



Loiederman
Soltesz Associates, Inc.

November 29, 2012

Ms. Quynn Nguyen
Maryland-National Capital Park and Planning Commission
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Re: Cafritz. 4-12004
Letter of Justification for Impacts to Regulated Environmental Features
LSA No.: 2411-05-01

Dear Quynn:

The following information is provided pursuant to the need to supply a Statement of Justification for impacts to a "Regulated Environmental Feature" as defined in Subtitle 24 of the Subdivision Ordinance.

The Cafritz Property consists of 35.83 acres of land located in northwestern Prince George's County, on the eastern side of Baltimore Avenue (US Route 1). The site borders Baltimore Avenue, south of the intersection with Albion Road. The site is comprised of one parcel (Parcel 81) on Prince George's County Tax Map 42 Grid D2. Approximately 91% of the property is forested. The remaining area consists of grass fields. The area surrounding the property consists of CSX railroad tracks and right-of-way, Metrorail tracks and right-of-way, residential development, and retail/commercial development. The site was rezoned to M-U-TC through the Zoning Map Amendment A-10018. This site proposes approximately 1,200,000 - 1,950,000 sf of retail, commercial, office, and residential with associated parking and infrastructure. Multifamily and townhomes are proposed for most of the eastern portion of the site. The western side of the site will be comprised of primarily retail, commercial, and office.

The site was originally developed as housing in the 1940s and 50s. Since then the site has been cleared and overgrown with forest. Zoning for this site requires a mixed-use development. The intended mixed-use development proposes retail, commercial, office, and residential uses. Entry onto the property will come from Baltimore Avenue and Maryland Avenue from the south, while a possible railroad crossing will provide another entrance on the eastern side.

In addition to the stream buffer, there is a small, isolated wetland (0.02 acres) at approximately the mid-point of the northern property line, adjacent to the Metrorail right-of-way. This isolated wetland is not regulated by the Maryland Department of the Environment as a jurisdictional wetland. While there is no known FEMA floodplain on the property, there is 100-year County Floodplain located on site; it is confined to the southeastern side of the property and takes up 0.06 acres of the site.

The preliminary plan proposes a total of 0.12 acres of stream buffer impact for fill or stormwater management ponds, and floodplain impacts of 0.06 acres for residential development. It also proposes 0.02 acres of unregulated wetland impact.

Attempts were made to avoid all impacts to the regulated features, but preliminary studies showed no practicable alternative that achieved complete avoidance. Alternative designs then focused on minimization of impacts to regulated features.

Avoidance and Minimization Discussion

A. Avoidance: Can the impacts be avoided by another design? Are the impacts necessary for reasonable development of the property?

The site has several off-site constraints which dictate where certain types of on-site development can be placed. The Metrorail tracks and right-of-way to the north and CSX Railroad tracks and right-of-way to the east act as these constraints. Access into the site from the north is impossible, and very difficult from the east. In order to gain access into the site from the east, a bridge must be constructed over the existing railroad tracks. The primary access onto the site comes directly from Baltimore Avenue. Also, retail must be located on the western portion of the site along Baltimore Avenue to ensure its visibility from the road.

The floodplain on the southeastern portion of the site is impacted to create a road connection to Maryland Avenue, and to allow for development of infrastructure. This impact is unavoidable because a connection to Maryland Avenue must be made to alleviate the traffic flow entering and exiting the site at Baltimore Avenue. This additional site entrance will not only alleviate traffic at other entrances, but will also improve the overall flow of the site.

The isolated wetland's central location on the subject property makes its impact nearly impossible to avoid. If steps were taken to avoid this unregulated wetland, the site would be drastically under-developed, and vehicular and pedestrian flow patterns would be less desirable and efficient.

B. Minimization: Have the impacts been minimized? Are there alternative designs that could reduce the proposed impacts?

The impacts to these areas have been minimized to the extent possible. Because of their location minimizing these impact would restrict vehicular and pedestrian traffic patterns, therefore negatively impacting connectivity on the site. Much of the floodplain impact is necessary to make the Maryland Avenue connection to Riverdale Park Town Center. The small wetland lies in what will be Woodbury Street which is proposed as a primary pedestrian, bike, and auto route on site and across the CSX tracks.

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C. Mitigation: For areas of significant impacts, has a mitigation package been proposed to provide an equal or better trade-off for the impacts proposed?

The environmental features on site are minor and their impact is necessary to meet the site development requirements mandatory for the site.

This concludes the Letter of Justification for Cafritz Property at PPS 4-12004. Because impacts are unavoidable, have been minimized, and mitigation is proposed, the Applicant respectfully requests approval for impacts to the stream buffer and floodplain.

If you have any further concerns or questions, please do not hesitate to contact our office.

Sincerely,

LOIEDERMAN SOLTESZ ASSOCIATES, INC



Timothy H. Davis, RLA, AICP, LEED BD+C
Associate