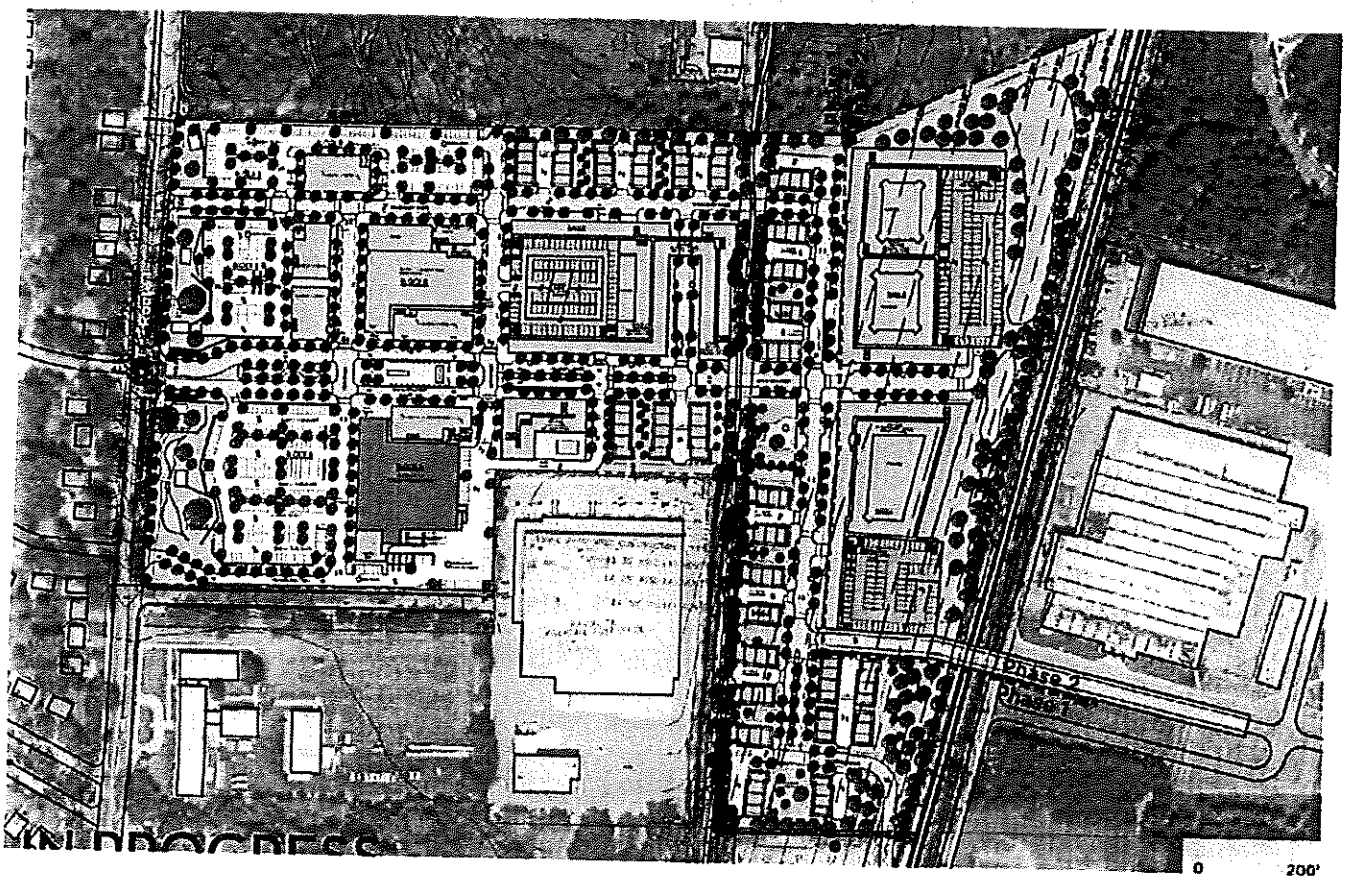
Review of the Proposed Urban Design Site Plan for

The Cafritz Property



For:

The Town of Riverdale Park Town Council and

M-U-TC Committee

November 8, 2011

Paul Mortensen Architect

MEMORANDUM:

To: Mayor and Town Council, Town of Riverdale Park

and Sara Imhulse, Town Administrator

From: Paul Mortensen, RA, LEED-AP

Date: November 8, 2011

Re: Review of the Proposed Urban Design Site Plan for Cafritz Property

Project Name:	Cafritz Property
Property Owner:	Calvert Tract, LLC
Location:	Frontage on U.S. Route 1, north of MD 410
Area:	37.34 Acres
Critical Area:	N/A
Current Zoning:	Residential R-55
Current Use:	Primarily Forested Land
Proposed Zoning:	Mixed-Use Town Center (M-U-TC)
Proposed Use:	Mixed Commercial, Hospitality, Mixed Residential

THE PROPERTY

As stated previously in the Modified M-U-TC Standards for the Cafritz site, the Cafritz Property is a 37.34 acre vacant and primarily second growth wooded site located just north of the U.S. Post Office distribution facility along U.S. Route 1. It is bordered on the west by U.S. Route 1, on the north by two vacant and wooded parcels owned by the Washington Metropolitan Transit Authority (WMATA), on the east by CSX Railroad tracks, and on the south by industrial development and the regional Post Office facility. The abandoned trolley right of way traverses the site north to south. The Property is completely within the municipal limits of Riverdale Park with a small triangular portion of the northeast corner within the town limits of College Park. The site also abuts the eastern portion of the existing M-U-TC Zone at the southeastern corner of the site. Additionally, to the west of the site, across US 1 is the community of University Park. To the north of the site, north of the WMATA site is the community of College Park, and to the east of the CSX Railroad tracks and to the south of the site is Riverdale Park.

THE APPLICANT'S DESIGN PROPOSAL

As written in the Statement of Justification submitted with the Zoning Map Amendment Application No. A-10018,

"The Applicant proposes a vibrant, mixed-use, smart growth neighborhood that promotes pedestrian circulation by taking advantage of the Property's proximity to three existing and proposed mass transit stations; College Park-University of Maryland Metro Station, Proposed Purple Line Metro Station, and the Riverdale MARC Station. According to the 2002 General Plan, the Property is located in the Development Tier on a designated Corridor and on the edge of a Center, which envisions a network of sustainable transit-supported, mixed-use, medium-to high- density neighborhoods. The proposed development will create a walkable, transit-supported, mixed-use town center development, increase and broaden the local tax base, promote the use of the three above mentioned transportation stations, and increase the return on investment for the transit stations."

The development of 37.34 acres is slightly smaller than the size of a "neighborhood" as first defined in the 1929 New York City Regional Plan, and as later adopted by The Congress for the New Urbanism. The neighborhood consists of an area within a circle having a quarter of a mile radius which equals approximately a five minute walk for a person at a normal pace; meaning that it should take 10 minutes to walk from one side of the neighborhood to the other.

Within the development is proposed a grid of streets centered on Van Buren Street, which is a tree lined boulevard that runs west to east entering off of US 1 then running to the eastern end of the site. This street is the primary spine through the development and has the major retail uses and hotel facing directly onto it. The central plaza of this boulevard between 45th and 46th Streets, together with small plazas in front of both the Whole Foods Market and Fitness Center, is proposed as the primary activity space of the retail center of the development.

Parallel to Van Buren and near the southern and northern edges of the site, are the secondary access streets of Woodbury Street and Underwood Street. These streets help to dissipate traffic onto and off of the site to US 1. Bisecting Van Buren Street in a north to south direction, starting from the west, is 45th Street, approximately 350 feet from the eastern edge of US 1. South of Van Buren, 45th Street is fronted by Whole Foods to the east, and a surface parking lot to the west. North of Van Buren Street, 45th Street becomes a more pedestrian oriented street and is framed by buildings with retail and office uses on both sides. 250 feet east of 45th Street is 46th Street, which connects to additional surface parking behind the Whole Foods Market, and hotel to the south of Van Buren Street, and to a more retail oriented environment to the north. This street also provides the primary entrance to a large retail and residential lined parking garage north of Van Buren. Approximately 300 feet east of 46th Street is 47th Street which runs one block from Van Buren to Woodbury Street to the north. This will be a fairly narrow residential street with higher density 4 to 6 story buildings on either side. Approximately 280 feet east of 47th Street is the proposed 48th Street which runs from the northern edge of the

site to the southern edge. Higher density residential buildings and townhouses face onto 48th Street. 48th also connects to the existing Rhode Island Avenue, which feeds into the Riverdale Park Central Square, and to an overpass street that traverses the CSX tracks and links to the office developments and residential areas to the east of the tracks. The abandoned trolley line also crosses the site between 47th and 48th Streets.

The Applicant is proposing five distinct landscape and park amenities for civic and passive recreation. These include the sculpture park buffer areas along US 1, the median plaza areas adjacent to the retail within Van Buren Street, the abandoned trolley way right of way, a small approximately half acre residential green park at the southern corner of Van Buren and 48th Streets, and the storm water management areas behind high density residential uses along the CSX tracks.

The applicant is proposing a mix of uses throughout the site with commercial uses being centered towards the western half of the site near US 1, and residential uses being focused more towards the eastern half of the site. A total range of approximately 190,000 square feet of commercial uses are proposed which consist of the Whole Foods Market, a Fitness Center, smaller retail uses, a hotel and office space. Residential uses include 4 to 6 story multi-family flats and townhouses.

Preliminary Development Program	(updated per Applicant's Submitted Drawings)
Uses	**Units/Sq.Ft.**
Office	17,600 - 26,400 sf
Retail	134,560 – 201,840 sf
Hotel (120 rooms)	96,720 – 145,080 sf
Multi-Family Residential	647 units
Multi-Family Senior Residential	224 units
Multi-Family Scholars Residential	30 units
Townhouses	94 units
	995 units (26.6 units/acre)*

*Taken together, this density is a similar to a neighborhood comprised of wood frame, 2 to 3 story courtyard apartment units, low density apartment buildings over retail, or compact 2 and 3 story townhouses similar to the Eakin Youngentob developments south of Route 410 along US 1.

DESIGN REVIEW

We have met with the Riverdale Park Town Council and staff, College Park staff, M-U-TC Committee, and Prince George's County Planning Department to discuss their thoughts, concerns and ideas for the Cafritz site. We have also expressed our initial questions, thoughts and concerns to the Applicant in order to get a better understanding of the goals, constraints and ideas they have proposed in the design. It is appreciated that the Applicant has already made some modifications to the plan to address our initial concerns. We look forward to a continued discussion on all design issues.

In general, we believe the Applicant has proposed a well thought out site plan for the 37.34 acre site that meets many of the goals and aspirations included in their application for rezoning. They have created a gridded site plan composed of small blocks that frame a street network system, which includes linkages to open park spaces throughout. There is a good mix of uses which will help to promote continuous activity within Riverdale Park, and the Whole Foods Market provides a wonderful use/amenity that will be of benefit to the entire community and region. This amenity should be exploited to promote a large mix of uses on the overall neighborhood site and to promote activity on the streets and public spaces most hours of the day and evening. The Applicant has also proposed significant connections to surrounding neighborhoods through 3 entrances/exits onto US Route 1, a continuation of Maryland Avenue onto the site from the Riverdale Park Town Center Square, extension of the hiker/biker trail through the site to Riverdale Park and College Park, and a pedestrian and vehicular connection over the CSX train lines to the east.

Specifically, we have identified concerns and are suggesting some modifications to the plan which may add flexibility to the design, and can, in our judgment, provide a more vital public realm. We have broken down the site plan design into several categories that we will address individually.

Connections:

Within the best neighborhoods, building sites and traffic are structured on a fine network of interconnecting streets. Neighborhood streets are configured to create blocks of appropriate building sites and to shorten pedestrian routes. They are designed to keep local traffic off regional roads and to keep through traffic off local streets. Narrow streets and traffic calming measures keep vehicular speeds down and discourage cut-through traffic. An interconnecting pattern of streets provides multiple routes that diffuse traffic congestion and allow better emergency vehicle access. In the Cafritz plan, multiple street connections are proposed into the site along US Route 1, and at the eastern end of the site along Maryland Avenue and across the CSX tracks. We would suggest that further connections be proposed so that as future phases are built out and adjacent properties experience redevelopment, this pattern of multiple connections can be enhanced. Specifically we suggest:

1. Design a finer grain block structure with future street right of way easements that allows for future extension of streets into adjacent properties at the western end of the CSX overpass road, at the eastern end of Underwood Street adjacent to the Whole Foods site, at the northern and southern ends of 46th and 47th Streets, and possibly at the southern end of 45th Street.

2. The Riverdale Park Council might want to consider rezoning the Postal Facility land (and possibly the Armory land) to the M-U-TC zone in order to enhance the likelihood of future mixed-use development and connections throughout this area.

3. Incorporating vehicular lanes adjacent to the hiker/biker trail, or to either side of a trail center median that will provide greater access to the trail from adjacent communities, enhance safety through eyes on the street, and will provide an enhanced direct connection to the Riverdale Park Town Square to the south, College Park to the north, and possible future development at the WMATA site, Post Office site, and current M-U-TC land between Maryland Avenue and the trolley line/Rhode Island Avenue right of way. Also, by designing this right of way as a street/trail configuration, the proposed 48th Street could be removed and a more gradually sloped street could be designed that connects the revitalized Rhode Island Avenue to the CSX tracks bridge.

4. Enhance the hiker/biker trail with street trees and landscaping, pedestrian scaled light poles and fixtures and appropriate signage and furniture where necessary.

5. As suggested by the County, connect the hiker/biker trail to the new trail within the US 1 buffer with a bike lane going east and west through the site.

6. Locate the CSX overpass street in a way that promotes the greatest pedestrian and vehicular connection from the Cafritz site to the east.

7. Visual connections within and throughout the site are also important elements to the overall design. Terminate the Van Buren Street connection through the site at the eastern end with a building, a park or the CSX overpass connection to the east. This important "spine" of the neighborhood should not terminate into a parking access drive.

8. To enhance greater access to the site from Maryland Avenue, and to increase safety through eyes on the street, investigate a connection from Maryland Avenue, at the southern end of the site, up along the CSX tracks to either Van Buren Street and/or Woodbury Street. This connection would immediately change the character of the eastern park/stormwater retention area from a place with almost no public exposure, to a park with building fronts and the public realm of the street facing onto it.

9. With the extension of Maryland Avenue further to the north along the CSX tracks, and conversion of the Trolley Trail to a more public street with the hiker/biker trail incorporated into it, 48th Street could be removed and this area of land between

Maryland and Rhode Island Avenues could be subdivided into easily developable blocks oriented in a better solar oriented east/west direction.

Streets:

In all great neighborhoods and town centers, blocks and their architecture are organized around a street system and interlocking open spaces which together constitute a framework around which development will occur. Within this structure, street grids are designed with wide sidewalks, abundant street trees and various other traffic calming devices thereby making pedestrians and vehicles even partners in sharing the right of ways. Streets and plazas function as the public living rooms where citizens of Riverdale Park can meet and enjoy the benefits and pleasures of urban life. How these spaces are composed and furnished directly influences the perception of the neighborhood as green, vital, comfortable and safe. Right of way details also matter greatly. Sidewalk width, curbs, corner curb radii, lane width, on-street parking, trees and lighting should encourage the pedestrian's confident movement. Main Streets should have wide sidewalks. Residential streets should have a planting strip between the curb and sidewalk. Corner curb radii should be as small as practical in order to shorten the distance pedestrians must walk to cross the street. Motorists also navigate the turns more carefully when the corner curb radii is small. We suggest the following:

1. The Development Plan proposes streets with lane widths of 10 to 12 feet wide and parallel parking at 8 feet wide. Although a 10 to 12 foot wide lane along the commercial core at Van Buren Street will be sufficient for allowing cars to pass motorists trying to parallel park, these lane widths and parking widths should be 7 to 9 feet wide on less traveled commercial streets and higher traveled residential streets, and only 7 feet wide on slower, less traveled residential streets, creating a slower, safer queuing type of street. Parallel parking should only be 7 feet wide.

2. We suggest a boulevard street section with a center median not be created adjacent to a park or open space in order to create a more direct connection from both sides of the street to the park or square.

3. Ideal radii for streets within the development should be 15 feet maximum. Specifically, it seems the curb radii at the entrances off of US 1 onto the site are very large allowing for much higher speeds as cars and trucks turn into the site. The radii shown could make extremely dangerous situations for street crossing pedestrians. A more modest 20 feet radius is suggested at these entrances.

4. Alleys should, and can also be incorporated into the site plan. Alleys are ideal for parking access and will allow for the removal of curb cuts along streets by accessing buildings and residences from behind. They are also ideal for services such as garbage pick-up, and are great spines for electrical, water and sewage infrastructure. We have found that a minimum 26 feet from garage door to garage door dimension is necessary to avoid 3-point turn conditions. Likewise, this

dimension allows for very narrow travel lanes and the possibility of adjacent vegetation and swales along the alley drive.

Blocks:

Well designed and proportioned blocks are the field on which unfolds both the building fabric and the public realm of the city or town. The block allows a mutually beneficial relationship between people and vehicles in urban space. Blocks are typically square or rectangular and the best historical dimensions vary between a minimum of 250 feet and a maximum of around 600 feet. This dimensional range allows single buildings to easily reach the edges of blocks at all densities. It also forces parking to be located away from the sidewalk, either underground, in the middle of the block, or in the street. Each side of the block should define the edges of public spaces. As options, we would propose the following:

1. Although structured parking garages, buried within blocks can be configured in many different ways, the most efficient and least costly structures have dimensions of at least 120 feet wide by 200 feet long. This allows for a ramped structure with 4 bays of parking, without the need for a speed ramp. With this dimension, we add 15 feet around each side for natural (non-mechanical) ventilation, and then a minimum of 30 feet on each side for an office or residential single loaded liner. This equals a minimum block dimension of 210 feet by 290 feet. In the proposed site plan, several of the blocks are smaller than this dimension in one direction or another. (Blocks B, D and I specifically) Even though we applaud the desire to create smaller, walkable blocks, we think slightly larger blocks might allow more flexibility for a greater mix of uses, and more density, or open space through more possibilities of structured parking.

2. If the proposed street development of Rhode Island Avenue/hiker/biker trail were to be realized, one could imagine the removal of both 47th and 48th Streets allowing for slightly longer blocks in the east/west direction on both sides of Rhode Island. This could allow structured parking within these blocks that could be lined on all sides with active uses.

3. The current location of Woodbury Street is approximately 130 feet from the northern most property line of the site. This dimension is slightly deeper than a standard block dimension from street curb to alley. If Woodbury was moved closer to the northern boundary, shorter blocks and lots could be created along the northern edge of the site, accessed by an alley, and could be used for alternative housing types such as medium to small townhouses, small-lot single-family homes or duplexes, or townhouse office uses. This narrowing of these edge blocks would allow the central interior blocks to be proportionally wider, again allowing for great flexibility within the larger blocks.

4. Antithetical to well designed blocks that frame an active public realm of the street, park or square, are vast expanses of surface parking in front of uses that give

preference to the automobile over the pedestrian. On both the north and south sides of Van Buren Street, facing onto US 1 are significant surface parking lots for the retail only uses. These lots at the front door to this new development and Riverdale Park promote an image of suburban, auto dominated, non-pedestrian friendly environments. Although the proposal that a well designed buffer to US 1 will be the primary gateway to this community, a buffer does not constitute a gateway, and likewise the depth of the buffer will not hide or diminish the view and impact of the parking lot, or a block without active defined edges. Because Van Buren Street is the primary entry into the site, it must present a character and design that frames an active and meaningful public realm. Pedestrians entering off of US 1 should have shops and activities framing their path into the community. Likewise, without uses along the sculpture park, it is likely the perception of safety through eyes on the public space will be diminished.

We understand that all great retail must have great exposure and "teaser" parking that is within view of the entrance to the retail and draws in users. We believe that these ideas can be incorporated in a way that also promotes a gateway to the community along Van Buren and US 1, frames these important streets and spaces with active uses, allows some teaser surface parking along Van Buren, and then either locates parking behind the building like at the Whole Foods Market in Vienna, Virginia, or accommodates a substantial amount of parking in structured parking either behind, above, or below the Whole Foods Market as seen in numerous examples of Whole Foods buildings across our region, particularly in DC.

We understand there may be agreements with Whole Foods that limits the Applicant's ability to completely redesign the Whole Foods site design. However, it is also likely that there are not the same agreements for the retail on the block north of Van Buren. If these uses to the north were better designed so as to frame Van Buren from the buffer setback to 45th Street and then keeping the street wall along 45th, half of this issue would be resolved and the entry into the site could better reflect a true gateway into Riverdale Park. The Applicant's attempts to mitigate the impact of surface parking in front of Whole Foods with more trees within the parking lot, a landscaped pedestrian path through the parking lot, and a landscaped edge with a trellis along Van Buren, possibly with a gateway clock tower at the northwest corner of this parking lot, across from buildings along the north side of Van Buren, could go a significant way in creating a "parking plaza" character on this site in front of the Market.

Parks and Open Spaces:

As stated earlier, a well defined street system connected to meaningful open spaces creates a framework around which development will occur. Open spaces are developed in coordination with the street system and are intended to help support and focus the various activities which surround them. Design of the open spaces should be done in a

way that allows them to be publicly beneficial, safe and accessible. Each of the spaces should be fronted with primary building facades and have building and first floor use entrances on the public space side.

In trying to determine the correct amount of parkland per town or city, we looked at calculations done on this subject by The Trust for Public Land. In their research, they calculated that the average percentage of parkland to total land per city of low to high density cities is approximately 10 percent of the total land. This study also determined that there was a total of approximately 11.4 acres* of parkland per 1,000 person population. Obviously, these numbers vary from city to city, and although there is not an exact ideal number for the amount of parkland in communities, these calculations give us a place to start. The Applicant has a site of 37.34 acres with 995 units equaling 1,493 residents (995 x 1.5 persons/unit). Using the 10 percent of total land calculation, we would need approximately 3.8 acres of parkland. Taking the 11.4 acres per 1,000 people calculation, we would need approximately 17 acres of parkland. The current plan proposes approximately 3.3 acres of parkland within the 4 identified park and plaza spaces, and an additional 2.8 acres in the eastern most stormwater park areas, for a total of 6.1 acres of open space. These totals of park and plaza space is within reasonable national averages. We also have the following comments on park design:

1. As mentioned above in the Streets section, we suggest an extension of Maryland Avenue further north to help frame the park/stormwater area along the CSX tracks and to make this park a more public, safe educational and passive recreational experience.

2. We strongly suggest that all parks and plazas have active uses and building fronts facing onto them in all cases to better promote activity and safety all hours of the day.

3. The current "Market Square Plaza" adjacent to the Whole Foods Market, in the middle of Van Buren Street, is approximately 40 feet wide. Similar well designed precedent plazas with active uses include Mizner Park in Boca Raton, Florida at 85 feet wide, the Commonwealth Avenue median in Boston, Massachusetts at 100 feet wide, the Clarendon Market plaza in Virginia at 55 feet wide, and Santana Row in San Jose, California at 50 feet wide. We would suggest that the proposed new plaza be a minimum of 55 feet wide, although even wider would promote more active uses within the plaza area.

4. The residential park at 48th Street and Van Buren Street should not have boulevard streets with medians around it.

5. With a higher concentration of residential uses at the eastern half of the site, it would be appropriate to provide more structured, active park spaces in the heart of this phase of development. One solution might be the creation of a park framed by blocks at the terminus of the Van Buren Street axis from either Rhode Island Avenue or 48th Street to the east.

6. We like the idea of a wide fully landscaped park/buffer configuration along US 1 which might someday be extended north and south of the site. To better disengage this setting from the faster moving automobiles on US 1, and to possibly save existing specimen trees in this area, we would propose that the wide sidewalk and bike trail adjacent to the highway might meander through the buffer to create a more natural bucolic path.

*This average does not take into account the average of Low Density cities as their average amount of parkland to 1,000 person population is skewed very high at 98.4 acres per 1,000 population.

Stormwater Management:

Large neighborhood-scale projects such as the Cafritz site proposal inherently have more options for Low Impact Development (LID). They can use shared solutions – Best Management Practices within their public spaces, streets, and parks – to receive and absorb runoff. The current plan suggest that stormwater management will be focused at two locations; within the US 1 buffer and along the CSX tracks towards the northeast corner of the site. We hope the graphic of central "ponds" in these locations do not mean that a neighborhood balanced low impact stormwater system will not be incorporated throughout the site with these retention areas being areas of last resort for significant storm event runoff. We have already outlined low impact Standards for stormwater management within our suggested revisions to the proposed Cafritz Site M-U-TC Standards. We also suggest the following low impact design initiatives:

1. When developing LID solutions at the lot, block and community level, it is important to try to achieve some of the following design goals or systems.

    a. Reduce the amount of impervious surfaces on site through narrower streets, pervious pavers at walkways, alleys or parking strips, pervious concrete or asphalt at parking lots and drives, denser housing types with smaller roof areas, larger planting strips and tree wells, etc.

    b. Implement a sizeable landscape plan that maximizes use of native, drought tolerant plants and minimizes use of manicured lawns. Where possible, reforestation programs on site, and a significant tree planting program will reduce runoff through evapotranspiration.

    c. Enhance the absorption qualities of soils after grading especially at bioretention swales and landscaped areas with well-structured and biologically active organic soils.

    d. Use water storage features such as green roofs, rain barrels at townhouses, cisterns, rain gardens, and rain holding storage areas under parking lots. All of these features and systems allow stormwater to go back into the environment over time through evaporation, seepage, irrigation, or graywater use within buildings.

e. Create a neighborhood-wide composting program that allows organic waste to be put back into the soils.

f. Support a local farmers market and potentially provide land for a neighborhood pea patch to allow residents to grow their own fruit and vegetables within the community.

Mixed-Use:

The ideal neighborhood has a balanced mix of activities: shopping, work, recreation and all types of housing. This arrangement is particularly helpful to the young, old and handicapped who cannot depend on the automobile for mobility. A larger variety of housing types also provides for a wide range of incomes. Backyard cottages over garages for students, townhouses of various sizes for starter families or empty nesters, apartments over shops for teachers and seniors, condos and apartments for young professionals, two over two townhouses for young couples, and larger townhouses and condos for more wealthy business owners all help to create a more diverse and active community where people interact all hours of the day. Likewise, residents in well-designed neighborhoods with good walkability, mixed land use, connected streets, and local services tend to drive 20-35% less than residents in automobile dependent areas, and even greater vehicle travel reductions are likely when coordinated with other Transportation Demand Management (TDM) strategies, such as linkages to transit, and car sharing programs. As for a greater mixed-use design, we would suggest the following:

1. Provide a greater mix of housing types throughout the site. Although the market may dictate more of a single type of housing at any given time, neighborhoods with a diversity of housing types such as those listed above, create better communities and allow for a more balanced sales market over time.

2. Provide more housing in the western half of the site and more commercial within the eastern half of the site. Currently housing and commercial are concentrated in their own half of the site which limits interaction and activity generated through a mixed-use design. We suggest that each phase of development should be more balanced with a mix of uses, and that more housing opportunities such as townhouses, or apartments over retail might be incorporated in the western half of site, and some retail, or work/live opportunities might be incorporated along main streets in the eastern half.

3. The Cafritz proposed density of 26.6 units an acre, within walking distance to different transit opportunities, is reasonable and encouraged, and we would also suggest that more density might be added through the use of different housing types, dispersing more housing throughout the overall site and providing more connections to surrounding neighborhoods as we proposed above. These densities also promote greater use of structured parking. As a comparison to this

proposed density, the townhouses located west of US 1, just south of the DaMatha High School have a density of 30 to 35 units per acre.

4. Although we like the "courtyard" configuration of townhouses proposed throughout the eastern half of the site, this is a type that is typically created on infill locations on standard city blocks that have a 125 foot +/- depth. These sites typically do not have an alley and therefore must be accessed by automobile from the front streets into a parking court. This type has been very successful in these tighter locations for adding density to existing urban neighborhoods. To be successful, these types must have primary windows and a main entrance at the end unit face onto the street or park to provide activity and surveillance of the public realm. The other unit entrances then face directly onto the court. We would suggest that this housing type might be one type used on site, but it should not dominate the entire site. By providing larger blocks and narrower blocks within the site as proposed above, more types that can be parked through access by an alley, or in structured parking, can be created providing diversity within the community.

5. Creating a greater diversity of housing types will also provide for a greater diversity of massing of buildings. The current massing shows larger buildings at the eastern edge of the site and west of the hiker/biker trail with lower townhouses located along Woodbury and 48th Streets.

Conclusion:

We believe the Applicant has proposed a well thought out plan that meets most of the goals and criteria they expressed in their Statement of Justification, and within their Cafritz Property Design Standard Guidelines. Through their continued modifications to the site plan, and willingness to discuss further site design details, it seems that many of the issues identified in this document, are already being addressed by their design team. Although there are several suggestions for modification to the plan identified in this document, the entry off of US 1 seems to be the most significant to the Council, M-U-TC Committee and Planning Consultant. We look forward to more discussions on these issues as this process continues.