

STAFF RECOMMENDATION



M. Weil

NCPC File No. 7096

FORT BELVOIR – NORTH POST POST EXCHANGE SHOPPING CENTER

Fairfax County, Virginia

Submitted by the United States Department of Defense, Department of the Army

April 28, 2011

Abstract

The Department of the Army has submitted a proposal for the construction of a new Post Exchange shopping center located on the North Post of Fort Belvoir in Fairfax County, Virginia. The project will replace three existing retail buildings - including a 69,000 square-foot garden center, a 10,500 square-foot military clothing store, and a 142,000 square-foot Post Exchange building - with a single-story, 263,438 square-foot shopping center. The proposed development will contain an Army & Air Force Exchange Service shopping facility, a food court, military clothing store, and approximately 20 other concessionaire/service uses. Parking will be provided in two separate surface lots with a total of 958 spaces, one hundred and fifty (150) of these spaces will be dedicated to employee parking.

Commission Action Requested by Applicant

Approval of final site and building plans pursuant to 40 U.S.C. § 8722(b)(1).

Executive Director's Recommendation

The Commission:

Acknowledges receipt of the Army's April 20, 2011 response to the Commission's April 7, 2011 preliminary action, as required by Section 5 of the National Capital Planning Act.

Disapproves the final site and building plans for a new Post Exchange Shopping Center at Fort Belvoir, as shown on NCPC Map File No. 2204.10(38.00)43328, as the proposal is not fully responsive to the Commission's concerns expressed at the preliminary review stage regarding the substantial tree loss resulting from the project and the overall site planning of the Post Exchange and North Post town center.

Notes that the lack of approved master plans impairs the Commission's ability to ensure the comprehensive planning and orderly development of the National Capital, and therefore **requires** the applicant to submit an updated master plan that includes a reforestation plan addressing

replacement of trees lost due to construction projects on the Post, noting that the Commission may find it difficult to approve any future proposals until such time as an updated master plan is submitted.

* * *

PROJECT DESCRIPTION

Site

Fort Belvoir is located approximately 12 miles south of Washington, DC, in southeastern Fairfax County, Virginia (Figure 1). The project site is located in the north-central section of a parcel of land bounded by John J Kingman Road on the north; Gunston Road on the west; Gorgas Road on the south; and Woodlawn Road (Route 618) on the east (Figure 2).



Figure 1: Map of Fort Belvoir in relation to Washington, DC

Background

The National Capital Planning Commission, at its meeting on April 7, 2011, voted to disapprove the preliminary site and building plans for the new Post Exchange Shopping Center¹. As part of that action, the Commission also required the Army to submit an updated master plan that includes a reforestation plan that addresses the replacement of trees lost due to construction projects at Fort Belvoir, noting that the Fort Belvoir Master Plan was last approved in 1993, and that the Commission may find it difficult to approve any future proposals until the submission of an updated master plan.

¹ The Army originally submitted the project for preliminary and final approval of site and building plans. However, the Commission disagreed with staff’s recommendation for approval of the project and decided to issue only a preliminary report for disapproval of the project and, as required by the National Capital Planning Act, require the applicant to return for final review, after responding to the Commission’s preliminary report.



Figure 2: Map showing project site and surrounding roadways

The Army has submitted the shopping center for final approval, along with its formal response to the Commission’s preliminary report, which is summarized in the analysis section of this report and included as Attachment A.

Proposal

The Department of the Army has submitted a proposal for the construction of a new Post Exchange shopping center located on the North Post of Fort Belvoir in Fairfax County, Virginia. The project will replace three existing retail buildings - including a 69,000 square-foot

garden center, a 10,500 square-foot military clothing store, and a 142,000 square-foot Post Exchange building - with a single-story, 263,438 square-foot shopping center. The proposed development will contain an Army & Air Force Exchange Service shopping facility, a food court, military clothing store, and approximately 20 other concessionaire/service uses. As shown

in the Figure 3, the AAFES store will occupy the majority of the shopping center’s interior space, comprising the entire eastern portion of the structure. The Exchange’s arcade section will be located in the western part of the building and contain the smaller concessionaire uses. Parking will be provided in two separate surface lots with a total of 958 spaces; One hundred and fifty (150) of these spaces will be dedicated to employee parking. The proposed design has not changed from that which was reviewed by the Commission at its April, 2011 meeting.

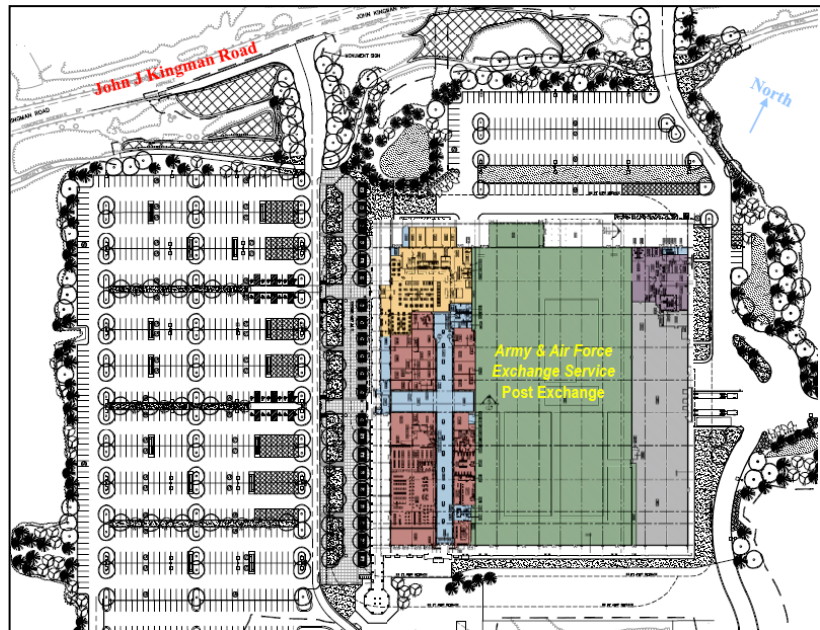


Figure 3: Proposed new Post Exchange Shopping Center

PROJECT ANALYSIS

As required by the National Capital Planning Act, a federal agency proposing a project in the environs must provide a written response to a preliminary Commission action with which it does not concur, prior to proceeding to take action on a proposed construction plan. In response to the Commission's April 7, 2011 preliminary report on the project, and a subsequent request for additional information by staff, the Army submitted additional information on the substantial tree removal that would result from construction of the Post Exchange, and the overall site planning of the North Post Town Center (see Attachment A). In general, the Army's response states that upon consideration of the Commission's preliminary recommendation to redesign the proposed project, the Army still intends to proceed with the project as planned. With respect to the specific issues of tree removal and site planning of the town center, the Army has provided the following information:

- The size of the proposed AFFES Post Exchange is based on the number of anticipated future customers, and the new store will be one of the largest exchanges in the United States. In response to NCPC and Fairfax County comments, the new store's parking was reduced from 1,080 to 985 spaces (95 spaces less than authorized); the Belvoir PX will provide employee shower facilities (which are not required); the parking areas are designed with pervious pavement (no other PXs have this); and the pervious pavement will be concrete (versus asphalt), which will significantly reduce the heat island affect of parking areas.
- Easy driving access to the shopping center site will be provided for the large off-post population that is served by the current PX shopping center (96% customers come from off-post, 4% customers come from on-post). A parking reduction for the shopping complex would adversely impact the ability for patrons to find parking at the new shopping complex and result in loss revenue to the Army, the AAFES (PX), the Defense Commissary Agency (DeCA), and the installation support services.
- There is little opportunity to reshape the Post Exchange (PX) shopping center and Commissary portions of the North Post Town Center Design however, the remainder of the Town Center's design is a part of the Installation's future development master plan and could be re-shaped/revised. The future Post Exchange shopping center and Commissary are key elements of the future North Post town center, and have been located immediately adjacent to one another to provide one-stop shopping for the large off-post population served. The existing South Post town center and future planned North Post Town Center is similar in area, and they both have/will have multiple uses.
- Structured parking was considered in the initial planning for the shopping center however, structured parking was deemed too costly to meet the project's ROI requirements. Two-thirds of the net earnings from the AAFES business is returned to the local installation's Morale, Welfare and Recreation (MWR) fund, which supports these types of programs.
- The project's tree loss mitigation was developed based on the Memorandum of Agreement between the Installation and AAFES, which is a function of cost, Return on

Investment (ROI), and the project's return to the MWR fund. The installation's selection of 2.5" trees is based on past experience with this sized tree, which affords the best combination of instant positive landscape impact and survival rate, given the proper care.

- Section 1510.7² of the referenced D.C. standard requires one canopy tree for every five parking spaces, which would require 197 trees for the 985 parking spaces in the current shopping center design. The Installation Design Guidelines (IDG) requires trees for every 10 parking spaces. There are currently 191 canopy and evergreen trees scheduled located within and around the two parking lots in the proposal. Though the current site design will utilize a combination of canopy and evergreen trees, compared to the District's requirements which mandate the use of canopy trees, the landscape plan is considered to be consistent with the IDG and with the D.C. requirement for proper screening of large parking areas.
- A tree reforestation plan will be addressed in the Real Property Master Plan update as requested. Tree replacement is also a part of the Installation's Natural Resource Management Plan.

Staff has reviewed the applicant's response to the Commission's preliminary report and finds that the additional information provided, specifically regarding the removal of trees and overall site planning of the North Post Town Center, does not adequately respond to the Commission's concerns expressed in its prior action of April 7, 2011. Therefore, staff recommends that the Commission disapprove the final site and building plans for the new Post Exchange Shopping Center at Fort Belvoir. Staff acknowledges that the Army has made improvements to the project's design, in large part, in response to the Commission's July 2010 comments on the concept submission. However, the overall site planning of the North Post Town Center as a single-level, car-oriented district that does not maximize its use of already disturbed land, but rather requires the removal of almost 5,000 trees, continues to be at odds with the Commission's preliminary action on the project. Although, the project will be located near other commercial and residential uses, the overall planning and design of the North Post Town Center fails to establish a holistic, pedestrian-friendly environment, similar to the successful Fort Belvoir South Post Town Center. In addition, other town centers located throughout the region such as National Harbor (National Harbor, MD), Reston Town Center (Reston, VA), and Washingtonian Center (Gaithersburg, MD), demonstrate that these types of developments can be successful in the absence of transit, and be designed in a manner that utilizes structured parking and accommodates typical "big-box" type retailers in multi-story buildings.

Furthermore, staff continues to have difficulty in fully analyzing construction plans for proposed developments and projects due to the lack of an up-to-date Commission accepted master plan and transportation management plan (TMP) for Fort Belvoir. In the absence of an updated master plan and TMP, staff is unable to review individual projects within the larger context of future anticipated growth at Fort Belvoir. Without an updated TMP that covers the entire installation, staff is unable to assess how the transportation impacts caused by future growth at Fort Belvoir can be effectively managed. This ultimately weakens staff's ability to make fully informed

² The District's General Parking Regulations (B-16), Section 1510 – Landscaping, Screening, and Lighting Requirements for Parking: The parking area shall be provided with the equivalent of one (1) *canopy tree* per five (5) *parking spaces*...

recommendations to the Commission, which therefore impairs the Commission's ability to ensure the comprehensive planning and orderly development of federal activities in the National Capital region.

ATTACHMENT A

REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY INSTALLATION MANAGEMENT COMMAND
US ARMY GARRISON, FORT BELVOIR
DIRECTORATE OF PUBLIC WORKS
9430 JACKSON LOOP, SUITE 100
FORT BELVOIR, VIRGINIA 22060-5116

APR 20 2011

Directorate of Public Works

SUBJECT: PX Shopping Center, Fort Belvoir, VA

Mr. David Levy
Director, Urban Design and Plan Review
National Capital Planning Commission
401 9th Street, N.W.
North Lobby, Suite 500
Washington, DC 20004

Dear Mr. Levy:

Enclosed are Fort Belvoir DPW's responses to NCPC staff's assessment of the Commission actions on April 7, 2011 regarding the Fort Belvoir PX Shopping Center. Fort Belvoir is disappointed with the Commission's disapproval action on the PX Shopping Center project. A great deal of effort was made by Fort Belvoir, the Army Air Force Exchange Service (AAFES), and the design team to address NCPC staff and Fairfax county comments and concerns from the initial "concept" submission. This included developing a very thorough preliminary project submission that incorporated responses to comments from staff and county reviews, while balancing the Army's cost and facility requirements.

Fort Belvoir recognizes the impact that the lack of an updated master plan has on the Commission, Fairfax County and others throughout the NCR and continues to work to remedy this situation. The current master planning schedule presented at the April meeting is a goal and timeline Fort Belvoir and IMCOM are committed to maintaining. As noted in the April meeting, an updated draft Master Plan was submitted to the Commission staff in 2005. Unfortunately the submission had to be withdrawn once BRAC 2005 was announced. The recent review of the draft installation master plan by the Commission staff and County resulted in the recommendation to move forward with a more updated master plan and full EIS. The current schedule is the result of coordination between our staffs, the timeframe required to develop a new work statement, and the approval process to obtain necessary funding.

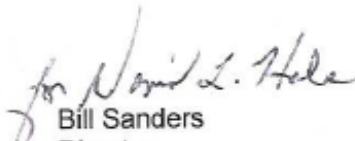
In the interim, it is our goal to continue to work closely with the Commission and Fairfax County to keep all parties informed of the Installation's plans and growth requirements, as we have since BRAC 2005 was announced. The Army has recognized Fort Belvoir as a major development center to meet Army's long term requirements. It is our hope that we can continue to work with the Commission,

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its staff, and Fairfax County as we develop the master plan update. Such efforts have already greatly benefited the master planning process and will continue to do so. In addition, it is hoped these efforts will avoid delays such as those experienced in the recent PX Shopping Center project during the Commission's approval process.

Recommendations by the Commission to delay or not accept projects until Fort Belvoir has an updated master plan would significantly impact such mission requirements.


Bill Sanders
Director

Enclosure

Attached are responses to questions posed for the PX.

RESPONSES TO COMMENTS FROM NCPC'S 7 APRIL 2011 COMMISSION MEETING ON THE FORT BELVOIR PX SHOPPING CENTER:

Responses below follow staff input:

As you know, at its April 7th, 2011 meeting, the Commission modified our proposed staff recommendation from Preliminary and Final site and building plan approval, to Preliminary site and building plan approval for the proposed Post Exchange Shopping Center. In addition, the Commission disapproved the modified Preliminary site and building plans recommendation. The Army is therefore required to submit the project for final review. If the Army disagrees with the Commission's action, then the Army is required to submit a response stating the Army's disagreement with the Commission finding, and include any additional information that the Commission should take into consideration prior to its final action. NCPC Staff will recommend either approval or disapproval based on your response. Currently, we have added the PX Shopping Center project to our tentative May Commission meeting agenda for Commission action on the final site and building plans.

For your convenience, I have included a list of "guidance" questions below to assist you in preparing your response. These questions were developed based on the video of the Commission meeting, and are provided to help direct your response so that it best addresses the Commission discussion and action. However, you may ultimately provide any response that you deem appropriate. Please see questions as follows:

1. North Post Town Center – How much opportunity is there to revise/re-shape the planned North Post Town Center design? How does the proposed North Post Town Center design compare with the existing South Post Town Center in area, # of uses, types of uses, density, and number of parking spaces? Are there any similar uses (to the proposed PX Shopping Center) located adjacent/nearby the South Post Town Center? How much of the future town center's development will be located within 2,000 feet (commonly accepted distance that a person will walk) of the PX Shopping Center's entrances?

There is little opportunity to reshape the PX and Commissary portions of the North Post Town Center Design. The remainder of the Town Center's design is a part of the Installation's future development master plan and certainly could be re-shaped/revise. A concept layout for the Town Center was included in the Environmental Assessment for the PX Shopping Center project.

The PX and Commissary are key elements of the new Town Center and have been located immediately adjacent to one another to provide one-stop shopping for the large off-post population served. Access to the site off the Fairfax County Parkway and Kingman Road will provide easy access for the population served. Also the new Access Control Point planned opposite Pence Gate along Route 1 will provide easy access for patrons coming north along the route 1 corridor.

The area for the South Post Town Center, bounded by 12th Street, 16th Street, Gunston Road and Belvoir Road, is approximately 68.9 acres.

The area for the North Post Town Center, bounded by Stonewall Jackson, Kingman Road, Woodlawn Road and Gorgas Road (minus a small portion to the NE) is approximately 63.61 acres.

The South Post Town Center area combines immediately adjacent housing (Herryford Village) with small shops along 12th Street and expanding Morale, Welfare and Recreation (MWR) support facilities (relocated tennis courts from the USO project, playgrounds, bowling alley complex, skate park, etc.). Other facilities within 2,000' of the South Post Town Center include a Chapel, a Child Development Center, a Gym/Field House, outdoor recreation fields, and the Post Library. Vernondale and Cedar Grove Villages also fall within the 2,000' established for walking, as does Herryford Village and a small portion of Colyer Village.

The current North Post PX shopping area supports a very large off post population (96% off post to 4% on post population served). The current plans call for the replacement of this store with the construction of a new PX which also incorporates two facilities and functions from the south post--the 4-Seasons Store (an outside Garden Center and related furnishings, etc.) and the Military Clothing Sales Store, followed by a new Commissary on the footprint of the old PX, which is to be demolished. The future development of the North Post Town Center identifies and supports the build-out opportunity for up to 100 (+/-) new family housing units, shops and some office space opportunity. Existing facilities within a 2,000' walk from the North Post Town Center include--the North Post Chapel, a service station/small shoppette, a fast food facility, bank, Graves Physical Fitness Center, the Installation's Military Dining Facility, an outdoor pool, along with future plans for a new Child Development Center (awarded for construction), a car wash facility, a new Tire Store/Car Care Service Center, and a new full service restaurant.

2. Proposed Surface Parking / Single-Level Design – What is the percent break-down of where the Post Exchange Shopping Center patrons will travel from (i.e. XX% from off-base, XX% from on-base) ? How does the PX Shopping Center design compare with other PX designs (on average) from around the country (i.e. area, # of parking spaces, parking spaces/employee or square foot, Are there shower facilities typically provided for employees ?, Do other designs have cool roofs ?, Do any other PX lots have pervious spaces, etc.) ? Would the Army consider limiting the total proposed parking (985 spaces) as part of this project, to serve the entire future North Post Town Center ? If not, why ? Discuss the costs of structured parking vs. surface parking, and why structured parking is deemed not feasible for this project ?

The current population served by the AAFES PX includes some 5,167 on-post population (4%) and some 122,018 (96%) from off post (figures from AAFES).

Store size is based on the customer population served and the sales generated by the store. The Fort Belvoir store is sized based on the on-post and off post population, with the NCR

having a very large active duty and retired military population. Store sizes range from 50,000 SF to what is considered the Module 2 store stores which is the largest store size built currently. The new AAFES store size will be a Module 2 store and will be one of the largest in CONUS.

The AAFES standard for parking is 4.0 spaces per 1000 GSF. Fairfax County has a similar standard. During design and in working with NCPC and Fairfax County the new store parking was reduced from its design allowance of 1080 spaces to approximately 985 spaces (or 95 spaces less than authorized). Shower facilities are not required, or normally provided in CONUS facilities; however, the Belvoir facility will provide shower facilities for its employees.

At this time there are no other AAFES facilities with pervious parking. This is normally due to the local Base/Post not having an O&M program to support pervious parking. AAFES worked closely with Fort Belvoir and comments from NCPC and Fairfax County in developing parking areas incorporating pervious pavement to help reduce Storm Water Management requirements on the site. Also of note, the pervious pavement will be pervious concrete (versus asphalt) which has a higher albedo and will significantly reduce the heat island affect of parking areas. The installation will increase its support contract cost to support the new pervious pavement option.

Currently there are approximately 1630 existing parking spaces to support the PX and Commissary stores in separate but adjacent facilities (walking is not currently common between the two facilities given distance and packages/groceries). The current plans also moves the 4-Seasons Store (69,220 SF) and the Military Clothing Sales Store (10,419 SF) from the south post to the new PX Complex, increasing store size from 141,970 SF to 270,000 SF. The new Commissary Store will also increase in size to serve its increasing customer base from 115,000 SF to between 130,000 and 140,000 SF. The new Commissary will add approximately 560 parking spaces bringing the total parking count down from the current 1630 to 1545 spaces. This reduction also includes the addition of the two new facilities noted. The synergy developed by the collocation of the two stores has allowed the reduction in overall site parking for the complex to the current levels.

To reduce the total parking for the shopping complex to that required for the PX facility alone (985 spaces) would adversely impact the ability for patrons to find parking at the new shopping complex and result in loss revenue to the Army, the AAFES (PX), the Defense Commissary Agency (DeCA), and the installation support services. One also must consider the large percentage of off-post shoppers to the complex and the shopping habits of the patrons (many come only once or twice a month and make large food and convenience purchases for the month). Parking for the new housing area or other facilities within the north post town center would in turn require separate parking for those activities as development occurs.

Structured parking costs were considered in the initial planning and discussions on the site's development. The decision to build surface parking was made based on overall project costs and the project's Return on Investment (ROI). Two thirds of the net earnings

from AAFES business is returned to the local installation's Morale, Welfare and Recreation (MWR) fund to support MWR programs. Without adequate returns, a project would not be built and in turn funding to the MWR programs would be significantly reduced. Costs for structured parking runs between \$18,000 and \$22,000 per space compared with \$4,000 to \$5,000 per space for surface parking. This delta here represents a cost difference of some \$16M for the final 985 parking count identified for the PX facility. The project cannot support such a cost increase and meet ROI requirements, as well as meet MWR resourcing goals in support of soldiers and their families, as the ROI would be significantly impacted.

3. Proposed Tree Replacement – Why is the Army not proposing to replace the trees removed at a 2:1 ratio? How was the decision made to replace only 60% of the trees removed as 2.5" Caliper trees – why not replace all of the trees removed, with 2.5" Caliper or larger trees? What is the expectation about how many of the replanted trees will ultimately survive? Will any trees that do not survive be replaced? Would the Army consider revising the shopping center design to meet the District of Columbia parking lot tree-related regulations referenced by the Commission (see attachment – Section 1510)? How does the current design compare with these D.C. tree-related regulations (see attachment – Section 1510)?

The decision to replace on a 1:1 basis with a combination of 2 1/2" trees and tree tubes was part of the negotiations in the development of the Memorandum of Agreement between the Installation and AAFES. Such negotiations with AAFES (and likewise with DeCA-- Commissary Agency) are common and tied to initial costs, the proponent's Return on Investment (ROI), and MWR support and payback noted above. The Army works closely with AAFES in their construction programs to reach an acceptable standard given that two thirds of the net earnings from AAFES operations come back to the Installation each year to support installation MWR programs.

The installation's selection of a 2.5" tree replacement was made based on the Post's past experience in that size this tree affords the best combination of instant positive impact in the landscape with a good chance of surviving the establishment period given proper cultural care. The contract calls for a maintenance period of one year. Trees that are dead or dying following the one year warranty would be replaced in kind. Given the one year warranty period one should expect a 75% to 80% survival rate for the 2 1/2" tree plantings. Larger trees experience a greater "shock" and have less chance of survival. Also, large mature trees come with a very expensive cost for replacement. Trees in the 24" to 30" size can cost up to \$10K per tree or more depending on the species given the expense and special equipment to dig, transport and replant. Tree tubes have a reduced survival rate, in the 50% range.

Section 1510.7 of the referenced D.C. standard calls for one canopy tree for every 5 parking spaces. The D.C. criteria would require some 197 trees for the 985 parking spaces in the current design. The IDG requires trees approximately every 10 parking spaces. There are currently some 191 canopy and evergreen trees scheduled for planting in and immediately around the two parking lots. The use of pervious pavement in the parking aisles has reduced the ability to plant the normal number of trees required by our IDG. This

decision was made based on the overall storm water management plan and its goal to reduce the overall site footprint through the use of pervious pavement combined with underground detention. While the numbers proposed for planting represent a combination of canopy and evergreen trees versus D.C.'s canopy tree requirement, the landscape plan is felt to be consistent with the IDG and with the D.C. requirement for proper screening of large parking areas. Design review by the DPW has recommended additional trees be planted to help shade the employee/customer pick-up parking lot to the north of the facility, again staying outside of pervious pavement areas. The landscape plan will be also be reviewed with the goal of adding additional plantings where possible to the east and west sides of the site to increase screening to the parking and delivery side of the complex. Also, the facility will provide some 90 bike racks, exceeding the District's requirement of 70.

4. Tree Reforestation Plan – What information might a future potential Tree Reforestation Plan component (included in the future master plan update) address (i.e. replacement policy for trees that don't survive as part of this project ?, off-site areas identified for replanting ?, etc.) ? Will the Army develop and include a Post-wide Tree Reforestation Plan component within the future master plan (LRC) update ? Are there other "industry" methodologies/standards for measuring tree removal/replacement such as replacing removed trees with comparable-sized trees, and would the Army consider using these other methodologies/standards for future projects, rather than the current # for # (i.e. 1:1 or 2:1) replacement method?

Survivability of trees has been addressed in (3) above) regarding the contract warranty provisions. A tree reforestation plan will be addressed in the Real Property Master Plan update as requested. Tree replacement is also a part of the Installation's Natural Resource Management Plan. Replacement of trees with "comparable sized trees" has been addressed in (3) above and is cost prohibitive, especially for large scale projects. Other methodologies are currently being identified for tree replacement--NCPC suggestions here would be welcomed.

Other information:

The building and site design are being designed to meet LEED Silver requirements, incorporating energy efficient mechanical, electrical and plumbing systems to include low-flow toilet fixtures, high efficiency water heaters, low mercury lighting, daylighting and high efficiency wall and roof insulation.

Incorporates low glare, high energy efficient LED lighting in the parking lot lighting.

Cool roof technology with the selection of a white roofing membrane (again reducing the heat impacts to the site).

The facility has brick on all 4-sides not common with normal "Big Boxes" which often only place brick on the front façade.

Large fenestrated openings along the front and side of the building promote "daylighting", openness and articulate the exterior design, along with a highly detailed skylit, clerestoried "market Hall" and skylit interior retail spaces.

Regional, recycled, low-emitting materials have been selected for construction and sustainable construction practices will be implemented throughout the project.

The covered walkway and gazebo will provide easy access between the PX and future Commissary as well as provide drop off point for the installation shuttle service due to begin this summer.

Thanks for the opportunity to provide responses to NCPC questions and concerns. Should you have additional questions please Richard Turner or Chris Landgraf.

In light of the aggressive project schedule for the Post Exchange Shopping Center, we would like to keep this project on our May 5th, 2011 Commission meeting agenda. In order to do so, we would need to receive your response as soon as possible, since the submission deadline for the meeting has already passed. Ideally, we would receive your response by close of business on April 21st. Please do not hesitate to contact me with any further questions or comments at the number provided below.