RIFKIN, LIVINGSTON, LEVITAN & SILVER, LLC

ATTORNEYS AT LAW

ALAN M. RIFKIN
SCOTT A. LIVINGSTON (MD, DC)
LAURENCE LEVITAN
EDGAR P. SILVER†
MICHAEL V. JOHANSEN
JOEL D. ROZNER (MD, DC)
RICHARD K. REED
NORMAN D. RIVERA
M. CELESTE BRUCE (MD, DC)
JAMIE B. EISENBERG (MD, DC, NY)
CHARLES S. FAX (MD, DC, NY)
CAROLYN JACOBS
PATRICK H. RODDY
ELLEN B. FLYNN (MD, DC, CT)
ERIC L. BRYANT
MICHAEL D. BERMAN (MD, DC)
JOYCE E. SMITHEY (MD, DC, NH)
A. THOMAS PEDRONI, JR.
MELVIN A. STEINBERG†
MICHAEL S. NAGY (MD, VA)
LIESEL J. SCHOPLER (MD, DC)
CHRISTOPHER L. HATCHER
MICHAEL A. MILLER
LINDSAY S. KATZ (NY, NJ)
JULIA E. BRAATEN
LANCE W. BILLINGSLEY†
ELIZABETH K. MILLER†
† OF COUNSEL

(NONLAWYER/CONSULTANT)
JOSH M. WHITE

7979 OLD GEORGETOWN ROAD • SUITE 400
BETHESDA, MARYLAND 20814
(301) 951-0150 • FAX (301) 951-0172
WWW.RLLS.COM

225 DUKE OF GLOUCESTER STREET
ANNAPOLIS, MARYLAND 21401
(410) 269-5066 • FAX (410) 269-1235

14601 MAIN STREET
UPPER MARLBORO, MARYLAND 20772
(301) 345-7700 • FAX (301) 345-1294

600 WASHINGTON AVENUE • SUITE 305
TOWSON, MARYLAND 21204
(410) 583-9433 • FAX (410) 583-9439

November 15, 2011

Ms. Susan Lareuse
Development Review Division
Maryland-National Capital Park
and Planning Division
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

Re: Cafritz Property A-10018

Dear Susan:

As you are aware, we continue to work with all of the communities involving the Cafritz Property, including Riverdale Park, University Park, College Park, and Hyattsville. The municipalities are in the process of formulating their positions with regard to our application and several focus areas have emerged to which we thought we should respond.

I. COMMUNITY VISION

The vision for the Cafritz Property at Riverdale Park is to create a unique mixed-use development that is built upon a pedestrian-oriented system of public, tree-lined streets with wide sidewalks and public parks anchored by neighborhood-oriented retail, new residential uses, and a strong integral public realm. The Plan takes advantage of the site's close proximity to several public transportation options, high visibility along well-traveled US Route 1 and respect for the existing residential neighborhoods to the west, to the north, and to the south. The conceptual plan encourages pedestrian and bicyclists to ambulate through this new

village core via the many, varied enchanting parks, plazas, and open space areas that punctuate the pedestrian ways. The parks present interesting opportunities to program the village core with events, celebrations, and performances throughout the year. Special features within the overall Plan include the following:

- Creation of a small scale development that is respectful of its neighbors and the context of the site.
- Provision of a mixture of types of uses.
- A pedestrian scale for the many public spaces that are varied and interesting.
- Creation of a beautiful and vibrant mixed-use "Main Street".
- A beautiful linear gateway park along US Route 1 providing a transition from the residential neighborhoods to the west.
- Bookend the new Main Street with the Gateway Park on the west and a new Riverdale Park on the east.
- A hierarchy of public spaces throughout the new community to be discovered and enjoyed by the existing surrounding communities, as well as the new residents.

A. THE FABRIC OF THE COMMUNITY: The simple diagram consists of a tree-lined "Main Street" of commercial and residential uses that links the three major community parks; the Gateway Park to the west, the Town Green at the heart of the project and the Riverine Park and nature study area on the east. The plan also establishes a network of north-south streets designed to be expanded to adjacent parcels establishing a gridded, interconnected street system through the retail core for the future. The west side of the Plan anticipates commercial uses transitioning to mid-density residential uses to the east, all well integrated by interconnecting streets, pedestrian systems and shared public spaces.

B. THE PUBLIC REALM

1. GATEWAY LINEAR PARK: This is a unique project that will be bookended by its two very unique park systems. One is the Gateway Sculpture Park integrating a linear public space with large-scale sculpture and object d'art in a park-like setting. This park will feature a wide pedestrian pathway system meandering through some large specimen canopy trees that will be attempted to be preserved, along with new plantings. Sculpture pieces and object d'art from throughout the region will create a vibrant and exquisite gateway park.

   The gateway park will include a beautiful pedestrian/bicycle system paralleling US Route 1 with pedestrian connections to the residential neighborhood to the west. The linear park provides a transition into Riverdale Park from existing communities with a lovely green park. It also provides a beautiful landscape "frame" for the development along

Route 1. The main entrance point to the project is flanked by two structures that are lit at night forming delightful entrance monumentation that also may function as Gateway Park pedestrian shelters or other public elements for the Park. These will provide a light and airy arrival gateway to the project and its beautiful main street.

2. RIVERINE PARK: The second large park consists of a Riverine Park which lines the east boundary with a more natural park incorporating a riverine theme. This park will feature plantings associated with riverine and ecological systems; that is plant materials, trees and habitats found along streams and rivers in the region. The Riverine Park affords the opportunity to include the latest ESD stormwater technology for retention and quality control at point of source: landscaped designed water features include; ponds, fountains, rain gardens, infiltration swales and bio-retention into a nature preserve replete with nature study interpretive signage. Wild songbird and butterfly habitats will add animation to the Park. The pedestrian ways, benches, furnishings and educational elements will incorporate a riverine theme with some boardwalks and stepping stones over waterway crossings in a more natural environment offering a place to learn, jog, stroll, sit and contemplate nature. The landscape will included large swaths of grasses in the more open areas artistically replicating wetland meadows with masses of shrubs underneath the bordering canopy trees to screen railway embankments and uses on the east. Connections to the regional trail system will allow visitors to access Riverdale Park's retail core and internal park systems. This park will also allow for sculptural elements that reinforce the ecological aspects of the park.

3. TOWN CENTER AND CIVIC PARK: This public space is the heart of the active public realm, where the residential and retail uses come together. It provides a vibrant street-retail core and its civic part is the central space that has been designed with flexibility in mind so it can accommodate special events, such as farmer's markets, flea markets, auto shows, holiday events, art sales, etc. The focal feature of the central plaza is a community kiosk.

4. THE GARDEN DISTRICT: This area provides a transition from the vibrant central civic park into a more residential portion of the project. The streetscape weaves a greener element into the streetscape with more extensively planted tree wells, planters, and green ledges against the buildings. The hotel acts as a major transition into this district providing activity and greater evening use along Main Street.

5. TOWN GREEN: The Town Green is a major gathering place in the heart of the residential district and is flanked by a variety of residential uses. This space provides a broad lawn to allow for unstructured play, picnics, sunning and community events. Surrounding its edge are canopy tree fringe areas for possible shelters game board areas, loose café chairs, lounge chairs, benches and play structures. This area is where the community comes to meet and relax. The trail traverses the site at the edge of the town green and provides for a great stopping opportunity to interact with all that this new village green can offer.

6. PUBLIC POCKET PARKS: These small scale parks are located throughout the project and provide recreational and special use opportunities for residents and visitors alike. These pocket parks might feature play equipment, a "bark park" for pets, or sand/water play for tots.

7. PRIVATE COURTYARDS: These elements are strategically located throughout the residential areas offering a variety of opportunities for recreation and social interaction. They are located as entrance courtyards or mews for townhouses or a recreation and amenity courtyard for the multi-family residents. These courtyards serve residents of these units and provide areas for seating, grilling, outdoor eating, pools, or other imaginative uses.

8. PEDESTRIANS, BICYCLISTS AND SPECIAL PLACES: Finally, a new emphasis on providing human scale enhancements to attract, pedestrian, bicyclists, children of all ages to experience Riverdale Park on foot or bicycles. The regional trail transverses the site and is well-integrated into the project fabric providing activity nodes and rest stops as it links to all parts of the public realm. This meandering trail through the community links north south regional old railroad trail and will be used by neighbors and residents of the communities along the trail to visit Riverdale Park and meander its streets, public spaces, and parks. The sidewalk system is broad, generous, well lit, tree-shaded and interconnected throughout.

9. FOCAL POINTS, FOUND OBJECTS AND OBJECTS D'ART: A key ingredient missing in many recent projects of this sort is the art of place-making. The Cafritz Property at Riverdale Park will seek out creative, innovative, artistic ways to create special one-of-a-kind places that people will enjoy and come to love. These are focal point elements strategically located to terminate vistas or create a centerpiece for a public space, or a whimsical surprise along a pedestrian way. These can be everyday or historic pieces placed in odd or ironic places; pieces of found objects

uncovered in the region and relocated/painted and situated in just the right spot. Amateur craftsmen, artists or sculptors can be the source of some of these pieces treated in artistic and unusual contexts or unique pieces of art developed by well recognized artists. The Cafritz vision is to embark on an effort in the pursuit of place-making imbuing the community with a public realm of art, design and whimsy, and by doing this create a lovely, delightful, and memorable community which serves as a point of pride. The realization of this vision relies upon the successful implementation of several consistent themes.

II. SUSTAINABLE DESIGN

A. VISION STATEMENT: The Developer intends to create a community which promotes environmental, social and economic sustainability by incorporating environmentally responsible measures that result in healthy, high-quality places for residents, retail patrons, office workers and visitors. The Cafritz Property at Riverdale Park will offer a vibrant and diverse development near multiple transportation options. The development will safeguard water and watersheds, conserve energy and natural resources and promote best-practices such as indoor-air-quality management and recycling.

B. STRATEGIC ACTION PLAN: A near, mid and long-term Strategic Action Plan for Sustainable Development that outlines goals and strategies to achieve the project's Vision and targeted measures is proposed. Principals and primary goals and strategies are as follows:

1. Integrate Health issues into project planning.

   - Address sources of outdoor air pollution by providing multi-modal forms of transportation such as hiker-biker trails, public transportation access and pedestrian-friendly development.
   - Implement planning to protect people from noise, e.g. for buildings near sources of noise, utilize wall construction and glazing suitable to minimize noise intrusion.
   - Enhance connections to the community while battling heart-disease and obesity through developing diverse housing types and a mixture of retail uses and amenities, provision of cultural and recreational opportunities such as walkable networks, hike-bike trails and park space and creating conditions to provide accessible and safe pedestrian and bicycle paths.
   - Include open spaces that support plant biodiversity and habitat.
   - Incorporate design and building standards to avoid or reduce the presence of air contaminants such as mold, lead and radon.
   - Provide operational guidelines for green housekeeping, least-toxic pest management and low-mercury lamping programs.

- Identify area(s) to accommodate a Farmer's Market and/or Community Agriculture Collective delivery.
- Maximize use of Universal Design in residential planning.
- Develop a virtual and/or physical structure as a "Resource Center" to provide information on topics described herein as well as informational resources related to health issues.
- Establish guidelines for lighting and signage to enhance safety and security of pedestrians and cyclists, and to minimize or avoid light pollution.

2. Protect and enhance Water Quality in a sustainable manner.

- Develop and implement a comprehensive stormwater management plan, including best-management practices and low-impact development strategies to reduce runoff and improve quality.
- Explore water conservation strategies, including flow and flush rate requirements and design standards, and provide information to designers, builders, tenants and residents.

3. Work towards Carbon Neutrality by incorporating site development and building strategies that reduce energy consumption.

- Establish and promote green design, building and operations standards.
- Incorporate energy efficient infrastructure such as (LED or solar powered) public street lights.
- Identify appropriate trees for transplanting when they cannot be left in place.
- Explore carbon banking.
- Design for productive use of roof space (i.e. photovoltaic collectors, urban agriculture, vegetated systems) and for energy saving "cool" roofs (i.e. Energy Star).
- Require implementation of Construction, Demolition, and Landclearing (CDL) Waste Management Plans.
- Provide information to educate businesses and residents on the impact of polluting equipment such as gas-powered lawn and garden equipment.
- Set aside areas for car-share and bike-share programs.
- Provide operational guidelines for energy-audits and energy use monitoring, and for procurement of recycled-content products.
- Develop and implement a Transportation Demand Management Plan to optimize transportation and support alternatives to single-occupant automobile use.
- Extend the hiker-biker trail and include bike lanes and pedestrian paths in project planning.

4. Analyze project access for safety. Insure that emergency vehicles are providing services to the community as required by all local laws.

- Provide education and access to promote the highest standards for safety.

5. Strive for economic sustainability by increasing opportunities for Employment and Economic Growth.

   - Include a variety of retail and commercial uses and diverse housing types in planning.
   - Explore cost savings while developing an economic strategy to explore financial incentives and fund improvements.
   - Plan for increased connection to sites or neighborhoods adjacent to this site to increase opportunities for access to other goods, activities and services.
   - Explore community partnerships for training and installation of 'green' features and improvements (i.e adolescent "job-corps' for weatherizing buildings or installing vegetated roofs and/or solar panels).

III. ZONING

The subject property is almost entirely contained within Riverdale Park; a portion of the property in the northeast corner, as well as a sliver of the hiker-biker trail is also located in College Park. While the current M-U-TC zoning boundary includes the core areas of the historic Riverdale Park Town Center, it also includes areas outside the historic core. Like other M-U-TC Zones in the area, the inclusion of the property constitutes a logical extension of the M-U-TC boundary and provides for a northern gateway connection to the existing Town Center which will catalyze the vibrancy and vitality of the downtown area.

In order to address concerns about the openness of the public participation process and provide the ability of all municipalities to be involved in the review and approval of the development proposal on the property, the Applicant agrees to proffer a condition requiring Detailed Site Plan approval for all phases of development on the property, as follows:

Detailed Site Plan approval shall be required prior to the issuance of any building permits within the subject property.

IV. ACCESS AND TRAFFIC MANAGEMENT

A. CSX VEHICULAR CROSSING: While not technically required to achieve a finding of adequacy of transportation facilities, a vehicular crossing of the CSX Transportation railroad tracks to the east is viewed as an important long-standing community benefit which could provide a significant contribution to traffic mitigation along Baltimore Avenue (US Route 1), as well as an important link for pedestrian, bicycle, and vehicular access to the M Square research and office park, including providing access to long awaited amenities to workers at NOAA, FDA, USDA and the American Center for Physics.

In order to provide assurances that such a crossing may be constructed in a timely fashion, the Applicant expressed a willingness to proffer triggers within the rezoning and permit process which will require progress be made on the CSX permit process concurrent with the development process of the Cafritz Property. This proffer would include a firm trigger beyond which the development of the property may not proceed without an actual permit for the construction of the crossing. Such a requirement could be set forth as follows:

The applicant shall participate in the design, provision of rights-of-way, permitting, funding and construction of an overhead bridge crossing of the CSX Transportation railroad tracks to the east of the subject property (the "CSX Crossing"). A Staging Plan providing for the applicant's participation in the improvement in phase with the development of the subject property shall be approved as part of the Preliminary Plan of Subdivision. The Staging Plan shall include the following:

(1) Upon the issuance of the Use and Occupancy permit achieving project stabilization for the commercial/retail portion of the development, the preliminary project documents for the design of the CSX Crossing shall be submitted by the applicant to AECOM;

(2) Prior to recordation of the record plat for the property including the building containing the CSX Crossing, a public use easement or similar document shall be recorded assuring the public access to the area providing the crossing;

(3) Prior to the issuance of the 501st residential building permit, the CSX crossing shall be permitted, bonded (or letter of credit given to the appropriate agency for construction), under construction, 100 percent funded in a CIP/CTP, or otherwise provided by the applicant, its heirs, successors or assigns.

The CSX Crossing shall be constructed in accordance with the applicable standards of the CSX Transportation Criteria for Overhead Bridges and Department of Public Works requirements for a vehicular crossing, including pedestrian and bicycle travel. The exact location of the crossing shall be determined at the time of Detailed Site Plan (DSP) approval for the multifamily building to which it may be attached. Detailed construction drawings of the proposed crossing, including crossections, shall be submitted to DRD for review concurrently with the submission of the DSP for such building. In the event the community desires a solution other than the CSX crossing, the applicant will consider that proposal and participate in achieving it.

B. TRANPORTATION DEMAND MANAGEMENT (TDM) PLAN: The potential for vehicle trip reductions are significant for the Cafritz Property due to: (1) the proximity of the College Park Metro Station, the Riverdale MARC Station, numerous bus transit and shuttle services along US 1 and MD 410, the extension of Rhode Island Avenue bike trail and the proposed Purple Line station on River Road all of which provide alternate modes of travel; (2) the synergy of uses planned on the site and in the immediate vicinity including, office, residential, and retail that will internalize site trips and provide access to services for the residents internal to the project as well as the opportunity for a live work dynamic; and (3) trip reduction measures provided by the project.

A comprehensive Transportation Demand Management (TDM) program is proposed with this project. The program would establish a series of measures to influence travel behavior by mode, frequency, time, route, or trip length in order to achieve a maximally efficient use of the adjacent transportation facilities. The following presents a suggested TDM program for the Cafritz Property at Riverdale Park project and includes descriptions for each of the elements that could comprise the TDM program. As the project is developed and occupied, modifications and additions to this TDM program should be considered.

The TDM plan would consist of the following elements:

1. Transportation Coordinator: A transportation coordinator will be the primary point of contact for coordinating, monitoring and completing the TDM program. The duties may include the following:

   - The Transportation Coordinator would participate in any future County Transportation Management Organization (TMO).
   - The Transportation Coordinator would maintain displays of printed rideshare marketing materials or an electronic display with direct links to City, County and WMATA web pages.
   - The Transportation Coordinator would make available to new tenants and residents materials that include site-specific transit-related information and promote the transit opportunities in all promotional materials and advertisements for the property.
   - The Transportation Coordinator would also implement a transit-advertising program that would be distributed several times a year to existing commercial tenants. This booklet will provide information about transit/ridesharing opportunities so that new employees will be informed of the transit options available.
   - The Transportation Coordinator will provide a "transportation information" section within the Cafritz Property website. The website could include a transportation section that provides details of the current TDM program with links to; www.WMATA.com; www.mtamaryland.com; www.commuterconnections.com and other commuter assistance websites.
   - All office tenants will be provided information about the housing and retail shopping

opportunities within the project.

2. On-site construction: To encourage alternate modes of transportation and internal site trips, facilities such as the following should be provided:
   - Transit Resource Kiosks in the residential lobbies.
   - Bicycle storage facilities on-site for the office and residential tenants and bike racks for retail customers.
   - On-site taxi loading/waiting zone.
   - The multi-family buildings should maintain an on-site business center which may be made available for any residents of the apartments who choose to work from home.
   - A service may be provided through the multi-family management office to provide a taxi hotline or phone available to call cabs, site-specific transit schedules and information, and the sale of transit passes to residents, employees, and visitors.
   - If permitted/desired by the public transit services (including MTA, The Bus, UM Shuttle) a bus shelter will be provided on the property frontage of US 1 and/or within the site as directed by the transit services.
   - Participate in a shuttle service for resident tenants, workers and patrons connecting to the existing Metro, MARC, and/or future Purple Line stations.
3. Commuter Assistance Program: Residential management, employers and residents will be encouraged to undertake traffic mitigation strategies such as the following:
   - Transit passes/tokens offered at the work site.
   - Pretax payroll deduction for transit costs for employees.
   - Carpool matching for employees.
   - Alternate work schedules, including flex time, compressed workweek, telecommuting and job sharing.

   TDM programs, like the one presented above, influence the mode choice and travel behavior of residents, employees, patrons and visitors. These programs reduce peak hour employee and resident vehicle-trips, reduce parking demand, and promote ridesharing and transit use. The combination of the elements listed above, coupled with the close proximity to Metro and the mix of uses on the site will help reduce single occupant vehicle trips.

C. EMERGENCY ACCESS: The Applicant agrees with Riverdale Park and University Park that a connection to Maryland Avenue to lead to the Riverdale Park Town Center for emergency and public transit vehicles should be thoroughly studied as a possible route for accessing the site from the south. Implementation of such a possible connection will be incorporated into the overall Development Plan

as well as the Detailed Site Plan for Phase 1 to include the residential townhouses to be constructed along such roadway.

D. CIRCULATOR BUS: The Applicant agrees that the Route 1 corridor communities should design, fund, and implement a system or network of circulator buses connecting communities and transit hubs with commercial centers in Hyattsville, Riverdale Park, and College Park. The developer agrees to contribute to a capital fund necessary to establish and maintain this system provided University Park and other developers make a financial contribution to the design and establishment of such a system.

E. PEDESTRIAN/BIKE PATHWAYS: The pedestrian and bicycle amenities are vital to the success of this project. All pedestrian and bicycle facilities will be designed and constructed in full compliance with County and State standards. The design of the sidewalk and path system throughout the project is designed to promote easy access throughout the property as well as providing alternate access to the adjoining neighborhoods. With the proposed signalized entrance on US 1 across from Van Buren Street pedestrian, access from University Park is also provided. This signalized intersection will be designed and constructed to included countdown pedestrian signal heads crosswalks, and will be fully ADA compliant.

F. ROUTE 1 AND VAN BUREN STREET: The Van Buren Street intersection will be a signal controlled intersection with full pedestrian access provided. The intersection will be designed to prevent direct vehicular access between Van Buren Street on the east and west sides of US Route 1. A condition of approval could be considered as follows:

> *Prior to the issuance of any use and occupancy permits on the property, the applicant, its heirs, successors or assigns, shall submit a traffic signal warrant study following the accepted methodology of DPW&T or the Maryland State Highway Administration, for the intersection of Baltimore Avenue (US Route 1) and Van Buren Street. This analysis will examine both existing and total projected traffic volumes. If signals are deemed warranted by the appropriate agency, the applicant shall initiate a bond to secure the entire cost prior to the release of any occupancy permits within the subject property, and shall agree to install the signals when directed by DPW&T, or the State Highway Administration.*

V. <u>STORMWATER MANAGEMENT</u>

A. CAFRITZ PROPERTY STORMWATER MANAGEMENT: Stormwater management on the Cafritz Property will include a variety of water quality and quantity devices. These devices will be placed along the main and secondary streets as well as in green spaces, the plaza and park areas. The

devices will provide water quality for the first one inch of runoff. The devices may include any of the following: landscape infiltration, rain gardens, bioretention, microbioretention, enhanced filters, porous paving, rain barrels, cisterns and dry wells. The use of green roofs will be explored as building proposals are developed. In general these devices will encourage infiltration of stormwater runoff back into the soil.

The site has three (3) primary drainage divides. The smallest drainage area is along US Route 1. This area will be managed using bioretention, microbioretention or similar green measures. The two (2) large drainage areas drain to the east. These drainage areas will be managed using the quality devices described above. In addition, a riverine stormwater management area along the CSX tracks will be built to provide both water quality and quantity control for the two (2) primary drainage areas. This riverine stormwater management feature will provide the balance of the 2.6" of stormwater management control on site. In addition to providing storage for a large storm, which is necessary on this site because of the undersized storm drain on the American Center for Physics site, the riverine stormwater management feature will provide water quality using devices such as created wetlands, bioswales and landscape infiltration. The opportunities to provide wetlands, bio swales and bioretention makes it possible for the riverine stormwater management area to become a site amenity with paths and walkways in addition to providing some wildlife habitat.

B. AGREEMENT WITH RIVERDALE PARK'S SWM POSITION: It is the intent of the developer to install the riverine Stormwater management feature with Phase I. This will be in addition to the water quality devices required to serve Phase 1 as described above. The stormwater proposal will not impact flows in the Northeast Branch.

C. SITE CONSIDERED NEW DEVELOPMENT: The site stormwater management concept approval is based on new development and not redevelopment. The one year storm, (2.6" inches) will be treated. Water quality will be provided for the first one inch (1.0") of rainfall using infiltration or bioretention type devices described above. The use of infiltration assumes that soil infiltration rates will be acceptable. If infiltration rates are not acceptable, other devices such as filters or underground structures will be explored

D. GRADING: In order to develop the site as a multi-use neighborhood it will be necessary to grade the majority of the site in order to make it possible to ensure the site is walkable and accessible. Floor elevation will need to be placed. A green area will be created along the US Route-1 frontage employing retaining walls buffer to preserve some of the larger specimen trees in the area. This area will provide a buffer and amenity along US Route 1. Extensive grading is necessary to enhance

the buffer and connect it to other public spaces, commercial and residential buildings on site.

E. REDUCE IMPERMEABLE AREA AND PROVIDE STRUCTURED PARKING: The Cafritz Property was the site of residential housing in the 1940s and 1950s, first to serve the workers in the ERCO plant and then to serve returning veterans attending the University of Maryland. The current plan includes 2510 parking spaces; these spaces are provided in a variety of forms throughout the site including parking garages, surface parking lots, on street parking and townhome garages. Of the 2510 parking spaces on the current site plan, only 479 (19.1%) are in surface parking lots. The Site Plan for the Cafritz property has made a significant effort to meet this goal. Reducing the impervious area further may be possible through the use of green roofs, as the sustainability plan for the site is developed the use of green roofs will be considered for the site, and may be incorporated depending on the requirements of the various buildings.

VI. MARKET CONDITIONS

There can be little doubt about the probability of success of this mixed-use community. Its location among a myrad of transit options, near a great University and expanding employment opportunities, and among the highest household demographics in Prince George's County, make it one of the most desirable locations in the region. This relatively modest retail program anchored by one of the most desirable specialty grocery uses in the nation, and the first of its kind in Prince George's County, will serve as a catalyst for upscale retail in the area. Extensive studies from a nationally recognized market analyst confirm that demand exists in the trade area to support this neighborhood serving retail project. In fact, our data indicates a significant under supply of all types of convenience goods retail, including grocery, restaurant, and health and personal care space. Fitness clubs and sporting goods stores are also under-represented in the trade area. Additionally, it is projected that the area's convenience goods retail supply and demand will remain undersupplied through 2015. These findings and projections are confirmed in today's market based on current data.

VII. PUBLIC SERVICE IMPACTS

The Applicant has provided a Fiscal Impact Analysis projecting positive fiscal and economic benefits. It is anticipated that direct construction employment will result in 1,883 full-time equivalent on-site jobs over a six-year period and that the development will result in 439 full-time equivalent permanent jobs. The total project will generate over $11 Million in net new annual tax revenue at build out of which it is anticipated there will be over $4.5 Million in direct municipal/County benefit. Additionally, total public safety and school fees are estimated to exceed $11 Million, and the Applicant has expressed a willingness to locate certain public

Safety uses, such as a police substation, on site.

VIII. DENSITY AND DESIGN

It is anticipated that a condition of rezoning will include a limit on the total amount of traffic to be generated from the site. This condition may take the form of a "trip cap" as follows:

No building permit shall be issued which would cause the total projected site trip generation to exceed 548 AM net new peak-hour and 902 PM net new peak-hour trips.

This review provided at this stage in the process is intended to respond to and solidify certain themes discussed among the communities and particular provisions with which the applicant concurs. If you should have any questions, or if I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

Chip

Richard K. Reed

RKR:led
cc: The Honorable John R. Tabori *(electronically)*
Ms. Sara Imhulse *(electronically)*
Ms. Terry Schum *(electronically)*