



CITY COUNCIL WORK SESSION AGENDA

**Legislative 2023 Program
Tuesday, December 20, 2022
6:00 PM**

Work Session Packet

Legislative 2023 Program

Suggested Action:

Agenda

- Introductions
- Council Discussion
- Questions and Answers
- Other Items

[Legislative 2023 Program.pdf](#)

City Council Work Session Agenda Item Report

Meeting Date: December 20, 2022

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: Work Session Item

Agenda Section: Work Session Packet

Subject:

Legislative 2023 Program

Suggested Action:

Agenda

- Introductions
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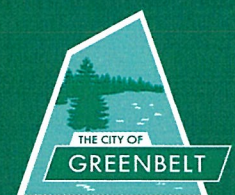
Attachments:

[Legislative 2023 Program.pdf](#)

THE CITY OF GREENBELT **LEGISLATIVE PROGRAM** 2023



(301) 474-8000
www.greenbeltmd.gov
25 Crescent Road, Greenbelt MD 20770



CITY OF GREENBELT, MARYLAND

25 CRESCENT ROAD, GREENBELT, MD 20770

December 20, 2022



CITY COUNCIL

Emmett V. Jordan, Mayor
Kristen L.K. Weaver, Mayor Pro Tem
Colin A. Byrd
Judith F. Davis
B. Ric Gordon
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Rodney M. Roberts

Senator Paul Pinsky
Delegate Anne Healey
Delegate Alonzo Washington
Delegate Nicole Williams
County Council Member Ingrid Watson
County Council Member Mel Franklin
County Council Member Calvin Hawkins
Board of Education Member Jonathan Briggs

Dear Senator, Delegates, Council Members and Board of Education Member:

Thank you for joining us for the presentation of the City of Greenbelt's Legislative Program for 2023. We always look forward to this meeting and hope you do as well.

This meeting is an opportunity to share with you what the Greenbelt community sees as the most important issues for the upcoming legislative session and for you to advise us of your priorities. This meeting provides an opportunity for us to find ways to work collaboratively to address the needs of our constituents.

This year, Greenbelt's top priorities are:

- Ban Single Use Plastics
- Greenbelt Road Streetscape Improvements
- Greenbelt Metro Station Improvements
- Abatements
- Constant Yield Tax Rate Notification

The City Council and staff look forward to working with you in the coming year. We also wish to thank you for all you do for Greenbelt.

Sincerely,

Emmett V. Jordan
Mayor, City of Greenbelt

A NATIONAL HISTORIC LANDMARK

PHONE: (301) 474-8000 www.greenbeltmd.gov

CITY OF GREENBELT 2023 LEGISLATIVE PROGRAM SUMMARY

LEGISLATIVE PRIORITIES

■ **BAN SINGLE USE PLASTICS**

Seeking legislation to ban single-use plastics such as bags, straws, coffee stirrers, single-use bottles, etc. There is too much plastic in the waste stream and in the environment, particularly in our waterways.

■ **GREENBELT ROAD STREETScape IMPROVEMENTS**

Seeking inclusion of a SHA Street Improvement Program for Greenbelt Road (Route 193) as a top priority in the State's Consolidated Transportation Program. Secure funding for planning and implementation activities for Greenbelt Road (Route 193) roadway and streetscape improvements.

■ **GREENBELT METRO STATION IMPROVEMENTS**

Advocate retaining State and County commitment to funding for completion of the Greenbelt Beltway Interchange. Advocate with WMATA to make deferred improvements to station infrastructure e.g. landscaping and façade improvements; signage indicating real-time bus arrivals; restroom facilities; and a Capital Bikeshare station. Regardless of the FBI decision, we have been advocating for funding for a full interchange for several years.

■ **ABATEMENTS**

Require the State to provide detailed information on abatement requests, both in hand and anticipated, in advance of budget preparations. The lack of information makes it very difficult for municipalities to effectively budget to cover potential abatements.

■ **CONSTANT YIELD TAX RATE NOTIFICATION**

Require the State to reword the Constant Yield Tax Rate notice language to be easily understandable. The current required language is both duplicative and difficult to understand and each year our residents ask that we provide a more concise and clearly worded notice.

DISCUSSION ITEMS

■ **ACQUISITION OF GREENBELT ARMORY**

City staff, Council and members of our State and Federal delegations have been working toward the City's acquisition of the Greenbelt Armory property. Despite unanswered repeated attempts to receive updates or explanations on the delay, the City continues to press the Maryland Department of General Services on the status of the Armory transfer.

■ **GREENBELT SCHOOLS**

With the recent new residential development and pending residential development in Greenbelt, children living in Greenbelt should continue attending schools located in Greenbelt.

It is also important to keep Greenbelt schools needing facility improvements on the County School Board's Capital Improvement Program.

■ **STATE MAINTENANCE OF SIDEWALKS ADJACENT TO STATE ROADWAYS**

Sidewalks adjacent to State roadways are often in disrepair and sometimes have dangerous conditions. Municipalities do not have the authority or resources to repair and/ or make these sidewalks safe.

OPPOSITION ITEMS

■ **BLOCK THE MAGLEV TRAIN ROUTES THROUGH GREENBELT AND PRINCE GEORGE'S COUNTY**

Both proposed alignments would run through Greenbelt. This project negatively impacts Greenbelt and the County with little benefit to our residents. The City opposes this effort.

■ **OPPOSE BELTWAY WIDENING**

This proposed public-private partnership would add managed toll lanes through some type of public-private arrangement. The City opposes this effort.

■ **OPPOSE BUREAU OF ENGRAVING & PRINTING FACILITY AT THE BELTSVILLE AGRICULTURAL RESEARCH CENTER**

The Bureau of Engraving and Printing seeks to build a new facility located on a parcel at the BARC that would replace their facility in DC. In addition to opposing this proposal, the City is concerned about the negative impact on the Parkway, Kenilworth, Edmonston and our local roads that the construction vehicles will cause should the plans for the new facility move forward.

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ITEMS PROPOSED BY YOU

BAN SINGLE USE PLASTICS

RECOMMENDATION

Approve legislation to ban single-use plastics such as bags, straws, coffee stirrers, single-use bottles, etc.

BACKGROUND

Banning the amount of single use plastics will help divert plastics from the landfill, which protects our environment and will also decrease the amount of litter that pollutes our local waterways.

GREENBELT ROAD STREETSCAPE IMPROVEMENTS

RECOMMENDATION

Fund the planning and implementation of a State Highway Administration (SHA) Streetscape Improvement Program on Greenbelt Road (MD 193).

BACKGROUND

This project would make Greenbelt Road more of a community “Main Street” and less of a vehicle-oriented roadway. It would improve highway safety, traffic operations, pedestrian and bicycle access, land use and recreation, as well as aesthetics along Greenbelt Road from Baltimore Avenue in College Park to Cipriano Road just outside the City limits. Plans for the work were completed by SHA prior to 2002 when the project was placed on hold due to fiscal constraints.

This is a heavily traveled corridor and a gateway to Greenbelt, College Park, Berwyn Heights, the University of Maryland, Greenbelt Metro and MARC stations and the Goddard Space Flight Center. Development of the Beltway Plaza and Greenbelt Station area adds to the need for this project.

In 2018, the Cities of Greenbelt, College Park and Berwyn Heights, and Quantum Companies, with support from Urban Land Institute (ULI) and MWCOC, convened a ULI Technical Assistance Panel (TAP) to study the Greenbelt Road corridor. A detailed report is available and a copy of the Executive Summary is included. More recently, with the support of College Park and Berwyn Heights, the City secured a MWCOC Transportation Land-Use Connections Grant to fund the “Greenbelt Road (MD 193) Corridor Plan.” A detailed report is available.

The State and County need to make this project a priority so that its chances of being funded by SHA are maximized. As stated during the ULI-TAP discussion and individual should be able to safely walk or ride a bicycle between the University and NASA. Recent car/ pedestrian accidents at NASA’s gate, coupled with pedestrian incidents and safety challenges elsewhere, bolster the need for State and County action.



TECHNICAL ASSISTANCE PANEL REPORT

Creating a Future for Greenbelt Road/MD-193

WASHINGTON, DC

SPONSORED BY:

City of Greenbelt

City of College Park

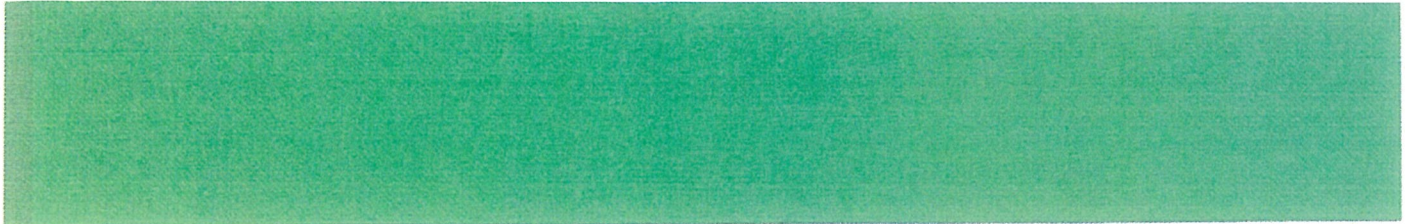
Town of Berwyn Heights

Metropolitan Washington Council of Governments

June 4-5, 2018



Washington



Executive Summary

Located in northern Prince George's County, the Greenbelt Road corridor connects the municipalities of Greenbelt, College Park, and Berwyn Heights. It was primarily developed during the mid 20th century as a classic suburban commercial strip, and today consists of a mix of drive-through retail, industrial uses, an enclosed shopping mall, and several mature residential neighborhoods, with both rental and for-sale housing. It is a stable, middle-class community, whose residents embrace its diversity and affordability.

The area is close to several major employers such as NASA Goddard, is two miles from the University of Maryland, whose students, faculty, and staff frequent the shopping along Greenbelt Road, and major parks like Greenbelt Park and Lake Artemesia. The corridor's proximity to the Beltway and the Greenbelt Metro and MARC stations have historically made it a popular location for both residential and commercial development over the past few decades.

However, the Greenbelt Road corridor is at a crossroads. Like many suburban commercial areas, it has lost some business to newer, outlying shopping centers, and grapples with some disinvestment and traffic congestion. Many community members express a desire for a greater variety of retail, but there is no singular vision for how the area can attract that. The corridor is beginning to see some significant new residential development at Greenbelt Station, including a large mixed-use community rising near the Greenbelt Metro station, which will bring new, potentially higher-income residents. As the area is subject to regional housing pressures, stakeholders expressed concerns about rising housing costs and the potential for gentrification.

Additionally, the area faces some transportation challenges as it transitions from a primarily auto-oriented corridor to one with a more multimodal focus. Stakeholders noted that many residents do not drive to the variety of walking, bicycling, and transit options in the area, but Greenbelt Road itself remains a unsafe and unwelcoming place to travel without a car. Sidewalks are missing, curb cuts and closely spaced driveways are common, and heavy, fast-moving traffic makes the road a barrier between the commercial center and surrounding residential areas.

The Panel assembled a set of recommendations aimed at holistically addressing the Greenbelt Road corridor's challenges as they relate to its economy, land use, and transportation. Its goal is to help this community develop a more sustainable economy, land uses that promote a stronger sense of place, and a multimodal transportation network that enables everyone to get around safely and comfortably. These recommendations will not be easy to carry out, and will require a strong vision from the community and many vocal champions for change. Nonetheless, these recommendations provide the three municipalities an opportunity to take control of their collective future.

GREENBELT METRO STATION IMPROVEMENTS

RECOMMENDATION

Advocate with WMATA to make deferred improvements to station infrastructure e.g. landscaping and façade improvements; signage indicating real-time bus arrivals; restroom facilities; and a Capital Bikeshare station. Regardless of the FBI decision, we have been advocating for funding for a full interchange for several years.

BACKGROUND

This Station is a key multi-modal transportation link and has the potential to act as a catalyst for significant economic development.

- **Improve station infrastructure:** The station, which opened in December, 1993, is showing signs of aging and deterioration. Improvements, such as landscaping and façade improvements, signage indicating real-time bus arrivals, restroom facilities, and a Capital Bikeshare station are needed in order to provide quality service to riders and attract future development at the site. Improvements slated for Summer 2020 have been deferred.
- **Increase funding for pedestrian/bike trail connection to Greenbelt Station:** This trail is now in permitting phase following additional engineering by the developer. It is estimated to cost \$2.3 Million and will provide an essential connection for residents in Greenbelt Station and adjacent neighborhoods like Branchville and Berwyn Heights. Additional funding is needed.
- **Upgrade to a full interchange:** This project has been in the State Consolidated Program for over 20 years. Plans to upgrade this interchange were developed during consideration of the FBI Headquarters relocation. This project is critical to any future transit oriented development at the station and funding is needed to move this project forward.

ABATEMENTS

RECOMMENDATION

Require the State to provide detailed information on abatement requests, both in hand and anticipated, in advance of budget preparations. The lack of information makes it very difficult for municipalities to effectively budget to cover potential abatements.

BACKGROUND

Lack of information on abatements hampers a municipality's ability to accurately prepare its budget. Abatements received for prior year assessments, some abatements reaching \$2M, can cause budget shortfalls. This legislation would require the State to provide timely information to municipalities.

CONSTANT YIELD TAX RATE NOTIFICATION

RECOMMENDATION

Require the State to reword the Constant Yield Tax Rate notice language to be more understandable. The current required language is both duplicative and difficult to understand and each year our residents ask that we provide a more concise and clearly worded notice.

BACKGROUND

The required language for the Constant Yield Tax Rate notice is very confusing to residents. Rewording the required notice would be extremely helpful to residents.

BLOCK THE MAGLEV TRAIN ROUTES THROUGH GREENBELT AND PRINCE GEORGE’S COUNTY

RECOMMENDATION

The two proposed alignments would run through Greenbelt. This project negatively impacts Greenbelt and the County with little benefit.

BACKGROUND

The two alignments (J & J-1) currently being considered by MDOT for the proposed Baltimore-Washington Superconducting Maglev Project run right through Greenbelt. Even though some of the route through Greenbelt is underground, there will be construction impacts, accessory structures for tunnel access, ventilation and power substations which will negatively impact our historic community.

Greenbelt is a National Historic Landmark and planned community with parks, open spaces and recreational amenities. The J-1 alignment has a tunnel transition in the middle of the City’s “green belt” where a City ball field (Northway Field) and our Forest Preserve are located. This proposal will have a very destructive impact on valuable, environmentally sensitive resources including: the Baltimore-Washington Parkway, the Beltsville Agricultural Research Center (BARC), the Patuxent Wildlife Refuge and other important open spaces adjacent to our City.

The City is also concerned about a proposed Rolling Stock Depot (RSD) being built on a site north of MD 198. The proposed footprint for the RSD would be 241 acres including access ramps from the maglev tracks to this RSD. The RSD facility would have active 24/7 operations for maintaining, repairing, cleaning and all other aspects of rolling stock maintenance. The RSD also stores the trains at night and during off-peak periods.

This project will not benefit Greenbelt residents or any of the communities and neighborhoods along the proposed routes. It is not clear that this project will reduce traffic congestion and residents have expressed concerns about noise, loss of trees and wildlife habitat, harmful health impacts and reduction in property values.

The City continues to oppose this project.

OPPOSE BELTWAY WIDENING

RECOMMENDATION

This proposed public-private partnership would add managed toll lanes through some type of public-private arrangement. The City opposes this effort.

BACKGROUND

Plans to widen the Beltway by adding toll lanes through a public-private partnership were put in place. The Maryland Department of Transportation SHA and Federal Highway Administration published the Final Environmental Impact Statement (FEIS) and Final Section 4(f) Evaluation for the I-495 & I-270 Managed Lanes Study (MLS), with the Notice of Availability published in the Federal Register on June 17, 2022. The study can be found here - https://oplanesmd.com/wp-content/uploads/2022/06/MLS_FEIS_00_ExecutiveSummary_June-2022p-2.pdf.

This project will negatively impact the quality of life in established neighborhoods adjacent to the Beltway. The proposed widening would have significant impacts on historical resources including the Walker family cemetery and Indian Springs. The City is concerned that this project will lead to more vehicles, more congestion, and more greenhouse gases and air pollution.

Greenbelt continues to advocate for alternative, congestion relief approaches including dedicating more funding to transit and other alternative modes of transportation.

The City strongly opposes this widening plan.

OPPOSE BUREAU OF ENGRAVING AND PRINTING AT THE BELTSVILLE AGRICULTURAL RESEARCH CENTER

RECOMMENDATION

The Bureau of Engraving and Printing seeks to build a new facility located on a parcel at BARC. The City opposes this proposal.

BACKGROUND

The Bureau of Engraving and Printing is proposing to build an 850,000-1,000,000 square foot manufacturing facility on a 100 acre parcel at the Beltsville Agricultural Research Center (BARC). This facility would replace their existing currency production facility in Washington, DC. It would be 30-40 feet in height, house over 1,400 employees and operate 24 hours/ day.

There would be significant truck traffic on local two-lane roads (Powder Mill, Edmonston, Odell, etc.), as well as the Baltimore-Washington Parkway, on-site wastewater discharge and security lighting. All of which could negatively impact wildlife, sensitive streams and forested areas, and adjacent residential neighborhoods. This proposed new activity/ use would be much more intense than the current uses. New security measures could limit public access to now publicly accessible interior roadways.

Since it began in 1910, BARC is a unique treasure and a significant open space asset that is part of our region's green infrastructure. BARC's mission is to provide the American public with an exceptionally talented, highly interdisciplinary scientific community in the USDA's largest scientific installation, and leverage these resources to envision, create, and improve knowledge and technologies that enhance the capacity of the nation – and the world – to provide its people with healthy crops and animals; clean and renewable natural resources; sustainable agricultural systems; and agricultural commodities and products that are abundant, high-quality, and safe.

BARC, Patuxent Research Refuge, NASA Goddard Space Flight Center and Fort Meade contain the largest expanse of continuous deciduous forest between Boston, Massachusetts and Norfolk, Virginia. These natural buffers are critical in providing clean air and waterways.

Greenbelt strongly believes BARC should be maintained for agricultural research uses only.

PRIORITIES FOR

MARYLAND MUNICIPAL LEAGUE

PRINCE GEORGE'S COUNTY MUNICIPAL ASSOCIATION



THE MARYLAND MUNICIPAL LEAGUE
The Association of Cities and Towns

For Immediate Release

Media Contact: Michael Gordon
301-836-1516
MGordon@FOVNDRY.com

Maryland Municipal League Approves 2023 General Assembly Priority

Authorizing Municipal Police Accountability Boards and Administrative Charging Committees is MML's top priority for the upcoming 2023 Maryland General Assembly Session

Annapolis, Md., Sept. 26, 2022 – The [Maryland Municipal League](https://www.mml.org/) (MML) Board of Directors, which represents 157 cities and towns and two special taxing districts in Maryland, has unanimously approved its legislative priority for the 2023 Maryland General Assembly. In reviewing the new legislative agenda, MML is placing a strong emphasis on creating an option for municipalities to establish their own police accountability boards and administrative charging committees.

An MML priority for the second consecutive year, this effort seeks to address a specific issue in the State's 2021 police reform package that requires each county to have a police accountability board and administrative charging committee to review and adjudicate complaints against all law enforcement officers that operate within that county. Currently, these disciplinary bodies are mandated to represent the makeup of the county and, rather uniquely, have oversight responsibility for reviewing complaints against municipal officers. There is no requirement for municipal representation on these county-created entities.

"This is a very important issue for all municipalities with law enforcement responsibilities," said Gregg Dotson, MML Legislative Committee Chairperson and North Beach Councilmember. Dotson added, "Municipal residents should be represented in conversations about potential officer discipline in their cities and towns."

Additionally, MML is focused on strategic initiatives that include the expansion of municipal revenue sources to alleviate the dependency upon property taxes and state policies that promote clear, effective, and transparent communications with residents.

###

About The Maryland Municipal League:

Located at the Phipps Municipal Center in the state capital of Annapolis, The Maryland Municipal League (MML) was founded in 1936 and represents 157 municipal governments and two special taxing districts throughout the state of Maryland. A voluntary, non-profit, nonpartisan association controlled and maintained by city and town governments, MML works to strengthen and support municipal government through advocacy and the development of effective leadership. Through its membership in the National League of Cities MML offers legislative representation in Washington, urban research programs, and a national municipal government information exchange. MML is the only statewide organization in Maryland composed solely of municipal officials and devoted to the promotion of all branches of municipal administration.

ITEMS FOR PGCMA LEGISLATIVE PLAN 2023

PGCMA PRIORITIES:

1. State Legislation

- a. Reform Vehicle Exhaust Noise Law(s)
 - i. Legislation to address growing concerns over vehicle exhaust noise was introduced during Maryland's 2022 General Assembly (House Bill 1333, sponsored by Delegate Lehman) but was not called for a vote. Similar legislation will be re-introduced in Maryland's upcoming 2023 General Assembly. As drafted, the bill would alter penalties and enforcement provisions regarding modifying an exhaust system or noise abatement device on a motor vehicle causing excessive noise emission.
- b. Accessory Dwelling Unit Authorization (ADUs)
 - i. There are currently no statewide requirements governing ADUs. Current statute specifies that it is the policy of the State that (1) the orderly development and use of land and structures requires comprehensive regulation through implementation of planning and zoning controls and (2) planning and zoning controls must be implemented by local government.
 - ii. As affordable housing is a growing concern throughout the State, the importance of allowing local laws to authorize these units also grows.
 - iii. During the 2022 General Assembly, House Bill 1259 (Delegate Belcastro) and Senate Bill 871 (Senator Washington) introduced the Accessory Dwelling Unit Authorization and Promotion Act, which would establish the policy of the State to promote and encourage the creation of ADUs on land zoned for single-family residential use in order to meet the housing needs of the citizens of the State.

- c. Increased Stormwater Management Funding
 - i. A study done by multi-agency Stormwater Management Technical Group to define the extent of the major flooding problems in Prince George's County shows that approximately 4,000 structures are flood prone.
 - ii. Much of the flooding is concentrated in the older, highly-urbanized inner beltway communities targeted for revitalization.
 - iii. Increased funding for stormwater management and flood mitigation in the Governor's Operation Budget would help municipalities to develop long-term flood reduction programs, evaluate flood mitigation alternatives, design solutions for major problem areas and more.

2. County Legislation

- a. Incorporating Inclusionary Zoning
 - i. The goal of incorporating an inclusionary zoning (IZ) policy is to support the County's housing needs through the creation of affordable housing.
 - ii. An IZ policy will help municipalities attract new residents, retain and stabilize existing residents, strengthen economic development, and expand impact of other investment and assets.

3. County Partnerships

- a. Equitable Development
 - i. Equitable development is necessary to meet the needs of underserved communities to reduce disparities (such as healthy food and healthcare deserts) and instead creating an effective place-based action for creating strong, vibrant, and livable communities.
- b. Traffic Congestion Improvement
 - i. The severity of traffic congestion in Prince George's County has increased in recent years and finding ways to effectively deal with practical solutions has been difficult.

PGCMA SUPPORT FOR:

1. State Legislation

- a. MML Priority - Municipal option for creating their own Police Accountability Boards and Charging Committees
 - i. This would be authorizing legislation that would allow for municipalities to create their own Police Accountability Board and Charging Committee if they so choose to.
 - ii. These Municipal Boards and Committees would have to adhere to the same levels of standard and processes as the County Boards and Committees are currently required.

2. County Legislation

- a. Affordable Housing Initiatives such as Rent Stabilization

PGCMA MONITORS:

1. School Construction and Renovation Process