

TOWN OF CHEVERLY, MARYLAND  
MAYOR AND TOWN COUNCIL

WORKSESSION

Thursday, July 23, 2020

7:30 PM

**AGENDA**

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Invite to share thoughts on the passing of Congressman John Lewis**  
Time (15) minutes for Community and Mayor and Council to honor the life of Congressman Lewis. Mayor will call for a moment of silence following Community and M&C comments.
4. **Maryland Public Information Act (MPIA)—Request for Outside Counsel**  
Council will vote on whether or not to secure outside Legal Counsel.
5. **WSSC Beaverdam Basin, Contract No. CI5335A17 Task Order 20**  
WSSC review of dates, affected addresses, notification, work hours, and project timeline.
6. **Enterprise Zone - Resolution Adoption**  
Town Administrator will make a recommendation to Mayor and Council about the resolution.
7. **Update on Washington Gateway/Prologis/Amazon Project**  
Mayor and Town Administrator will summarize and outline next steps including scheduling of community Zoom session with traffic engineer to share vehicular, pedestrian, cyclist, accident, bussing concerns for inclusion in operational traffic analysis.
8. **Craftsman Development Inquiry**  
Mayor will update Council on the inquiry regarding the Craftsman building.
9. **Kilmer Park Planning Process**  
Mayor will offer a brief review of Neighborhood Design Center Kilmer Park Project and how best to engage virtual community engagement process for 6301 Kilmer Street Park, including scheduling of 1 1/2-2 hours long workshop (interactive listening exercises) with the goal to build consensus around the community vision before design begins.
10. **Grant Request**  
Cheverly Village will present their grant request.  
CPRC will present their annual grant request.  
Requests will be brought up for Council vote at August 13 Town Meeting.

- 11. Board of Elections Supervisors Presentation**  
The Board of Elections Supervisors will give recommendations to Mayor and Council on Charter Amendments and best practices moving forward as well as scheduling of a community forum on Town elections.
- 12. Update on non-citizen voting**  
Town Administrator will provide an update on the timeline of Charter Amendment.
- 13. Election Process and Procedures**  
Mayor will lead Council in discussion of Mayor and Council-driven Charter-related election actions with a focus on lining up timelines for a combined hearing.
- 14. COVID-19 Report – Town Administrator**  
Town Administrator Galloway will provide a report to the M&C regarding the status of Town operations and a summary of actions taken under the COVID-19 State of Emergency.
- 15. In Defense of Black Lives Resolution (Discussion)**  
Mayor and Council will have a an initial (15 minute) discussion regarding the areas of focus for inclusion in a draft resolution.
- 16. Update on Strategic Planning Process**  
Town Administrator will update Mayor and Council on the fall start for the Town strategic planning process to include Town Staff, Community, and Mayor and Council.
- 17. August Calendar**  
Mayor and Council will discuss meetings for the month of August.
- 18. Adjourn**

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(Resident Input will follow each item after Mayor and Council – Please give name and Ward.)  
--ASL interpretation and live captioning will be provided--

**You are invited to a Zoom webinar**

When: Jul 23, 2020 07:30 PM Eastern Time (US and Canada)  
Topic: Mayor and Council July Worksession

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/88457540034?pwd=aXNxbEUxOE1kcZBOOHRNRmtLdXR5Zz09>

**Webinar ID: 884 5754 0034**

**Passcode: 167218**

Or iPhone one-tap:

US: +13017158592,, 88457540034# or +13126266799,, 88457540034#

Or Telephone:

Dial US: +1 301 715 8592

February 28, 2020

The Hon. Laila Riazi,  
Mayor of Cheverly  
6401 Forest Rd  
Cheverly, Maryland 20785

Dear Mayor Riazi:

Prince George's County is submitting an application to re-designate the Enterprise Zone and Focus Areas, and the Prince George 's County Economic Development Corporation (EDC) is coordinating the application process. As such, the EDC will need each affected municipality to submit a signed resolution concurring with the new designation by March 13, 2020.

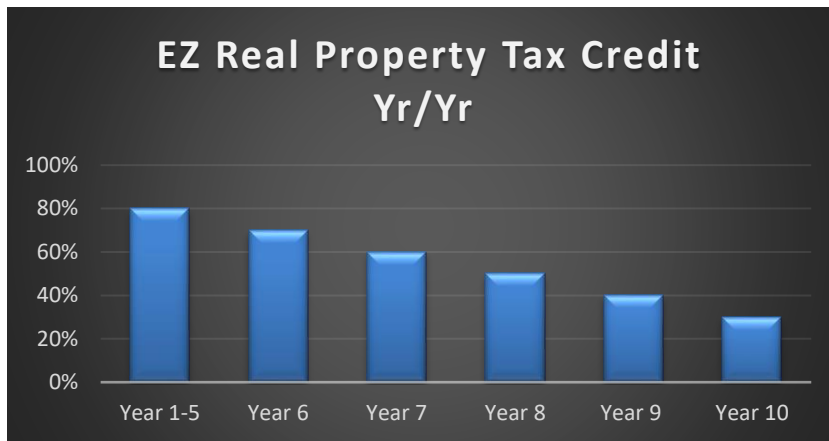
The Enterprise Zone is a State designation that provides 10-year tax credit incentives for businesses to locate and expand within the Zone. The Focus Areas are locations within the Enterprise Zone that offer even more valuable tax credit incentives for businesses. The enclosed summary explains the incentives for the regular Enterprise Zone and the Focus Areas.

The re-designation of the Enterprise Zone is for 10 years, and the re-designation of the Focus Areas is for five years. A part of your municipality is in the current Enterprise Zone or Focus Area, and the County may wish to include part of your municipality in the application for re-designation of the Enterprise Zone. The inclusion of any part of a municipality in the Enterprise Zone requires a resolution of support from the municipality.

Please see the enclosed map that identifies the part of your town inside the current Enterprise Zone. The new proposed Enterprise Zone that the County Council will discuss, approve, and submit to the State may be similar (or identical) in terms of the areas identified within the municipalities. Enterprise Zone and Focus Areas that are no longer eligible for the designation will automatically become an Enterprise Zone. Only commercial properties are eligible for the program.

The Enterprise Zone program provides businesses and property owners tax incentives to encourage investment and employment in certain areas. By passing the resolution of support, the municipality agrees to provide the company the same tax credits that the County provides.

### How is the Real Property Tax Credit Applied?



Businesses located in an Enterprise Zone Focus Area will receive a credit for 80% of the property tax on the eligible assessment for each of the 10 years.

I have enclosed a brochure of the program and a sample resolution. Please review these items and the map provided and send a copy of the resolution approved by your council before March 13, 2020. Your immediate response is much appreciated, as State deadline is rapidly approaching. Please contact Andre Plummer (301-883-5067; [aplummer@co.pg.md.us](mailto:aplummer@co.pg.md.us)) if you have any questions.

Sincerely,

Ebony Stocks  
Vice President  
Prince George's Economic Development Corporation

Enclosures: Enterprise Zone brochure  
Sample Resolution  
Map

Cc: David Iannucci, President/CEO of PGCEDC  
Ola Hill, Municipal Liaison, Prince George's County Executive  
Lori Valentine, V.P. of Policy & Public Affairs PGCEDC

# THE PRINCE GEORGE'S COUNTY ENTERPRISE ZONE PROGRAM

The Enterprise Zone is an area of a county, city or town in which state and local incentives are offered to encourage the expansion of existing businesses and the attraction of new business investment and jobs. The County's Enterprise Zone program is administered by the Prince George's County Economic Development Corporation.

## APPLICATION PROCESS

**Step 1:** Business completes the EZ Certification form and submits it to the Prince George's County EDC.

**Step 2:** The EZ Administrator will review the application and send certification letters to the applicant, the County Office of Finance, and the Tax Incentives Group at MD Commerce.

**Step 3a:** For Real Property Tax Credit: The State will revise the eligible assessment after the improvements are done. The County will calculate the credit based on the revised assessment and send a letter to the property owner indicating the credit amount.

**Step 3b:** For State Income Tax Credit: Simply fill out the Maryland Tax Form 500 CR and include it with your state income tax return. Also include certification you have received if you have hired 'economically disadvantaged employees:

**Step 3c:** For Business Personal Property Tax: A personal property tax return must be filed by April 15th. After the property is assessed, the business may take the credit against applicable county or municipal personal property tax liability.

For more information, please read the Enterprise Zone Application Guide, available on our website at [www.pgcedc.com/enterprise-zone-program](http://www.pgcedc.com/enterprise-zone-program).

### Mail / Fax / Email the completed application to:

The Prince George's County Economic Development Corporation  
1801 McCormick Drive Upper Marlboro, Maryland 20774

Phone: 301-583-4650 | Fax: 301-772-8540

Email: [info@pgcedc.com](mailto:info@pgcedc.com)

Website: <https://www.pgcedc.com/enterprise-zone-program>

## ENTERPRISE ZONE BENEFITS

*State Income Tax Credit over a three year period*

Disadvantaged Employee: \$6,000/employee

Non-disadvantaged Employee : \$1,000/employee

### Prince George's County Real Property Tax Credit

10 year Real Property Tax Credit for increases to real property assessment resulting from qualified new construction or improvement to real property. 80% tax credit in the first 5 years and 70% to 30% tax credit in the next 5 years.

## FOCUS AREA BENEFITS

*State Income Tax Credit over a three year period*

Disadvantaged Employee: \$9,000/employee

Non-disadvantaged Employee: \$1,500/employee

### Prince George's County Real Property Tax Credit

10 year 80% Real Property Tax Credit for increases to real property assessment resulting from qualified new construction or improvements.

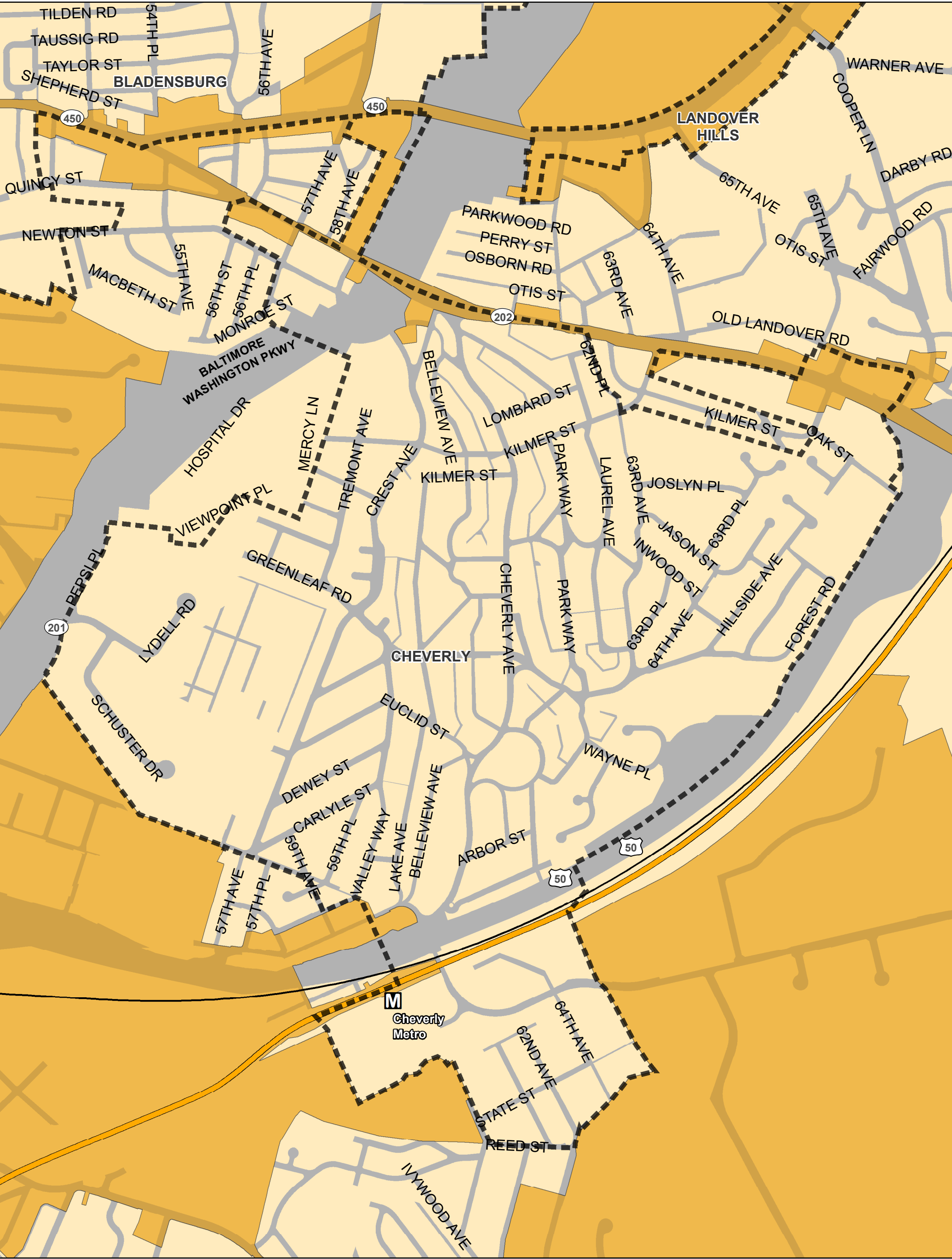
### Business Personal Property Tax Credit

10 year Business Personal Property Tax Credit for 80% of the amount of tax otherwise due on new (or transferred from out-of-state) qualified business personal property.





# Enterprise Zone Updates - Cheverly



**Enterprise Zone**

Proposed for redesignation - Expired 2019

Expired 2019

Proposed for new designation or expansion

**Metro Lines & Stations**

Proposed Purple Line

Green Line

Orange Line

Blue Line

Existing Metro Stations

**Focus Area**

Proposed for redesignation - Expired 2019

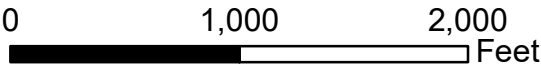
Expired 2019 - Redesignated as Enterprise Zone

Proposed for new designation or expansion

Municipal Boundary

Roads

County Boundary



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Date Created: 2/24/2020

### **Metro Laundry Service**

- Minority owned, family owned business established in 2002
- Commercial launder serving area hotels
- Employs over 50 FT and PT employees
- New facility is 24,000 square feet, can process between 26,000 to 30,000 lbs. per day
- Expansion enabled the company to service more clients (including MGM hotel)

### **Susan Gage Caterers**

- The company was expected to retain a total of 110 FT employees and add 25 new FT employees by 2018 with at least 40% of these employees being County residents
- Currently has a total of 299 employees with 139 FT and 160 PT. Susan Gage retained 110 FT employees and has already added a total of 29 FT employees (exceeding the 25% required) of which 62% are County residents
- Over a ten year period, the business is projected to create a NPV of \$429,000 in local tax receipts (County personal income tax, real property tax, business personal property tax, and other tax receipts)

### **Lyon Bakery**

- Leading bread manufacturer to the metro area offering more than 300 different flavors, shapes, and sizes of hand-crafted artisan breads
- Attraction of 125 Jobs from D.C.
- Purchase and renovate an 87,712 SF facility
- TPC of \$11.7 Million - \$1.5M construction, \$2.1M equipment
- Company relocated in the first quarter of 2014
- Follow-up Analysis –
- Lyon Bakery was expected to relocate 100 FT and create 25 new FT by 2017
- Currently has 225 FT employees (128 new FT jobs created) and 2 PT employees
- 165 (approximately 73%) of all the FT employees are County residents
- Over a ten year period, the business is projected to create a NPV of \$485,000 in local tax receipts (County personal income tax, real property tax, business personal property tax, and other tax receipts)



RESOLUTION 2020-01  
FOR ENTERPRISE ZONE DESIGNATION

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WHEREAS, a State Enterprise Zone designation has been proposed for an area that includes the Town of Cheverly; and

WHEREAS, a State Enterprise Zone designation is a tool for the County and municipal governments to promote economic development; and

WHEREAS, a State Enterprise Zone designation would provide state income, County real property, and County business personal property tax credits that could be instrumental in attracting new business investment to communities that have been targeted for revitalization;

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Council of the Town of Cheverly support the ten-year designation of a State Enterprise Zone designation within our boundaries.

PASSED by the Council of the Town of Cheverly, Maryland, at its regular Worksession meeting on July 23, 2020.

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Laila Riazi, Mayor

ATTEST:

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TC Hegeman, Town Clerk



Town of Cheverly  
6401 Forest Road  
Cheverly, MD 20785

July 14, 2020

Ms. Elizabeth Hewlett, Chair  
Prince George's County Planning Board Maryland-National Capital Park and Planning  
Commission 14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Re: Washington Gateway  
Preliminary Plan of Subdivision PPS 419048\_01

Dear Ms. Hewlett:

The Town of Cheverly has reviewed the above referenced application for Preliminary Plan of Subdivision PPS 419048\_01. The site owner and developer is Prologis, and the expected tenant is Amazon. The plan is for a warehouse serving “last mile” delivery. The project is located at 5801 Columbia Park Road (“Property”) at the southwest corner of the intersection of Columbia Park Road and Cabin Branch Drive. We respectfully provide the comments below for your consideration.

We, as a Town and community, faced a difficult decision in evaluating the Washington Gateway application—to either seek to make this industrial-zoned project into the best of industrial partners, or to try to defeat it. As it stands, we concluded that our greatest frustration lies with the county and not with the developer of this project. The county’s repeated support for I-2 heavy industrial development over rezoning to advantage metro-centric opportunities in this corridor, and failure to recognize Cheverly’s strategic position as an extraordinary asset for advancing development out of the District along Route 50, continues to disadvantage both our community and the county.

**After much consideration, the Town of Cheverly has decided to support Prologis’ application for Preliminary Plan of Subdivision, subject to conditions outlined within this document. Prologis has already agreed to a number of conditions put forward by the Town and has committed to listen to and address community concerns and to be a good neighbor for issues still before us.**

**As you review our comments, we respectfully request that you give special focus to the following conditions and most critical concerns:**

- Disproportionate and cumulative effect on historically marginalized Old 4th Ward.
- Town of Cheverly and developer request to limit construction of Master Plan Road C-404;
- Deeding outlot to the Town as wooded buffer for Boyd Park and residents on 64<sup>th</sup> Ave.;

- Developer's commitment to pursue an entrance to the Property from Cabin Branch Road;
- Traffic Operational Analysis and community Zoom session with civil and traffic engineers;
- Criticality of obtaining Amazon commitment to traffic reduction, trip routing, and other PPS;
- Developer environmental commitments including to watershed and reforestation;
- Call for TDM focus for this industrial area, with focus on public transportation/connectivity;

Due to the nature of the Washington Gateway development, there will be numerous negative environmental and traffic impacts from the project as well as a cumulative impact on the neighborhood from having yet another industrial use in the area. The Town of Cheverly is seeking conditions from the developer (Prologis) and tenant (Amazon), as well as county actions and supports, to mitigate these negative effects. Within a condensed timeline, Prologis has worked hard to earn the Town of Cheverly's support by treating our Town and all of our residents with respect and making the time to appreciate specific impacts on the residents of Cheverly's Old 4<sup>th</sup> Ward.

#### **Disproportionate and cumulative effect of project on Cheverly's historic Old 4th Ward.**

The Washington Gateway project will impact all of Cheverly. However, as with everything related to the industrial development and operations in the area of Columbia Park Rd., Cabin Branch Dr., Sherriff Rd. and Marblewood Ave., Cheverly residents of the historically marginalized Old 4th Ward will be disproportionately affected. Cheverly's residents in the Old Fourth Ward have for years felt the cumulative effects of increasing industrial land use and a racialized legacy of environmental, economic and public health injustice. The Town of Cheverly's efforts to prevent or mitigate heavy industrial effects have repeatedly been rebuffed, achieving a change in zoning of the Smithfield property (and then having that effort reversed), and unsuccessfully fighting an asphalt batching plant. (See Timeline Industrial Area). In determining whether or not to support the developer's application, the Town considered that the existing zoning for this site allows far more noxious uses than the proposed delivery center. The Town of Cheverly has been pleased with the developer's sincerity in engaging the concerns of residents of Cheverly's Old 4<sup>th</sup> Ward and for looking beyond addressing the immediate impacts of this development to developing a long-term neighbor relationship. The Town of Cheverly looks forward to continuing to work with the developer and the residents of the Old 4<sup>th</sup> Ward to explore efforts to offset the negative effects on this impacted area, such as installation of a Cheverly sign, stabilization or reconstruction of the Boyd Park trail, and funding support for a history project, similar to the way the county addressed the area impacted by the Prince George's Sports and Learning Complex.

#### **The Collector Road—Requesting Further Relief from Requirement to Construct**

The warehouse site is at the core of the Preliminary Plan of Subdivision and the county Planning Board hearing is the only opportunity the Town of Cheverly will have to respond to the plan prior to its adoption by the county. The parking area was already the subject of an earlier preliminary plan of subdivision approved in 2018. The parking will consist of "Lots 11 and 12" within the Prince George's Business Center, just south of the Washington Gateway site and the developer has identified the use of these lots as essential for the project. The collector road is

part of the 2009 Approved Master Plan of Transportation. A portion of that unbuilt roadway is to be used as an entranceway to the warehouse site.

The Town of Cheverly is strongly opposed to the collector road and we are committed to pursuing permanent removal from any and all county plans. In the immediate, we are requesting that the County Planning Board and DPIE work together to grant Prologis relief to minimize construction to only the footprint needed for creation of an industrial driveway to access the entrance to the warehouse parking lot, rather than the current requirement that the road be built nearly all the way to Cabin Branch Creek. This is a key PPS request from the Town of Cheverly we are grateful for the developer's willingness to minimize the build of any portion of the road if the county eases its requirements.

A shorter entrance road allows for a larger buffer for Cabin Branch Creek, reduces impervious surface on the site and leaves room for plantings to create a visual and sound buffer for neighbors on 64th Avenue and Cheverly's Boyd Park. As has been expressed in multiple public fora, the path of the full collector road, as it exists on paper, would take it across Cabin Branch Creek, through a portion of Boyd Park, and behind homes in the Old Fourth Ward to join up with Marblewood Road. This completed road would lead to excessive truck traffic, noise and pollution for the neighborhood as well as significant negative environmental effects. Given the placement of the road, it is unlikely to be built. Therefore, requiring the full portion of the road through the Washington Gateway site is unnecessary and would have cascading negative consequences.

**Deeding outlot to the Town as wooded buffer for Boyd Park and residents on 64th Ave.**

The Town of Cheverly welcomes the developer's offer to create an outlot and deed a portion of this land east of Cabin Branch to Cheverly following reforestation. Creation of this forested outlot provides more tree buffer for a healthier stream, and also a visual and sound buffer for the neighbors and park.

**Developer's commitment to pursue an entrance to the Property from Cabin Branch Road**

The Town of Cheverly regards this opportunity as a critical assist and a community good. We all know and understand that the focus on Columbia Park Road as the only entry and exit point is insufficient. We encourage the County Planning Board and DPIE to stand ready to support this entrance should the developer find a commercially viable way to move this forward.

**Traffic Operational Analysis and community Zoom session with civil and traffic engineers**

Traffic is of immediate concern in evaluating a project based on vehicular traffic. The intersections surrounding the development, and in particular the Columbia Park Road bridge, already are backed up and difficult to navigate, with residents often waiting through more than one light cycle to get through intersections at busy times of day. The additional traffic from this project, and the inevitable addition to the air of vehicle exhaust, will impact the Old Fourth Ward most acutely. Members of the Fourth Ward Civic Association, the Ward Four Council Member, and others in the neighborhood, along with the Mayor and Town Administrator, have met with the developer to arrive at some beneficial solutions.

The quantitative traffic study required by the county review process, has repeatedly proved insufficient for addressing the traffic concerns community experiences along Columbia Park Rd. and the Town's and community's frustration levels with an approach to traffic so clearly divorced from reality have reached a breaking point.

Over the past several years, and with this project, Town of Cheverly has repeatedly voiced that an operational, qualitative traffic study is an essential requirement. We appreciate having been heard by both the developer and the county. The Town is most appreciative of the developer's commitment to conduct a Traffic Operational Analysis and host a Zoom session with Prologis' civil and traffic engineers to gain Town of Cheverly input for the Traffic Operational Analysis to include perspectives from pedestrians, bicyclists, school buses and metro buses. Additionally, we would appreciate the opportunity to review the operational study's analysis methodology.

**Criticality of Amazon commitment to traffic reduction, trip routing, and other PPS issues**

Prologis has been quite receptive to community concerns regarding the possibility of Amazon drivers cutting through the Old Fourth Ward and the resultant safety issues and increased traffic. Prologis has expressed a willingness to work with the community to prevent this from happening by working with the Town and community on physical barriers or other approaches for the intersections of 62<sup>nd</sup> and 61<sup>st</sup> Avenues and Reed St.

Unfortunately, as of yet, Amazon has not been similarly supportive. Amazon has not voiced more than a passing acknowledgement of the Town's requests to support trip reduction and continues to avoid any commitment to preventing their delivery vans from routing through Cheverly neighborhood streets. Specific requests for updates continue to go unanswered or are inappropriately redirected to the developer.

For a project of this design, the behavior of the tenant directly impacts issues at the core of evaluation of the Preliminary Plan of Subdivision. The Town of Cheverly desires a good neighbor relationship with Amazon. The close proximity of Metro rail and bus lines are an asset to Amazon's operations and Amazon has made significant commitments to incentivizing use of public transportation, including subsidies for employees and contractors, extensive shuttle support, bike-share and pedestrian-friendly supports. It is a reasonable expectation that Amazon support similar measures at this location in an effort to reduce the anticipated 900+ employee commuting trips per day. Similarly, Amazon has worked with communities to ensure that their delivery vans do not use neighborhood streets as cut throughs and even provided phone hotlines for communities to report violations. Requesting the same level of commitment for our community is only reasonable and is the foundation of building a long-term, good neighbor relationship.

**Developer environmental commitments including to watershed and reforestation**

In addition to the collector road, there are other concerns with the proposed project. The Greater Cheverly Sector Plan (GCSP), approved by the county in January of 2018, sums up a number of these concerns: "...there are locations in the sector plan where industrial uses abut

residential neighborhoods and sensitive environmental areas with very little buffer. This can have adverse impacts on surrounding residents and properties including noise, air pollution, and unsightly property conditions. Furthermore, trucks moving through the industrial areas use roadways that may be congested and pass through residential neighborhoods. Residents and community leaders express a desire to see existing industrial properties transition to a cleaner and more sustainable mix of uses.” (pp.18-19)

Prologis supports efforts to narrow and shorten the warehouse site entrance road, and to work with the owner of the Prince George’s Business Center for the abandonment of the mining permit on the van parking areas, and additional reforestation south of 62nd Street.

The Cheverly Green Infrastructure Plan adopted by the town in 2011, which identifies a Boyd Park natural area hub, supports an increase in forested areas for benefits -- including health benefits -- through cleaner air, cleaner water, and reduced temperatures. The southern half of the warehouse site is currently forested. Much of that forest will be cleared. The site plan calls for areas of preservation and also of reforestation of woods facing Cheverly, so that the net loss of forest will be 2 1/2 acres. The Town looks forward to working with the developer on its reforestation plan and stresses support for using native trees of large caliper with an eye toward climate change for sustainability, ecosystem restoration, and infiltration of precipitation and runoff, and recommend that this reforestation area be maintained by the developer for a length of time to be agreed to.

The plan of subdivision now under review cannot be considered separately from an approved subdivision of land in the Prince George’s Business Center in 2018. The subdivision cleared the way for the use of two large lots as a parking site for the Amazon delivery vans which would drive to and from the warehouse, using the route Sheriff Road - Cabin Branch Drive - Columbia Park Road. The land on which the Prince George’s Business Center lies is the land of American Resource Management Group, and has been a clay mine and, before that, a brickyard. This is the area closest to the residences in the Old Fourth Ward, and activities on that property have and will affect its citizens most acutely.

A portion of that property, designated as Outlot B, is the subject of a 2008 agreement between American Resource Management Group and the Town of Cheverly. Outlot B runs along the east side of Marblewood, then hugs the southern border of Cheverly and includes a stretch of Cabin Branch stream and brooks discharging into Cabin Branch. According to the agreement, the landowner agreed to preserve 100 feet of existing woodland nearest to Cheverly’s border, and to reforest another 50 feet, for a total wooded buffer of 150 feet. The land is designated a woodland conservation area and satisfies the tree conservation plan requirement for the whole property. In addition, Outlot B is to be transferred to the ownership of the Town of Cheverly. Thus, Cheverly would increase the wooded buffer between the properties in Old Ward Four and the industrial area to the south. It would increase the land available for park use, as part of Boyd Park. The Town of Cheverly is encouraged by the developer’s commitment to working with Mr. Bilo for the proper reforestation of Outlot B and for the developer’s commitment to regrading and reforesting even more of the area immediately south of 62nd Street to create a

greater wooded area which would help shield the homes from the sights, sounds, and, to an extent, the air pollutants of the van parking area.

**TDM focus for this industrial area, with focus on public transportation/connectivity**

The Town of Cheverly will be fully engaged in the upcoming review of the Master Plan of Transportation, not only for the removal of Master Plan Road C-404, but with a look to addressing revisions that can pull pass through traffic away from the Columbia Park Road bridge and intersections. We will also be requesting that this industrial area be considered for a Transportation Demand Management approach with a focus on driving Metro rail and bus ridership; the use of shuttles; commitments in support of bikeshare, and bicycle and pedestrian improvements. We have to rethink transportation in our area. It makes good development, economic and community sense.

Thank you for considering our comments and we welcome any questions you might have.

Laila Riaz  
Mayor  
Town of Cheverly  
mayor@cheverly-md.gov  
202-258-6167

**To:** Town of Cheverly Mayor and Council

**From:** Town of Cheverly Planning Board and Green Infrastructure Committee

**Date:** July 9, 2020

**Re:** Preliminary Plan of Subdivision for Washington Gateway 4-19048\_01

We, the Cheverly Planning Board and Green Infrastructure Committee are writing to give our input to the Mayor and Council on the proposed preliminary plan of subdivision (PPS) for the Washington Gateway development at the corner of Columbia Park Road and Cabin Branch Road. The site owner and developer is Prologis and the expected tenant is Amazon. The plan is for a warehouse serving “last mile” delivery. There are three interdependent aspects to the development, and to the town’s responses.

1. The warehouse site on Columbia Park Road, the subject of the PPS
2. Parking areas for the delivery vans required by the warehouse
3. A planned collector road, which is in the county master transportation plan and would run from Columbia Park Road through the proposed warehouse site to Marblewood Road.

See the attached map.

Only the warehouse site is the subject of the preliminary plan of subdivision that will be considered at a hearing of the county Planning Board. That hearing will be the only opportunity Cheverly will have to respond to the plan prior to its adoption by the county. The parking area was already the subject of an earlier preliminary plan of subdivision approved in 2018. The parking will consist of “Lots 11 and 12” within the Prince George’s Business Center, just south of the Washington Gateway site. The collector road is part of the 2009 Approved Master Plan of Transportation. A portion of that unbuilt roadway is to be used as an entranceway to the warehouse site.

While the Planning Board and Green Infrastructure Committee do not oppose the project, we do believe there are ways the project could be improved to offset some of the negative impacts it will have on the community. We appreciate that the developer of the project has expressed willingness to listen to and address community concerns and to be a good neighbor. However, due to the nature of the development, there will be numerous negative environmental and traffic impacts from the project as well as a cumulative impact on the neighborhood from having yet



another industrial use in the area. Because of these deleterious effects, we recommend the town continue to pursue with the developer and the county actions to mitigate those negative effects.

We are strongly opposed to the collector road and recommend the Mayor and Council go on record as opposing it and to work for its permanent removal from any and all county plans. That being unlikely before county consideration of this project, we recommend in the meantime Mayor and Council work to get agreement from the county that the developer only has to build the minimum part of the collector road necessary to access the entrance to their parking lot, rather than the current requirement that the road be built nearly all the way to Cabin Branch Creek. A shorter entrance road allows for a larger buffer for Cabin Branch Creek, reduces impervious surface on the site and leaves room for plantings to create a visual and sound buffer for the neighbors and park. As has been expressed in multiple public fora, the path of the full collector road, as it exists on paper, would take it across Cabin Branch Creek, through a portion of Boyd Park, and behind homes in the Old Fourth Ward to join up with Marblewood Road. This completed road would lead to excessive truck traffic, noise and pollution for the neighborhood as well as significant negative environmental effects. Given the placement of the road, it is unlikely to be built. Therefore, requiring the full portion of the road through the Washington Gateway site is unnecessary and would have cascading negative consequences. The developer has expressed their willingness to build only a portion of the road if the county eases its requirements.

In addition to the collector road, there are other concerns with the proposed project. The Greater Cheverly Sector Plan (GCSP), approved by the county in January of 2018, sums up a number of these concerns: "...there are locations in the sector plan where industrial uses abut residential neighborhoods and sensitive environmental areas with very little buffer. This can have adverse impacts on surrounding residents and properties including noise, air pollution, and unsightly property conditions. Furthermore, trucks moving through the industrial areas use roadways that may be congested and pass through residential neighborhoods. Residents and community leaders express a desire to see existing industrial properties transition to a cleaner and more sustainable mix of uses." (pp.18-19)

Cheverly's citizens in the Old Fourth Ward have for years felt the cumulative effects of increasing industrial land use along Columbia Park Road and Sheriff Road. Cheverly has worked to prevent or mitigate those effects, achieving a change in zoning of the Smithfield property (and then having that effort reversed), and unsuccessfully fighting an asphalt batching plant. It is for that reason that we appreciate the current developer's interest in being a good neighbor and willingness to listen to the community's concerns. Prologis supports efforts to narrow and shorten the warehouse site entrance road, and to work with the owner of the Prince George's Business Center for the abandonment of the mining permit on the van parking areas, and additional reforestation south of 62nd Street. In addition, Prologis has been quite receptive to community concerns

regarding the possibility of Amazon drivers cutting through the Old Fourth Ward and the resultant safety issues and increased traffic. Prologis has expressed a willingness to work with the community to prevent this from happening. We recommend continued work with Prologis to find solutions that ensure the safety of the roadways in the Old Fourth Ward. We also recommend exploring efforts to offset the negative effects on this impacted area, such as stabilization or reconstruction of the Boyd Park trail, similar to the way the county addressed the area impacted by the Prince George's Sports and Learning Complex.

Traffic is of immediate concern in evaluating a project based on vehicular traffic. The intersections surrounding the development, and in particular the Columbia Park Road bridge, already are backed up and difficult to navigate, with residents often waiting through more than one light cycle to get through intersections at busy times of day. The additional traffic from this project, and the inevitable addition to the air of vehicle exhaust, will impact the Old Fourth Ward most acutely. Members of the Fourth Ward Civic Association, the Ward Four Council Member, and others in the neighborhood, along with the mayor and town administrator, have met with the developer to arrive at some beneficial solutions. In addition to the quantitative traffic study required by the county review process, the county is performing an operational, qualitative study, as requested by the town. We recommend that the town ask to review the operational study's analysis methodology. The town has asked the county to agree to a narrower and shorter entrance road to the site to cut down on exhaust and noise affecting the community. The town has asked Amazon to take steps to discourage car use by employees, such as Metro subsidies and a shuttle. Cheverly has addressed the issue of air quality most recently through sponsoring a town air quality monitoring project. Placing sensors from that project on the site would assist in assessing the air quality in the area. We recommend that the mayor and council support these efforts to work together with the developer to mitigate traffic impacts.

The Cheverly Green Infrastructure Plan adopted by the town in 2011, which identifies a Boyd Park natural area hub, supports an increase in forested areas for benefits -- including health benefits -- through cleaner air, cleaner water, and reduced temperatures. The southern half of the warehouse site is currently forested. Much of that forest will be cleared. The site plan calls for areas of preservation and also of reforestation of woods facing Cheverly, so that the net loss of forest will be 2 ½ acres. We recommend that the town continue to work with the developer on its reforestation plan using native trees of large caliper with an eye toward climate change for sustainability, ecosystem restoration, and infiltration of precipitation and runoff, and recommend that this reforestation area be maintained by the developer for a length of time to be agreed to. We support the discussions the town has had with the developer to deed a portion of the land east of Cabin Branch to Cheverly following reforestation, which would provide more tree buffer for a healthier stream, and also a visual and sound buffer for the neighbors and park.

The plan of subdivision now under review cannot be considered separately from an approved subdivision of land in the Prince George's Business Center in 2018. The subdivision cleared the way for the use of two large lots as a parking site for the Amazon delivery vans which would drive to and from the warehouse, using the route Sheriff Road - Cabin Branch Drive - Columbia Park Road. The land on which the Prince George's Business Center lies is the land of American Resource Management Group, and has been a clay mine and, before that, a brickyard. This is the area closest to the residences in the Old Fourth Ward, and activities on that property have and will affect its citizens most acutely.

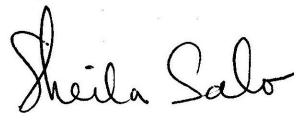
A portion of that property, designated as Outlot B, is the subject of an 2008 agreement between American Resource Management Group and the Town of Cheverly. Outlot B runs along the east side of Marblewood, then hugs the southern border of Cheverly and includes a stretch of Cabin Branch stream and brooks discharging into Cabin Branch. According to the agreement, the landowner agreed to preserve 100 feet of existing woodland nearest to Cheverly's border, and to reforest another 50 feet, for a total wooded buffer of 150 feet. The land is designated a woodland conservation area and satisfies the tree conservation plan requirement for the whole property. In addition, Outlot B is to be transferred to the ownership of the Town of Cheverly. Thus Cheverly would increase the wooded buffer between the properties in Old Ward Four and the industrial area to the south. It would increase the land available for park use, as part of Boyd Park. We recommend that the town continue to pursue with the Washington Gateway developer regrading and reforesting even more of the area immediately south of 62nd Street to create a greater wooded area which would help shield the homes from the sights, sounds, and, to an extent, the air pollutants of the van parking area.

We have attached to this letter a list of actions the town has requested regarding this property. We have referenced a number of these in our recommendations so far. The list includes additional items we believe the mayor and council should consider pursuing with the developer and Amazon. We appreciate the time and dedication to this effort from the Mayor and Council and believe that together we can make positive change.

Sincerely,



Margaret MacDonnell  
Chair  
Cheverly Planning Board



Sheila Salo  
Chair  
Cheverly Green Infrastructure Committee

## **Rough Timeline of Cheverly Involvement Relevant to Industrial Development**

Please note the history of increasing encroachment of industrial development on neighboring residential communities and Town and community engagement on associated environmental, traffic, and envisioning /planning efforts.

- 2007: Town Council supports efforts by Chapel Oaks, Progressive Cheverly, University of Maryland and others to oppose SE-4502 for the Marvaco Concrete Batching Plant. District Council approves Special Exception. Coalition loses appeal in Maryland State Supreme Court (Court of Special Appeals) 2013. Concrete Plant still not built. Efforts result in state-wide effort to initiate legislation on Environmental Justice.
- 2007: The Town opposes subdivision of lots in Prince George's Business Center, Sheriff Road (4-07070). The Town agrees to drop opposition in order to create tree buffer space abutting Cheverly's southern boundary.
- 2007: Town Opposes the Try it Again Car disposal near Industrial Park. Town wins, Car disposal site never built.
- 2009. The Town opposes another auto junkyard on Marblewood, 480 feet south of Reed St. The application was for alternative compliance, AC 08022, and was approved by the county 4/7/2009. The Town's argument was in fact that the applicant drew the "neighborhood" too narrowly, ignoring the nearby residences.
- 2010: County (District Council) approves Sub-Region 4 Master Plan continuing industrial use for this area while changing much from I-2 to I-3. Town's advocacy for higher residential use, highlighting the need to utilize Metro as an asset fails. The Town of Cheverly and its residents take active parts in creating this sector plan. This sector plan is the one found to be in error in the Zoning Hearing Examiner case decided July 26, 2016, A-10035, below.
- 2011. Town Council adopts the Cheverly Green Infrastructure Plan.
- 2012. Cheverly Planning Board organizes Envision Cheverly 2032, gathering residents' visions for the Town's future.
- Fall 2013: Smithfield closes smokehouse and meatpacking plant.
- 2014. District Council approves Landover Metro Area and MD 202 Corridor Sector Plan. Town actively participates in planning.
- 2014. Meetings with WMATA led to moving a planned railyard from a site we considered inappropriate to one we saw as more appropriate.
- November 2015: Cheverly Town Council votes to oppose the Aggregate Industries recycled asphalt pavement crushing and screening plant planned to be located at Cabin Branch and Sheriff Road, 5800 Sheriff Rd. Councilmembers testified before the Maryland Department of Environment to consider "cumulative impact" when reviewing permits.
- 2016. In March the Town opposed a variance, V-129-15, at 4825 Lydell as not in compliance with light industrial zoning. CTI Towing appealed, April 2016, but later withdrew the appeal.
- 2016. Town and residents actively participate in Greater Cheverly Sector Plan.
- July 2016: Despite intense objection from the Town of Cheverly, the Zoning Hearing Examiner (A-10035) approves the Liberty/Prologis request to change the zoning from I-3 to

I-2 (heavier industrial). This ruling reverses the zoning changes made by the 2010 Sub-Region 4 Master Plan.

- 2018. District Council approves Greater Cheverly Sector Plan. Town and residents actively participated in planning.
- 2018. Concern over air quality generated by an MDE permit hearing led to the town's establishment and funding of a hyper-local air quality monitoring project which serves Cheverly and Capitol Heights.
- June 2018: At the request of the Town of Cheverly, Prologis takes down the dilapidated Smithfield plant
- December 2018: Over the Town's objections, County approves subdivision of lots *in the Prince George's Business Center, Sheriff Road*, to allow for warehouse development (Preliminary Plan of Subdivision 4-17041).

July 9<sup>th</sup>, 2020

Mayor Riaz and Town Council  
Town of Cheverly Offices  
6401 Forest Road  
Cheverly, MD 20785

**RE: Prince George's County Preliminary Plan of Subdivision Application 4-19048**

Mayor Riaz & Members of Town Council:

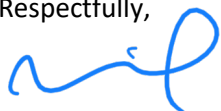
First and foremost I want to thank you for giving Prologis the opportunity to engage with you and members of the Cheverly community over the past three weeks regarding Prologis' redevelopment plans for the former Smithfield Meat Packing property ("Property"). Our efforts and interest in being a good neighbor have certainly benefitted from this open dialogue. With that in mind, I wanted to spell out the specific items Prologis will be focused on going forward:

- 1) We will work collaboratively with DPIE, M-NCPPC, 5<sup>th</sup> District Council Member Jolene Ivey, 4th Ward and Town of Cheverly to identify ways to address the community's concerns regarding Master Plan Road C-404
- 2) We will use all commercially reasonable efforts to pursue an entrance onto the Property from Cabin Branch Road
- 3) We will deed an Outlot on the western side of the Property to the Town of Cheverly to add to the Town's Green Infrastructure which will further enhance the wooded buffer between the Property and Boyd Park – the final configuration of the Outlot and timing for conveyance will be established in a future document between Prologis and Town of Cheverly
- 4) We will include extra aesthetic landscape fencing along Columbia Park Road and along portions of the western edge of the development area to screen views into the Property's truck court that will be in addition to the streetscape planting plan
- 5) We will include bicycle racks at a point on the Property that is convenient to the employee entrance
- 6) We will pursue US Green Building Council's LEED certification on the warehouse building
- 7) We will host a Zoom session with our civil and traffic engineers to gain Town of Cheverly input for the Traffic Operational Analysis to include perspectives from pedestrians, bicyclists, school buses and metro buses.
- 8) We will perform an internal feasibility study and share the non-proprietary results with the Town of Cheverly and District 5 Council Member Ivey's staff on how Prologis' holdings and the larger industrial base in the vicinity could drive additional ridership at the Cheverly Metro Station.
- 9) We will perform an internal feasibility study and share the non-proprietary results with the Town of Cheverly and District 5 Council Member Ivey's staff on the viability of a 2021 pilot Prologis Community Workforce Initiative (CWI)

In addition to these items we will create a separate Memorandum of Understanding (MOU) between Prologis and the Old 4<sup>th</sup> Ward that will address other community impacts specific to the Old 4<sup>th</sup> Ward and set forth communication protocols for all future construction activity. I am in active discussions with Council Member Kayce Munyeneh on the MOU and anticipate finalizing it over the next 30 days.

As I have stated on several occasions, Prologis is a long term owner-operator of industrial/logistics properties and we are very focused on being a good neighbor. I hope this most recent round of engagement will be the beginning of a productive long-term relationship.

Respectfully,



Ben O'Neil

Vice President, Investment Officer – Mid Atlantic

Cc: Council Member Jolene Ivey – Prince George's County 5<sup>th</sup> District

Cc: Tom Haller, Gibbs & Haller



# Prologis

Town Comment	
	<b><i>Collector Road</i></b>
<b>Prologis is in support</b> County PB and DPIE “No”	No collector road –only 35’ industrial driveway to facility entrance.
<b>Prologis is in support</b> County PB and DPIE “No”	Create and forest an outlot from head of the collector and adjacent land.
<b>Prologis is in support</b> County PB and DPIE “No”	Deed outlot to Town of Cheverly with agreement that Prologis maintain trees and site for 10 years.
Dependent upon the outcome of collector rd.	Widening of riparian buffer.
	<b><i>Old Fourth Ward Impact Area</i></b>
<b>Prologis is in support</b>	Extension of reforestation and layered planting behind homes on 62 <sup>nd</sup> Ave. to extend to lot 11 (increased buffering for residential properties).
This is essential in alleviating resident public health concerns	Host Cheverly air quality monitors (electricity, access, internet) at warehouse and at lots 11&12.
Prologis and Amazon need to work this through	Design parking spaces for drive through exiting to avoid backup “alerts.”
Amazon says this is on Prologis	Work with Town of Cheverly for the installation of retractable security bollards or other traffic control measures at the end of 62 <sup>nd</sup> and 61 <sup>st</sup> Aves.
Introduced to Mr. Haller at the 7/2/2020 worksession.	Work with the Town and residents of the Old 4 <sup>th</sup> Ward to address security and safety concerns, including with vehicle lots and neighborhood pass throughs (fencing? Security patrols? Additional cameras within the Old 4 <sup>th</sup> Ward?).
<b>Prologis is in support</b>	Approval of fence and layered plantings—sound deadening addition to fencing.
Need to discuss further, but initial conversation indicates support from Prologis.	Spearhead creation of a Cabin/Columbia/Sheriff Industrial Park Association with representation from the Town of Cheverly, 4 <sup>th</sup> Ward Civic Association, Cedar Heights, Fairmont Heights.
We know that this is outside of scope, but it is an awful eyesore for community and is literally falling apart.	Replacement of failing fencing along north and south side of Columbia Park road with decorative fencing.
Nothing from Amazon, need to approach Prologis	Welcome to Cheverly (Old 4 <sup>th</sup> Ward) sign.
Nothing from Amazon, need to approach Prologis	Boyd Park Fitness Trail (stabilization/reconstruction of accessible trail).
Nothing from Amazon, need to approach Prologis	Fund History of the Old 4 <sup>th</sup> Ward trail signs (12)

Nothing from Amazon, need to approach Prologis	Solar match funding for homeowners in the Old 4 <sup>th</sup> Ward.
Amazon had indicated that they had done noise studies before—sound wall would be responsibility of Prologis	Noise Study—possibly sound wall for lots (11&12)
	<b><i>Traffic / Transportation</i></b>
<b>Prologis is in support</b> of operational traffic analysis and community meeting.  More discussion needed on the other aspects	Operational traffic analysis—with a focus on development of a multimodal transportation network and transportation demand management initiatives. Analysis to include meeting with the Cheverly community for insight on vehicular, pedestrian, and bicycle concerns, traffic accident data, school bus, metro bus, and other considerations identified by the Town of Cheverly and community.
<b>Prologis is in support.</b> Engineer considers feasible. There are logistic hurdles, but willing to engage. Cannot be condition for approval.	Create entrance/exit at Cabin Branch Dr. structured to accommodate line-haul vehicles.
This has been taken back for consideration by Amazon, but also Prologis	Shuttle to and from Metro during all working hours and/or on demand with routes to include both the warehouse and lots 11&12.
Amazon says this is on Prologis	Bike share installations lots 11&12, Amazon warehouse, Cheverly metro (Partner with County?)
Amazon says this is on Prologis	Bike racks and lockers.
Longer-term conversation on rethinking Transportation Demand Management in industrial environment	Approach this project as occurring in a TDOZ and to work with the County and Cheverly to support formation of a Transportation Management Area (TMA) and a focus on multimodal transportation network and transportation demand management initiatives.
Town has not secured	Incorporate reports and assessments from Cheverly's traffic engineer into report to the County Planning Board.
<b>Already existing</b>	Installation of pedestrian crossing signals at intersection of Cabin Branch & Columbia Park Rd.
<b>Already in plan.</b> Some question about road alignment (need to follow up for clarification)	Traffic light at Claybrick Rd. and Sheriff Rd.
	<b><i>Environmental Issues</i></b>
<b>Prior agreement</b> with Bob Bilo. Prologis is working with Bilo to support proper reforestation.	Reforestation of easement (per the Bilo Outlot B agreement, deed book 29737 page 438-463).
<b>Prologis is in support</b>	Use of native trees and plants.

<b>Prologis is in support</b>	Access to the site for rescue of selected native plants for replanting elsewhere. (The Plant Rescue Operation has a license from the Maryland Department of Agriculture for this work).
<b>Prologis is in support</b> of a care agreement—term not yet solidified.	10 -year care agreement for trees and plants on the easement and extension.
Need to discuss further, but initial conversation indicates <b>support from Prologis</b> . (This needs County Planning Board support)	Any reforestation not supportable on site is fulfilled in Cheverly. Reforestation within Euclid Park or Cheverly Green Space.
	<b><i>Other Recommendations</i></b>
Likely “No” by DPIE	Pedestrian-scale lighting on Columbia Park Rd.
Likely unsustainable given site conditions – clay	Permeable parking lots (11&12) – if conditions support
Likely unsustainable given site conditions – clay	Permeable pavement for warehouse employee parking – if conditions support
If there are no bathrooms, the drivers will relieve themselves in public.	Coded bathrooms for DSP drivers on lots 11&12
	Designated, furnished, shaded and green/landscaped exterior dining/break space for warehouse employees and for lots 11&12.
<b>Prologis is in support</b>	Abandon mining rights.

## **Next Tier**

Pedestrian Bridge (Prologis has voiced support in future general sense)

World Recycling (longer-term conversation)

Cheverly Green Space (lot purchases—possible reforestation option)

Euclid Park (lot purchases—possible reforestation option)

# Town of Cheverly—Conditions for Washington Gateway Project

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**Prologis has already agreed to a number of conditions put forward by the Town and has committed to listen to and address Town and community concerns and to be a good neighbor for issues still before us. The Town of Cheverly will request a regular monthly meeting with Prologis to track progress on these conditions and to establish a strong working relationship.**

## **Collector Road/Additional Access to Site**

- Support the Town of Cheverly's request to limit construction of Master Plan Road C-404 to only the minimum build required to access the warehouse parking lot (if released from the requirement to construct).
- Deed an outlot on the western side of the Property to the Town of Cheverly to add to the Town's Green Infrastructure which will further enhance the wooded buffer between the Property and Boyd Park – the final configuration of the outlot and timing for conveyance will be established in a future document between Prologis and Town of Cheverly. Maintain trees and site for a mutually agreed upon period.
- Use all commercially reasonable efforts to pursue an entrance onto the Property from Cabin Branch Road.

## **Old Fourth Ward Impact Area**

- Extend reforestation and layered planting behind homes on 62<sup>nd</sup> Ave. to extend to lot 11 (increased buffering for residential properties).
- Work with Town of Cheverly for the installation of retractable security bollards or other traffic control measures at the end of 62<sup>nd</sup> and 61<sup>st</sup> Aves.
- Work with Amazon to find a way to avoid backup "alert" noise) suggestion of designing parking spaces for drive through exiting.
- Work with the Town and community to address security and safety concerns identified by residents of the Old 4<sup>th</sup> Ward.
- Include extra aesthetic landscape fencing along Columbia Park Road and along portions of the western edge of the development area to screen views into the Property's truck court that will be in addition to the streetscape planting plan.
- Provide financial support (amount to be determined) for construction of a Cheverly sign in the Old 4<sup>th</sup> Ward.
- Open to providing financial support (amount to be determined) for Boyd Park Fitness Trail (stabilization/reconstruction of accessible trail).
- Open to providing financial support (amount to be determined) to fund History of the Old 4<sup>th</sup> Ward trail signs (12)

## **Traffic and Transportation**

- Conduct a Traffic Operational Analysis and host a Zoom session with Prologis' civil and traffic engineers to gain Town of Cheverly input for the Traffic Operational Analysis to include perspectives from pedestrians, bicyclists, school buses and metro buses.
- Perform an internal feasibility study on how Prologis' holdings and the larger industrial base in the vicinity could drive additional ridership at the Cheverly Metro Station and share the non-proprietary results with the Town of Cheverly and District 5 Council Member staff. (This is in response to Town request to both Amazon and Prologis to offer a shuttle to and from Metro locations during all working hours and/or on demand with routes to include both the warehouse and lots 11&12 and to partner with County for bike share installations lots 11&12, Amazon warehouse, Cheverly Metro.)
- Install bicycle racks at the warehouse and lots 11 &12.
- Work with Amazon to address community concerns for bathroom availability for DSP drivers on lots 11&12

### **Environment**

- Pursue US Green Building Council's LEED certification on the warehouse building.
- Abandon mining rights for the sites of lots 11&12.
- Work with Mr. Bob Bilo to support proper reforestation of Outlot B (per the Bilo Outlot B agreement, deed book 29737 page 438-463).
- Use native trees of large caliper and native plants, with an eye toward climate change for sustainability, ecosystem restoration, and infiltration of precipitation and runoff, and maintain trees and site for a mutually agreed upon period.
- Support access to the site for rescue of selected native plants for replanting elsewhere. Work must take place within mutually agreed scheduling parameters (The Plant Rescue Operation has a license from the Maryland Department of Agriculture for this work).
- Explore how to meet reforestation not supportable on site within the Town of Cheverly. Reforestation within Euclid Park or Cheverly Green Space and dependent upon timing, Park and Planning process, and cost.

**The Prince George's County Planning Board voted to approve the Preliminary Plan of Subdivision PPS 419048\_01 for the Washington Gateway Project on July 16, 2020.** The site owner and developer is Prologis, and the expected tenant is Amazon. The plan is for a warehouse serving "last mile" delivery. The project is located at 5801 Columbia Park Rd.

**Cheverly supported the developer's application for Preliminary Plan of Subdivision with conditions.**

*Excerpt from the written testimony submitted by Mayor Riazi on behalf of the Town of Cheverly:*

**We, as a Town and community, faced a difficult decision in evaluating the Washington Gateway application—to either seek to make this industrial-zoned project into the best of industrial partners or to try to defeat it.** As it stands, we concluded that our greatest frustration lies with the county and not with the developer of this project. The county's repeated support for I-2 heavy industrial development over rezoning to advantage metro-centric opportunities in this corridor, and failure to recognize Cheverly's strategic position as an extraordinary asset for advancing development out of the District along Route 50, continues to disadvantage both our community and the county.

**After much consideration, the Town of Cheverly has decided to support Prologis' application for Preliminary Plan of Subdivision, subject to conditions outlined within this document.** Prologis has already agreed to a number of conditions put forward by the Town and has committed to listen to and address community concerns and to be a good neighbor for issues still before us.

**As you review our comments, we respectfully request that you give special focus to the following conditions and most critical concerns:**

- Disproportionate and cumulative effect on historically marginalized Old 4th Ward;
- Town of Cheverly and developer request to limit construction of Master Plan Road C-404;
- Deeding Outlot 1 to the Town as wooded buffer for Boyd Park and residents on 64th Ave.;
- Developer's commitment to pursue an entrance to the Property from Cabin Branch Road;
- Traffic Operational Analysis and community Zoom session with civil and traffic engineers;
- Criticality of obtaining Amazon commitment to traffic reduction, trip routing, and other PPS;
- Developer environmental commitments including to watershed and reforestation;
- Call for TDM focus for this industrial area, with focus on public transportation/connectivity.

Due to the nature of the Washington Gateway development, there will be numerous negative environmental and traffic impacts from the project as well as a cumulative impact on the neighborhood from having yet another industrial use in the area. **The Town of Cheverly is seeking conditions from the developer (Prologis) and tenant (Amazon), as well as county actions and supports, to mitigate these negative effects.** Within a condensed timeline, Prologis has worked hard to earn the Town of Cheverly's support by treating our Town and all of our residents with respect and making the time to appreciate specific impacts on the residents of Cheverly's Old 4th Ward.

Thank you to Mr. Reddick, President of the 4<sup>th</sup> Ward Civic Association, CM Ward 4, Kayce Munyeneh, and the residents of the Old 4<sup>th</sup> Ward for engaging every step of this process. The Town is also grateful for the written advisement of the Cheverly Green Infrastructure Committee and

Cheverly Planning Board, and the Mayor drew extensively upon their combined report for Cheverly's testimony. We have good work ahead.

**Mayor Riazi has reached out to establish a regular monthly meeting between the Town, developer, and tenant—as good neighbors need to build regular connections—now, and into the future.**

**We Need Your Help! Special Traffic Meeting Ahead!** One of the conditions put forward by the Town seeks to better address traffic concerns on Columbia Park Rd. The developer is conducting a Traffic Operational Analysis and has agreed to host a Zoom session with their civil and traffic engineers to gain Cheverly input for the Traffic Operational Analysis to include perspectives from pedestrians, bicyclists, school buses, and metro buses. **Once we have a date in hand, we will ask you to pack the Zoom!**

For addition information regarding the Washington Gateway Project, please visit <https://www.cheverly-md.gov/home/news/washington-gateway-project-documents>



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**From:** Andre Gingles <[andre@ginglesllc.com](mailto:andre@ginglesllc.com)>  
**Sent:** Tuesday, July 21, 2020 1:20 PM  
**To:** Dylan Galloway <[DGalloway@cheverly-md.gov](mailto:DGalloway@cheverly-md.gov)>  
**Subject:** Craftsman Property

In response to your inquiry relative to the status of the potential purchase of the Craftsman property by my client, as of this email the client remains in a due diligence posture (review of the property and issues) at this time. Feel free to check with me in mid—August or at any interim should you need an update.



**ANDRÉ J. GINGLES**

direct: 240 280 1203

mobile: 301 346 4216

[ginglesllc.com](http://ginglesllc.com)

Office Hours: Mon 12-5, Tue-Thu 9-5

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## GRANT ACQUISITION AGREEMENT

All grants issued by the Mayor and Cheverly Town Council are from appropriated funds of the Town of Cheverly and must be accounted for to specified auditing standards.

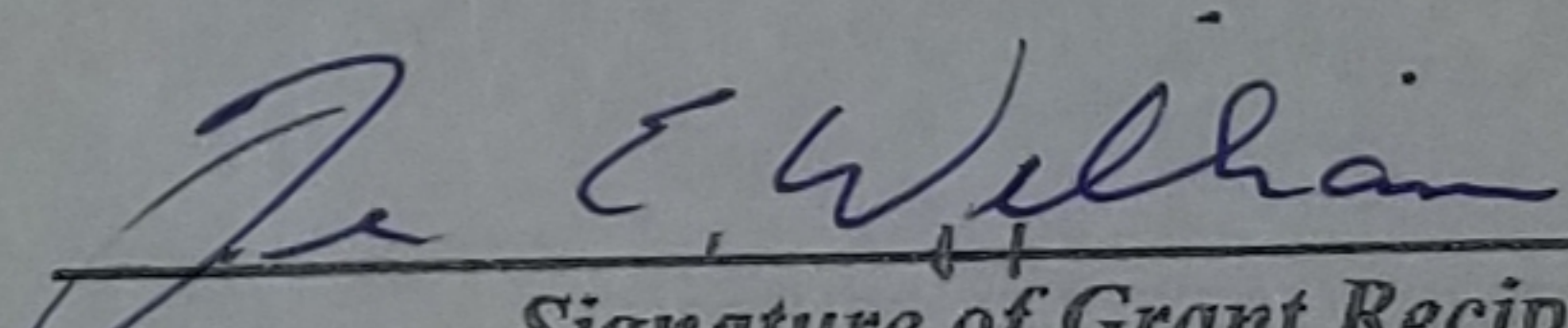
Name: Teresa Williams Phone: 240-603-6983

Address: 3205 Tremont Ave  
Cheverly, MD 20785

Organization: Cheverly Village

- I hereby agree NOT to expend funds allocated to the designated organization for salaries, stipends and/or personal income.
- As duly authorized by the above named organization to accept this grant, I assume full responsibility for the proper expenditure of funds for the requested expenses and will report to the town staff the manner in which expended.
- Receipts and a full accounting of all grant funds are required by the end of the given Fiscal Year ending June 30<sup>th</sup>.
- I also understand that the funds provided are not for my own personal use, and that violation of this agreement will result in the reimbursement to the Town of Cheverly of any/all funds spent outside the parameters as denoted in the grant application.

Date: 7-8-2020

  
Signature of Grant Recipient

PLEASE ATTACH THE FOLLOWING:

- ❖ THE PURPOSE OF THE GRANT REQUEST.
- ❖ A DETAILED DESCRIPTION OF THE PROJECT/PROGRAM YOU WISH TO EXECUTE WITH THE CHEVERLY GRANT PROGRAM FUNDING.
- ❖ A DETAILED ACCOUNTING OF AMOUNTS AND ACTIVITIES/ITEMS FOR WHICH THE GRANT FUNDS SHALL BE UTILIZED.
- ❖ A DETAILED TIMELINE FOR THE EXPENDITURE OF FUNDS.
- ❖ THE OVERALL BENEFIT TO THE COMMUNITY.



1. *The purpose of the grant request.* This grant is to fund the cost of deer-proof chain link fencing and 'stand-up' garden beds at the Cheverly Community Center.
2. *A detailed description of the project/program you wish to execute with the Cheverly Grant program funding.* The Cheverly Village's stand-up gardens would be installed between Town Hall and the Cheverly Police Station in an unused plot of land near an existing, but mostly unused, sidewalk. This location offers many advantages for the project including ease of access for our members even if they are using a walker or wheelchair. The height of the garden beds will make tending and harvesting the garden plots easier for people of any age or who have limited mobility challenges. A fence is necessary to keep deer and other animals out of the garden area. The fence would have a 4-foot pedestrian gate to allow gardeners access to their plots.
3. *A detailed accounting of amounts and activities/items for which the grant funds shall be utilized.* Our funding request needs to cover the cost of a deer-proof, 8-foot high chain link fence. The fence needs to be approximately 90 feet in length with a 4-foot wide pedestrian gate. The Community center's gym wall will serve as one side of the elevated bed garden and will not need fencing. We would also like the two end fences to be trenched one foot deep to prevent ground hogs from tunneling underneath the fence. The fence along the sidewalk will not need to be trenched since the 4-foot wide concrete sidewalk will act as a natural barrier to the ground hogs. Initially 4 stand-up beds (3' wide by 7' long) will need to be built and filled with topsoil and town leaf mulch. There is space for 4 more stand-up beds as the need grows. **The Cheverly Village requests a grant of \$2,000.00 for this project.**
4. *A detailed timeline of the expenditure of funds.* Funds will be used to purchased supplies from August 1, 2020 to October 1, 2020. If there is no town preferred fencing vendor, at least three estimates will be requested from local fencing contractors. It is understood only the town has the authority to sign contracts for work on town property.
5. *The overall benefit to the community.* Some of the benefits of the project may include sharing knowledge of gardening, plants, environmental issues, food access, and customs relating to food across generations as well as across cultural backgrounds.

One additional benefit of this project is that with our present need for social distancing it offers a way for people to connect outdoors with safe distancing possible. The benefits of the Cheverly Village Stand up garden project will certainly outlast our need for social distancing but in the short term it is a compelling reason to launch the project as soon as possible.

# Cheverly

Grant: # \_\_\_\_\_

All grants issued by the Mayor and Cheverly Town Council are from appropriated funds of the Town of Cheverly and must be accounted for to specified auditing standards.

Name: Brianna Boswell Phone: 202 841 4053

Address: 6200 Forest Rd  
Cheverly, MD 20785

Organization: CPRC (Cheverly Parent Resource Center)

- I hereby agree NOT to expend funds allocated to the designated organization for salaries, stipends and/or personal income.
- As duly authorized by the above named organization to accept this grant, I assume full responsibility for the proper expenditure of funds for the requested expenses and will report to the town staff the manner in which expended.

I also understand that the funds provided are not for my own personal use, and that violation of this agreement will result in the reimbursement to the Town of Cheverly of any/all funds spent outside the parameters as denoted in the grant application.

Date: 7/22/2020 Brianna Boswell

*Signature of Grant Recipient*

PLEASE ATTACH THE FOLLOWING:

*THE PURPOSE OF THE GRANT REQUEST.*

*A DETAILED DESCRIPTION OF THE PROJECT/PROGRAM YOU WISH TO EXECUTE WITH THE CHEVERLY GRANT PROGRAM FUNDING.*

*A DETAILED ACCOUNTING OF AMOUNTS AND ACTIVITIES/ITEMS FOR WHICH THE GRANT FUNDS SHALL BE UTILIZED.*

*A DETAILED TIMELINE FOR THE EXPENDITURE OF FUNDS. THE OVERALL*

*BENEFIT TO THE COMMUNITY.*

July 20, 2020

Dear Cheverly Town Council Members:

My name is Brianna Boswell, and I am writing to you on behalf of the Cheverly Parent Resource Center (CPRC) in my capacity as the CPRC Co-chair. We are requesting a town grant in the amount of \$2000 for our annual school supply drive to support the students at Gladys Noon Spellman Elementary School and other elementary schools in our area.

Last year, we received a very generous grant of \$2,000 and with that, we were able to reach many families. With that money, and the community efforts we organized, where we collected an additional \$425, we were able to provide \$2,353.21 worth of supplies! (\$71.79 worth of additional funds were rolled over into other CPRC Turkey Drive later in the fall.) The citizens of Cheverly take your generous contribution to heart and gauge their financial support of the school supply drive accordingly.

CPRC is proud of our membership and the town in general for their support of our biggest project of the year. This year, we are also excited to partner with The Cheverly Legion in support of the school supply drive! **Because of the unique circumstances of this school year, with many families and students learning at home, we are considering a combination of gift cards and supplies, as the needs may vary from home to home. With the flexibility of gift cards, families would be able to purchase common school supplies such as crayons, paper, and markers, or tech related items such as headphones, print cartridges, etc.**

If we were to raise an overage of funds, we will solicit feedback from the school to see if there are any additional needs at the school. Or, alternatively we would plan to roll the funds over into the other fundraisers we run for Spellman, such as the Thanksgiving food drive, holiday care packages, summer nutrition kits - all of which support the same community.

CPRC appreciates the Cheverly Town Council's generosity in past years. We are proud and thankful to be a part of a community where our local government supports programs such as this and allows our citizens to serve our community in this way. We appreciate your time and attention to our proposal, and so do the Spellman students we serve. Please feel free to contact me with any questions or concerns, using the information provided below.

Brianna Boswell  
[cprcpresident@gmail.com](mailto:cprcpresident@gmail.com)  
202.841.4053