

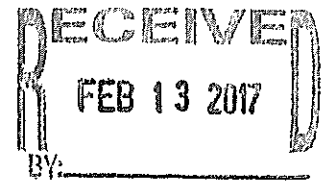
**City Council
Work Session**

Greenbelt Road Corridor

**Joint Session with
Town of Berwyn Heights
City of College Park
and
Greenbelt Community
Development Corporation**

**7:00 p.m.
Monday
March 20, 2017**

**Council Room
Greenbelt Municipal Building**



TO: Greenbelt City Council

FROM: Residents of the Greenbelt Station development and surrounding community who signed this petition

REQUEST:

The signatory residents of the Greenbelt Station community submit this petition to Greenbelt City Council for action:

We request that City Council work with the Washington Area Metro Transit Authority (WMATA), Prince George's County transit authorities, Greenbelt city bus service, and Woodlawn (Greenbelt Station Developer) to formulate and begin implementation of a viable, sustainable solution for providing access to the Greenbelt Metro Station, as originally advertised, for the residents of the Greenbelt Station community by August 1, 2017.

BACKGROUND:

Many individuals who purchased property in the Greenbelt Station development were told by the developers that a walk/bike path was to be constructed from the South core, over Narragansett Creek to the Greenbelt Metro Station and that it would be ready for use as early as the spring of 2014. This path would provide residents access to the metro station via a 15 minute walk from their homes or an even shorter bike ride. The promise of the path was a major selling point for many of us. The path never happened.

The developers have communicated to City Council at multiple City Council Meetings and work sessions that all of the engineering work for constructing the path has been completed and that it is fully funded. They are ready to do it. However, the construction has been stalled by WMATA, who owns the easement on which a portion of the path would traverse.

A public hearing (N. 608) was held on Feb. 23, 2016 at the Greenbelt Marriott concerning Docket R16-01: Proposed Changes to WMATA facilities at Greenbelt Metro. The hearing gave citizens an opportunity to provide public comments regarding the proposed changes. Many citizens spoke of the importance of Greenbelt as a connected, transit-oriented community. A resident of Greenbelt Station community petitioned WMATA to allow the promised path to the Metro to be constructed for these reasons, adding that it would also increase ridership, property values and the City's tax base. Soon after the hearing, WMATA informed the City it would allow construction of the path. However, in March 2016 City Council was informed by WMATA that it reversed its decision. They communicated that their permission to construct the path is now conditional on the decision to relocate FBI HQ: If the decision is made not to move the

FBI HQ to Greenbelt, they will allow the developers to go forward with path construction. If the decision is made to relocate FBI HQ to Greenbelt, WMATA will not allow construction of the path until after construction of the FBI building is completed. Garth Beall, the Renard developer of the North Core, indicated at a City Council Work Session on 30 January 2017 this might not happen until 2040.

At a City Council Work Session in the fall of 2016 on the topic of transportation with representatives from WMATA and PG County transit Authorities, several citizens pressed for a solution to provide Greenbelt Station residents bus access to the Greenbelt Metro by creating a bus stop along Greenbelt Road across from the ingress point into the community. "Absolutely not" was the response from the transit authorities. They claimed that it would be too costly and nearly impossible to make the stop ADA compliant due to the steep grade and guardrail along that section of road. Additionally, the severe cutbacks in WMATA services and budget planned over the next few years make the likelihood of obtaining a new stop to service the residents of Greenbelt Station grim.

CURRENT SITUATION

In the meantime, the developers have been providing a limited shuttle service to the Greenbelt Metro Station for the residents. Walking or biking to the Metro is not practical as it takes approximately 45 minutes to an hour to complete the trip and requires traveling through an area that many do not feel safe traversing, particularly when it is dark. The shuttle service the developers are providing will go away when construction of the community is completed and the developers pull-out. Current timeline projects this will happen in roughly 3 years (2020). After this, it will be the HOA's responsibility to maintain the shuttle service. This is not likely to happen due to the prohibitive expense of the service. There is no bus service or alternative in the works to take its place. There is exactly one road into and out of the community that connects to route 193 (Greenbelt Road). The developer-sponsored shuttle service logs a comparable number of monthly trips (1,617) as the City and Metro buses: for example, The Bus Route 11 logs about 1490 trips/month and the Metro R12 logs about 1,584 trips/month. (Statistics provided by Terry Hruby, Greenbelt Assistant Director of Planning). The community need for Metro access exists now and continues to grow as phase III of the Greenbelt Station development will begin construction soon.

CONCLUSION

The residents of Greenbelt Station who signed this petition do not want a decision regarding the location of FBI HQ to decide the fate of the construction of the originally planned path-to-the Metro. We request that City Council work aggressively with WMATA to come up with a solution: Allow construction of the path or provide bus

shuttle service to the Metro that would stop inside the Greenbelt Station community. Alternatively, we request that the City of Greenbelt work with TRU-G on providing a temporary shuttle service to the Greenbelt Metro for the residents of Greenbelt Station until a permanent solution materializes. We request that implementation of the solution begin by August 1, 2017.

Respectfully,

Awosika, Taiwo	Greenbelt Station
Bodenschatz, Doug	Greenbelt Station
Benedetti, Andre	Autoville
Berrios, Jose	Greenbelt Station
Collier, Bev	Greenbelt Station
Fraine, Kevin	Greenbelt West
Griffith, Pamela	Hollywood
Hall, CM	Oak Springs
Herring, Angela	Greenbelt Station
Huang, Ann	Greenbelt Station
Jazs, Sarah	Hollywood
Jenkins, Mary Dell	Greenbelt Station
Johnson, Kiersten	Oak Springs
Jones, Candice	Greenbelt Station
Keller, Greg	Greenbelt Station
Kelly, Kathleen	Greenbelt Station
Kelly, Ronald	Greenbelt Station
Lee, Bonita	Greenbelt Station, 8116 S Channel Drive
Lee, Ray	Greenbelt Station
Lester, Molly	6 Hillside Road, Unit M, Greenbelt, MD 20770
Li, Zhenping	Greenbelt Station
Longshaw, Derek	Greenbelt Station
McGlew-Castaneda, Joseph	Greenbelt Station
Middleton, Lee	Greenbelt Station, 8116 S Channel Drive
Moon, Annette	Greenbelt Station, 5369 S Center Dr
Nathan, Rita	Greenbelt Station
Nathan, Robert	Greenbelt Station
Nisar, Aurangzeb	College Park
Padayachee, Deneshree	Greenbelt Station
Papciak, Sharon	Greenbelt Station
Pierce, Vanessa	Greenbelt Station
Potter, Emeri	Greenbelt Station
Roby, Dylan	Greenbelt Station, 5369 S Center Drive

Rosenthal, Lore	2-Court Gardenway, Greenbelt
Scheck, Scott	Greenbelt Station
Socrates, Anna	Greenbelt, GHI
St-Fort, Fabiola	Greenbelt Station
Taha, Houda	Greenbelt Station
Trullinger, Lina	Greenbelt Station
Vanderheiden, Kate	Greenbelt Station
Vegter, Tamberly	Greenbelt Station
Walters, Patricia	8122 S. Channel Drive, Greenbelt Station
Washington, Alonzo	Greenbelt Station
Webb, Larry	Greenbelt Station
Williams, James M. Jr.	5469 Stream Bank Lane, Greenbelt MD, 20770
	Greenbelt Station

Addendum 1

David Talbird & Darlene Jean-Pierre, MD, 5337 Stream Bank Lane, Greenbelt, MD 20770

Concern with the one amenity that is an absolute must

My wife and I moved here to Greenbelt Station in September of 2016. The only reason we even looked at moving to Greenbelt was due to the advertised metro access. This is very important to us and for many families like ours. We very much value the easy access to public transportation as my job is in the District.

We are a family that believes in investing in a community. We are currently raising our three year old daughter and hope to have future children. We'd like to support Prince George's Public schools when our daughter is old enough, and she is currently enrolled in a PG Parks and Recs gymnastics program at Sports and Learning Complex. We had been excited with establishing our futures here.

Unfortunately, if we do not have clarity on when we will get a path built to directly access Greenbelt Station Metro we will definitely consider a move in the near future. We feel like we've been deceived by false advertising and would rather support an area that fulfills its pledges to its constituents. Failure to deliver would also deter young professional families like ours from moving to the area and expanding the tax base. If we do not get an acceptable resolution soon, I anticipate it to be a major setback to further development as property values would take a major hit.

We would simply request that the Council move forward as quickly as possible to work with WMATA in order to provide sustainable metro access to our community at Greenbelt Station. The longer this goes on the worse it will get for all parties involved, and we may be forced to abort our attempt to establish our futures here in the community.

Sincerely,

David Talbird & Darlene Jean-Pierre, MD

ADDENDUM 2

Patricia Walters, 8122 South Channel Drive, Greenbelt, MD 20770

Empty Promises and Increasing Frustration

The following requirements are from Detailed Site Plans for the development dating from 2006 - 2014. Even those who cross-checked NVR's promises to us would have been misled by the information contained in the site plans:

Case No. SP-01008/01- County Council of Prince George's County Order Affirming Planning Board Decision with Conditions -approved in June 2006 states:

- "South Core...neighborhood-serving retail and/or office shall include at minimum, 80,000 square feet.....Development in the south core shall contain at least two of the following three land use types: residential, neighborhood commercial, and office." (Note: we have No retail, No office space)
- "Future detailed site plans shall give full consideration to the provision of extensive nonvehicular amenities and design features.....(a) Providing direct pedestrian connections between land uses and the Metrorail station rather than circuitous ones" (Note: all Greenbelt Station residents have now is an extremely long circuitous route to the Metro Station)
- "Emphasis shall be placed on a mixed-use development that is pedestrian-and bicycle-friendly, a grid street pattern with buildings close to the sidewalk, and civic areas with plazas and parks at regular intervals. Buildings may be set back from a street to provide for outdoor uses such as cafes." (Note: We have a lack of promised green space, no plazas and no mixed use buildings)
- "The applicant shall make all reasonable efforts to include within the neighborhood serving commercial area of the South Core a boutique grocery store (such as Trader Joe's, Balducci's, or Whole Foods). This grocery store shall be oriented to provide access to an outdoor sitting/gathering area, adjacent to the adjoining retail/commercial users." (Note: In place of this low-income townhomes will be built)
- "Prior to the issuance of the 200th residential building permit....the applicant shall provide a pedestrian and service vehicle connection from the terminus of the north/south connector road to connect with the WMATA Metrorail platform" (Note: Never happened)
- "The applicant shall establish a continuing funding mechanism for a trolley/tram or similar light transit system to provide a mobile connection between North and South Cores" (Note: Not even on the radar anymore)
- "Bike racks shall be provided" (Note: This is something we may get. Hurray?)

MNCPPC Greenbelt Station Preliminary Plan 4-01026 approved in August 2012

- The Ridership Survey used in the study was based on data gathered in 1989! Has this been updated?

- Section 27-475.06.03 entitled "Metro Planned Community Purposes: states:
 - (9) "To permit a flexible response to the market"
 - (14) "To promote the application of and to be in conformance with the planning recommendations, strategies and/or guidelines for Metro Station areas included in existing community or area Master Plans and Sectional Map Amendments."
- (Note: The language is becoming increasingly vague!)

Case No: CSP-01008-02 County Council of Prince George's County Order Affirming Planning Board Decision with Conditions approved June 2014

- "The applicant shall designate an area for potential retail on a 0.5-acre site adjacent to the central park, west of Greenbelt Station Parkway, for the south core area. However, if prior to the issuance of the 150th building permit, the retail is not economically feasible (demonstrated by executed sales of leasing agreement), the 0.5-acre area shall be converted to public parkland."
(Note: Who dropped the ball on the retail? Was there even an effort to attract a small coffee shop, 7-Eleven or extension of the Greenbelt Co-op? Far cry from the originally recommended Trader Joe's, but at least we would have something)

- "Revise the zoning labels on the subject property and surrounding properties to conform to the 2013 Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment" *The sector plan envisions the development of the Greenbelt Metro Metropolitan Centers as an interconnected, vibrant, and diverse mixed-use, transit-oriented eco-community-building historic commitment to sustainability of the on the City of Greenbelt and Town of Berwyn Heights... A high quality of life with an emphasis on housing and neighborhood preservation, including the maintenance and enhancement of living conditions for all residents and attract workers, business, and visitors and provide more reasons for current residents to remain in their communities.*

Source:

http://www.pgplanning.org/Projects/Completed_Projects/Completed_Plans/Greenbelt_Metro_Area_Sector_Plan_and_SMA.htm accessed 02.01.2017. I'm not sure what our current zoning requirements are, but I do know that our development is much denser than originally envisioned or planned for. Parking is a huge issue. Emergency vehicles will find it challenging to safely navigate among the properties. The image below is a picture from page 216 of the Sectional map amendment depicting the District Overlay Zone for the South Core. The image depicts a much larger distance between building units than what we actually have now (narrow alleyways) and also green space on each side of the road. We have no green space in the alleyways. In fact, during 2015's record breaking snowfall there was no place to put the snow, making it nearly impossible to dig ourselves out.

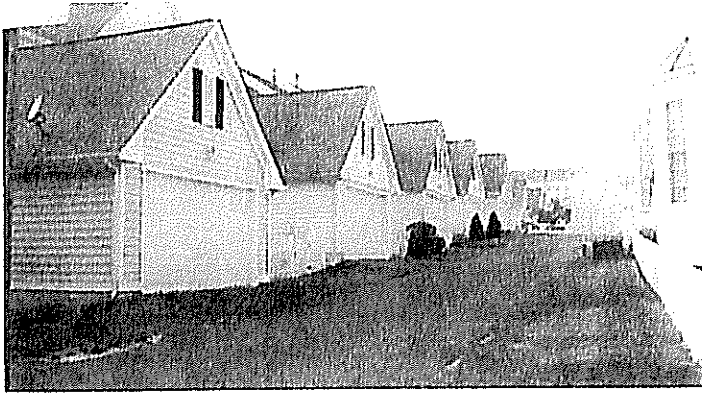


Image depicting South Core Zoning Overlay from the 2013 'Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment located here: http://www.pgplanning.org/Resources/Publications/Greenbelt_193.htm

In addition, misleading statements are being advertised both on-line and at the entrance to the development. At this website (accessed February 5, 2017):

<http://www.greenbeltstationmd.com/community.html>

The following are advertised as amenities:

- Walking trails encompass the community (Not yet)
- Community Park open Summer of 2016 (still under development)
- Community Shuttle to Metro and Marc (Temporary)

In addition to these misleading claims, to the right of them on the webpage is a clickable link to the site plan which clearly depicts a path from the Greenbelt Station development to the Metro:

http://www.greenbeltstationmd.com/Greenbelt_Site_Plan_Phase_I.html

This path does not exist!

The image of the site map depicting the path (accessed on February 5, 2017) copied from the webpage referenced above is located on the page 9 of this petition.

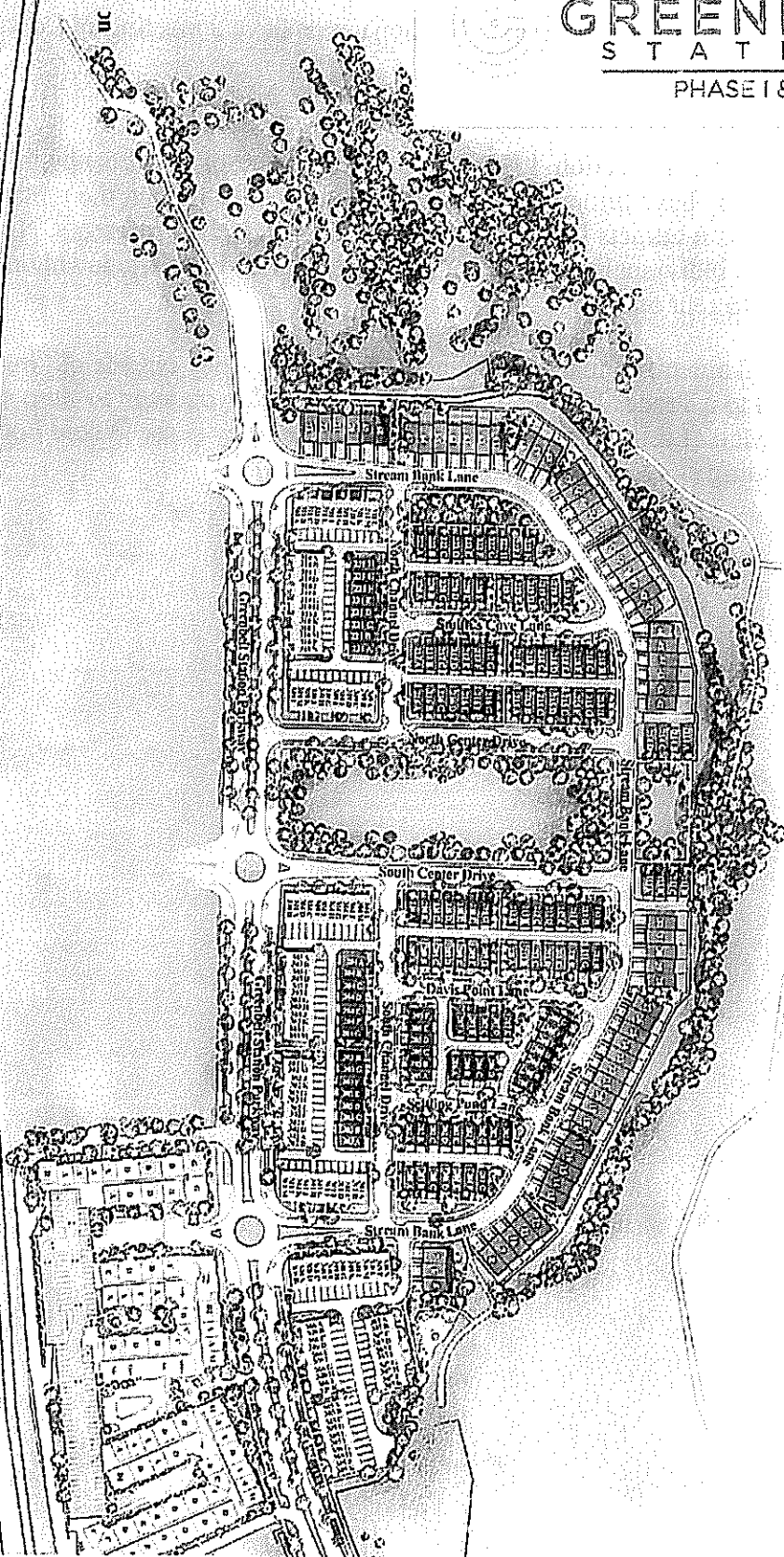
Also as of February 5, 2017, at the entrance to the development, there is a Metro Access sign next to the Ryan Home placard. This is misleading, as the Metro Access is likely temporary.

Greenbelt
Metro Station



GREENBELT STATION

PHASE I & II



Townhomes

Duan Townhome-Condominiums

So, these empty promises are at the root of our frustrations. A large percentage of residents moved into the South Core because of the promise of ease of Metro access. I know of at least one person who eschewed his car believing he would no longer need it. None of us are happy about:

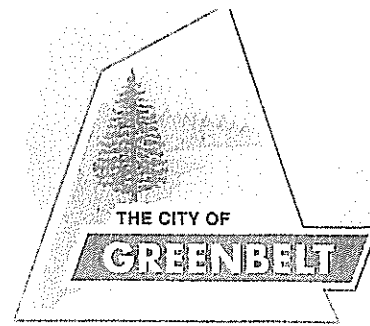
1. Lack of Metro access
2. Lack of promised "mixed-use" retail. We don't even have a meeting space for community gatherings
3. Increased density in the development

Given the level of dissatisfaction, I wonder about the future of the Greenbelt Station Development. Many have turned their properties into rentals. In fact, the rental market is very good in that area as it attracts University of Maryland Students, Professors, NASA Goddard Interns, as well as individuals who are not in the position to buy. The townhome designs also make them easy to rent out.

Lack of promised amenities makes residents spend their money outside of Greenbelt. If you are looking forward to a Trader Joe's or a Whole Foods, would you want to shop at the Giant in Beltway Plaza Mall? I think residents will spend their money at the Whole Foods in College Park and the surrounding stores being constructed around it.

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



June 16, 2015

Mr. Brian Young, District Engineer
State Highway Administration
9300 Kenilworth Avenue
Greenbelt, MD 20770

CITY COUNCIL
Emmett V. Jordan, Mayor
Judith F. Davis, Mayor Pro Tem
Konrad E. Herling
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Dear Mr. Young:

The City of Greenbelt wants to thank Mr. Venu Nemani, Assistant District Engineer, for meeting with the City Council on June 10, 2015. It was a most positive and productive meeting.

Mr. Nemani suggested the City send a letter on one item – Greenbelt Road (MD 193) Community Enhancement or Streetscape Project. Ten to fifteen years ago, the State Highway Administration (SHA) developed plans to make Greenbelt Road more neighborhood/pedestrian/bicycle friendly. These plans were put on hold due to the funding demand of other projects.

The City of Greenbelt requests that these plans be re-activated and implemented. Greenbelt Road is a major gateway in northern Prince George's County. Making MD 193 more neighborhood friendly would benefit the communities of College Park, Berwyn Heights and Greenbelt.

If there are any questions, please contact Michael McLaughlin, City Manager.

Sincerely,

A handwritten signature in black ink that reads "Emmett V. Jordan". The signature is fluid and cursive, with the first name being the most prominent.

Emmett V. Jordan
Mayor

/amb

cc: City Council
Honorable Andrew M. Fellows, City of College Park
Honorable Jodi Kulpa-Eddy, Town of Berwyn Heights
Celia Craze, Director of Planning & Community Development
Jim Craze, Chief of Police
Jim Sterling, Acting Director of Public Works
David Moran, Assistant City Manager
Cindy Murray, City Clerk

A NATIONAL HISTORIC LANDMARK
(301) 474-8000 FAX: (301) 441-8248
www.greenbeltmd.gov



MEMORANDUM

TO: File

FROM: Karen Jarrett
RK&K, LLP

DATE: January 27, 2003

SUBJECT: MD 193 – Greenbelt Road Streetscape
District 3
PG328A21

Project Location and Limits:

- Town of Berwyn Heights, Cities of College Park and Greenbelt
- Carroll County
- MD 193 – from U.S. 1 to Soil Conservation Road
- MD 430 – from U.S. 1 to MD 193

Project Description: MD Route 193 between U.S. 1 and Soil Conservation Road is about 4.8 miles long of a 4 to 6 lane roadway with additional auxiliary and turning lanes through intersections and grade separated interchanges. MD Route 430 between U.S. 1 and MD 193 is about 0.5 miles of a 4 to 6 lane roadway with unsignalized intersections. Major bridge crossings along MD 193 include the CSX, Indian Creek, MD 201 intersection, I-95 interchange, and I-295 interchange. The Beltway Plaza Mall, Greenbelt Middle School, Holy Cross Church, Greenway Center, and Eleanor Roosevelt High School and various residential communities, office buildings and restaurants that fall within the limits of the project. Requests have come from College Park to extend the project limits to the west for a better bicycle connection and from Greenbelt to extend the project limits to the east, and from Berwyn Heights to improve the commercial section of MD 193. The project limits were set at the best location to address community requests and keep the project in the NCP program.

Project Status:

- *Concept* – Completed Task Force meetings. Began estimate – quantity takeoffs. Was beginning to prepare for an Open House to let the property owners view the project. It was our job to determine appropriate break points for the Anticipating separating into 6 to 7 smaller design projects to carry into design.
- *Design* – Design anticipated to be turned over to the state to do in-house or give to an on board consultant.

Project Directory: K:\projects\199-89-6\admeng Word files
K:\imaging\199-8965\ Display files
K:\projects\199-8965\ Design files

Status of information to transfer project to design:

- Goals and Elements – Completed

- Traffic Data/Accident Data – Received accident data on November 15, 2001 and revised counts on March 25, 2002.
- Traffic Report –Traffic Capacity Analysis sent to D3 Traffic on August 12, 2002.
- Environmental Inventory – Received November 26, 2001
- Surveys – Not requested.
- Wetland / Waters of the U.S. Designation – Not requested.
- Utility Plans or Designation – Not requested.
- ROW plats – ROW is prescriptive
- Pavement Report – Preliminary Recommendations received June 24, 2000.
- Sidewalk Ordinance or Letters of Permission?
- Town Resolution? – Have not had public meeting yet

Latest Estimate: Not completed – computed quantity takeoffs from plans, still must compute earthwork, retaining walls, drainage.

Last Coordination with Community: Task Force meeting held September 26, 2002 to review the final concepts and receive consensus from the task force, with minor comments.

Outstanding Issues: Unresolved issues when project was put on hold or items that were going to be addressed in design. Include information pertaining to property owner concerns, design-related issues, surveys, utilities, SWM, etc.)

1. OOTS will allow the roundabout to remain as a possible alternative, on the basis that detailed grade studies will be performed before a final decision is made.
2. Other options for providing bicycle and pedestrian compatibility on the existing bridges will still need to be studied. Suggestion by Charlie – prefab pedestrian bridge mounted off the existing structure.

First Steps to get the project started again:

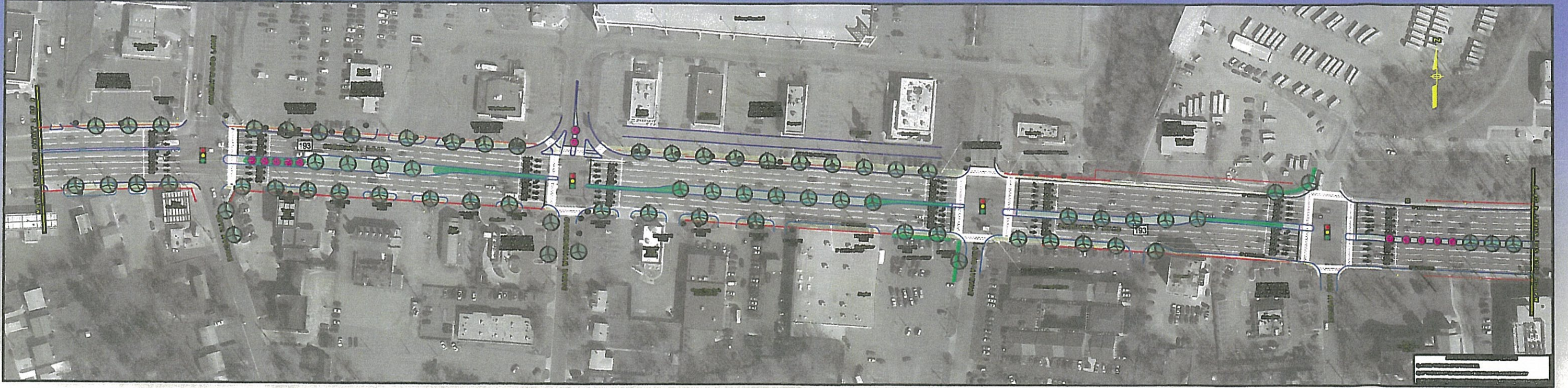
1. Complete estimate. Make sure to include brick splash block on the concept and in the estimate.
2. Respond to letters received from Bill Clarke and Marc (Kap) Kapastin.
3. Send out approved final task force letter.
4. Minor changes from the last Task Force meeting will need to be included in concept for the Open House.
5. Need to schedule and hold an Open House Meeting.
6. Receive Town Resolutions.
7. Prepare survey request and complete surveys.

Important Files in k:\projects\199-89-6\admeng

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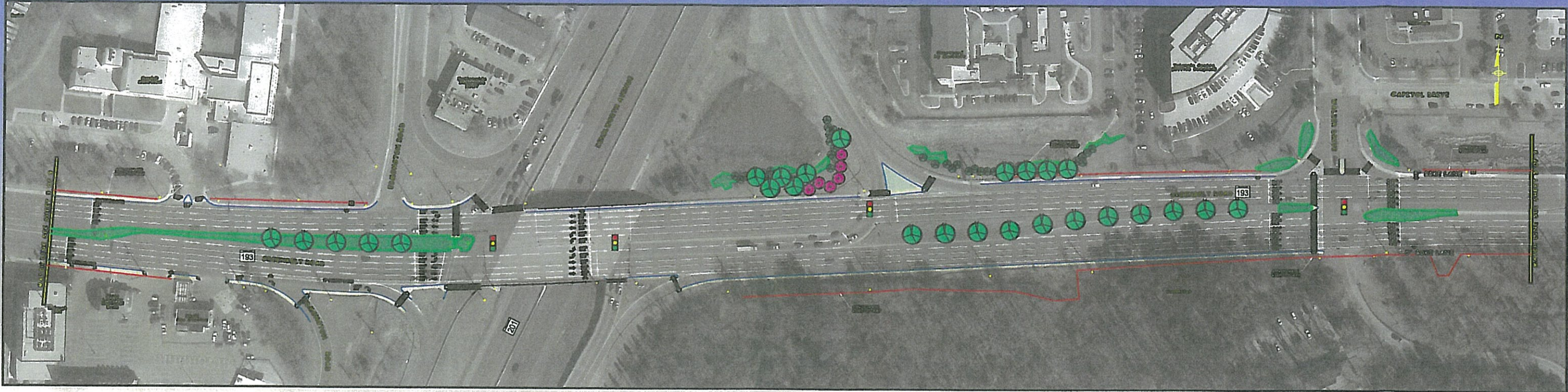
Greenbelt Road



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SCALE 1"=60'

LEGEND		AUGUST 2011	
[Symbol]	CONCRETE SIDEWALK	[Symbol]	CONCRETE MEDIAN
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[Symbol]	CONCRETE CURB PLACE SPACELY	[Symbol]	SHARP
[Symbol]	CONCRETE CURB	[Symbol]	UTILITY POLE

Greenbelt Road



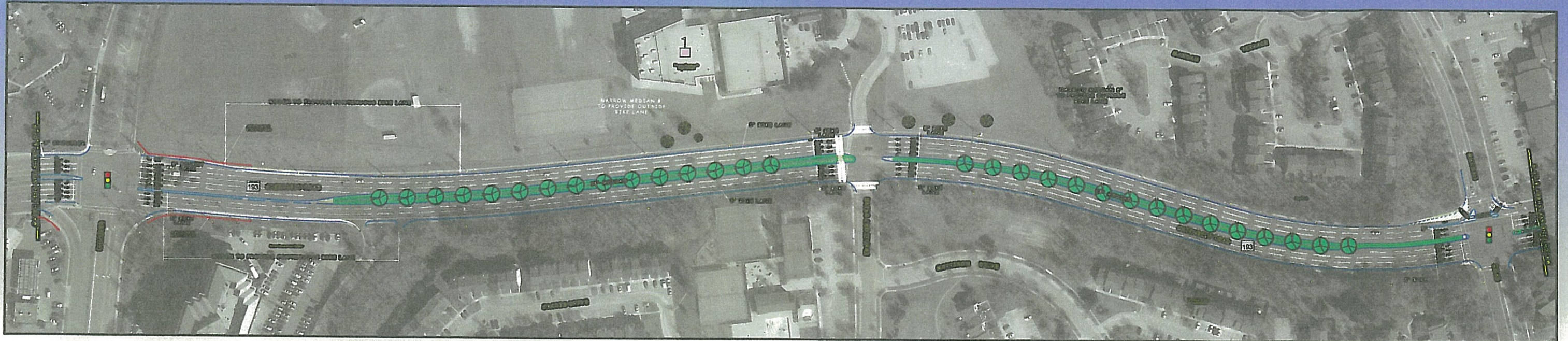
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LEGEND SEPTEMBER 2001

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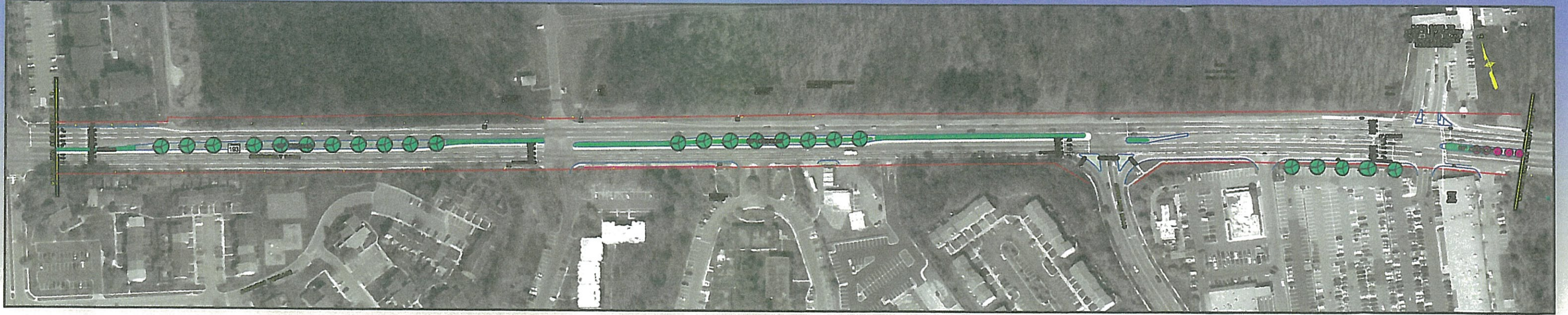
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Greenbelt Road



LEGEND	APPLICABLE
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Greenbelt Road

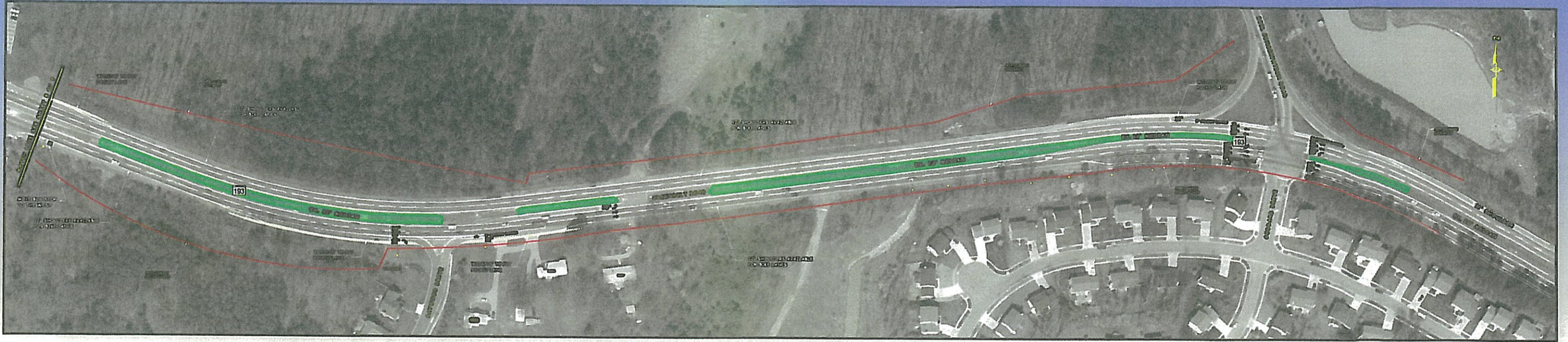


SCALE 1"=80'

SEPTEMBER 2009

ROADWAY ALIGNMENT	ADJUSTED ALIGNMENT
PROPOSED RIGHT-OF-WAY	EXISTING RIGHT-OF-WAY
PROPOSED DRIVEWAY	PROPOSED DRIVEWAY
PROPOSED SIDEWALK	PROPOSED SIDEWALK
PROPOSED BIKEWAY	PROPOSED BIKEWAY
PROPOSED GREENBELT	PROPOSED GREENBELT
PROPOSED LIGHT RAIL	PROPOSED LIGHT RAIL
PROPOSED METRO	PROPOSED METRO
PROPOSED BUS	PROPOSED BUS
PROPOSED TAXI	PROPOSED TAXI
PROPOSED RIDE SHARING	PROPOSED RIDE SHARING
PROPOSED CARPOOLING	PROPOSED CARPOOLING
PROPOSED BICYCLING	PROPOSED BICYCLING
PROPOSED PEDESTRIAN	PROPOSED PEDESTRIAN
PROPOSED WALKWAY	PROPOSED WALKWAY
PROPOSED BIKEWAY	PROPOSED BIKEWAY
PROPOSED LIGHT RAIL	PROPOSED LIGHT RAIL
PROPOSED METRO	PROPOSED METRO
PROPOSED BUS	PROPOSED BUS
PROPOSED TAXI	PROPOSED TAXI
PROPOSED RIDE SHARING	PROPOSED RIDE SHARING
PROPOSED CARPOOLING	PROPOSED CARPOOLING
PROPOSED BICYCLING	PROPOSED BICYCLING
PROPOSED PEDESTRIAN	PROPOSED PEDESTRIAN
PROPOSED WALKWAY	PROPOSED WALKWAY

Greenbelt Road



LEGEND		SEPTEMBER 2011	
[Symbol]	PROPERTY LINES	[Symbol]	PROPERTY LINES
[Symbol]	EXISTING DRIVE	[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED DRIVE	[Symbol]	PROPOSED DRIVE
[Symbol]	EXISTING DRIVE	[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED DRIVE	[Symbol]	PROPOSED DRIVE
[Symbol]	EXISTING DRIVE	[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED DRIVE	[Symbol]	PROPOSED DRIVE
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[Symbol]	PROPOSED DRIVE	[Symbol]	PROPOSED DRIVE
[Symbol]	EXISTING DRIVE	[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED DRIVE	[Symbol]	PROPOSED DRIVE
[Symbol]	EXISTING DRIVE	[Symbol]	EXISTING DRIVE
[Symbol]	PROPOSED DRIVE	[Symbol]	EXISTING DRIVE