

**CITY OF GREENBELT, MARYLAND
MEMORANDUM**

TO: Nicole Ard, City Manager
FROM: Judith Howerton, Community Planner
VIA: Terri S. Hruby, Planning and Community Development Director
DATE: July 5, 2019
SUBJECT: Cherrywood Lane Complete and Green Street Retrofit Project – Engineered Designs

Background

In July 2017, the City was awarded grant funding from the Chesapeake Bay Trust (CBT) to undertake 90% engineering for Phase 1 of the Cherrywood Lane Complete and Green Street Retrofit project. Following an RFP process and an award of contract to Charles P Johnson and Associates (CPJ) the project is currently underway. A kickoff meeting was held on February 4, 2019 at 10am to finalize the scope of work and timeline to be completed in June 2019.

The engineered designs are based on a study developed by a consultant, the Low Impact Development Center (LID Center), culminating in a 31-page report completed in December 2015 titled, "Preliminary Concept Design Report: Cherrywood Lane Complete and Green Street Project". The report, which reflects input gathered through multiple meetings with both Planning and Public Works Department staff, the Advisory Planning Board, and Green ACES, delivers a clear path for transforming Cherrywood Lane into a street that better accommodates multiple modes of transportation, minimizes paved surfaces, and optimizes storm water management. The Design is intended to fit into the existing right of way. It makes specific recommendations for potential improvements and breaks the project into 3 phases to enable the City to install the road in tandem with other capital projects and developer-related projects

Cherrywood Lane is a 1.5 mile long city-owned collector road in the heart of Greenbelt, MD. The road is a key part of Greenbelt's bike network and acts as an important commuter route to the Metro and MARC stations. West of Cherrywood Lane lies the Indian Creek Stream Valley – one of the last natural floodplains and the sole remaining unchannelized section of the stream valley within the I-495 Capital Beltway. Cherrywood Lane is bound by Maryland State Route 202 (MD-202)/ Edmonston Road to the north and Maryland State Route 193 (MD-193) / Greenbelt Road to the south.

Project Development

The project entails CPJ developing engineered designs for Phase 1 of the Cherrywood Lane Green and Complete Street retrofit project based on the concept design recommendations prepared by LID Center. The CBT has stipulated that grant monies must be spent by October 2019. Along with the coordination of City Staff, CPJ has been working on completion of the engineered designs.

Phase One (1) originally spans 4,200 feet beginning at the CVS Pharmacy entrance drive at Beltway Plaza and ending at 350 feet south of the Greenbelt Metro Access Drive roundabout's center. This has recently been modified slightly so that Phase one now begins at Breezewood Drive about 800 feet north of the CVS entrance. This is simply to accommodate potential future changes around Beltway Plaza and, as already mentioned, to accommodate other capital projects and developer related projects.

CPJ has prepared a near final presentation of the engineered designs and have presented to the Advisory Planning Board (APB) on June 19, 2019 and Green Advisory Committee on Environmental Sustainability (Green ACES) on June 25, 2019. The two advisory boards have expressed general support for the project and its objectives. They also had some comments including:

- The APB favors the removal of (overflow) parking spaces on the east side of Cherrywood Lane near the Springhill Lake Recreation Center for a storm water management practice which would also act as protection for bike lanes.
- Also, some members of the APB have expressed concern regarding the installation of street trees.
- Green ACES raised the issue of future developments and whether this project takes away road capacity that may be needed in the future.

Staff Comments

Planning staff understands the comments from the advisory boards and takes into consideration, in addition to being in constant consultation with other City departments and as well as the consultant CPJ, such issues in relation to the project.

- Parking - Staff from the Planning, Public Works, and the Recreation departments have evaluated the need for already existing (overflow) parking spaces and have agreed that the programming and events that occur at the Springhill Lake Recreation Center warrant some overflow parking. The parking available at the recreation center has always been inadequate and the Recreation department has in the past struggled with this issue. Recreational programming can be dependent on parking availability whether it refers to the inability to provide adequate parking for popular programs or limitation of enrollment numbers – choices they prefer not to have. It should also be noted that this recreational space is shared with the Maryland National Capital Parks and Planning Commission (M-NCPPC), the Boys and Girls club, and Prince Georges Board of Education (BOE).
- Landscaping - trees are recommended in the concept plan by LID Center and will be contribute to the “boulevard feel” while playing a role in enhancing the physical, ecological, and social aspects of Cherrywood Lane. According to the report on page 13, “Trees and landscaping in the median should blend in with existing vegetation or provide a nice contrast. Plant material should be drought tolerant and disease resistant, with preference given to native species. Care should be taken to select trees and shrubs that have room for adequate root growth, keep the visibility triangle free from obstruction, and do not interfere

with pedestrian passage or with existing overhead or underground utilities, where applicable.” All the concerns of certain APB members would be considered at this stage.

Finally, planning staff (and other departments involved) are professionally obligated to consider current developments in relation to future projects and how they relate and impact each other. Public meetings also help staff to consider public concerns in addition to those of the advisory boards and the City Council.

References

- Preliminary Concept Design Report: Cherrywood Lane Complete and Green Street Project, December 2015
- Staff Report – June 13, 2019
- APB Report – June 27, 2019
- Green ACES Report – June 28, 2019