



WELLS + ASSOCIATES

September 5, 2012

Faramarz Mokhtari, PhD
Maryland-National Capital Park & Planning Commission (M-NCPPC)
Transportation Planning Section
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Subject: Response to SRC comments and Phase I Analysis
Preliminary Plan Cafritz Property
Prince George's County, Maryland

Dear Dr. Mokhtari:

In response to your comments during the SRC meeting held on August 17 2012 I have provided the following responses; (1) a phase I analysis for the Cafritz Property at Riverdale Park, and (2) a list of the transportation conditions contained in the District Council decision dated July 18, 2012 and where each has been addressed in the Traffic Impact Study dated July 10, 2012, and/or provided as attached.

The Phase I analysis is attached as a memo report and it addresses the impact of the project of the first 100,000 square feet of retail space and 120 townhouses that would be permitted without the construction of the CSX crossing.

A point by point response to the transportation/traffic impact related conditions contained in the District Council decision, dated July 18, 2012, is provided below:

Condition 14 c 1. Phasing – the phase I study is attached and the Phase II study (full build-out) is contained in the report dated July 10, 2012.

Condition 14 c 2. Corridor averaging- Both the July 10, 2012 and the Phase I study have eliminated the corridor averaging.

Condition 14 c 3. Mid-day and Saturday- As indicated in the approved scoping letter Mid-day and Saturday analysis has been provided in both the Phase I and Build-out analysis.

Condition 14 c 4. CSX and Maryland Avenue connections- The July 10, 2012 study contains and analyses the CSX and the Maryland Avenue connections. The Phase I analysis includes the Maryland Avenue connection only.

Condition 14 c 5. Analyzes the impact on intersections- All intersections as noted in Council Condition 14 c 5 and the approved scoping agreement have been included in the Phase I and in the July 10, 2012 report.

Condition 14 c 6. Vehicle trip reduction measures- All measures noted in this condition have been included in the Transportation Management Plan (TMP) contained in the July 10, 2012 report with the exception of our mistaken omission of a Bike Share program. The TDM program language has been modified to include a Bike Share program and is attached.

Condition 14 c 7. Considers all future development with site plan or preliminary plan approval.- The approved scoping agreement contained in Appendix A, as well as further correspondence outlining the approved development to be included in the analysis have all been included and the traffic generated by these approved projects have been flowed through the study intersections. Additionally, a link analysis along US 1 has been incorporated in case the interpretation of the condition was to provide a link analysis. This analysis was conducted using the HCS software for the total future build-out and is attached.

Condition 14 c 8. Does not take a discount by redirection of existing traffic on East West Highway- Redirection of existing traffic from East West Highway was not included in the our analysis for either the planned CSX crossing or the Maryland Avenue connection.

Condition 17. Shall submit a TMP - A TMP was submitted as included in the July 10, 2012 report . We have revised the plan to include the specific language of condition 17 regarding the funding of the TMP, the inclusion of a Bikeshare program and the provision to provide private shuttle and funding of same. The revised TMP is attached.

Condition 18. The commitment of a shuttle- The proposed Cafritz Shuttle is an element in the revised TMP,(see attached document) and reflects the language of condition 18.

Condition 20- prior to DSP signal warrant analysis submittal.- A signal warrant analysis was contained in the July 10 2012 report. Additionally, a signal Design Request (DR) will

be submitted Maryland SHA. Included in the DR will be the intersection design elements that will restrict through traffic between University Park and the Cafritz Property.

Condition 22- Established Trip Cap- Page 27 indicates that the trip cap of 548 trips during the AM peak hour and 902 trips during the PM peak hour will both be met.

Please contact me if you have any questions or require any additional information.

Sincerely,

A handwritten signature in cursive script that reads "Nancy Randall". The signature is written in black ink and is positioned above the typed name and title.

Nancy Randall, AICP, PTP
Principal Associate

CC: Chris Hatcher
Richard Reed
Matt Issembert
Tim Davis