to the District of Columbia Woodbridge Neighborhood Library for general public review. The proposed project was extensively covered in newspapers, community newsletters and blogs. The applicant met with community groups on at least five different occasions.

ANC 5B noted concerns about security on the site. The applicant stated it would have around-the-clock physical and electronic security monitoring. The ANC voted on April 7, 2011 to support the application, subject to the applicant’s satisfying the concerns of DDOT and OP. Although the ANC has not sent a copy of the resolution, OP staff was present at the meeting and can confirm the positive vote.

Public comments relating to management of traffic, loading configurations, stormwater runoff, site security, impact of large-scale national retailers on smaller-scaled local businesses, job opportunities, and wages, are summarized below. Other comments concerning employment and social issues are not within the scope of the Large Tract Review process.

Person or Group	Summary	Response
Progressive Life Center	Supports project based on need for retail, jobs and amenities in Trinidad/Arboretum. Requested applicant to provide employment opportunities for local residents and business, and notes concerns about traffic, the location of loading entrances, lighting and security, potential effect on local utilities and services.	Concerns were relayed to applicant and appropriate District agencies, including DDOT.
45 District residents	Petition expressing concern about lack of details re: number of full time jobs for Ward 5 residents, traffic and insufficient public transportation requiring applicant’s mitigation, potential increase in crime and costs of public patrols.	Applicant has agreed to pay for neighborhood-based recruitment coordinator for pairing tenant job needs with applicants in the program
6 Ward 5 business or property owners	Raised concerns about application procedures and about negative impact on local businesses, wage rates and other practices of principal retailer	OP responded to the procedural concerns. Applicant responded to other concerns.
Traffic, Engineering & Planning Consultant	Questioned accuracy of initial transportation study, particularly LOS failures, trip capture v. trip generation methodologies, queuing analyses, and geometry of NY/MT traffic circle	DDOT & applicant have resolved almost all transportation issues germane to LTR.
3 local residents	Concerned about, traffic and transit, effect on neighborhood policing priorities and labor practices of anchor tenant.	.Traffic and transit issues reviewed by DDOT and applicant; MPD reviewed policing priorities with the applicant. Other issues are not within purview of LTR’s review of site plan, transportation, environmental impacts and design.



Figure 8. Aerial Rendering of Proposed Development from Northeast, with New York Avenue in the Foreground

JLS/Stephen Cochran, project manager

c: WV Urban Ventures, LLC
DC Water, DCRA, DDOE, DPW, DDOT, FEMS, MPD, OAG
ANC 5B
DC Councilmember, Ward 5

Attachments:

1. Zoning Administrator Letter of Zoning Compliance
2. The District Department of the Environment Comments
3. The District Department of Transportation Comments
4. The Metropolitan Police Department Comments
5. The Department of Fire and Emergency Services Comments

Available on OP Website:

WV Urban Ventures, LLC Large Tract Review Application, Revised March 3, 2011

Available on Request:

Technical Documents and Design Revisions and Illustrations filed by Applicant after March 3, 2011
Full Public Comments

Attachment 1: ZONING ADMINISTRATOR LETTER OF ZONING COMPLIANCE

**GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
OFFICE OF THE ZONING ADMINISTRATOR**



February 15, 2011

Mr. Christopher H. Collins, Esquire
Holland & Knight LLP
2099 Pennsylvania Avenue, N.W.
Washington, DC 20006

Re: Retail Development in Square 4268

Dear Mr. Collins:

This letter is to confirm that the Square 4268 retail project that is shown on the plans attached hereto will be permitted as a matter of right under the Zoning Regulations in effect as of the date of this letter, provided that the building permit application plans that are submitted for the project are consistent with the zoning requirements and limitations described in more detail below.

The 14.74 acre site is zoned C-M-1, and is at least 25 ft. from a residential zone. The site is bordered by New York and Montana Avenues, NE, and Bladensburg Road, NE. I understand that all existing lots and parcels within this site will be combined into a single record lot. The following regulations will apply:

1. Theoretical lots. Section 2517 applies to a theoretical lot development of this site. The plans show that the site is divided into six theoretical lots, designated as "A" through "F". All of the theoretical lots have street frontage, so the provisions of Section 2517.3 do not apply.

2. "Building" definition in Section 199. A "building" is defined as "a structure having a roof supported by columns or walls for the shelter, support, or enclosure of persons, animals, or chattel". The definition of "building" further states that "When separated from the ground up or from the lowest floor up, each portion shall be deemed a separate building, except as provided elsewhere in this title. The existence of communication between separate portions of a structure below the main floor shall not be construed as making the structure one (1) building". The structure on Lot F includes the two-story big box retail structure with a separate retail tenant on each story, plus the attached three-level parking garage, and the two-story retail structure that is attached to the northwest side of the garage. I understand that these three elements on Lot F are not separated from the ground up or from the lowest level up. I further understand that there is communication between these separate portions of the structure at the main level and above; in other words, a person can walk from within any

Mr. Christopher H. Collins, Esquire
February 15, 2011
Page 2

one portion of the structure, under cover, into any other portion of the structure. Thus, based upon these representations, these three structures do constitute one building on Lot F.

3. Height--Section 840. A maximum of 40 ft. and 3 stories are permitted in the subject C-M-1 zone. Per the definition of "building, height of" in Section 199, the building height measurement in zones where the permitted height is limited to 40 ft. may be taken from the "finished grade level at the middle of the front of the building to the ceiling of the top story". Section 2517.4 also provides that the height measurement shall be taken at the finished grade at the middle of the front of the building. The "finished grade" is where the dirt or pavement meets the front building wall. In the case of the building on Lot F, the measuring point is the point where the paved driveway entrance from Bladensburg Road crosses onto the top level of the garage building, as shown on the plans. The "ceiling" in this case is the underside of the structure that supports the roof, as shown on Section A-A.

The retail tenant on the upper level of the two-story big box portion of Building F will have a "branding wall", as shown on the building elevation drawing A-1. This element is permitted as an architectural embellishment, per Section 840.2. The letters of any signage on this branding wall may not be mounted any higher than the height of the adjacent parapet wall. Buildings A, B, C, D, and E will also comply with the height limits noted above.

4. Roof structure enclosures -- Sections 840.3 and 845 and 411.11. All roof structures greater than four feet above the level of the roof on each of the buildings will be placed in a single enclosure. The height of the enclosures will not exceed 18 ft., 6 in., and the enclosures will be set back from all exterior walls a distance at least equal to their height.

5. FAR--Section 841. The maximum permitted FAR is 3.0. The overall FAR for the entire project is 0.985, based on 358,757 square feet of gross floor area of retail space and 273,686.3 square feet of floor area within the covered parking garage on the 642,074.4 square foot lot area. The FAR of each of Buildings A through F is also shown on the plans.

6. Rear yard--Section 842. Per Section 842.2, a rear yard need not be provided below a horizontal plane twenty feet (20 ft.) above the mean finished grade at the middle of the rear of any of the buildings shown on the plan. For that portion of any building above the horizontal plane, Section 842.3 allows the depth of rear yard on this site to be measured from the rear lot line to the rear wall of the portion immediately above the plane. Section 842.4 requires that the minimum depth of the rear yard must be two and one-half inches per foot (2.5 in./ft.) of vertical distance from the mean finished grade at the middle of the rear of the building to the highest point of the main roof or parapet wall, but not less than twelve feet (12 ft.). I understand that the minimum rear yard dimensions for all buildings shown on the plan will meet or exceed this requirement.

7. Side yard--Section 843. None is required, and there is no minimum dimension prescribed in cases where a side yard is provided.

Mr. Christopher H. Collins, Esquire
February 15, 2011
Page 3

8. Courts--Section 844. The courts shown on the plans are all open courts. Where the courts are irregular in shape, a circle is inscribed within the court to determine the court width. I understand that all of the court widths shown exceed the minimum requirements.

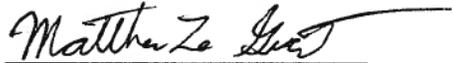
9. Parking--Chapter 21. The parking required for each of the six buildings can be located anywhere on the record lot. The parking provided in this instance exceeds the number of required spaces. I understand that the minimum required dimensions and clearances of the spaces, and aisle widths, will also meet the requirements of Chapter 21. Section 2119.2 requires that bicycle parking spaces must be provided for this retail development at a rate of 5% of the total number of required parking spaces. The plans indicate that 1,444 parking spaces are proposed where 1,185 parking spaces are required for the entire project, and that 60 bicycle spaces will be provided. This number of bicycle spaces represents slightly greater than 5% of the number of required parking spaces. The bicycle parking spaces can also be located anywhere on the record lot. I understand that the intent of the project owners is to have them disbursed around the lot in convenient locations.

10. Loading--Chapter 22. The loading required for each of the six buildings can also be located anywhere on the record lot. The number and size of the loading berths, loading platforms and service/delivery loading spaces exceed the minimum requirements for this project, and is summarized on the plans, with a total of 11 loading berths, 6 loading platforms, and 1 loading space provided. I understand that the loading berth, platform and service/delivery space dimensions and minimum clearances set forth in Chapter 22 will also be met.

11. Drive-throughs--Section 2304. There are two buildings with drive-through elements. The plans show that each of these two drive-throughs provides 5 total queuing spaces before the service locations, and one space after each service location. Neither service location discharges directly onto public space.

If you have any questions, please do not hesitate to contact me.

Sincerely,


Matthew Le Grant
Zoning Administrator

Enclosures

Attachment 2: DISTRICT DEPARTMENT OF THE ENVIRONMENT Comments

TO: Stephen Cochran, OP

FROM: Nina Albert, DDOE

DATE: April 27, 2011

SUBJECT: Notification of Large Tract Application No. 2011-02, "The Point at Arboretum" (New York Avenue, NE / Bladensburg Road NE, and Montana Avenue, NE), Square 4268, Lot 811

1) Background

DDOE has not met with the applicant or its consultants regarding the environmental standards applicable to this site. It is not clear from the application package what level of stormwater management, permeable site standards, or green building standards the applicant expects to achieve. DDOE requests that the applicant submit its plan, which defines the scope and content of work, for achieving the District's environmental requirements.

2) Regulatory Framework

- Closing out of former gas station site. Project site includes a former gas station. Applicant must confirm the status of any underground tanks with DDOE's Underground Storage Tank Division. All existing tanks will need to be closed out in accordance with DCMR Chapter 20, Parts 55 – 70, the District's Underground Storage Tank Regulations.
- Watershed. The project site is within the Hickey Run watershed. Hickey Run was delisted from the EPA 303 (d) list of impaired waters for oil and grease contaminants (original sources of oil and grease were numerous auto parts/service shops and stormwater run-off from parking lots throughout the watershed). Applicant is required to comply with the District's current stormwater regulations contained in DCMR Title 21, Chapter 5, which will require the applicant to construct sand filters, grease traps or other best management practices for areas that may be potential sources of oil and grease in concentrations exceeding 10mg/l. The project site is also adjacent to the Anacostia Waterfront Development Zone (AWDZ), which represents an opportunity for the applicant to contribute to this important District initiative.
- Stormwater Management. Due to large areas of impervious surface proposed in the site plan, applicant should be aware of the pending impervious surface fees to be assessed by DC Water and DDOE. The applicant is encouraged to consider the financial benefit of reducing impervious surfaces through: green roofs, living screens/living walls on parking lot structure, on-site stormwater retention solutions. Also, while the 1.2" stormwater retention standard is not currently in effect, it is pending. Applicant is requested to consider meeting this retention standard despite pending regulations, or to meet the 1" retention standard required of the AWDZ.

- **Green Building.** In accordance with the Green Building Act of 2006 (D.C. Official Code § 6-1451.01, et seq., as amended), the applicant is required to submit a LEED certification checklist with their building permit application. If the applicant submits its building permit application after January, 2012, the project will be required to attain LEED certification. Also, the applicant should be aware that all projects over 50,000 SF will be required to enter energy benchmarking data and make publicly available their Energy Star Portfolio Manager results. DDOE encourages the applicant to design the project to target 75 points on the Energy Star Portfolio Manager scale.

3) Other

- The site appears to have good geothermal installation potential. Also, given the size of the roof top, applicant is encouraged to consider green roofs, cool roofs, and solar panels. Achieving cost savings for the applicant through a combination of stormwater fee savings and energy cost savings would promote the applicant as the "low cost leader", in both their product pricing commitment, as well as a result of their environmental leadership.
- The applicant is branding the site as "The Point at the Arboretum", implying tree canopy, and synergies with the Arboretum. However, site plans do not indicate much tree canopy or natural elements. DDOE encourages the applicant to reassess their tree canopy commitment.
- Costco is planned to locate at Ft. Lincoln New Town Center, just across New York Avenue NE. This may be an opportunity for the applicant to either significantly differentiate themselves as a sustainable big box store, or to enter into a friendly competition with Costco around this same theme.

Attachment 3: DEPARTMENT OF TRANSPORTATION FINAL COMMENTS

GOVERNMENT OF THE DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION



d. Office of the Director

MEMORANDUM

TO: Harriet Tregoning
Director, Office of Planning

THROUGH: Terry Bellamy 
Director

FROM: Maurice Keys 
Acting Associate Director

DATE: July 7, 2011

SUBJECT: Large Tract Review for Square 4268, Lot 811
WV Urban Developments, LLC
The Point at Arboretum - Wal-Mart at New York Avenue

Introduction

This memorandum serves as a supplemental report to the initial memorandum issued by the District Department of Transportation dated April 25, 2011. The report identifies actions taken by the Applicant to resolve potential transportation problems and address specific transportation needs related to the proposed site. It also outlines follow up items that will require additional coordination and cooperation between the Applicant and the District in order to (a) minimize adverse environmental, traffic and neighborhood impacts; and (b) avoid unnecessary public costs in terms of new services or facilities required of city agencies (DCMR §2300.2).

DDOT believes that the Applicant has largely met the requirements of the Large Tract Review regulations from a transportation perspective. The following areas will require mitigation actions as part of the final design and as the application moves through the preliminary design review, public space and permitting processes:

- Roadway capacity improvements;
- Improvements to transit facilities and service;
- Spot safety improvements in the immediate vicinity of the site; and
- Continued work on and commitment to TDM measures.

Background

On April 25, 2011, DDOT issued a report to the DC Office of Planning reviewing the Point at Arboretum Large Tract Review application. In the report, DDOT summarized the project description, regulatory framework, and site context of the proposed retail center located between New York Avenue, Bladensburg Avenue, and Montana Avenue. The report also detailed aspects of the Traffic Impact Study that required revision and/or follow up. Since that time, DDOT has met several times with the applicant team to work through outstanding issues and received an updated Traffic Impact Study report on May 24, 2011.

Transportation Analysis

OVERVIEW

DDOT noted in its initial report that the current bicycle, pedestrian, and transit access to the site is limited, and improvements to these modes were recommended to ensure that patrons and employees without cars can reliably reach the retail center. The ability of residents to access jobs generated on site despite not owning a private automobile (due to choice or financial circumstances) remains a critical priority. The key areas that form the basis of the report and DDOT’s focus include: Strategic Planning; Roadway Capacity and Operations; Bicycle and Pedestrian Facilities; Transit Service; Site Access and Loading; Parking; Safety; Streetscape and Public Realm; and Transportation Demand Management.

STRATEGIC PLANNING ELEMENTS

It is important that any new development consider and reference the primary planning documents that guide strategic decisions in the District of Columbia.

The DC Comprehensive Plan articulates various policies in its Upper Northeast Area Element that apply to the Point at Arboretum site and study area, including “General Policies” guidance for the Upper NE Area as a whole and for the New York Avenue Corridor/ Brentwood Focus Area. While several policies relate to the transportation system and investment/development decisions, the following subjects apply most directly to the property site:

- Traffic Safety Improvements, with an emphasis on protecting neighborhoods from industrial uses and truck traffic;
- Streetscape improvements, with an emphasis on New York Avenue as a gateway corridor; and
- Linking local residents to jobs being created in the Planning Area.

The Point at Arboretum site plan helps to achieve all of these policy goals. However DDOT has identified additional actions in this report in terms of safety improvements and transit linkages that the agency feels are critical to mitigating impacts and advancing traffic safety and local access to jobs.

The Pedestrian Master Plan and Bicycle Master Plan also provide important planning guidance for the site and immediate surroundings. According to the Pedestrian Master Plan, New York Avenue and Bladensburg Road have both been identified as having moderate pedestrian activity and deficiency, and would therefore benefit from upgraded facilities.

Further, the Bicycle Master Plan has identified New York Avenue and Bladensburg Road as streets serving future multi-use trails. The Point at Arboretum helps to realize these plans by making significant improvements to sidewalks and integrating an off-street bicycle/multi-use trail along all streets bordering the site.

Lastly, according to the DC Transit Future Plan, no streetcar or express bus investments are planned in the vicinity of the site at this time. Local service improvements are likely to be driven by the needs of new development.

ROADWAY CAPACITY AND OPERATIONS

In DDOT’s initial report to the DC Office of Planning dated April 25, 2011, DDOT detailed a set of issues related to the Applicant’s roadway capacity analysis that required revision and/or expansion. Between late April and late May 2011, the Applicant team produced a revised Traffic Impact Study. DDOT staff has reviewed the results of the Applicant’s traffic model, and determined the Applicant must address the following items:

- Provide the length of the acceleration and deceleration lanes on New York Avenue at the proposed right in/right out driveway. These lanes will have to be long enough to ensure traffic operation on New York Avenue is not impacted by this access point.
- Provide a left-turn pocket for the northbound left-turn movement from Bladensburg Road into the garage. The proposed, new signal at Bladensburg / Garage Access operates at LOS “F” with an intersection delay of 162 seconds (in the 2031 PM peak period). Northbound traffic on Bladensburg Road is forecast to be over 2700 vehicles per hour in the PM peak period, and will need a left-turn pocket.
- Provide a signal warrant analysis for the intersection of Bladensburg Road / Garage Access. The analysis should consider curbside parking along Bladensburg Road and how these facilities will impact turning movements into the site.

- Provide a signal warrant analysis for Bladensburg Road / T Street.
- Work with DDOT to refine Montana Avenue roadway design. Montana Ave should have 2 southbound travel lanes during the peak hours. If only one lane is proposed, a SB left-turn pocket will be required at each access point to Wal-Mart from Montana Avenue. Additional information is required with regard to the queue that will be present at New York Avenue and Montana Circle. A traffic signal warrant analysis will need to be conducted at Montana Avenue and 17th Street, NE and Montana Avenue and northernmost driveway, NE (Node 10).
- According to the traffic model, the westbound left-turn vehicle demand at the intersection of New York Avenue and Bladensburg will significantly increase with the arrival of the Point at Arboretum retail center. Compared to the 2031 background condition without the development, the PM peak hour left-turn volume on this approach increases from 563 vehicles per hour (vph) to 841 vph (2031 PM Total Future). Consequently, the approach delay goes up from 188 sec to 684 seconds. In order to address this condition in 2031 and reduce delay, significant improvements will be necessary.
- The un-signalized intersection at Bladensburg/T Street will suffer undue delays under 2031 PM peak condition (226 seconds). It is possible that this intersection will require signalization in the future. Further sensitivity analysis may have to be undertaken to validate the future signalization of this intersection.

BICYCLE AND PEDESTRIAN FACILITIES

The District of Columbia is committed to enhancing the walk-ability and bike-ability of the city by ensuring consistent investment in pedestrian and bike infrastructure on the part of both the public and private sectors. DDOT generally expects new developments to serve the needs of all trips they generate, including pedestrian and bicycle trips.

The Point at Arboretum development will include the construction of new sidewalks on New York Avenue, Bladensburg Road, and Montana Avenue along the perimeter of the site. The development will also include the installation of a broader buffer (with trees and landscaping) between the roadway and sidewalks as well as new streetlights to promote safe and comfortable walking. In addition, the developer will construct a multi-use bicycle path on all streets bordering the property. The path will be flush with and adjacent to the sidewalk (not part of the roadway) but will be distinguished with separate materials.

The proposed development will include responsibility for the installation of a Capital Bike-share station. This amenity was originally proposed at the northern point of the site (in back of the home improvement store) to serve as a kind of gateway on New York Avenue. While DDOT appreciated the desire for visibility, the location is not practical or convenient for bicycle riders. At DDOT's request, the Applicant has moved the Capital Bike-share station to the core of the site, next to one of the main retail attractions along New York Avenue.

TRANSIT SERVICE

Public transit serving the Point at Arboretum site is limited. The nearest metro rail station is the Rhode Island Avenue – Brentwood station located approximately one mile away and does not provide an adequate pedestrian connection. WMATA bus service is available via the Bladensburg – Anacostia Line (Metrobus Route B2). Headways during the peak weekday commuter periods are 10 minutes; however the frequency drops to 20-30 minutes in the evenings. Other routes such as the S41, E2, E3, D1 and D3 all are present in the greater study area, but do not provide high quality access due to distance from the site or infrequent headways.

In order to serve potential transit trips generated by the site, it is necessary to enhance metro bus service and/or create better connections to Metrorail. DDOT has recommended:

- Extension of the D and E routes to loop around the retail center and terminate at Montana Ave layover;
- Modification of the S41 route or establishment of a private shuttle to provide an all day link with metro rail; and
- Increase the frequency of the headways of the B2 line to no less than 15 minutes at all times of day to facilitate patron and employee access to the retail center.

In order to ensure that some or all of these transit improvements are undertaken following the Large Tract Review process, DDOT has requested that the developer to enter into a Memorandum of Agreement (or reasonable alternative) as a show of good faith toward resolution of funding the transit upgrades.

The Applicant has agreed to construct physical amenities in advance of possible transit service expansion, including three bus stops (one on Montana Avenue, one on Bladensburg Road, and one on New York Avenue; and a bus lay-over lane (hub) on Montana Avenue per the request of WMATA. These facilities are a good first step toward augmenting transit access to the site.

SITE ACCESS AND LOADING

The Point at Arboretum site plan includes a total of ten vehicular access points on the perimeter of the site, including: one right-in / right-out driveway on New York Avenue; three full-access driveways on Montana Avenue, and two full-access driveways on Bladensburg Avenue. The proposed number of access points represents a significant reduction of curb cuts on the property and therefore results in fewer conflict points around the site.

The site plan for the retail center also includes several loading bays / berths throughout the property, as noted in the Traffic Impact Study (p. 26). The loading areas meet and exceed the DCMR minimum loading requirements for the uses on the site. All loading activities will be handled on private space, thereby limiting impacts to the public rights of way.

In the first iteration of the proposed site plan, the design of the retail center required back-in loading at two bays on Montana Avenue. DDOT raised an objection to this configuration, citing safety problems that would be created by large trucks backing across vehicular travel lanes, sidewalks, and a multi-use trail. In response, the Applicant team modified the site design to facilitate head-in and pull through movements to loading bays, and eliminated the need for back-up truck maneuvers.

Although the issue regarding back-in loading has been addressed the proposed entrance and exit movements by delivery trucks may create new problems. Trucks entering New York Avenue from the shopping center will have difficulty entering traffic along New York Ave without an acceleration lane. Further, trucks from Bladensburg Road will enter Building (A) loading zone from the far left lane. ; Going across at least two lanes on a high volume roadway is a potentially dangerous movement for trucks to make. DDOT expects the applicant to work with staff to mitigate these issues.

The Applicant has provided truck turning templates for all of the site’s curb cuts in order to confirm that the facilities can accommodate all the necessary movements. Because the retail center will include large format retail such as Wal-mart and a home improvement store, select access points will have to permit trucks hauling 53’ trailers. DDOT has since advised the Applicant that the radii of some curb cuts (that do not serve trucks) should be minimized to limit vehicle speeds and promote pedestrian safety. The Applicant has agreed to work with DDOT to achieve this goal through the public space review and permitting process.

Finally, at DDOT’s request, the Applicant performed a heavy infrastructure evaluation of the roadway infrastructure at site driveways and will reinforce the pavement where necessary to support truck turning movements.

PARKING

The Applicant’s development proposal provides 1388 total parking spaces on private space, with the majority of these spaces contained in a three-level parking garage at the center of the property site. The development meets and exceeds minimum parking space requirements as established in the DCMR. DDOT believes the level of parking is more than adequate.

Due to the vast amount of parking within the boundaries of site, DDOT believes there will not be any additional parking demand generated on surrounding public streets. Further, because the location of the property is bordered almost entirely by commercial and institutional uses and arterial streets, it is largely self-contained from surrounding residential communities that may otherwise experience parking pressure. Should surrounding land use change, it may be necessary to re-assess parking impacts in the future.

SAFETY

In general, DDOT feels the Applicant will increase the overall safety of the site through the spectrum of public space improvements discussed in this report. Through our review of the Traffic Impact Study and coordination with the Applicant, DDOT has identified a handful of key safety issues that have been created or exacerbated by the development that need to be addressed.

As noted in the Access and Loading section above, the back-in maneuvers into loading bays on Montana Avenue were not deemed acceptable for concerns over negative safety impacts. The Applicant has corrected the problem by redesigning the loading bays.

In addition, the development is anticipated to generate more vehicular, pedestrian, and bicycle trips through the intersection of West Virginia Avenue / Montana Avenue / New York Avenue (traffic circle) where safety problems have been observed and accidents documented. For the southeast portion of the intersection, DDOT has directed the Applicant to devise design improvements, such as travel lanes, pavement markings and signage, signal timing, and geometric adjustments in order to mitigate the exposure of users at the intersection. DDOT understands that the Applicant has offered the following:

- The Applicant is committed to improving the pedestrian route and crossing from the south side of Montana Avenue to the north side of Montana Avenue on the southeast side of the circle. The Applicant agrees to pay for the installation / upgrade of the striping of the two Montana Avenue pedestrian crosswalks, and to pay for design and installation of the ADA ramps on both sides of those Montana Avenue crosswalks.
- Should DDOT prefer the removal of the slip lane in favor of limiting it to a right turn only lane for the movement from north bound Montana to east bound New York Avenue: the Applicant agrees to design and build the reconfigured sidewalk, curb and gutter in the Montana Avenue right of way, where it intersects the south side of the Circle, in order to eliminate the slip lane and create a right turn lane from Montana onto eastbound New York Avenue.

Lastly, pedestrians do not have protected crossings on Bladensburg Avenue between New York Avenue and Montana Avenue. As more people want to walk to the retail center from neighborhoods to the east, there will be additional potential conflicts between vehicles traveling along Bladensburg Avenue and pedestrians crossing the street. This must be addressed by the developer in order to provide safe access.

The developer will install a traffic signal at the southernmost driveway off Bladensburg Ave in order to safely manage these pedestrian crossings, as well as turning vehicles into and out of the site. The new traffic signal will have pedestrian crossing and countdown facilities for both the driveway and Bladensburg cross walks.

STREETScape / PUBLIC REALM

In line with District policy and practice, any substantial new building development or renovation is expected to rehabilitate streetscape infrastructure between curb / gutter and the property line. The Point at Arboretum has proposed a complete overhaul of all streetscape facilities and will replace curb & gutter, street trees and landscaping, street lights, sidewalks, and other appropriate features within the public rights of way bordering the site.

The Applicant is working closely with DDOT and OP to ensure that the design of the public realm meets current standards, and will substantially upgrade the appearance and functionality of the streetscape for public users needing to access the property or circulate around it. The final details of public space design will be resolved through the public space review and permitting process.

TRANSPORTATION DEMAND MANAGEMENT

In response to DDOT’s request, the Applicant has furnished a Transportation Demand Management (TDM) Plan as part of its Traffic Impact Study (p.42), which includes several commitments to provide amenities that will promote efficient forms of travel.

TDM is a set of strategies, programs, services, and physical elements that influence travel behavior by mode, frequency, time, route, or trip length in order to help achieve highly efficient and sustainable use of transportation facilities. In the District, this typically means maximizing the use of mass transit, bicycle and pedestrian facilities, and reducing single occupancy vehicle trips during peak periods.

DDOT supports and commends the proposed TDM measures at the Point at Arboretum. The most current set of commitments are documented in a memorandum to DDOT dated June 22, 2011 specifically addressing the TDM plan. Moving forward, DDOT will work with the Applicant to monitor and improve these measures as this retail hub determines its tenants. In particular, the District of Columbia is coordinating with Wal-Mart and expects the company to incorporate TDM best practices at all of its stores in the District.

SUMMARY

Overall, DDOT believes that the Applicant will satisfy the transportation requirements of the Large Tract Review process from a transportation perspective and anticipates that the key areas of concern will be addressed as part of the final design and as the application moves through the preliminary design review, public space and permitting processes.

In addition to those improvements already committed to in the Large Tract Review application, the following actions are required:

1. The Applicant will work with DDOT to design, coordinate, and/or implement traffic signal and other roadway capacity improvements necessitated by the development, as detailed in the “Roadway Capacity and Operations” section above.
2. The Applicant will work with the District to develop and help fund enhancements to bus service serving the site and/or supply a private shuttle service that connects patrons and employees to the Metro rail system. The Applicant and the District are working to finalize an agreement to ensure this cooperation occurs in the future.
3. The Applicant will work with DDOT to design and construct basic safety upgrades at the traffic circle located at the southeast section of the intersection of New York Avenue, West Virginia Avenue and Montana Avenue, New York Ave. and Bladensburg Rd. and the intersection of Bladensburg Rd. and Montana Ave.
4. The Applicant will work with DDOT to collect data, monitor traffic and parking conditions, and adjust/expand Travel Demand Management (TDM) strategies as appropriate.
5. The Applicant will work with DDOT to refine the movement of delivery trucks to the site.

Attachment 4: METROPOLITAN POLICE DEPARTMENT COMMENTS

E- Mail to OP 4/28/11

Good Afternoon Mr. Cochran,

Attached are the comments from the Commander of the Fifth District, Andy Solberg, which is the jurisdiction in which the proposed site will be located.

Sorry for the delay – just received about 10 minutes ago.

Have a great day!

Insp. Porter

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METROPOLITAN POLICE DEPARTMENT
Patrol Services and School Security Bureau
Fifth District



MEMORANDUM

TO: Inspector Deirdre Porter
Patrol Services and School Security Bureau

FROM: *A/* Commanding Officer *Capt. M. Lyons, P*
Fifth District

DATE: April 28, 2011

SUBJECT: Proposed Walmart Tract Review

Please see the attached Proposed Walmart Tract Review for the Fifth District.

Proposed Walmart Tract Review for the 1800 block of
Bladensburg Road N.E.

Traffic Congestion

Bladensburg Road N.E.

~~The response time to radio assignments in the immediate vicinity~~
of the Walmart will be lengthened as a result of the increased
vehicular traffic on Bladensburg Rd. Metro will likely add more
buses to the affected route due to the increased pedestrian
presence. Consequently, additional signal lights will be required to
assist safe pedestrian and vehicular travel. The intersection of
Bladensburg Rd. and T St. N.E. will likely require a controlled
signal light. The Washington Mathematics and Science Public
Charter School located at 1920 Bladensburg Rd. N.E. will likely
contribute to the numerous responsibilities of truancy enforcement.
The traffic pattern in all directions for the intersection of
Bladensburg Rd. and New York Avenue will be impeded. As a
result, commuters will consistently experience major delays.
Additionally, all parking in both directions in the 1800 block of
Bladensburg Rd. N.E. will need to be restricted to allow the
maximum traffic flow.

T Street N.E.

The parking availability on T St. N.E. will become limited. The
International Limousine Service located at 2300 T St. N.E. and the
Maaco located at 1913 Bladensburg Rd. N.E. employ many
individuals that routinely utilize the parking spaces along T St.
during business hours. Many citizens that reside in the 2400 block
of T St. and members that are employed at the Fifth District also
use this corridor for parking. The increased vehicular traffic and
parking issues will also affect the entry and exit of the vehicles
from the parking lot of the Fifth District station.

Montana Avenue N.E.

All vehicular traffic along the southbound Montana Ave corridor from Rhode Island Ave. and northbound Montana Ave. from Bladensburg Rd. will likely increase significantly. A turn signal light onto Montana Ave. from both westbound and eastbound ~~Rhode Island Ave. will be necessary. The increased vehicular~~ traffic along Montana Ave. will cause significant delays for vehicles that are en route to New York Ave and its surrounding cross streets.

New York Ave

The addition of the Walmart complex will likely increase vehicular traffic to an already congested roadway. Both directions of New York Ave. have also been designated as emergency routes for the District of Columbia. A signal light with a turn signal will be necessary for vehicular traffic traveling westbound in the 2400 block of New York Ave. to enter the Walmart complex. Crosswalks will be necessary for pedestrians to travel across New York Ave. to enter the Walmart complex. The increased pedestrian and vehicular traffic will add to the present traffic

Calls for Service

The inevitable increase in calls for service will require a significantly greater demand for law enforcement assistance to the Walmart complex. The greater demand may compromise the patrol effectiveness within the respective Patrol Service Areas. Consequently, the Metropolitan Police Department's Outside ~~Employment Program will likely be necessary at the Walmart to~~ ensure efficient law enforcement crime prevention.

volume and will dramatically increase the rush hour commute for vehicular traffic traveling into and out of Northeast Washington D.C.

Attachment 5: DEPARTMENT OF FIRE AND EMERGENCY SERVICES COMMENTS

4/25/11

Good Morning Steve,

The DC Fire & EMS Department, Office of the Fire Marshal has reviewed the preliminary submissions and has no comment at his time. There are some concerns relative to fire apparatus access, designated fire lanes, location of fire department connections and other requirements identified in the International Fire Code (2006). It is my belief these will be addressed as the plans progress.

Should you have any questions, please feel free to contact me directly.

Bruce D. Faust
Deputy Fire Chief
Fire Marshal
Fire Prevention Division
DC Fire & EMS Department
(202) 727-3298
(202) 345-7117