

**City of Greenbelt, Maryland**  
**Memorandum**

**TO:** Nicole Ard, City Manager  
**FROM:** Molly Porter, Community Planner  
**VIA:** Terri Hruby, Director of Planning and Community Development  
**DATE:** September 14, 2020  
**SUBJECT:** Parking Concerns at Greenbelt Station- South Core

**Background:**

On January 27, 2020 the Planning and Community Development Department received a letter from Mr. Eric Kruszewski, a resident of Greenbelt Station. This letter outlined a list of ideas of how to increase the number of parking spaces throughout the Greenbelt Station development to alleviate parking concerns that have been voiced by residents of Greenbelt Station. Planning staff has done an evaluation of these recommendations and additional recommendations raised by residents of the Greenbelt Station Development.

On August 12, 2020 City Council held a work session with the residents of Greenbelt Station. During this discussion Planning Staff presented their preliminary evaluations of the suggestions to increase the number of parking spaces throughout the Greenbelt Station development. Planning Staff indicated their support for a phased approach to increasing parking. This memorandum is intended to outline staff recommendations for the first phase of increasing parking in Greenbelt Station and to respond to other suggestions that staff does not feel are feasible at this time.

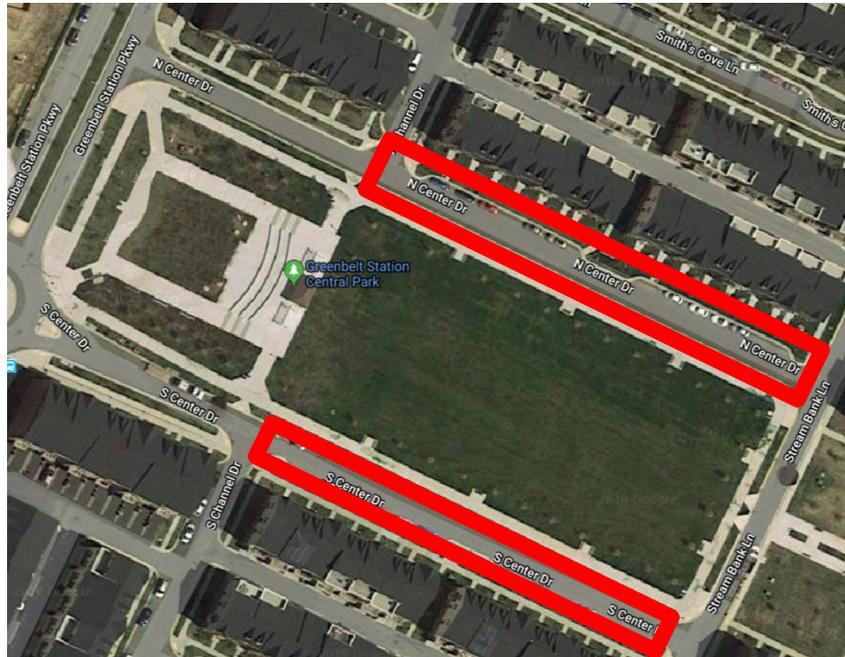
**Greenbelt Station Parkway:**

Several suggestions were made with respect to Greenbelt Station Parkway. These include, back-in angled parking, reducing the width of the median, and extending parking further south on Greenbelt Station Parkway. Through their evaluation Planning Staff found that the road width would not accommodate back-in angled parking. Planning staff is also not supportive of reducing the median width as the median is an important aspect of defining the community and the narrowing of the median would negatively impact the “parkway” effect that was intended for the area.

Planning staff does recommend that the individual parking space markings be removed and instead mark the ends of the allowed parking areas. This approach has been taken in other areas of the city and will allow for additional vehicles, depending on the size of the vehicles, to park along Greenbelt Station Parkway.

## **North and South Center Drive:**

Planning staff also studied the feasibility of converting North and South Center Drives to accommodate one-way traffic and parking on both sides of the road. Currently North Center Drive and South Center Drive are two-way streets with on-street parking allowed on one side of each street. On-street parking is also only permitted on a portion of each street. On North Center Drive, parking is permitted between North Channel Drive and Stream Bank Lane. On South Center Drive, parking is permitted between South Channel Drive and Stream Bank Lane. The general area where parking is permitted is shown below:



The area on each street where parking is permitted is approximately 370 feet long. Parking is not currently permitted on the entirety of these streets because there are bulb-outs on both streets which restrict the width of the road. Currently twelve (12) parking spaces are permitted on each street for a total of twenty-four (24) on-street parking spaces.

These parking spaces are not individually marked, and instead they are capped at both ends. Staff's calculation of 24 spaces is based on the minimum parking space size as detailed in the County Code, however because the individual spaces are not marked these areas can accommodate more than 24 vehicles depending on the type and size of vehicle.

Parking is not permitted between North/South Channel Drive and Greenbelt Station Parkway because the variable right-of-way is not wide enough to allow for bidirectional traffic and on-street parking. Planning staff recommends that both North Center Drive and South Center Drive be converted to one-way which will accommodate on-street parking on both sides of the road.

The sections of road that are twenty-six (26) feet or wider can accommodate parking on both sides and maintain ten (10) feet for vehicular traffic. The narrower sections of the roadway can accommodate one side of the road for parking and maintain a twelve (12) foot wide travel lane.

According to the Institute of Transportation Engineers on-street parking is not recommended near traffic circles. Therefore on-street parking is not recommended between Greenbelt Station Parkway and South Channel Drive. This section of the roadway can remain bidirectional.

After the intersection with South Channel Drive the road would become one-way traffic only heading towards Stream Bank Lane. The section of this road that is one-way would be 340 feet or .06 miles.

The entirety of North Center Drive would become one-way with all traffic directed towards Greenbelt Station Parkway. The entirety of the one-way road-way would be 560 feet or .11 miles.

This recommendation would allow for an additional 34 parking spaces in this area. The total amount of parking in this area would provide 58 parking spaces. It is important to note again that this calculation is based on the on-street parking space size as detailed in the County Code. Without marking the individual spots these areas may accommodate more vehicles.

### **Additional Recommendations Raised**

Several suggestions have been made to convert additional streets throughout the development to one-way streets in order to increase the number of parking spaces. These suggestions have primarily been for private streets within the development and therefore would be under the purview of the HOA. Staff also notes that County Planning Staff has confirmed that converting private streets to one-way would likely require a revision of the Detailed Site Plan at the County.

Some residents have also suggested exploring the opportunity to convert greenspace to small parking areas. The three areas suggested were, the small park area located along South Center Drive, a small portion of Central Park, and the greenspace area north of Branchville Road. Planning staff recommends against converting greenspace to parking areas for a variety of reasons. Greenspace is an important aspect of this community and should be used for active/passive recreation purposed instead of being converted for parking purposes. Conversion of green space within the community will also have adverse impacts on those homeowners who purchased their units based on approved plans and designated green areas. Also, these recommendations would be the most costly. In addition to these concerns, County Planning Staff has confirmed that the conversion of greenspace to parking areas would likely require a revision to the Detailed Site Plan. Planning staff believes that recommendations that would create less impact and be less costly should be implemented before further consideration of these recommendations.

Some residents have also raised the creation and implementation of a permitting process for public Greenbelt Station Streets. This recommendation was made by a resident after an observational analysis that suggested Verde Apartment residents are opting to not utilize the existing parking garage and instead utilize the public on-street parking spaces.

Private streets in Greenbelt Station require a parking permit according to the Greenbelt Station Master Association, Inc. Policy Resolution No. 2017-1, “Any individual who operates or parks a motor vehicle on Private Roads of the Association shall register for and display a resident parking permit on the vehicle...” The policy further states, “All Owners will be issued two (2) resident parking permits per residence. The resident parking permit must be made visible at all times...”

With respect to public streets there are administrative concerns about the creation, implementation, and management of a permit parking program. At this time Planning staff does not recommend the creation of a parking permit program in this area.

### **Conclusion and Recommendations:**

As stated previously Planning staff believes that parking recommendations should be implemented in phases. These recommendations should also be evaluated and implemented after close coordination with residents of Greenbelt Station and the HOA. At this time staff recommends the following ways to increase parking throughout the Greenbelt Station South Core development:

1. Remove the individual parking space markings on Greenbelt Station Parkway
2. Convert South Center Drive to a one-way street east of South Channel Drive with traffic flowing towards Stream Bank Lane
3. Convert North Center Drive to a one-way street directing traffic flow towards Greenbelt Station Parkway
4. Work with Verde Apartments on creative solutions to increase the number of visitor parking spaces and ways to more fully utilize the existing parking garage, if it is determined that it is not currently fully utilized.

After the implementation of these initial suggestions, Planning staff recommends a reevaluation of parking concerns in the Greenbelt Station development to determine if additional steps need to be taken.