CITY COUNCIL AGENDA

Municipal Building
Monday, September 23, 2019
8:00 PM

I. ORGANIZATION

1. Call to Order

2. Roll Call

3. Meditation and Pledge of Allegiance to the Flag

4. Consent Agenda - Approval of Staff Recommendations
(Items on the Consent Agenda [marked by *] will be approved as recommended by staff, subject to removal from the Consent Agenda by Council.)

5. Approval of Agenda and Additions

II. COMMUNICATIONS

6. Presentations

6a. Cooperative Month Proclamation
Suggested Action:

Every October is a chance to celebrate cooperatives, uniquely-local organizations. The theme for this year's National Co-Op Month is "Co-Ops: By the Community, For the Community".

Members from more than 40,000 cooperatives nationwide will celebrate the advantages of cooperative membership and recognize the benefits and values cooperatives bring to their members and communities.

Representatives from Greenbelt's seven cooperatives have been invited to attend tonight's meeting to receive a proclamation announcing the City's support and recognition of cooperative businesses and organizations during this month.

CoopMonth 19 proc.pdf

6b. Public Lands Day Proclamation
Suggested Action:

National Public Lands Day is the nation's largest hands-on volunteer effort to improve and enhance public lands. Assistant Principal Andrew Karnes and Mrs. Danielle Todd-Jones of Springhill Lake Elementary will be present to receive the proclamation. Jason Martin, the City's Horticulture Supervisor, will be present to provide an update on the plans for this event.
Public Lands DayProclamation2019.pdf

7. Petitions and Requests

*8. *Minutes of Council Meetings

Suggested Action: *Work Session - January 16, 2019
*Work Session - May 29, 2019
*Work Session - June 12, 2019
*Work Session - July 01, 2019

WS190116.pdf
WS190529.pdf
WS190612.pdf
WS190701.pdf

8a. Statement for the Record
Suggested Action:
Closed Session of September 18, 2019: The following motion is needed:
In accordance with the General Provisions Article, Section 3-306(c)(2) of the Annotated Code of Public General Laws of Maryland, I move that the minutes of tonight's meeting reflect that Council met in executive session on Wednesday, September 18, 2019, at 8:15 p.m. in the Library of the Municipal Building. Council held this closed meeting in accordance with the General Provisions Article, §3-305(b)(1) of the Annotated Code of Public General Laws of Maryland, to discuss personnel matters.

The purpose of this meeting will be: 1) Personnel matters - Re-classifications in Administration, Recreation and Public Works Departments.

Vote to close session:

Ms. Davis - Yes
Mr. Byrd - No
Ms. Mach - Yes
Ms. Pope - Yes
Mr. Putens - Yes
Mr. Roberts - No
Mayor Jordan - Yes

The following staff members were in attendance: Nicole Ard, City Manager and Todd Pounds, City Solicitor.

Council took no actions during this session.

Statement of Record_091819.pdf

9. Administrative Reports

*10. Committee Reports

*10a. Advisory Planning Board Report #2019-10
(NRP Multi-family Development Preliminary Plan of Subdivision)
Suggested Action: It is recommended that Council accept this report.
Advisory Planning Board Report #2019-10

*10b. *Community Relations Advisory Board Report #2019-2 (Petition for Congress to shut down the 1033 program)
Suggested Action: It is recommended Council accept this Report and discuss it at a future work session.
Report_2019-2.pdf

*10c. *Park and Recreation Advisory Board Report #19-6 (Capital Office Park Preliminary Plan of Subdivision)
Suggested Action: Approval of this item on the consent agenda will indicate Council's acceptance of this Report. This item appears later on this evening's agenda.
PRAB Report 19-6 Capital Office Park Preliminary Plan of Subdivision.pdf

III. LEGISLATION

11. A Resolution to Authorize the Negotiated Purchase for Captioning Services from Municipal Captioning Inc. at an estimated cost of $12,960.
- 2nd Reading; Adoption

Suggested Action:

Reference:
Resolution
Quote, Municipal Captioning Inc., 07/17/2019

At the Regular Meeting on August 12, 2019, the City Council approved the selection of Municipal Captioning Inc. to provide captioning services for City Council meeting. Municipal Captioning provided a quote of $12,960 for 30 hours of captioning a month, which is a little more than 5 hours a week. The quote also includes the hardware, installation and training.

Ms. Mach introduced this resolution for first reading at the last meeting. It is recommended the Resolution be introduced for second reading and moved for adoption tonight.

Municipal_Captioning_Resolution.pdf
Quote, Municipal Captioning Inc., 07/17/2019.pdf

12. A Resolution to Authorize the Negotiated Purchase of FY 2020 Legal Services from Alexander & Cleaver PA at an estimated cost of $165,000.
- 2nd Reading; Adoption

Suggested Action:

Reference:
Resolution
Memorandum, A. Belton, 09/05/2019
Letter, T. Pounds, 01/11/2018

Mayor Jordan requested the present and past agreements for legal services. Staff were unable to locate the agreement with the past firm, attached is the present agreement. The FY 2020 Budget includes $165,000 for legal services. The majority of these costs are for the services of the City Solicitor, Alexander & Cleaver PA. Since the amount paid to the firm annually is over $10,000, a Resolution is required.

Mr. Putens introduced this resolution for first reading at the September 9, 2019 meeting. It is recommended the Resolution be introduced for second reading and moved for adoption tonight.

Alexander_Cleaver_Resolution.pdf
Memorandum, A. Belton, 09.05.2019.pdf
Letter, T. Pounds, 01.11.2018.pdf

IV. OTHER BUSINESS

13. Cherrywood Lane Complete and Green Streets (Retrofit) Project, Phase 1 Plans
Suggested Action:

Reference:
Memorandum, J. Howerton, 07/05/2019
Final Cherrywood Lane Green Streets Design
Presentation Cherrywood Lane, 07/2019
APB Cherrywood Lane Report, 06/27/2019
Green ACES Cherrywood Lane Report, 06/28/2019
Preliminary Concept Design Report Cherrywood Lane Complete and Green Street Project, 12/17/2015

In July 2017, the City was awarded grant funding from the Chesapeake Bay Trust (CBT) to undertake 90% engineering for Phase 1 of the Cherrywood Lane Complete and Green Street Retrofit project. The contract was awarded to Charles P Johnson and Associates (CPJ) and a kickoff meeting held on February 4, 2019 with a completion date in June 2019. The project deadline was later extended to September 30, 2019.

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

project-related projects.

At a City Council work session on July 10, 2019, CPJ was able to present near final designs and get some feedback. CPJ has recently completed and submitted to the City the final engineering plans/drawings for Phase 1 of the project. The project is effectively complete and needs approval of the City Council.

Memorandum, J. Howerton, 07/05/2019.pdf
Final Cherrywood Lane Green Streets Design.pdf
Presentation Cherrywood Lane, 07/2019.pdf
APB Cherrywood Lane Report, 06/27/2019.pdf
Green ACES Cherrywood Lane Report, 06/28/2019.pdf
Preliminary Concept Design Report Cherrywood Lane Complete and Green Street Project, 12/17/2015.pdf

14. Preliminary Plan of Subdivision – NRP's Greenbelt Metro Multi-Family Development proposal (Capital Office Park)
Suggested Action:
Reference:
NRP Greenbelt APB Presentation, 09/11/2019
NRP Greenbelt Metro - Staff Report, 09/06/2019
APB Report NRP Development Final
Green ACES NRP Multifamily Development Comments
Minutes, 03/05/2018
PRAB Report 19-6 Capital Office Park Preliminary Plan of Subdivision

The NRP Group LLC (NRP) is a developer, builder, and property management company headquartered in Cleveland, Ohio. In early 2018, NRP met with the City of Greenbelt to present a development proposal concept for new construction of multifamily housing in the Capital Office Park at the intersection of Cherrywood Lane and Ivy Lane.

The applicant has recently filed a Preliminary Plan of Subdivision (PPS) application with the Maryland-National Capital Park and Planning Commission (M-NCPPC) which is scheduled to be considered by the Prince George's County (The County) Planning Board meeting on October 10, 2019. The PPS has been referred to the City for review and comment. NRP is seeking the city's approval and support and has met with 3 advisory boards APB, Green ACES, and PRAB in addition to having a work session with the city council. Board reports are attached for city council review.

Following the work session with City Council, and in response to their comments, NRP has added a tot lot to the list of recreational amenities they plan to provide in this development.

Planning staff recommends City Council support with conditions.

NRP GREENBELT_APB PRESENTATION_9.11.2019.pdf
NRP Greenbelt Metro - Staff Report - 9.6.2019.pdf
APB_Report_NRP_Development-FINAL.pdf
Green ACES NRP multifamily development comments.pdf
Minutes from March 5 2018 Mtg.pdf
PRAB Report 19-6 Capital Office Park Preliminary Plan of Subdivision.pdf

15. City Participation in a Legal Coalition on FCC Order
Suggested Action:
On Friday, August 6, 2019, the FCC released its third Section 621 Report which requires offset from franchise fees of in-kind benefits, Intergovernmental Network (I-Net) and potentially Public, Educational and Government Access (PEG) Channel capacity. The City of Greenbelt does have an I-Net, PEG channels, and cable drops for governmental use. These type of items can be offset from the fees. The order could cost local governments millions of dollars in franchise fees and would do nothing to lower the cost for subscribers.

As expected, franchising authorities are working with their cable attorneys to challenge the Order and seek a stay of its terms until a court can determine its legality. Best, Best & Krieger (BB&K), the firm that the City has been working with for over 20 years, has formed a coalition to fight the FCC order. The buy in for municipalities to join as part of the coalition was originally stated at $10,000, but BB&K has extended a $5,000 cost to Greenbelt, as we have been a long time customer.

The deadline to let BB&K know if Greenbelt will be participating is Monday, September 23, 2019. The FCC order will go into effect on Thursday, September 26, 2019.

It is suggested that City Council approve the expenditure of the $5,000 to join the coalition against this FCC Order. The order could potentially result in a large loss of Franchise Fee and PEG Fee revenues to the City. Council direction is sought.
09-05-19-Understanding-and-Responding-to-the-FCC-Cable-In-Kind-and-Mixed-Use-Order.pdf

16. Pepco Vegetation Management Plan - 2019
Suggested Action:
Pepco currently is requesting a permit to provide vegetation management on various electrical feeder lines in the City. The Maryland Public Service Commission requires vegetation management be done every three years. The permit application only applies to City right of way and City property.

Pepco has provided plans showing the proposed tree removal and tree pruning/trimming along feeder lines that are serving the community. The scope of work is mainly in the center of Greenbelt. (See attached PEPCO Vegetation Management Map)

Staff has consulted with the Advisory Committee on Trees (ACT), Greenbelt Holmes Inc. and the Forest Preserve Advisory Board (FPAB). All the comments and suggests from these entities are incorporated into the Public Works' recommendations spreadsheet.

PEPCO has identified 115 trees for removal. ACT, FPAB, and Public Works have denied 37 trees that were proposed for removal. This brings the total number of trees proposed for removal to 78. Out of the 78 proposed trees 34 have been identified as dead, failing or hazardous. As a direct result these trees would have been removed by Public Work regardless. Pepco has proposed a one to one replacement plan. Public Works and ACT will work together to select the proper trees for replacement. The replacement trees will be selected from the Council approved "Recommended Trees for Use Under Power Lines".

City Staff, FPAB and ACT have reviewed Pepco vegetation management plans in great detail and recommend Council approve Public Work's recommendations and direct staff to issue a permit for the proposed vegetation management work.

Pepco_Memo092019.pdf
Copy of PW_RECOMINDATION_PEPCO_VEGATION_MANGAMENT2019.pdf
updated Greenbelt_Municipal_Removals_MapDeliverables (2).pdf

17. 2019 Community Questionnaire
Suggested Action: Reference:
Draft 2019 Questionnaire
2017 Questionnaire

At the time of the regular City Election, the City issues a questionnaire to solicit the opinion of residents on City services and issues. The questionnaire is placed at the polling locations, published twice in the Greenbelt News Review, and made available on the City's website.

The questionnaire seeks demographic information on the respondent and the respondent's rating of City services. It also solicits opinions on community issues.

Staff has reviewed the proposed Questionnaire. Suggested questions were submitted by Robert Goldberg-Strassler and J. W. Thompson.

It is recommended the questionnaire be approved.
2019 Draft Questionnaire.pdf
2017 Questionnaire.pdf

18. Council Activities

19. Council Reports

*20. *Acceptance of Public Streets – Greenbelt Station South Core Phase 1B
Suggested Action:
The Greenbelt Station South Core development includes a combination of public and private streets. Woodlawn Development Group has completed the construction of the public and private roads in Phase 1B of the development and is asking the City to accept the remaining segment of Stream Bank Lane, North Center Drive and South Center Drive. The construction of these segments of roadway consists of lighting, landscaping, sidewalk, curb and gutter, storm drain and paving. A final inspection of the roadway was completed by the City's inspector and the Director of Public Works and the Director of Planning and Community Development. The final inspection confirmed that the work has been completed per approved plans, with the exception of some street trees that require replacement. The subject trees will be replaced within the next two months during optimum planting season, and will be warranted for 1 year. Staff recommends that the City Council accept the public streets in Phase 1B with the condition that the developer agrees to work with the City Arborist to certify all landscaping is installed per approved plans. The developer is required to post maintenance bonds totaling $52,493 for the public and private roads in Phase 1B.
Phase 1B street exhibit.pdf

*21. *Letter to Maryland-National Park & Planning Commission regarding FY 2021 Budget
Suggested Action:

The Maryland National Park & Planning Commission (M-NCPPC) is holding forums on their FY 2021 Budget. One forum was held September 16 and the other forum is being held on October 7. MNCPPC is accepting written comments until October 21, 2019.

The City receives $234,000 annually from M-NCPPC to help support City Recreation programs. Greenbelt residents pay approximately $2.3 Million in Recreation taxes to M-NCPPC.

Included in Council's packet is a draft letter requesting additional City funding from M-NCPPC. This is one of the City's Legislative Priorities.

Approval of this item will indicate Council's approval of the letter to M-NCPPC.
MNCPPC Planning Board Budget Forum Flyer 2019.pdf
MNCPPC funding letter DRAFT 2019.docx

*22. *County Legislation: CB-37-2019 & CR-66-2019
Suggested Action:
Representatives of Capital Office Park referenced this legislation at the Work Session on September 16. CB 37 would eliminate the annual Food Truck Hub license fee of $500 (60 days or less) or $3,500 (more than 60 days). It would also reduce the technical assistance fee from $75 per hour to $35 per hour. CR-66 reduces the Mobil Unit License fee from $640 to $300.

Included in Council's packet is a letter of support. Approval of this item will indicate Council's support of CB-37-2019 and CR 66-2019 and authorization to send the letter.
Food Truck Letter.doc
CB-37-2019.pdf
CR-66-2019.pdf

*23. *City/GHI Letter to WSSC
WSSC Letter from City and GHI Board 09 11 19.pdf

V. MEETINGS

Meetings
Suggested Action:

Special Meeting: A Closed Session has been requested by Council to obtain legal advice concerning the Proposed MAGLEV and Beltway Widening Projects. It is recommended this meeting be scheduled for Monday, October 7, 2019, at 7:30 pm in the Library of the Municipal Building.

To schedule the Closed Session the following motion is needed: I move that Council schedule a Closed Session on Monday, October 7, 2019, at 7:30 pm in the Library of the Municipal Building. Council will hold this closed meeting in accordance with the General Provisions Articles 3-305(b)(7) of the Annotated Code of the Public General Laws of Maryland to: 1) to consult with counsel to obtain legal advice on a legal matter regarding the Proposed MAGLEV and Beltway Widening Projects.

meetings.pdf

Stakeholders
Stakeholder Schedule.pdf

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Shaniya Lashley-Mullen
Submitting Department: Administration
Item Type: Presentations
Agenda Section:

Subject:
Presentations

Suggested Action:

Attachments:

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Shaniya Lashley-Mullen
Submitting Department: Administration
Item Type: Proclamation
Agenda Section:

Subject:
Cooperative Month Proclamation

Suggested Action:

Every October is a chance to celebrate cooperatives, uniquely-local organizations. The theme for this year's National Co-Op Month is "Co-Ops: By the Community, For the Community".

Members from more than 40,000 cooperatives nationwide will celebrate the advantages of cooperative membership and recognize the benefits and values cooperatives bring to their members and communities.

Representatives from Greenbelt's seven cooperatives have been invited to attend tonight's meeting to receive a proclamation announcing the City's support and recognition of cooperative businesses and organizations during this month.

Attachments:
CoopMonth 19 proc.pdf

P R O C L A M A T I O N

WHEREAS, cooperatives are created through the initiative and self-reliance of Americans who come together to meet common economic, social, and cultural needs through a democratically controlled enterprise that is owned and governed by its members and exists solely to serve the members' interests; and

WHEREAS, the theme of National Co-op Month 2019 "Co-ops: By the Community, For the Community," which celebrating how co-ops are people working together to make their communities and the world a better place for everyone; and

WHEREAS, there are more than 40,000 cooperative businesses in the United States operating in every industry, including agriculture, child care, energy, financial services, publishing, food retail and distribution, housing, healthcare, insurance, telecommunications, and many others; and

WHEREAS, United States cooperatives serve some 350 million members, generate more than two million jobs, and make a substantial contribution to the economy with annual sales of $652 billion and possessing assets of $3 trillion; and

WHEREAS, since Greenbelt's founding in 1937, the spirit of **COOPERATION** has dramatically sustained and enriched our community; and

WHEREAS, the City of Greenbelt itself is a member of cooperatives, including purchasing cooperatives to help reduce the city's costs; and

WHEREAS, Greenbelt's cooperatives are greatly appreciated by all our citizens as being essential to the fabric of our daily lives. They are

◆ THE GREENBELT CONSUMER COOPERATIVE, INC.
◆THE GREENBELT FEDERAL CREDIT UNION ◆ GREENBELT HOMES, INC. ◆
GREENBELT MAKERSPACE COOPERATIVE ◆ THE GREENBELT NEWS REVIEW ◆
THE NEW DEAL CAFE and ◆ THE GREENBELT NURSERY SCHOOL

WHEREAS, members of the Greenbelt Cooperative Incubator are seeking to form new cooperatives; and

WHEREAS, Greenbelt's cooperatives will celebrate with many activities throughout October Co-op Month.

NOW, THEREFORE, I, Emmett V. Jordan, by the authority vested in me by the citizens and City Council of Greenbelt, do hereby proclaim October 2019 to be

COOPERATIVE MONTH

during which we will join with all cooperatives, especially those in Greenbelt, as they celebrate their achievements, reaffirm their commitment to the values of cooperative enterprise, and look to the bright future that cooperatives will help create.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 23rd day of September 2019.

EMMETT V. JORDAN, Mayor

ATTEST: Bonita Anderson, City Clerk

DRAFT

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Shaniya Lashley-Mullen
Submitting Department: Administration
Item Type: Proclamation
Agenda Section:

Subject:
Public Lands Day Proclamation

Suggested Action:

National Public Lands Day is the nation's largest hands-on volunteer effort to improve and enhance public lands. Assistant Principal Andrew Karnes and Mrs. Danielle Todd-Jones of Springhill Lake Elementary will be present to receive the proclamation. Jason Martin, the City's Horticulture Supervisor, will be present to provide an update on the plans for this event.

Attachments:
Public Lands DayProclamation2019.pdf

P R O C L A M A T I O N

WHEREAS, *National Public Lands Day was introduced in 1984 and is the largest, single-day volunteer event for public lands in the United States; and*

WHEREAS, *our public lands provide accessible natural and cultural resources for environmental learning, wildlife appreciation and recreation; and*

WHEREAS, *public lands promote civic ideals such as shared stewardship and recognition of the importance of public ownership; and*

WHEREAS, *shared stewardship requires the goodwill, cooperation and active support of residents - young and old, elected officials, business and other community leaders, and*

WHEREAS, *recreation opportunities in Greenbelt offered on public lands help families lead active lifestyles and reduce the incidence of obesity; and*

WHEREAS*, land conservation efforts improve access to public lands in urban areas and reduce barriers that prevent residents from utilizing their public lands; and*

WHEREAS*, an alliance between private residents, land managers and community leaders improves the condition of publicly held lands for the greater enjoyment and enrichment of all; and*

WHEREAS*, National Public Lands Day, co-sponsored by the National Environmental Education Foundation, the Bureau of Land Management, the Bureau of Reclamation, the Department of Defense, the Environmental Protection Agency, the National Park Service, U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service and the United States Department of Agriculture Forest Service, is an anticipated event each year for local participation on publicly held lands in Greenbelt.*

NOW, THEREFORE, *I, Emmett V. Jordan, by the authority vested in me by the residents and City Council of Greenbelt, do hereby honor Saturday, September 28, 2019, to be recognized as*

PUBLIC LANDS DAY

in Greenbelt and express gratitude to our residents who support and participate in efforts to improve and protect our public lands, which are a connection to our past, a pledge to future generations, and a continuing source of joy and spiritual renewal for all.

IN WITNESS WHEREOF, *I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 23rd day of September 2019.*

EMMETT V. JORDAN, Mayor

ATTEST: ***Bonita Anderson, City Clerk***

DRAFT

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Shaniya Lashley-Mullen
Submitting Department: Administration
Item Type: Meeting Minutes
Agenda Section:

Subject:
*Minutes of Council Meetings

Suggested Action:
*Work Session - January 16, 2019
*Work Session - May 29, 2019
*Work Session - June 12, 2019
*Work Session - July 01, 2019

Attachments:
WS190116.pdf

WS190529.pdf

WS190612.pdf

WS190701.pdf

WORK SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, January 16, 2019, to meet with Council Member At-Large Calvin Hawkins and Melvin Franklin.

Mayor Jordan started the meeting at 7:37 p.m. The meeting was held in room 201 of the Greenbelt Community Center, 15 Crescent Road.

PRESENT WERE: Councilmembers Colin A. Byrd, Judith F. Davis, Leta M. Mach, Silke I. Pope, Edward V. J. Putens, Rodney M. Roberts (7:55 pm), and Mayor Emmett V. Jordan.

STAFF PRESENT WERE: Nicole Ard, City Manager; David Moran, Assistant City Manager, and Shaniya Lashley-Mullen, Administrative Assistant.

ALSO PRESENT WERE: Reverend Ray Raysor; Cathie Meetre, and Mary Lou Williamson, Greenbelt News Review; Steve Skolnik, President of Greenbelt Home Incorporated (GHI); Bill Orleans and others.

Mayor Jordan provided Council Members At-Large Hawkins and Franklin history about Greenbelt. He also noted that the City was the first to provide a public pool in the County.

Mr. Franklin indicted that he was Chair of the Prince George's County Council for two years. He stated the purpose for an At-Large Councilmember is to represent the County as a whole; bring County government closer to the people, strengthen the City of Greenbelt and Prince George's County's relationship. Mr. Franklin also stated that the Prince George's County Council wants the economy to grow to build a generational wealth by spending Prince George's County dollars in Prince George's County and the City of Greenbelt's dollars in the City of Greenbelt.

Mr. Hawkins indicated that he was looking for an opportunity to assist his other Prince George's County Councilmembers to move the County forward. He stated that his position for running for County Council was to assist seniors and individuals with disabilities. Mr. Hawkins shared that he had worked with the 27 municipalities and wanted to bring some of their ideas to move the County forward. He also indicated that he was appointed the Municipal Liaison.

Mayor Jordan invited both Councilmembers Franklin and Hawkins to the next Four Cities Meeting at College Park Municipal Building. He explained that the City Council meets on a quarterly basis with the Town of Berwyn Heights, the City of College Park, and the City of New Carrollton.

Mayor Jordan stated that the State Legislators, Delegate Gaines, Delegate Healey, County Councilmember Turner, and Senator Pinsky attended the Legislative Dinner. He explained each of the City of Greenbelt's Legislative Top Priorities, which are: Oppose Transfer and Potential Privatization of The Baltimore /Washington Parkway, Oppose Beltway Widening, Block the Maglev Train Routes through Greenbelt and Prince George's County, Greenbelt Road Streetscape Improvements and Greenbelt Metro Station Improvements.

Mayor Jordan noted that if the transfer would take place, trucks would be allowed on the Parkway. The proposed widening would change the character of the Parkway into a super highway. He also stated that with widening, the Beltway will be encroaching on some properties in Greenbelt and residents would lose their homes. Mayor Jordan stated the Maglev train

doesn't make a lot of sense and would cost $50-$100 to travel to Baltimore. That money could be used to enhance the MARC Train.

Ms. Mach stated that a study was done on the proposed widening of the Baltimore Washington Parkway in 2011. The study stated that it would be extremely expensive because you would have to tear down all the bridges and rebuild them. She also noted that the widening wouldn't improve traffic on the Parkway. Mayor Jordan stated the bridges weren't built to have 18 wheeler trucks on them.

Ms. Davis stated that the previous County Council went on record to oppose the transfer of the Baltimore Washington Parkway. She stated she hopes that the current County Council will be in opposition to transferring the Baltimore Washington Parkway and the Maglev proposed project.

There was a discussion on the authority the Governor has to make decisions without the State legislators and local jurisdictions being involved. Mr. Franklin added the Governor was focused on transportation. Ms. Pope stated if the Governor focused on the infrastructure at the Metro, than the State wouldn't need the Maglev. Mr. Franklin advised Baltimore City is the only jurisdiction that has the authority to approve or disapprove a railroad franchise and the Maglev is a railroad franchise.

Mayor Jordan noted that he has been working and meeting with the Mayors of Laurel, New Carrollton, College Park, Bladensburg, Riverdale Park, and Cheverly and they advise that the Maglev doesn't make any sense. He added that they wanted to find a sustainable way to use the money to benefit Prince George's County instead of building the Maglev. Mayor Jordan also said the City is getting all the impact and the entire burden but not any of the benefits. Mr. Putens stated that the Maglev has two routes coming through Greenbelt, one which would travel through the Forest Preserve and the other one traveling under Eleanor Roosevelt High School and Hunting Ridge.

Mr. Roberts suggested that the Green Line get extended to BWI Airport which would benefit thousands of citizens. Mayor Jordan recommended extending the light rail from Baltimore to Prince George's County and extend the Green Line.

Mayor Jordan said the Greenbelt Road Streetscape hasn't changed in 20 years. The City has a plan of what Greenbelt Road should look like with the Town of Berwyn Heights and the City of College Park. He indicated making Greenbelt Road a walkable/bikable place so people would stop in the City instead going through the City. Mayor Jordan stated that Greenbelt is a gateway community and it needs to be number one on the priority project list. Mr. Franklin stated that the FBI was considering relocating in Greenbelt, which was number one or two on the priority project list. Ms. Davis indicated that the interchange was on the priority project list.

Mayor Jordan noted that the City has a plan for Cherrywood Lane that would connect the Greenbelt Metro Station to Greenbelt Road to make it a complete green street. Mayor Jordan also stated that the City received a large grant from the National Fish and Wild Life program to redesign it to a walkable/bikable street. The Greenbelt Station Community is almost completed, with wonderful townhomes and apartments.

Mr. Franklin stated that the County Council is in the process of completing their Joint Transportation priority letter to the State, and the City Council should submit a letter

emphasizing the City's concerns. Ms. Davis stated a letter has already been submitted and can be forwarded to Mr. Franklin.

Mr. Hawkins requested a copy of the Urban Land Institute Technical Assistance Panel Report (ULI-TAP). Mayor Jordan stated a copy will be forwarded and invited both County Councilmembers At-Large to attend the upcoming ULI-TAP work session. Mr. Moran stated that the State Highway Administration did a conceptual plan in 2002-2003.

Mr. Franklin stated that this is a common challenge. There are large state roads that go through our communities and there weren't any planning concepts for walkable or pedestrian safety. He stated that other jurisdictions are building communities around Metro and now the County is also.

There was a brief discussion on HB10 that is being proposed by Delegate Carr. The policy that is in place now is that State Highway puts the sidewalks in and the municipalities would have to maintain them. Mayor Jordan stated the City doesn't have the resources to maintain County and State properties.

Mayor Jordan stated that the City of Greenbelt has one of the largest Metro parking lots in Prince George's County and Washington Metropolitan Area Transit Authority (WMATA) hasn't made any investments at the Greenbelt Metro Station in about 10-15 years. There was a great proposal for the FBI to come to Greenbelt and nothing happened. He also stated that the residents at Greenbelt Station don't have a connection to the Metro, which is too far to walk. Mayor Jordan said that Prince George's County added a $2.75 parking surcharge that has been in place for about 2/1/2 years and the money hasn't been distributed back into the City. That money could be used to build the connecting trail. The developers have put up money to help build the connecting trail, but WMATA keeps on changing the plans and driving up the price.

Ms. Davis indicated that the WMATA hearing in Greenbelt was scheduled for January 30th in the library. She also noted that Council had sent a letter for extending the hours and to extend the Yellow Line to Greenbelt. Mr. Franklin stated that the Council is in a good position to demand more from WMATA, such as a new station plan for Greenbelt. Mr. Franklin indicated that he would look into the $2.75 parking surcharge.

There was brief discussion on the trail leading from Greenbelt Station to the Greenbelt Metro. Mr. Hawkins suggested that Greenbelt, College Park and Berwyn Heights write a join letter to WMATA to express each municipality's concerns. Mr. Franklin noted it would be an advocacy letter with all the municipalities and the County Council.

Mayor Jordan noted that along with the priorities that were already discussed, he provided the following additional priorities: increase M-NCPPC Funding for City Recreation Programs, Children living in Greenbelt Station should attend Greenbelt Schools, replace sidewalks on State Roads and Ban Plastic Straws.

Mayor Jordan stated that M-NCPPC funding for the City Recreation Programs hasn't increased since FY2013 and the City receives $234,000 annually.

There was a discussion on Children living in Greenbelt Station should attend Greenbelt Schools. Ms. Mach stated that all the Prince George's County Schools are overcrowded and if the

students are being bused to a crowded school, it should be a crowded school in Greenbelt. Ms. Mach said that the City works with the Greenbelt schools, the Advisory Committee of Education (ACE) provides grants to the Greenbelt Schools. ACE also has annual ceremonies for the teachers and students at Greenbelt Schools. Mr. Byrd stated that Springhill Lake Elementary is massively overcrowded, as is the case of Eleanor Roosevelt High School. He also stated that Springhill Lake Elementary has many maintenance issues.

There was brief discussion on the School Resource Officer Program.

There was discussion to replace sidewalks on State roads. Mayor Jordan indicated that the sidewalk on Greenbelt Road near the Beltway is in need of repairs.

There was discussion about the ban on plastic straws. Ms. Davis stated that some disabled citizens need a plastic straw. DC Restaurants have them but will only give them out on request. Ms. Pope noted that there are compostable straws. Ms. Davis also stated that citizens could buy their own steel straws.

Mayor Jordan stated that Greenbelt is a mixed income community and wants to preserve affordable housing. He also stated that even though Greenbelt doesn't have zoning and planning authority, Greenbelt still takes an active role with the Advisory Planning Board (APB) who works with builders and developers so Council can have input on site conception plans.

Mr. Franklin replied to Mayor Jordan's question, stating that the Zoning Rewrite Ordinance doesn't go into effect until the maps are done. He also stated that he understands that Greenbelt has unique neighbor conservation overlay zoning issues. Mayor Jordan stated the intention is not to rezone everything, maybe change the names around and not change the character of Greenbelt. He also stated that Greenbelt is passionate about protecting Old Greenbelt.

Mr. Skolnik explained that Greenbelt Homes Incorporated (GHI) is a cooperative and provides affordable housing to the members. He also noted that GHI is a naturally occurring retirement community. Mr. Skolnik stated that GHI is a cooperative that works well with the City of Greenbelt; Prince George's County and the State of Maryland and enjoys a lot of self-governance. He stated that GHI is extremely concerned and very active in the process of the zoning rewrite project because GHI's self-governance will be decreased. Mr. Skolnik stated if a conservation overlay zone is not established to protect Historic Greenbelt, then the nature of the community will change forever. Mr. Skolnik noted that GHI and the City of Greenbelt Council need Prince George's County Council's support to make sure that doesn't happen. GHI has a housing density of 6.2 and the zoning rewrite will change it to 11, and that's not acceptable.

Mr. Skolnik replied to Mr. Franklin's question, stating that they removed the overlay zone and is working on a new NCO. Mr. Franklin stated that the Prince George's County Planning Board Staff wants to get rid of the overlay zones because they feel that there shouldn't be tailor-made zones. The Prince George's County Council can reverse it and reinstate the overlay zones for GHI.

There was discussion on permits and Department of Permitting, Inspections and Enforcement. Mr. Franklin stated that if Mr. Skolnik can provide Mr. Hawkins and himself more detail in all the difficulties in writing, he would appreciate it. Ms. Davis stated when there is legislation that deals with housing, can they please add in cooperatives.

Mr. Franklin stated that his understanding of the overlay zone was that a new overlay zone was initiated and it was designed to address Mr. Skolnik's concerns. It would go to Prince George's County Planning and then to the Prince George's County Council to preserve Greenbelt.

Ms. Meetre gave a brief history of the Greenbelt News Review. She noted that Ms. Williamson is President of the Greenbelt News Review Archive Project. Ms. Meetre stated that they still have all the original copies of the News Review dating back to 1937 and they are brittle to the touch. Ms. Meetre said they had a short window to rescan the papers with today's technology and get them in a state where they can be searched using optimal character recognition and then submit them to a national archive. Ms. Meetre stated that the project is to scan all the non-digital papers, which are from 1937-2002 and get them into the Library of Congress through 1963 because that is the last date the Library of Congress would accept them. Also papers would be sent to the Internet Archive which would bring the Greenbelt News Review to present day.

Ms. Meetre stated that the project received a small amount of funding from Mr. Turner's Departmental grants last fall and also received a grant from the Community Foundation. She also stated they received $13,000 from the community. Ms. Meetre also stated that the University of Maryland Digital Library Science group would digitalize the News Review and put them in the Library of Congress. Ms. Williamson stated that the City already provides a room in the Community Center to do the project.

Ms. Meetre answered Mr. Franklin's question, stating that the amount they are asking for is $25,000 and they are expecting to raise another $6,000. She indicated that they would ultimately have to raise 60% for the project. That doesn't include the volunteer labor. Ms. Williamson stated that the volunteers set up the paper to be scanned.

Mr. Hawkins stated that he and Mr. Franklin have agreed to cover the remaining balance of the project.

There was a brief discussion about the Greenbelt Library and the Tugwell Room.

Ms. Davis stated she is a Commissioner of the Central Maryland Transportation and Mobility Commission which includes Howard County, Anne Arundel County, Laurel and Prince George's County. She explained the Commission has budget issues that include the bus system which connects College Park and Greenbelt to Laurel. Ms. Davis said that Prince George's County didn't fulfill their part of the budget this year. There were a few cuts.

Information Items –

Ms. Davis gave a report on the Maryland Municipal League Legislative Committee meeting.

Additional informational items were discussed.

The meeting ended at 10:12 p.m.

Respectfully submitted,

Shaniya Lashley-Mullen
Administrative Assistant

DRAFT

WORK SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, May 29, 2019, to discuss the Second Dog Park Location.

Mayor Jordan started the meeting at 8:02 p.m. The meeting was held in room 201 of the Greenbelt Community Center, 15 Crescent Road.

Present were: Councilmembers Colin A. Byrd, Judith F. Davis, Leta M. Mach, Silke I. Pope Edward V. J. Putens, Rodney M. Roberts and Mayor Emmett V. Jordan.

Staff present were: Nicole Ard, City Manager; Terri Hruby, Director of Planning and Community Development; Judith Howerton, Community Planner; and Shaniya Lashley-Mullen, Administrative Assistant.

Also present were: Kathleen Gallagher, Greenbelt News Review; Bill Orleans and others.

Proposed Dog Park Locations

Ms. Howerton stated the City is still in search of a second dog park location. She presented a Power Point presentation on five potential dog park locations.

Ms. Howerton stated some of the concerns were that some of the sites were too small to split into a big dog area and a small dog area. Anything less than 8,000 SF wouldn't be split into big/small dog areas and that was one site (Stream Valley Park Location).

There was a discussion on the Northway Fields location – 11,600 SF - $44,395 Estimated Construction Cost.

Mr. Roberts advised he strongly objects to the Northway Fields location because it's too far away. He indicated it's hard for people to get to, and it needs to be closer to the population who is going to use the park. He also stated it would encroach on the playing fields. Mr. Roberts said that the City will be doing a renovation in the area to make it more usable and turning it into a dog park is a bad idea.

Ms. Howerton listed the following concerns for the Northway Fields location: significant regrading is necessary which will impact existing trees; an eroded drainage trench borders the site; a long distance for residents to walk; and there is no clear access to water or electricity.

Ms. Howerton stated that this location is already in use as an informal dog park.

Ms. Howerton answered Ms. Davis's question stating that the estimated cost doesn't include regrading or electricity. She stated that the estimated cost would include a surface, fencing and maybe one or two pieces of equipment.

There was a discussion on the Stream Valley Park location – 7,784 SF - $49,611Estimated Construction Cost.

Ms. Howerton stated this location is already being used as an informal dog park. Ms. Hruby stated a person can get to the Stream Valley Park location from Fayette Place at Hillside Road.

Ms. Davis suggested that the location be used as an informal dog park without fencing. Ms. Hruby said that the City Code would have to be amended because dogs off the leash are not permitted per the City Code. Ms. Howerton also stated this area is also used as a play area for the neighborhood children.

Ms. Howerton stated that one of the concerns is that this location is near private property; there isn't clear access to get utilities; and there are constraints on the shape of the park due to the fact that it's small and narrow.

Mr. Putens and Mayor Jordan stated that that location is very neighborhood oriented. Mr. Putens said to leave the location alone.

There was a brief discussion on the second dog park location list. Ms. Howerton stated the list was expanded and sites have been eliminated since the last dog park work session. Ms. Pope stated she wanted a place that the residents could walk to with their dog(s) and didn't want to spend a lot of time going over locations that weren't going to be used. Ms. Ard stated private property was also considered. Planning Staff confirmed both Franklin Park Apartments and the proposed housing development near the Federal Courthouse were consulted.

A Greenbelt resident named Dan, who did not provide a last name, strongly opposed the Stream Valley Park location.

There was discussion on the Greenbelt Dam Area location – 20,166 SF - $42,035 Estimated Construction Cost.

Ms. Howerton explained this location is near the City's Public Works facility at Buddy Attick Park.

Ms. White answered Ms. Mach's question, stating Ms. White had misspoken when she stated this location was too noisy. Ms. White stated she thought it was a different site. Ms. White said she has concerns on how the second dog park will be controlled due to the many people in Buddy Attick Park.

Ms. Howerton answered Mayor Jordan's question stating that is the location where the Dam repair project will take place.

Mr. Roberts said it was a nice site and it would be ruined if it is fenced in. He also stated the lake shouldn't be used for organized activities. He stated the City has a master plan and should adhere to it. Mr. Roberts also said he personally likes the Lakecrest Drive location. Ms. Pope agreed with Mr. Roberts that that site shouldn't be fenced in.

Ms. Pope stated the park is very busy on the weekend and parking will be a huge issue. She advised this location will be overly used unless restrictions are put in place.

There was a discussion about fencing.

There was a discussion on the location off Lakecrest Drive – 9,252 SF - $48,369 Estimated Construction Cost.

There was a brief discussion on parking.

Ms. Howerton answered Ms. Mach's question stating this location requires some work due to it being swampy, but it can be a dog park.

Ms. Howerton answered Ms. Mach's question stating that this location needs engineered wood fiber (EWF) mulch surfacing and fencing. Mayor Jordan asked if it would be an issue for the EWF mulch if the water saturates it. Ms. Howerton answered stating drainage would have to be built.

There was a discussion on the Armory site. Mr. Roberts stated that would be a perfect location for a dog park and office space. Mayor Jordan stated staff is working on it behind the scene.

Ms. Hruby answered Mr. Roberts's question stating that an active member of the Park and Recreation Advisory Board (PRAB) raised the same concern with the Master Plan.

Mr. Roberts stated the office part of Belle Point Drive, behind the playgrounds near the Forest Preserve, has an undeveloped parcel which the City could lease or buy.

There was a discussion on the location off Branchville Road – 26,552 SF - $42,035 Estimated Construction Cost.

This location is near Greenbelt Station and the Prince George's County Scrap Yard by Indian Creek Trail, which connects Cherrywood Lane.

Ms. Howerton answered Ms. Davis's question stating the estimated construction cost does not include putting in a parking lot.

Ms. Hruby stated the City does not own the property yet. It will be conveyed to the City hopefully within the next year along with the trail.

Ms. Pope said her concern regarding this location is that it is not walkable or convenient.

Mr. Roberts stated that the City needs more than one new dog park so it can be accessible to Greenbelt West and Central Greenbelt. He said Greenbelt was designed to have recreation facilities close to citizens' homes so that they could walk to them. Mayor Jordan said the challenge is that all the sites that were identified have been rejected by the residents. Mr. Roberts suggested to instead of making one big dog park, make smaller dog parks spread throughout the sections of the City.

There was a discussion on changing the leash laws for the Stream Valley location. Mary Anne (unknown last name), a Greenbelt resident, stated when she walked her dog at the location, her dog was in danger because someone walked his or her dog off the leash.

Mary Anne answered Ms. Pope's question stating she liked the Northway location as well as the Greenbelt Dam and Lake location too.

Ms. Pope suggested the St. Hugh's site near the tennis courts on the right hand side. Ms. Hruby stated that site has a basketball court and a playground. She said the other concern at that

location was parking.

Ms. Howerton stated the cost estimates do not include utilities or parking grading; it includes surfacing, fencing, or shade equipment.

There was a discussion on grant funding. Mr. Hruby suggested Project Open Space.

Ms. Howerton suggested a no build alternative. She advised with the funding that is set aside for a new dog park, the current dog park could be upgraded and given a new look.

Mr. Roberts asked if there is space to expand the existing dog park. Ms. Howerton said that the current dog park is a little more than a ½ acre and that is a good size for a dog park. Ms. Hruby stated that the dog park was expanded once and was almost at its full potential.

Proposed Dog Park Rules

Ms. Howerton proposed three new rules be added to the current rules for the dog park; use of dog park is at owner's risk; children under the age of 12 must be under adult supervision; and owners must clean up and dispose of feces and any trash (discarded or destroyed toys) deposited by their dogs.

Ms. Davis suggested that the owners be provided with two copies of the rules, one copy they sign and it is placed on file, and the other one is for them to take home.

Permits/Management

Ms. Howerton proposed an annual Dog Park license application fee of $20 for the first dog and $5 for each additional dog. She also proposed transferring dog park permitting and management from Planning and Community Development to the Department of Recreation. Mayor Jordan suggested a two-tier annual license fee for residents and non-residents. He also suggested having the renewal process online to make it easier for the citizens. Ms. Hruby stated staff would have to work with the IT and Recreation Departments on the renewal process.

Ms. Pope agreed with a suggested annual two-tier license fee for residents and non-residents and a controlled access card to get into the dog park.

Ms. Davis agreed with an annual two-tier license for residents and non-residents. She asked how residents/non-residents would show that their dogs are licensed online. She suggested enforcement by checking the dog park to make sure the residents/non-residents have current permits. Ms. Hruby advised that staff did not address the controlled access to the Dog Park. Ms. Hruby stated staff would look at best practices.

Ms. White, a Greenbelt resident, supports the idea of allowing non-residents to be able to get dog park licenses. She suggested placing a modified tag on the dog that controls the entrance of the dog park. She stated there will be self-policing of the dog park or monitoring by Animal Control. If a citizen resident violates the rules, they lose their privileges. In response to the electronic renewal process, Ms. White suggested if the paperwork and/or shots are not up to date, the modified tag could be temporarily turned off until the shots are up to date.
Sarah, a Greenbelt resident, stated she could submit her dog's rabies certificate from her vet to

get a Prince George's County Dog License. The rabies certificate is either for 1 or 3 years and the County has that information on file.

Lindsey, a Greenbelt resident, stated the self-policing dog park in College Park worked very well. Access was gained into the dog park with a 4-digit code. If there was a violation, the code was changed and a new code was emailed.

Mr. Putens stated the quality of the current dog park has gone down due to overuse and lack of water. He said there are complaints from Greenbelt East residents due to the lack of enforcement and issues with non-residents using the park. Mr. Putens advised the current dog park needs to be maintained and the rules enforced.

Mayor Jordan stated there is a consensus to move towards an Annual License Plan and have the City Manager work with the Department of Recreation on the plan.

Ms. Davis said the two directions that Planning and Community Development can go are the Branchville Road site and the renovation of the current dog park. She also stated to move towards putting the annual plan in place, which includes annual fees and how the location will be managed.

Ms. Mach stated that Branchville Road site would be a good location for a third dog park. She said Council was looking at a location in the center of town originally. She suggested possibly, depending on the terrain, the Lakecrest Drive area, if it is not too swampy.

Ms. Hruby stated the next step for staff is to work with all the departments and the City Manager, laying out the application and fee. Ms. Hruby also stated Staff would work on developing the Lakecrest Drive location in more detail and engage the community.

Mayor Jordan, Mr. Putens, and Ms. Davis directed staff to look at the Branchville Road and Lakecrest Drive locations, as well as renovating the current dog park.

Information Items –

Ms. Davis gave a report on the Chesapeake Bay Policy Committee.

Additional informational items were discussed.

The meeting ended at 10:14 p.m.

Respectfully submitted,

Shaniya Lashley-Mullen
Administrative Assistant

DRAFT

WORK SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, June 12, 2019, to discuss the Complete and Green Streets Policy.

Mayor Jordan started the meeting at 8:00 p.m. The meeting was held in room 201 of the Greenbelt Community Center, 15 Crescent Road.

Present were: Councilmembers Colin A. Byrd, Judith F. Davis, Leta M. Mach, Edward V. J. Putens, Rodney M. Roberts, and Mayor Emmett V. Jordan. Councilmember Silke I. Pope was absent due to an illness.

Staff present were: David Moran, Assistant City Manager; Terri Hruby, Director of Planning and Community Development; Molly Porter, Community Planner; and Shaniya Lashley-Mullen, Administrative Assistant.

Also present were: Kathleen Gallagher, Greenbelt News Review; Bill Orleans and others.

Mayor Jordan said Council has been working on this policy since 2011 and it has been referred to the Advisory Plan Board (APB) and the Greenbelt Advisory Committee on Environmental Sustainability (Green ACES). He indicated Prince George's County passed their Complete and Green Street Policy about three years ago.

Ms. Porter gave a Power Point presentation. She advised the term complete streets is defined by the National Complete Streets Coalition as the following: Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. She also stated that no Complete and Green Streets would look the same.

Ms. Porter stated according to the Environmental Protection Agency (EPA), the term Green Streets is defined as follows: Green Streets achieve multiple benefits, such as improved water quality and more livable communities through the integration of stormwater treatment techniques, which use natural processes and landscaping.

Ms. Porter explained the benefits of Complete and Green Streets, which includes safer travel for all, improved health outcomes, reduced emissions, and reduced stormwater runoff.

Ms. Porter noted that the first framework for the Complete and Green Streets Policy was developed in 2011. Since then, staff has been looking at best practices and policy development in other regions and nationally.

Mr. Roberts stated "complete safety" should be changed because the City streets will not become completely safe and it's setting up a standard the City won't be able to meet. Mr. Roberts also stated that the LED lighting is not green in nature because it kills all the bugs in their natural environment.

Ms. Porter answered Mayor Jordan's question stating that working towards Vision Zero could be done separately with the Complete Green Streets Policy. She stated that Vision Zero practices could be implemented as part of the safety nature of the Green Streets Policy. Mayor Jordan suggested making it a performance goal so it could be tracked.

Ms. Davis suggested working with the Police Department and Public Safety Advisory Committee on more pedestrian and bike education. Ms. Davis stated bus shelters, bus stops, and number of bike racks should be added to the maintained inventory list. Ms. Mach suggested that under implementation add education. Mayor Jordan suggested that under implementation there should be an inventory of stormwater management elements.

Mayor Jordan asked if the City's Complete and Green Streets Policy can require private developers and landowners to implement the same features. Ms. Hruby stated that the City Code has a street standard that needs to be updated. Once the City Code is updated, it would be the appropriate place to relate instructions for private and public streets to conform to the City's Green Streets Policy.

There was a discussion on sidewalks. Ms. Hruby answered Mayor Jordan's question stating the sidewalk and driveway repairs in residential areas are the City's responsibility. She stated homeowners are required to remove snow. Ms. Hruby stated the City inspects all commercial property, which includes their common areas, driveways and sidewalks. She stated that the City would cite the commercial business if it's not in good order. Mayor Jordan stated he had a concern of maintenance between State Highway and Turner Lane. Ms. Hruby said the City is in the process of determining ownership/responsible party of that path.

Mr. Putens indicated that Greenbelt Road needed to be a Complete Green Street. Mr. Putens also asked about bike lanes striping at intersection. Ms. Hruby responded that when approaching an intersection it depends on the direction of the flow of traffic, you would jog your bike lane. She noted it was done on Ivy Lane at Cherrywood Lane; that it is a best practice and the safest way. Ms. Davis stated the State Highway Administration report on their plans for Rt. 193 would be released this summer. Mayor Jordan stated that Council should do some advocating for Rt. 193 to help shape the State Highway Administration plan before it is released.

Ms. Porter indicated that Public Works Employees helped to shape the Complete and Green Streets Policy. She noted the policy also went before the Greenbelt Advisory Committee on Environmental Sustainability (Green ACES) and the Advisory Planning Board (APB) and both Committees submitted reports on the drafted policy.

Mayor Jordan suggested an implementation strategy would be helpful to look at the streets in Greenbelt to identify the low, medium, and high priority as a framework.

Mayor Jordan asked about State and County policy. Ms. Porter responded the State's Policy is a Complete Street and doesn't incorporate the Green Street element. She indicated the County's Complete and Green Street Policy largely contains the same information and policy directives as the City's.

Ms. Porter answered Mr. Roberts's question stating the definition that is used by the EPA will include the bio retention areas, increasing the number of street trees, and the design of the bio retention areas to have lower levels of maintenance to eliminate coming back year after year. She stated the policy would leave the guidelines to reflect best practices and as best practices change, the policy would change to reflect updated best practices. Ms. Hruby stated for the ones that are sustainable they treat and have a quality and quantity control. There is no maintenance free stormwater elements.

Jean, a Greenbelt resident, suggested getting input from residents with disabilities when designing ADA compliant streets, even if it is beyond the federal guidelines. She suggested using more natural features for storm water management so that they won't be stand-alone. Jean asked if there would be a gateway to Historic Greenbelt, any public art to lead into Old Greenbelt. Mayor Jordan stated that Council has been working on the gateway signage for a while. He said that each distinct neighborhood has vital areas within themselves. Ms. Davis stated the Arts Advisory Board (AAB) has a Public Arts Policy. She said they are looking for places where everyone assembles to place the art first.

Ms. Davis suggested in the vision statement to have it read in part "public transportation vehicles, motorists, cyclists and pedestrians," putting pedestrians first changes the emphasis from vehicles to pedestrians.

Mayor Jordan suggested take out "transportation" in the policy statement.

Mr. Byrd said that as technical details becomes available, Green ACES would like an opportunity to view in real time, and any other interested advisory committee can participate as well.

Mr. Byrd requested an inventory of city maintained streets and city streets other agencies are responsible in maintaining.

There was discussion that the Complete and Green Streets Policy would not necessarily be applied to all the streets in the City. Mr. Byrd would like the streets to be identified that the policy would not apply to. Ms. Hruby stated that would be a major undertaking. Ms. Hruby said every street within the City has the opportunity to provide a green element.

Mayor Jordan reviewed the following suggested changes for the Complete and Greens Street Policy:

Vision Statement

- *change from "complete safety" to just "safety"*
- *put "pedestrians" first*

Policy Statement

- *remove "transportation"*

Implementation

- *add the following to the inventory list*
    1. *storm water management*
    2. *Bus Shelters and Bus Stops*
    3. *Education*
- *Public Works will develop a timetable for replacing and maintaining the green elements*

Performance Measures and Reporting

- *reports from the Police Department on crashes*

Ms. Hruby answered Mayor Jordan's question stating the Complete and Green Streets Policy can be ready to be presented to Council at their next regular meeting in July.

Information Items –

Ms. Davis gave a report on the Metropolitan Washington Council of Governments Board of Directors Board Meeting.

Additional informational items were discussed.

The meeting ended at 9:15 p.m.

Respectfully submitted,

Shaniya Lashley-Mullen
Administrative Assistant

DRAFT

WORK SESSION OF THE GREENBELT CITY COUNCIL held Monday, July 1, 2019, to receive the City Manager's Update.

Mayor Jordan started the meeting at 8:05 p.m. The meeting was held in the Municipal Building, 25 Crescent Road, Council Chambers.

Present were: Councilmembers Colin A. Byrd, Judith F. Davis, Silke I. Pope Edward V. J. Putens, Rodney M. Roberts, and Mayor Emmett V. Jordan. Councilmember Leta M. Mach was absent.

Staff present were: Nicole Ard, City Manager; and Shaniya Lashley-Mullen, Administrative Assistant.

Also present were: Bill Orleans, and others.

Ms. Ard provided a PowerPoint presentation, which provided an update of Council's Goals, Accomplishments, and Projects.

Ms. Ard noted that the areas Council has identified as goals have been broken down into top and high priority, based on the timeframe available to accomplish them. Ms. Ard stated that the City has made strides in several areas including hiring the Economic Development Coordinator and the Police Chief. The Citywide security camera system will be implemented in the next phase this month with Mr. Worley and the consultant meeting soon. Ms. Ard advised staff learned from County Fire Officials that a Fire Station for the City of Greenbelt is in the Prince George's County CIP.

Ms. Ard highlighted some of the accomplishments to date including: the launch of the new Greenbelt Connection Bus that goes just beyond the City limits; the City earned the Tree City USA award; and the City celebrated its 80th Anniversary. Ms. Ard stated the City received the Government Finance Officers' Association Distinguished Budget Presentation Award for the last fiscal year.

Ms. Ard identified several legislative issues the City Council has been monitoring, like the County Zoning Ordinance Re-Write, the Short-term Rental Ordinance, and the Small Cell Tower 5G deployment.

There was a brief discussion of the renovation of the Old Greenbelt Theater. Ms. Ard stated the pop-up is currently being operated out of the Community Center. Ms. Ard said her understanding was there was a delay with County permitting and the matter is being worked out with the Fire Marshall and should be resolved soon. Ms. Ard answered Ms. Davis's question stating it is a setback of one or two weeks. Ms. Ard answered Mayor Jordan's question stating the period of completion is either September or October.

Ms. Ard noted the responses to the RFP bids for the gateway signage are due in two weeks. She indicated the Roosevelt Center directional signs weren't approved by State Highway Administration for Kenilworth Avenue at Greenbelt Road. She confirmed this was not the Gateway Project.

Mr. Roberts asked what would be done to the Mother and Child Statue's "knee". Ms. Ard stated

a preservation plan is being developed and the statue will be cleaned and later preserved. Mr. Roberts suggested a roof needs to be placed over it and that the knee is starting to peel. This work will take place after window repair.

Ms. Ard noted that staff has been working with GHI on a MOU on how to handle the right-of-way. Ms. Ard stated the City hasn't received the letter from GHI that Council had requested about the next steps with WSSC regarding the Historic GHI/WSSC/ City Agreement.

Ms. Ard advised the City took conditional acceptance of Central Park and Indian Spring Trail with a one-year maintenance bond. Ms. Ard answered Mayor Jordan's question stating the area near the trail has not been accepted given the developers were asked to address invasive weeds.

Ms. Ard gave a brief update on the progress on the WMATA Trail design and its agreement. She stated the County had approved the stormwater plan and the consultants are working on the utilities design. The construction is expected to start next August.

Ms. Ard noted the County bike-share program would start in the summer of 2020 and it would include Greenbelt Metro Station, per Council and community feedback.

Ms. Ard stated the second electric charging station will be installed in July and that it will be only for the Public Works staff. She also said that the City purchased electric vehicles for the Public Works Department and Code Enforcement. Mayor Jordan stated that Pepco has launched a new program, identifying sites to deploy their charging stations in various locations. Mayor Jordan suggested reaching out to Pepco for guidelines and potential sites.

Ms. Ard noted the security camera improvements at the Spellman Pedestrian Overpass, Youth Center, and Community Center during this fiscal year.

Ms. Ard noted the Dog Park Work Sessions, survey and research. There was a brief discussion on the Dangerous Dog Ordinance. Ms. Davis stated the ordinance shouldn't be breed specific. Ms. Ard stated the City staff and Mr. Pounds have been working towards making changes to Chapter 4 in the City Code.

There was a brief discussion on the Census. Ms. Ard stated Mr. Shelton Daal, MML intern, has an updated plan for Census Complete Count activities for Greenbelt, finalized in August. Ms. Ard noted that Ms. Molly Porter, Community Planner, has been invited and accepted to serve on the County Census Complete Count Committee. Ms. Ard stated that the City had also received a State Grant for the Census 2020 Outreach. Ms. Davis advised the Faith Based Community is very important in getting Census information out.

There was a brief discussion about the Maglev. Ms. Davis stated the State NAACP came out in support of the Maglev. Mayor Jordan stated that there was not any consultation with municipal governments. Ms. Ard and Councilmembers answered Mr. Roberts's question stating the City Solicitor asked Council for feedback in a closed session and written form in reference to hiring a law firm.

Mayor Jordan asked if the road on Ivy Lane on top of the hill across from the Crowne Plaza slated for repaving. Mayor Jordan also advised the connecting path between Kenilworth Avenue and Ivy Lane is in passable condition now, but when winter comes, it will be in poor condition.

Ms. Ard said research is being done on whose responsibility it is to maintain the trail, noting as previously reported, Morning Calm does not claim ownership.

<u>Petition and Request List:</u>

Ms. Davis asked that the request dated 03/26/18, Centralized delivery of packages, be marked N/A because Council decided not to do it.

Ms. Davis advised an update to a request dated 04/25/17, toy gun ban ordinance, should be listed as hold or "no action".

Ms. Davis advised an update to a request dated 11/28/16, to allow out of precinct voting, should be marked a "C". The Board of Elections already took a position.

Mr. Byrd requested that all requests that he had submitted prior to being elected to Council be removed. Ms. Davis stated the petition needs to be redesignated, it cannot be removed. The City has to keep a record of the petitions.

Mayor Jordan advised a follow-up letter needs to be sent to the Prince George's County School Board reference to the 04/25/17 work session, Greenbelt Station children attending Greenbelt Schools. He also requested that a letter to be sent to Dr. Goldson congratulating her on her appointment.

Informational items –

Ms. Davis gave a report on the Future of Recycling and Zero Waste.

Additional informational items were discussed.

The meeting ended at 9:34 p.m.

Respectfully submitted,

Shaniya Lashley-Mullen
Administrative Assistant

DRAFT

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: Meeting Minutes
Agenda Section:

Subject:
Statement for the Record

Suggested Action:

Closed Session of September 18, 2019: The following motion is needed:
In accordance with the General Provisions Article, Section 3-306(c)(2) of the Annotated Code of Public General Laws of Maryland, I move that the minutes of tonight's meeting reflect that Council met in executive session on Wednesday, September 18, 2019, at 8:15 p.m. in the Library of the Municipal Building. Council held this closed meeting in accordance with the General Provisions Article, §3-305(b)(1) of the Annotated Code of Public General Laws of Maryland, to discuss personnel matters.

The purpose of this meeting will be: 1) Personnel matters - Re-classifications in Administration, Recreation and Public Works Departments.

Vote to close session:

Ms. Davis - Yes
Mr. Byrd - No
Ms. Mach - Yes
Ms. Pope - Yes
Mr. Putens - Yes
Mr. Roberts - No
Mayor Jordan - Yes

The following staff members were in attendance: Nicole Ard, City Manager and Todd Pounds, City Solicitor.

Council took no actions during this session.

Attachments:
Statement of Record_091819.pdf

WRITTEN STATEMENT FOR CLOSING A MEETING
OF THE GREENBELT CITY COUNCIL

Date: 9/18/19 Time: 8:15 PM Location: Mun. Library

Motion to close meeting made by: Davis Seconded by: Pope

Members voting to close meeting:

	Yes	No	Abstain	Absent
Mr. Byrd		✓		
Ms. Davis	✓			
Ms. Mach	✓			
Ms. Pope	✓			
Mr. Putens	✓			
Mr. Roberts		✓		
Mayor Jordan	✓			

STATUTORY AUTHORITY TO CLOSE SESSION (check all that apply):
This meeting will be closed under General Provisions Article, §3-305(b) only:

(1) [✓] To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom it has jurisdiction; or any other personnel matter that affects one or more specific individuals;

(2) [ ] To protect the privacy or reputation of individuals concerning a matter not related to public business;

(3) [ ] To consider the acquisition of real property for a public purpose and matters directly related thereto;

(4) [ ] To consider a matter that concerns the proposal for a business or industrial organization to locate, expand, or remain in the State;

(5) [ ] To consider the investment of public funds;

(6) [ ] To consider the marketing of public securities;

(7) [ ] To consult with counsel to obtain legal advice on a legal matter;

(8) [ ] To consult with staff, consultants, or other individuals about pending or potential litigation;

(9) [ ] To conduct collective bargaining negotiations or consider matters that relate to the negotiations;

(10) [ ] To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including:

(i) the deployment of fire and police services and staff; and
(ii) the development and implementation of emergency plans;

(11) [ ] To prepare, administer, or grade a scholastic, licensing, or qualifying examination;

(12) [ ] To conduct or discuss an investigative proceeding on actual or possible criminal conduct;

(13) [ ] To comply with a specific constitutional, statutory, or judicially imposed requirement that prevents public disclosures about a particular proceeding or matter;

(14) [ ] Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process.

FOR EACH CITATION CHECKED ABOVE, THE REASONS FOR CLOSING AND TOPICS TO BE DISCUSSED:

§3-305(b) ( )_____

§3-305(b) ( )_____

§3-305(b) ( )_____

This statement is made by _____
Emmett V. Jordan (Signature of Presiding Officer)

WORKSHEET FOR USE IN CLOSED SESSION (CHECKLIST OF DISCLOSURES TO BE MADE IN MINUTES OF NEXT REGULAR MEETING-NOT A PART OF THE CLOSING STATEMENT)

OFFICIALS ATTENDING CLOSED SESSION: [✓] BYRD; [✓] DAVIS; [✓] JORDAN; [✓] MACH; [✓] POPE; [✓] PUTENS; [✓] ROBERTS

STAFF/OTHERS PRESENT: Nicole Ard; Todd Pounds

TOPICS DISCUSSED: Personnel - 5 Reclassifications suggestions

ACTION(S) TAKEN (IF ANY) AND RECORDED VOTES: None

TIME CLOSED SESSION ADJOURNED: 9:22

PLACE OF CLOSED SESSION: Mun. Library

PURPOSE OF CLOSED SESSION: _____

STATUTORY AUTHORITY FOR THE CLOSED SESSION: §3-305(b) ( ); ( ); ( ) _____

MEMBERS WHO VOTED TO CLOSE: [✓] BYRD; [✓] DAVIS; [✓] JORDAN; [✓] MACH; [✓] POPE; [✓] PUTENS; [✓] ROBERTS

SIGNATURE OF PRESIDING OFFICER: _____

Form Revised: 3/14/18

Move to close
Mach / Putens

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Molly Porter
Submitting Department: Planning
Item Type: Board and Committee Reports
Agenda Section:

Subject:
Advisory Planning Board Report #2019-10
(NRP Multi-family Development Preliminary Plan of Subdivision)

Suggested Action:
It is recommended that Council accept this report.

Attachments:

Advisory Planning Board Report #2019-10

ADVISORY PLANNING BOARD **REPORT NO. 2019-10**
REPORT TO COUNCIL **September 6, 2019**

SUBJECT: Preliminary Plan of Subdivision – NRP Multi-family Development Proposal (Capital Office Park)

BACKGROUND: The NRP Group LLC (NRP) is a developer, builder, and property management company headquartered in Cleveland, Ohio. NRP has previously, in January 2018, presented a development proposal concept to the Advisory Planning Board (APB) for new construction of multifamily housing in the Capital Office Park at the intersection of Cherrywood Lane and Ivy Lane. They have now filed a Preliminary plan of subdivision (PPS) with the County to go before the Planning Board on October 10, 2019.

The site is zoned C-O (Commercial-Office) with a Development District Overlay Zone (DDOZ). This zoning provides for multi-family housing. The PPS proposes two 5-story apartment buildings and an amenity building. The two apartment buildings will consist of 354 residential units altogether with the one, two, and three bedroom apartments allocated as 212, 123, and 19 respectively. There is no retail component associated with the current proposal (as was shown in concept plan), with the applicant citing it was determined not to be marketable. The on-site amenities will include a clubhouse with a swimming pool and a wellness/fitness center; a dog park; and a dog spa which will be housed in the building adjacent to the dog park. The majority of surface parking (454 spaces) is behind the apartment buildings, however two (one level) parking garage buildings requiring paid (subscription) usage will be provided as well. These will be a total of 36 spaces, 18 in each. A total of 130 bicycle racks are proposed most of which will be indoors (in the basement level of one of the buildings). Six (6) electric vehicle charging stations will be provided, with locations to be determined at Detailed Site Plan (DSP).

Many NRP projects are Transit Oriented Development (TOD) projects and although this particular one does not meet the WMATA standards of 0.5 miles or less to be considered 'walkable', it is only 0.6 miles from the Greenbelt Metro Station, and still potentially walkable. The NRP project ensures that residents could also get to the metro via biking, or transit and plans to improve the bus stop right outside the development by providing a bus shelter, improve sidewalks, provide ample bike parking and even work with the County to put up a Capital Bikeshare station at this location.

ANALYSIS: NRP presented the plan and renderings to APB on September 4, 2019. The Board members also asked several follow-up questions that sought further clarification on traffic related issues and exact locations (and specifics) of amenities. In addition, Ms. Miller stated that she felt this was the best proposal they had seen thus far for that particular site and Mr. Chernikoff stated that they previously liked NRP's proposal and that the city could stand to gain from development of this property by this developer.

It should be noted that in the previous presentation the Board asked questions regarding the number, size and amenities within the units, building entrances, storm water management, integration of project into the Cherrywood Complete Street project, accommodations for transit on Cherrywood Lane, bicycles owned or shared, provisions for outdoor open and recreational space, outdoor lighting, protection of adjacent wetland and BARC property, and the property's Cherrywood Lane frontage. The Board even put in its recommendation that City Council and planning staff should work with NRP to address and integrate the City's existing Cherrywood Lane plans and recommendations into the NRP project.

The Board generally supports the proposed project. They also support the planning staff's language in their report and recommendations in seeking more information on traffic related issues (a traffic impact analysis or signal warrant analysis) as well concerns about the strain on public facilities and recreational amenities that the development will cause especially for Greenbelt West. They know the planning staff will work with the County and the applicant to come up with figures they all agree upon to fulfil such obligation in form of fee-in-lieu.

RECOMMENDATION: The Board voted unanimously (5-0) to recommend that the City Council should express its support for NRP to pursue the planning of this project with the planning staff language in its recommendations 1, 2, 4, 5, 6, and 7.

Respectfully submitted,

Keith Chernikoff
Chair

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: David Moran
Submitting Department: Administration
Item Type: Board and Committee Reports
Agenda Section:

Subject:
*Community Relations Advisory Board Report #2019-2 (Petition for Congress to shut down the 1033 program)

Suggested Action:
It is recommended Council accept this Report and discuss it at a future work session.

Attachments:
Report_2019-2.pdf

Report 2019-2
September 13, 2019

COMMUNITY RELATIONS ADVISORY BOARD (CRAB)
REPORT TO CITY COUNCIL

SUBJECT: Council Referral – Petition for "Congress to shut down the 1033 program"

REFERRAL: At the Regular Meeting on October 9, 2017, Council referred this petition to CRAB. Specifically, the petition was signed by "Greenbelters who do not want military equipment as part of our police department's arsenal, …and who do not want the police considering the public to be the enemy".

BACKGROUND: CRAB considered and discussed this referral at meetings on:

- February 13, 2018
- March 8, 2018
- November 8, 2018
- December 13, 2018
- February 9, 2019
- June 13, 2019

Members of the public and the Greenbelt Police Department attended/participated in these meetings. Specifically, Greenbelt Police Chief Richard (Rick) Bowers made himself available for numerous discussions as well as question/answer sessions. In addition, CRAB is grateful for the information provided by petitioner Ms. Elizabeth (Lolly) Gaines as well as input from the Greenbelt East Advisory Coalition (GEAC), Greenbelt Racial Equity Alliance (GREA) and other engaged citizens in the discussion and consideration of this topic.

DISCUSSION: CRAB fully recognizes and appreciates the perspective of the petitioner, as well as the signers of the petition, and shares the desire to ensure that the existing positive relationship between the Greenbelt police and Greenbelt citizenry is maintained and fostered. CRAB also shares the desire to prevent an "us" versus "them' mentality throughout our community, and recognizes the need for diligence in preventing any visible presence or military-style dress or equipment, which can foster fear in the community and perpetuate distinctions between the police and citizens.

For this reason, CRAB carefully deliberated the issue over multiple meetings and multiple months. CRAB took the opportunity to thoroughly review the supplemental materials provided by the petitioner as well as hold a conversation with her. In addition, CRAB sought to fully understand the Military surplus 1033 program in general, as well as how it

is applied and used in Greenbelt through a series of conversations, and written Questions and Answers (attached), with Chief Bowers.

By way of background, the 1033 Program (formerly the 1208 Program) permits the Secretary of Defense to transfer, without charge, excess U.S. Department of Defense (DoD) personal property (supplies and equipment) to state and local law enforcement agencies (LEAs).

Since the items can be acquired free of charge, CRAB views the 1033 program as one outlet to lessen the burden on local municipalities' limited budgets, and also as an avenue to reduce waste when equipment is no longer needed by the military. Examples include desks, office supplies, helmets, and other office equipment. Waste reduction is a Greenbelt value that CRAB supports and wishes to encourage.

RECOMENDATION: Since the 1033 Program is a federal program, CRAB recommends that it is not the jurisdiction of local municipalities to recommend to Congress that the program be terminated.

However, CRAB recommends that the City uphold the need for the community to maintain a strong relationship with the police, while balancing the desire to honor the value of surplus equipment that can be protective (e.g. helmets and Kevlar vests) and reduce injury to both police and citizens alike.

In order to ensure that no excessive equipment is acquired from the military, CRAB recommends that the City Manager, in her role as the public safety officer for Greenbelt, ensure that the following steps are taken in sequence whenever the need/opportunity arises to use the 1033 program:

- The mission need for any piece of equipment is identified first
- Then the item to fulfill that need is identified
- The cost for that item is identified
- Available resources are examined from other sources
- Once the specific need is identified, a surplus catalog can be looked at in order to acquire the item
- Items can be acquired, if appropriate, for free (plus the cost of shipping from wherever it is located domestically)

This Civilian oversight is a critical component in maintaining the strong connection between the police force and the community. It is also an important element to maintain the distinction that, while sometimes outwardly apparent military equipment may be required for protection, as a community we must be diligent to ensure that it remains a rare exception and does not become the norm. In addition, efforts should be made to minimize the outward militaristic appearance of any items obtained for

civilian use (e.g. Armored Personnel Carrier painted blue; Greenbelt logos affixed to the items, etc.)

CRAB also encourages City Council, CRAB and PSAC to continue to monitor, and provide the opportunity, for the community to share any rising concerns if additional equipment is acquired. This can be done through regular open-comment time during existing CRAB or PSAC meetings.

CRAB recommends that the City should continue to allow, encourage, and require the police force to fully participate in the training they need.

CRAB asks that the police website be continuously updated to ensure that all trainings are listed and current.
https://www.greenbeltmd.gov/government/departments-con-t/police/police-training.

Respectfully Submitted,

Rick Ransom and Jamie Krauk,
Co-Chairs
Community Relations Advisory Board

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: David Moran
Submitting Department: Administration
Item Type: Board and Committee Reports
Agenda Section:

Subject:
*Park and Recreation Advisory Board Report #19-6 (Capital Office Park Preliminary Plan of Subdivision)

Suggested Action:
Approval of this item on the consent agenda will indicate Council's acceptance of this Report. This item appears later on this evening's agenda.

Attachments:
PRAB Report 19-6 Capital Office Park Preliminary Plan of Subdivision.pdf

PRAB Report #19-6
September 19, 2019

PARK AND RECREATION ADVISORY BOARD
REPORT TO CITY COUNCIL

Subject: **Capital Office Park Preliminary Plan of Subdivision**

Background: PRAB met with representatives from NRP and related business partners on September 18, 2019 to discuss the Preliminary Plan of Subdivision for the Capital Office Park. The presentation included a description of the plan, modifications to the plan based on other meetings with Council and other advisory boards, and was followed by a series of questions and comments by PRAB.

Recommendations: PRAB understands that the preliminary plan of subdivision is a general guide and is not a final, approved construction plan. As such, PRAB would like to state the following concerns and recommendations, some of which reiterate previous feedback given on the plan:

- Amenities: the addition of community garden space, a dog park, and a playground are attractive concepts. PRAB is concerned that these amenities are not sufficiently sized for the population served, and would encourage alignment with the City's plans on provisioning recreational spaces throughout the City, including playground design and distribution.
- Private status of amenities: under the current plan, only property residents would be eligible to utilize the aforementioned amenities, as well as the clubhouse. There was a discussion about possible partnership with the City, and a comment about financial and liability considerations. With this plan, these amenities would do nothing to support the adjacent populations that have repeated requested additional facilities and programs in this area.
- Parks and Recreation requirements under the subdivision regulations: the developer is proposing that the on-site private recreation amenities would be sufficient to meet the standards, and that enforcing the Mandatory Parkland Dedication requirements is at the discretion of City Council, rather than the County Planning Board. PRAB is concerned that the provision of dedicated parkland, and/or public recreational amenities, is not a given in this case.
- Clubhouse: the recreation facility proposed does not seem to have sufficient space for the number of residents, nor is there dedicated class/group exercise space outside of the CrossFit-style fitness room.
- Traffic: with this plans and the proposed commercial and residential development at Beltway Plaza, PRAB is concerned on the overall traffic impact and would encourage a traffic analysis that takes both projects into consideration over the entirety of the construction, including additional phasing.
- Affordable housing: there is no plan to include affordable housing units in the current plan, and PRAB believes that this is important to include for equity and affordability for residents and potential residents considering moving to Greenbelt.

Respectfully submitted by:
Jacob Chesnutt, PRAB Chair
Ric Gordon, PRAB Vice-Chair

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Shaniya Lashley-Mullen
Submitting Department: Administration
Item Type: Resolution
Agenda Section:

Subject:
A Resolution to Authorize the Negotiated Purchase for Captioning Services from Municipal Captioning Inc. at an estimated cost of $12,960.
- 2nd Reading; Adoption

Suggested Action:

Reference:
Resolution
Quote, Municipal Captioning Inc., 07/17/2019

At the Regular Meeting on August 12, 2019, the City Council approved the selection of Municipal Captioning Inc. to provide captioning services for City Council meeting. Municipal Captioning provided a quote of $12,960 for 30 hours of captioning a month, which is a little more than 5 hours a week. The quote also includes the hardware, installation and training.

Ms. Mach introduced this resolution for first reading at the last meeting. It is recommended the Resolution be introduced for second reading and moved for adoption tonight.

Attachments:
Municipal_Captioning_Resolution.pdf

Quote, Municipal Captioning Inc., 07/17/2019.pdf

Introduced: Ms. Mach
1st Reading: September 9, 2019
2nd Reading:
Passed:
Posted:
Effective:

RESOLUTION NUMBER XXXX

A RESOLUTION TO AUTHORIZE THE NEGOTIATED PURCHASE OF CAPTIONING SERVICES FROM MUNICIPAL CAPTIONING INC. AT AN ESTIMATED COST OF $12,960.

WHEREAS, the City desires to provide captioning services for City Council meetings; and

WHEREAS, City staff consulted with three vendors who provide this specialized service; and

WHEREAS, after reviewing proposals from the three vendors staff recommended the City select Municipal Captioning Inc. who provided the lowest cost proposal and currently provides captioning services to the City of Laurel; and

WHEREAS, at the Regular Meeting on August 12, 2019, the City Council approved the selection of Municipal Captioning Inc. to provide this service. NOW, THEREFORE,

BE IT RESOLVED by the Council of the City of Greenbelt, Maryland, that the City Manager be authorized to contract with Municipal Captioning Inc. to provide captioning equipment and services at an estimated cost of $12,960.

PASSED by the Council of the City of Greenbelt, Maryland, at its regular meeting of September 23, 2019.

_____
Emmett V. Jordan, Mayor

ATTEST:

_____
Bonita Anderson, City Clerk

DRAFT

QUOTE

Municipal Captioning Inc.
214 Muirfield Ridge Dr
Garner, North Carolina 27529
United States

Phone: 6172451744
Toll free: 8888986864
municipalcaptioning.com

BILL TO
Greenbelt, Maryland
Beverly Palau
25 Crescent Road, Greenbelt, MD 20770

bpalau@greenbeltmd.gov

Estimate Number:	1118
Estimate Date:	July 17, 2019
Expires On:	September 16, 2019
Grand Total (USD):	**$12,960.00**

Items	Quantity	Price	Amount
EN537 EEG EN537 Encoder purchase. Includes 2 years hardware warranty and 1 year software updates and support. After first year, optional support cost $420 per year.	1	$4,195.00	$4,195.00
Lexi Annual - 30/month or 360/year One year of Automated Captioning with EEG Lexi-30, a plan that covers the first 30 hours each month. Additional hours in a given month are billed at $17.50/hour	1	$6,300.00	$6,300.00
Shipping Shipping (Municipal Captioning provides free shipping to all Government Clients)	1	$0.00	$0.00
2-Days onsite training with Staff 2 days of professional training and workflow consulting from Municipal Captioning. This inclusive package rate includes all lodging, travel, and 2 days of training/consulting at the clients location.	1	$2,465.00	$2,465.00

Total:	$12,960.00
Grand Total (USD):	**$12,960.00**

Notes
Lexi Annual Plan can only be purchased directly from EEG Enterprises. EEG does not allow it to be resold the way that the EN537 and other hardware can be resold.

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Shaniya Lashley-Mullen
Submitting Department: Administration
Item Type: Resolution
Agenda Section:

Subject:
A Resolution to Authorize the Negotiated Purchase of FY 2020 Legal Services from Alexander & Cleaver PA at an estimated cost of $165,000.
- 2nd Reading; Adoption

Suggested Action:

Reference:
Resolution
Memorandum, A. Belton, 09/05/2019
Letter, T. Pounds, 01/11/2018

Mayor Jordan requested the present and past agreements for legal services. Staff were unable to locate the agreement with the past firm, attached is the present agreement. The FY 2020 Budget includes $165,000 for legal services. The majority of these costs are for the services of the City Solicitor, Alexander & Cleaver PA. Since the amount paid to the firm annually is over $10,000, a Resolution is required.

Mr. Putens introduced this resolution for first reading at the September 9, 2019 meeting. It is recommended the Resolution be introduced for second reading and moved for adoption tonight.

Attachments:
Alexander_Cleaver_Resolution.pdf

Memorandum, A. Belton, 09.05.2019.pdf

Letter, T. Pounds, 01.11.2018.pdf

Introduced: Mr. Putens
1st Reading: September 9, 2019
2nd Reading:
Passed:
Posted:
Effective:

RESOLUTION NUMBER XXXX

A RESOLUTION TO AUTHORIZE THE NEGOTIATED PURCHASE OF FY 2020 LEGAL SERVICES FROM ALEXANDER & CLEAVER, PA AT AN ESTIMATED COST OF $165,000.

WHEREAS, the City Solicitor attends certain City Council meetings, provides legal research and opinions as required and represents the City in administrative and court proceedings not covered by insurance counsel; and

WHEREAS, the City issued a Request for Qualifications (RFQ) in 2017 for the services of a new law firm to serve as City Solicitor; and

WHEREAS, four firms responded to the City's RFQ and a panel of City staff and the City's prior legal counsel recommended Alexander & Cleaver; and

WHEREAS, the firm of Alexander & Cleaver was appointed by the City Manager with the consent of the City Council on January 8, 2018; and

WHEREAS, the FY 2020 Adopted Budget includes $165,000 for legal services. NOW, THEREFORE,

BE IT RESOLVED by the Council of the City of Greenbelt, Maryland, that the City Manager be authorized to contract with Alexander & Cleaver, PA to provide FY 2020 legal services at an estimated cost of $165,000.

PASSED by the Council of the City of Greenbelt, Maryland, at its regular meeting of September 23, 2019.

_____
Emmett V. Jordan, Mayor

ATTEST:

_____
Bonita Anderson, City Clerk

DRAFT

David Moran

From: Anne Marie Belton
Sent: Thursday, September 5, 2019 3:31 PM
To: David Moran
Subject: FW: Fiscal Year 2018 Billing Reconciliation

Further follow-up to A & C billings/agreement.

AM

From: Jeffrey Williams
Sent: Wednesday, July 11, 2018 1:20 PM
To: Anne Marie Belton
Subject: FW: Fiscal Year 2018 Billing Reconciliation

From: Jeffrey Williams
Sent: Tuesday, June 26, 2018 8:51 AM
To: tpounds@alexander-cleaver.com
Cc: Nicole Ard
Subject: Fiscal Year 2018 Billing Reconciliation

Todd,

As we discussed last week, please forward the reconciliation between the payments Greenbelt has made with the actual charges accrued to our account in Fiscal Year 2018 with Alexander Cleaver. The City discussed two billing methods at the beginning of our relationship: a monthly allotment that is reconciled at the end of a fiscal year and actual billing.

Because both methods yield the same result in terms of what the final billing will be in a fiscal year, I believe that it is beneficial for both parties to use the latter method beginning July 2018. The additional step to reconcile the monthly billing method to determine what the City actually owes ultimately increases the time required to determine the final amount due. Further, the actual billing method will show a more accurate cost picture throughout the fiscal year.

Therefore, I believe strongly that the billing going forward into Fiscal Year 2019 should reflect the actual charges incurred each month by the City rather than continuing the practice of a monthly allotment that is reconciled at the close of each fiscal year.

I have copied City Manager Nicole Ard so that she may weigh in on this matter as well.

Thank you,

Jeff

Jeffrey L Williams
City Treasurer
City of Greenbelt, Maryland

ALEXANDER & CLEAVER

ATTORNEYS AT LAW

Professional Association

Gary R. Alexander MD DC VA PA
James A. Cleaver MD DC
Robert J. Garagiola MD DC
Todd K. Pounds MD DC
Jason A. DeLoach MD DC
James K. McGee MD DC
Whitney Cleaver Smith MD DC PA
David N. Hruda MD
Jennifer S. Lancaster MD DC
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Hannah Powers Garagiola
Tyler W. Bennett
Moira R. Cyphers
Davion E. Percy
Isaac N. Meyer
L. Alexandra Shull
Josh Howe

January 11, 2018

Ms. Nicole Ard
City Manager
City of Greenbelt
25 Crescent Road
Greenbelt, MD 20770

Re: Legal Representation

Dear Ms. Ard:

Thank you for giving Alexander & Cleaver, P.A., the opportunity to represent you The City of Greenbelt. This communication is intended to confirm the engagement of Alexander & Cleaver, P.A., and is subject to the terms below and the attached Terms of Engagement for Legal Services (Attached).

The fee arrangement shall be a fixed retainer of $7000.00 per month, to cover all legal services on behalf of The City of Greenbelt unless otherwise designated and agreed between the parties. Client understands that no legal work will be performed and this firm is not officially retained until the retainer fee is paid. Costs associated with said legal representation shall be separately billed.

If you have any questions with regard to the billing, please contact me or our Accounting Department.

Please sign your name below indicating your acceptance of the engagement and the Terms of Engagement for Legal Service attached and return it to me. A copy is enclosed for your records. Should you have any questions regarding the fee arrangement or the representation at any time, please do not hesitate to contact the undersigned.

Very truly yours,

ALEXANDER & CLEAVER, P.A.

TODD K. POUNDS

JASON A. DELOACH

Enclosures

cc: Accounting

SEEN AND AGREED:

Nicole Ard
City Manager

1/18/18
Date

TERMS OF ENGAGEMENT FOR LEGAL SERVICES

This statement sets forth the standard terms of our engagement as your lawyers and supplements our engagement letter and/or confirmation of engagement email. Unless modified in writing by mutual agreement, these standard terms are an integral part of our engagement with you. Therefore, we ask that you review the standard terms in connection with the engagement letter and/or confirmatory engagement email carefully and contact us promptly if you have any questions.

THE SCOPE OF SERVICES

You should have a clear understanding of the legal services we will provide. Any questions that you have should be dealt with promptly. The scope of services is set forth in the engagement letter and/or confirmatory engagement email.

WHO WE REPRESENT

It is our policy that the person or entity that we represent is the person or entity that is identified in our engagement letter and/or confirmatory engagement email and does not include any affiliates of such person or entity (i.e., if you are a corporation, a related entity or an officer, director or shareholder; i.e., if you are an individual, a spouse or child or company for which you may own or be employed). Accordingly, for conflict of interest purposes, we may represent another client with interest adverse to any such affiliate without obtaining your consent. It is also our policy that the attorney-client relationship will be considered terminated upon our completion of any services that you have retained us to perform. If you later retain us to perform additional services, our attorney-client relationship will be revived subject to these terms of engagement, as they may be supplemented at that time.

WHO WILL PROVIDE THE LEGAL SERVICES

Alexander & Cleaver ("Firm") utilizes a team approach designed to provide the highest quality legal services. Customarily, each client of the Firm is served by a principal attorney contact or lead attorney. You are free to request a change of principal or lead attorney at any time.

Subject to the supervisory role of the principal attorney or lead attorney, your work, or parts of it, may be performed by other lawyers and legal assistants in the Firm. Such delegation may be for the purpose of involving lawyers or legal assistants with special experience in a given area or for the purpose of providing services on the most efficient and timely basis along with availability. Whenever practical, we will advise you of the names of those attorneys and legal assistants who will work on your matters.

HOW FEES ARE SET

In determining the amount to be charged for the legal services we provide to you, we will consider:

- The time and effort required, the novelty and complexity of the issues presented and the skill required to perform the legal services promptly;
- The amount of money or value of property involved and the results obtained;
- The time constraints imposed by you as our client including substantial disruption of other office business;
- The nature and longevity of our professional relationship with you;
- The experience, reputation and expertise of the lawyers performing the services.

Among these factors, the time and effort required are typically weighted most heavily. We will keep accurate records of the time we devote to your work, including conferences (both in person and over the telephone), negotiations, factual and legal research and analysis, document preparation and revision, travel on your behalf and other related matters. We record our time in units of quarters of an hour.

The hourly rates of our lawyers and legal assistants have an important bearing on the fees we charge. These rates are adjusted periodically to reflect current levels of legal experience, changes in overhead costs and other factors. Client specifically and intentionally instructs and gives his/her/its informed consent to consider said charges earned upon services being rendered.

We are often requested to estimate the amount of fees and costs likely to be incurred in connection with a particular matter. Whenever possible, when requested, we will furnish such an estimate based upon our professional judgment, but always with a clear understanding that it is not a maximum or fixed-fee quotation. The ultimate cost frequently is more or less than the amount estimated.

ADDITIONAL CHARGE OUT OF POCKET EXPENSES AND OFFICE EXPENSES

We will charge you not only for legal services rendered but also for other ancillary services provided and office and out-of-pocket expenses incurred in conducting our representation. Examples of office expenses include charges for long-distance telephone calls, mailing and packaging, express delivery, in-house messenger deliveries, computerized research services and the use of our facsimile and photocopy machines and binding equipment. While our charges for these services are measured by use, they do not, in all instances, reflect our actual out-of-pocket costs. For many of these items, the true cost of providing the service is difficult to establish. While we are constantly striving to maintain these charges at rates that reflect actual costs, in some instances, the amounts charged may exceed or be less than the actual costs to the Firm. Examples of out-of-pocket expenses include, but are not limited to, any fees (court, filing, service, expert witness, expert reports, expert testimony, administrative agency charges,

transcripts, deposition) and expenses (hotel, travel, mileage, tolls, parking) incurred in connection with the representation. We reserve the right to require you to pay us for that estimated payment in advance, and/or reserve the right to request that you make direct arrangements with the entity providing services with regard to your matter. In some situations we can arrange for these ancillary services to be provided by third parties with direct billing to you or reimbursement to us.

RETAINER AND TRUST DEPOSITS

Clients of the Firm are commonly asked to deposit a retainer with the Firm. If you deposit a retainer with us, you grant us a security interest in that deposit. Typically, the retainer is equal to the fees and costs likely to be incurred in our startup phase of our representation of you. Unless otherwise agreed, the retainer must be replenished to the original level upon receipt of each statement. The deposit will be credited toward your unpaid invoices. At the conclusion of our legal representation, the remaining balance will be returned to you. If the retainer deposit proves insufficient to cover upcoming anticipated expenses and fees, it may have to be increased.

Deposits that are received to cover specific items will be disbursed as provided in our agreement with you and you will be notified from time to time of the amounts applied or withdrawn. Any amount remaining after disbursement will be returned to you.

All retainer deposits we receive from you will be placed in a trust account for your benefit. By court rule in each jurisdiction in which the Firm has an office, your deposit will be placed in a pooled account if it is not expected to earn a net return, taking into consideration the size and anticipated duration of the deposit and the transaction costs. Any interest earned on the pooled account is payable to a charitable foundation established in accordance with such court rule.

TERMINATION

You may terminate our representation at any time, with or without cause, by notifying us. If such termination occurs, papers and property which you have provided to us will be returned to you promptly upon receipt of payment for outstanding fees and costs including those incurred in preparing a copy of the your file for retention by the Firm. Our own files pertaining to the case will be retained. Your termination of our services will not affect your responsibility for payment of legal services rendered and charges incurred before termination and in connection with an orderly transition of the matter.

We are subject to codes of professional responsibility for the jurisdictions in which we practice. These codes list several types of conduct/circumstances that require or allow us to withdraw from representing a client, including: nonpayment of fees or costs, misrepresentation or failure to disclose material facts, action contrary to our advice or conflict of interest with another client. We try to identify in advance and discuss with you any situation which may lead to our withdrawal. If withdrawal ever becomes necessary, we give the client written notice of withdrawal and if required obtain court approval.

BILLING TERMS OF PAYMENT

We will bill you on a regular basis, normally each month, for both fees and costs. You agree to make payment upon receipt of the statement. Unpaid fees and costs accrue interest at the maximum non-compounded rate permitted by state law (but not exceeding 1.5% per month) from the beginning of the month following the month they become overdue. (Where fees and disbursements are regularly paid out of a retainer deposit, no interest will be charged.)

If your account becomes delinquent, you fail to bring the account or the retainer deposit current and you do not arrange satisfactory payment terms, we may withdraw from the representation and pursue collection of your account. You agree to pay the costs of collecting the debt, including court costs, filing fees and reasonable attorney's fees.

We reserve the right to recover any outstanding arrearages owed to this firm from any settlement in your legal matter. In that event, we will send you the balance of any settlement after we make the adjustments for our fees. Notwithstanding, we expect payment on all monthly bills to keep your account fully satisfied at all times without arrearages.

Our firm is an independent contractor and not an employee of client in any capacity.

CASE FILES

Minimum fees and costs are charged for file retrieval requested by you after the conclusion of a matter. You expressly agree that a case file may be destroyed by the Firm **three years** after the conclusion of the matter unless you specifically instruct us in writing to the contrary and we are able to agree to another method of disposition of your file.

FEES ARE NOT PREDICATED ON OUTCOME

Neither the law firm of Alexander & Cleaver, P.A. nor any of its attorneys or staff can guarantee any particular legal result. Therefore our fees cannot be predicated on the outcome of your matter or any portion thereof.

We will at all times act on your behalf to the best of our ability. Any expressions on our part concerning the outcome of your legal matters are expressions of our best professional judgment but are not guarantees. Such opinions are necessarily limited by our knowledge of the facts and are based on the state of the law at the time they are expressed.

EMAIL COMMUNICATIONS BY INDIVIDUAL CLIENTS

Several recent Court decisions have made it clear that if the Firm represents you as an

individual, as opposed to representing your employer, your client email communications through an employer's site or on its server have no expectation of privacy and are therefore not privileged, and the emails can be legally obtained by the opposition. By retaining this Firm, if you are an individual client, you agree that you will not send or receive emails through your employer's account and that all email communications will be conducted through your own personal, password protected account. If you don't have a personal account, you agree to get one and check it frequently. Please understand that the lawyers of the Firm will not check to see if you are using your employer's email address, and if you send emails through your employer's system, and if the Firm responds to them, you are doing so at your own risk and the Firm will not be held responsible.

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Judith Howerton
Submitting Department: Planning
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
Cherrywood Lane Complete and Green Streets (Retrofit) Project, Phase 1 Plans

Suggested Action:

Reference:
Memorandum, J. Howerton, 07/05/2019
Final Cherrywood Lane Green Streets Design
Presentation Cherrywood Lane, 07/2019
APB Cherrywood Lane Report, 06/27/2019
Green ACES Cherrywood Lane Report, 06/28/2019
Preliminary Concept Design Report Cherrywood Lane Complete and Green Street Project, 12/17/2015

In July 2017, the City was awarded grant funding from the Chesapeake Bay Trust (CBT) to undertake 90% engineering for Phase 1 of the Cherrywood Lane Complete and Green Street Retrofit project. The contract was awarded to Charles P Johnson and Associates (CPJ) and a kickoff meeting held on February 4, 2019 with a completion date in June 2019. The project deadline was later extended to September 30, 2019.

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

At a City Council work session on July 10, 2019, CPJ was able to present near final designs and get some feedback. CPJ has recently completed and submitted to the City the final engineering plans/drawings for Phase 1 of the project. The project is effectively complete and needs approval of the City Council.

Attachments:
Memorandum, J. Howerton, 07/05/2019.pdf

Final Cherrywood Lane Green Streets Design.pdf

Presentation Cherrywood Lane, 07/2019.pdf

APB Cherrywood Lane Report, 06/27/2019.pdf

Green ACES Cherrywood Lane Report, 06/28/2019.pdf

Preliminary Concept Design Report Cherrywood Lane Complete and Green Street Project, 12/17/2015.pdf

CITY OF GREENBELT, MARYLAND
MEMORANDUM

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

Background

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

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

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

Project Development

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

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

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

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

<u>Staff Comments</u>

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

- Parking - Staff from the Planning, Public Works, and the Recreation departments have evaluated the need for already existing (overflow) parking spaces and have agreed that the programming and events that occur at the Springhill Lake Recreation Center warrant some overflow parking. The parking available at the recreation center has always been inadequate and the Recreation department has in the past struggled with this issue. Recreational programming can be dependent on parking availability whether it refers to the inability to provide adequate parking for popular programs or limitation of enrollment numbers – choices they prefer not to have. It should also be noted that this recreational space is shared with the Maryland National Capital Parks and Planning Commission (M-NCPPC), the Boys and Girls club, and Prince Georges Board of Education (BOE).

- Landscaping - trees are recommended in the concept plan by LID Center and will be contribute to the "boulevard feel" while playing a role in enhancing the physical, ecological, and social aspects of Cherrywood Lane. According to the report on page 13, "Trees and landscaping in the median should blend in with existing vegetation or provide a nice contrast. Plant material should be drought tolerant and disease resistant, with preference given to native species. Care should be taken to select trees and shrubs that have room for adequate root growth, keep the visibility triangle free from obstruction, and do not interfere

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

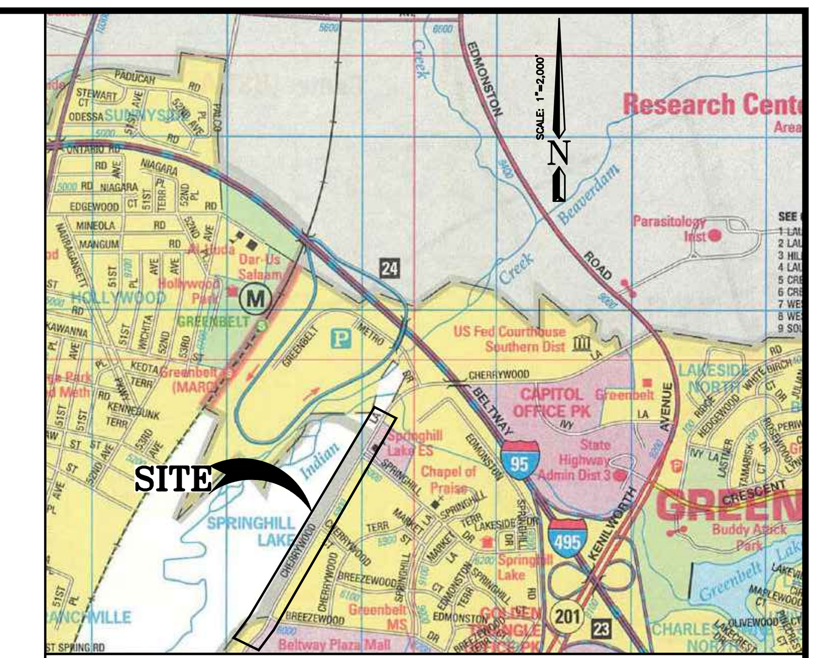
Finally, planning staff (and other departments involved) are professionally obligated to consider current developments in relation to future projects and how they relate and impact each other. Public meetings also help staff to consider public concerns in addition to those of the advisory boards and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

References

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

CHERRYWOOD LANE GREEN AND COMPLETE STREET RETROFIT

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND



VICINITY MAP
SCALE: 1"=2,000'
Map 5288, Grid E9 & E10
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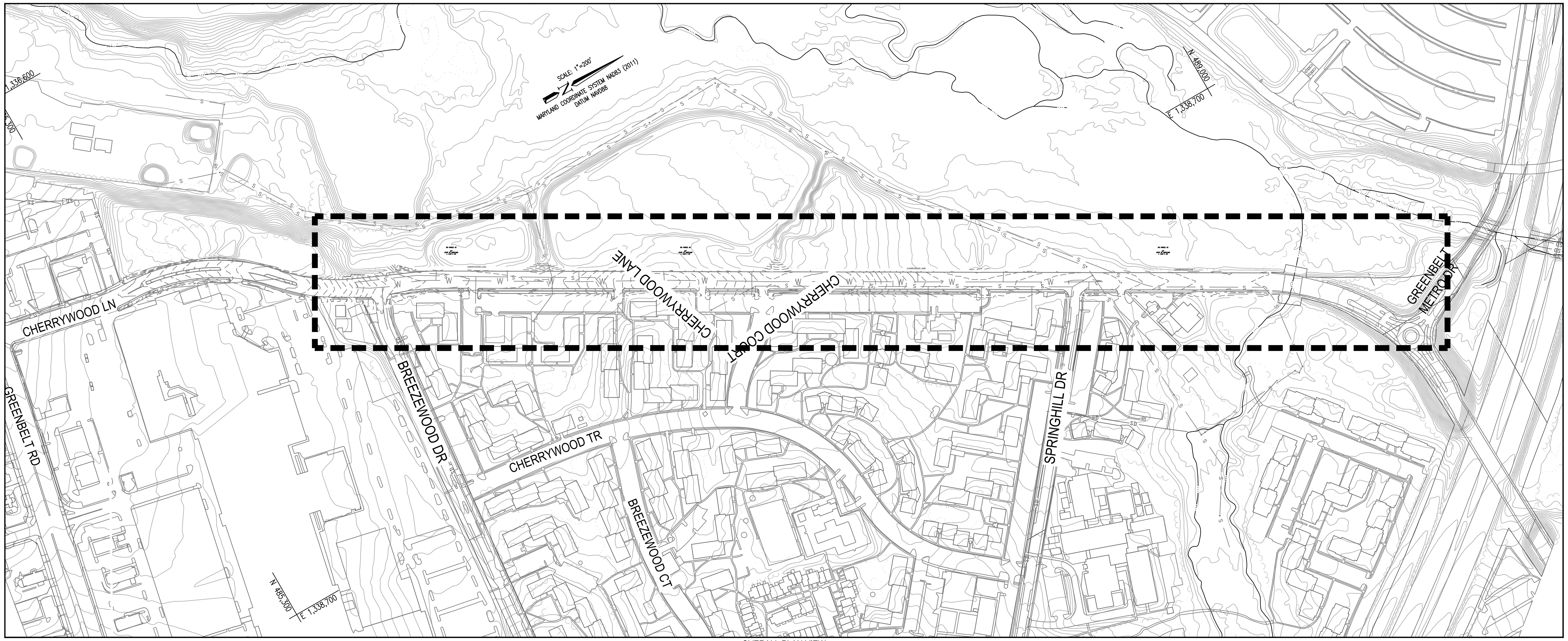
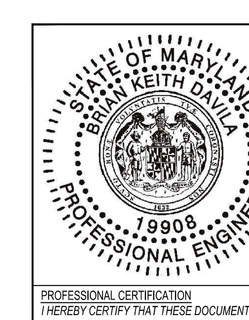


OVERALL PLAN VIEW
SCALE: 1"=200'

GRAPHIC SCALE
200 0 100 200 400
SCALE: 1" = 200'

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.



PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE #: 19908
EXPIRATION DATE: 1/6/2021

COVER SHEET

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 200'
SHEET	1
OF	58
FILE NO:	2019-1058-44.01

MASTER LEGEND

EXISTING DRAINAGE AREA DIVIDE
EXISTING CONTOURS — 88
EXISTING INDEX CONTOURS — 90
EXISTING GIS CONTOURS
PROPOSED CONTOURS — 220
PROPOSED INDEX CONTOURS — 218
PROPOSED NON-WOODY LIMITS
EXISTING CHAINLINK FENCE — X
EXISTING STORM DRAIN — SD
EXISTING 100 YEAR FLOODPLAIN — FP
EXISTING SEWER LINE — S
EXISTING WATER LINE — W
EXISTING OVERHEAD ELECTRIC — OE
EXISTING UNDERGROUND ELECTRIC — UE
EXISTING ELECTRIC LINE — E
EXISTING VERIZON LINE — V
EXISTING FIBER OPTIC — FO
EXISTING COMCAST LINE — CATV
EXISTING GAS LINE — G
EXISTING SEWER MANHOLE
EXISTING STORM DRAIN MANHOLE
EXISTING ROOF DRAIN SPOUT
EXISTING UTILITY POLE
EXISTING GUY WIRE
EXISTING LIGHT
EXISTING ELECTRIC BOX
EXISTING SIGN
EXISTING WATER VALVE
EXISTING WATER METER — WM
EXISTING FIRE HYDRANT
EXISTING GAS METER
EXISTING MAILBOX — MB
EXISTING TREE TO BE REMOVED
EXISTING TREE TO REMAIN
EXISTING TREE CANOPY LINE
PROPOSED TREE LINE
EXISTING CURB AND GUTTER
PROPOSED CURB AND GUTTER
EXISTING ROAD CENTER LINE
EXISTING RIGHT-OF-WAY LINE
EXISTING PUE
EXISTING STORM DRAIN EASEMENT
EXISTING ADJACENT PROPERTY LINE
STREAM
TRAVERSE POINT
PROPOSED SILT FENCE — SF
PROPOSED DIVERSION FENCE — DF
PROPOSED STABILIZED CONSTRUCTION ENTRANCE — S.C.E.
LIMIT OF DISTURBANCE — LOD
PUMP — P
SUMP PIT — SP
FILTER BAG — FB
PROPOSED STORM DRAIN PIPE
PROPOSED HEADWALL WITH CONCRETE PAD
PROPOSED BIOSWALE
EXISTING RIPRAP
PROPOSED RIPRAP

MASTER LIST OF ABBREVIATIONS

Ac.	–	ACRE(S)
ACI	–	AMERICAN CONCRETE INSTITUTE
ASTM	–	AMERICAN SOCIETY FOR TESTING MATERIALS
BCCMP	–	BITUMEN COATED CORRUGATED METAL PIPE
BB	–	BALLED IN BURLAP
CIP	–	CURB INLET PROTECTION
℄	–	CENTERLINE
CWS	–	CONCRETE WASH STATION
CS	–	CONTROL STRUCTURE
CAL	–	CALIPER
CONT.	–	CONTAINER
C/C	–	CENTER–TO–CENTER
CF	–	CUBIC FEET
cfs	–	CUBIC FEET PER SECOND
CL	–	CLASS
C.M.P.	–	CORRUGATED METAL PIPE
CPv	–	CHANNEL PROTECTION VOLUME
D	–	DEPTH
DA	–	DRAINAGE AREA
D50	–	50TH PERCENTILE OF DIAMETER
D.I.P.	–	DUCTILE IRON PIPE
EX.	–	EXISTING
EW	–	EACH WAY
ELEV.	–	ELEVATION
ELEC.	–	ELECTRIC
f.p.s.	–	FEET PER SECOND
FT	–	FEET
f'c	–	COMPRESSIVE STRENGTH
FEMA	–	FEDERAL EMERGENCY MANAGEMENT AGENCY
FIRM	–	FLOOD INSURANCE RATE MAP
GALV.	–	GALVANIZED
GW	–	GRANDWATER
H.D.P.E.	–	HIGH DENSITY POLYETHYLENE
HGL	–	HYDRAULIC GRADE LINE
HSG	–	HYDROLOGIC SOIL GROUP
INV.	–	INVERT
OSHA	–	OCCUPATIONAL HEALTH AND SAFETY ACT
LP	–	LOW POINT
LOD	–	LIMITS OF DISTURBANCE
L	–	LENGTH OF CURVE (CURVE DATA)
L.F.	–	LINEAR FEET
MDE	–	MARYLAND DEPARTMENT OF THE ENVIRONMENT
MH	–	MANHOLE
MNCPPC	–	MARYLAND NATIONAL CAPITAL PARK AND PLANNING COMMISSION
MSHA	–	MARYLAND STATE HIGHWAY ADMINISTRATION
No.	–	NUMBER
NPDES	–	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NFV	–	NOT FIELD VERIFIED
N/A	–	NOT APPLICABLE
NTS	–	NOT TO SCALE
OC	–	ON CENTER
PROP.	–	PROPOSED
PUE	–	PUBLIC UTILITY EASEMENT
PVC	–	POLYVINYL CHLORIDE PIPE
PSI	–	POUNDS PER SQUARE INCH
Q	–	FLOW RATE
R/W	–	RIGHT OF WAY
RCN	–	RUNOFF CURVE NUMBER
R.C.P.	–	REINFORCED CONCRETE PIPE
SC	–	SEDIMENT CONTROL
SB	–	SOIL BORING
SCH	–	SCHEDULE
S.S.	–	SIDE SLOPE
S.W.M.	–	STORMWATER MANAGEMENT
T	–	THICKNESS
T	–	TANGENT (CURVE DATA)
Tc	–	TIME OF CONCENTRATION
TYP.	–	TYPICAL
UG	–	UNDERGROUND
V	–	VELOCITY
YR	–	YEAR
WQv	–	WATER QUALITY VOLUME
W	–	WIDTH
WSEL	–	WATER SURFACE ELEVATION
ø	–	DIAMETER

MISS UTILITY

Call "Miss Utility" at 1–800–257–7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

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19908
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MASTER LEGEND AND ABBREVIATIONS

CHERRYWOOD LANE GREEN STREETS

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TAX MAP/WSSC N/A		SITE PLAN NO. N/A	
DESIGN BKD		SHEET 2	OF 58
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DATE Sept., 2019		FILE NO: 2019-1058-44.01	
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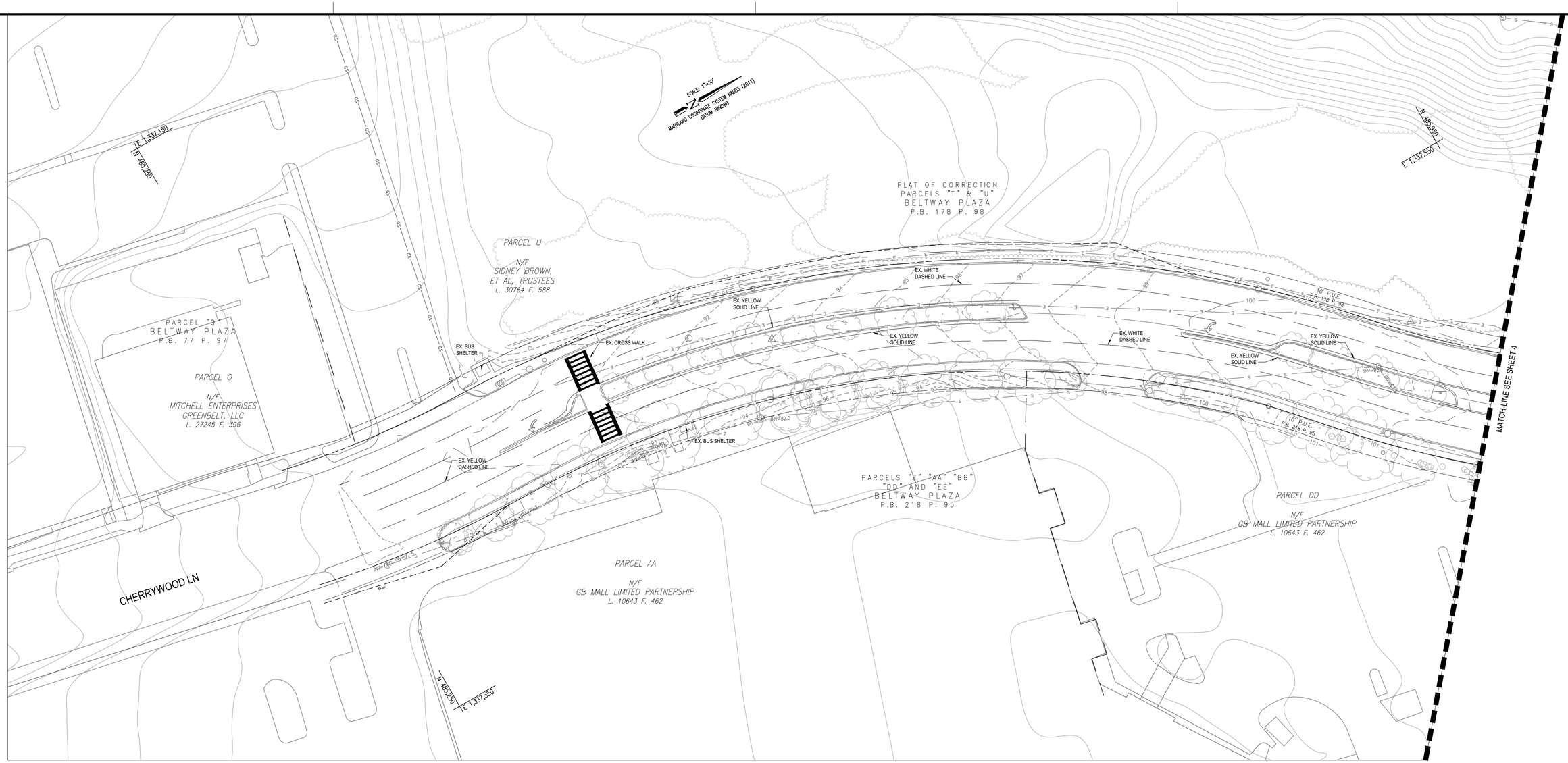

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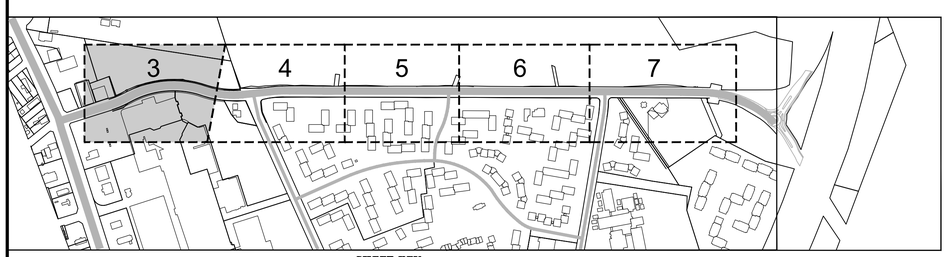

SHEET KEY
1"=500'

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19908
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EXPIRATION DATE 1/6/2021

EXISTING CONDITIONS PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	3
OF	58
FILE NO:	2019-1058-44.01

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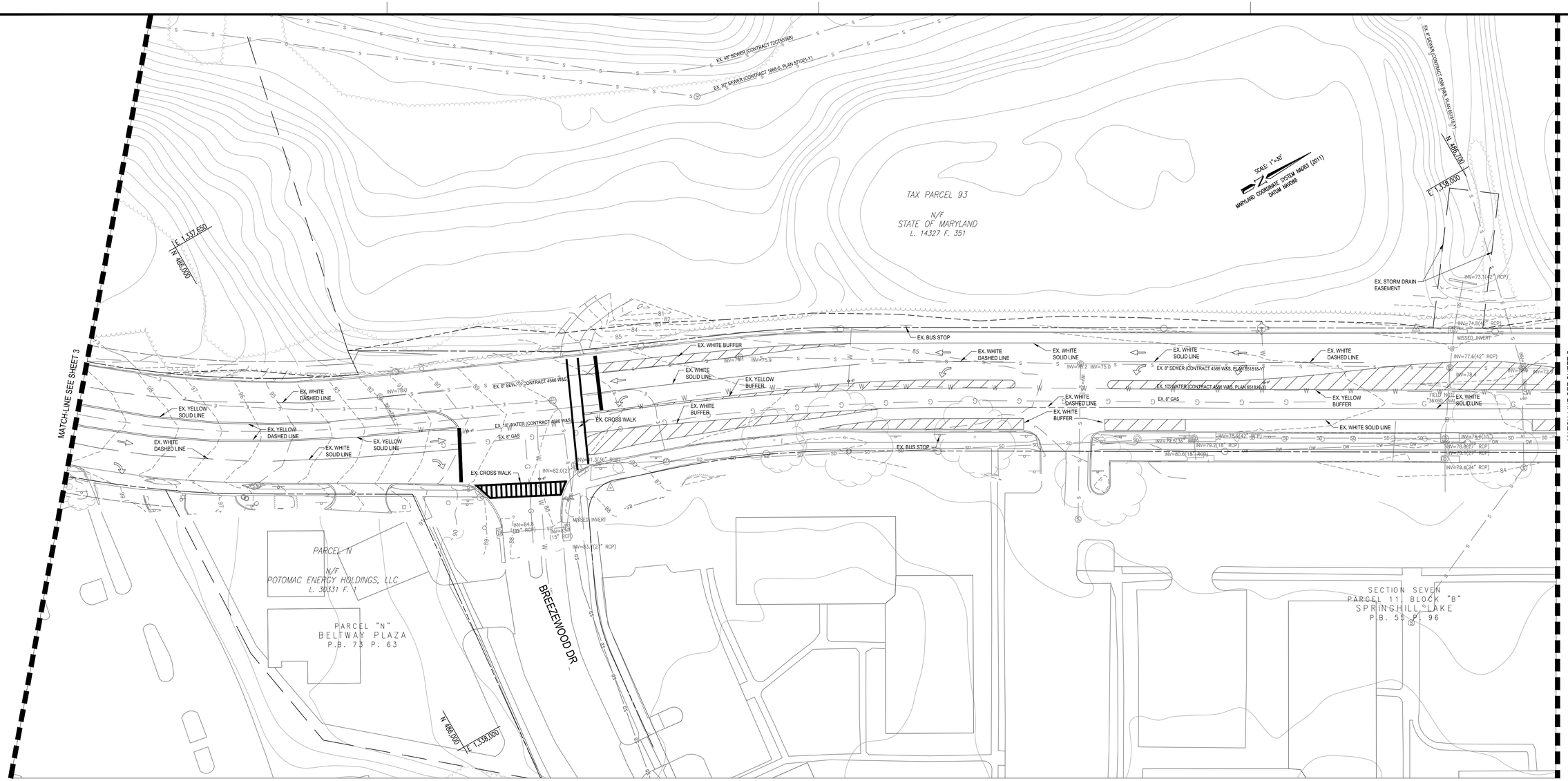
Attached Xrefs:08-01/04-02/04-01/_FB24A36 — PUBLIC/FB24A36/06-03/47-099/04-03



GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'

SHEET KEY
1"=500'

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

EXISTING CONDITIONS PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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STATE OF MARYLAND
FRANK KEITH DAVIS
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE #: 19908
EXPIRATION DATE: 1/6/2021

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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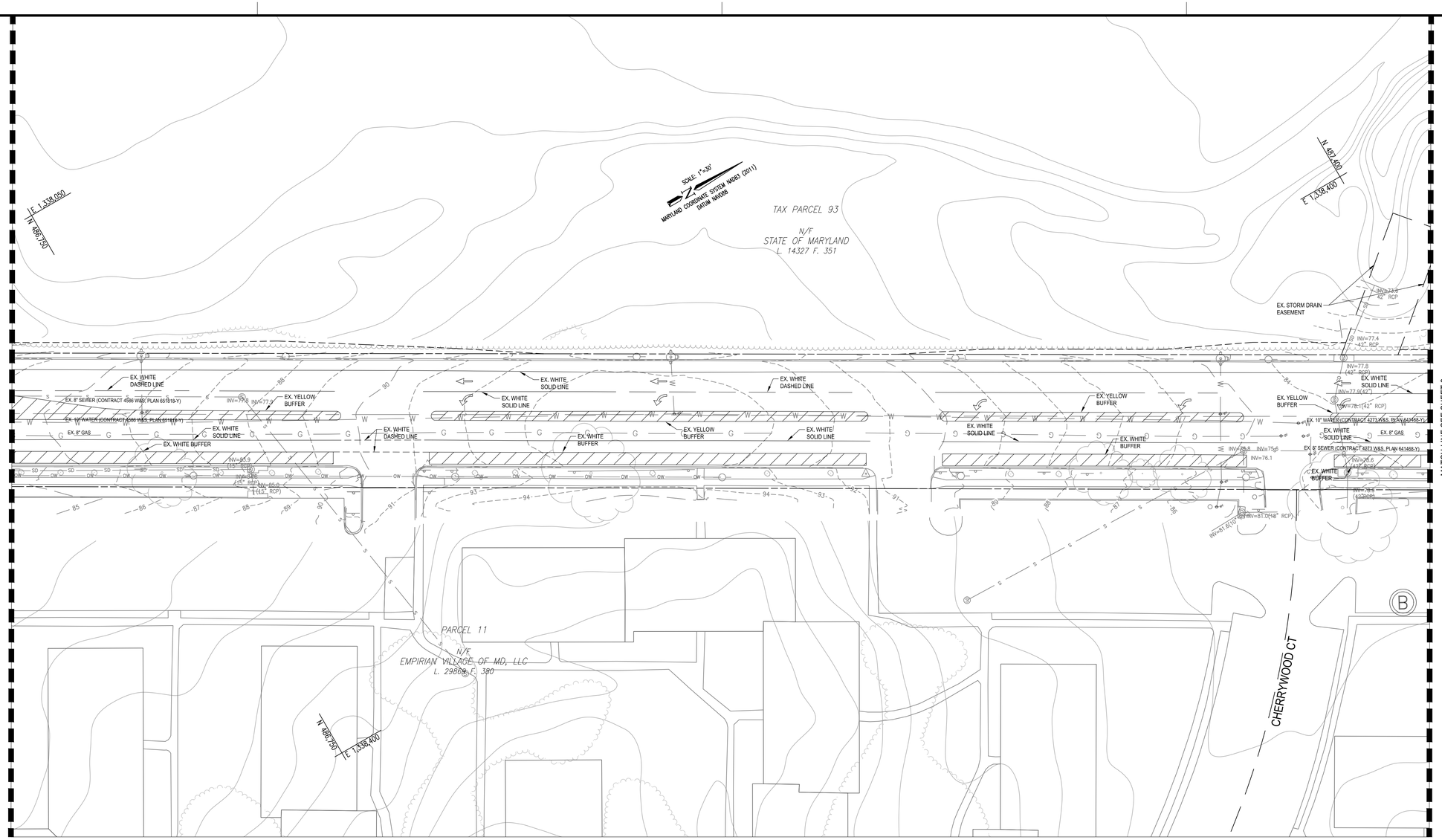
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	4 OF 58
FILE NO:	2019-1058-44.01

Attached XREFS:DB-01/04-02/04-01/_TB24x36 — P:\BLDG/TB24x36/06-00/47-099/04-03
rbarnhart



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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	5 OF 58
FILE NO:	2019-1058-44.01

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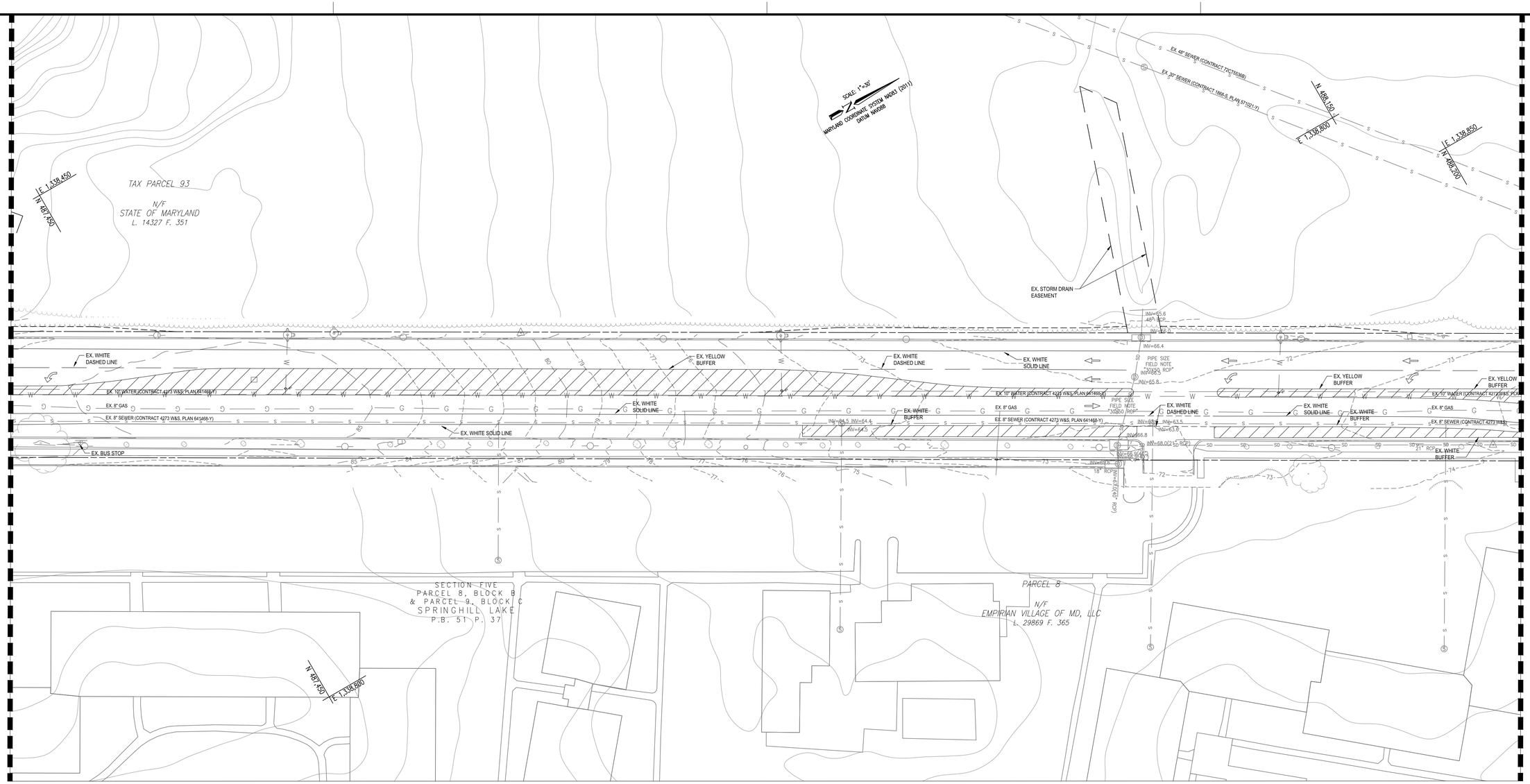

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SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
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SCALE	1" = 30'
SHEET	6 OF 58
FILE NO:	2019-1058-44.01

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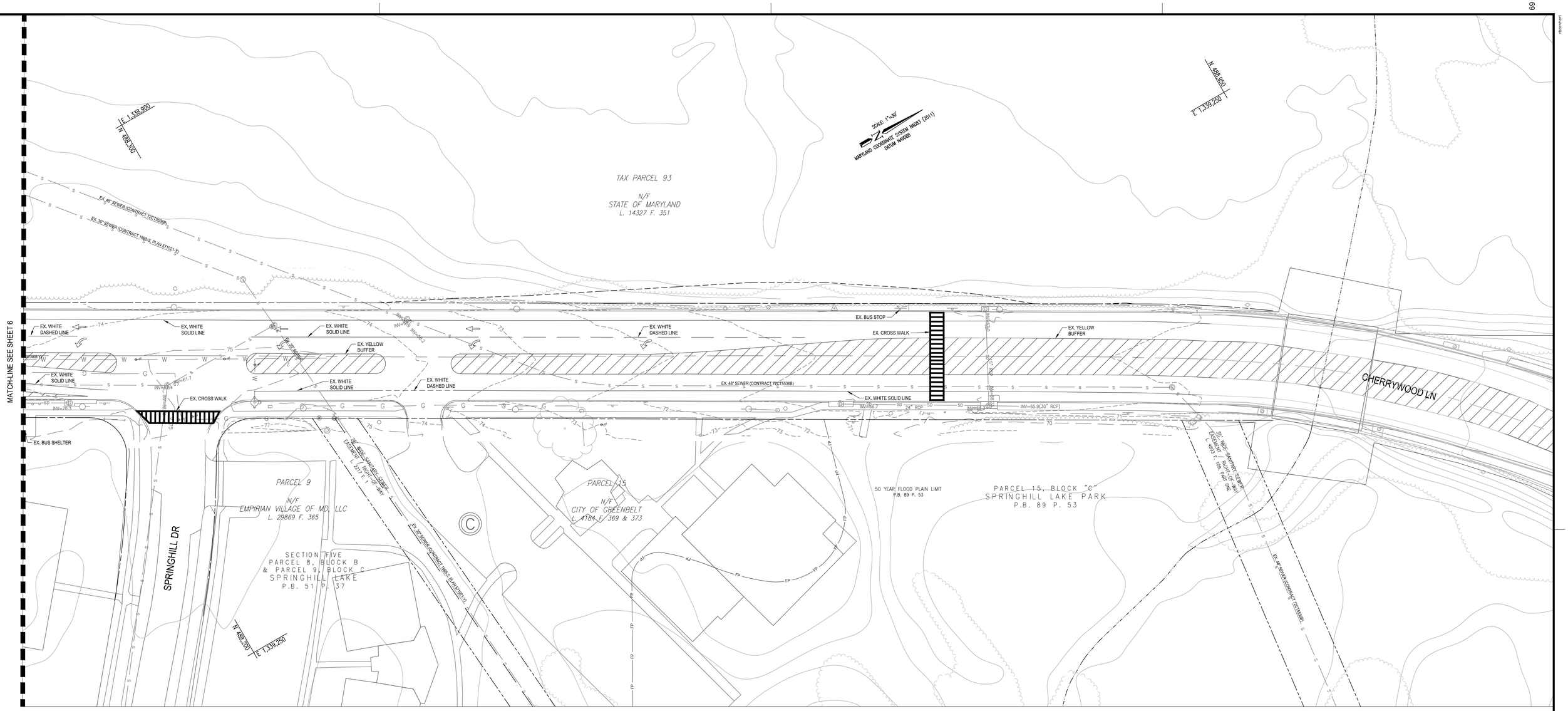

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	7
OF	58
FILE NO:	2019-1058-44.01

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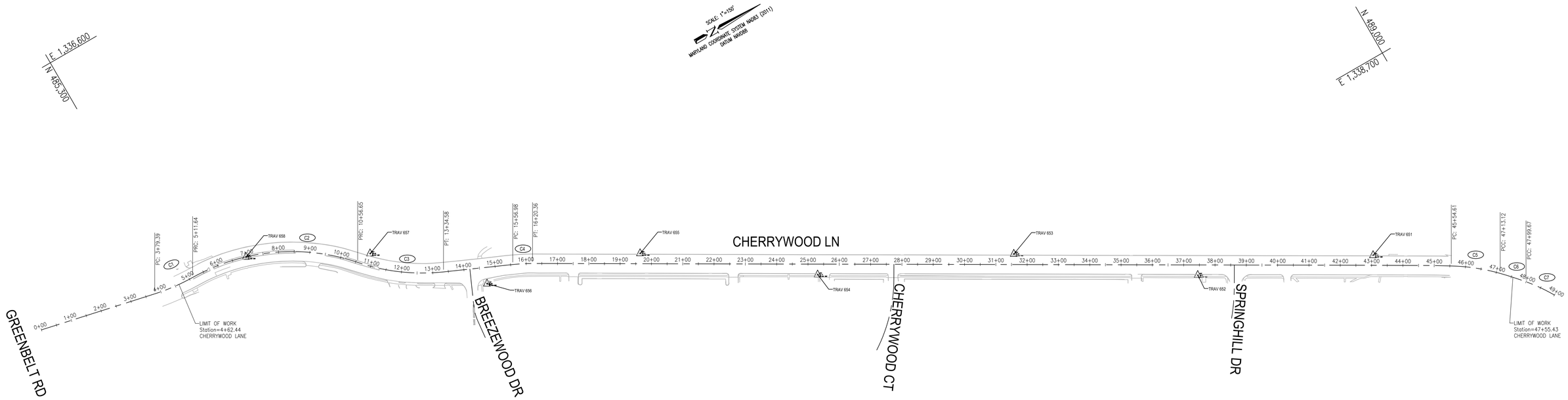

CHERRYWOOD LANE - BASELINE OF CONSTRUCTION			
POINT STATION	COORDINATES		DESCRIPTION
	NORTHING	EASTING	
3+79.39	485220.0342	1337405.5194	C1, PC
4+62.44	485302.0648	1337418.1607	BEGIN BASELINE CONSTRUCTION
5+11.64	485351.1827	1337420.7372	C1-C2, PRC
10+56.65	485831.7181	1337642.6097	C2-C3, PRC
13+34.58	486053.8837	1337805.9780	C3, PT
15+56.98	486257.1701	1337896.1750	C4, PC
16+20.36	486313.6004	1337924.9579	C4, PT
45+54.61	488850.7871	1339398.8867	C5, PC
47+13.12	488974.2265	1339497.6219	C5-C6, PCC
47+55.43	489003.1313	1339528.5226	END BASELINE CONSTRUCTION
47+99.67	489032.2760	1339561.8094	C6-C7, PCC

CURVE DATA						
CURVE	DELTA	RADIUS	TANGENT	CHORD	LENGTH	BEARING
C1	11°30'57"	658.00	66.35	132.03	132.25	N06°37'07"E
C2	47°53'39"	652.00	289.57	529.28	545.01	N24°47'01"E
C3	24°48'15"	642.00	141.18	275.77	277.93	N36°19'43"E
C4	06°11'44"	586.11	31.72	63.35	63.38	N27°01'28"E
C5	14°40'12"	619.05	79.69	158.07	158.50	N38°39'19"E
C6	03°46'08"	1315.94	43.30	86.54	86.56	N47°52'29"E
C7	10°09'33"	565.81	50.29	100.19	100.33	N55°02'56"E

SURVEY TRAVERSE COORDINATES				
POINTS	NORTHING	EASTING	ELEVATION	DESCRIPTION
651	488651.93	1339244.90	70.35	TRAV
652	488135.27	1339019.73	74.27	TRAV
653	487660.32	1338667.38	81.20	TRAV
654	487084.75	1338411.43	91.71	TRAV
655	486627.57	1338069.12	83.41	TRAV
656	486155.82	1337908.39	87.68	TRAV
657	485880.58	1337638.22	102.40	TRAV
658	485531.85	1337449.55	94.04	TRAV

GRAPHIC SCALE

150 0 75 150 300

SCALE: 1" = 150'

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PAVING PLAN
GEOMETRIC LAYOUT

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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STATE OF MARYLAND
JUDITH A. HOWERTON
No. 51074
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
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LICENSE # 51074

EXPIRATION DATE: 6/7/2019

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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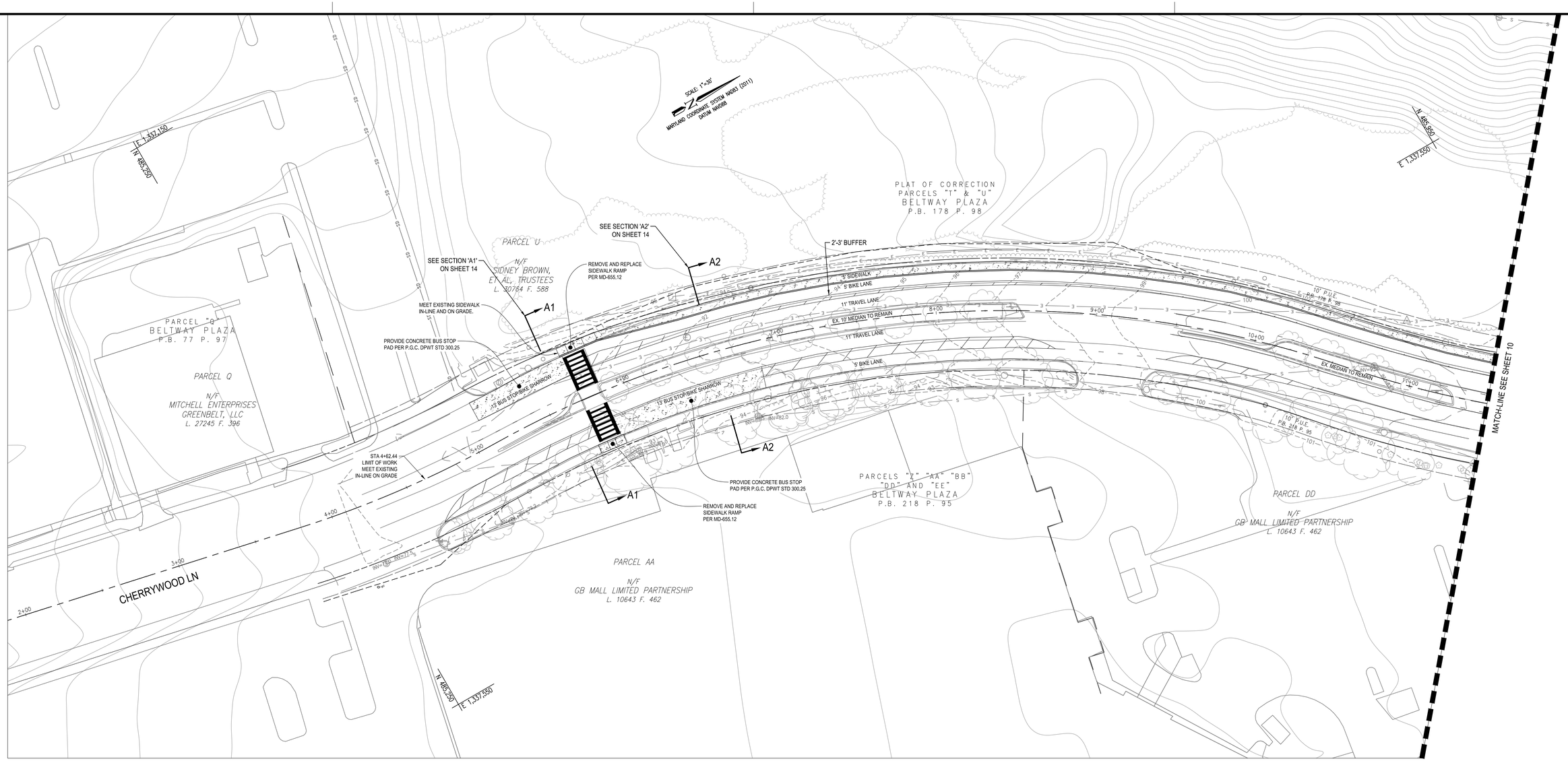
TAX MAP/WSSC	N/A	SITE PLAN NO.	N/A
DESIGN	BKD	SHEET 8	OF 58
DRAFT	GC		
DATE	Sept., 2019	FILE NO:	2019-1058-44.01
SCALE	1" = 30'		

Attach 1 Xrefs: TB24x36 - PUBLIC/TB24x36/08-01/06-03
rbarnhart



GRAPHIC SCALE

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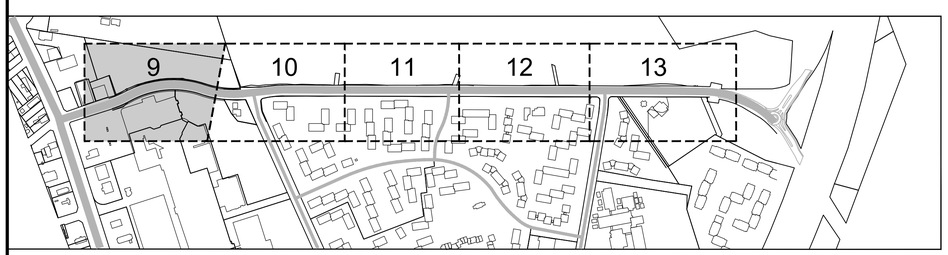
SCALE: 1" = 30'



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LEGEND

- CONCRETE CURB (GUTTER NOT SHOWN)
- SPILL GUTTER
- ASPHALT PATH
- CONCRETE
- CONCRETE SIDEWALK RAMP
- SWALE
- PROPOSED STORM DRAIN

NOTE: ALL EXISTING PAVEMENT TO REMAIN WITHIN LIMITS OF WORK SHALL BE MILLED AND OVERLAID. SEE TYPICAL SECTIONS ON SHEET 14 FOR DEPTHS.

GENERAL NOTES:

1. ONLY APPROVED PLANS THAT HAVE BEEN SIGNED BY THE APPROPRIATE REGULATING AUTHORITY SHALL BE USED FOR THE CONSTRUCTION OF THE IMPROVEMENTS SHOWN ON THESE DRAWINGS. AUTOCADD FILES OR OTHER ELECTRONIC FILES ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES.
2. THE EXISTING UTILITIES SHOWN HEREON HAVE BEEN LOCATED USING INFORMATION AVAILABLE AT THE TIME THIS PLAN WAS PREPARED. PRIOR TO DIGGING, THE CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES WITHIN THE LIMITS OF CONSTRUCTION SHOWN ON THIS PLAN AND CONFIRM THAT NO CONFLICTS EXIST. ANY CONFLICTS MUST BE BROUGHT TO THE ATTENTION OF CPJ AND THE OWNER PRIOR TO STARTING CONSTRUCTION.
3. MUST NOT DENY ACCESS TO EXISTING HOMES DURING THE PERMIT ACVTIVITY.
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LICENSE # 19908

EXPIRATION DATE 1/6/2021

PAVING PLAN
PAVING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
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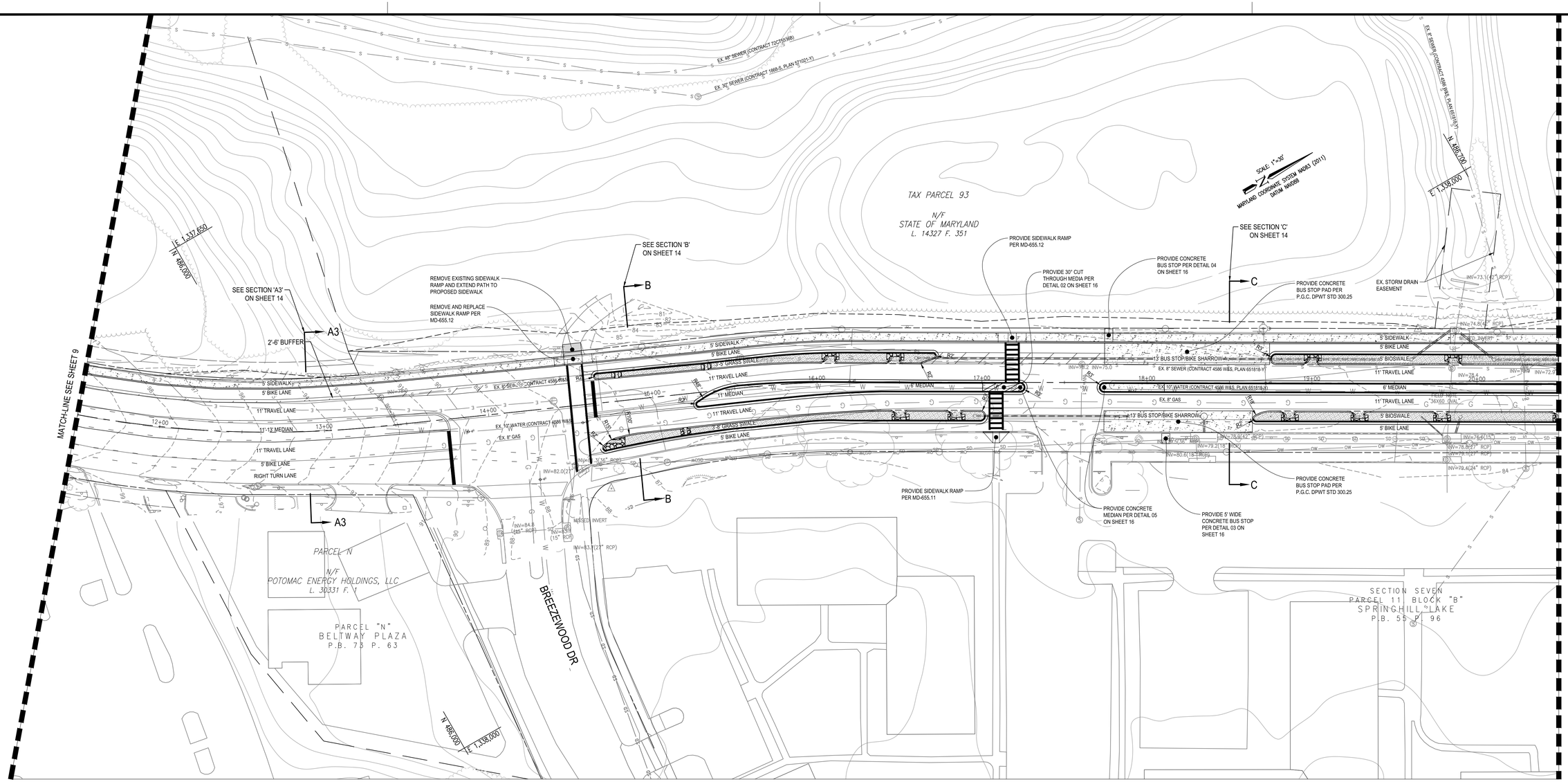
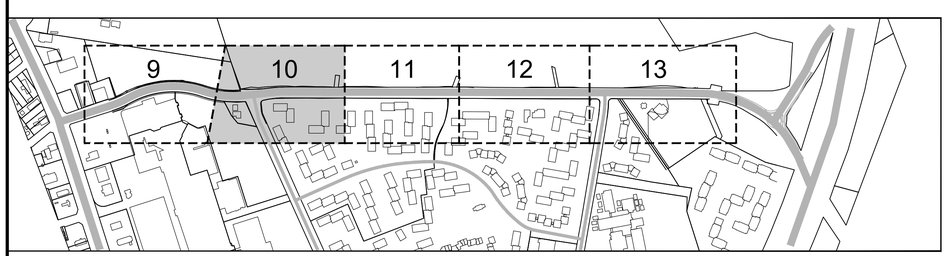
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	9 OF 58
FILE NO:	2019-1058-44.01

Attached XREFs:08-02/04-01/_1824x36/08-00/47-099/21-099/44-099
dpornhart





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PAVING PLAN
PAVING PLAN VIEW

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SITE PLAN NO.	N/A
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FILE NO:	2019-1058-44.01

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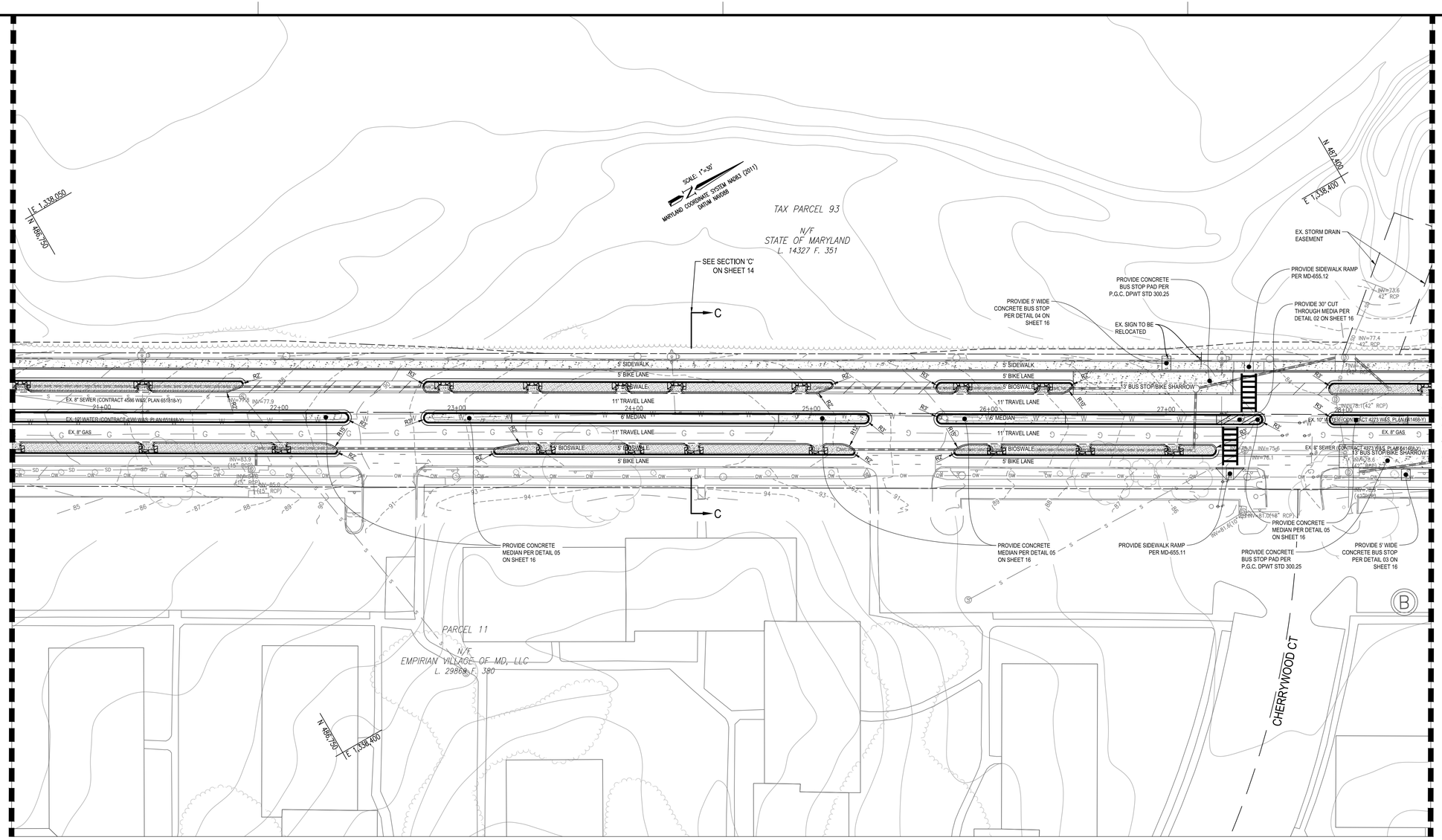

GRAPHIC SCALE

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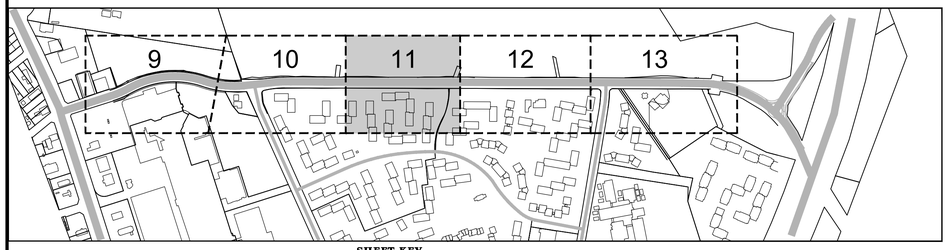
SCALE: 1" = 30'



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19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908

EXPIRATION DATE 1/6/2021

PAVING PLAN
PAVING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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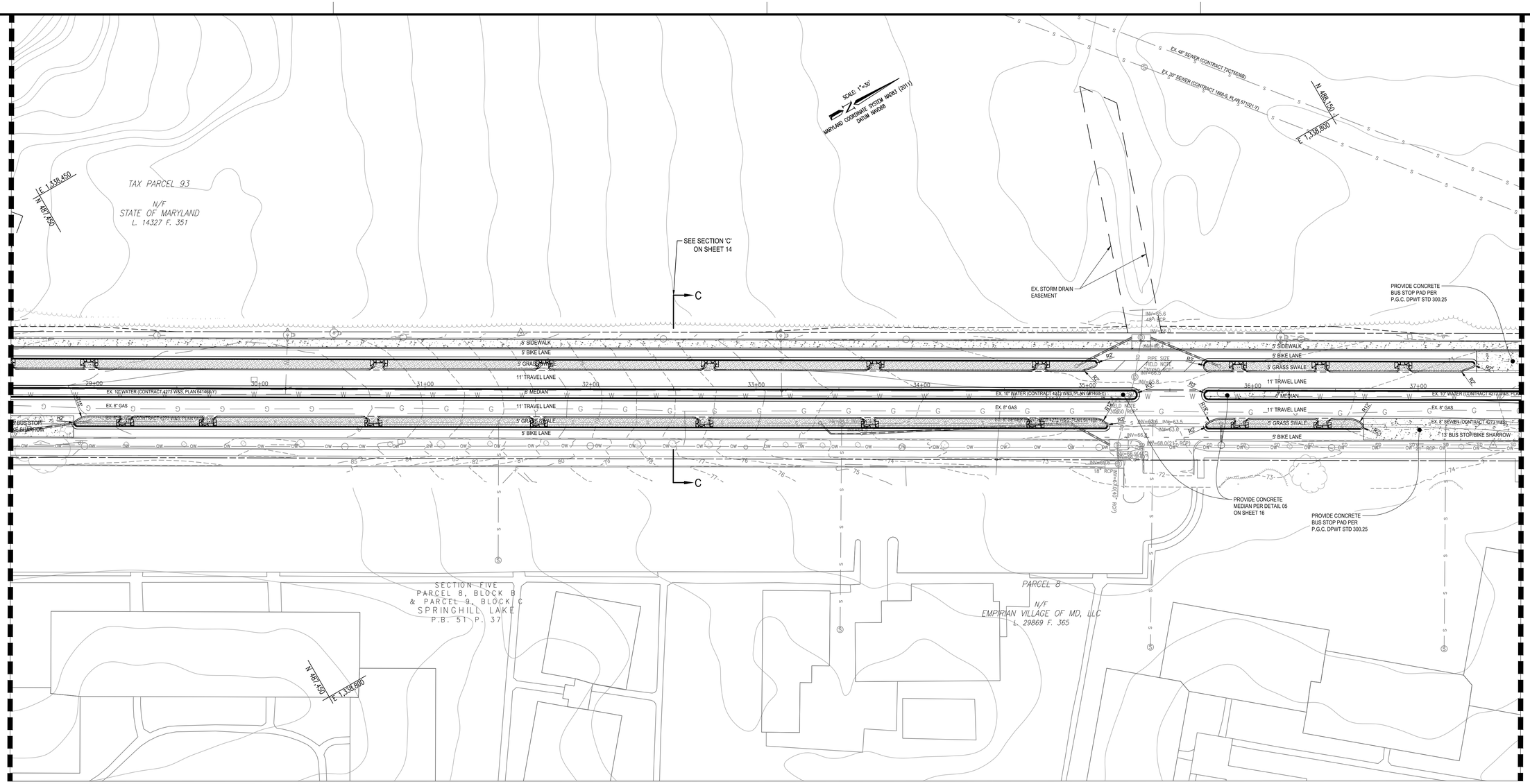
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	11 OF 58
FILE NO :	2019-1058-44.01

Attached Xrefs:108-02/04-02/04-017_TB24x36 - PUBLIC/TB24x36/08-00/47-099/21-099/44-099
rbarnhart



GRAPHIC SCALE

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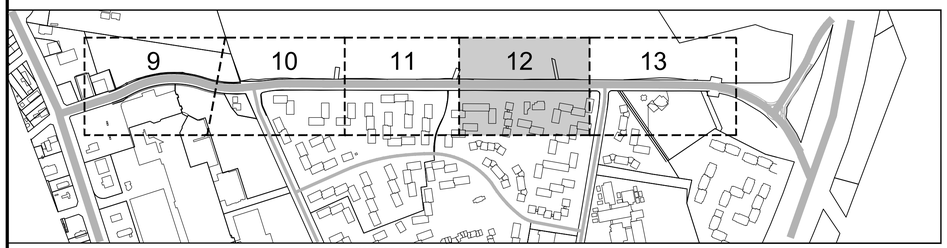
SCALE: 1" = 30'



SHEET KEY
1"=500'

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

LEGEND

- CONCRETE CURB (GUTTER NOT SHOWN)
- SPILL GUTTER
- ASPHALT PATH
- CONCRETE
- CONCRETE SIDEWALK RAMP
- SWALE
- PROPOSED STORM DRAIN

NOTE: ALL EXISTING PAVEMENT TO REMAIN WITHIN LIMITS OF WORK SHALL BE MILLED AND OVERLAID. SEE TYPICAL SECTIONS ON SHEET 14 FOR DEPTHS.

GENERAL NOTES:

1. ONLY APPROVED PLANS THAT HAVE BEEN SIGNED BY THE APPROPRIATE REGULATING AUTHORITY SHALL BE USED FOR THE CONSTRUCTION OF THE IMPROVEMENTS SHOWN ON THESE DRAWINGS. AUTOCADD FILES OR OTHER ELECTRONIC FILES ARE NOT TO BE USED FOR CONSTRUCTION PURPOSES.
2. THE EXISTING UTILITIES SHOWN HEREON HAVE BEEN LOCATED USING INFORMATION AVAILABLE AT THE TIME THIS PLAN WAS PREPARED. PRIOR TO DIGGING, THE CONTRACTOR SHALL LOCATE ALL EXISTING UTILITIES WITHIN THE LIMITS OF CONSTRUCTION SHOWN ON THIS PLAN AND CONFIRM THAT NO CONFLICTS EXIST. ANY CONFLICTS MUST BE BROUGHT TO THE ATTENTION OF CPJ AND THE OWNER PRIOR TO STARTING CONSTRUCTION.
3. MUST NOT DENY ACCESS TO EXISTING HOMES DURING THE PERMIT ACVTIVITY.
4. REPAIRS TO UTILITIES OR PRIVATE PROPERTY DAMAGE AS A RESULT OF CONTRACTOR NEGLIGENCE OF OPERATION ARE THE RESPONSIBILITY OF THE CONTRACTOR.

STATE OF MARYLAND
JUDITH KEITH OLIVIA
19908
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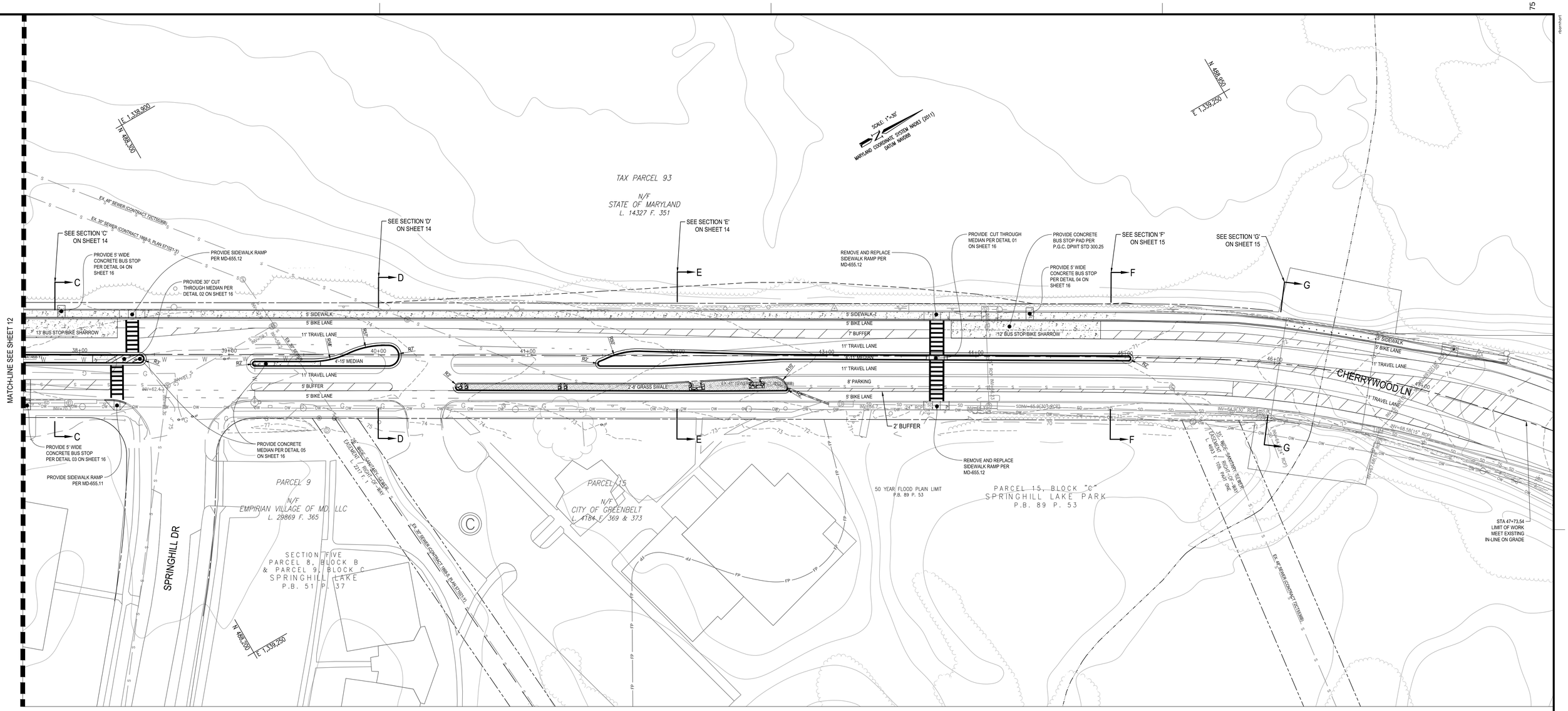

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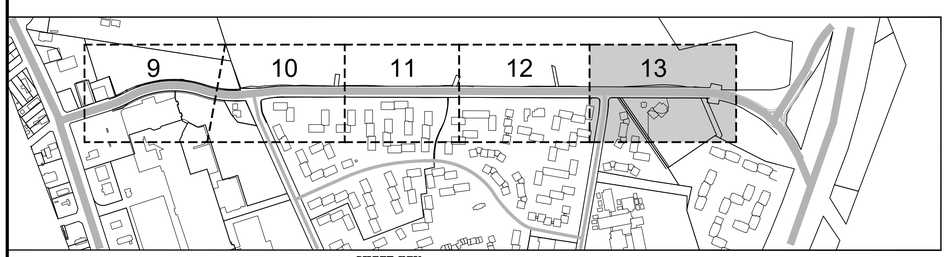
SCALE: 1" = 30'



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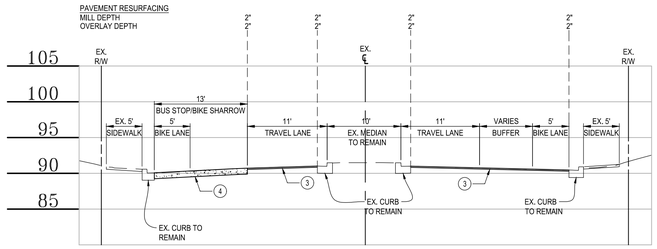
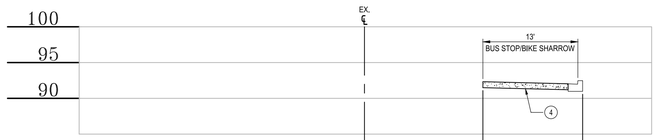
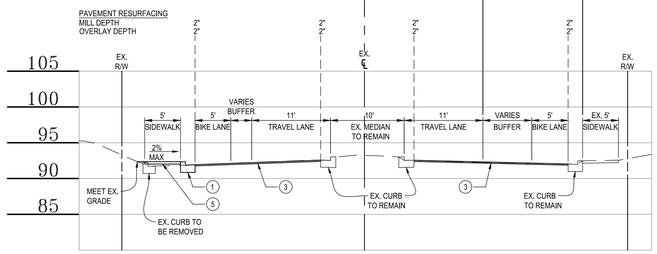


SECTION 'A1' - STA. 4+62.44 TO STA. 5+94.11

NOTE: STA. 5+94.11 TO STA. 6+43.88 IS A TRANSITION SECTION. THE PROPOSED CURB, ON THE SOUTHBOND SIDE OF THE ROAD, TRANSITIONS FROM THE EXISTING CURB LOCATION AT STA. 5+94.11 TO PROPOSED LOCATION AT 6+43.88. THE SIDEWALK AND BIKE LANE TRANSITIONS WITH THE CURB.

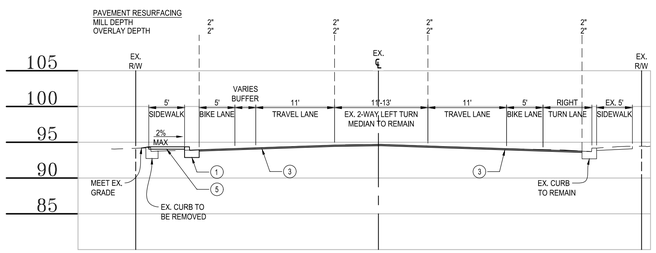


SECTION 'A2' - STA. 6+43.88 TO STA. 9+74.84
NORTHBOUND BUS STOP/BIKE SHARROW



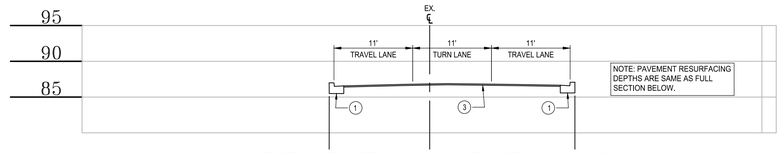
SECTION 'A2' - STA. 6+43.88 TO STA. 9+74.84

NOTE: STA. 9+74.84 TO STA. 11+29.39 IS A TRANSITION SECTION. THE BIKE LANE, ON THE NORTHBOUND SIDE OF THE ROAD, TRANSITIONS FROM ADJACENT TO THE EXISTING CURB AT STA. 9+74.84 TO ADJACENT TO THE TRAVEL LANE AT STA. 11+29.39 IN ORDER TO PROVIDE RIGHT TURN LANE UP TO BREEZEWOOD DRIVE.

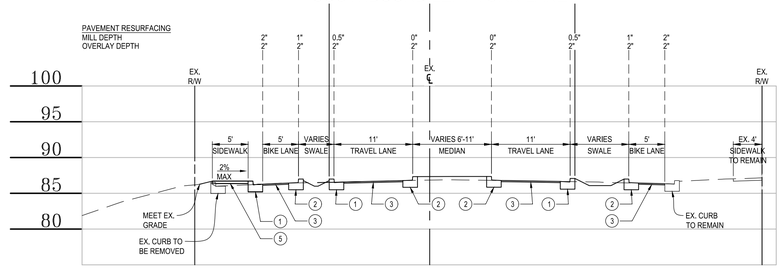


SECTION 'A3' - STA. 11+29.39 TO STA. 13+75.89

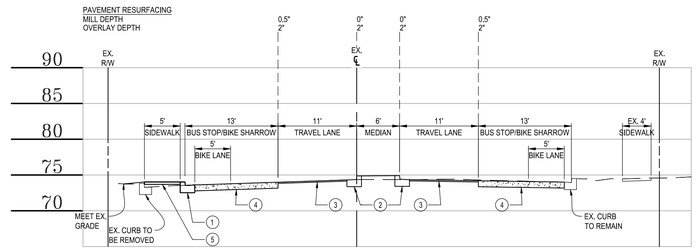
NOTE: STA. 13+75.89 TO STA. 14+59.56 IS A TRANSITION SECTION. THE BIKE LANE, ON THE NORTHBOUND SIDE OF THE ROAD, TRANSITIONS FROM ADJACENT TO THE TRAVEL LANE AT STA. 13+75.89 TO ADJACENT TO THE EXISTING CURB AT STA. 14+59.56. THE MILL DEPTH AT THE CENTER OF THE ROAD TRANSITIONS.



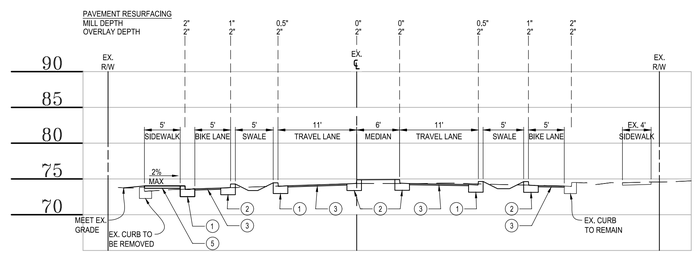
SECTION 'B' - STA. 14+59.56 TO STA. 17+26.15
SOUTHBOUND LEFT TURN LANE



SECTION 'B' - STA. 14+59.56 TO STA. 17+26.15

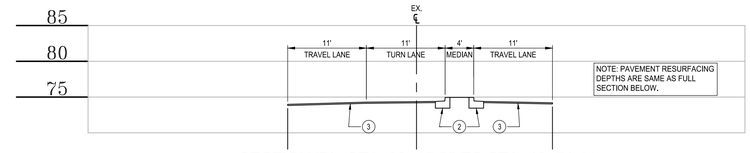


SECTION 'C' - STA. 17+26.15 TO STA. 38+43.30
BUS STOP/BIKE SHARROW

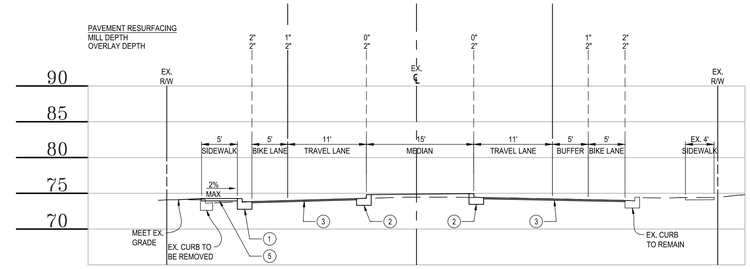


SECTION 'C' - STA. 17+26.15 TO STA. 38+43.30

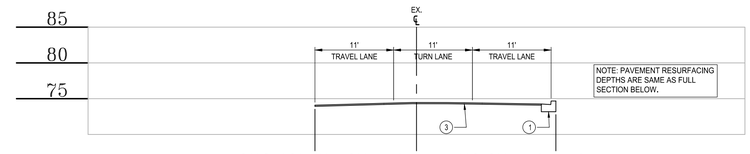
NOTE: STA. 38+43.30 TO STA. 39+15.55 IS A TRANSITION SECTION. THE SOUTHBOUND TRAVEL LANE TRANSITIONS FROM ADJACENT TO THE MEDIAN AT STA. 38+43.40 TO ADJACENT TO THE BIKE LANE AT STA. 39+15.55 IN ORDER TO PROVIDE A SOUTHBOUND LEFT TURN LANE AT SPRINGHILL DRIVE.



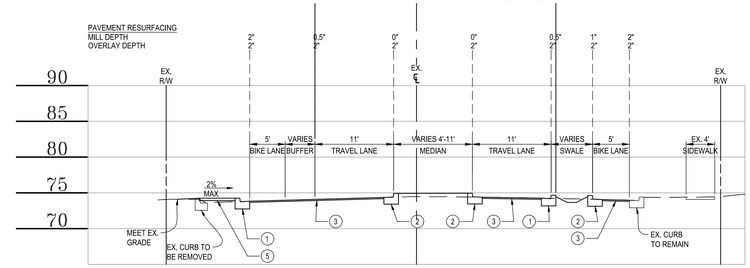
SECTION 'D' - STA. 39+15.55 TO STA. 40+51.41
SOUTHBOUND LEFT TURN LANE



SECTION 'D' - STA. 39+15.55 TO STA. 40+51.41



SECTION 'E' - STA. 40+51.41 TO STA. 42+74.25
SOUTHBOUND LEFT TURN LANE



SECTION 'E' - STA. 40+51.41 TO STA. 42+74.25

KEY:

1. STANDARD CONCRETE CURB AND GUTTER. PRINCE GEORGE'S COUNTY STD 300.01.
2. SPILL CONCRETE CURB AND GUTTER. PRINCE GEORGE'S COUNTY STD 300.01. GUTTER PANS ARE TO MATCH SLOPE OF ADJOINING PAVEMENTS.
3. 2" HOT MIX ASPHALT SUPERPAVE 9.5 MM FOR OVERLAY, PG 70-22. SEE PAVEMENT RESURFACING INFORMATION ABOVE EACH TYPICAL SECTION FOR MILL DEPTH.
4. 10" CONCRETE BUS STOP PAD. PRINCE GEORGE'S COUNTY STD 300.25.
5. 4" CONCRETE SIDEWALK. PRINCE GEORGE'S COUNTY STD 300.05.

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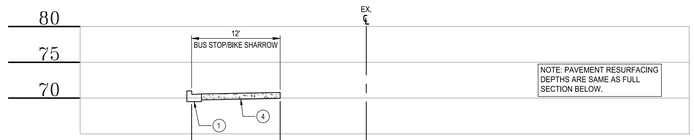
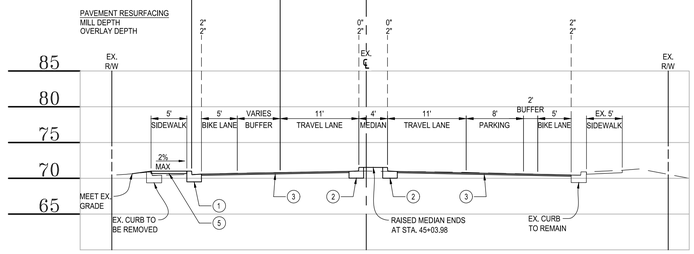


SECTION 'F' - STA. 42+74.25 TO STA. 45+72.80
BUS STOP/BIKE SHARROW



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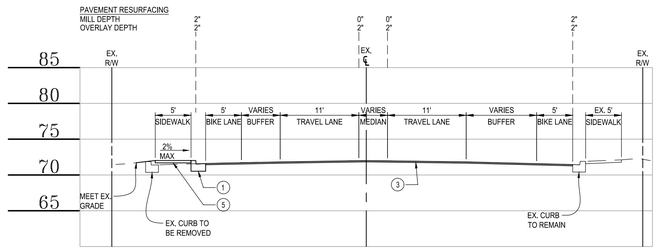

SECTION 'G' - STA. 45+72.80 TO STA. 46+87.24

NOTE: STA. 46+87.24 TO STA. 47+49.41 IS A TRANSITION SECTION. THE PROPOSED CURB, ON THE SOUTHBOND SIDE OF THE ROAD TRANSITIONS FROM THE PROPOSED CURB LOCATION AT STA. 46+87.24 TO MEET THE EXISTING CURB INLINE AND ON GRADE AT STA. 47+49.41. THE SIDEWALK AND BIKE LANE TRANSITIONS WITH THE CURB.

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4. 10" CONCRETE BUS STOP PAD. PRINCE GEORGE'S COUNTY STD 300.25.
5. 4" CONCRETE SIDEWALK. PRINCE GEORGE'S COUNTY STD 300.05.

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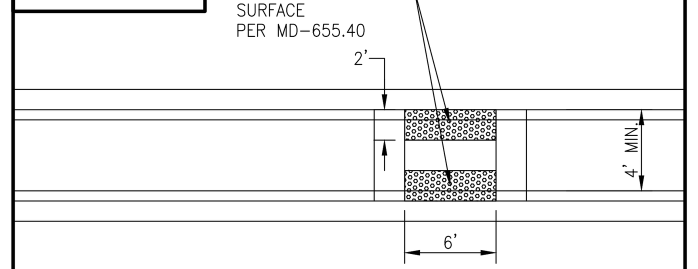
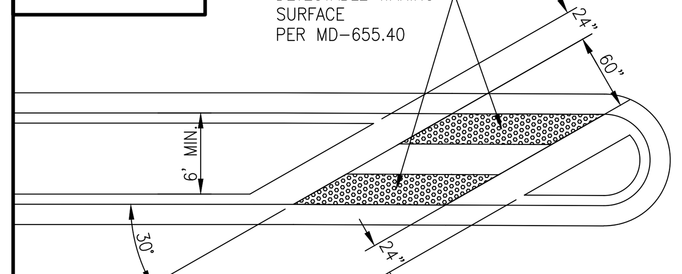
DETAIL 01



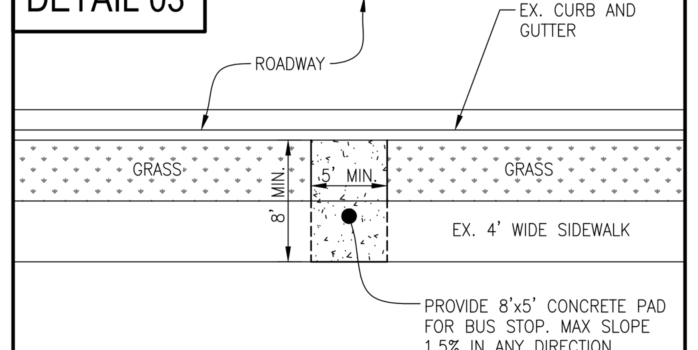
MEDIAN CROSSWALKS
CONSTRUCTION TO BE CONSISTENT WITH MD-655.21, AND PROVIDE DETECTABLE WARNING SURFACE PER MD-655.40.

DETAIL 02



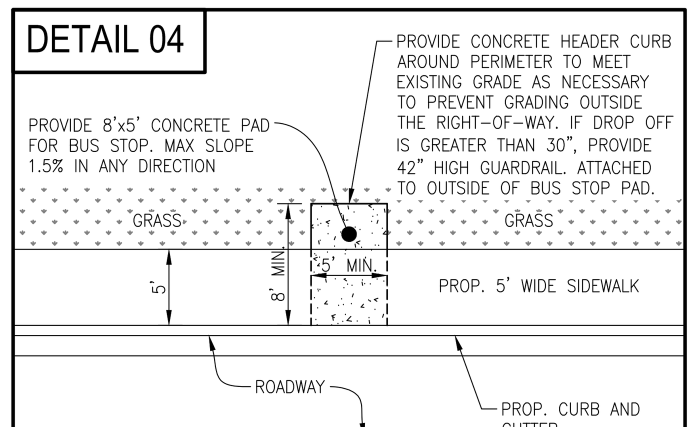
MEDIAN CROSSWALKS
CONSTRUCTION TO BE CONSISTENT WITH MD-655.21, AND PROVIDE DETECTABLE WARNING SURFACE PER MD-655.40.

DETAIL 03



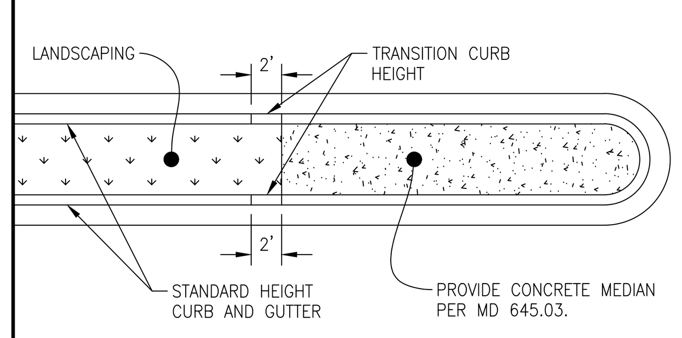
BUS STOP DETAIL WITH GRASS STRIP
N.T.S.

DETAIL 04



BUS STOP DETAIL WITHOUT GRASS STRIP
N.T.S.

DETAIL 05

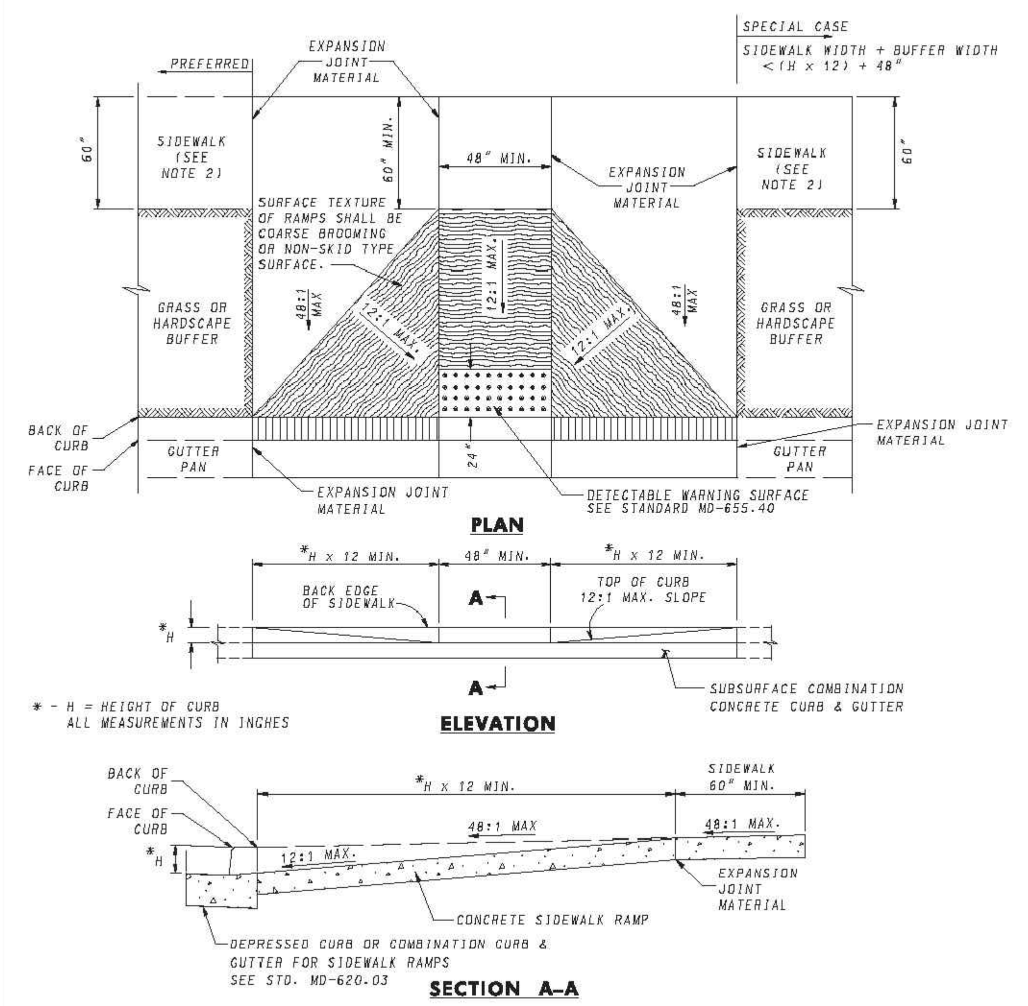


ASPHALT PATH
PAVING SECTION

4" ASPHALT SURFACE COURSE – 9.5 MM, PG 64-22
4" GRADED AGGREGATE BASE
APPROVED SUBGRADE

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

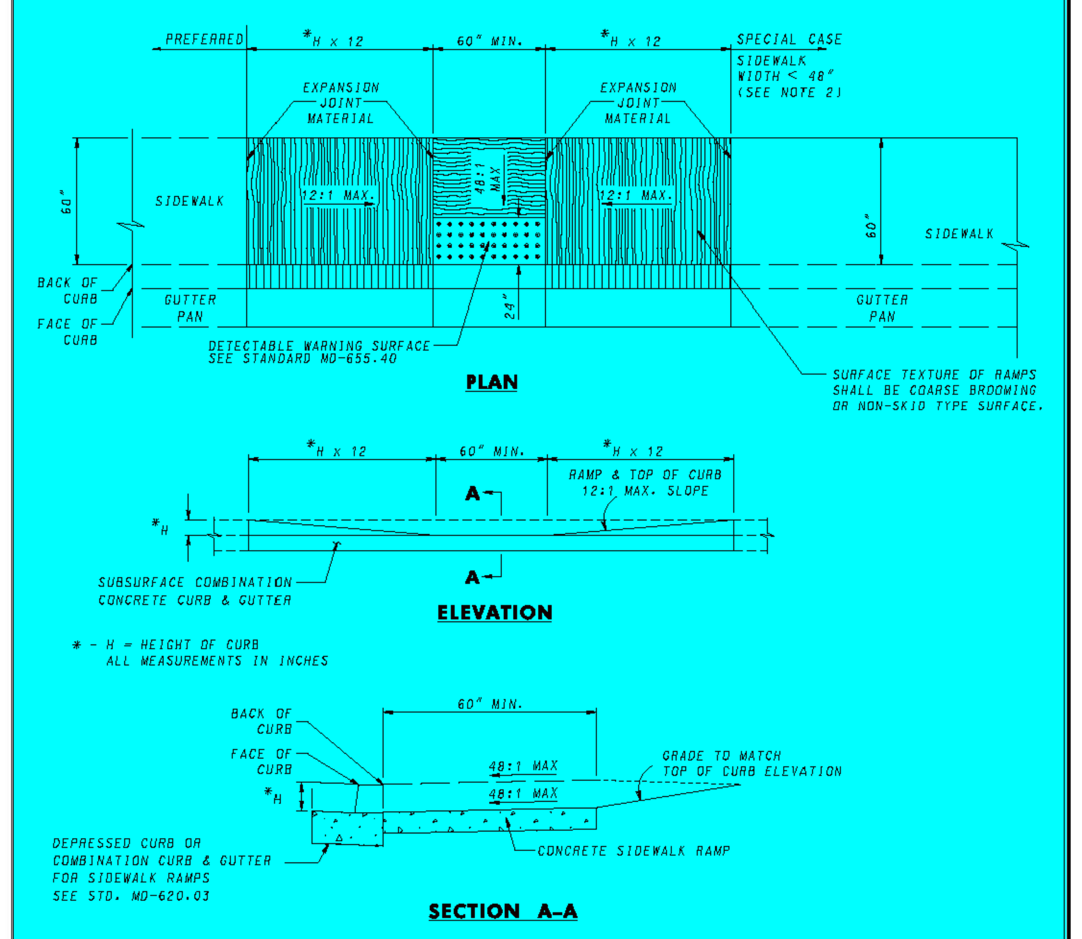


NOTES

1. TO BE USED ON WIDE SIDEWALKS OR SIDEWALKS WITH SIGNIFICANT SEPARATION FROM THE ROADWAY WHERE THE GEOMETRY SPECIFIED IN THE DETAILS ABOVE CAN BE SATISFIED. MAY BE MODIFIED TO SUIT A PARTICULAR LOCATION.
2. WHERE 60" SIDEWALK CAN NOT BE PROVIDED, A DESIGN WAIVER MUST BE REQUESTED
3. NO TRAVERSABLE SLOPE ON THE RAMP OR SIDEWALK SHALL EXCEED 12:1 IN THE DIRECTION OF PEDESTRIAN TRAVEL, OR 48:1 PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
4. EXPANSION JOINT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH STD. MD-655.01.
5. SIDEWALK RAMPS TO BE SHOWN ON PLANS SYMBOLICALLY AND REFERENCED WITH THE CENTER OF THE RAMP ALIGNED TO A STATION ON THE CONSTRUCTION CENTERLINE. SEPARATE DETAILS SHALL BE SHOWN WHERE PROPOSED RAMP VARIES FROM STANDARD CASES.
6. TRANSITION PANELS TO TIE INTO EXISTING SIDEWALK MUST BE A MINIMUM OF 5' IN LENGTH.

SPECIFICATION 603 & 611 | CATEGORY CODE ITEMS | APPROVED | DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT
APPROVAL • SHA REVISIONS: APPROVAL 2-10-04; REVISED 3-25-08; REVISED 6-2-14 | APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 3-31-04; REVISED 4-5-06; REVISED 5-20-14

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
SIDEWALK RAMPS PERPENDICULAR
STANDARD NO. MD 655.11

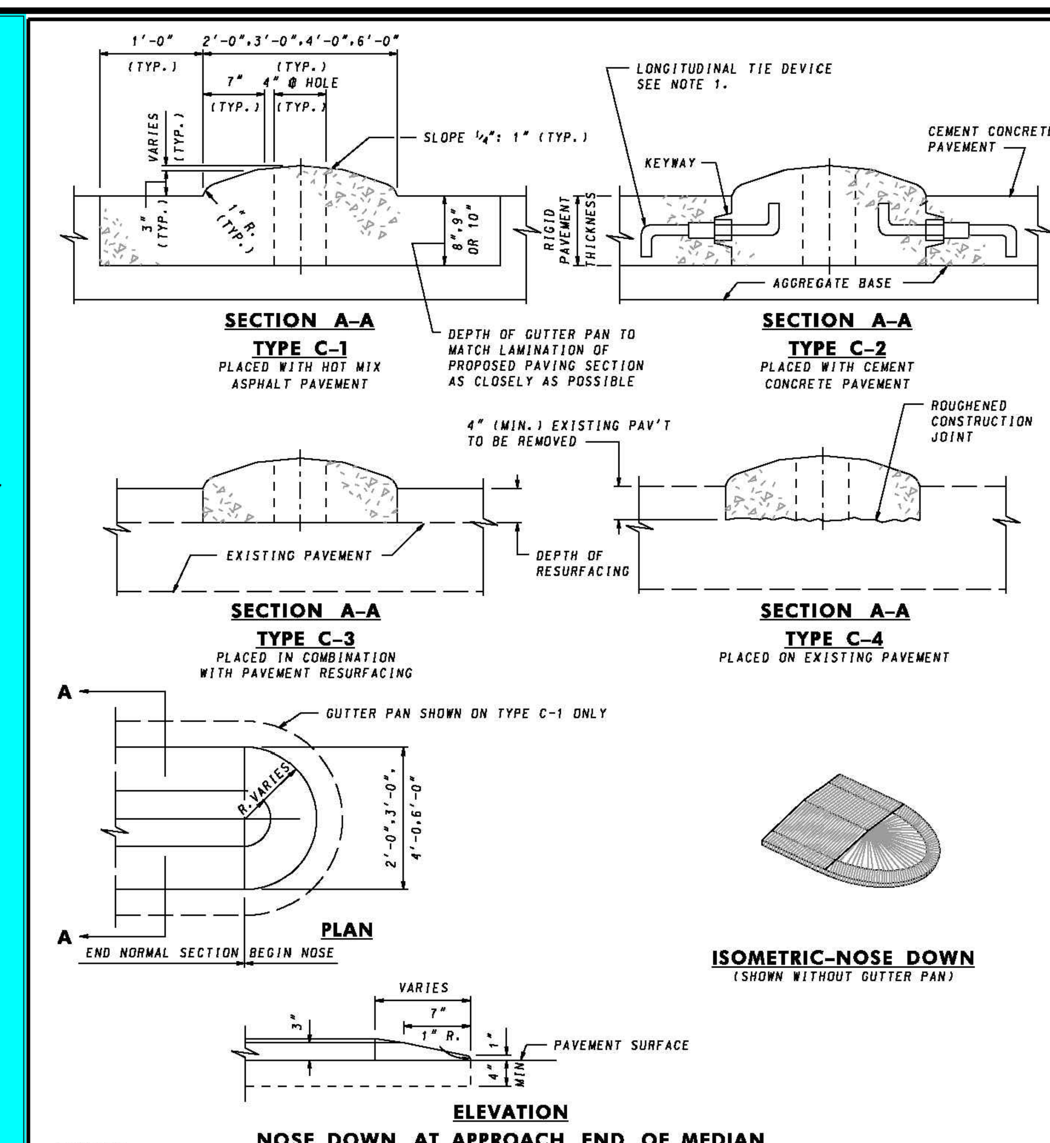


NOTES

1. TO BE USED WHERE SIDEWALK IS ADJACENT TO THE CURB. THIS STANDARD MAY BE MODIFIED TO SUIT A PARTICULAR LOCATION.
2. WHERE 60" SIDEWALK CAN NOT BE PROVIDED, A DESIGN WAIVER MUST BE REQUESTED.
3. NO TRAVERSABLE SLOPE ON THE RAMP OR SIDEWALK SHALL EXCEED 12:1 IN THE DIRECTION OF PEDESTRIAN TRAVEL, OR 48:1 PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL. THE CROSS-SLOPE OF THE LANDING AREA CANNOT EXCEED GRADE OF ROADWAY
4. EXPANSION JOINT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH STD. MD-655.01.
5. SIDEWALK RAMPS TO BE SHOWN ON PLANS SYMBOLICALLY AND REFERENCED WITH THE CENTER OF THE RAMP ALIGNED TO A STATION ON THE CONSTRUCTION CENTERLINE. SEPARATE DETAILS SHALL BE SHOWN WHERE PROPOSED RAMP VARIES FROM STANDARD CASES.
6. TRANSITION PANELS TO TIE INTO EXISTING SIDEWALK MUST BE A MINIMUM OF 5' IN LENGTH

SPECIFICATION 603 & 611 | CATEGORY CODE ITEMS | APPROVED | DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT
APPROVAL • SHA REVISIONS: APPROVAL 2-10-04; REVISED 3-25-08; REVISED 6-2-14 | APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 3-31-04; REVISED 4-5-06; REVISED 5-20-14

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
SIDEWALK RAMPS PARALLEL
STANDARD NO. MD 655.12

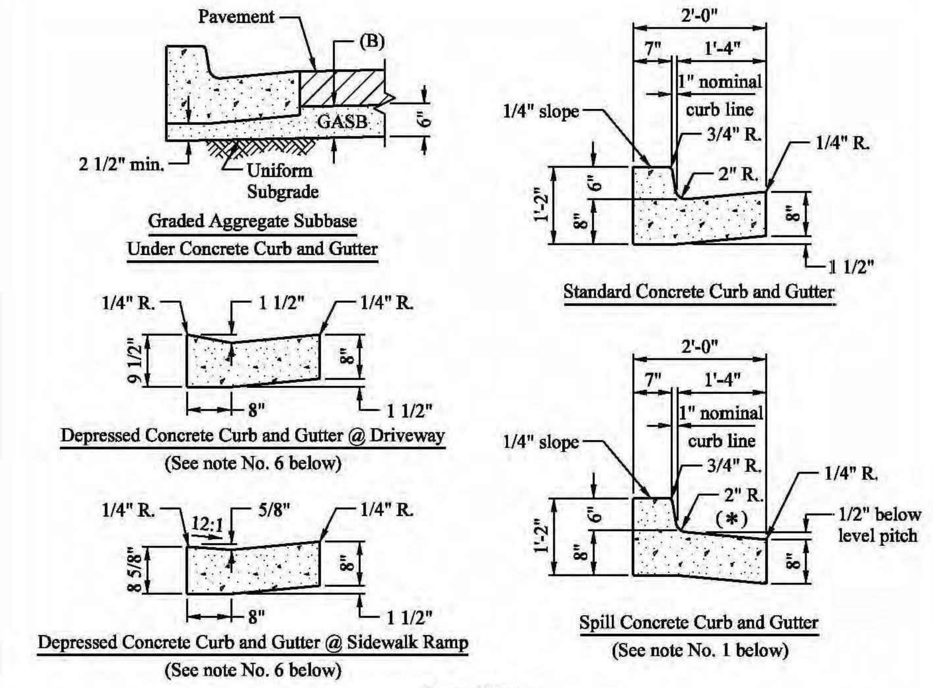


NOTES

1. UNLESS OTHERWISE SPECIFIED, LONGITUDINAL TIE BAR DEVICE, TYPE 'A' OR TYPE 'B', PLACED AT MIDDLE OF KEYWAY & SPACED ACCORDING TO SPECIFICATIONS FOR CONCRETE PAVEMENT SHALL BE USED AT CONSTRUCTION JOINT BETWEEN MONOLITHIC CONCRETE MEDIAN (OR GUTTER PAN) AND CONCRETE PAVEMENT. SEE STANDARD MD 572.61.
2. JOINT SPACING WILL BE A MAXIMUM OF 10'-0" APART. SEE SPECIFICATIONS FOR LOCATION AND DESCRIPTION OF TREATMENT FOR THE TYPES OF JOINTS USED. CONCRETE PAVEMENT, JOINTS SHALL MATCH PAVEMENT JOINTS.
3. ALLOW 4" Ø HOLES IN MEDIAN FOR SIGNS, SPACED AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

SPECIFICATION | CATEGORY CODE ITEMS | APPROVED Kirk G. McClelland | DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT
APPROVAL • SHA REVISIONS: APPROVAL 3-15-83; REVISED 10-1-01 | APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 4-1-83

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
STANDARD MONOLITHIC CONCRETE MEDIAN TYPE 'C'
STANDARD NO. MD 645.03

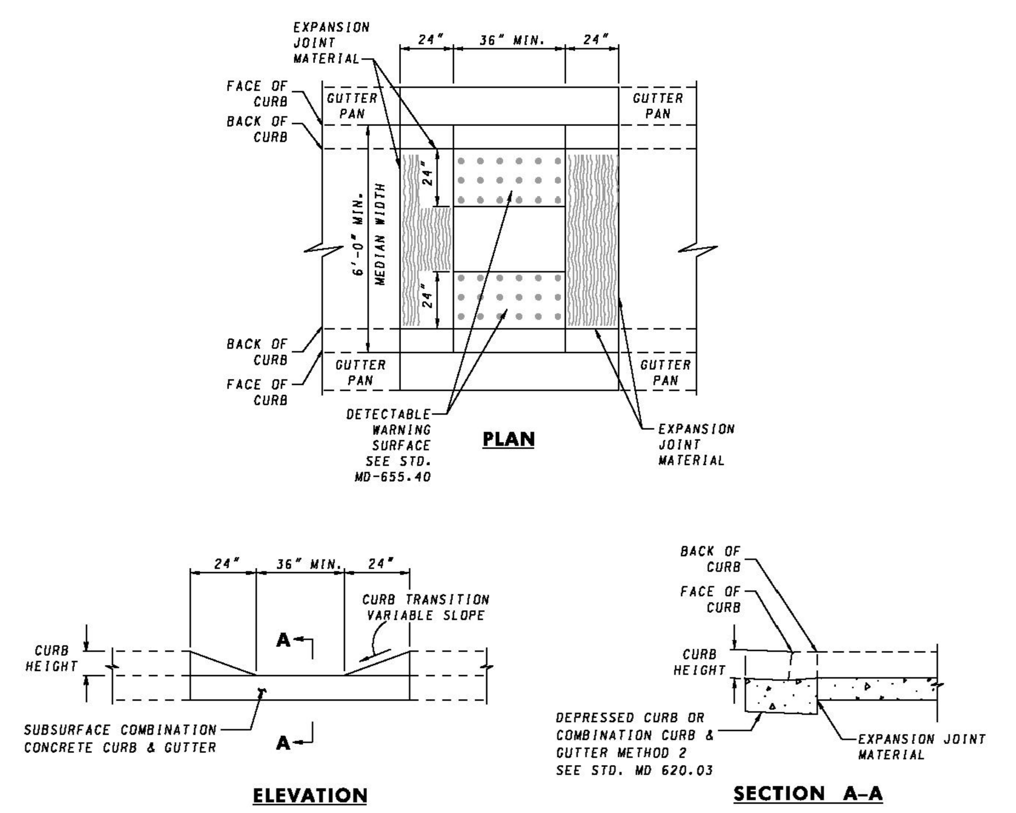


General Notes

1. Use of spill concrete curb and gutter requires special Departmental approval, except for "Urban Major Collector Road" design.
2. The slope (*) of a spill concrete curb and gutter pan shall be equal to the cross slope of roadway paving.
3. Install expansion joints using 1/2" preformed non-extruding joint filler, at 100' intervals, at the beginning and end of curves with less than 100' radii, at structures, and at midpoints of curb returns.
4. All construction joints shall be located at 10' intervals. The contraction joints shall be constructed to a depth equal to 1/4 of the depth of the thickness of the concrete.
5. All concrete shall be Class I (MSHA Mix No. 3) air-entrained, unless otherwise approved by the Department. The surface shall be brush finished.
6. The depressed concrete curb and gutter sections shall be used at all driveway aprons and sidewalk ramps.
7. Preformed joint fillers shall conform to M 153. The bituminous fiber type joint shall conform to M 213, with the bitumen content determined using T 164.
8. Granite curb and gutter may be required under certain conditions.
9. Provide uniform subgrade under entire roadway section.
10. All new construction within the County right-of-way shall comply with Federal accessibility guidelines of the Americans with Disabilities Act and Fair Housing regulations.

APPROVED: DIRECTOR DATE | REVISION DATE: | APPROVED BY:

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD
Concrete Curb and Gutter — STD. 300.01

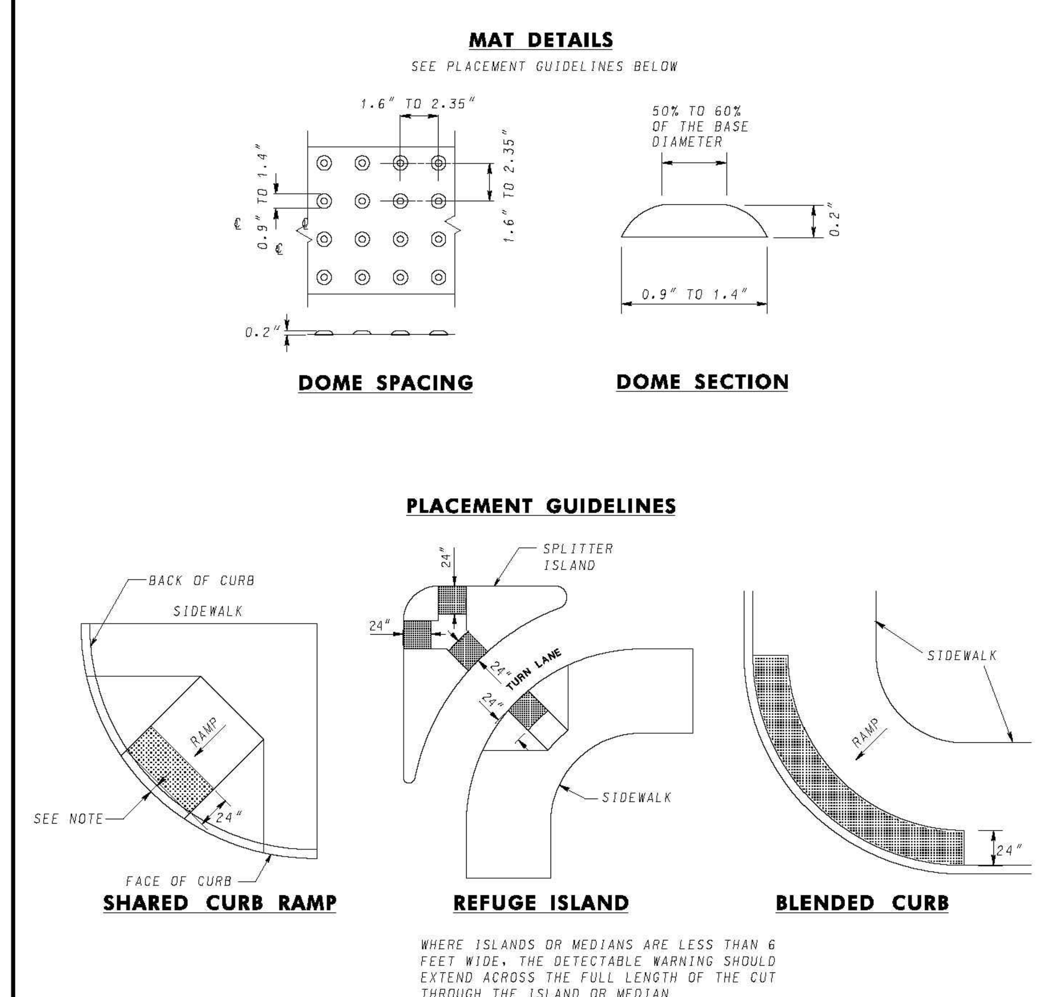


NOTES

1. TO BE USED WHERE A STREET-LEVEL PEDESTRIAN CROSSING IS REQUIRED THROUGH RAISED MEDIANS OR RAISED ISLANDS AND THERE IS INSUFFICIENT WIDTH TO PROVIDE A RAMPED MEDIAN OR ISLAND OPENING (STD. MD-655.22).
2. WHERE PHYSICAL CONSTRAINTS PRECLUDE USE OF 6 FT. MEDIAN, A 4 FT. MEDIAN WIDTH IS ACCEPTABLE.
3. EXPANSION JOINT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD MD-655.01.
4. CUT-THROUGH MEDIAN AND ISLAND OPENINGS SHALL BE INCLUDED IN PRICE BID FOR MONOLITHIC CONCRETE MEDIAN. DETECTABLE WARNING SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 611 OF THE SPECIFICATIONS.
5. CUT-THROUGH MEDIAN AND ISLAND OPENINGS TO BE SHOWN ON PLANS SYMBOLICALLY AND REFERENCED WITH THE CENTER OF THE OPENING ALIGNED TO A STATION ON THE CONSTRUCTION CENTERLINE. SEPARATE DETAILS SHALL BE SHOWN WHERE PROPOSED OPENING VARIES FROM STANDARD METHODS.

SPECIFICATION 603 & 611 | CATEGORY CODE ITEMS | APPROVED Kirk G. McClelland | DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT
APPROVAL • SHA REVISIONS: APPROVAL 2-10-04 | APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 3-31-04

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
CUT-THROUGH MEDIAN AND ISLAND OPENINGS
STANDARD NO. MD 655.21

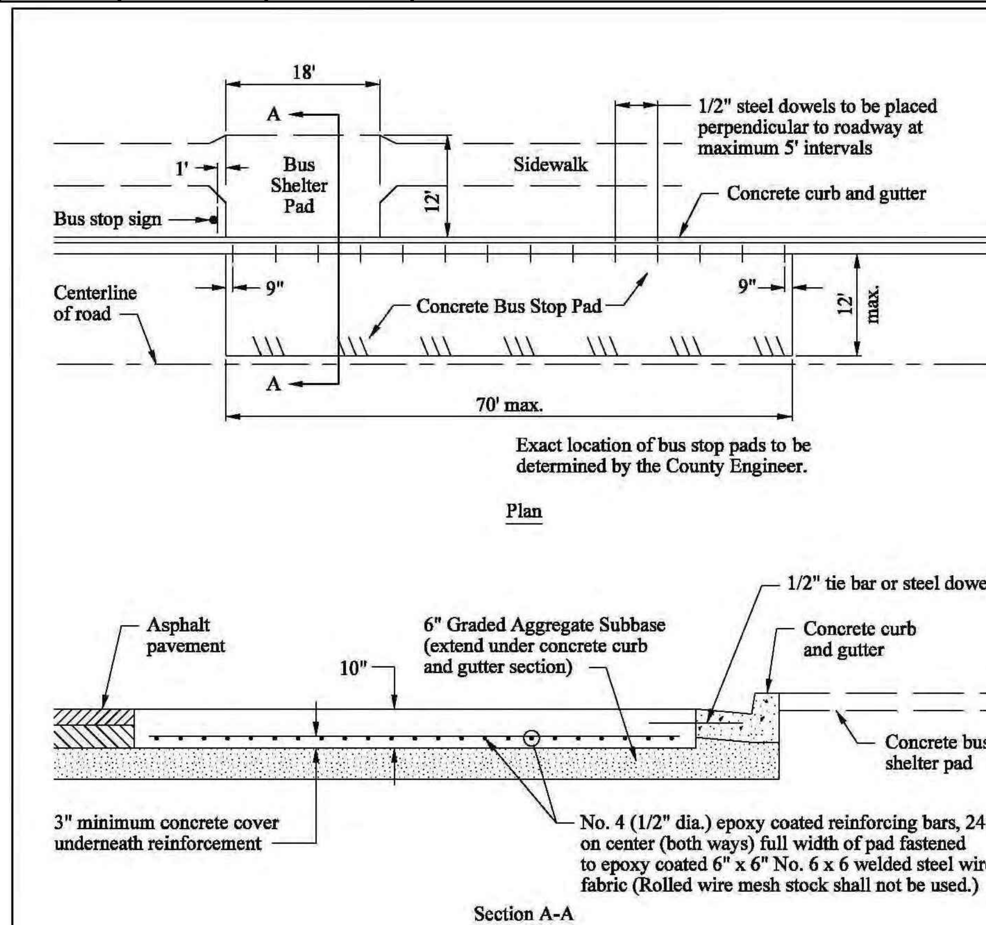


NOTES

1. THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 TO 8 INCHES FROM THE FACE OF CURB.
2. FOR SKEWED APPLICATIONS DETECTABLE WARNING SHALL BE PLACED SUCH THAT THE DOMES CLOSEST TO THE BACK OF CURB ARE NO LESS THAN 0.5" AND NO MORE THAN 3.0" FROM THE BACK OF CURB. TRUNCATED DOME SURFACES SHALL BE FABRICATED TO PROVIDE FULL DOMES ONLY.
3. DETECTABLE WARNING SURFACE SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 611 OF THE SPECIFICATIONS.
4. DETECTABLE WARNING SURFACES ARE REQUIRED AT STREET CROSSING & SIGNALIZED INTERSECTIONS.

SPECIFICATION 611 | CATEGORY CODE ITEMS | APPROVED Kirk G. McClelland | DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT
APPROVAL • SHA REVISIONS: APPROVAL 2-10-04; REVISED 3-15-06 | APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 3-31-04; REVISED 4-5-06

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
DETECTABLE WARNING SURFACES
STANDARD NO. MD 655.40



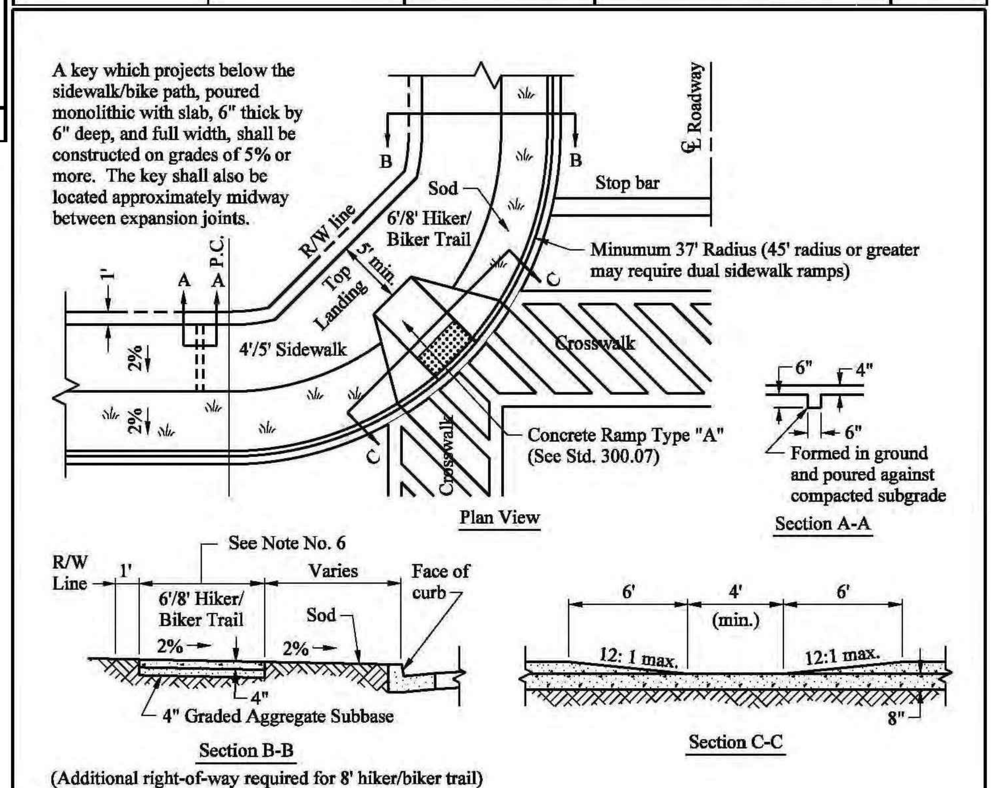
General Notes

1. All concrete to be Class II (MSHA mix No. 6) air-entrained, unless otherwise approved by the Department. Broom finish perpendicular to the roadway, and apply approved concrete liquid sealing compound and hardener to resist salt intrusion.
2. If length exceeds 14', contraction joints are to be placed at intervals not to exceed 20'.
3. No bus stop pad may be constructed within an intersection or end in the middle of a driveway entrance.

APPROVED: DIRECTOR DATE | REVISION DATE: | APPROVED BY:

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD
Concrete Bus Stop Pad — STD. 300.25

Revision 03/14/12 — *Specifications and Standards for Roadways and Bridges* — Section III – 70



General Notes

1. All new concrete sidewalks, sidewalk ramps, depressed curbs and hiker/biker trails constructed within the County right-of-way shall comply with the Federal accessibility guidelines of the Americans with Disabilities Act.
2. All new sidewalks and hiker/biker trails abutting sidewalk ramps within fillet areas, having a fixed obstruction not to include utility poles, shall be adjusted to provide a minimum clearance of 36".
3. All contraction joints in concrete sidewalks shall be constructed at 4' intervals and 6' or 8' intervals for hiker/biker trails unless otherwise approved by the Department. The contraction joints are to be constructed to a depth equal to 1/4 of the total depth of the sidewalk/hiker/biker trail. Premolded 1/2" thick expansion joints shall also be constructed at 50' intervals, between the curb and sidewalk/hiker/biker trail, at sidewalk ramps, driveways, leadwalks, poles, or other permanent structures.
4. Provide 4" thick graded aggregate base material under all concrete sidewalk and hiker/biker trails.
5. All concrete shall be Class I (MSHA Mix No. 3), air entrained, unless otherwise approved by the Department. The surface shall be broom finished.
6. Sidewalk width specified in category 100.

APPROVED: DIRECTOR DATE | REVISION DATE: | APPROVED BY:

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
Prince George's County, MD
Concrete Sidewalk and Ramp Location — STD. 300.05

GRAPHIC SCALE
SCALE: 1" = 10'

PAVING PLAN
PAVING DETAILS

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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Charles P. Johnson & Associates, Inc.
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www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE #: 19908
EXPIRATION DATE: 1/6/2021

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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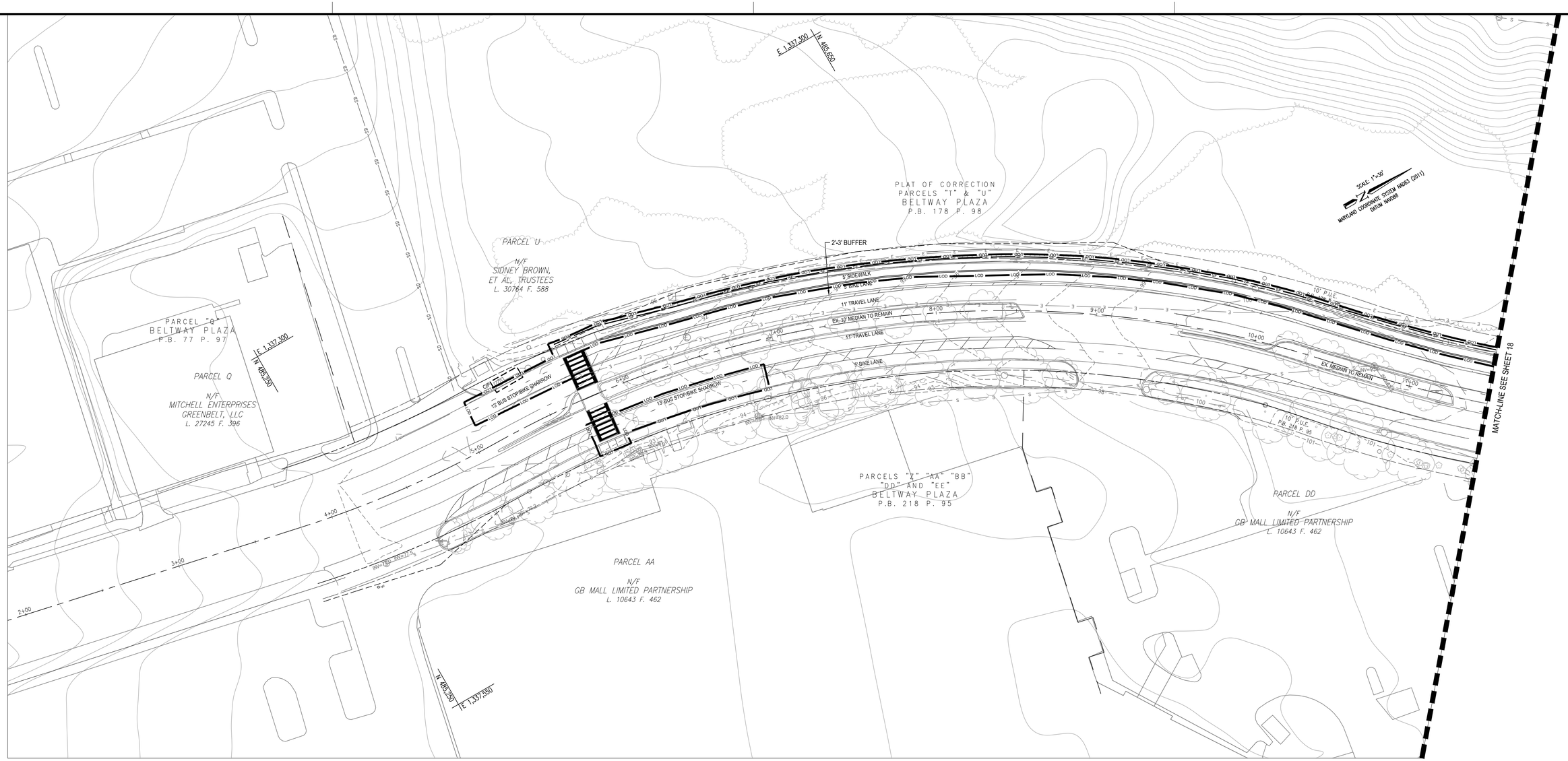
TAX MAP/WSSC	SITE PLAN NO.
N/A	N/A
DESIGN BKD	SHEET 16 OF 58
DRAFT GC	
DATE Sept., 2019	FILE NO: 2019-1058-44.01
SCALE 1" = 10'	



GRAPHIC SCALE

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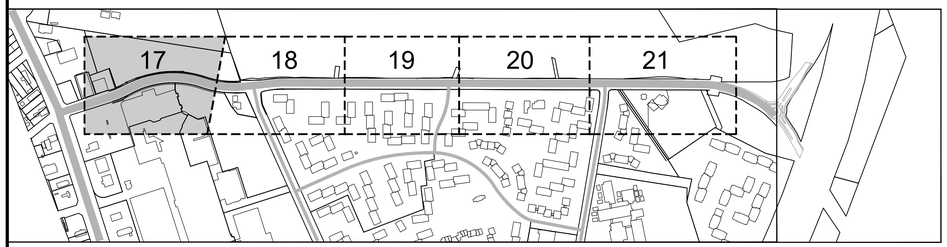
SCALE: 1" = 30'



SHEET KEY
1"=500'

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

SEE SEQUENCE OF CONSTRUCTION LOCATED ON SHEET 23

NOTES:

1. CITY TO PROVIDE A DESIGNATED AREA LOCATION FOR THE STALING AND STOCKPILING OF MATERIALS.
2. CONTRACTORS TO PROVIDE CONCRETE WASHOUT STATION AT A LOCATION DESIGNATED BY THE CITY FOR ALL CONCRETE RELATED ACTIVITIES.

FOR SEDIMENT CONTROL ONLY

STATE OF MARYLAND
FRANK KEITH DAVIS
19908
PROFESSIONAL ENGINEER

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LICENSE # 19908

EXPIRATION DATE 1/6/2021

SEDIMENT CONTROL PLAN
SEDIMENT CONTROL PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	17 OF 58
FILE NO:	2019-1058-44.01

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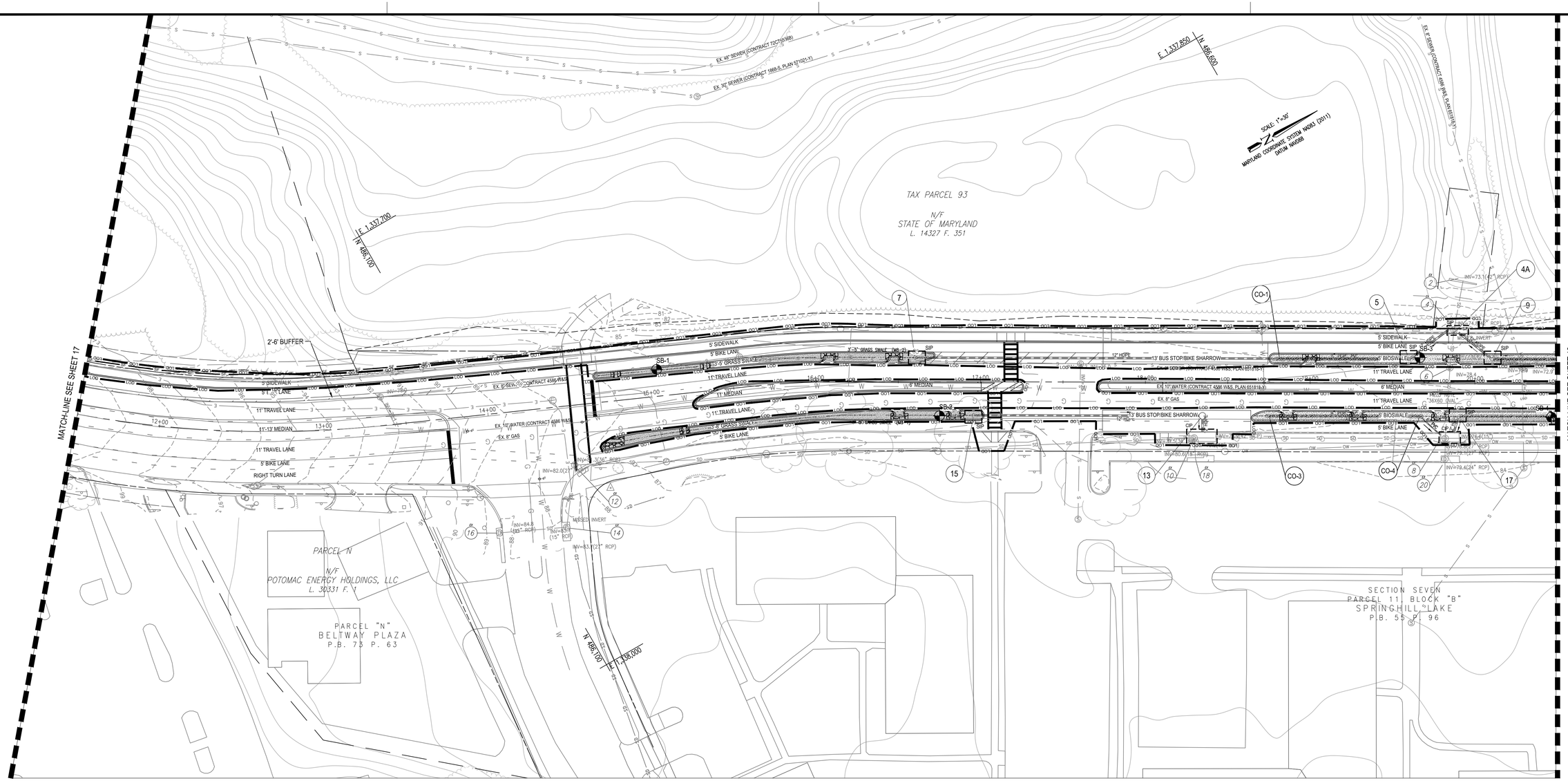

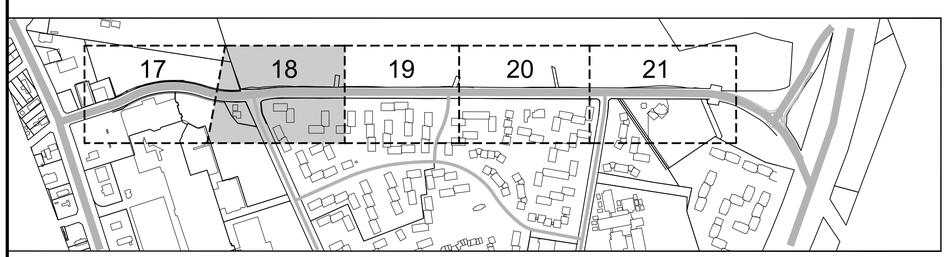

SHEET KEY
1"=500'

MISS UTILITY

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SEE SEQUENCE OF CONSTRUCTION
LOCATED ON SHEET 23

NOTES:

1. CITY TO PROVIDE A DESIGNATED AREA LOCATION FOR THE STALING AND STOCKPILING OF MATERIALS.
2. CONTRACTORS TO PROVIDE CONCRETE WASHOUT STATION AT A LOCATION DESIGNATED BY THE CITY FOR ALL CONCRETE RELATED ACTIVITIES.

FOR SEDIMENT CONTROL ONLY

STATE OF MARYLAND
FRANK KEITH DAVIS
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
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LICENSE # 19908
EXPIRATION DATE 1/6/2021

SEDIMENT CONTROL PLAN
SEDIMENT CONTROL PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	18 OF 58
FILE NO:	2019-1058-44.01

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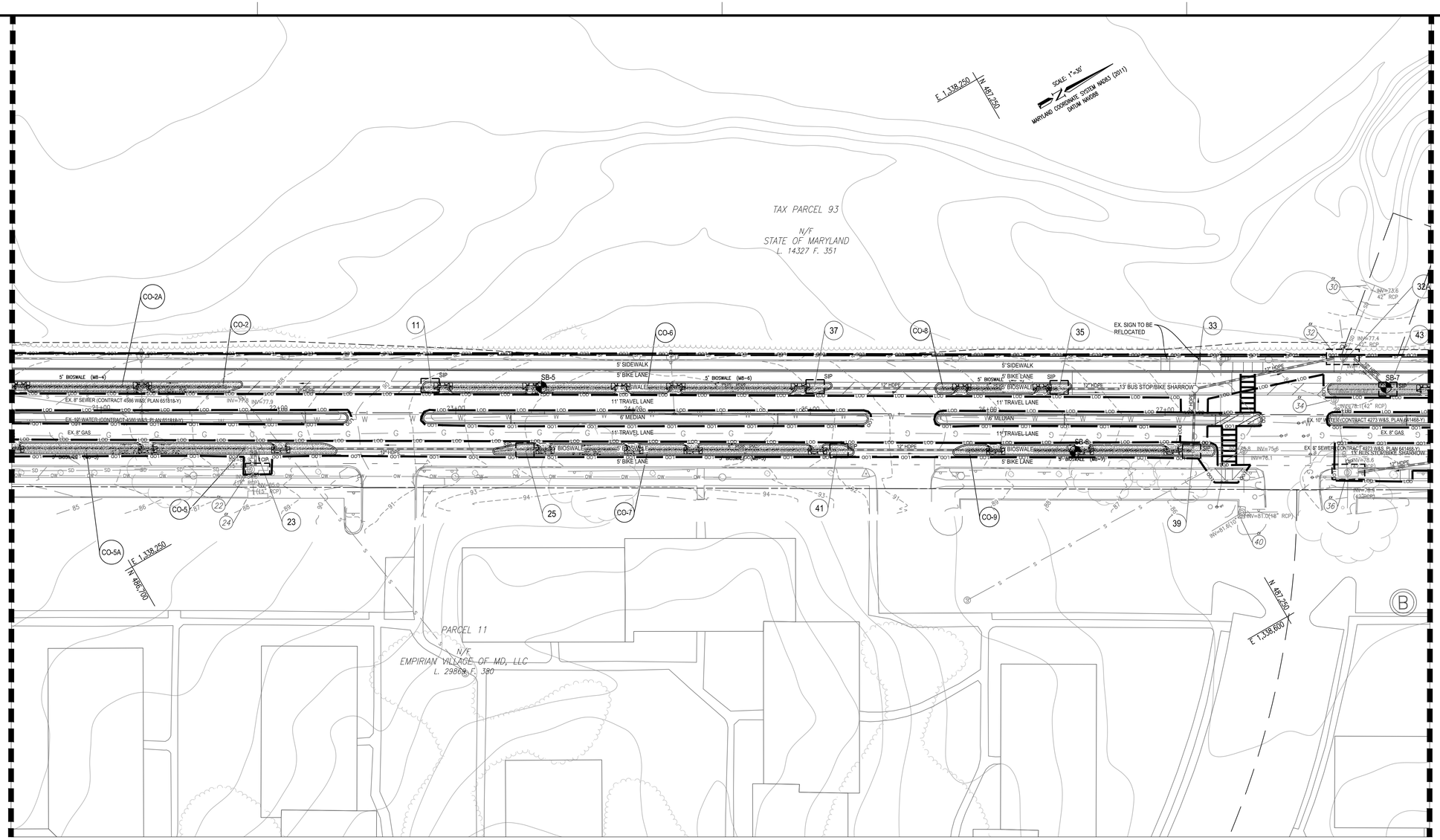

GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'

SHEET KEY
1"=500'

MISS UTILITY

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NOTES:

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LICENSE # 19908

EXPIRATION DATE 1/6/2021

SEDIMENT CONTROL PLAN
SEDIMENT CONTROL PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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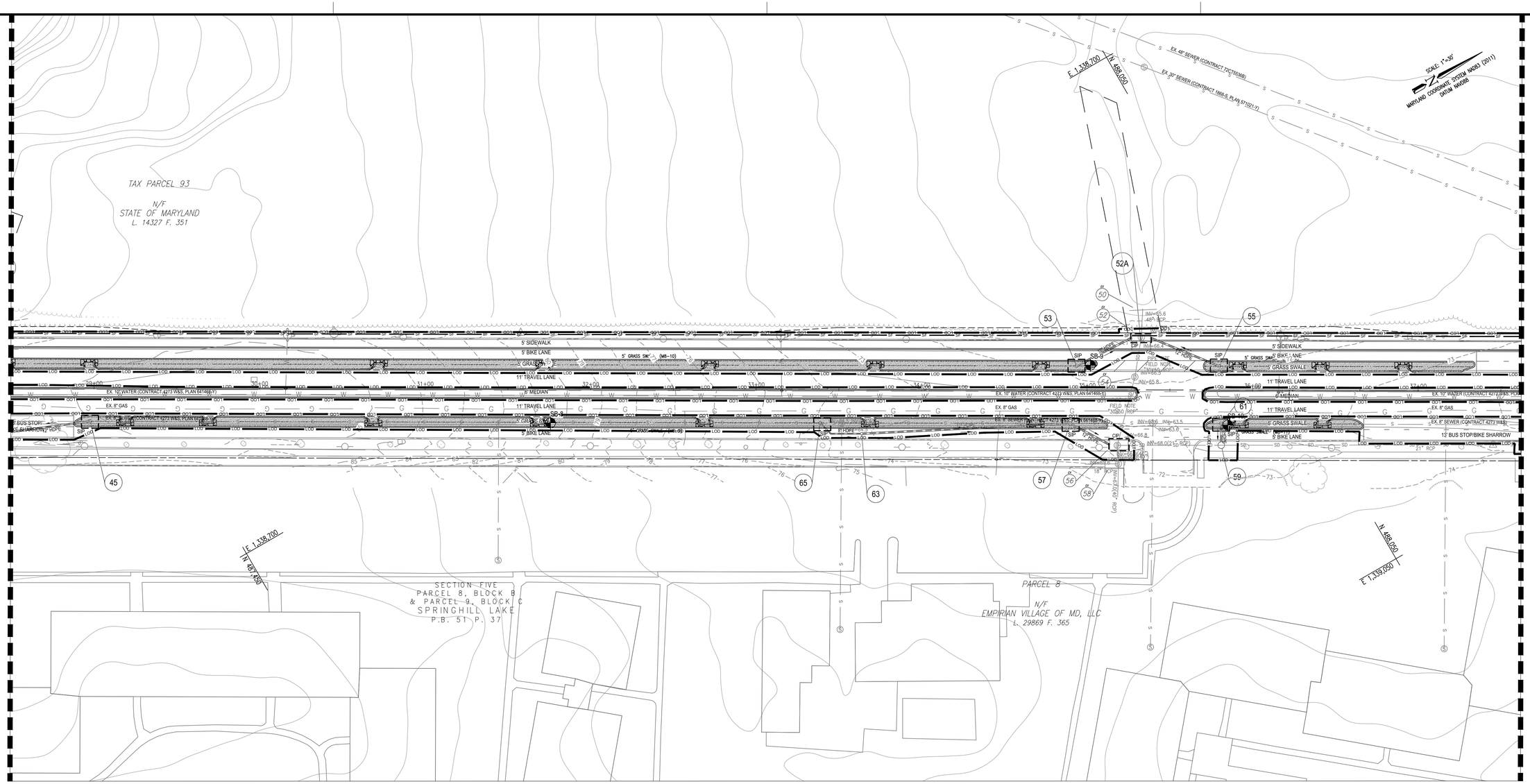
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	19 OF 58
FILE NO:	2019-1058-44.01

Attached XREFS:08-01/04-02/04-01/_TB24x36 — PUBLIC/TB24x36/08-00/47-099/44-099/21-099/04-03
dsamhart



GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'

SHEET KEY
1"=500'

SEE SEQUENCE OF CONSTRUCTION

LOCATED ON SHEET 23

NOTES:

1. CITY TO PROVIDE A DESIGNATED AREA LOCATION FOR THE STALING AND STOCKPILING OF MATERIALS.
2. CONTRACTORS TO PROVIDE CONCRETE WASHOUT STATION AT A LOCATION DESIGNATED BY THE CITY FOR ALL CONCRETE RELATED ACTIVITIES.

FOR SEDIMENT CONTROL ONLY

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

SEDIMENT CONTROL PLAN
SEDIMENT CONTROL PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

STATE OF MARYLAND
BRIAN KEITH DAVILA
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908
EXPIRATION DATE: 1/6/2021

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND
COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	20 OF 58
FILE NO:	2019-1058-44.01

Attached XREFS:CB-01/04-02/04-01/_TB24x36/CB-00/A7-099/44-099/21-099/04-03 — PUBLIC/TB24x36 — rbarnhart

MATCH-LINE SEE SHEET 20

TAX PARCEL 93
N/F
STATE OF MARYLAND
L. 14327 F. 351

EX. 48" SEWER (CONTRACT 72CT4556B)
EX. 30" SEWER (CONTRACT 1988-S, PLAN 57157-3)

E 1,339,200 N 488,900

SCALE: 1"=30'
MARYLAND COORDINATE SYSTEM NAD83 (2011)
DATUM: NAVD88

74A
74
73
72
70
82
82A
60

5' SIDEWALK
5' BIKE LANE
13' BUS STOP/BIKE SHARROW
11' TRAVEL LANE
4-15' MEDIAN
40+00
41+00
46+00
47+00
SB-11
5' BUFFER
8' GRASS SWALE
SB-12
7' BUFFER
12' BUS STOP/BIKE SHARROW
8' PARKING
2' BUFFER
INV=65.9(30" RCP)
24" RCP

PARCEL 9
N/F
EMPIRIAN VILLAGE OF MD, LLC
L. 29869 F. 365

SECTION FIVE
PARCEL 8, BLOCK B
& PARCEL 9, BLOCK C
SPRINGHILL LAKE
P.B. 51 P. 37

E 1,339,200
N 488,200

36' WIDE SANITARY SEWER EASEMENT / RIGHT-OF-WAY L. 4893 F. 121

EX. 36" SEWER (CONTRACT 1988-S, PLAN 57157-3)

PARCEL 15
N/F
CITY OF GREENBELT
L. 4784 F. 369 & 373

50 YEAR FLOOD PLAIN LIMIT
P.B. 89 P. 53

PARCEL 15, BLOCK "C"
SPRINGHILL LAKE PARK
P.B. 89 P. 53

35' WIDE SANITARY SEWER EASEMENT / RIGHT-OF-WAY L. 4893 F. 109 PLAT ONE

EX. 48" SEWER (CONTRACT 72CT4556B)

N 488,900
E 1,339,600

GRAPHIC SCALE
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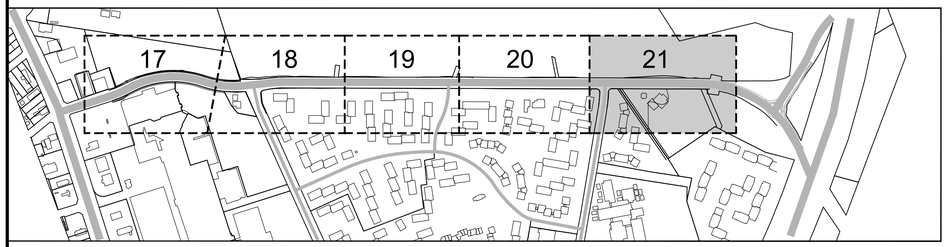
SCALE: 1" = 30'



SHEET KEY
1"=500'

MISS UTILITY

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NOTES:

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FOR SEDIMENT CONTROL ONLY

STATE OF MARYLAND
BRIAN KEITH DAHLA
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908
EXPIRATION DATE 1/6/2021

SEDIMENT CONTROL PLAN
SEDIMENT CONTROL PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	21 OF 58
FILE NO:	2019-1058-44.01

Attached Xrefs:C08-01/04-02/04-01/_TB24x36 PublicD/TB24x36/96-00/47-669/44-699/21-699/04-03

rbarnhart

B-4-2 STANDARDS AND SPECIFICATIONS FOR SOIL PREPARATION, TOPSOILING, AND SOIL AMENDMENTS

Definition

The process of preparing the soils to sustain adequate vegetative stabilization.

Purpose

To provide a suitable soil medium for vegetative growth.

Conditions Where Practice Applies

Where vegetative stabilization is to be established.

Criteria

A. Soil Preparation

1. Temporary Stabilization

a. Seedbed preparation consists of loosening soil to a depth of 3 to 5 inches by means of suitable agricultural or construction equipment, such as disc harrows or chisel plows or rippers mounted on construction equipment. After the soil is loosened, it must not be rolled or dragged smooth but left in the roughened condition. Slopes 3:1 or flatter are to be tracked with ridges running parallel to the contour of the slope.

b. Apply fertilizer and lime as prescribed on the plans.

c. Incorporate lime and fertilizer into the top 3 to 5 inches of soil by disking or other suitable means.

2. Permanent Stabilization

a. A soil test is required for any earth disturbance of 5 acres or more. The minimum soil conditions required for permanent vegetative establishment are:

i. Soil pH between 6.0 and 7.0.

i. Soluble salts less than 500 parts per million (ppm).

iii. Soil contains less than 40 percent clay but enough fine grained material (greater than 30 percent silt plus clay) to provide the capacity to hold a moderate amount of moisture. An exception: if lovegrass will be planted, then a sandy soil (less than 30 percent silt plus clay) would be acceptable.

iv. Soil contains 1.5 percent minimum organic matter by weight.

v. Soil contains sufficient pore space to permit adequate root penetration.

b. Application of amendments or topsoil is required if on-site soils do not meet the above conditions.

c. Graded areas must be maintained in a true and even grade as specified on the approved plan, then scarified or otherwise loosened to a depth of 3 to 5 inches

d. Apply soil amendments as specified on the approved plan or as indicated by the results of a soil test.

e. Mix soil amendments into the top 3 to 5 inches of soil by disking or other suitable means. Rake lawn areas to smooth the surface, remove large objects like stones and branches, and ready the area for seed application. Loosen surface soil by dragging with a heavy chain or other equipment to roughen the surface where site conditions will not permit normal seedbed preparation. Track slopes 3:1 or flatter with tracked equipment leaving the soil in an irregular condition with ridges running parallel to the contour of the slope. Leave the top 1 to 3 inches of soil loose and friable. Seedbed loosening may be unnecessary on newly disturbed areas.

B. Topsoiling

1. Topsoil is placed over prepared subsoil prior to establishment of permanent vegetation. The purpose is to provide a suitable soil medium for vegetative growth. Soils of concern have low moisture content, low nutrient levels, low pH, materials toxic to plants, and/or unacceptable soil gradation.

2. Topsoil salvaged from an existing site may be used provided it meets the standards as set forth in these specifications. Typically, the depth of topsoil to be salvaged for a given soil type can be found in the representative soil profile section in the Soil Survey published by USDA-NRCS.

3. Topsoiling is limited to areas having 2:1 or flatter slopes where:

a. The texture of the exposed subsoil/parent material is not adequate to produce vegetative growth.

b. The soil material is so shallow that the rooting zone is not deep enough to support plants or furnish continuing supplies of moisture and plant nutrients.

c. The original soil to be vegetated contains material toxic to plant growth.

d. The soil is so acidic that treatment with limestone is not feasible.

4. Areas having slopes steeper than 2:1 require special consideration and design.

5. Topsoil Specifications: Soil to be used as topsoil must meet the following criteria:

a. Topsoil must be a loam, sandy loam, clay loam, silt loam, sandy clay loam, or loamy sand. Other soils may be used if recommended by an agronomist or soil scientist and approved by the appropriate approval authority. Topsoil must not be a mixture of contrasting textured subsoils and must contain less than 5 percent by volume of cinders, stones, slag, coarse fragments, gravel, sticks, roots, trash, or other materials larger than 1½ inches in diameter.

b. Topsoil must be free of noxious plants or plant parts such as Bermuda grass, quack grass, Johnson grass, nut sedge, poison ivy, thistle, or others as specified.

c. Topsoil substitutes or amendments, as recommended by a qualified agronomist or soil scientist and approved by the appropriate approval authority, may be used in lieu of natural topsoil.

6. Topsoil Application

a. Erosion and sediment control practices must be maintained when applying topsoil.

b. Uniformly distribute topsoil in a 5 to 8 inch layer and lightly compact to a minimum thickness of 4 inches. Spreading is to be performed in such a manner that sodding or seeding can proceed with a minimum of additional soil preparation and tillage. Any irregularities in the surface resulting from topsoiling or other operations must be corrected in order to prevent the formation of depressions or water pockets.

c. Topsoil must not be placed if the topsoil or subsoil is in a frozen or muddy condition, when the subsoil is excessively wet or in a condition that may otherwise be detrimental to proper gradingand seedbed preparation.

C. Soil Amendments (Fertilizer and Lime Specifications)

1. Soil tests must be performed to determine the exact ratios and application rates for both lime and fertilizer on sites having disturbed areas of 5 acres or more. Soil analysis may be performed by a recognized private or commercial laboratory. Soil samples taken for engineering purposes may also be used for chemical analyses.

2. Fertilizers must be uniform in composition, free flowing and suitable for accurate application by appropriate equipment. Manure may be substituted for fertilizer with prior approval from the appropriate approval authority. Fertilizers must all be delivered to the site fully labeled according to the applicable laws and must bear the name, trade name or trademark and warranty of the producer.

3. Lime materials must be ground limestone (hydrated or burnt lime may be substituted except when hydroseeding) which contains at least 50 percent total oxides (calcium oxide plus magnesium oxide). Limestone must be ground to such fineness that at least 50 percent will pass through a #100 mesh sieve and 98 to 100 percent will pass through a #20 mesh sieve.

4. Lime and fertilizer are to be evenly distributed and incorporated into the top 3 to 5 inches of soil by disking or other suitable means.

5. Where the subsoil is either highly acidic or composed of heavy clays, spread ground limestone at the rate of 4 to 8 tons/acre (200-400 pounds per 1,000 square feet) prior to the placement of topsoil.

B-4 STANDARDS AND SPECIFICATIONS FOR VEGETATIVE STABILIZATION

Definition

Using vegetation as cover to protect exposed soil from erosion.

Purpose

To promote the establishment of vegetation on exposed soil.

Conditions Where Practice Applies

On all disturbed areas not stabilized by other methods. This specification is divided into sections on incremental stabilization; soil preparation, soil amendments and topsoiling; seeding and mulching; temporary stabilization; and permanent stabilization.

Effects on Water Quality and Quantity

Stabilization practices are used to promote the establishment of vegetation on exposed soil. When soil is stabilized with vegetation, the soil is less likely to erode and more likely to allow infiltration of rainfall, thereby reducing sediment loads and runoff to downstream areas.

Planting vegetation in disturbed areas will have an effect on the water budget, especially on volumes and rates of runoff, infiltration, evaporation, transpiration, percolation, and groundwater recharge. Over time, vegetation will increase organic matter content and improve the water holding capacity of the soil and subsequent plant growth.

Vegetation will help reduce the movement of sediment, nutrients, and other chemicals carried by runoff to receiving waters. Plants will also help protect groundwater supplies by assimilating those substances present within the root zone.

Sediment control practices must remain in place during grading, seedbed preparation, seeding, mulching, and vegetative establishment.

Adequate Vegetative Establishment

Inspect seeded areas for vegetative establishment and make necessary repairs, replacements, and reseedings within the planting season.

1. Adequate vegetative stabilization requires 95 percent groundcover.
2. If an area has less than 40 percent groundcover, restabilize following the original recommendations for lime, fertilizer, seedbed preparation, and seeding.
3. If an area has between 40 and 94 percent groundcover, over-seed and fertilize using half of the rates originally specified.
4. Maintenance fertilizer rates for permanent seeding are shown in Table B.6.

B-4-3 STANDARDS AND SPECIFICATIONS FOR SEEDING AND MULCHING

Definition

The application of seed and mulch to establish vegetative cover.

Purpose

To protect disturbed soils from erosion during and at the end of construction.

Conditions Where Practice Applies

To the surface of all perimeter controls, slopes, and any disturbed area not under active grading.

Criteria

A. Seeding

1. Specifications

a. All seed must meet the requirements of the Maryland State Seed Law. All seed must be subject to re-testing by a recognized seed laboratory. All seed used must have been tested within the 6 months immediately preceding the date of sowing such material on any project. Refer to Table B.4 regarding the quality of seed. Seed tags must be available upon request to the inspector to verify type of seed and seeding rate.

b. Mulch alone may be applied between the fall and spring seeding dates only if the ground is frozen. The appropriate seeding mixture must be applied when the ground thaws.

c. Inoculants: The inoculant for treating legume seed in the seed mixtures must be a pure culture of nitrogen fixing bacteria prepared specifically for the species. Inoculants must not be used later than the date indicated on the container. Add fresh inoculants as directed on the package. Use four times the recommended rate when hydroseeding. Note: It is very important to keep inoculant as cool as possible until used. Temperatures above 75 to 80 degrees Fahrenheit can weaken bacteria and make the inoculant less effective.

d. Sod or seed must not be placed on soil which has been treated with soil sterilants or chemicals used for weed control until sufficient time has elapsed (14 days min.) to permit dissipation of phyto-toxic materials.

2. Application

a. Dry Seeding: This includes use of conventional drop or broadcast spreaders.

i. Incorporate seed into the subsoil at the rates prescribed on Temporary Seeding Table B.1, Permanent Seeding Table B.3, or site-specific seeding summaries.

ii. Apply seed in two directions, perpendicular to each other. Apply half the seeding rate in each direction. Roll the seeded area with a weighted roller to provide good seed to soil contact.

b. Drill or Cultipacker Seeding: Mechanized seeders that apply and cover seed with soil.

i. Cultipacking seeders are required to bury the seed in such a fashion as to provide at least 1/4 inch of soil covering. Seedbed must be firm after planting.

ii. Apply seed in two directions, perpendicular to each other. Apply half the seeding rate in each direction.

c. Hydroseeding: Apply seed uniformly with hydroseeder (slurry includes seed and fertilizer).

i. If fertilizer is being applied at the time of seeding, the application rates should not exceed the following: nitrogen, 100 pounds per acre total of soluble nitrogen; P2O5 (phosphorous), 200 pounds per acre; K2O (potassium), 200 pounds per acre.

ii. Lime: Use only ground agricultural limestone (up to 3 tons per acre may be applied by hydroseeding). Normally, not more than 2 tons are applied by hydroseeding at any one time. Do not use burnt or hydrated lime when hydroseeding.

iii. Mix seed and fertilizer on site and seed immediately and without interruption.

iv. When hydroseeding do not incorporate seed into the soil.

B. Mulching

1. Mulch Materials (in order of preference)

a. Straw consisting of thoroughly threshed wheat, rye, oat, or barley and reasonably bright in color. Straw is to be free of noxious weed seeds as specified in the Maryland Seed Law and not musty, moldy, caked, decayed, or excessively dusty. Note: Use only sterile straw mulch in areas where one species of grass is desired.

b. Wood Cellulose Fiber Mulch (WCFM) consisting of specially prepared wood cellulose processed into a uniform fibrous physical state.

i. WCFM is to be dyed green or contain a green dye in the package that will provide an appropriate color to facilitate visual inspection of the uniformly spread slurry.

ii. WCFM, including dye, must contain no germination or growth inhibiting factors.

iii. WCFM materials are to be manufactured and processed in such a manner that the wood cellulose fiber mulch will remain in uniform suspension in water under agitation and will blend with seed, fertilizer and other additives to form a homogeneous slurry. The mulch material must form a blotter-like ground cover, on application, having moisture absorption and percolation properties and must cover and hold grass seed in contact with the soil without inhibiting the growth of the grass seedlings.

iv. WCFM material must not contain elements or compounds at concentration levels that will be phyto-toxic.

v. WCFM must conform to the following physical requirements: fiber length of approximately 10 millimeters, diameter approximately 1 millimeter, pH range of 4.0 to 8.5, ash content of 1.6 percent maximum and water holding capacity of 90 percent minimum.

2. Application

a. Apply mulch to all seeded areas immediately after seeding.

b. When straw mulch is used, spread it over all seeded areas at the rate of 2 tons per acre to a uniform loose depth of 1 to 2 inches. Apply mulch to achieve a uniform distribution and depth so that the soil surface is not exposed. When using a mulch anchoring tool, increase the application rate to 2.5 tons per acre.

c. Wood cellulose fiber used as mulch must be applied at a net dry weight of 1500 pounds per acre. Mix the wood cellulose fiber with water to attain a mixture with a maximum of 50 pounds of wood cellulose fiber per 100 gallons of water.

3. Anchoring

a. Perform mulch anchoring immediately following application of mulch to minimize loss by wind or water. This may be done by one of the following methods (listed by preference), depending upon the size of the area and erosion hazard:

i. A mulch anchoring tool is a tractor drawn implement designed to punch and anchor mulch into the soil surface a minimum of 2 inches. This practice is most effective on large areas, but is limited to flatter slopes where equipment can operate safely. If used on sloping land, this practice should follow the contour.

ii. Wood cellulose fiber may be used for anchoring straw. Apply the fiber binder at a net dry weight of 750 pounds per acre. Mix the wood cellulose fiber with water at a maximum of 50 pounds of wood cellulose fiber per 100 gallons of water.

iii. Synthetic binders such as Acrylic DLR (Agro-Tack), DCA-70, Petroset, Terra Tax II, Terra Tack AR or other approved equal may be used. Follow application rates as specified by the manufacturer. Application of liquid binders needs to be heavier at the edges where wind catches mulch, such as in valleys and on crests of banks. Use of asphalt binders is strictly prohibited.

iv. Lightweight plastic netting may be stapled over the mulch according to manufacturer recommendations. Netting is usually available in rolls 4 to 15 feet wide and 300 to 3,000 feet long.

B-4-4 STANDARDS AND SPECIFICATIONS FOR TEMPORARY STABILIZATION

Definition

To stabilize disturbed soils with vegetation for up to 6 months.

Purpose

To use fast growing vegetation that provides cover on disturbed soils.

Conditions Where Practice Applies

Exposed soils where ground cover is needed for a period of 6 months or less. For longer duration of time, permanent stabilization practices are required.

Criteria

1. Select one or more of the species or seed mixtures listed in Table B.1 for the appropriate Plant Hardiness Zone (from Figure B.3), and enter them in the Temporary Seeding Summary below along with application rates, seeding dates and seeding depths. If this Summary is not put on the plan and completed, then Table B.1 plus fertilizer and lime rates must be put on the plan.
2. For sites having soil tests performed, use and show the recommended rates by the testing agency. Soil tests are not required for Temporary Seeding.
3. When stabilization is required outside of a seeding season, apply seed and mulch or straw mulch alone as prescribed in Section B-4-3.A.1.b and maintain until the next seeding season.

TEMPORARY SEEDING SUMMARY

Hardiness Zone (from Figure B.3): 6B **Seed Mixture** (from Table B.1): ______					**Fertilizer Rate (10-10-10)**	**Lime Rate**
NO.	**Species**	**Application Rate (lb/ac)**	**Seeding Dates**	**Seeding Depths**		
-	Barley	96	3/1-1/15 8/1-10/15	1 in.	436 lb/ac (10lb/1000 sf)	2 tons/ac (90lb/1000 sf)
	foxtail millet	30	5/16-7/31	0.5 in.		

B-4-5 STANDARDS AND SPECIFICATIONS FOR PERMANENT STABILIZATION

Definition

To stabilize disturbed soils with permanent vegetation.

Purpose

To use long-lived perennial grasses and legumes to establish permanent ground cover on disturbed soils.

Conditions Where Practice Applies

Exposed soils where ground cover is needed for 6 months or more.

Criteria

A. Seed Mixtures

1. General Use

a. Select one or more of the species or mixtures listed in Table B.3 for the appropriate Plant Hardiness Zone (from Figure B.3) and based on the site condition or purpose found on Table B.2. Enter selected mixture(s), application rates, and seeding dates in the Permanent Seeding Summary. The Summary is to be placed on the plan.

b. Additional planting specifications for exceptional sites such as shorelines, stream banks, or dunes or for special purposes such as wildlife or aesthetic treatment may be found in USDA-NRCS Technical Field Office Guide, Section 342 - Critical Area Planting.

c. For sites having disturbed area over 5 acres, use and show the rates recommended by the soil testing agency.

d. For areas receiving low maintenance, apply urea form fertilizer (46-0-0) at 3 ½ pounds per 1000 square feet (150 pounds per acre) at the time of seeding in addition to the soil amendments shown in the Permanent Seeding Summary .

2. Turfgrass Mixtures

a. Areas where turfgrass may be desired include lawns, parks, playgrounds, and commercial sites which will receive a medium to high level of maintenance.

b. Select one or more of the species or mixtures listed below based on the site conditions or purpose. Enter selected mixture(s), application rates, and seeding dates in the Permanent Seeding Summary. The summary is to be placed on the plan.

i. Kentucky Bluegrass: Full Sun Mixture: For use in areas that receive intensive management. Irrigation required in the areas of central Maryland and Eastern Shore. Recommended Certified Kentucky Bluegrass Cultivars Seeding Rate: 1.5 to 2.0 pounds per 1000 square feet. Choose a minimum of three Kentucky bluegrass cultivars with each ranging from 10 to 35 percent of the total mixture by weight.

ii. Kentucky Bluegrass/Perennial Rye: Full Sun Mixture: For use in full sun areas where rapid establishment is necessary and when turf will receive medium to intensive management. Certified Perennial Ryegrass Cultivars/Certified Kentucky Bluegrass Seeding Rate: 2 pounds mixture per 1000 square feet. Choose a minimum of three Kentucky bluegrass cultivars with each ranging from 10 to 35 percent of the total mixture by weight.

iii. Tall Fescue/Kentucky Bluegrass: Full Sun Mixture: For use in drought prone areas and/or for areas receiving low to medium management in full sun to medium shade. Recommended mixture includes; Certified Tall Fescue Cultivars 95 to 100 percent, Certified Kentucky Bluegrass Cultivars 0 to 5 percent. Seeding Rate: 5 to 8 pounds per 1000 square feet. One or more cultivars may be blended.

iv. Kentucky Bluegrass/Fine Fescue: Shade Mixture: For use in areas with shade in Bluegrass lawns. For establishment in high quality, intensively managed turf area. Mixture includes; Certified Kentucky Bluegrass Cultivars 30 to 40 percent and Certified Fine Fescue and 60 to 70 percent. Seeding Rate: 1½ to 3 pounds per 1000 square feet.

Notes:

Select turfgrass varieties from those listed in the most current University of Maryland Publication, Agronomy Memo #77, "Turfgrass Cultivar Recommendations for Maryland" Choose certified material. Certified material is the best guarantee of cultivar purity. The certification program of the Maryland Department of Agriculture, Turf and Seed Section, provides a reliable means of consumer protection and assures a pure genetic line

c. Ideal Times of Seeding for Turf Grass Mixtures

Western MD: March 15 to June 1, August 1 to October 1 (Hardiness Zones: 5b, 6a)

Central MD: March 1 to May 15, August 15 to October 15 (Hardiness Zone: 6b)

Southern MD, Eastern Shore: March 1 to May 15, August 15 to October 15 (Hardiness Zones: 7a, 7b)

d. Till areas to receive seed by disking or other approved methods to a depth of 2 to 4 inches, level and rake the areas to prepare a proper seedbed. Remove stones and debris over 1½ inches in diameter. The resulting seedbed must be in such condition that future mowing of grasses will pose no difficulty.

e. If soil moisture is deficient, supply new seedings with adequate water for plant growth (½ to 1 inch every 3 to 4 days depending on soil texture) until they are firmly established. This is especially true when seedings are made late in the planting season, in abnormally dry or hot seasons, or on adverse sites.

PERMANENT SEEDING SUMMARY

Hardiness Zone (from Figure B.3): 6B **Seed Mixture** (from Table B.3): ______					**Fertilizer Rate (10-20-20)**			**Lime Rate**
NO.	**Species**	**Application Rate (lbs/ac)**	**Seeding Dates**	**Seeding Depths**	**N**	**P_2O_5**	**K_20**	
8	Tall fescue	100	3/1-5/15 8/1-10/15	¼ - ½ in.	45 pounds per acre (1.0lb/ 1000 sf)	90 lb/ac (2lb/1000 sf)	90 lb/ac (2lb/1000 sf)	90 tons/ac (90lb/1000 sf)
9	Tall fescue	60	3/1-5/15 8/1-10/15	¼ - ½ in.				
9	Perennial Ryegrass	20	3/1-5/15 8/1-10/15	¼ - ½ in.				
9	Kentucky Bluegrass	40	3/1-5/15 8/1-10/15	¼ - ½ in.				

*Note:

1.The planting dates listed are averages for each zone. These dates may require adjustment to reflect local conditions, especially near the boundaries of the zones. When seeding toward the end of the listed planting dates, or when conditions are expected to be less optimal, select an appropriate nurse crop from Table B.1 Temporary Seeding for Site Stabilization (2011Maryland Standards and Specifications for Soil Erosion and Sediment Control) and plant together with the permanent seeding mix.

2. When planted during the growing season, most of these materials must be purchased and kept in a dormant condition until planting. Bare-root grasses are the expection-they may be supplied as growing (non-dormant) plants.

*Additional planting dates for the lower Coastal Plain, dependent on annual rainfall and temperature trends. Recommend adding a nurse crop, as noted above, if planting during this period.

B. Sod: To provide quick cover on disturbed areas (2:1 grade or flatter).

1. General Specifications

a. Class of turfgrass sod must be Maryland State Certified. Sod labels must be made available to the job foreman and inspector.

b. Sod must be machine cut at a uniform soil thickness of ¾ inch, plus or minus ¼ inch, at the time of cutting. Measurement for thickness must exclude top growth and thatch. Broken pads and torn or uneven ends will not be acceptable.

c. Standard size sections of sod must be strong enough to support their own weight and retain their size and shape when suspended vertically with a firm grasp on the upper 10 percent of the section.

d. Sod must not be harvested or transplanted when moisture content (excessively dry or wet) may adversely affect its survival.

e. Sod must be harvested, delivered, and installed within a period of 36 hours. Sod not transplanted within this period must be approved by an agronomist or soil scientist prior to its installation.

2. Sod Installation

a. During periods of excessively high temperature or in areas having dry subsoil, lightly irrigate the subsoil immediately prior to laying the sod.

b. Lay the first row of sod in a straight line with subsequent rows placed parallel to it and tightly wedged against each other. Stagger lateral joints to promote more uniform growth and strength. Ensure that sod is not stretched or overlapped and that all joints are butted tight in order to prevent voids which would cause air drying of the roots.

c. Wherever possible, lay sod with the long edges parallel to the contour and with staggering joints. Roll and tamp, peg or otherwise secure the sod to prevent slippage on slopes. Ensure solid contact exists between sod roots and the underlying soil surface.

d. Water the sod immediately following rolling and tamping until the underside of the new sod pad and soil surface below the sod are thoroughly wet. Complete the operations of laying, tamping and irrigating for any piece of sod within eight hours.

3. Sod Maintenance

a. In the absence of adequate rainfall, water daily during the first week or as often and sufficiently as necessary to maintain moist soil to a depth of 4 inches. Water sod during the heat of the day to prevent wilting.

b. After the first week, sod watering is required as necessary to maintain adequate moisture content.

c. Do not mow until the sod is firmly rooted. No more than ⅓ of the grass leaf must be removed by the initial cutting or subsequent cuttings. Maintain a grass height of at least 3 inches unless otherwise specified.

B-4-1 STANDARDS AND SPECIFICATIONS FOR INCREMENTAL STABILIZATION

Definition

Establishment of vegetative cover on cut and fill slopes.

Purpose

To provide timely vegetative cover on cut and fill slopes as work progresses.

Conditions Where Practice Applies

Any cut or fill slope greater than 15 feet in height. This practice also applies to stockpiles.

Criteria

A. Incremental Stabilization - Cut Slopes

1. Excavate and stabilize cut slopes in increments not to exceed 15 feet in height. Prepare seedbed and apply seed and mulch on all cut slopes as the work progresses.

2. Construction sequence example (Refer to Figure B.1):

a. Construct and stabilize all temporary swales or dikes that will be used to convey runoff around the excavation.

b. Perform Phase 1 excavation, prepare seedbed, and stabilize.

c. Perform Phase 2 excavation, prepare seedbed, and stabilize. Overseed Phase 1 areas as necessary.

d. Perform final phase excavation, prepare seedbed, and stabilize. Overseed previously seeded areas as necessary.

Note: Once excavation has begun the operation should be continuous from grubbing through the completion of grading and placement of topsoil (if required) and permanent seed and mulch. Any interruptions in the operation or completing the operation out of the seeding season will necessitate the application of temporary stabilization.

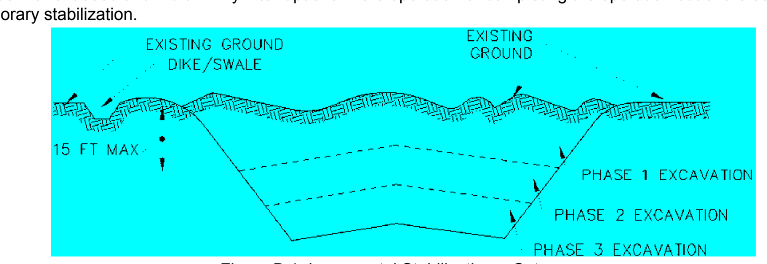

Figure B.1: Incremental Stabilization – Cut

B. Incremental Stabilization - Fill Slopes

1. Construct and stabilize fill slopes in increments not to exceed 15 feet in height. Prepare seedbed and apply seed and mulch on all slopes as the work progresses.

2. Stabilize slopes immediately when the vertical height of a lift reaches 15 feet, or when the grading operation ceases as prescribed in the plans.

3. At the end of each day, install temporary water conveyance practice(s), as necessary, to intercept surface runoff and convey it down the slope in a non-erosive manner.

4. Construction sequence example (Refer to Figure B.2):

a. Construct and stabilize all temporary swales or dikes that will be used to divert runoff around the fill. Construct silt fence on low side of fill unless other methods shown on the plans address this area.

a. At the end of each day, install temporary water conveyance practice(s), as necessary, to intercept surface runoff and convey it down the slope in a non-erosive manner.

c. Place Phase 1 fill, prepare seedbed, and stabilize.

d. Place Phase 2 fill, prepare seedbed, and stabilize.

e. Place final phase fill, prepare seedbed, and stabilize. Overseed previously seeded areas as necessary.

Note: Once the placement of fill has begun the operation should be continuous from grubbing through the completion of grading and placement of topsoil (if required) and permanent seed and mulch. Any interruptions in the operation or completing the operation out of the seeding season will necessitate the application of temporary stabilization.

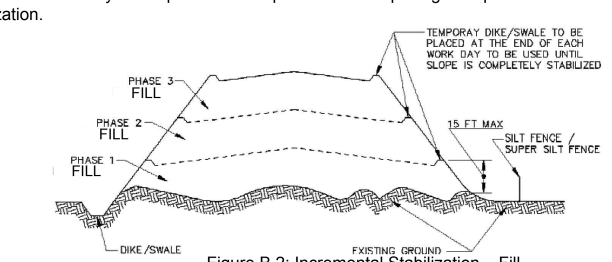

Figure B.2: Incremental Stabilization – Fill

B-3 STANDARDS AND SPECIFICATIONS FOR LAND GRADING

Definition

Reshaping the existing land surface to provide suitable topography for building facilities and other site improvements.

Purpose

To provide erosion control and vegetative establishment for extreme changes in grade.

Conditions Where Practice Applies

Earth disturbances or extreme grade modifications on steep or long slopes.

Design Criteria

The grading plan should be based on the incorporation of building designs and street layouts that fit and utilize existing topography and desirable natural surroundings to avoid extreme grade modifications. Information submitted must provide sufficient topographic surveys and soil investigations to determine limitations that must be imposed on the grading operation related to slope stability, adjacent properties, drainage patterns, measures for water removal, and vegetative treatment, etc. Many jurisdictions have regulations and design procedures already established for land grading that must be followed. The plan must show existing and proposed contours for the area(s) to be graded including practices for erosion control, slope stabilization, and safe conveyance of runoff (e.g., waterways, lined channels, reverse benches, grade stabilization structures). The grading/construction plans are to include the phasing of these practices and consideration of the following:

1. Provisions to safely convey surface runoff to storm drains, protected outlets or stable water courses to ensure that surface runoff will not damage slopes or other graded areas.

2. Cut and fill slopes, stabilized with grasses, no steeper than 2:l. (Where the slope is to be mowed, the slope should be no steeper than 3:l, but 4:l is preferred because of safety factors related to mowing steep slopes.) Slopes steeper than 2:l require special design and stabilization considerations to be shown on the plans.

3. Benching per Detail B-3-1 whenever the vertical interval (height) of any 2:l slope exceeds 20 feet; for 3:l slopes, when it exceeds 30 feet; and for 4:l slopes, when it exceeds 40 feet. Locate benches to divide the slope face as equally as possible and to convey the water to a stable outlet. Soils, seeps, rock outcrops, etc. are to be taken into consideration when designing benches.

a. Provide benches with a minimum width of six feet for ease of maintenance.

b. Design benches with a reverse slope of 6:l or flatter to the toe of the upper slope and with a minimum of one foot in depth. Grade the longitudinal slope of the bench between 2 percent and 3 percent, unless accompanied by appropriate design and computations.

c. The maximum allowable flow length within a bench is 800 feet unless accompanied by appropriate design and computations.

4. Diversion of surface water from the face of all cut and fill slopes using earth dikes or swales. Convey surface water down slope using a designed structure, and:

a. Protect the face of all graded slopes from surface runoff until they are stabilized.

b. Do not subject the slope's face to any concentrated flow of surface water such as from natural drainage ways, graded swales, downspouts, etc.

c. Protect the face of the slope by special erosion control materials to include, but not be limited to, approved vegetative stabilization practices, riprap or other approved stabilization methods.

5. Serrated slope as shown in Detail B-3-2. The steepest allowable slope for ripable rock is 1.5:1. For non rock surfaces, the slopes are to be 2:1 or flatter. These steps will weather and act to hold moisture, lime, fertilizer and seed thus producing a much quicker and longer lived vegetative cover and better slope stabilization.

6. Subsurface drainage provisions. Provide subsurface drainage where necessary to intercept seepage that would otherwise adversely affect slope stability or create excessively wet site conditions.

7. Proximity to adjacent property. Slopes must not be created close to property lines without adequate protection against sedimentation, erosion, slippage, settlement, subsidence, or other related damages.

8. Quality of fill material. Fill material must be free of brush, rubbish, logs, stumps, building debris, and other objectionable material. Do not place frozen materials in the fill nor place the fill material on a frozen foundation.

9. Stabilization. Stabilize all disturbed areas structurally or vegetatively in compliance with Section B-4 Standards and Specifications for Stabilization Practices.

Maintenance

The line, grade, and cross section of benching and serrated slopes must be maintained. Benches and serrated slopes must continuously meet the requirements for Adequate Vegetative Establishment in accordance with Section B-4 Vegetative Stabilization.

STATE OF MARYLAND
BRIAN KEITH DAVILA
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE #: 19908
EXPIRATION DATE: 1/6/2021

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

SEDIMENT CONTROL PLAN
SEDIMENT CONTROL NOTES

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT : CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 10'
SHEET	22
OF	58
FILE NO :	2019-1058-44.01

Attached Xrefs:08-01/04-02/04-01/_TB24x36 – PUBLIC/TB24x36/06-00/47-099/44-099/21-099/04-03

B-4-8 STANDARDS AND SPECIFICATIONS FOR STOCKPILE AREA

Definition

A mound or pile of soil protected by appropriately designed erosion and sediment control measures.

Purpose

To provide a designated location for the temporary storage of soil that controls the potential for erosion, sedimentation, and changes to drainage patterns.

Conditions Where Practice Applies

Stockpile areas are utilized when it is necessary to salvage and store soil for later use.

Criteria

1. The stockpile location and all related sediment control practices must be clearly indicated on the erosion and sediment control plan.
2. The footprint of the stockpile must be sized to accommodate the anticipated volume of material and based on a side slope ratio no steeper than 2:1. Benching must be provided in accordance with Section B-3 Land Grading.
3. Runoff from the stockpile area must drain to a suitable sediment control practice.
4. Access the stockpile area from the upgrade side.
5. Clear water runoff into the stockpile area must be minimized by use of a diversion device such as an earth dike, temporary swale or diversion fence. Provisions must be made for discharging concentrated flow in a non-erosive manner.
6. Where runoff concentrates along the toe of the stockpile fill, an appropriate erosion/sediment control practice must be used to intercept the discharge.
7. Stockpiles must be stabilized in accordance with the 3/7 day stabilization requirement as well as Standard B-4-1 Incremental Stabilization and Standard B-4-4 Temporary Stabilization.
8. If the stockpile is located on an impervious surface, a liner should be provided below the stockpile to facilitate cleanup. Stockpiles containing contaminated material must be covered with impermeable sheeting.

Maintenance

The stockpile area must continuously meet the requirements for Adequate Vegetative Establishment in accordance with Section B-4 Vegetative Stabilization. Side slopes must be maintained at no steeper than a 2:1 ratio. The stockpile area must be kept free of erosion. If the vertical height of a stockpile exceeds 20 feet for 2:1 slopes, 30 feet for 3:1 slopes, or 40 feet for 4:1 slopes, benching must be provided in accordance with Section B-3 Land Grading.

SEDIMENT CONTROL GENERAL NOTES

___ a. The developer is responsible for the acquisition of all required easement, right and/or rights-of-way pursuant to the discharge from the erosion and sediment control practices, stormwater management practices and the discharge of stormwater onto or across and grading or other work to be performed on adjacent or downstream properties affected by this plan.

___ b. Following initial soil disturbance or redisturbance, permanent or temporary stabilization shall be completed within: a) three (3) calendar days as to the surface of all perimeter controls, dikes, swales, ditches, perimeter slopes, and all slopes greater than three horizontal to one vertical (3:1) and b) seven (7) calendar days for all other disturbed or graded areas on the project site, The in-place sediment control measures will be maintained on a continuing basis until the site is permanently stabilized and all permit requirements are met.

___ c. The owner/developer or representative shall request that the inspection authority approve work completed in accordance with the approved erosion and sediment control plan, the grading or building permit and shall obtain written inspection approvals by the Inspector at the following stages in the development of the site:

- ___ (1) Prior to the start of earth disturbance;
- ___ (2) Upon completion of installation of tree protection devices, followed by the installation of perimeter erosion and sediment controls, prior to proceeding with any other earth disturbance or grading. Other building or grading inspection approvals may not be authorized until initial approval by the Inspector is made;
- ___ (3) Upon completion of stripping, the stockpiling of topsoil, the construction of temporary sediment and erosion control facilities, disposal of all waste material and preparation of the ground;
- ___ (4) Upon completion of rough grading, but prior to placing topsoil, permanent drainage or other site development improvements and ground covers;
- ___ (5) Prior to the start of another phase of construction or opening of another grading unit;
- ___ (6) Prior to the removal of sediment control practices; and
- ___ (7) Upon completion of final grading, reforesting, permanent drainage and erosion control facilities including established ground covers and planting, and all other work of the building permits.

Reference 29 c. in all sequence of construction.

___ d. Approval shall be requested upon final stabilization of all sites with disturbed areas in excess of two acres before removal of controls.

___ e. **All permits under an erosion and sediment control plan must and can only be issued to the owner/developer that signs the certification on the plan**. The owner/developer that signs the certification on an erosion and sediment control plan is the responsible party regardless of any sale of the property or work of subcontractors. Erosion and sediment control plans are approved for one owner/developer only.

___ f. PGSCD approval of a erosion and sediment control plan, pursuant to meeting local permit requirements for grading, building or street permits, etc., is valid only when the work to be performed under the permit is the same as (no more/no less than) that contained in the plan as approved by the PGSCD.

___ g. Any changes or modifications to an approved erosion and sediment control plan, not approved by the PGSCD, shall invalidate the plan approval.

___ h. Offsite borrow or spoil areas must have an approved and active erosion and sediment control plan.

___ i. Temporary designed sediment basins shall be removed within 36 months after the beginning of construction of the basin.

___ j. On small pond approvals:

- ___ (1) The owner or engineer will notify PGSCD promptly in writing when construction is begun and when construction is completed.
- ___ (2) The project shall be constructed under the supervision Of the engineer-in-charge. Within 30 days of the completion of construction, the engineer-in-charge that designed the structure shall provide PGSCD with an As-Built plan and shall certify, with the engineer's seal, that the MD378 pond was constructed as shown on the As-Built plans.
- ___ (3) The approval is valid only for use by the applicant and may not be transferred to another unless written approval for such transfer is obtained from PGSCD.

___ k. Disturbed surface area______________________

Volume of spoil material______________________

Volume of borrow material______________________

Vegetatively stabilized area______________________

Volume of fill______________________

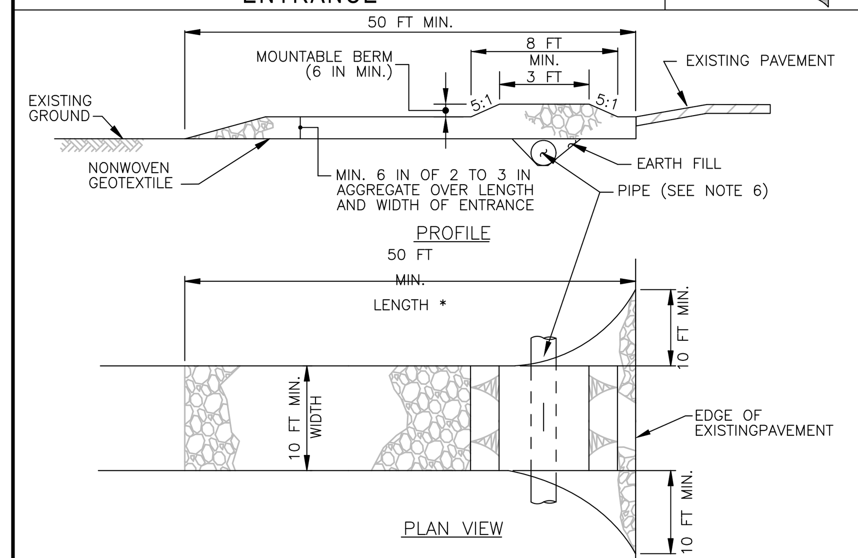
Volume of cut______________________

___ l. List Predominant soil types and general description per PGSCD soil survey:

EnA, RuB, SnB, and UdaF

DETAIL B-1 STABILIZED CONSTRUCTION ENTRANCE

STANDARD SYMBOL: SCE



CONSTRUCTION SPECIFICATIONS

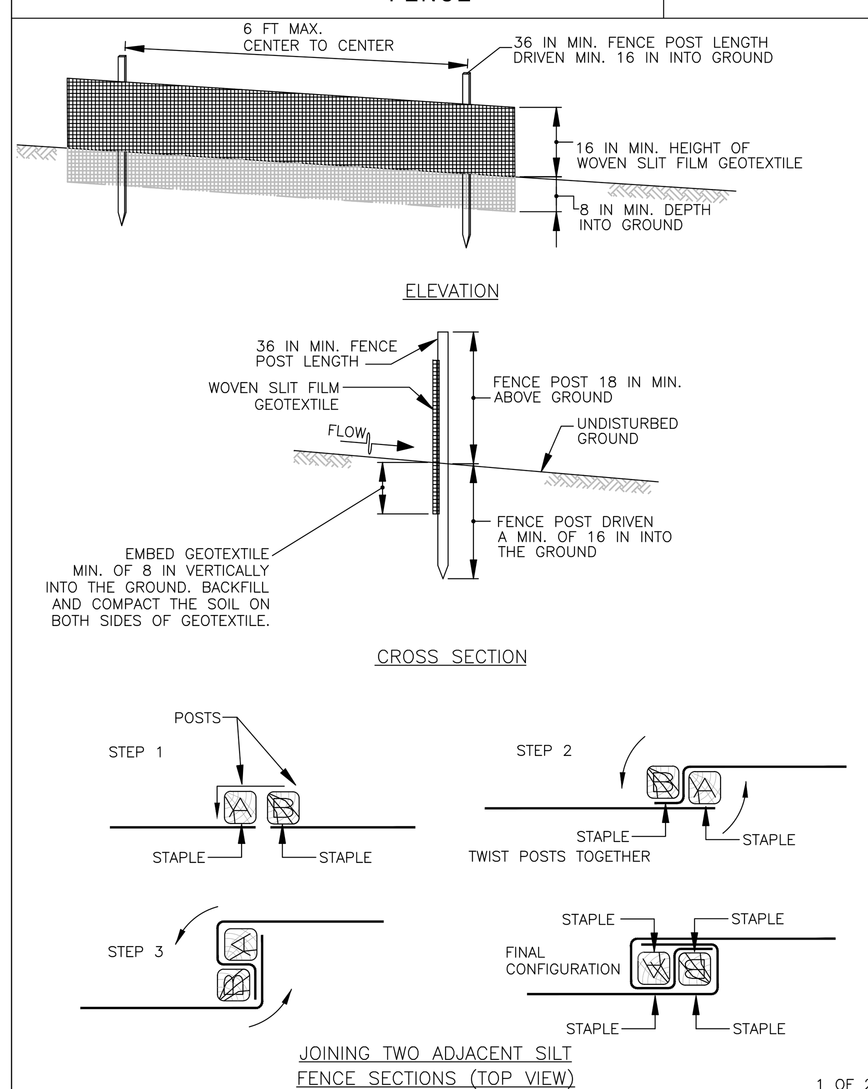
1. PLACE STABILIZED CONSTRUCTION ENTRANCE IN ACCORDANCE WITH THE APPROVED PLAN. VEHICLES MUST TRAVEL OVER THE ENTIRE LENGTH OF THE SCE. USE MINIMUM LENGTH OF 50 FEET (*30 FEET FOR SINGLE RESIDENCE LOT). USE MINIMUM WIDTH OF 10 FEET. FLARE SCE 10 FEET MINIMUM AT THE EXISTING ROAD TO PROVIDE A TURNING RADIUS.
2. PIPE ALL SURFACE WATER FLOWING TO OR DIVERTED TOWARD THE SCE UNDER THE ENTRANCE, MAINTAINING POSITIVE DRAINAGE. PROTECT PIPE INSTALLED THROUGH THE SCE WITH A MOUNTABLE BERM WITH 5:1 SLOPES AND A MINIMUM OF 12 INCHES OF STONE OVER THE PIPE. PROVIDE PIPE AS SPECIFIED ON APPROVED PLAN. WHEN THE SCE IS LOCATED AT A HIGH SPOT AND HAS NO DRAINAGE TO CONVEY, A PIPE IS NOT NECESSARY. A MOUNTABLE BERM IS REQUIRED WHEN SCE IS NOT LOCATED AT A HIGH SPOT.
3. PREPARE SUBGRADE AND PLACE NONWOVEN GEOTEXTILE, AS SPECIFIED IN SECTION H–1 MATERIALS.
4. PLACE CRUSHED AGGREGATE (2 TO 3 INCHES IN SIZE) OR EQUIVALENT RECYCLED CONCRETE (WITHOUT REBAR) AT LEAST 6 INCHES DEEP OVER THE LENGTH AND WIDTH OF THE SCE.
5. MAINTAIN ENTRANCE IN A CONDITION THAT MINIMIZES TRACKING OF SEDIMENT. ADD STONE OR MAKE OTHER REPAIRS AS CONDITIONS DEMAND TO MAINTAIN CLEAN SURFACE, MOUNTABLE BERM, AND SPECIFIED DIMENSIONS. IMMEDIATELY REMOVE STONE AND/OR SEDIMENT SPILLED, DROPPED, OR TRACKED ONTO ADJACENT ROADWAY BY VACUUMING, SCRAPING, AND/OR SWEEPING. WASHING ROADWAY TO REMOVE MUD TRACKED ONTO PAVEMENT IS NOT ACCEPTABLE UNLESS WASH WATER IS DIRECTED TO AN APPROVED SEDIMENT CONTROL PRACTICE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-1 SILT FENCE

STANDARD SYMBOL: SF



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MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-1 SILT FENCE

STANDARD SYMBOL: SF

CONSTRUCTION SPECIFICATIONS

1. USE WOOD POSTS 1¾ X 1¾ ± 1/16 INCH (MINIMUM) SQUARE CUT OF SOUND QUALITY HARDWOOD. AS AN ALTERNATIVE TO WOODEN POST USE STANDARD "T" OR "U" SECTION STEEL POSTS WEIGHING NOT LESS THAN 1 POUND PER LINEAR FOOT.
2. USE 36 INCH MINIMUM POSTS DRIVEN 16 INCH MINIMUM INTO GROUND NO MORE THAN 6 FEET APART.
3. USE WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS AND FASTEN GEOTEXTILE SECURELY TO UPSLOPE SIDE OF FENCE POSTS WITH WIRE TIES OR STAPLES AT TOP AND MID–SECTION.
4. PROVIDE MANUFACTURER CERTIFICATION TO THE AUTHORIZED REPRESENTATIVE OF THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT THE GEOTEXTILE USED MEETS THE REQUIREMENTS IN SECTION H–1 MATERIALS.
5. EMBED GEOTEXTILE A MINIMUM OF 8 INCHES VERTICALLY INTO THE GROUND. BACKFILL AND COMPACT THE SOIL ON BOTH SIDES OF FABRIC.
6. WHERE TWO SECTIONS OF GEOTEXTILE ADJOIN: OVERLAP, TWIST, AND STAPLE TO POST IN ACCORDANCE WITH THIS DETAIL.
7. EXTEND BOTH ENDS OF THE SILT FENCE A MINIMUM OF FIVE HORIZONTAL FEET UPSLOPE AT 45 DEGREES TO THE MAIN FENCE ALIGNMENT TO PREVENT RUNOFF FROM GOING AROUND THE ENDS OF THE SILT FENCE.
8. REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN SILT FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN. IF UNDERMINING OCCURS, REINSTALL FENCE.

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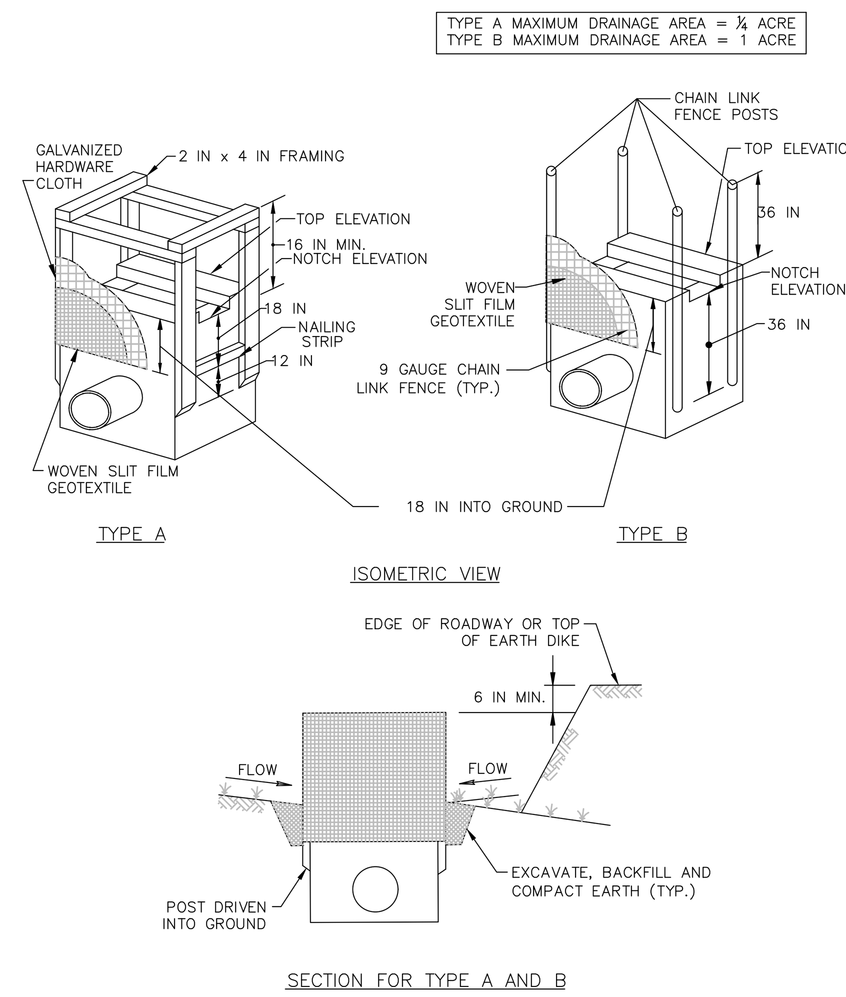
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-1 STANDARD INLET PROTECTION

STANDARD SYMBOL: SIP



1 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-1 STANDARD INLET PROTECTION

STANDARD SYMBOL: SIP

CONSTRUCTION SPECIFICATIONS

1. USE WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
2. EXCAVATE COMPLETELY AROUND THE INLET TO A DEPTH OF 18 INCHES BELOW THE NOTCH ELEVATION.
3. FOR TYPE A, USE NOMINAL 2 INCH X 4 INCH CONSTRUCTION GRADE LUMBER POSTS, DRIVEN 1 FOOT INTO THE GROUND AT EACH CORNER OF THE INLET. PLACE NAIL STRIPS BETWEEN THE POSTS ON THE ENDS OF THE INLET. ASSEMBLE THE TOP PORTION OF THE 2X4 FRAME AS SHOWN. STRETCH ½ INCH GALVANIZED HARDWARE CLOTH TIGHTLY AROUND THE FRAME AND FASTEN SECURELY. FASTEN GEOTEXTILE SECURELY TO THE HARDWARE CLOTH WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE AND HARDWARE CLOTH A MINIMUM OF 18 INCHES BELOW THE WEIR CREST. THE ENDS OF THE GEOTEXTILE MUST MEET AT A POST, BE OVERLAPPED AND FOLDED, THEN FASTENED TO THE POST.

   FOR TYPE B, USE 2⅜ INCH DIAMETER GALVANIZED STEEL POSTS OF 0.095 INCH WALL THICKNESS AND 6 FOOT LENGTH, DRIVEN A MINIMUM OF 36 INCHES BELOW THE WEIR CREST AT EACH CORNER OF THE STRUCTURE. FASTEN 9 GAUGE OR HEAVIER CHAIN LINK FENCE, 42 INCHES IN HEIGHT, SECURELY TO THE FENCE POSTS WITH WIRE TIES. FASTEN GEOTEXTILE SECURELY TO THE CHAIN LINK FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE AND CHAIN LINK FENCE A MINIMUM OF 18 INCHES BELOW THE WEIR CREST.
4. BACKFILL AROUND THE INLET IN LOOSE 4 INCH LIFTS AND COMPACT UNTIL SOIL IS LEVEL WITH THE NOTCH ELEVATION ON THE ENDS AND TOP ELEVATION ON THE SIDES.
5. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

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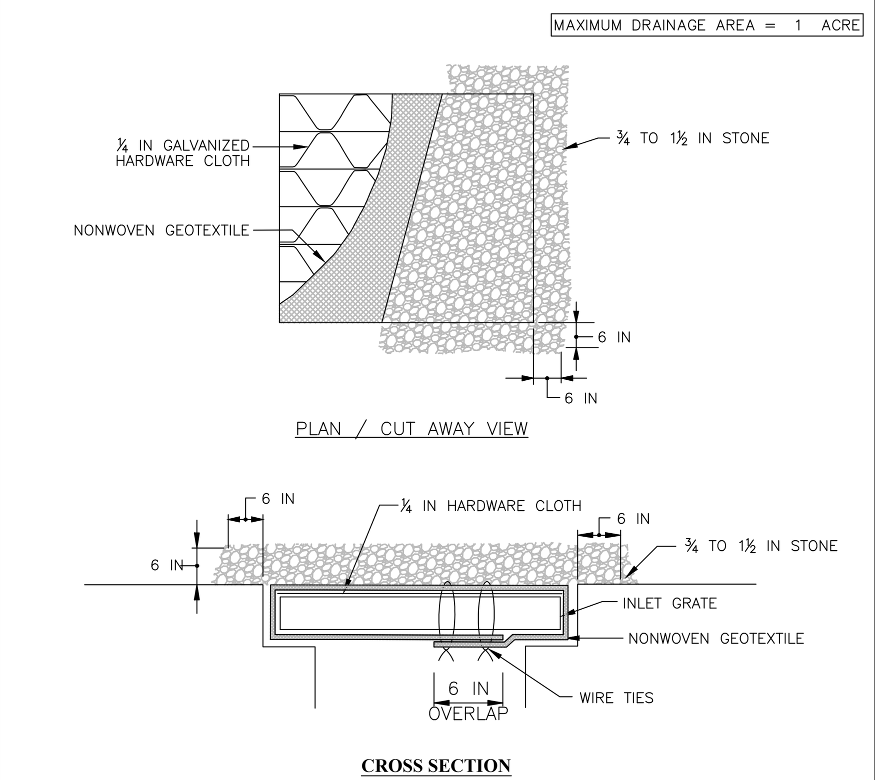
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-2 AT-GRADE INLET PROTECTION

STANDARD SYMBOL: AGIP



CONSTRUCTION SPECIFICATIONS

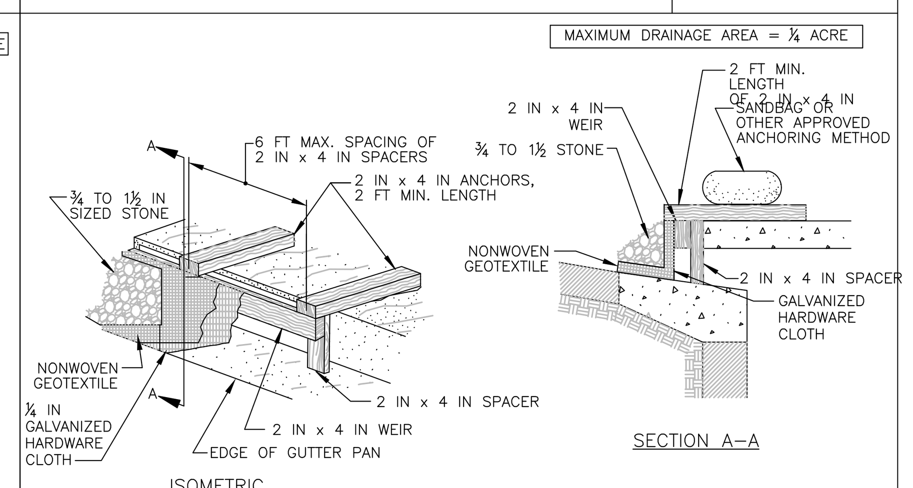
1. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
2. LIFT GRATE AND WRAP WITH NONWOVEN GEOTEXTILE TO COMPLETELY COVER ALL OPENINGS. SECURE WITH WIRE TIES AND SET GRATE BACK IN PLACE.
3. PLACE CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE 6 INCHES THICK ON THE GRATE.
4. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-3 CURB INLET PROTECTION

STANDARD SYMBOL: CIP



CONSTRUCTION SPECIFICATIONS

1. USE NOMINAL 2 INCH x 4 INCH LUMBER
2. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
3. NAIL THE 2x4 WEIR TO 9 INCH LONG VERTICAL SPACERS (MAXIMUM 6 FEET APART).
4. ATTACH A CONTINUOUS PIECE OF ¼ INCH GALVANIZED HARDWARE CLOTH, WITH A MINIMUM WIDTH OF 30 INCHES AND A MINIMUM LENGTH OF 4 FEET LONGER THAN THE THROAT OPENING, TO THE 2x4 WEIR, EXTENDING IT 2 FEET BEYOND THROAT ON EACH SIDE.
5. PLACE A CONTINUOUS PIECE OF NONWOVEN GEOTEXTILE OF THE SAME DIMENSIONS AS THE HARDWARE CLOTH OVER THE HARDWARE CLOTH AND SECURELY ATTACH TO THE 2x4 WEIR.
6. PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL TO 2x4 ANCHORS (MINIMUM 2 FEET LENGTH). EXTEND THE ANCHORS ACROSS THE INLET TOP AND HOLD IN PLACE BY SANDBAGS OR OTHER APPROVED ANCHORING METHOD.
7. INSTALL END SPACERS A MINIMUM OF 1 FOOT BEYOND THE ENDS OF THE THROAT OPENING.
8. FORM THE HARDWARE CLOTH AND THE GEOTEXTILE TO THE CONCRETE GUTTER AND FACE OF CURB TO SPAN THE INLET OPENING. COVER THE HARDWARE CLOTH AND GEOTEXTILE WITH CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE.
9. AT NON–SUMP LOCATIONS, INSTALL A TEMPORARY SANDBAG OR ASPHALT BERM TO PREVENT INLET BYPASS.
10. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

Sequence of Construction to Cherrywood Lane Improvement

Notes:

1. *This project involves phased work. After completing a phase of the project, the contractor is expected to leave the site in a permanently stabilized condition.*
2. *For earthwork of any kind, the contractor must submit a cut sheet to the Engineer-in-Charge 72 hours in advance of earthwork operations.*
3. *All concrete, earthwork, and subsurface work should be completed under supervision of a professional geotechnical engineer.*
4. *Prior to issuing a grading permit, a pre-construction meeting must be conducted on-site with the City Sediment Control Inspector (48 hours' notice), the Owner's representative (240-542-2042 48 hours notice), the Engineer-in-Charge (301-434-7000 48 hours' notice), WSSC Inspector (301-206-4300 five days' notice), and the Contractor.*
5. *Utilities and Storm Drain Shown on the Erosion and Sediment Control Plans are for the Guidance of the Contractor only. Contractor shall call "Miss Utility" and notify all public utility companies 48 hours prior to the start of work .*
6. *Maintain All Sediment Control Practices According to the Maryland 2011 Standards until the entire site is stabilized.*
7. *All Erosion and Sediment Control Measures are to be placed prior or at the initiation of clearing and grubbing. The Location for Stabilized Construction Entrance shall be determined in the field with approval from the Engineer and City Inspector.*
8. *Clear and Grub for Erosion and Sediment Control Measures or Devices only on commencement of construction.*
9. *Inlet Protections shall be installed at Existing Inlets before any disturbance in the work area.*
10. *All proposed Storm Drain systems shall always to be constructed from the Downstream ends to the upstream ends.*
11. *Provide Temporary Plugs on Incomplete Storm Drain pipes and Future Storm Drain Structure for a Future pipe.*
12. *Contractor Shall Inspect Daily and Maintain Continuously all Sediment and Erosion Control Measures Until all Disturbed Area is Stabilized.*
13. *Contractor must provide Maintenance of Traffic at all times. Must maintain access to residences and businesses at all times.*

Construction Shall Be Completed in the Following Phases:

Phase 1 - Construct Southbound side of Cherrywood Lane.
Note: Contractor may begin work at either end of project or work on the entire length concurrently. Repeat Phase sequence steps as necessary to complete work in this phase. Contractor must provide maintenance of traffic and maintain access to residences and businesses at all times.

1. Install Silt Fences and Inlet Protection for Existing Inlets.
2. Install the Proposed Storm Drain systems, the Proposed pipe crossing roadway and Cap upstream incomplete pipes. Install inlet protection immediately after each new inlet is installed.
3. Construct all Roadway Improvement work including Curb and Gutter, Sidewalk, Grass Swales, and Bio-Swales.
4. Temporary Block Swale Curb Openings to bypass clean water to existing inlets. Curb Openings shall remain blocked until mill and overlay operations are complete.
5. Once all work completed, permanently stabilize all remaining unpaved disturbance per Landscaping Plans. Temporarily stabilize Bio-Swales until landscaping plants are installed.

Note:
Contractor May Construct Phase 2 and Phase 3 in any Order but <u>NOT</u> Concurrently. Contractor Must Provide Maintenance of Traffic at All Times.

Phase 2 - Construct Proposed Median along Center of Cherrywood Lane.
Note: Contractor may begin work at either end of project or work on the entire length concurrently. Repeat Phase sequence steps as necessary to complete work in this phase. Contractor must provide maintenance of traffic and maintain access to residences and businesses at all times.

1. Remove existing pavement as necessary to construct proposed medians.
2. Permanently stabilize all remaining unpaved disturbed areas.

Phase 3 - Construct Northbound side of Cherrywood Lane.
Note: Contractor may begin work at either end of project or work on the entire length concurrently. Repeat Phase sequence steps as necessary to complete work in this phase. Contractor must provide maintenance of traffic and maintain access to residences and businesses at all times.

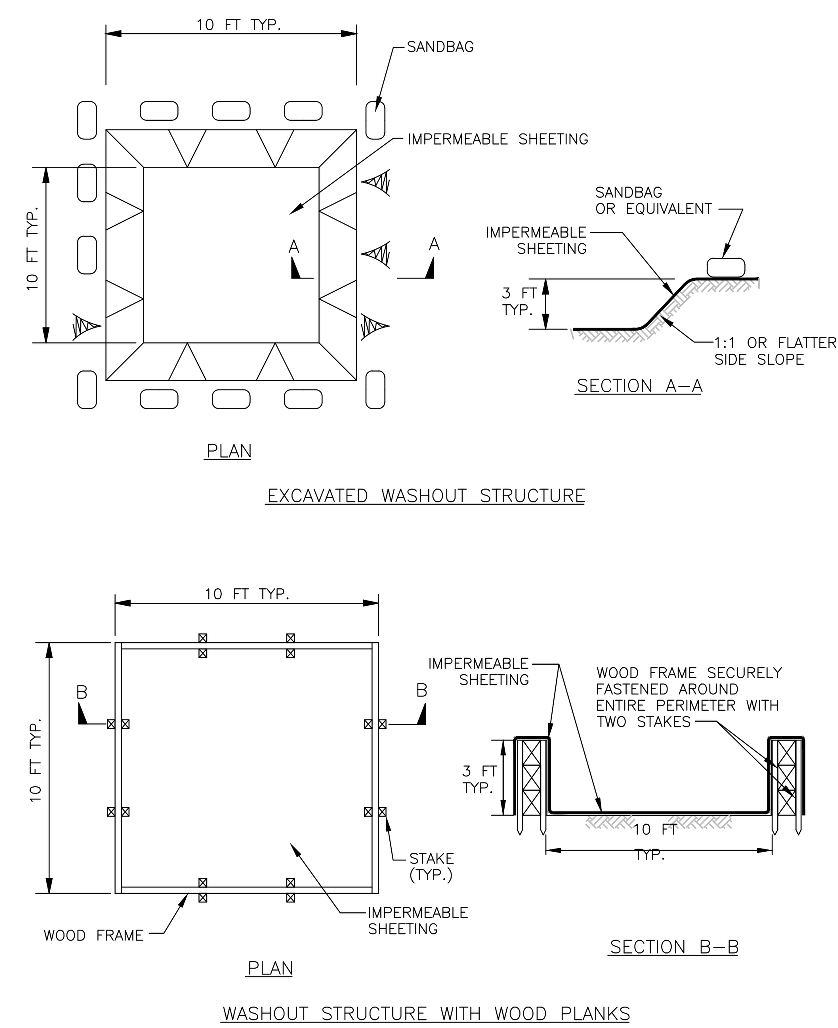
1. Contractor shall inspect all existing Sediment and Erosion Control Measures and install Inlet Protection for existing Inlets.
2. Install the Proposed Storm Drain systems. Install inlet protection immediately after each new inlet is installed.
3. Construct all Roadway Improvement work including Curb and Gutter, Sidewalks, Grass Swales, and Bio-Swales.
4. Temporary block Swale Curb Openings to bypass clean water to existing inlets. Curb openings shall remain blocked until mill and overlay operations are complete.
5. Once all work completed, permanently stabilize all remaining unpaved disturbance per Landscaping Plans. Temporarily stabilize bio-swales until landscaping plants are installed

Project Closeout

1. Begin milling and overlaying the remaining existing pavement within the limit of work. Install pavement markings and signage.
2. Install any remaining landscaping plants per Landscaping Plan. Permanently stabilize any remaining disturbed areas.
3. Contractor request approval from Erosion Sediment Control Inspector for removal of Erosion and Sediment Control Devices.
4. Once All Erosion and Sediment Control Devices have been removed, stabilize All Remaining Disturbed Areas.

DETAIL H-6 ONSITE CONCRETE WASHOUT STRUCTURE

STANDARD SYMBOL: CWS



1 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL H-6 ONSITE CONCRETE WASHOUT STRUCTURE

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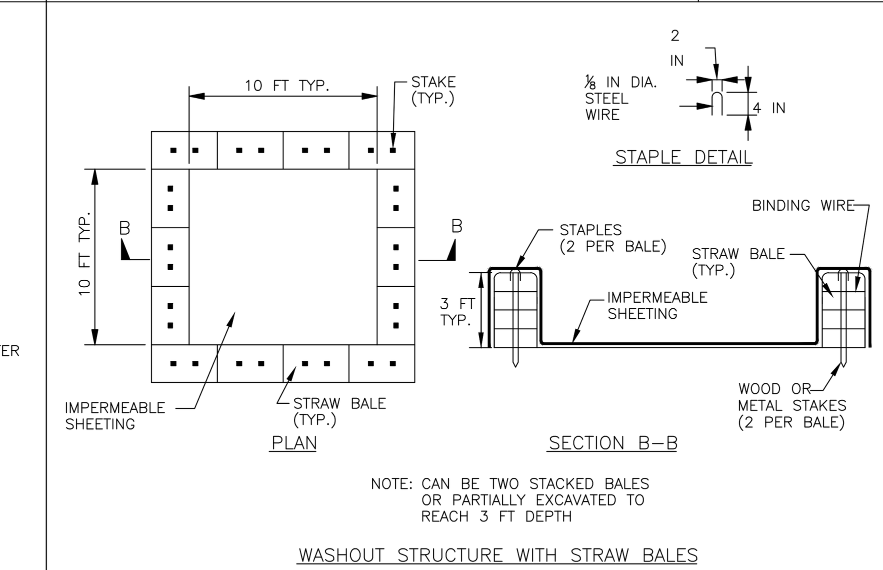

CONSTRUCTION SPECIFICATIONS

1. LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
2. SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
3. PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
4. PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
5. KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED). EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75 PERCENT FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET–VACUUM STORED LIQUIDS THAT HAVE NOT EVAPORATED AND DISPOSE OF IN AN APPROVED MANNER. PRIOR TO FORECASTED RAINSTORMS, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.

2 OF 2

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

Table H.1: Geotextile Fabrics

		WOVEN SLIT FILM GEOTEXTILE		WOVEN MONOFILAMENT GEOTEXTILE		NONWOVEN GEOTEXTILE	
		MINIMUM AVERAGE ROLL VALUE[1]					
PROPERTY	TEST METHOD	MD	CD	MD	CD	MD	CD
Grab Tensile Strength	ASTM D-4632	200 lb	200 lb	370 lb	250 lb	200 lb	200 lb
Grab Tensile Elongation	ASTM D-4632	15%	10%	15%	15%	50%	50%
Trapezoidal Tear Strength	ASTM D-4533	75 lb	75 lb	100 lb	60 lb	80 lb	80 lb
Puncture Strength	ASTM D-6241	450 lb		900 lb		450 lb	
Apparent Opening Size[2]	ASTM D-4751	U.S. Sieve 30 (0.59 mm)		U.S. Sieve 70 (0.21 mm)		U.S. Sieve 70 (0.21 mm)	
Permittivity	ASTM D-4491	0.05 sec^{-1}		0.28 sec^{-1}		1.1 sec^{-1}	
Ultraviolet Resistance Retained at 500 hours	ASTM D-4355	70% strength		70% strength		70% strength	

Table H.2: Stone Size

TYPE	SIZE RANGE	d_{50}	d_{100}	AASHTO	MIDSIZE WEIGHT[3]
NUMBER 57[1]	3/8 to 1 ½ inch	½ in	1 ½ in	M-43	N/A
NUMBER 1	2 to 3 inch	2 ½ in	3 in	M-43	N/A
RIPRAP[2] (CLASS 0)	4 to 7 inch	5 ½ in	7 in	N/A	N/A
CLASS I	N/A	9 ½ in	15 in	N/A	40 lb
CLASS II	N/A	16 in	24 in	N/A	200 lb
CLASS III	N/A	23 in	34 in	N/A	600 lb

Table H.3: Compost

Parameters[1]	Acceptable Range
pH	5.0 - 8.5
Moisture content	30% - 60%, wet weight basis
Organic matter content	25% - 65%, dry weight basis
Particle size	% passing a selected mesh size, dry weight basis 3 in (75 mm), 100% passing 1 in (25 mm), 90 – 100% passing 0.75 in (19 mm), 70 – 100% passing 0.25 in (6.4 mm), 30 – 60% passing 0.04 in (1 mm), 30% min. passing
Physical contaminants (manmade inerts)	<1% dry weight basis

MISS UTILITY

Call "Miss Utility" at 1–800–257–7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

SEDIMENT CONTROL PLAN
SEDIMENT CONTROL NOTES AND DETAILS

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE #: 19908
EXPIRATION DATE: 1/6/2021

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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DESIGN: BKD	SHEET: 23	OF: 58	
DRAFT: GC			
DATE: Sept., 2019	FILE NO: 2019-1058-44.01		
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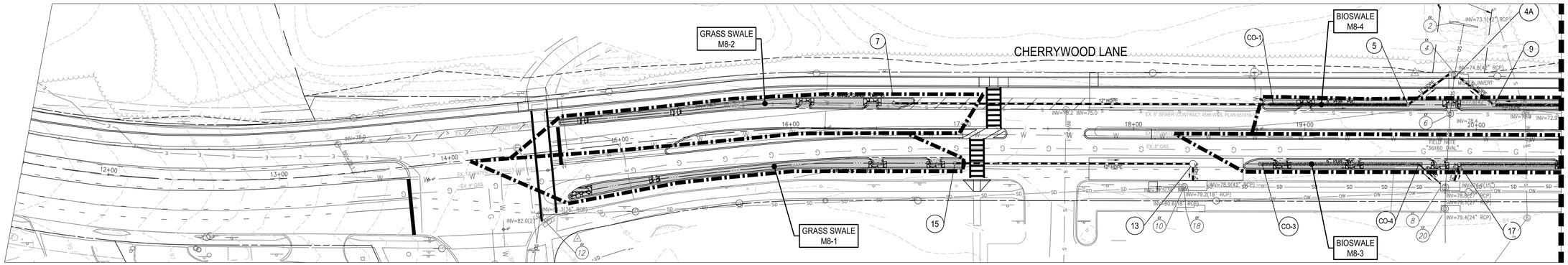

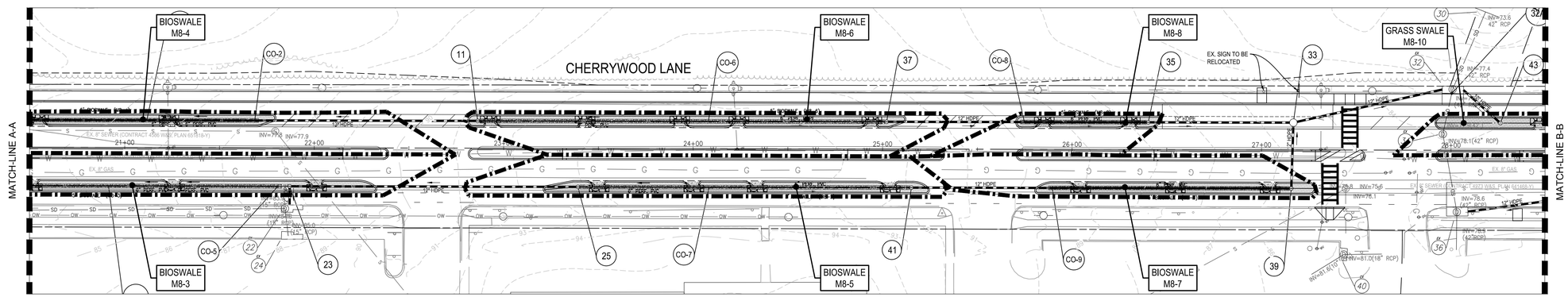

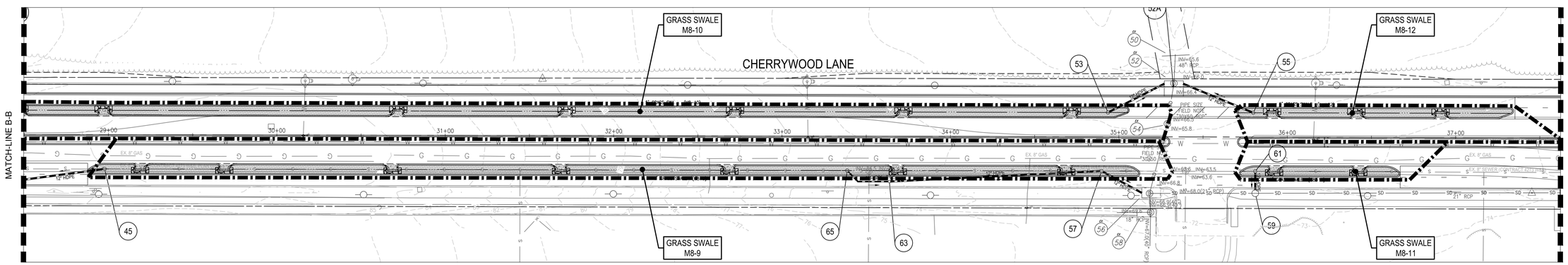

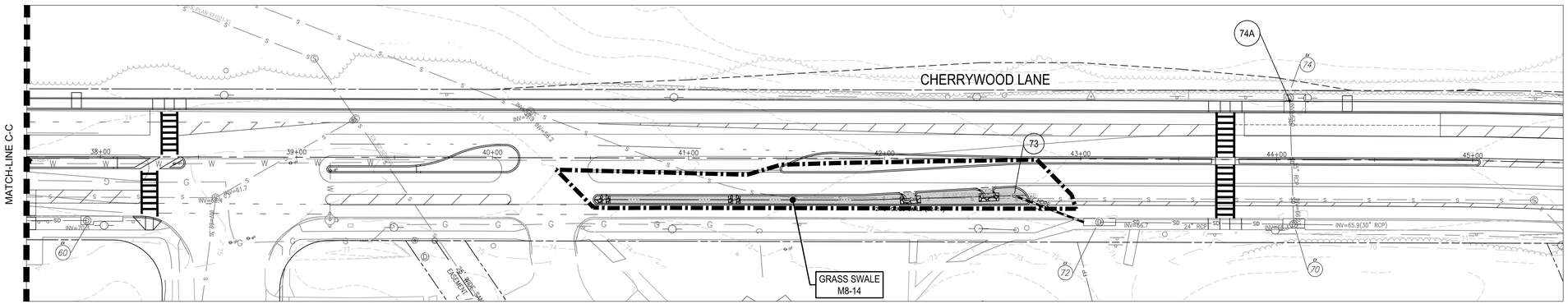

SCALE: 1"=30'
MARYLAND COORDINATE SYSTEM NAD83 (2011) DATUM NAVD88

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SCALE: 1" = 30'

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STATE OF MARYLAND
MARK KEITH OLIVER
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE #: 19908
EXPIRATION DATE: 06/2021

STORMWATER MANAGEMENT PLAN
DRAINAGE AREA MAP

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	24 OF 58
FILE NO:	2019-1058-44.01

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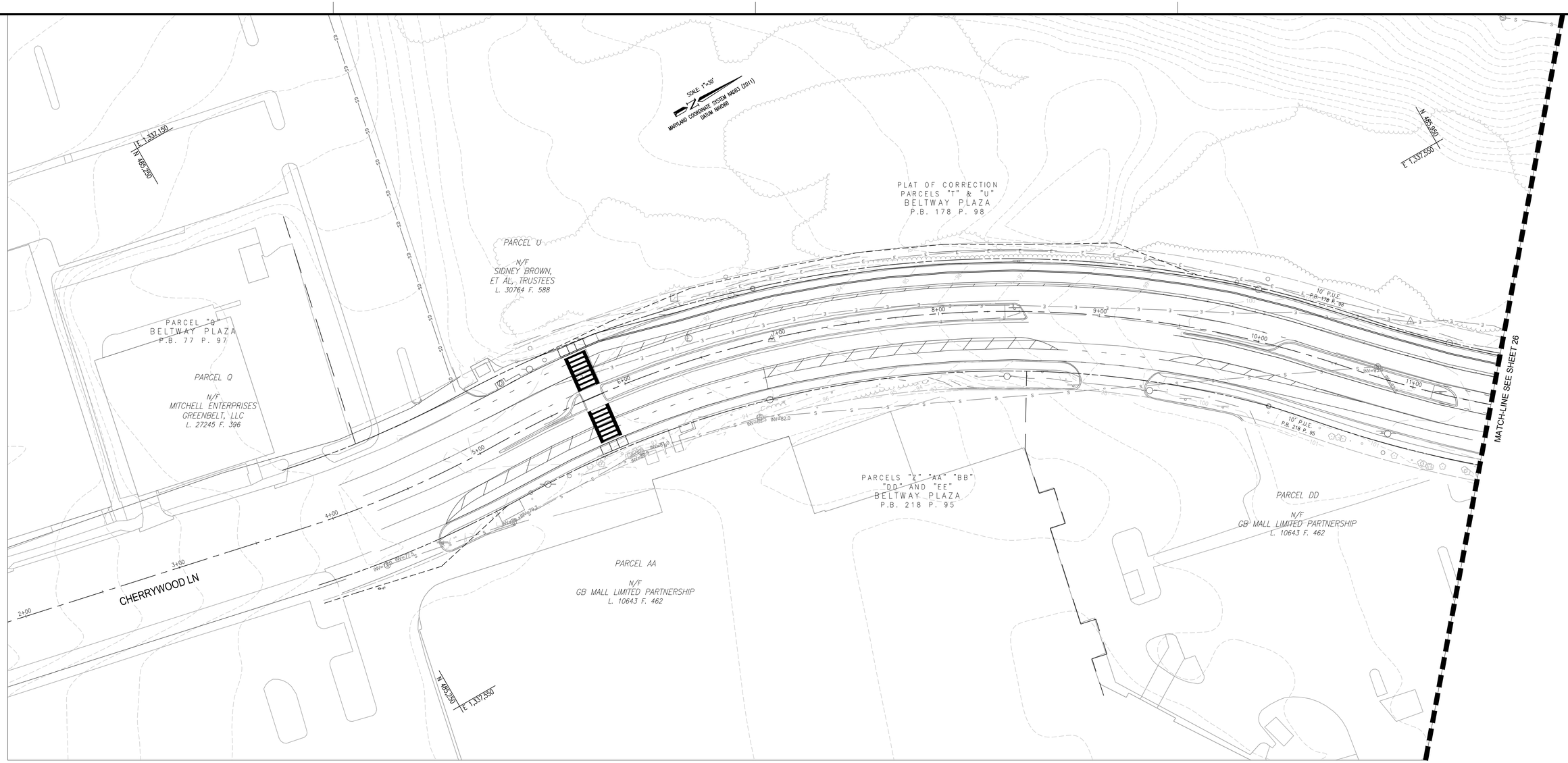

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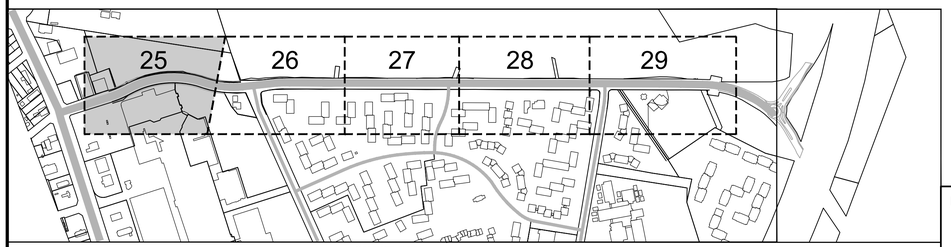

SHEET KEY
1"=500'

MISS UTILITY

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LEGEND

- CONTOUR
- BIO-SWALE
- GRASS SWALE
- PROPOSED STORM DRAIN
- SD — EXISTING PIPE
- PROPOSED CURB CUT

NOTES:

1. CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY FOR ALL PROPOSED STORM DRAIN PIPES TAPPING INTO EXISTING DRAINAGE STRUCTURES. DUE TO COMPLEX CONDITION OF INSIDE EXISTING DRAINAGE STRUCTURES, ALL PROPOSED STORM DRAIN INVERTS ARE SUBJECT TO ADJUSTMENT BY THE FIELD INSPECTOR TO MEET THE FIELD CONDITIONS.
2. TOP OF GAS LINE IS ASSUMED TO BE 3 FEET FROM EXISTING GROUND ELEVATION.
3. CONTRACTOR SHALL PERFORM A TEST PIT FOR ANY UTILITY CROSSING WITH PROPOSED STORM DRAIN SYSTEM AND CONTACT ENGINEER WITH TEST PIT RESULTS FOR ANY CONFLICT PRIOR TO PROPOSED STORM DRAIN INSTALLATION.

STATE OF MARYLAND
FRANK KEITH DAVIS
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908

EXPIRATION DATE 1/6/2021

STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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SITE PLAN NO.	N/A
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DATE	Sept., 2019
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FILE NO:	2019-1058-44.01

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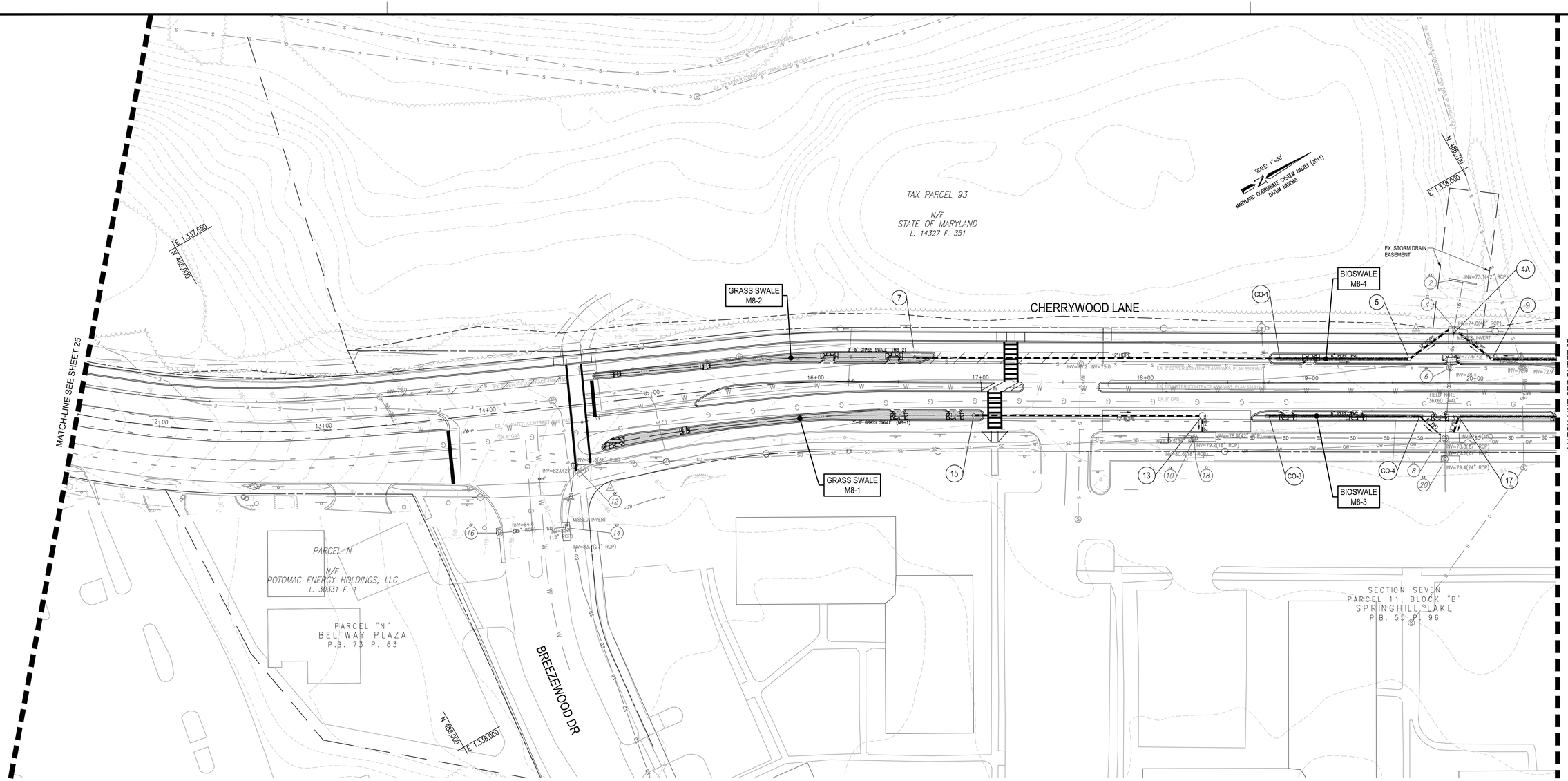

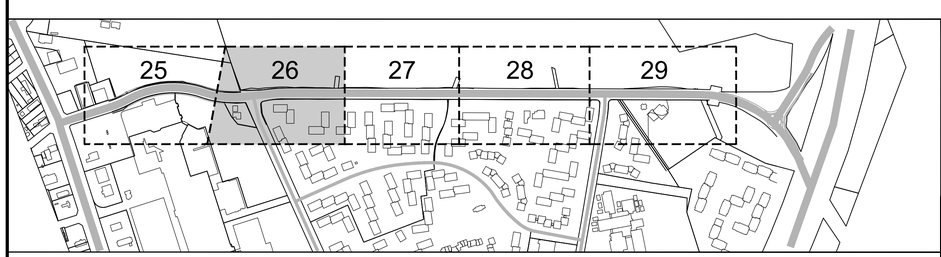

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STATE OF MARYLAND
MARK KEITH OLIVIA
19908
PROFESSIONAL ENGINEER

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LICENSE #: 19908
EXPIRATION DATE: 1/6/2021

STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
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SITE PLAN NO.	N/A
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DATE	Sept., 2019
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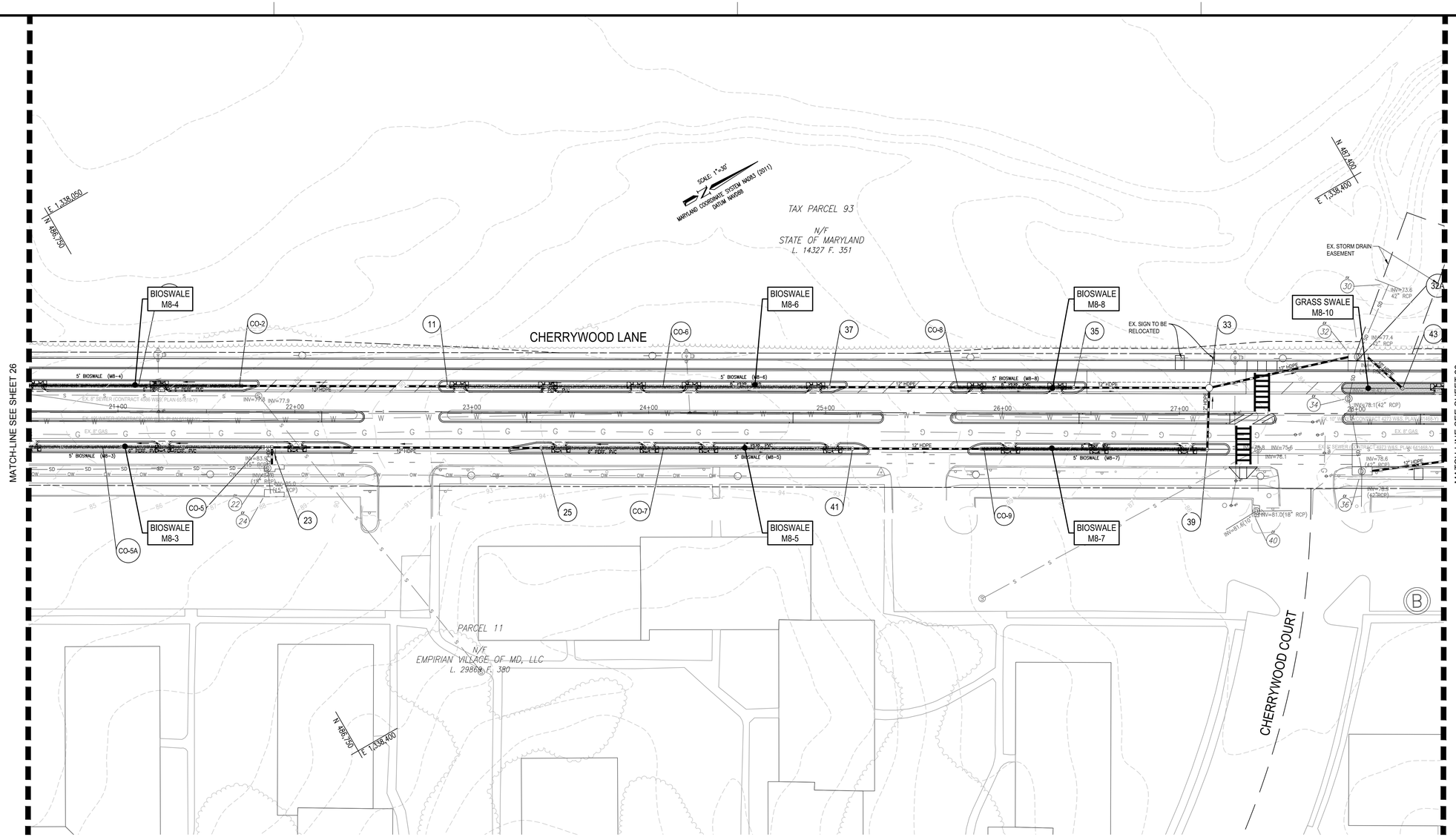

GRAPHIC SCALE

30 0 15 30 60

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- GRASS SWALE
- PROPOSED STORM DRAIN
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- PROPOSED CURB CUT

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STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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STATE OF MARYLAND
JUDITH KEITH OLIVIA
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908
EXPIRATION DATE: 1/6/2021

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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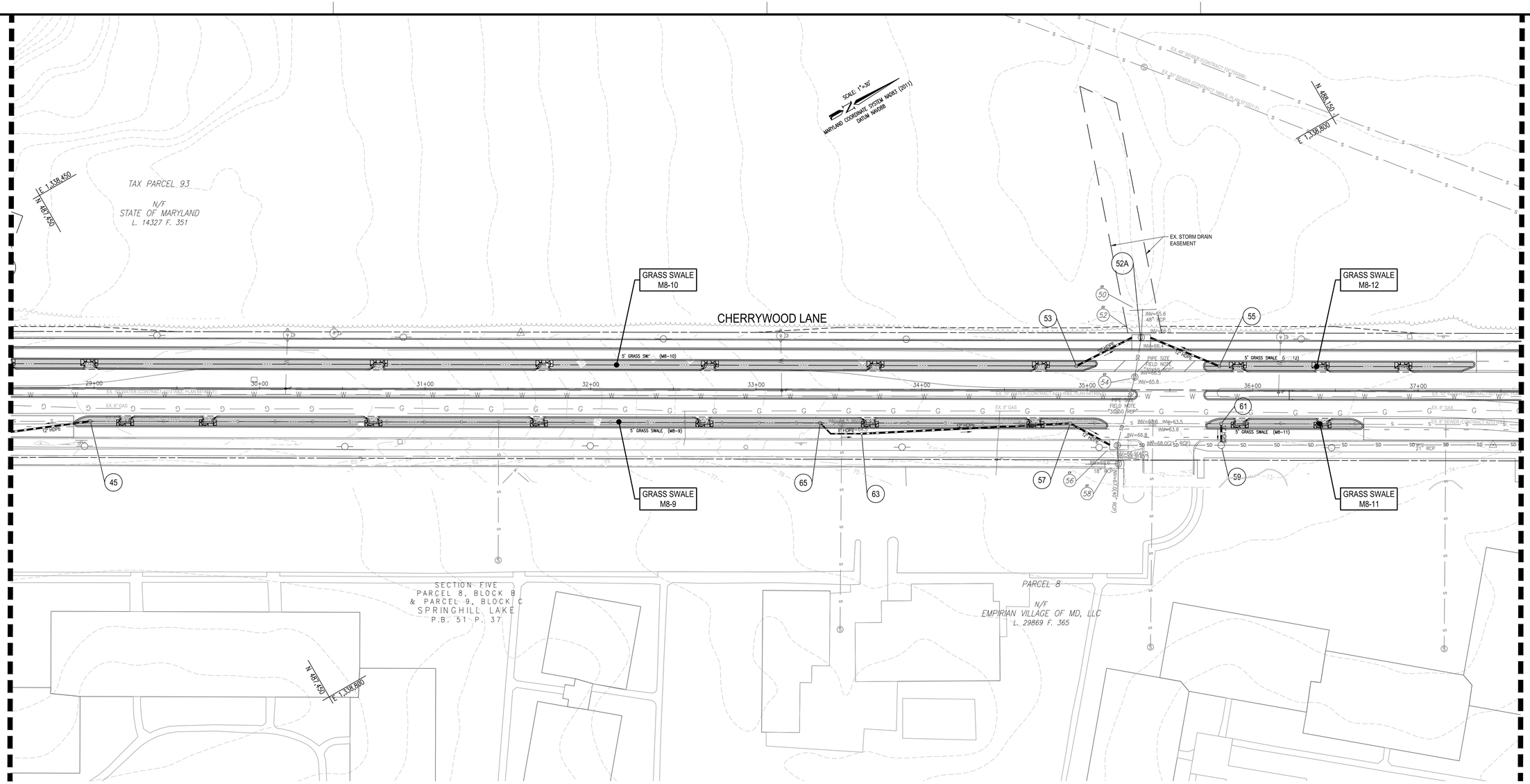
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	27 OF 58
FILE NO:	2019-1058-44.01

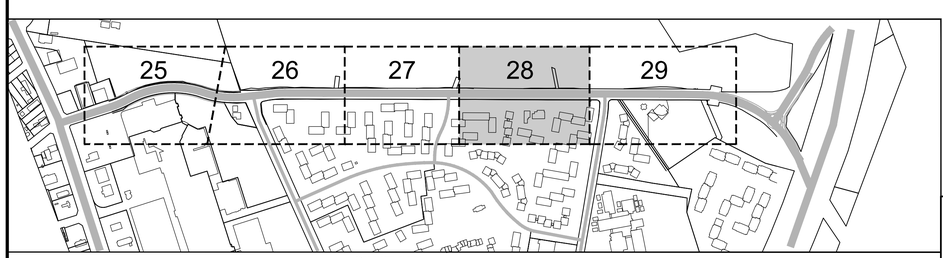
Attached XREFS:08-01/04-02/04-01/_TB24x36 — PUBLIC/TB24x36/08-00/47-099/21-099/04-03/44-099
dpurnell



GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'



SHEET KEY
1"=500'

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

LEGEND

- CONTOUR
- BIO-SWALE
- GRASS SWALE
- PROPOSED STORM DRAIN
- SD — EXISTING PIPE
- PROPOSED CURB CUT

NOTES:

1. CONTRACTOR SHALL MAKE FIELD ADJUSTMENTS AS NECESSARY FOR ALL PROPOSED STORM DRAIN PIPES TAPPING INTO EXISTING DRAINAGE STRUCTURES. DUE TO COMPLEX CONDITION OF INSIDE EXISTING DRAINAGE STRUCTURES, ALL PROPOSED STORM DRAIN INVERTS ARE SUBJECT TO ADJUSTMENT BY THE FIELD INSPECTOR TO MEET THE FIELD CONDITIONS.
2. TOP OF GAS LINE IS ASSUMED TO BE 3 FEET FROM EXISTING GROUND ELEVATION.
3. CONTRACTOR SHALL PERFORM A TEST PIT FOR ANY UTILITY CROSSING WITH PROPOSED STORM DRAIN SYSTEM AND CONTACT ENGINEER WITH TEST PIT RESULTS FOR ANY CONFLICT PRIOR TO PROPOSED STORM DRAIN INSTALLATION.

STATE OF MARYLAND
RANDALL KEITH DAVIS
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
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LICENSE # 19908
EXPIRATION DATE 1/6/2021

STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

TAX MAP/WSSC	N/A	SITE PLAN NO.	N/A
DESIGN	BKD	SHEET	28 OF 58
DRAFT	GC		
DATE	Sept., 2019	FILE NO:	2019-1058-44.01
SCALE	1" = 30'		

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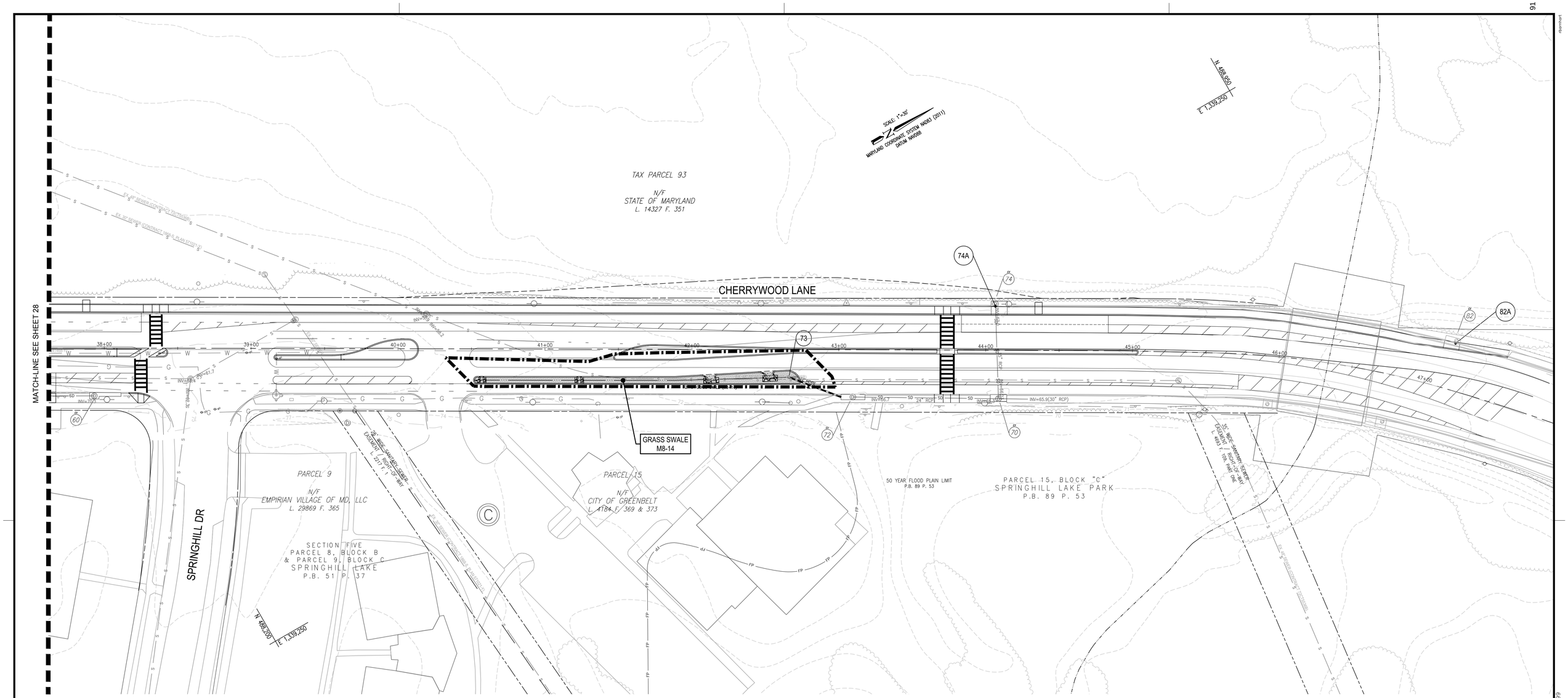

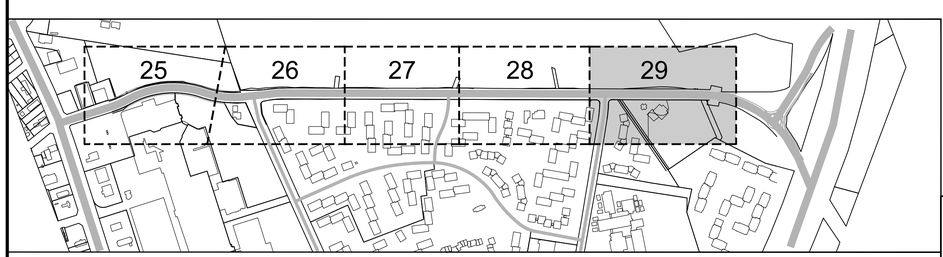

SHEET KEY
1"=500'

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LEGEND

- CONTOUR
- BIO-SWALE
- GRASS SWALE
- PROPOSED STORM DRAIN
- SD — EXISTING PIPE
- PROPOSED CURB CUT

NOTES:

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STATE OF MARYLAND
MARK KEITH OLIVIA
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE #: 19908
EXPIRATION DATE: 1/6/2021

STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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CONTACT: JUDITH A. HOWERTON

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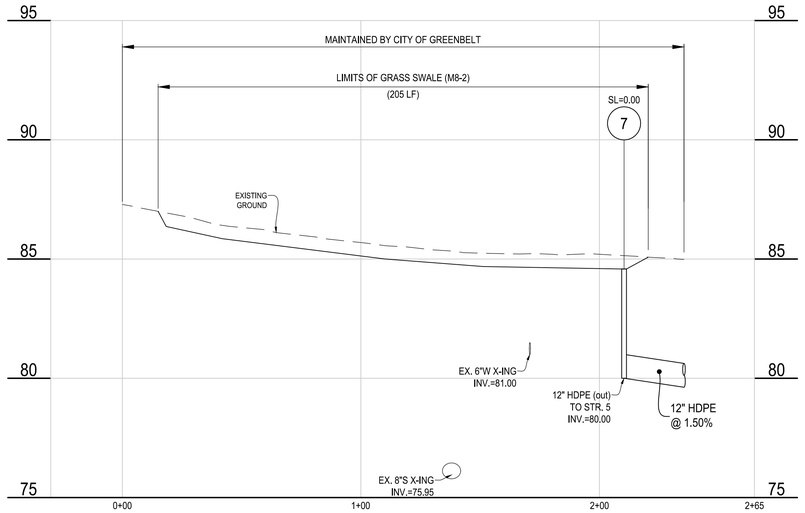
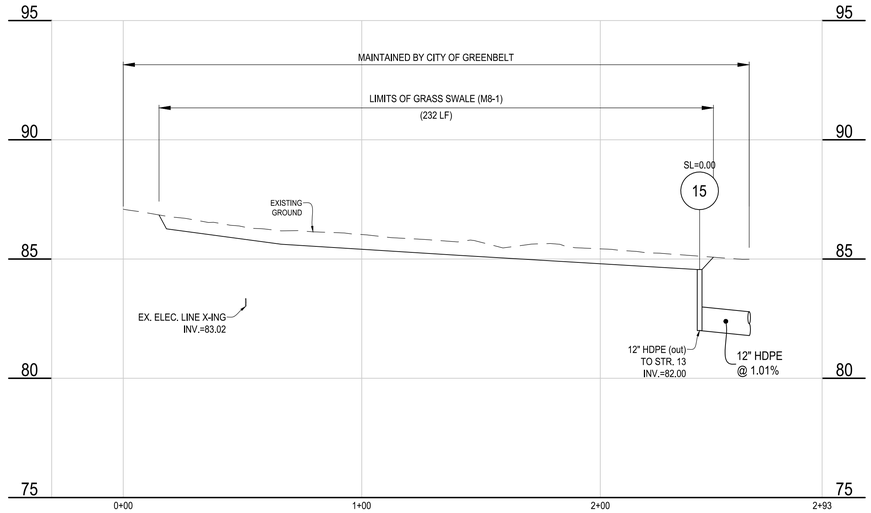
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	29 OF 58
FILE NO:	2019-1058-44.01

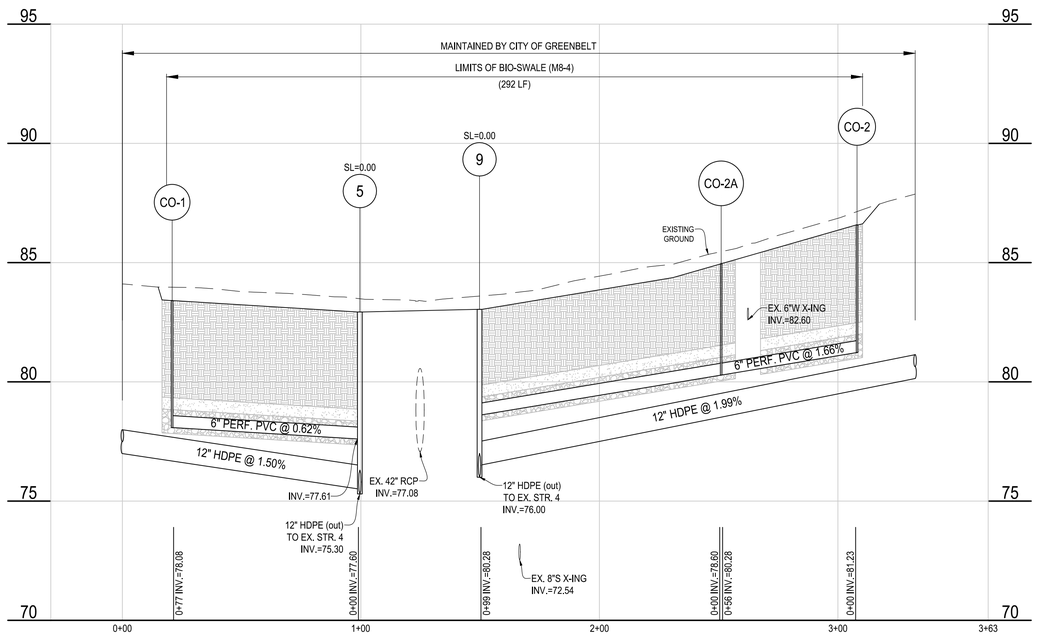
Attached Web:\08-01/04-02/04-01/_TB24x36 — Public/TB24x36/08-09/47-099/21-099/04-03/44-099



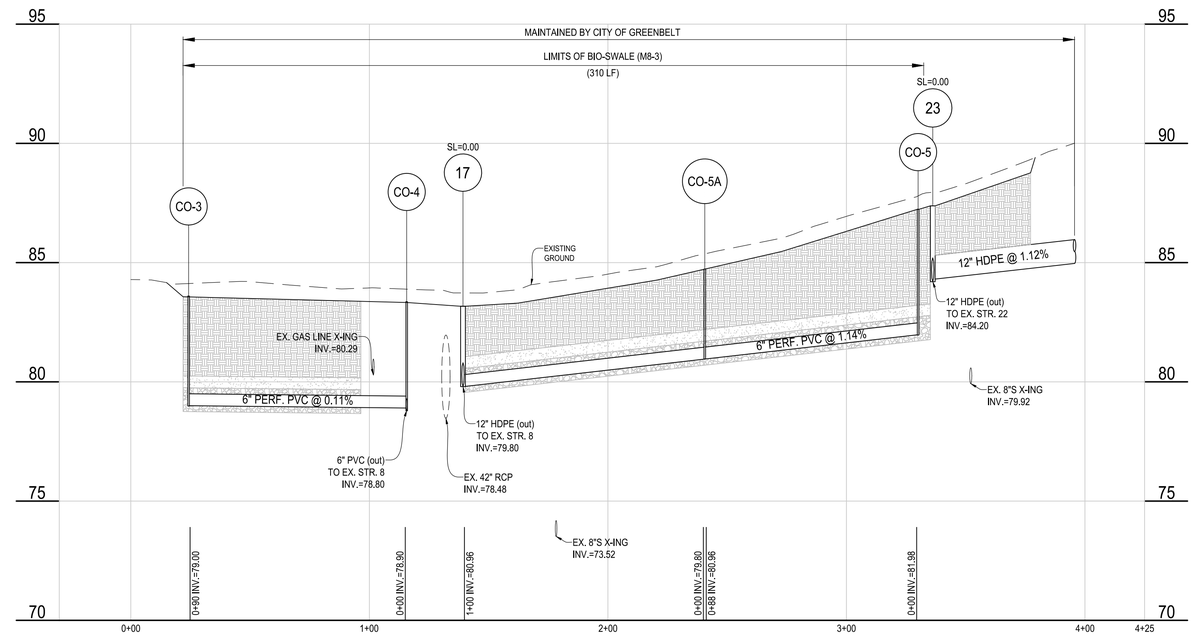
GRASS SWALE (M8-2)



GRASS SWALE (M8-1)



BIO-SWALE (M8-4)



BIO-SWALE (M8-3)

PROFILE SCALE	
HORIZONTAL:	1"=30'
VERTICAL:	1"=3'

GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'

MISS UTILITY

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STATE OF MARYLAND
ROBERT KEITH DAVILA
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908

EXPIRATION DATE 1/6/2021

STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PROFILES

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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CLIENT: CITY OF GREENBELT
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15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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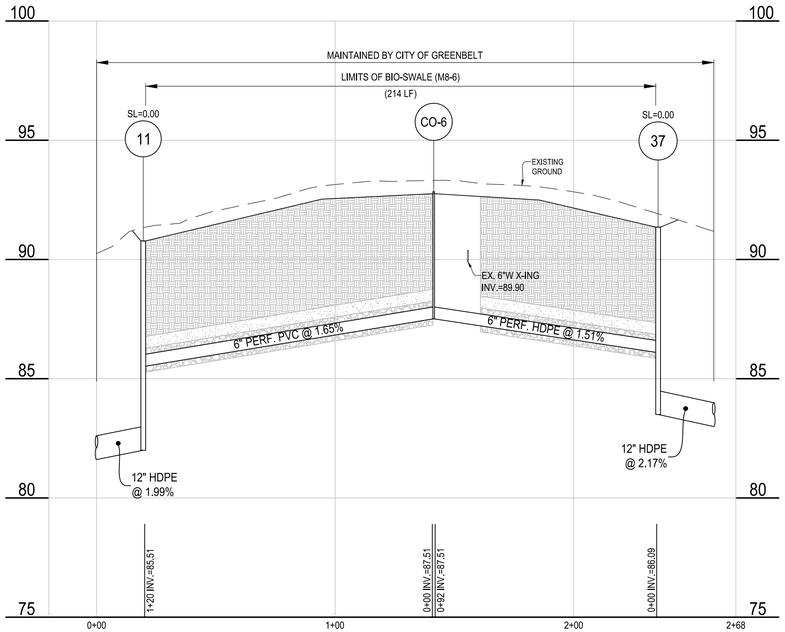
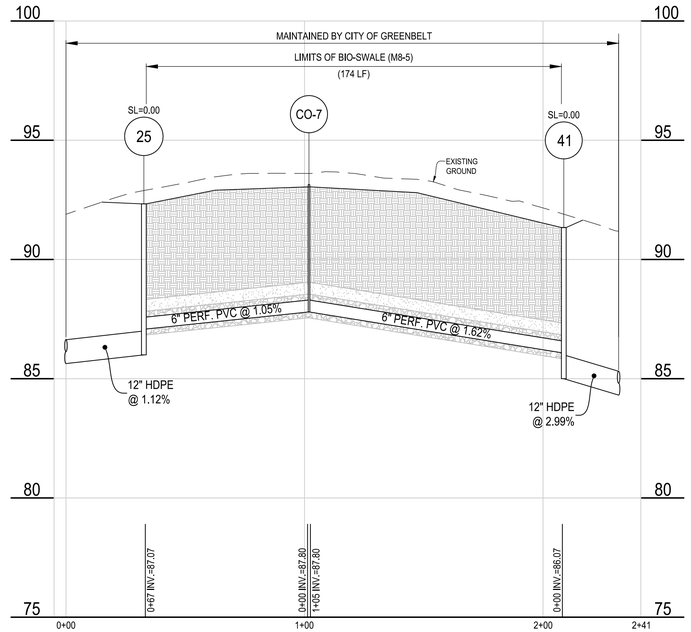
TAX MAP/WSSC	N/A	SITE PLAN NO.	N/A
DESIGN	BKD	SHEET	30 OF 58
DRAFT	GC		
DATE	Sept., 2019	FILE NO:	2019-1058-44.01
SCALE	AS-SHOWN		

Attached Xrefs:08-017/04-017/FB24.36/06-007/2-099/21-099/04-03/44-099 — PUBLIC/FB24.36 — rbarnhart



BIO-SWALE (M8-6)



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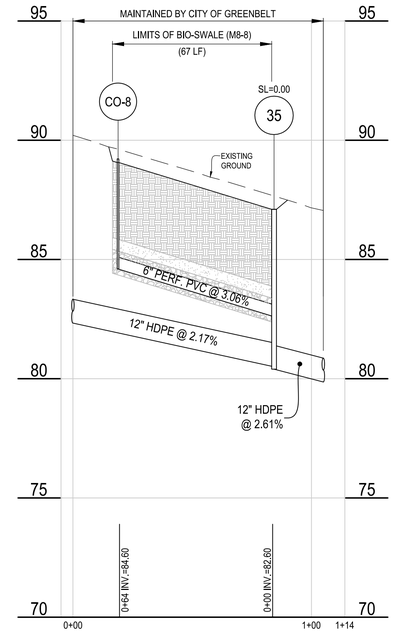

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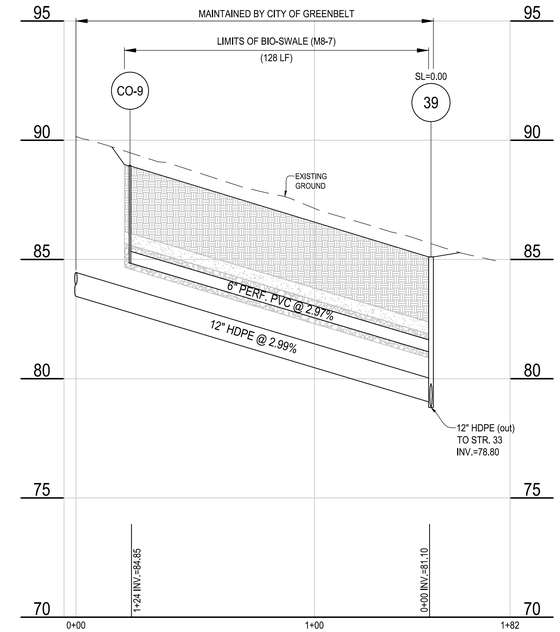

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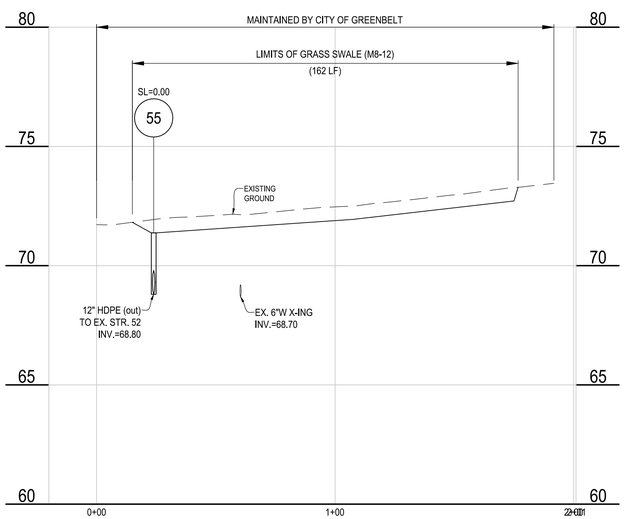
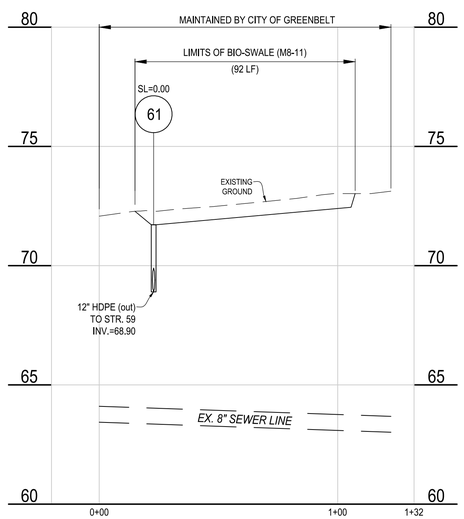
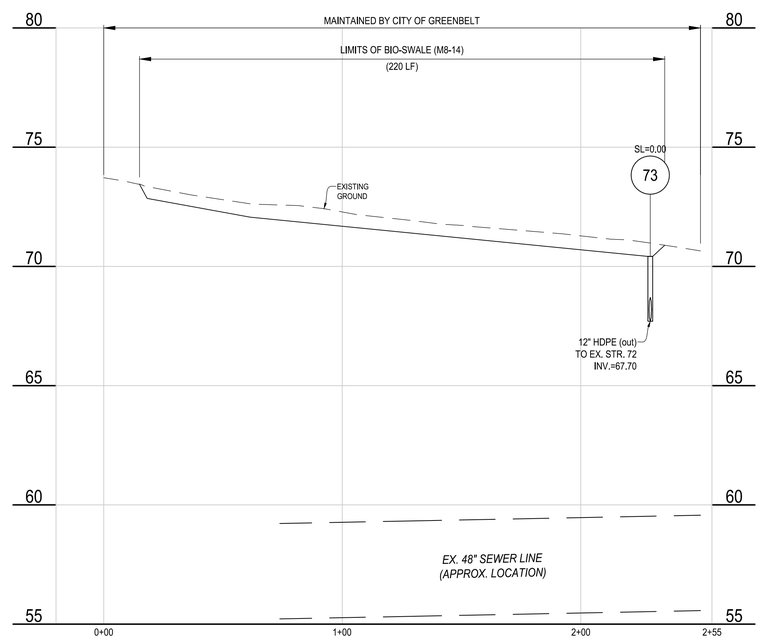


GRASS SWALE (M8-12)



GRASS SWALE (M8-11)



GRASS SWALE (M8-14)

PROFILE SCALE

HORIZONTAL: 1"=30'
VERTICAL: 1"=3'

GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PROFILES

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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STATE OF MARYLAND
FRANK KEITH DAVIS
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908

EXPIRATION DATE 1/6/2021

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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TAX MAP/WSSC N/A		SITE PLAN NO. N/A	
DESIGN BKD	SHEET 31	OF 58	
DRAFT GC			
DATE Sept., 2019	FILE NO: 2019-1058-44.01		
SCALE AS-SHOWN			

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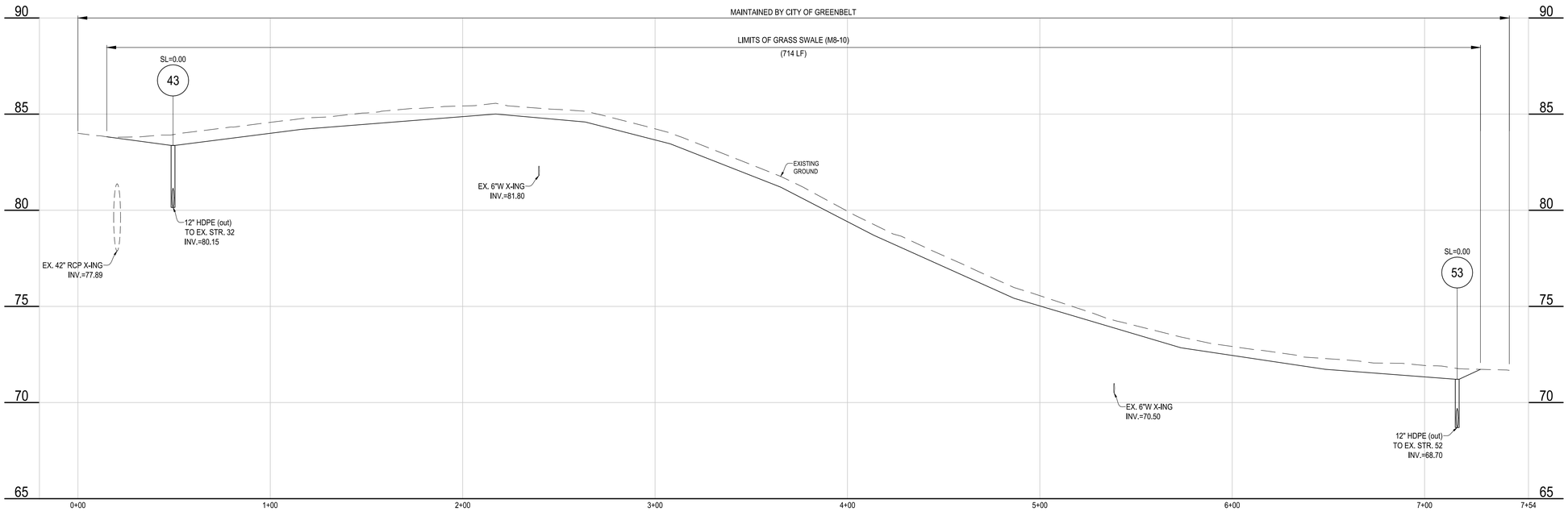
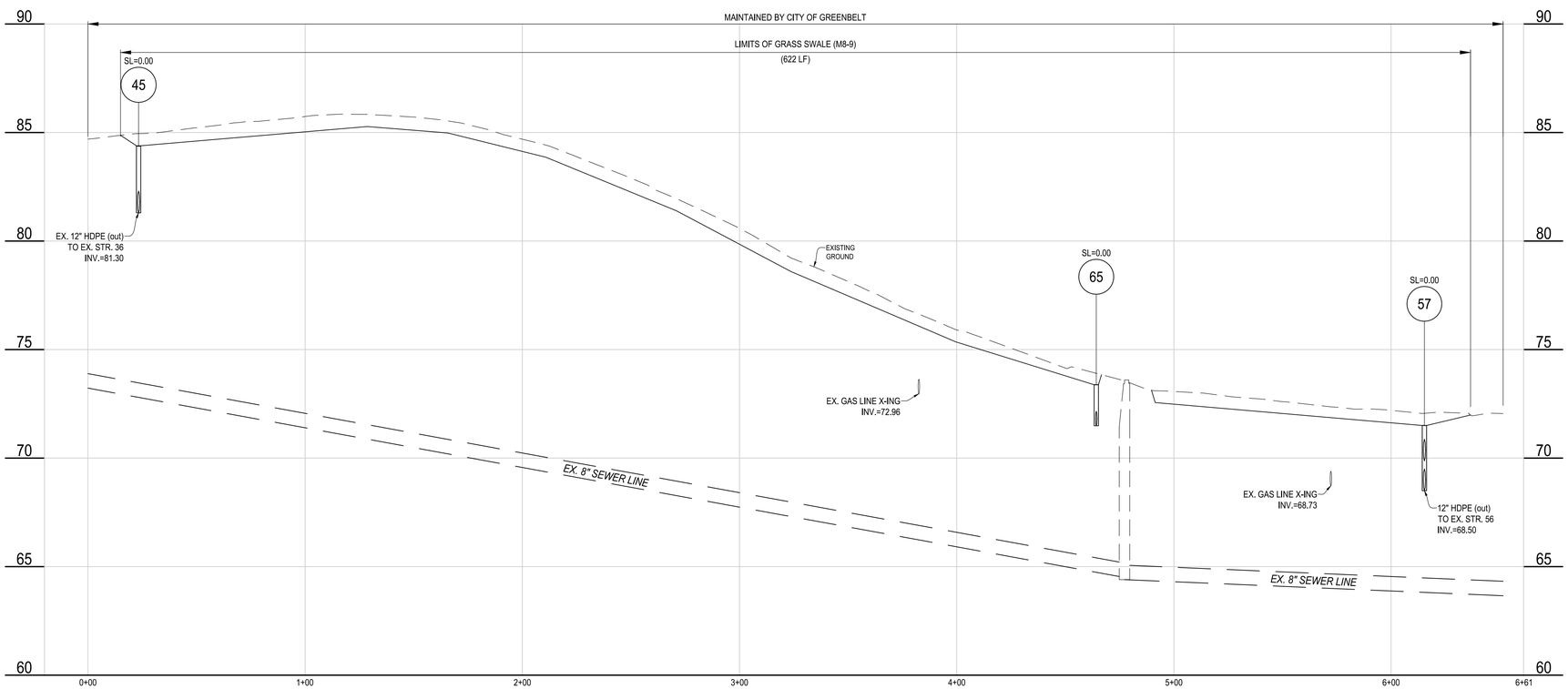


GRASS SWALE (M8-10)



GRASS SWALE (M8-9)

PROFILE SCALE

HORIZONTAL: 1"=30'
VERTICAL: 1"=3'

GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'

MISS UTILITY

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STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PROFILES

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STATE OF MARYLAND
MEAN KEITH DAVIS
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
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LICENSE # 19908
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15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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TAX MAP/WSSC N/A		SITE PLAN NO. N/A	
DESIGN BKD	SHEET 32	OF 58	
DRAFT GC			
DATE Sept., 2019	FILE NO: 2019-1058-44.01		
SCALE AS-SHOWN			

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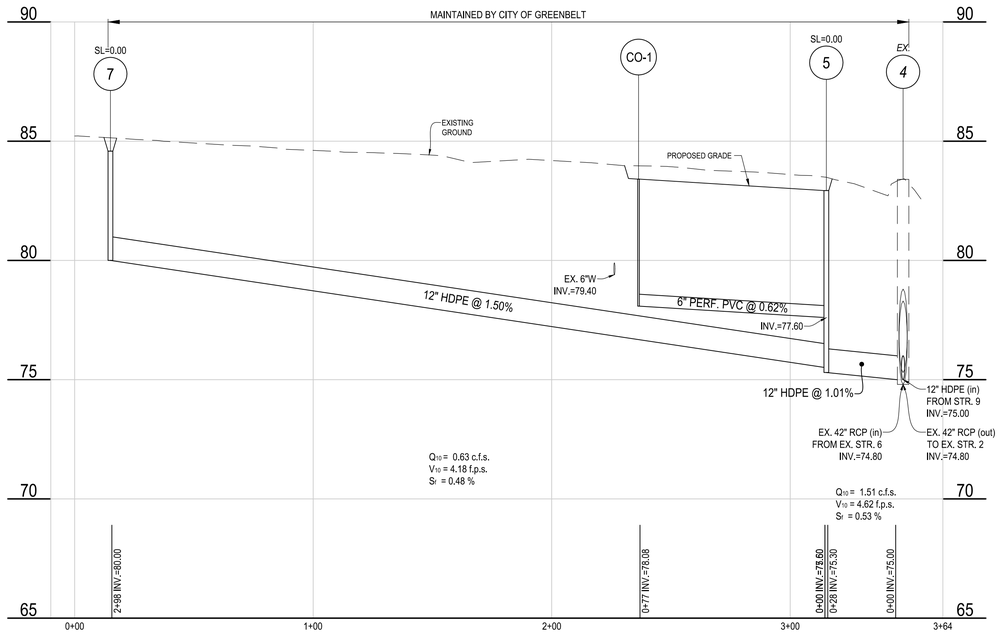
rbarnhart



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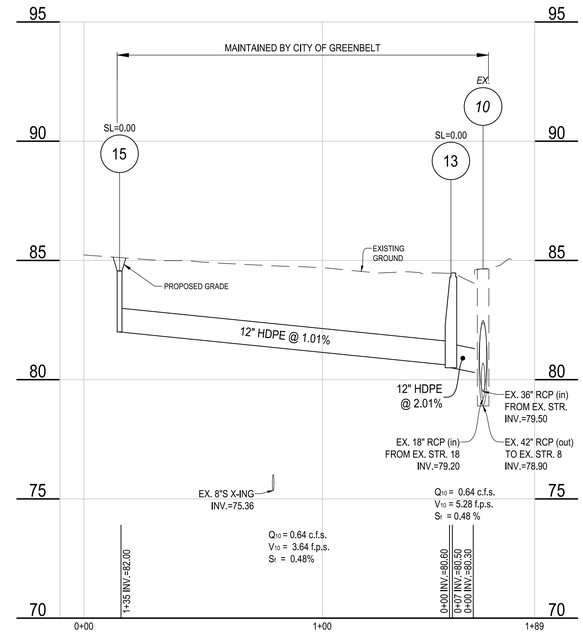

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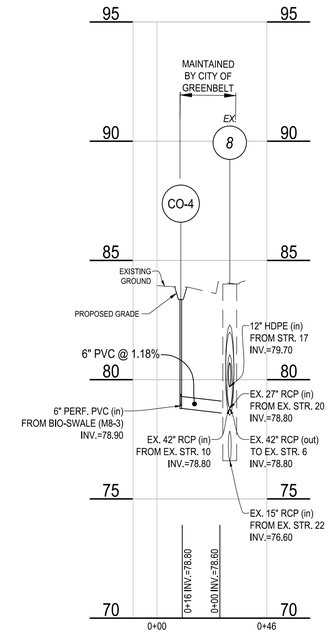

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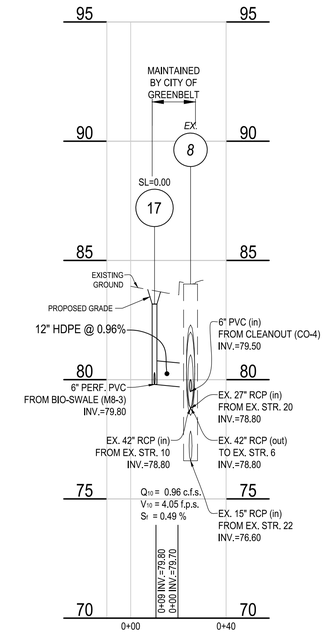

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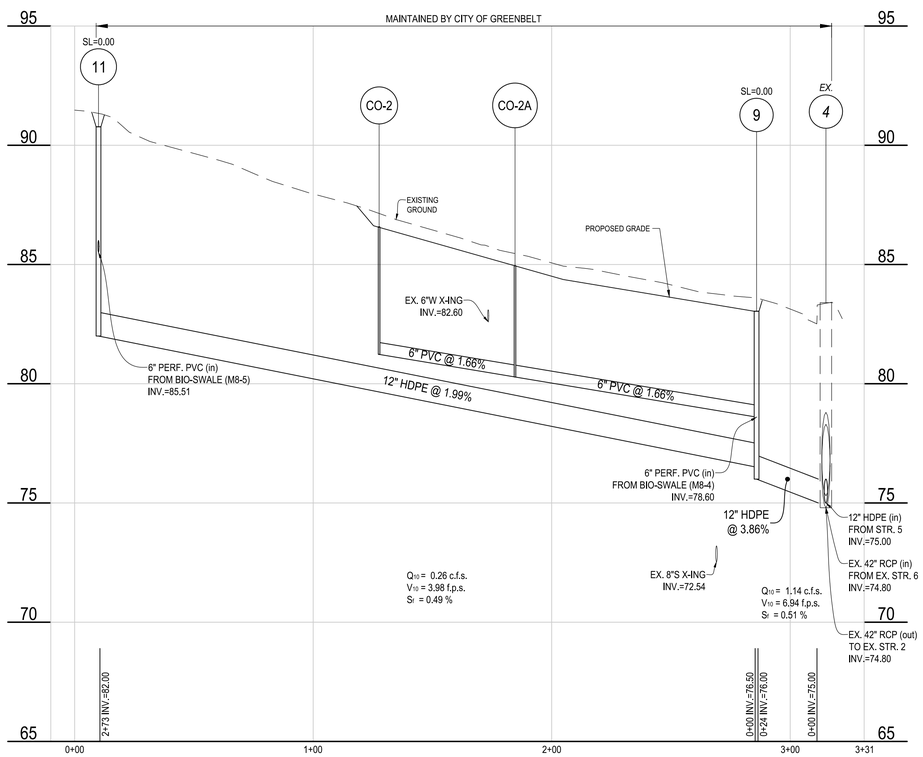

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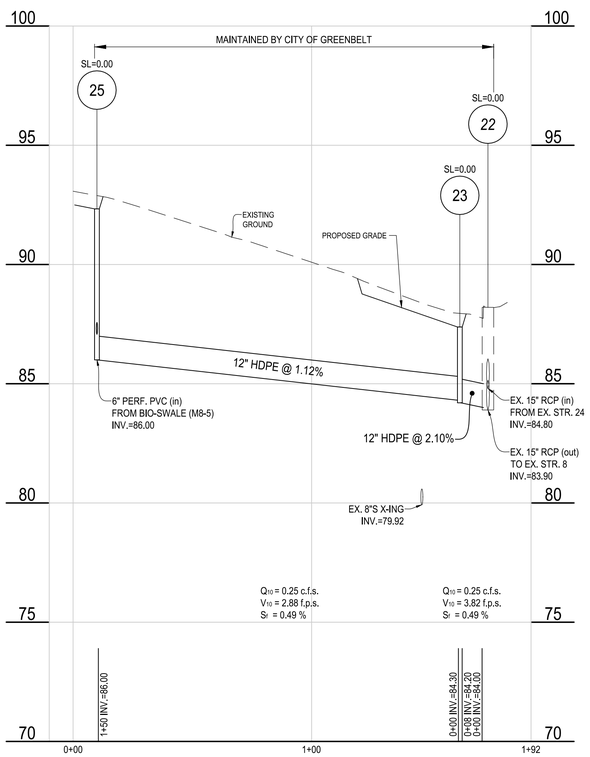

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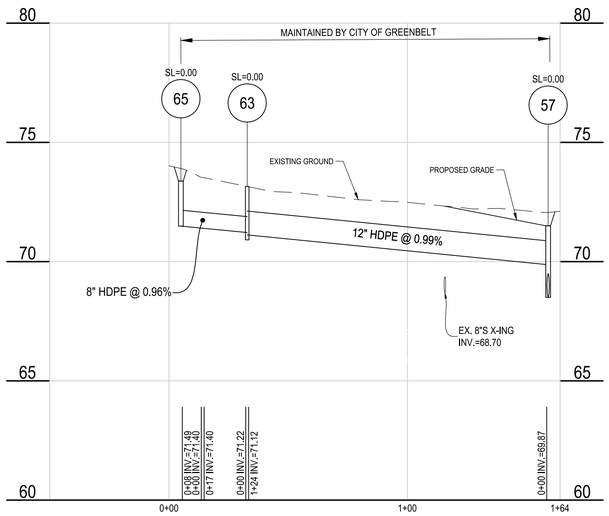

(STR 65 - STR 57)

PROFILE SCALE

HORIZONTAL: 1"=30'
VERTICAL: 1"=3'

GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'

MISS UTILITY

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STATE OF MARYLAND
RICHARD KEITH DAVILA
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908

EXPIRATION DATE: 1/6/2021

STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT PROFILES

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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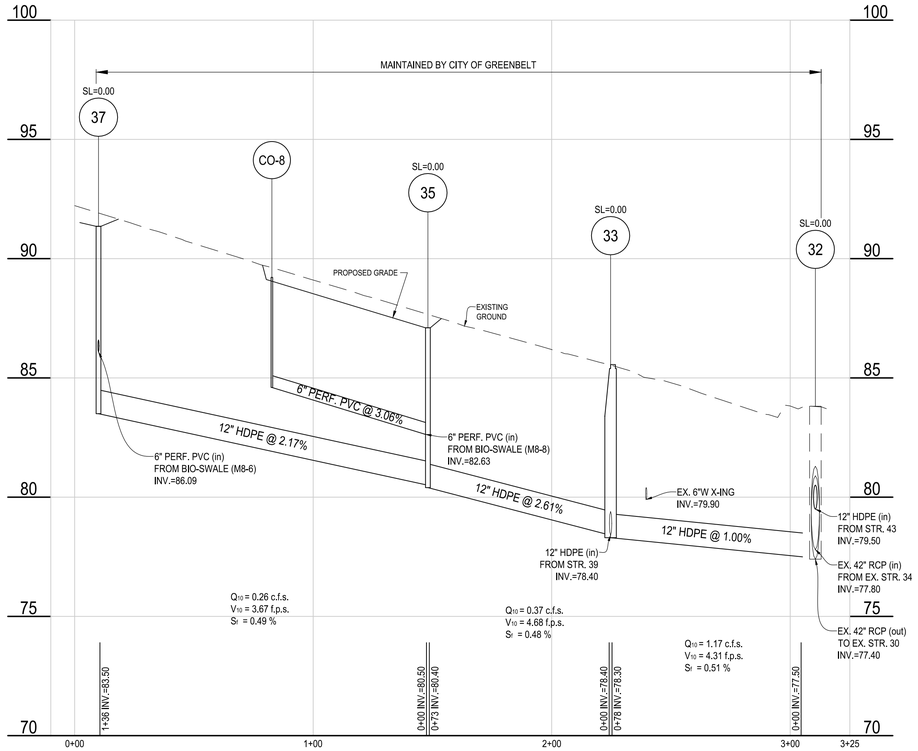
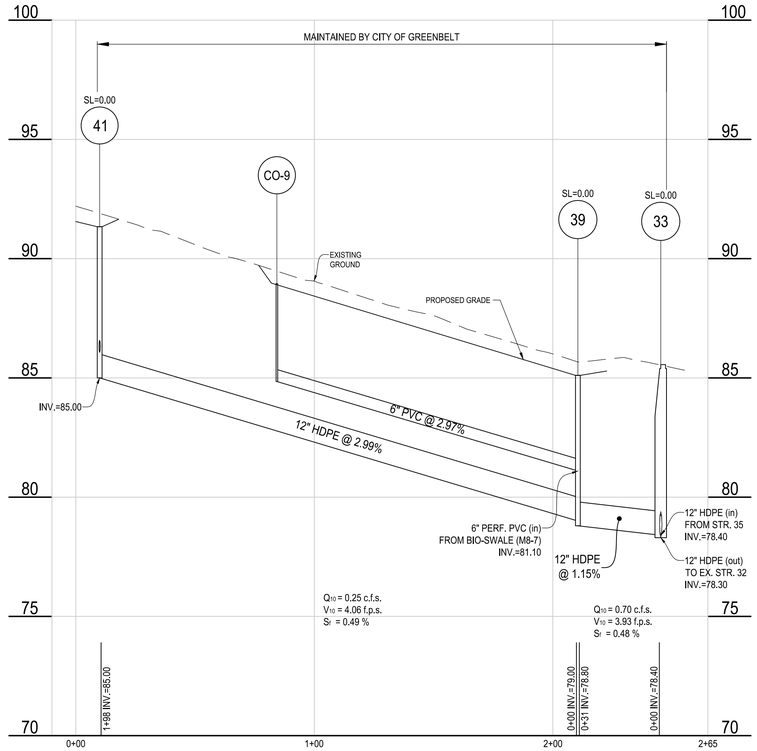
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	AS-SHOWN
SHEET	33 OF 58
FILE NO:	2019-1058-44.01

Attached XrefsIDB: 01/04-02/04-01/_TB24x36 — P:\BLC/TB24x36/GB-03/47-099/21-099/04-03/44-099



(STR 37 - EX STR 32)



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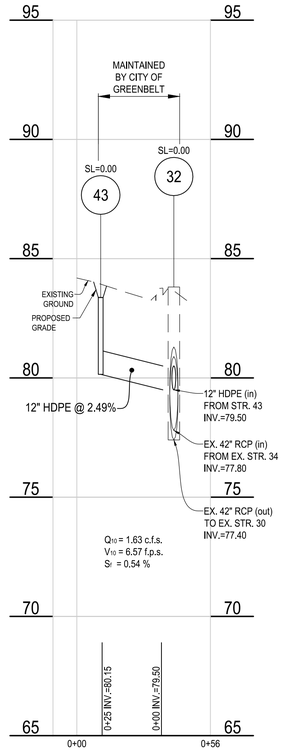

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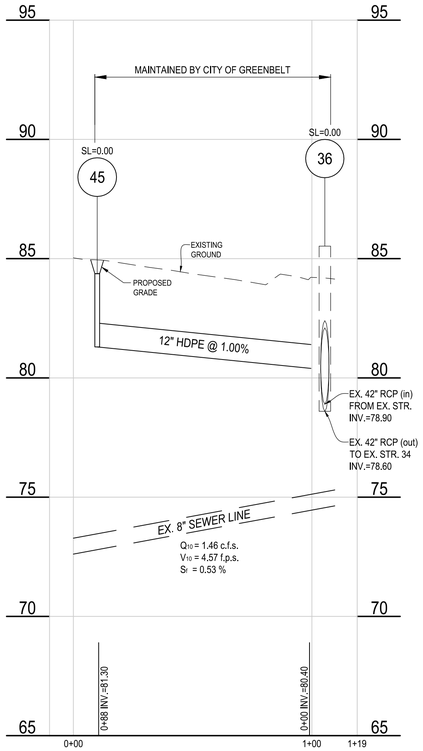

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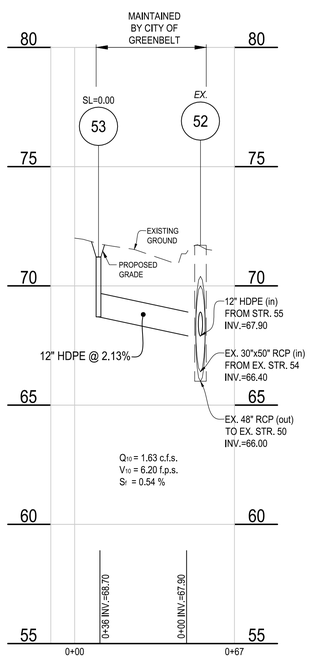

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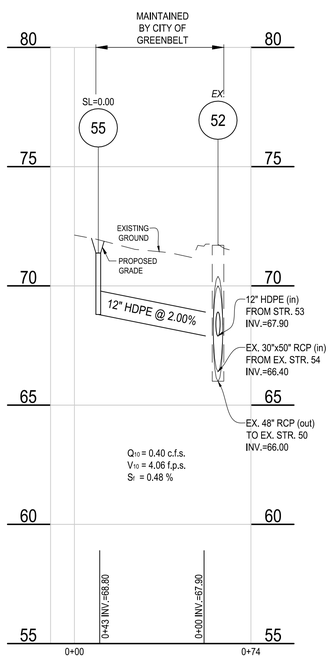

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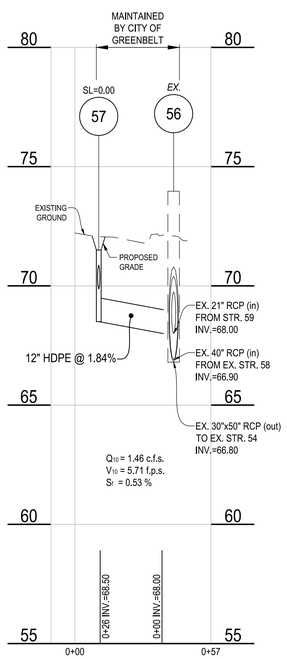

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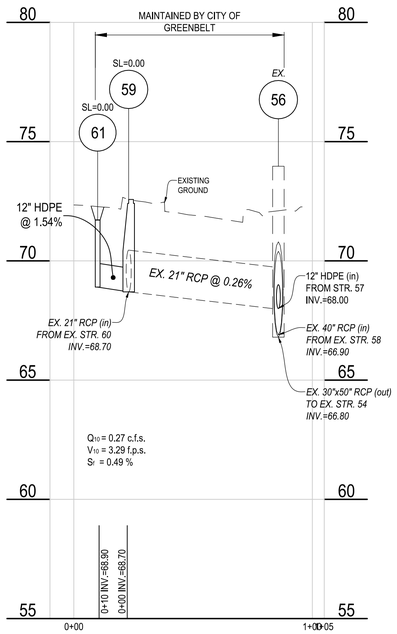

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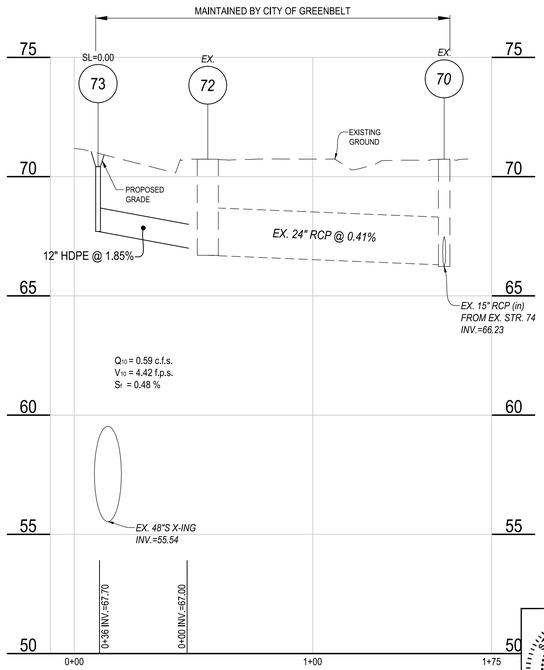

(STR 73 - EX STR 70)

PROFILE SCALE	
HORIZONTAL:	1"=30'
VERTICAL:	1"=3'

GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

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STATE OF MARYLAND — GARY KEITH DAVIS — 19908 — PROFESSIONAL ENGINEER

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DRAFT: GC	
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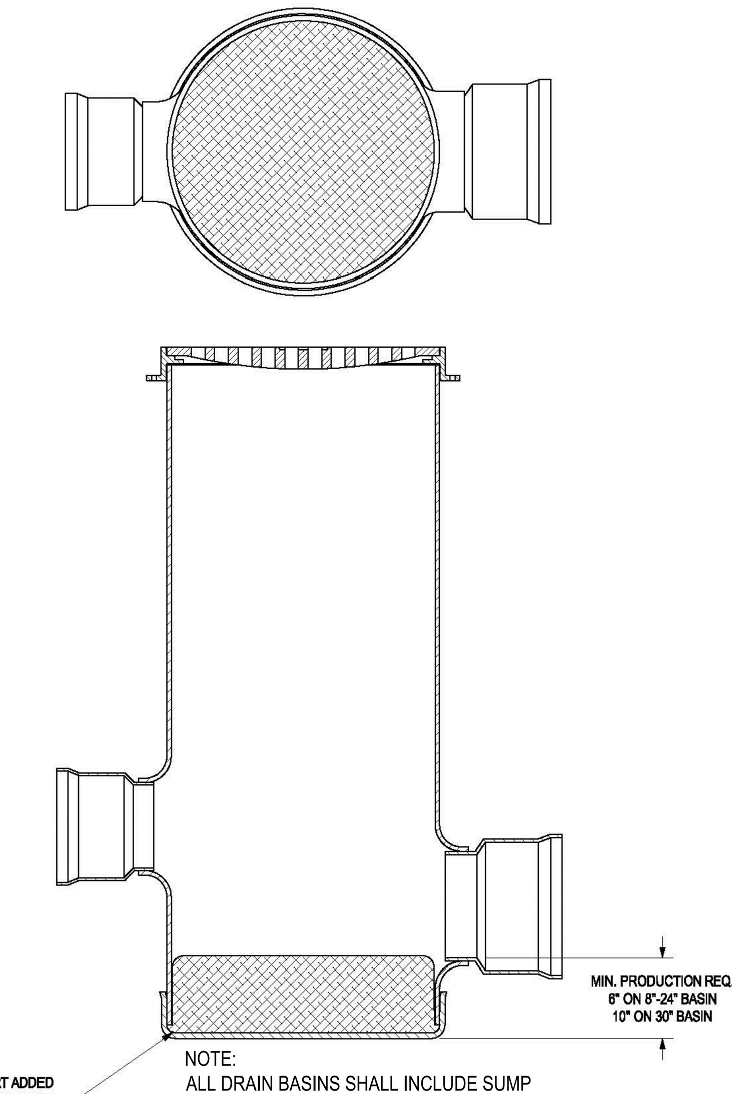
Attached XREFS:08-01/04-02/04-01/_TB24x36 — P:\PUBLIC/TB24x36/08-00/47-099/21-099/04-03/44-099
rbarnhart



NOTE:
ALL DRAIN BASINS SHALL INCLUDE SUMP INSERT WHICH SHALL BE INSTALLED AT THE TIME OF MANUFACTURE.

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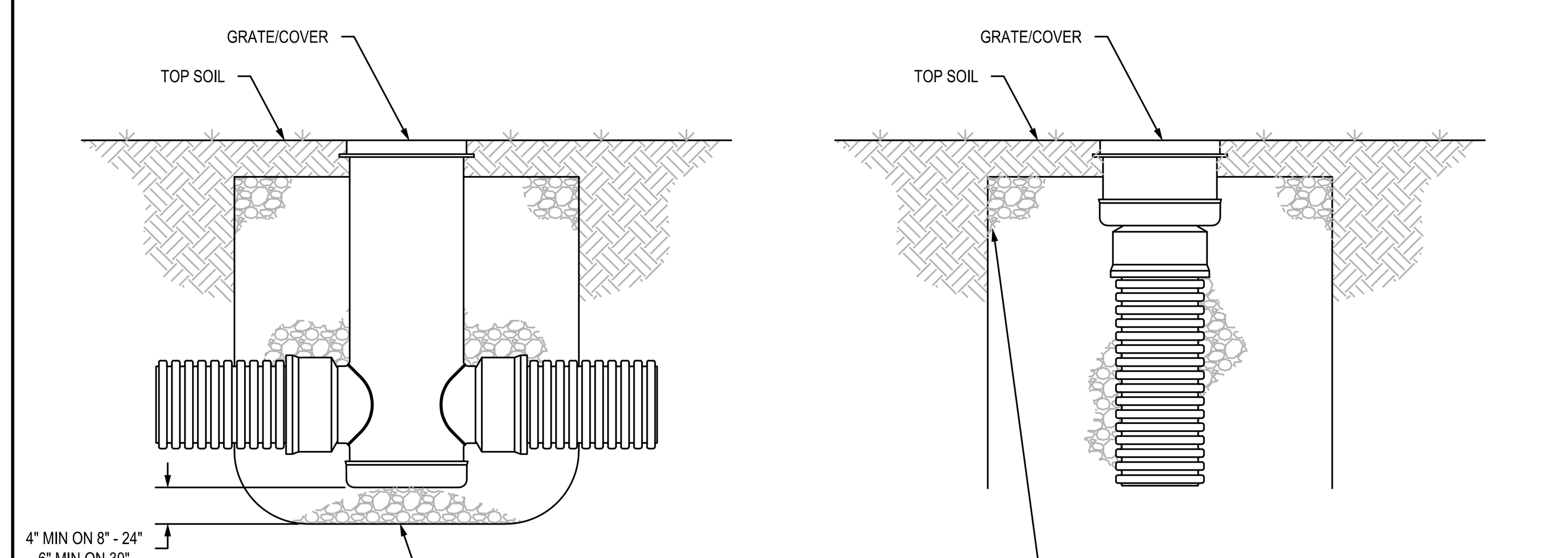
NON TRAFFIC INSTALLATION

DRAIN BASIN / INLINE DRAIN



THE BACKFILL MATERIAL SHALL BE CRUSHED STONE OR OTHER GRANULAR MATERIAL MEETING THE REQUIREMENTS OF CLASS I, CLASS II, OR CLASS III MATERIAL AS DEFINED IN ASTM D2321. BEDDING & BACKFILL FOR SURFACE DRAINAGE INLETS SHALL BE PLACED & COMPACTED UNIFORMLY IN ACCORDANCE WITH ASTM D2321.

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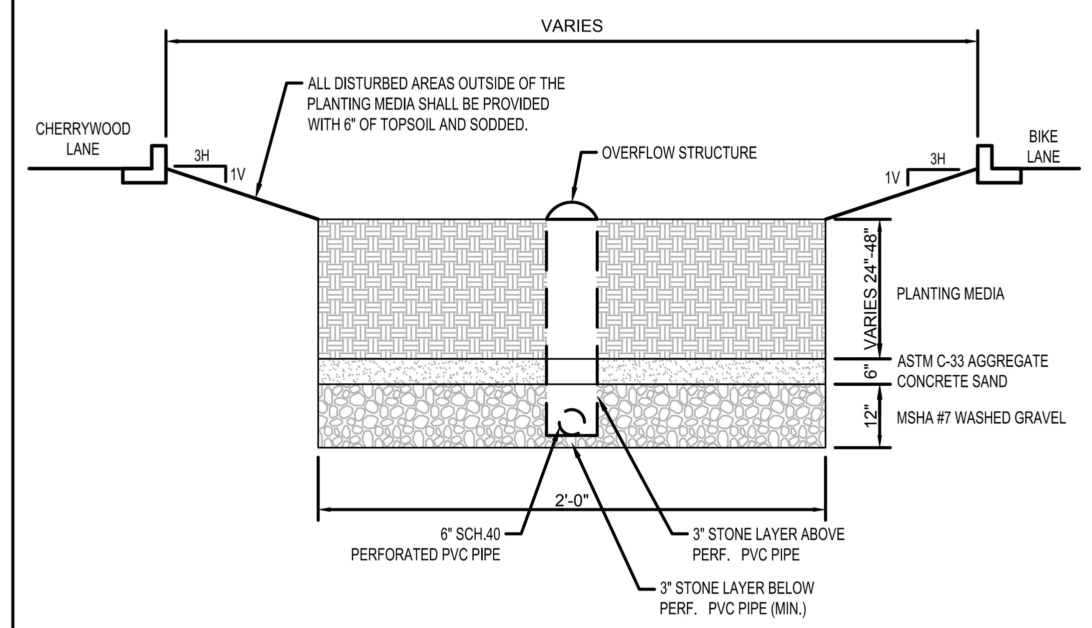
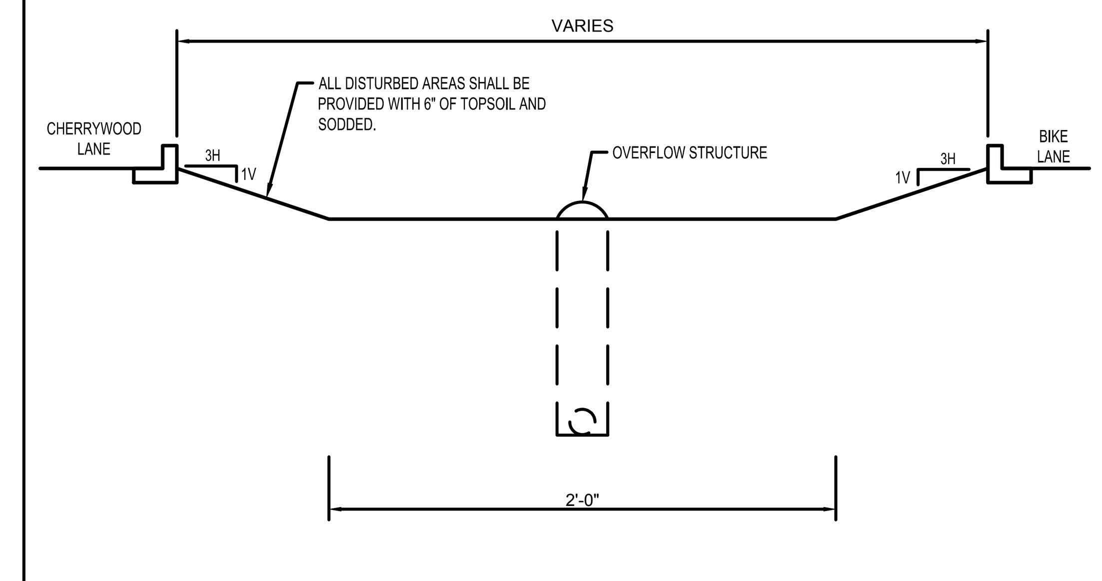


BIO-SWALE - TYPICAL SECTION

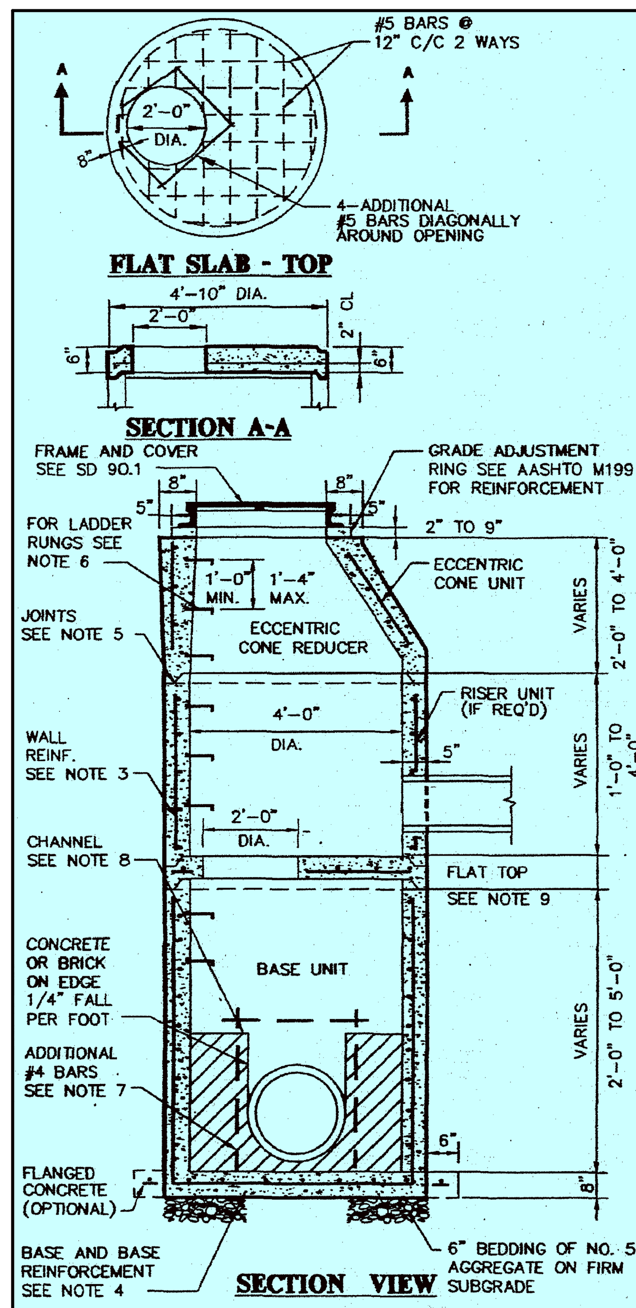
SCALE: 1"=3'

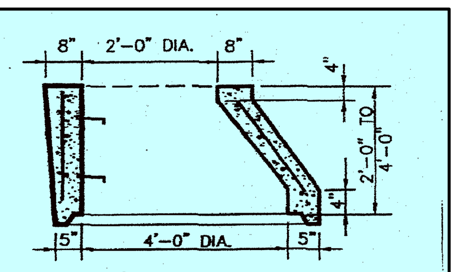


GRASS-SWALE - TYPICAL SECTION

SCALE: 1"=3'

Structure ID	Type	Coordinates		Top Elevation		Base Dia.	Remarks
		Northing	Easting				
5	Drain Basin	486614.75	1338083.04	Slot =	82.93	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
7	Drain Basin	486355.24	1337932.23	Slot =	84.31	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
9	Drain Basin	486658.15	1338108.21	Slot =	83.04	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
11	Drain Basin	486896.8	1338246.68	Slot =	90.78	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
13	Manhole	486488.78	1338050.11	Top =	84.48	48	48" shallow flat top manhole as per SD 21.1; see detail sheet 33
15	Drain Basin	486368.62	1337980.39	Slot =	84.57	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
17	Drain Basin	486623.22	1338128.1	Slot =	83.28	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
23	Manhole	486793.57	1338226.94	Top =	87.38	15	Nyloplast N-12 Drain Basin; include 24" solid cover with locking assembly; include sump insert
25	Drain Basin	486925.18	1338303.3	Slot =	92.32	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
33	Manhole	487269.2	1338462.74	Top =	85.56	48	48" shallow flat top manhole as per SD 21.1; see detail sheet 33
35	Drain Basin	487202.96	1338424.31	Slot =	87.07	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
37	Drain Basin	487083.49	1338355	Slot =	91.36	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
39	Drain Basin	487250.87	1338492.27	Slot =	85.6	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
41	Drain Basin	487077.45	1338391.65	Slot =	91.72	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
43	Drain Basin	487363.7	1338517.57	Slot =	83.37	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
45	Drain Basin	487408.32	1338583.62	Slot =	84.37	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
53	Drain Basin	487941.04	1338852.54	Slot =	71.21	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
55	Drain Basin	488015.67	1338895.85	Slot =	71.38	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
57	Drain Basin	487920.39	1338880.72	Slot =	71.51	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
59	Manhole	487992.83	1338937.79	Top =	72.57	48	48" shallow flat top manhole as per SD 21.1; see detail sheet 33
61	Drain Basin	487999.31	1338926.51	Slot =	71.71	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
73	Drain Basin	488592.66	1339269.04	Slot =	70.36	24	Nyloplast N-12 Drain Basin; Include 24" dome grate inlet with locking assembly; include sump insert
All nyloplast drain basins 15" or less are to be anchored with rebar at the direction of the City construction manager during installation.							
All nyloplast grates and tops shall include locking assembly that locks grate/top to the frame and locks the frame to the nyloplast structure.							
Coordinates to manholes and drain basins are to center of structure.							





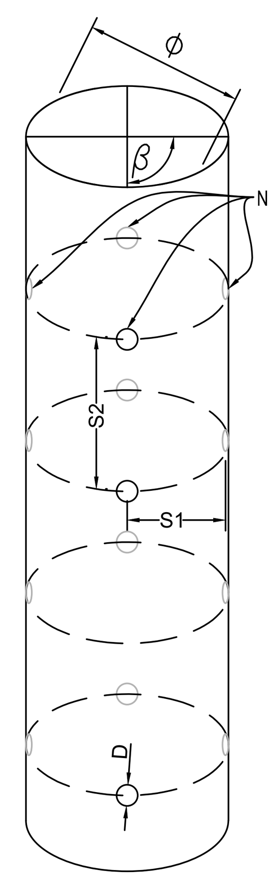
ECCENTRIC CONE REDUCER

(ALTERNATE FOR FLATTOP REDUCER)

NOTES:

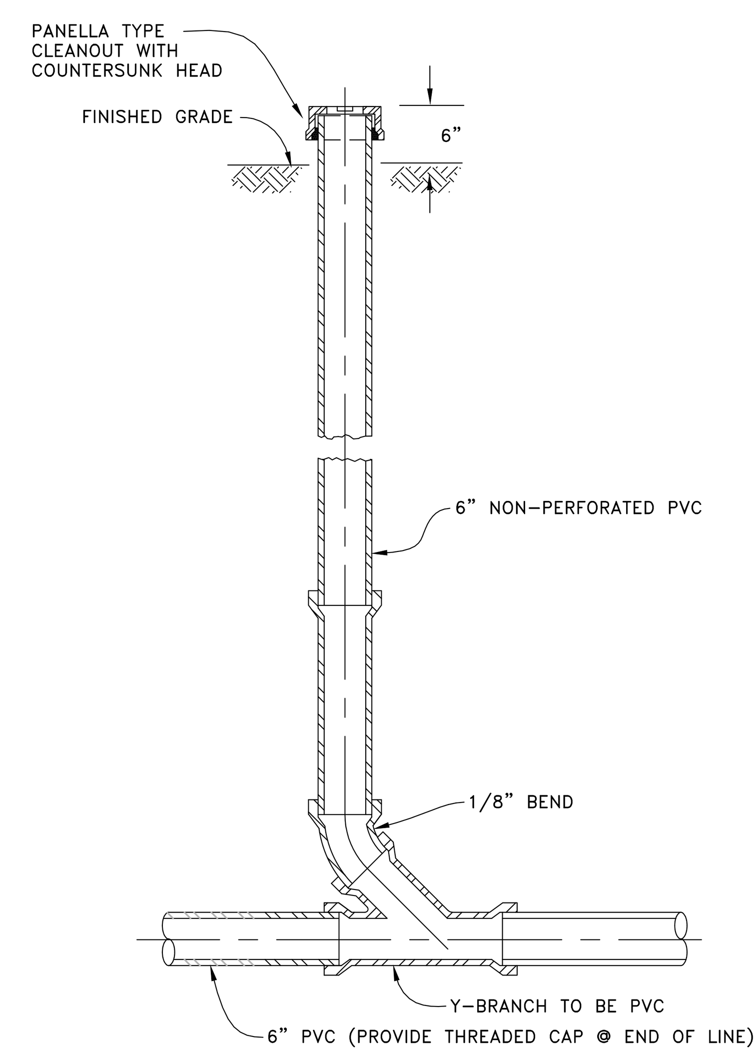
1. MANHOLES SHALL BE CONSTRUCTED IN ACCORDANCE WITH AASHTO M199 AND ASTM C478.
2. CONCRETE TO BE fc'=5000 @ 28 DAYS WITH AIR ENTRAINED.
3. WALL REINFORCEMENT FOR BASE UNITS, RISER UNITS AND ECCENTRIC CONE REDUCERS SHALL BE DEFORMED BARS OR WELDED WIRE FABRIC WITH A MINIMUM AREA OF 0.12 SQ. IN./FT. FOR 48" DIAMETER MANHOLES. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A185 AND A82. DEFORMED REINFORCEMENT SHALL CONFORM TO ASTM A615 GRADE 60.
4. BASE REINFORCEMENT TO BE DEFORMED BARS OR WELDED WIRE FABRIC WITH A MINIMUM AREA OF 0.14 SQ. IN./FT. THE BASE MAY BE CAST MONOLITHIC WITH THE BASE UNIT OR JOINTED PER MANUFACTURER'S DESIGN. APPROVAL BY PRINCE GEORGE'S COUNTY, DEPARTMENT OF ENVIRONMENTAL RESOURCES, IS REQUIRED.
5. THE MANUFACTURER SHALL FORM MALE AND FEMALE ENDS OF JOINTS USING OWN DESIGN. THE JOINTS SHALL BE SEALED BY THE CONTRACTOR USING MORTAR AND MADE WATERTIGHT USING RUBBER O-RING GASKETS CONFORMING TO ASTM C361 AND C443 OR FLEXIBLE PLASTIC GASKETS CONFORMING TO AASHTO M198 (TYPE B).
6. LADDER RUNGS SHALL BE INSTALLED IN VERTICAL ALIGNMENT AT 1'-4" MAX. C/C RUNG TYPES SHALL BE IN ACCORDANCE WITH SD 80.0 (METAL LADDER RUNGS) OR SD 81.0 (COPOLYMER POLYPROPYLENE STEEL ENCAPSULATED LADDER RUNGS). PIPE CANNOT BE USED AS STEPS.
7. ADDITIONAL #4 BARS ARE TO BE USED AROUND ALL OPENINGS IN THE STRUCTURE.
8. fc' = 3000 psi CONCRETE OR BRICK CHANNEL SHALL BE PROVIDED IN THE FIELD AND BE CONSTRUCTED UP TO CROWN OF PIPES.
9. THE FLAT TOP SLAB LANDING SHALL BE USED ONLY EVERY 12' INTERVAL. REFER TO MDSHA 384.13 FOR REINFORCEMENT DETAIL.
10. A SHOP DRAWING HAS TO BE APPROVED BY DER IF THE STRUCTURE IS MORE THAN 15' IN DEPTH.

DEPARTMENT OF ENVIRONMENTAL RESOURCES APPROVED BY: Ston E. Wildesen, P.E. Assoc. Director DATE: 3/16/01	REVISION JAN. 2001	STORM DRAIN TYPE "A" 48" DIA. PRECAST MANHOLE FOR 12"-24" PIPES	SD 21.1



PERFORATION SCHEDULE		
DIMENSION	VALUE	UNITS
N	4	EA
D	0.375	IN
S1	4.71	IN
S2	4	IN
Ø	6	IN
β	90	DEGREES

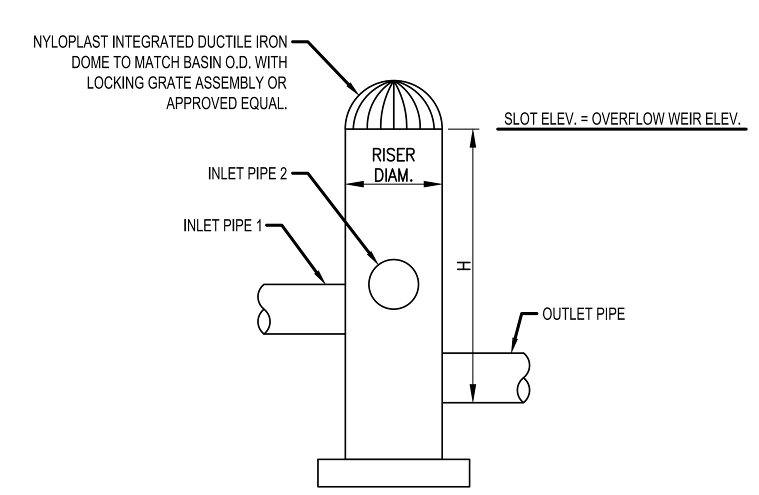
PERFORATED PVC DETAIL



ELEVATION

STANDARD CLEANOUT NON-TRAFFIC AREA

Pipe Schedule (City Maintained)		
Size	Type	Length
6"	Perforated PVC SCH 40	1,103
6"	Solid PVC SCH 40	17



NOTES:
1. ALL JOINTS SHALL BE WATER TIGHT. MANUFACTURER SHALL PROVIDE APPROPRIATE WATER TIGHT ADAPTER.
2. SUB-BASE MUST BE CHECKED BY GEOTECHNICAL ENGINEER.

NYLOPLAST DRAIN BASIN OVERFLOW STRUCTURE DETAIL

Nyloplast Facilities Table																		
Structure ID	5	7	9	11	15	17	25	35	37	39	41	43	45	53	55	57	61	73
Riser Diameter	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24
Slot Elevation	82.93	84.31	83.04	90.78	84.57	83.28	92.32	87.07	91.36	85.60	91.72	83.37	84.37	71.21	71.38	71.51	71.71	70.36
Inlet Pipe 1 Diameter & Type	6" Perf. PVC	NA	6" Perf. PVC	6" Perf. PVC	NA	6" Perf. PVC	6" Perf. PVC	6" Perf. PVC	6" Perf. PVC	6" Perf. PVC	6" Perf. PVC	NA	NA	NA	NA	NA	NA	NA
Inlet Pipe 1 Invert	77.6000	NA	78.6000	84.8000	NA	80.0300	86.5000	82.6000	85.4000	81.1000	85.7000	NA	NA	NA	NA	NA	NA	NA
Inlet Pipe 2 Diameter & Type	12" HDPE	NA	12" HDPE	NA	NA	NA	NA	6" HDPE	NA	12" HDPE	NA	NA	NA	NA	NA	NA	NA	NA
Inlet Pipe 2 Invert	75.5000	NA	76.5000	NA	NA	NA	NA	80.5000	NA	79.0000	NA	NA	NA	NA	NA	NA	NA	NA
Outlet Pipe Diameter & Type	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE	12" HDPE
Outlet Pipe Invert	75.30	80.00	76.00	84.00	82.00	79.80	86.00	80.40	83.50	78.80	85.00	80.15	81.30	68.70	68.80	68.50	68.90	67.70
H	7.63	4.31	7.04	6.78	2.57	3.48	6.32	6.67	7.86	6.80	6.72	3.22	3.07	2.51	2.58	3.01	2.81	2.66

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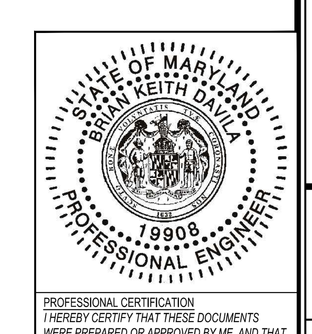

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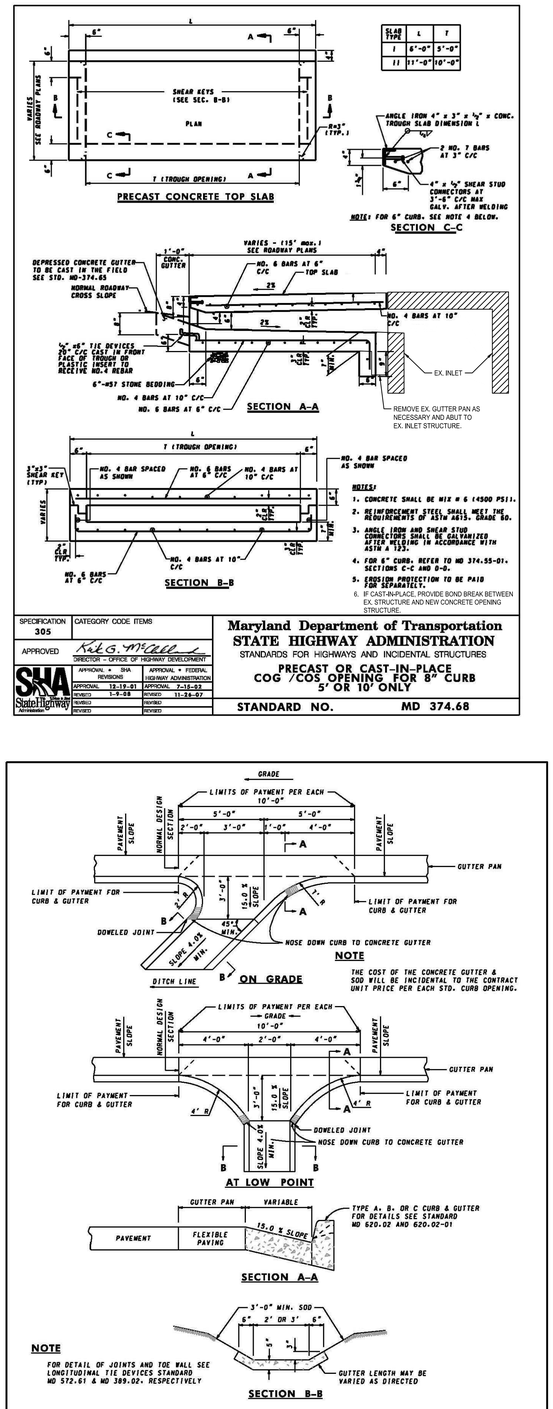
SCALE: AS-SHOWN	

rbarnhart

Attached Xrefs: 08-01/04-02/04-01/_TB24x36 - PUBLIC/TB24x36/06-00/47-099/21-099/04-03/44-099



SLAB TYPE	L	T
I	6'-0"	5'-0"
II	11'-0"	10'-0"

SPECIFICATION 305	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT
APPROVAL + SHA REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 12-19-01	APPROVAL 7-15-03
REVISED 1-9-08	REVISED 11-26-07
REVISED	REVISED
REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

PRECAST OR CAST-IN-PLACE COG /COS OPENING FOR 8" CURB 5' OR 10' ONLY

STANDARD NO. MD 374.68

SPECIFICATION 602	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT
APPROVAL + SHA REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION
APPROVAL 3-13-62	APPROVAL
REVISED 10-1-01	REVISED 8-1-84
REVISED	REVISED
REVISED	REVISED

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

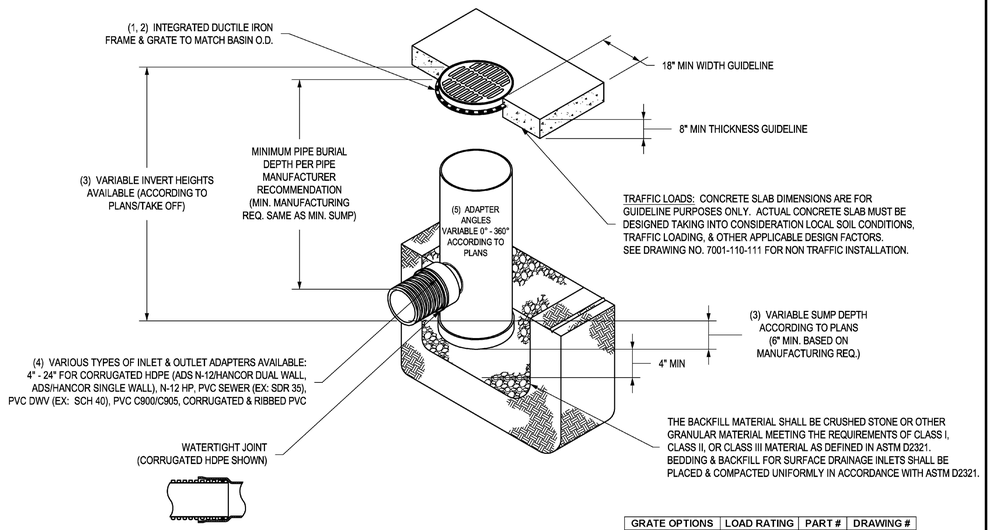
STANDARD CURB OPENING DETAILS FOR COMBINATION CURB & GUTTER

STANDARD NO. MD 640.02

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

NYLOPLAST 24" DRAIN BASIN: 2824AG _ _X



GRATE OPTIONS	LOAD RATING	PART #	DRAWING #
PEDESTRIAN	MEETS H-10	2499CGP	7001-110-216
STANDARD	MEETS H-20	2499CGS	7001-110-217
SOLID COVER	MEETS H-20	2499CGC	7001-110-218
DOME	N/A	2499CGD	7001-110-219
DROP IN GRATE	LIGHT DUTY	2401DI	7001-110-075

1 - GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
2 - FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
3 - DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTRICTIONS. SEE DRAWING NO. 7001-110-065.
4 - DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP & PVC SEWER.
5 - ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.

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DRAWN BY EBC	MATERIAL	Nyloplast	3130 VERONA AVE BUFORD, GA 30518 PHN (770) 932-2443 FAX (770) 932-2490 www.nyloplast-us.com
DATE 04-03-06			
REVISED BY NMH	PROJECT NO./NAME	TITLE 24 IN DRAIN BASIN QUICK SPEC INSTALLATION DETAIL	
DATE 03-14-16			
DWG SIZE A	SCALE 1:40 SHEET 1 OF 1	DWG NO. 7001-110-192	REV E

GRAPHIC SCALE
30 0 15 30 60
SCALE: 1" = 30'

STORMWATER MANAGEMENT PLAN
STORMWATER MANAGEMENT DETAILS

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
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STATE OF MARYLAND
BRIAN KEITH DAVIS
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE # 19908
EXPIRATION DATE 10/2021

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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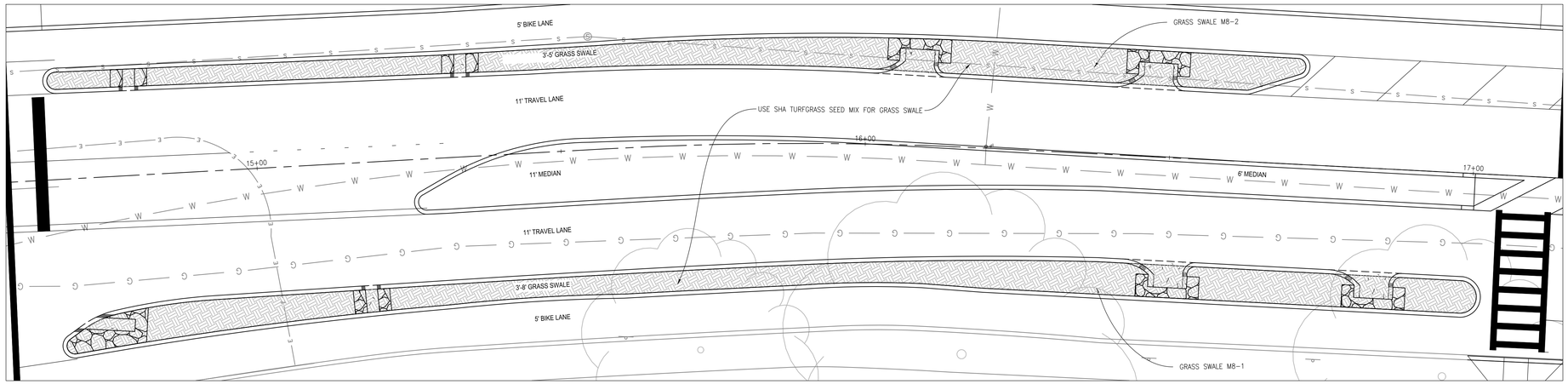
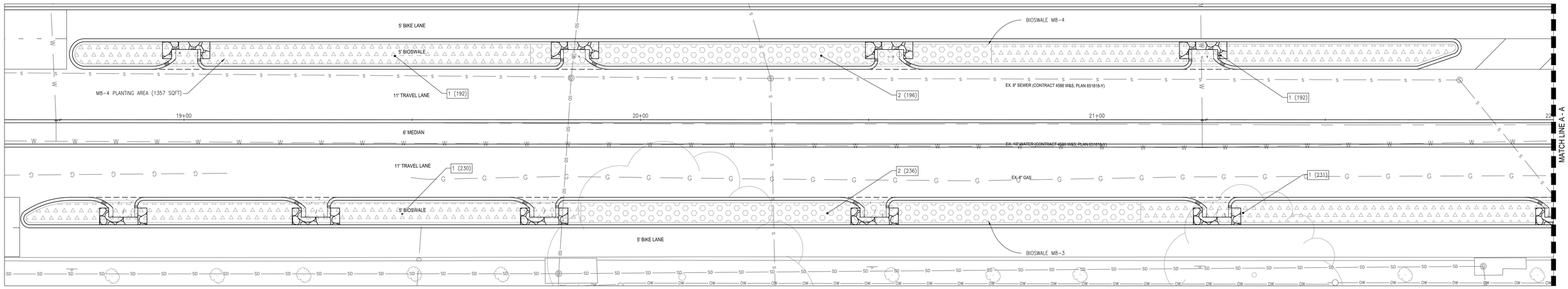
TAX MAP/WSSC N/A		SITE PLAN NO. N/A	
DESIGN BKD		SHEET 36	OF 58
DRAFT GC			
DATE Sept., 2019		FILE NO: 2019-1058-44.01	
SCALE AS-SHOWN			

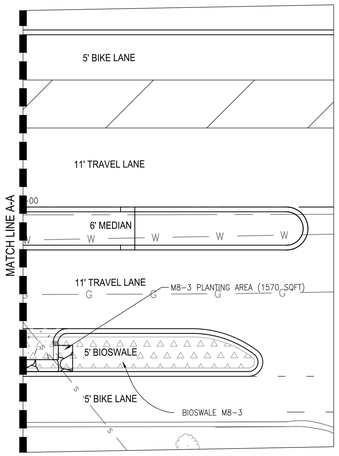
Attached Xrefs:08-017/04-02/04-017/FB24x36/06-007/21-099/21-089/04-03/44-099
PUBLIC/FB24x36 — rbarnhart



GRASS SWALES M8-1 & M8-2
SCALE: 1" = 10'



BIOSWALES M8-3 & M8-4
SCALE: 1" = 10'



NOTE:
SEE STREET TREE AND LIGHTING PLAN FOR LANDSCAPING OF MEDIANS

GRAPHIC SCALE
10 0 5 10 20
SCALE: 1" = 10'

MISS UTILITY
THE CONTRACTOR SHALL CALL "MISS UTILITY" AT 1-800-257-7777, 72 HOURS PRIOR TO THE START OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL UNDERGROUND UTILITIES IN THE AREA OF PROPOSED WORK ARE LOCATED PRIOR TO COMMENCING CONSTRUCTION WORK. THE CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH REQUIREMENTS OF CHAPTER 36A OF THE MONTGOMERY COUNTY CODE.

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LEGEND
- BIOSWALE PLANTING BED
- GRASS COVER
- 2 (138) PERENNIAL (QUANTITY)

PROFESSIONAL CERTIFICATION
I hereby certify that this plan is prepared in accordance with Prince George's County Forest Conservation Regulations.

08/19/2019
DATE

JAMES M. FETCHU, RLA MD #3241
QUALIFIED PROFESSIONAL

STORMWATER MANAGEMENT PLAN
LANDSCAPING PLAN

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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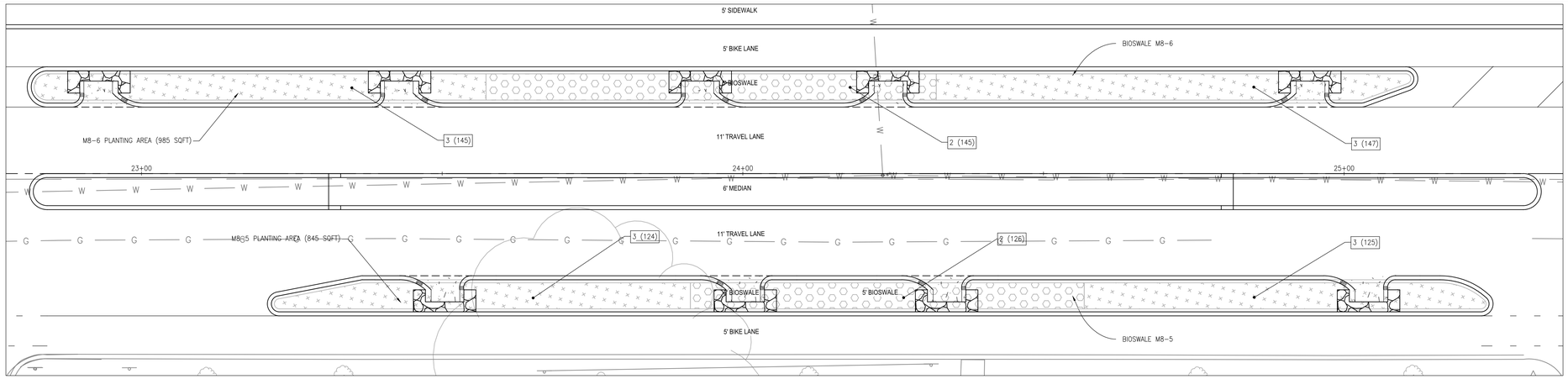
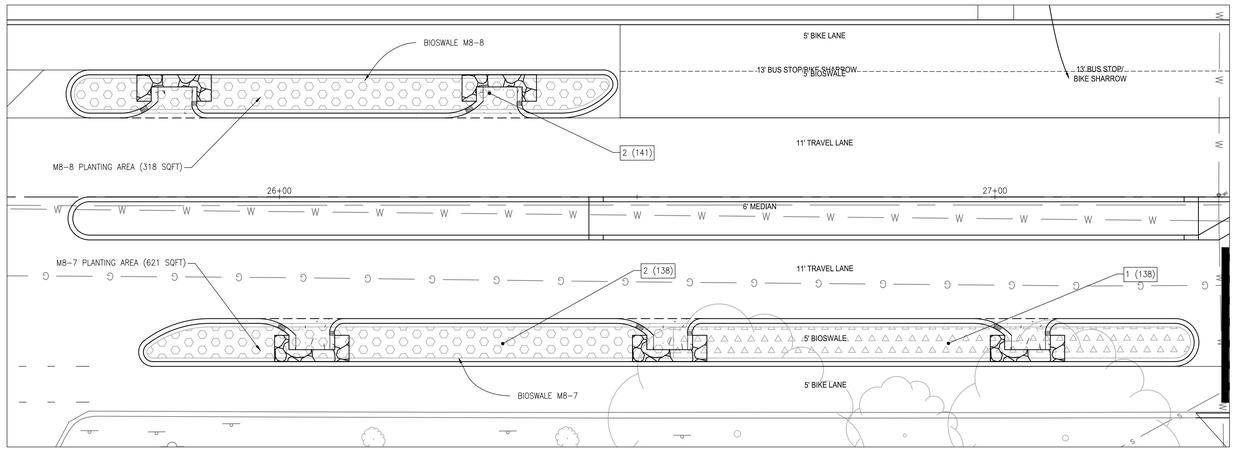
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	37 OF 58
FILE NO:	2019-1058-44.01

Attached XREFS:08-01/04-02/04-01/_TB24x36 - PUBLIC/TB24x36/06-00/47-099/21-099/44-099/04-03/53-099



BIOSWALES M8-5 & M8-6
SCALE: 1" = 10'



BIOSWALES M8-7 & M8-8
SCALE: 1" = 10'

NOTE:
SEE STREET TREE AND LIGHTING PLAN FOR LANDSCAPING OF MEDIANS

MISS UTILITY

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LEGEND

BIOSWALE PLANTING BED

GRASS COVER

2 (138) PERENNIAL (QUANTITY)

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08/19/2019
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JAMES M. FETCHU, RLA MD #3241
QUALIFIED PROFESSIONAL

GRAPHIC SCALE
10 0 5 10 20
SCALE: 1" = 10'

STORMWATER MANAGEMENT PLAN
LANDSCAPING PLAN

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	38
OF	58
FILE NO:	2019-1058-44.01

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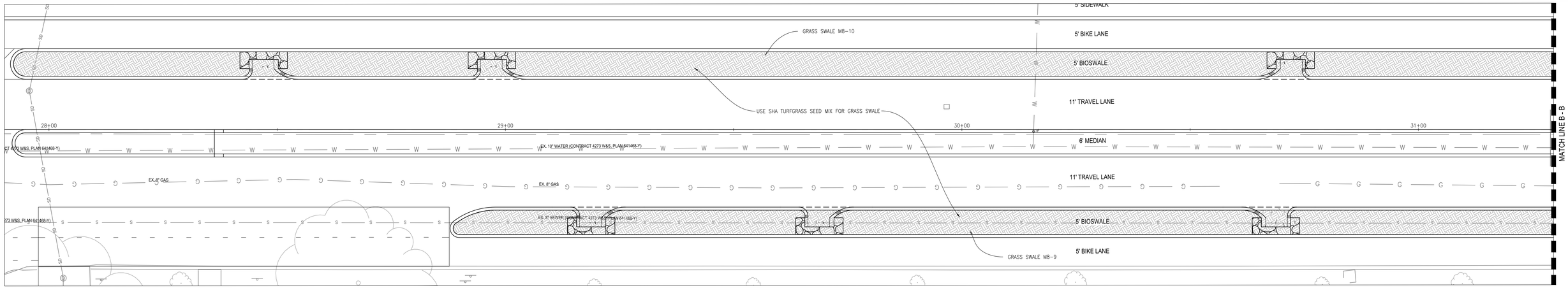
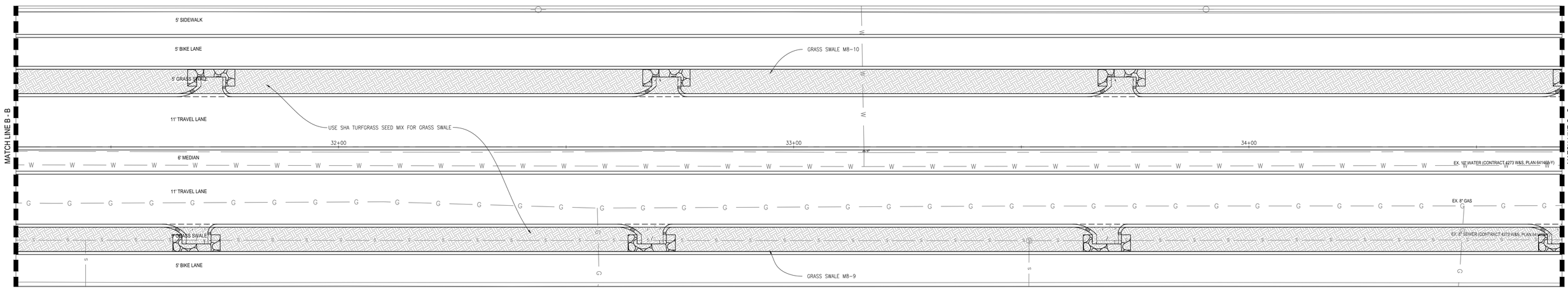
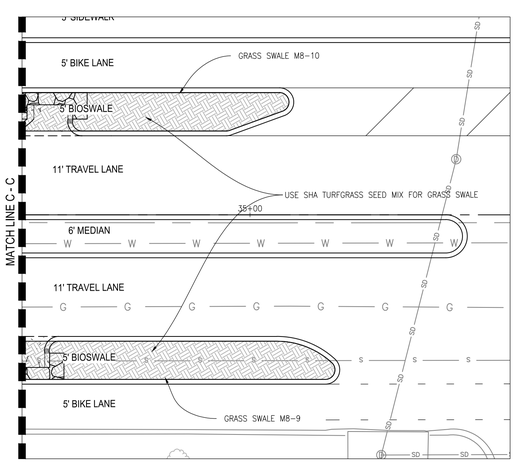


GRASS WALES M8-9 & M8-10
SCALE: 1" = 10'



GRASS WALES M8-9 & M8-10
SCALE: 1" = 10'



NOTE:
SEE STREET TREE AND LIGHTING PLAN FOR LANDSCAPING OF MEDIANS

GRAPHIC SCALE
10 0 5 10 20
SCALE: 1" = 10'

MISS UTILITY

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LEGEND

	BIOSWALE PLANTING BED
	GRASS COVER
2 (138)	PERENNIAL (QUANTITY)

PROFESSIONAL CERTIFICATION
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08/19/2019
DATE

JAMES M. FETCHU, RLA MD #3241
QUALIFIED PROFESSIONAL

STORMWATER MANAGEMENT PLAN
LANDSCAPING PLAN

CHERRYWOOD LANE GREEN STREETS
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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	39
OF	58
FILE NO:	2019-1058-44.01

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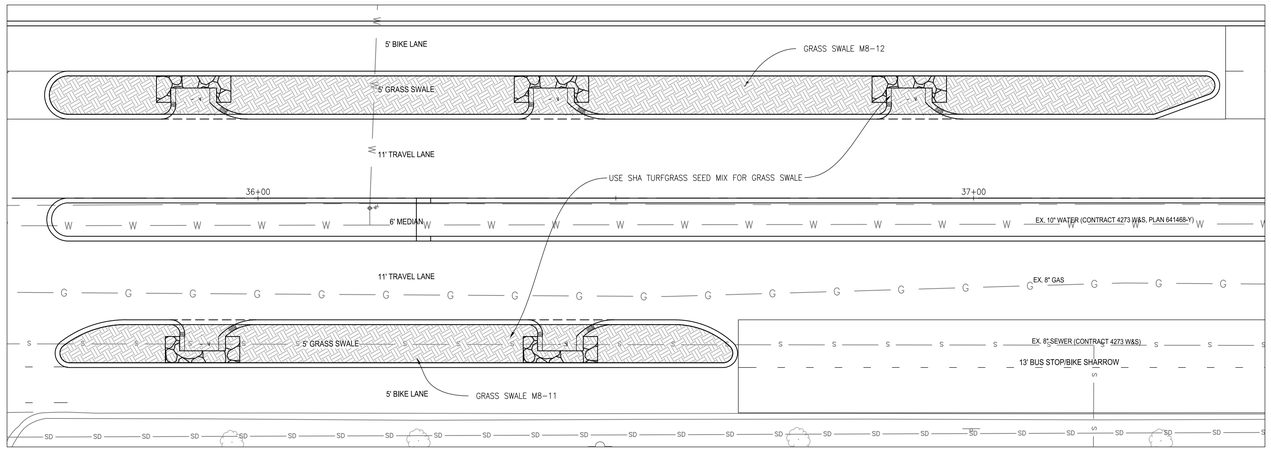
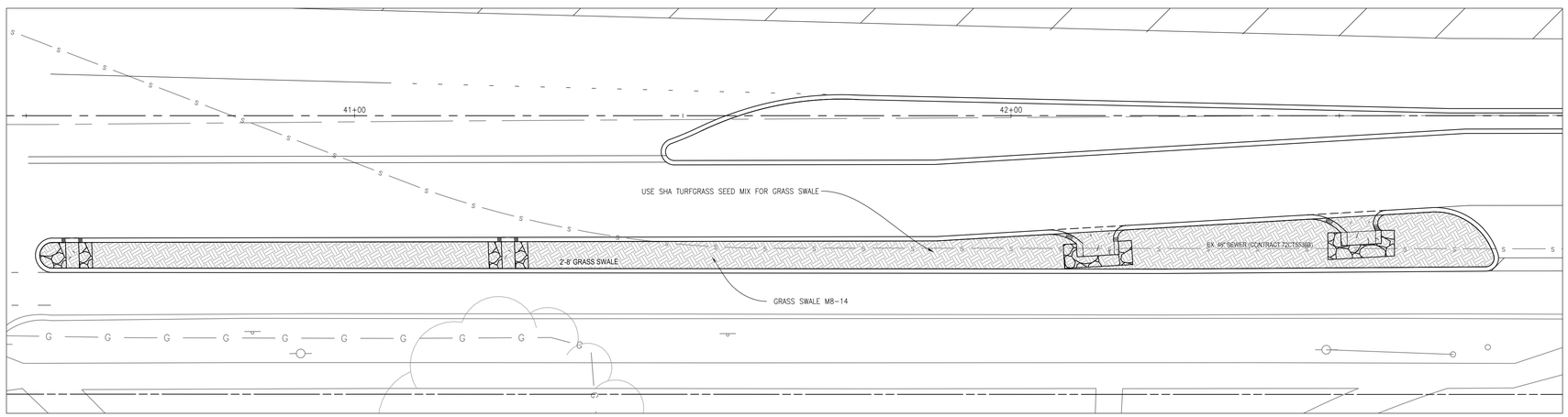


GRASS SWALES M8-11 & M8-12
SCALE: 1" = 10'



BIOSWALE M8-14
SCALE: 1" = 10'

NOTE:
SEE STREET TREE AND LIGHTING PLAN FOR LANDSCAPING OF MEDIANS

GRAPHIC SCALE
10 0 5 10 20
SCALE: 1" = 10'

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LEGEND

BIOSWALE PLANTING BED

GRASS COVER

2 (138) PERENNIAL (QUANTITY)

PROFESSIONAL CERTIFICATION

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TAX MAP/WSSC N/A		SITE PLAN NO. N/A	
DESIGN BKD	SHEET 40	OF 58	
DRAFT GC			
DATE Sept., 2019			
SCALE 1" = 30'	FILE NO.: 2019-1058-44.01		

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rbarnhart

TRAFFIC CONTROL REQUIREMENTS

1. THE PERMITTEE SHALL SELECT THE APPROPRIATE WORK ZONE TRAFFIC CONTROLS FOR EACH PHASE OF CONSTRUCTION. WORK ZONE SITUATIONS SHALL CONFORM TO THE GUIDELINES SET FORTH IN SECTION 6 OF THE MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAY (MD MUTCD), MOST RECENT EDITION.

2. EACH PHASE OF CONSTRUCTION, INCLUDING THE FOLLOW UP RESTORATION OPERATIONS SHALL BE PROVIDED WITH APPROPRIATE WORK ZONE TRAFFIC CONTROLS.

3. ANY WORK WITHIN THE TRAVELED PORTION OF ROADWAYS SHALL BE RESTRICTED TO THE HOURS OF 9:00 AM TO 3:30 PM, MONDAY THROUGH FRIDAY. WORK ON HOLIDAYS AND WEEKENDS SHALL NOT OCCUR UNLESS AN EXCEPTION IS GRANTED IN WRITING BY THE CITY'S INSPECTOR. ROADWAY SHALL BE FULLY RESTORED AT THE END OF EACH WORKDAY. IF STEEL PLATES ARE UTILIZED TO TEMPORARILY RESTORE THE ROAD, THEN STEEL PLATE WARNING SIGNS SHALL BE INSTALLED ON ALL APPROACHES.

4. CONSTRUCTION ACTIVITY, LOADING OR UNLOADING OF EQUIPMENT SHALL NOT BLOCK ANY TRAFFIC LANE OTHER THAN THOSE DELINEATED WITHIN THE WORK ZONE.

5. EXCLUSIVE OF EMERGENCY WORK, THE PERMITTEE SHALL CONTACT OCCUPANTS OF ALL ADJOINING PROPERTIES AND INFORM THEM OF THE SCOPE AND THE TIMING OF CONSTRUCTION. A MINIMUM OF 24 HOURS NOTIFICATION SHALL BE REQUIRED PRIOR TO THE COMMENCEMENT OF ANY ACTIVITY ON THE SITE.

6. ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS UNLESS PERMISSION FOR CLOSURE IS GRANTED BY THE PROPERTY OWNER/MANAGER. HOWEVER, ACCESSIBILITY FOR EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES.

7. PAVEMENT EXCAVATION SHALL BE LIMITED TO A MAXIMUM OF ONE TRAVEL LANE AT ANY TIME UNLESS OTHERWISE SPECIFIED ON THE TCP.

8. ALL EXISTING TRAFFIC CONTROL DEVICES (I.E. SIGNS, MARKING, ETC.) THAT MUST BE REMOVED SHALL BE REPLACED IN THEIR PROPER LOCATION PRIOR TO THE COMPLETION OF THE PROJECT. COST FOR THE REPLACEMENT AND/OR REPAIR OF DEVICES DAMAGED AS A RESULT OF THE PROJECT SHALL BE ASSESSED TO THE PERMITTEE.

9. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MOST RECENT EDITION OF THE MD MUTCD. ALL SIGNS, TRAFFIC DRUMS AND CONES SHALL BE FULLY REFLECTORIZED WITH HIGH INTENSITY, REFLECTIVE SHEETING AS PER THE MD MUTCD.

10. SIGNAGE, TRAFFIC DRUMS, TRAFFIC CONES, AND ARROW PANELS SHALL BE PLACED IN ACCORDANCE WITH THE APPROPRIATE TYPICAL AND SPACING CHART. WORK AREA AHEAD (W20-1 MODIFIED) SIGNS MUST BE INSTALLED AT THE END OF EACH WORKDAY WHEN TEMPORARY AGGREGATE RAMPING IS IMPLEMENTED. CHANNELIZING DEVICES SHALL BE PLACED ALONG EXCAVATIONS AT TEN (10) FOOT INTERVALS. ARROW PANELS (FLASHING MODE ONLY) SHALL BE USED AT THE BEGINNING OF ANY LANE CLOSURE ON A MULTI-LANE ROADWAY.

11. APPROPRIATE DISTANCES FOR SIGN LEGENDS ARE "AHEAD", "500 FT", "1000 FT", "1500 FT", OR "1/2 MILE". FOR DISTANCES LESS THAN 500 FEET, "AHEAD" SHALL BE USED.

12. ALL WARNING SIGNS, UNLESS OTHERWISE SPECIFIED, SHALL BE A MINIMUM OF 48" X 48", BLACK SYMBOL OR LEGEND ON ORANGE BACKGROUND AND DIAMOND SHAPED. ALL WARNING SIGNS NOT APPLICABLE TO THE ACTUAL SITUATION SHALL BE REMOVED OR COVERED DURING NON-APPLICABLE PERIODS. ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF ONE (1) FOOT ABOVE THE LEVEL OF THE ROADWAY, WITH HIGHER MOUNTING HEIGHTS DESIRABLE.

13. DURING NIGHTTIME OPERATIONS TRAFFIC DRUMS SHALL BE USED. HOWEVER, FOR EMERGENCY WORK ACTIVITIES WHERE TRAFFIC DRUMS ARE NOT REDILY AVAILABLE, REFLECTORIZED TRAFFIC CONES THAT ARE A MINIMUM OF TWENTY EIGHT (28) INCHES IN HEIGHT AND HAVING SIX (6) INCH AND FOUR (4) INCH REFLECTIVE COLLARS WITHIN THE TOP SIXTEEN (16) INCHES OF THE CONE MAY BE USED. ALL WORK AREAS LEFT UNATTENDED AT NIGHT SHALL BE DELINEATED WITH TRAFFIC DRUMS.

14. WHEN PAVEMENT MARKINGS HAVE BEEN OBLITERATED BY THE WORK ACTIVITY, THE PERMITTEE SHALL INSTALL ANY CRITICAL INTERIM PAVEMENT MARKINGS PRIOR TO THE END OF THE WORKDAY AS SPECIFIED BY THE CITY'S INSPECTOR AND/OR THE TRAFFIC OPERATIONS SECTION. ON ROAD SECTIONS THAT ARE NOT SCHEDULED TO BE OVERLAID, ALL TEMPORARY PAVEMENT MARKINGS SHALL BE (REMOVABLE) DETOUR GRADE MARKING TAPE. ANY CONFLICTING MARKINGS, WHICH NEED TO BE TEMPORARILY REMOVED, ARE TO BE MASKED USING "3M REMOVABLE BLACK LANE MASK" OR AN APPROVED EQUAL. ON ROAD SECTIONS THAT ARE TO BE OVERLAID, TEMPORARY MARKINGS CAN BE EITHER TAPE OR PAINT. ANY CONFLICTING MARKINGS SHOULD BE REMOVED BY MILLING & OVERLAYING.

FLAGGING OPERATIONS

1. WHEN POSSIBLE, TWO-WAY TRAFFIC SHALL BE MAINTAINED, OTHERWISE, FLAGGERS SHALL BE USED TO CONTROL TRAFFIC.

2. FLAGGERS SHALL BE MARYLAND STATE HIGHWAY ADMINISTRATION APPROVED FLAGGERS AND SHALL BE USED AT THE DIRECTION OF THE CITY INSPECTOR. FLAGGERS SHALL USE STOP/SLOW PADDLES TO DIRECT TRAFFIC.

3. RADIO COMMUNICATION SHALL BE REQUIRED BETWEEN FLAGGERS AT THE DISCRETION OF THE CITY INSPECTOR OR UNDER THE FOLLOWING CONDITIONS:

   A. IF THE FLAGGERS CANNOT SEE EACH OTHER.

   B. IF THE LANE CLOSURE EXCEEDS 200 FEET.

PAVEMENT DROP-OFF

1. ANY EXCAVATION(S) IN THE ROADWAY SHALL BE PAVED TO LEVEL GRADE OR PLATED AND THE ROADWAY REOPENED TO ITS FULL CROSS-SECTION PRIOR TO THE END OF EACH WORKDAY. "STEEL PLATES" (W95-5(1)) SIGNS SHALL BE BACKFILLED OR PLATED PRIOR TO THE END OF EACH WORKDAY AND SIDEWALK REOPENED TO ITS FULL CROSS SECTION.

2. TRAFFIC SHALL NOT BE PERMITTED WITHIN TEN (10) FEET OF ANY EXCAVATION THAT RESULTS IN A VERTICAL DROP-OFF OF MORE THAN FIVE (5) INCHES IN THE LEVEL OF PAVEMENT DURING NON-WORKING HOURS UNLESS PROTECTED BY TEMPORARY CONCRETE BARRIERS OR RAMPED WITH AGGREGATE MATERIAL AT A 3:1 OR FLATTER SLOPE FROM THE EDGE OF PAVEMENT. WHEN RAMPING IS UTILIZED, TRAFFIC DRUMS SHALL BE POSITIONED ADJACENT TO THE EDGE OF THE WORK

3. TRAFFIC SHALL NOT BE PERMITTED WITHIN TWO (2) FEET OF ANY EXCAVATION THAT RESULTS IN A VERTICAL DROP-OFF OF MORE THAN TWO (2) INCHES BUT NO MORE THAN FIVE (5) INCHES IN THE LEVEL OF PAVEMENT DURING NON-WORKING HOURS UNLESS EITHER RAMPED WITH AGGREGATE MATERIAL AT A 3:1 OR FLATTER SLOPE, PROVIDED WITH AN ABUTTING WEDGE OF BITUMINOUS MATERIAL AT A 3:1 OR FLATTER SLOPE OR PROTECTED BY TRAFFIC DRUMS.

4. IN AREAS WHERE A DROP-OFF IN THE LEVEL OF PAVEMENT IS TWO (2) INCHES OR LESS, TRAFFIC MAY BE ALLOWED TO FREELY CROSS UNDER THE FOLLOWING CONDITIONS:

   A. WHERE LONGITUDINAL PAVING JOINTS OF TWO (2) INCHES OR LESS ARE EXPOSED TO TRAFFIC, WARNING SIGNS SHALL BE POSTED INDICATING "UNEVEN LANES" (W8-11). THESE SIGNS SHOULD BE PLACED 250 FEET IN ADVANCE OF THE UNEVEN JOINT AND BE SPACED AT APPROPRIATE INTERVALS THROUGHOUT THE AREA OF THE UNEVEN JOINT.

   B. WHERE LATERAL PAVING JOINTS OF TWO (2) INCHES OR LESS ARE EXPOSED TO TRAFFIC, A "BUMP" (W8-1) SIGN SHALL BE POSTED 100 FEET IN ADVANCE OF THE JOINT.

   C. WHEN MILLED PAVEMENT IS LEFT EXPOSED TO TRAFFIC A "ROUGH ROAD"(W8-8) OR "GROOVED PAVEMENT" (W8-8A) SIGN SHALL BE PLACED 250 FEET IN ADVANCE OF THE MILLED AREA.

MISCELLANEOUS

1. THE PERMITTEE WILL BE SOLELY RESPONSIBLE FOR ALL ACCIDENTS AND/OR DAMAGE TO PERSONS AND/OR PROPERTY DAMAGE RESULTING FROM HIS OPERATIONS.

2. HAZARDOUS MATERIALS SHALL NOT BE STORED WITHIN PUBLIC RIGHT-OF-WAY. NO MATERIALS OR EQUIPMENT SHALL BE STORED ON THE ROADWAY SURFACE OR SIDEWALK DURING NON-WORK PERIODS. ALL STORED MATERIALS AND EQUIPMENT SHALL BE SET BACK AT LEAST SIX (6) FEET BEHIND THE CURB ALONG A CLOSED SECTION ROADWAY AND AT LEAST TWELVE (12) FEET FROM THE EDGE OF AN OPEN SECTION ROADWAY.

3. AT THE COMPLETION OF WORK ACTIVITIES, CONDITIONS WITHIN THE PUBLIC SPACE SHALL BE FULLY RESTORED TO THOSE THAT EXISTED PRIOR TO THE WORK ACTIVITY.

CONTACT INFORMATION

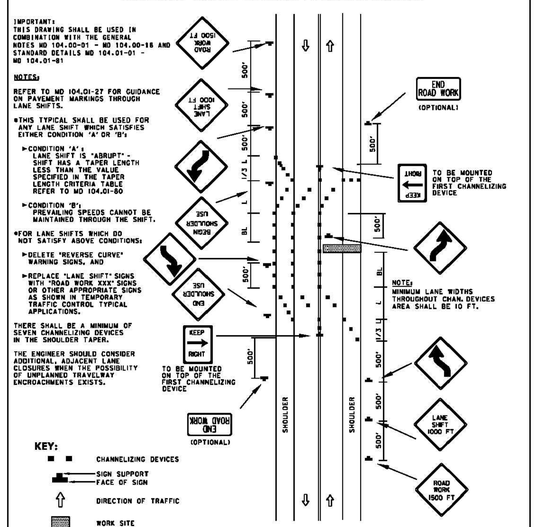
1. PRIOR TO STARTING ANY WORK, THE PERMITTEE SHALL ARRANGE A PRE-CONSTRUCTION MEETING WITH CITY INSPECTOR.

2. CALL "MISS UTILITY" 1-800-257-7777 FOR UTILITY LOCATION AT LEAST 48 HOURS BEFORE BEGINNING CONSTRUCTION.

STANDARD MOT NOTES:

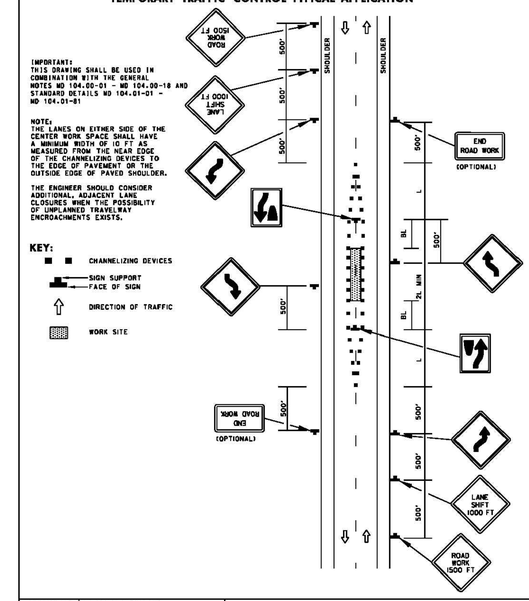
1. ALL PROPOSED LANE CLOSURES SHALL OCCUR BETWEEN THE HOURS OF 9 AM AND 3 PM, UNLESS OTHERWISE COORDINATED WITH THE PERMITTING AGENCY.
2. ROAD WAY MUST BE FULLY RESTORED AT END OF EACH WORKDAY.
3. A MINIMUM OF 10' LANES MUST BE MAINTAINED THROUGH THE WORK ZONE.
4. ACCESS TO ALL DRIVEWAYS MUST BE MAINTAINED.
5. IF STEEL PLATES ARE USED TO TEMPORARILY RESTORE THE ROADWAY, THEN STEEL PLATE WARNING SIGNS SHALL BE INSTALLED ON ALL APPROACHES.
6. DURING THE PERIOD BETWEEN NOVEMBER 15 OF EACH YEAR AND MARCH 15 OF THE FOLLOWING YEAR, STEEL PLATES ARE NOT PERMITTED EXCEPT IN EMERGENCY CASES. WHEN ANY STEEL PLATE IS INSTALLED, THE PERMITTEE SHALL NOTIFY THE CITY DPW'S DISPATCHER BY PHONE, AND THE CITY INSPECTOR, WITHIN THE FIRST 4 HOURS OF INSTALLATION OF SAID PLATES. WHEN INSTALLED, STEEL PLATES SHALL BE APPROPRIATELY IDENTIFIED BY PERMITTEE FOR TRAFFIC AND PEDESTRIAN SAFETY. IN ADDITION, A MINIMUM OF FOUR 4-FOOT TALL WOODEN SURVEY STAKES (PAINTED BRIGHT PINK) PLACED BEHIND THE FACE OF CURB, OR IN RURAL AREAS, PLACED BEYOND ROAD SHOULDER, SHALL BE REQUIRED TO DENOTE BEGINNING AND END OF STEEL PLATES.
7. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE COVERED AND TEMPORARY PAVEMENT MARKINGS AS NECESSARY
8. ANY REMOVAL OF PAVEMENT MARKINGS MUST BE DONE WITH MILL AND OVERLAY, GRINDING IS NOT PERMITTED.
9. TRAFFIC CONTROL DEVICES MUST BE IN COMPLIANCE WITH THE LATEST EDITION OF THE MD MUTCD AND THE MD SHA BOOK OF STANDARDS.
10. ALL WARNINGS SIGNS NOT IN USE SHALL BE FULLY COVERED WITH OPAQUE MATERIAL.
11. TRAFFIC SIGNS SHALL NOT BE PLACED WHERE THEY WILL IMPEDE THE PATH OF PEDESTRIANS OR MOTORISTS.
12. ALL EXCAVATION WHICH RESULTS IN A PAVEMENT EDGE DROP-OFF SHALL BE IN ACCORDANCE WITH MD STD NOS. MD 104.06-15 TO MD 104.06-19. CONCRETE BARRIER IS TO BE USED WHEN THE DROP-OFF IS GRATER THAN 5 INCHES AND THE ROADWAYS WHERE WORK IS TAKING PLACE IS CLASSIFIED AS A COLLECTOR, MAJOR COLLECTOR OR ARTERIAL. WATER FILLED OR SAND FILLED BARRIER IS TO BE USED WHEN THE DROP-OFF IS GRATER THAN 5 INCHES AND THE ROAD WAYS WHERE WORK IS TAKING PLACE IS CLASSIFIED AS AN INDUSTRIAL, PRIMARY RESIDENTIAL OR SECONDARY RESIDENTIAL ROADWAY. ONLY MDSHA APPROVED WATER / SAND FILLED BARRIERS SHOULD BE USED. CHANNELIZING DRUMS MAY BE USED WHEN THE DROP-OFF IS GRATER THAN 5 INCHES AND THE ROADWAYS WHERE WORK IS TAKING PLACE ARE CLASSIFIED AS PRIMARY RESIDENTIAL OR SECONDARY RESIDENTIAL ROADWAYS AND THE WORK ZONE IS CONTROLLED BY A FLAGGER.
13. THIS PLAN APPROVAL IS ONLY FOR CITY MAINTAINED ROADWAYS. THE ROAD WORK SHOULD BE COORDINATED, REVIEWED AND APPROVED BY ANY OTHER JURISDICTION IMPACTED.
14. ANY PHYSICAL OR OPERATIONAL IMPACTS TO A TRAFFIC SIGNAL MUST BE ADDRESSED AND COORDINATED WITH THE COUNTY DPW&T SIGNAL SHOP.
15. IF THE ROAD WORK IMPACTS THE OPERATION OF A TRAFFIC SIGNAL, THE CONTRACTOR MAY BE REQUIRED TO PROVIDE ADDITIONAL DETECTION DEVICES TO FACILITATE THE MAINTENANCE OF TRAFFIC OPERATIONS. THIS SHALL BE DETERMINED BY THE PERMITTING AGENCY AND/ OR THE COUNTY DPW&T SIGNAL SHOP.
16. PEDESTRIAN FACILITIES MUST BE MAINTAINED OR A CLEAR, DETECTABLE, TRAVERSABLE SAFE AND HANDICAP ACCESSIBLE ALTERNATIVE PATH MUST BE PROVIDED.
17. FLAGGERS SHALL BE MARYLAND STATE HIGHWAY ADMINISTRATION OR ATSSA APPROVED/CERTIFIED FLAGGERS. RADIO COMMUNICATION SHALL BE REQUIRED BETWEEN FLAGGERS IF THE FLAGGERS CANNOT SEE EACH OTHER OR IF THE LANE CLOSURE EXCEEDS 200 FEET.

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



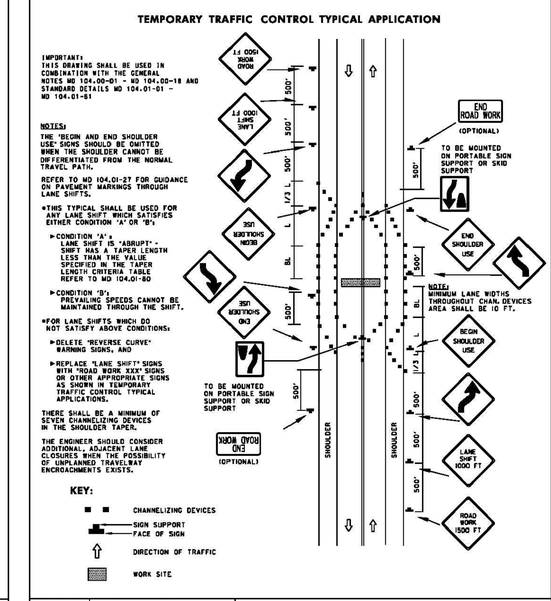
SPECIFICATION 104	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES LANE SHIFT RIGHT OR LEFT SIDE/2-LANE, 2-WAY EQL/LESS THAN 40 MPH/15 MIN - 12 HRS. OR DAYTIME ONLY	
APPROVED	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY		
SHA State Highway Administration	APPROVAL + SHA / REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL 8-30-03	APPROVAL 9-23-03	
	REVISED 8-11-10	REVISED 10-5-10	
	REVISED	REVISED	
	REVISED	REVISED	
STANDARD NO.	MD 104.02-04		

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



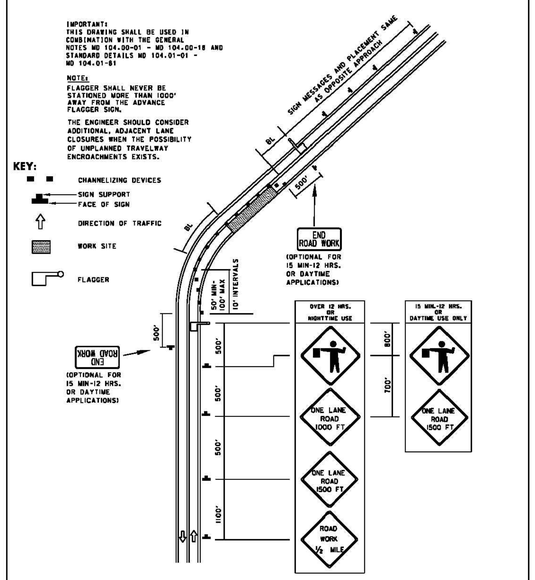
SPECIFICATION 104	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES WORK IN CENTER OF LOW-VOLUME ROAD 2-LANE, 2-WAY / EQL/LESS THAN 40 MPH 15 MIN - 12 HRS. OR DAYTIME ONLY	
APPROVED	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY		
SHA State Highway Administration	APPROVAL + SHA / REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL 8-30-03	APPROVAL 9-23-03	
	REVISED 8-11-10	REVISED 10-5-10	
	REVISED	REVISED	
	REVISED	REVISED	
STANDARD NO.	MD 104.02-06		

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



SPECIFICATION 104	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES LANE SHIFT FOR COMPLETE TRAVEL WAY BLOCKAGE/2-LANE, 2-WAY EQL/LESS THAN 40 MPH/15 MIN - 12 HRS. OR DAYTIME ONLY	
APPROVED	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY		
SHA State Highway Administration	APPROVAL + SHA / REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL 8-30-03	APPROVAL 9-23-03	
	REVISED 8-11-10	REVISED 7-29-10	
	REVISED	REVISED	
	REVISED	REVISED	
STANDARD NO.	MD 104.02-08		

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



SPECIFICATION 104	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES FLAGGING OPERATION/2-LANE, 2-WAY EQL/LESS THAN 40 MPH	
APPROVED	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY		
SHA State Highway Administration	APPROVAL + SHA / REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL 8-30-03	APPROVAL 9-23-03	
	REVISED 8-11-10	REVISED 7-29-10	
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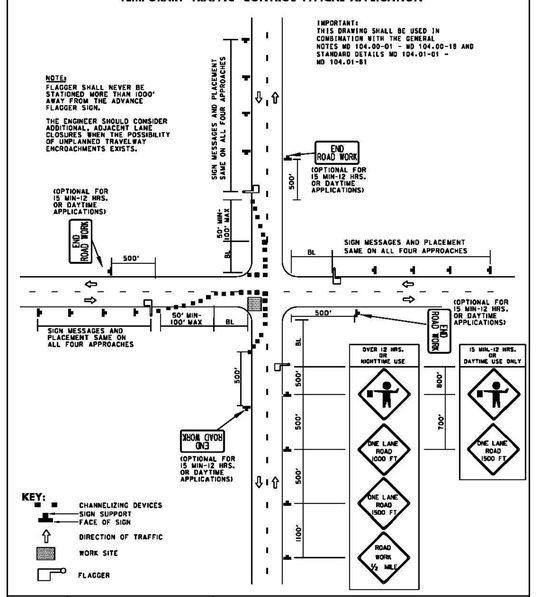
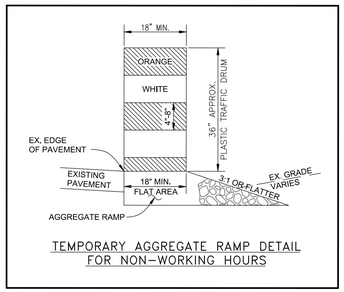
	REVISED	REVISED	
STANDARD NO.	MD 104.02-10		

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



SPECIFICATION 104	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES INTERSECTION FLAGGING OPERATION 2-LANE,2-WAY EQL/LESS THAN 40 MPH	
APPROVED	DIRECTOR - OFFICE OF TRAFFIC AND SAFETY		
SHA State Highway Administration	APPROVAL + SHA / REVISIONS	APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
	APPROVAL 8-30-03	APPROVAL 9-23-03	
	REVISED 8-11-10	REVISED 7-29-10	
	REVISED	REVISED	
	REVISED	REVISED	
STANDARD NO.	MD 104.02-14		



TEMPORARY AGGREGATE RAMP DETAIL FOR NON-WORKING HOURS

NOTE: THESE DETAILS ARE PROVIDED FOR REFERENCE ONLY. CONTRACTOR SHALL USE CURRENT MSHA TRAFFIC CONTROL DETAILS.

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

STATE OF MARYLAND — BRIAN KEITH DAVILA — 19908 — PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE # 19908
EXPIRATION DATE 1/6/2021

TRAFFIC CONTROL PLAN
TRAFFIC CONTROL DETAILS

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
Civil and Environmental Engineers • Planners • Landscape Architects • Surveyors
1751 Elton Rd., Ste. 300 Silver Spring, MD 20903 301-434-7000 Fax: 301-434-9394
www.cpja.com • Silver Spring, MD • Gaithersburg, MD • Annapolis, MD • Greenbelt, MD • Frederick, MD • Fairfax, VA

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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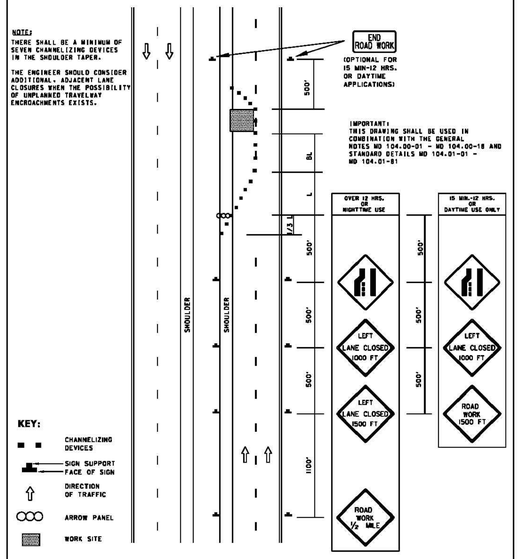
TAX MAP/WSSC	SITE PLAN NO.		
N/A	N/A		
DESIGN BKD	SHEET 41	OF 58	
DRAFT GC			
DATE Sept., 2019	FILE NO: 2019-1058-44.01		
SCALE 1" = 10'			

Attached XRefs: TB24A36 - PUBLIC/TB24A36

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

SHA State Highway Administration

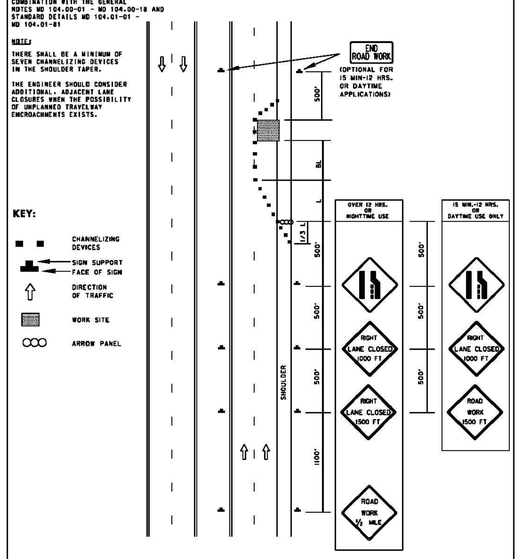
APPROVAL + SHA REVISIONS		APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	8-20-03	APPROVAL	9-23-03
REVISED	8-11-10	REVISED	7-29-10
REVISED		REVISED	
REVISED		REVISED	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

LEFT LANE CLOSURE/DIVIDED UNCON. EQL/LESS THAN 40 MPH

STANDARD NO. MD 104.04–04

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

SHA State Highway Administration

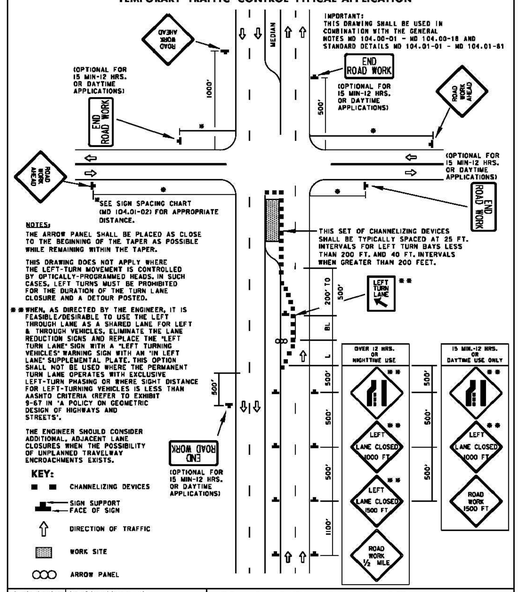
APPROVAL + SHA REVISIONS		APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	8-20-03	APPROVAL	9-23-03
REVISED	8-11-10	REVISED	7-29-10
REVISED		REVISED	
REVISED		REVISED	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

RIGHT LANE CLOSURE /DIVIDED UNCON. EQL/LESS THAN 40 MPH

STANDARD NO. MD 104.04–06

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

SHA State Highway Administration

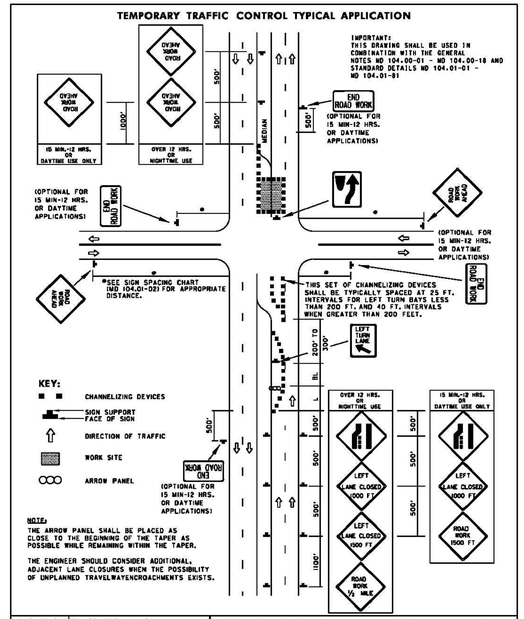
APPROVAL + SHA REVISIONS		APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	8-20-03	APPROVAL	9-23-03
REVISED	8-11-10	REVISED	10-5-10
REVISED		REVISED	
REVISED		REVISED	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

LEFT-TURN BAY CLOSURE /DIVIDED UNCON. EQL/LESS THAN 40 MPH

STANDARD NO. MD 104.04–14

TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION



SPECIFICATION 104	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF TRAFFIC AND SAFETY

SHA State Highway Administration

APPROVAL + SHA REVISIONS		APPROVAL + FEDERAL HIGHWAY ADMINISTRATION	
APPROVAL	8-20-03	APPROVAL	9-23-03
REVISED	8-11-10	REVISED	10-5-10
REVISED		REVISED	
REVISED		REVISED	

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

INTER. (LEFT LANE, TURN BAY) CLOSURE/ DIVIDED UNCON. EQL/LESS THAN 40 MPH

STANDARD NO. MD 104.04–16

NOTE: THESE DETAILS ARE PROVIDED FOR REFERENCE ONLY. CONTRACTOR SHALL USE CURRENT MSHA TRAFFIC CONTROL DETAILS.

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STATE OF MARYLAND — MARK KEITH DAVIS — 19908 — PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE # 19908
EXPIRATION DATE 1/6/2021

TRAFFIC CONTROL PLAN
TRAFFIC CONTROL DETAILS

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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CLIENT: CITY OF GREENBELT
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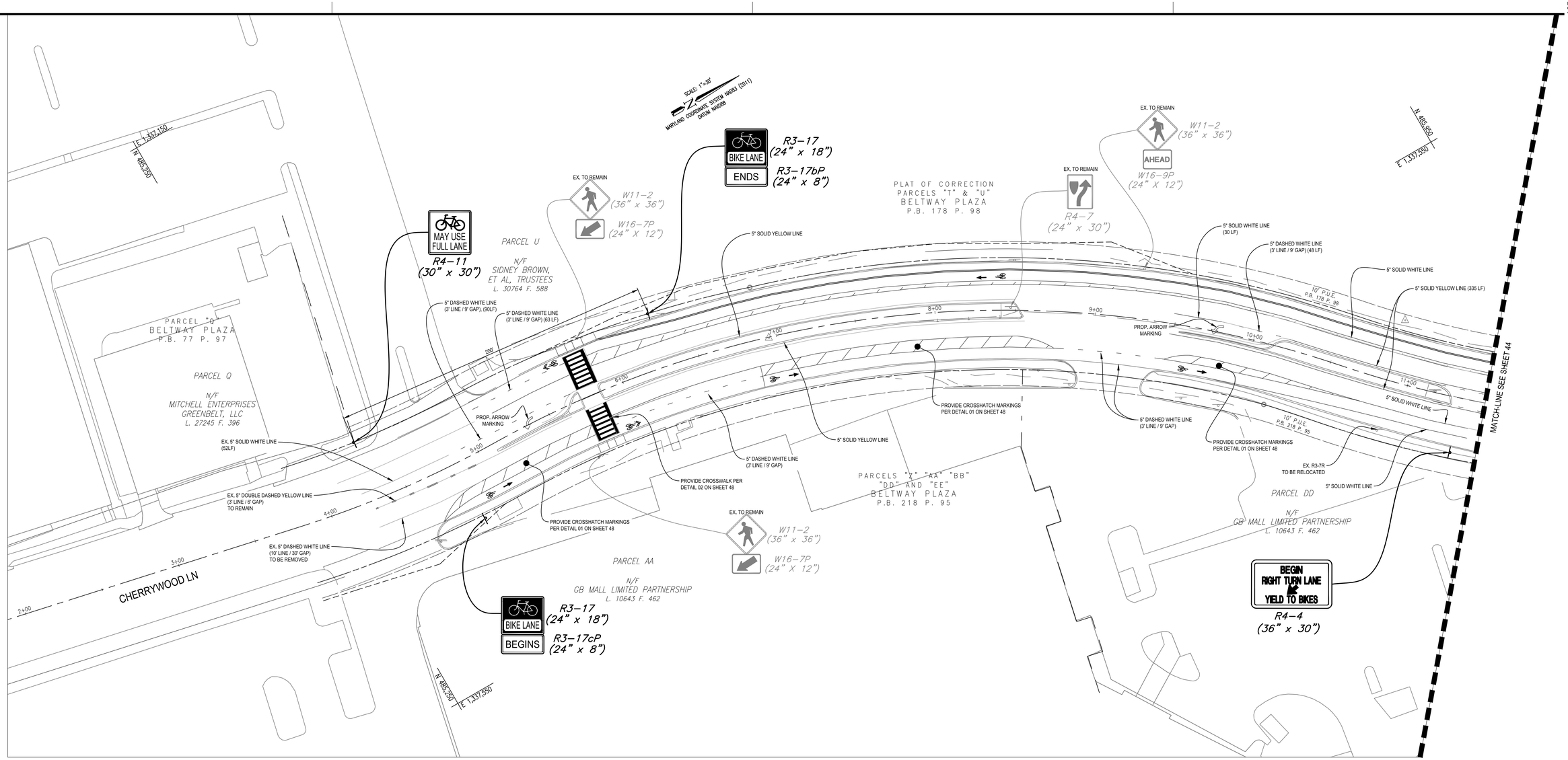
TAX MAP/WSSC	SITE PLAN NO.
N/A	N/A

DESIGN	BKD	SHEET 42	OF 58
DRAFT	GC		
DATE	Sept., 2019	FILE NO: 2019-1058-44.01	
SCALE	1" = 10'		

Attached Xrefs: TB24x36 - PUBLIC/TB24x36



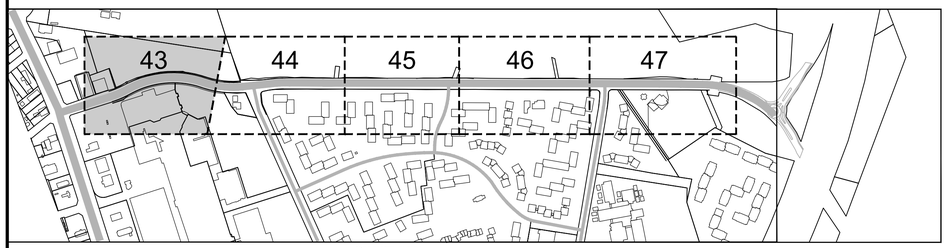
NOTES:

1. ALL EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED. CONTRACTOR MAY REMOVE AND REINSTALL SIGNS AS NECESSARY TO FACILITATE CONSTRUCTION.

GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'



SHEET KEY
1"=500'

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SIGNING AND MARKING LEGEND

EXISTING SIGN (ACTUAL SIGN TYPES VARY) — STOP

PROPOSED SIGN (ACTUAL SIGN TYPES VARY) — STOP

BIKE LANE MARKING (SEE DETAIL SHT 48)

SHARED LANE MARKING (SEE DETAIL SHT 48)

STATE OF MARYLAND
JUDITH A. BARNHARTT
No. 51074
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE #: 51074

EXPIRATION DATE: 6/7/2021

MARKING AND SIGNAGE PLAN
MARKING AND SIGNAGE PLAN VIEW

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
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CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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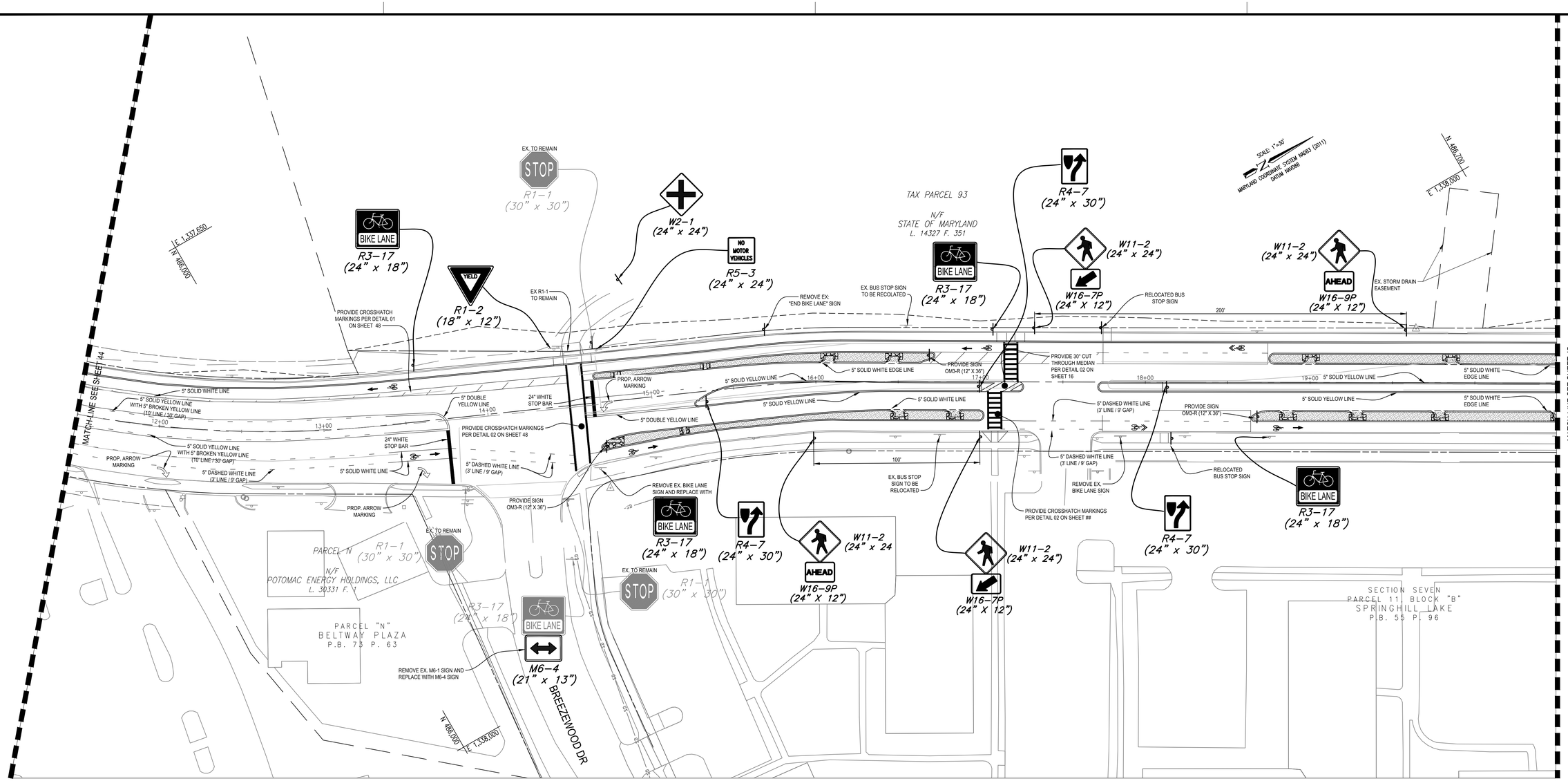
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	43 OF 58
FILE NO:	2019-1058-44.01

Attached Xrefs:108-01/04-027_1824436 — PUBLIC/1824436/08-00/21-099/04-03
rbarnhart



NOTES:

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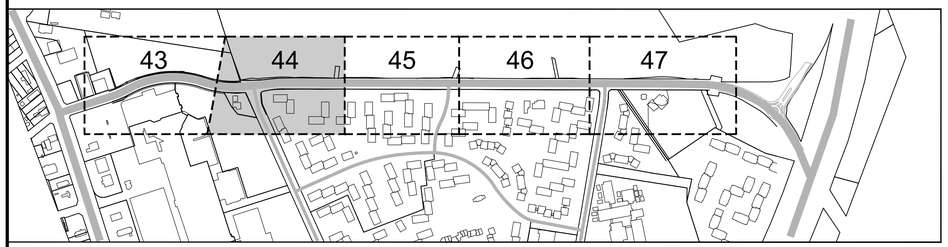
GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'



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PROPOSED SIGN (ACTUAL SIGN TYPES VARY) — STOP

BIKE LANE MARKING (SEE DETAIL SHT 48) → BIKE LANE MARKING (SEE DETAIL SHT 48)

STATE OF MARYLAND — HANK KEITH DAVIS — 19908 — PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 19908

EXPIRATION DATE 1/6/2021

MARKING AND SIGNAGE PLAN
MARKING AND SIGNAGE PLAN VIEW

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
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15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	44 OF 58
FILE NO:	2019-1058-44.01

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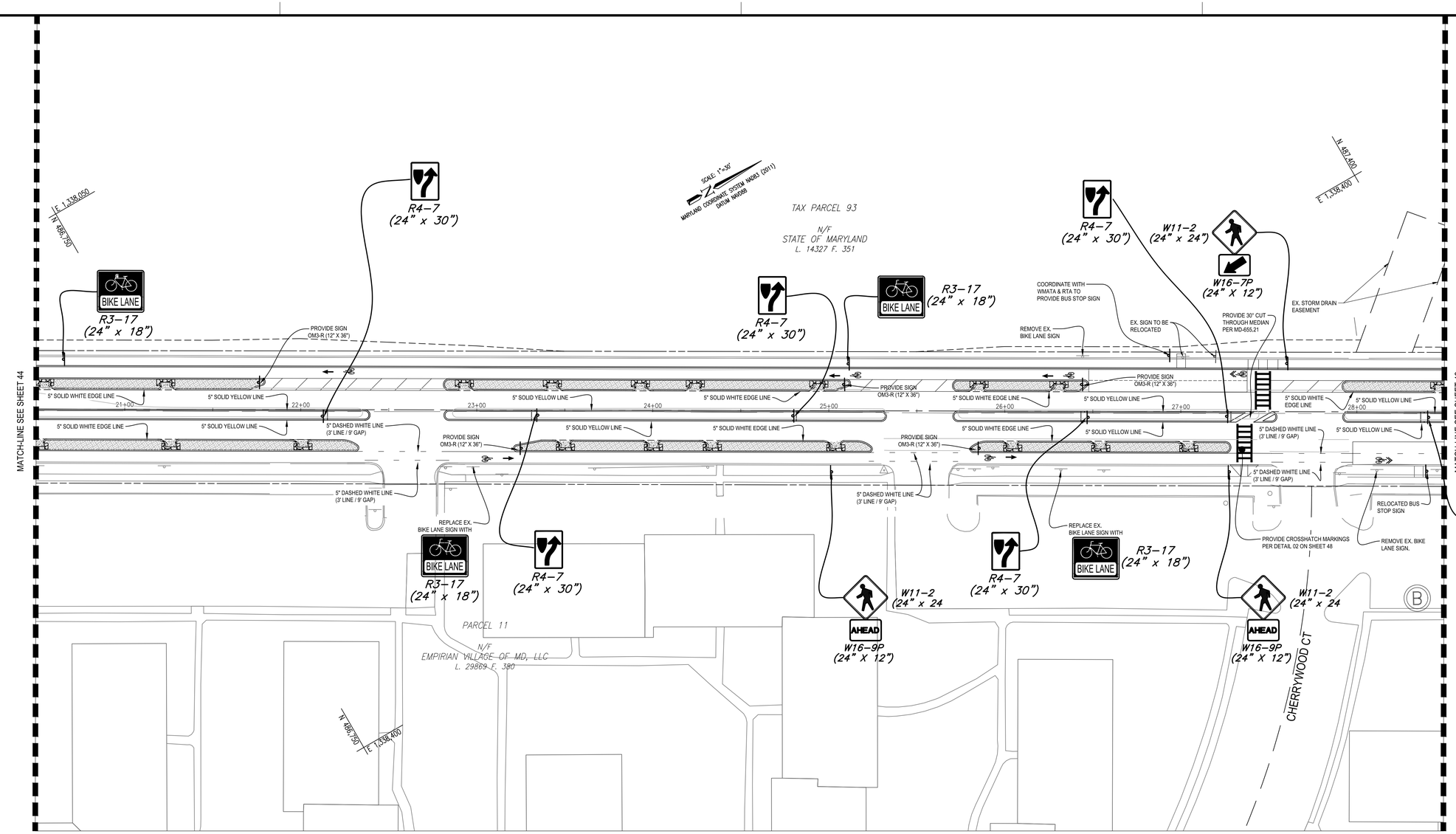
Attached XREFS:0B-01/04-022/_TB24A36 — PUBLIC/TB24A36/06-00/21-099/04-03
rbarnhart



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GRAPHIC SCALE
30 0 15 30 60
SCALE: 1" = 30'

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MARK KEITH DAVIS
19908
PROFESSIONAL ENGINEER

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LICENSE # 19908

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MARKING AND SIGNAGE PLAN VIEW

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TAX MAP/WSSC	N/A	SITE PLAN NO.	N/A
DESIGN	BKD	SHEET	45 OF 58
DRAFT	GC		
DATE	Sept., 2019	FILE NO:	2019-1058-44.01
SCALE	1" = 30'		

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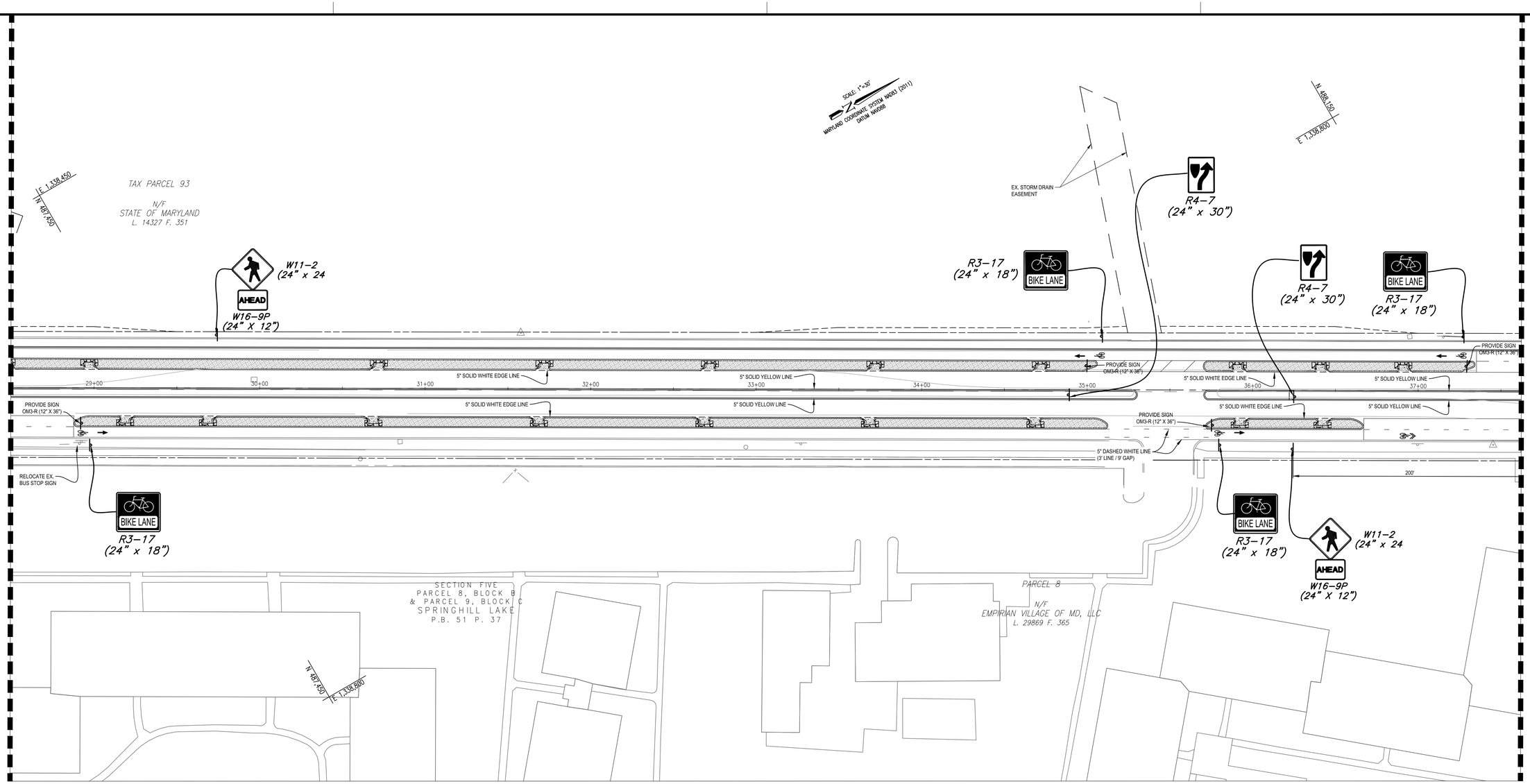

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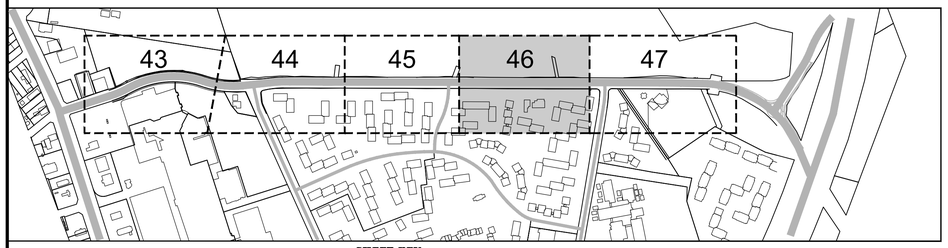

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STATE OF MARYLAND
BRIAN KEITH DAVIS
19908
PROFESSIONAL ENGINEER

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LICENSE # 19908

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MARKING AND SIGNAGE PLAN
MARKING AND SIGNAGE PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	46
OF	58
FILE NO:	2019-1058-44.01

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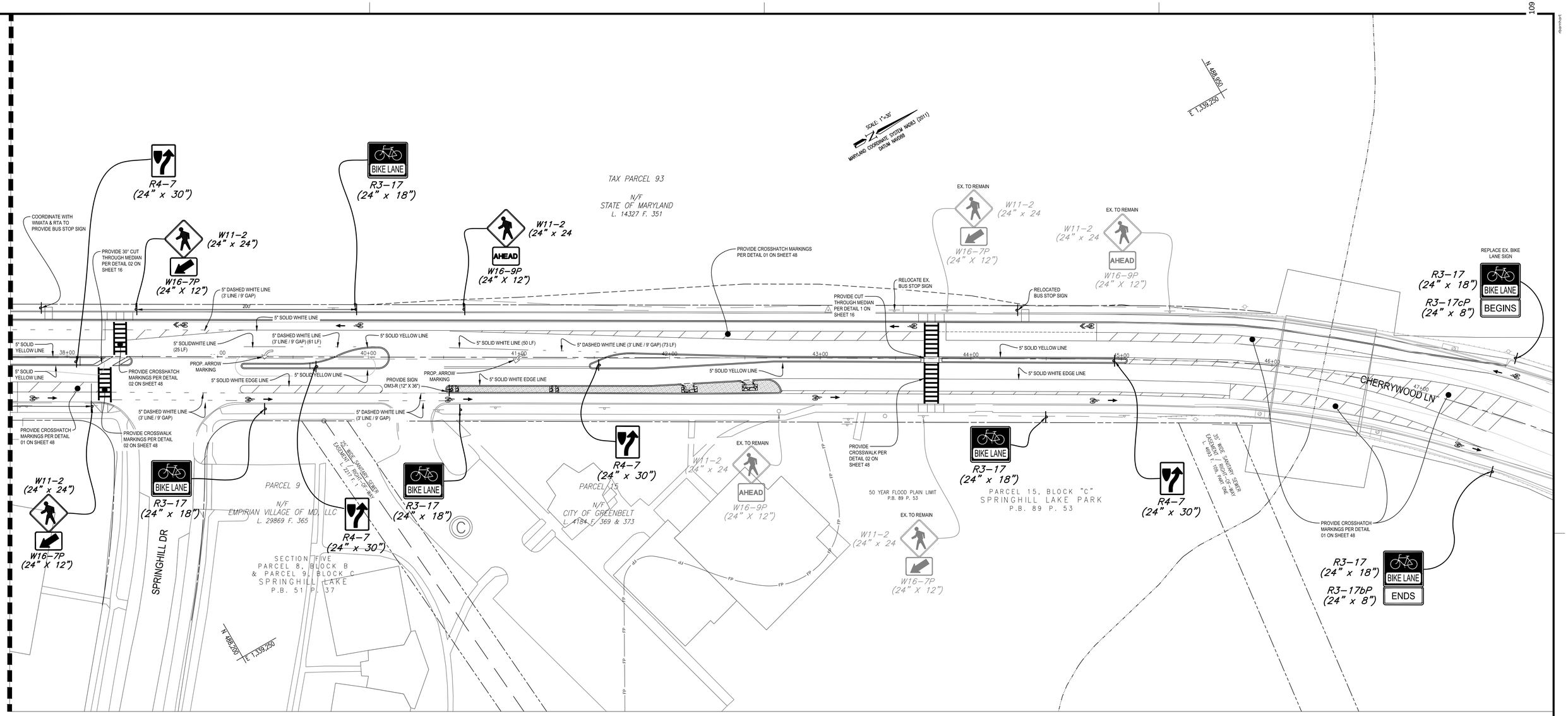

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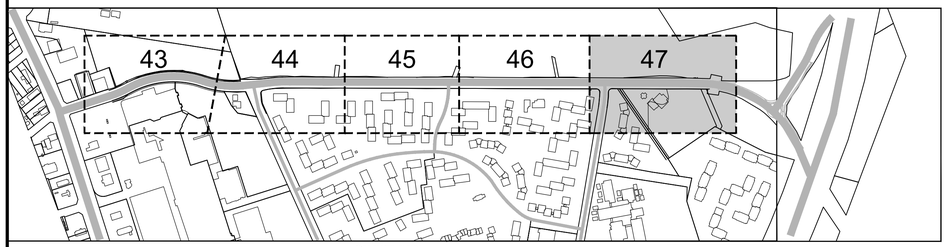

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STATE OF MARYLAND — BRIAN KEITH DAVIS — 19908 — PROFESSIONAL ENGINEER

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LICENSE #: 19908

EXPIRATION DATE: 10/2021

MARKING AND SIGNAGE PLAN
MARKING AND SIGNAGE PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	47 OF 58
FILE NO :	2019-1058-44.01

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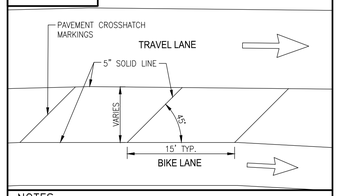
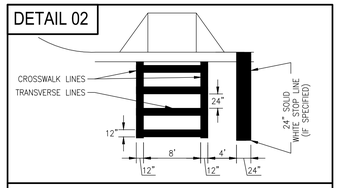
DETAIL 01



NOTES:

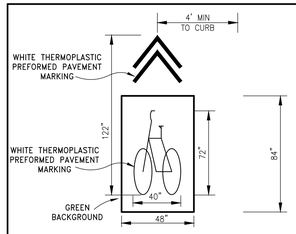
- PAVEMENT CROSSHATCH MARKINGS SHALL BE WHITE ON SHOULDERS OR ADJACENT TO BIKE LANES.
- PAVEMENT CROSS HATCH MARKINGS SHALL BE YELLOW WHEN LOCATED AT CENTER OF ROAD.

DETAIL 02

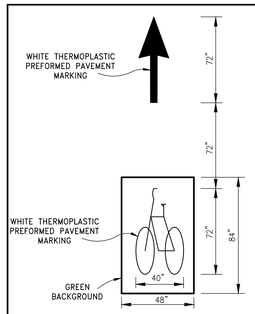


NOTES:

- PROVIDE TRANSVERSE LINES IF SHOWN IN THE PLAN. SPACING OF LINES SELECTED TO AVOID WHEEL PATH.



SHARED LANE
PAVEMENT MARKING



BIKE LANE
PAVEMENT MARKING

MISS UTILITY

Call "Miss Utility" at 1-800-257-7777, 48 hours prior to the start of work. The excavator must notify all public utility companies with underground facilities in the area of proposed excavation and have those facilities located by the utility companies prior to commencing excavation.

MARKING AND SIGNAGE PLAN
MARKING AND SIGNAGE DETAILS

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
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STATE OF MARYLAND
BRIAN KEITH OTTER
19908
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE # 19908
EXPIRATION DATE 1/6/2021

CLIENT: CITY OF GREENBELT
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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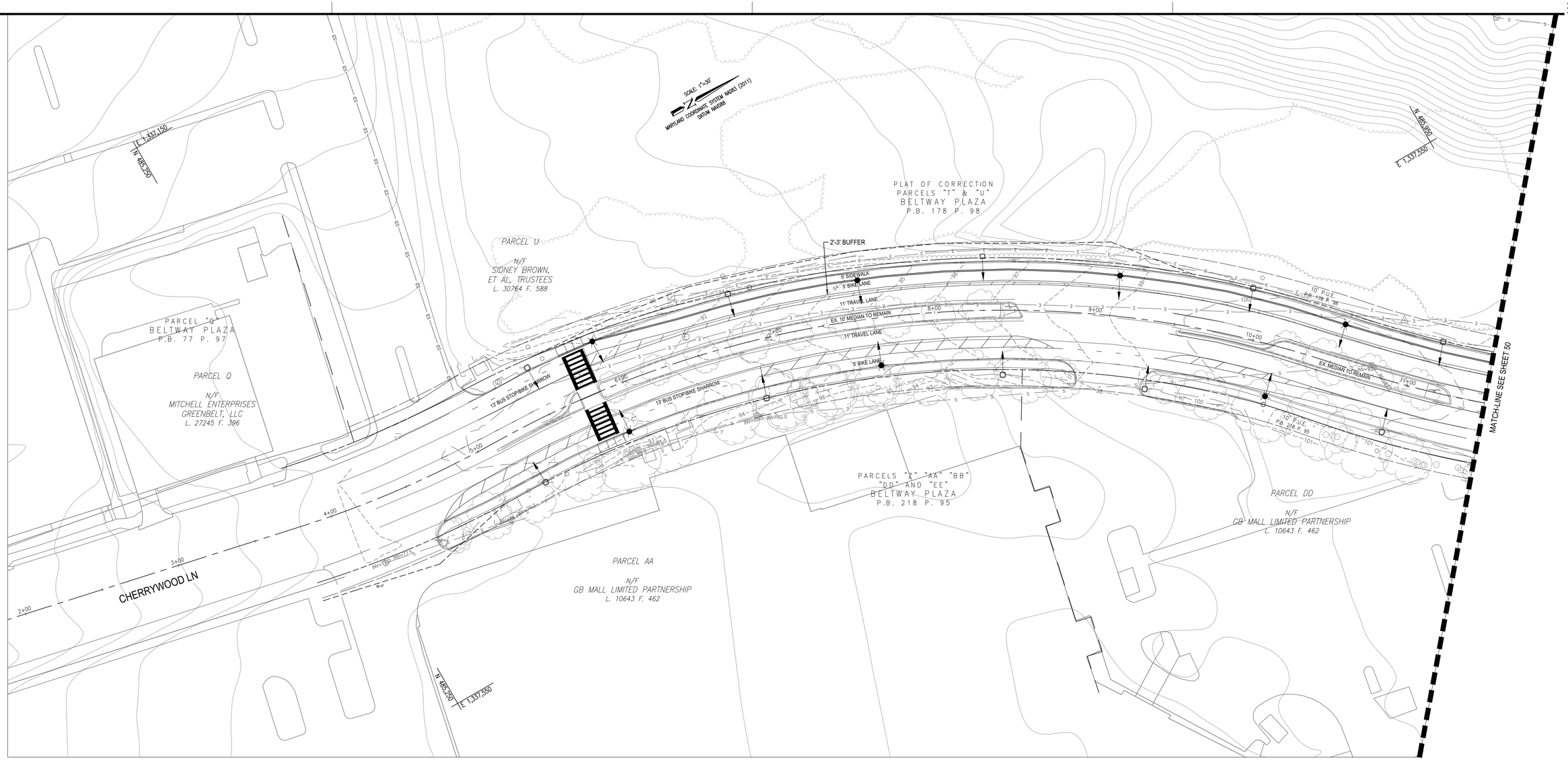
TAX MAP/WSSC N/A		SITE PLAN NO. N/A	
DESIGN BKD	SHEET 48	OF 58	
DRAFT GC			
DATE Sept., 2019		FILE NO: 2019-1058-44.01	
SCALE 1" = 30'			

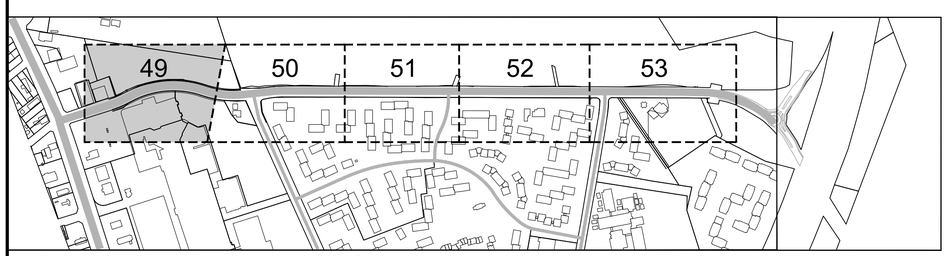
Attached Xrefs:108-01/04-02/04-01/_TB24x36 - Public/TB24x36/96-05/47-609/21-609
110
rbarnhart



GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'



SHEET KEY
1"=500'

NOTE: PROPOSED STREET LIGHTS ARE PEDESTRIAN-SCALE LIGHTING. LOCATIONS SHOWN FOR PROPOSED STREET LIGHTS ARE APPROXIMATE. LIGHT LEVELS SHALL BE EVALUATED BASED ON LIGHT FIXTURE SELECTED AT TIME OF CONSTRUCTION AND LIGHT LOCATIONS SHALL BE ADJUSTED ACCORDINGLY.

LEGEND

- PB — EXISTING STREET TREES
- SR — PROPOSED JAPANESE TREE LILAC
- CC — PROPOSED REDBUD TREES
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS
- EXISTING POLE MOUNTED LIGHTS
- PE SB — POTOMAC EDISON SPLICE BOX
- 3"ø SCH. 40 P.V.C. CONDUIT
- 1 1/2"ø SCH. 40 P.V.C. CONDUIT

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STATE OF MARYLAND
SUSAN A. BARNHART
No. 51074
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 51074

EXPIRATION DATE: 6/7/2019

STREET TREE & LIGHTING PLAN
STREET TREE & LIGHTING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
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15 CRESCENT ROAD
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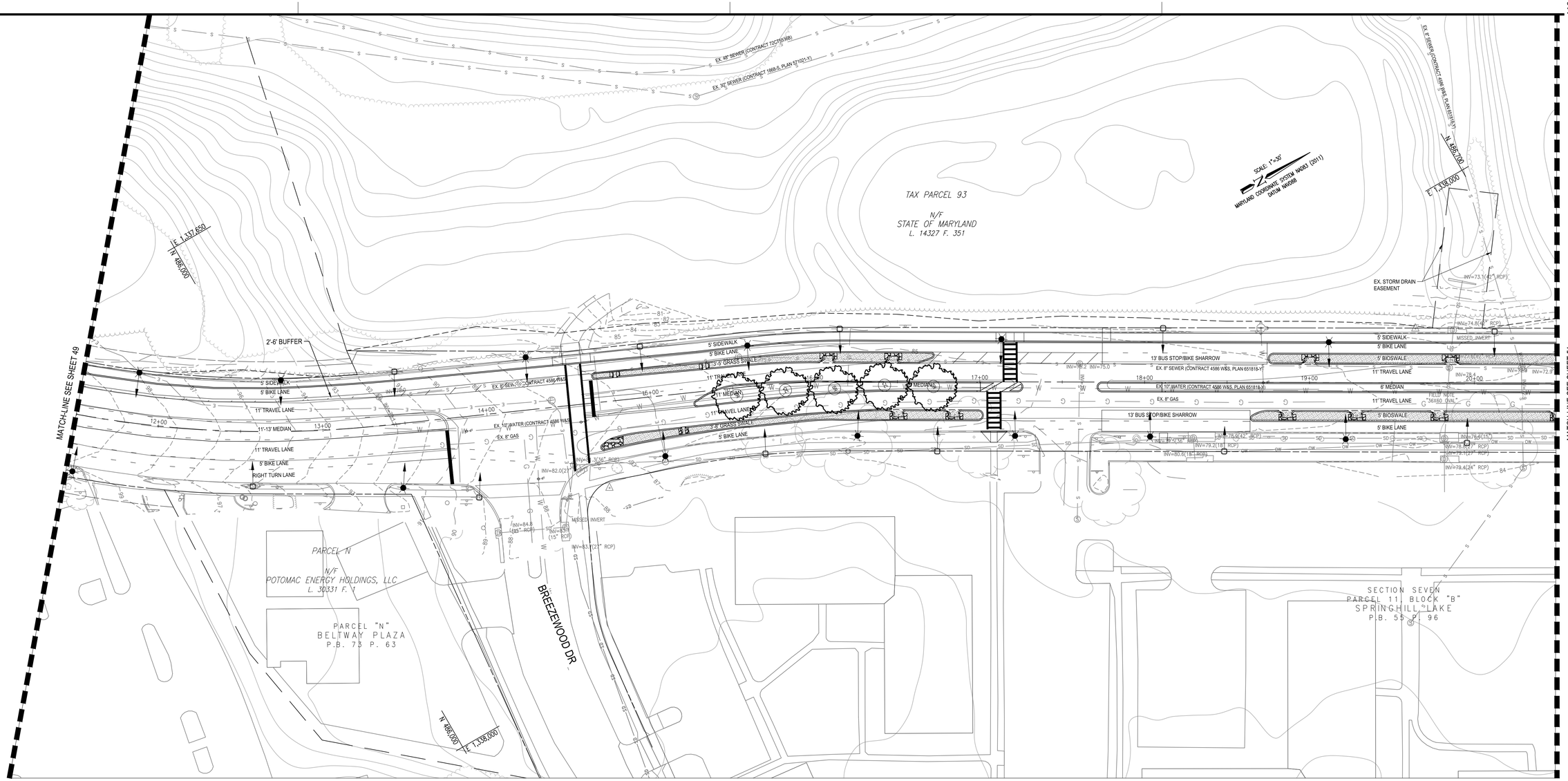
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	49 OF 58
FILE NO:	2019-1058-44.01

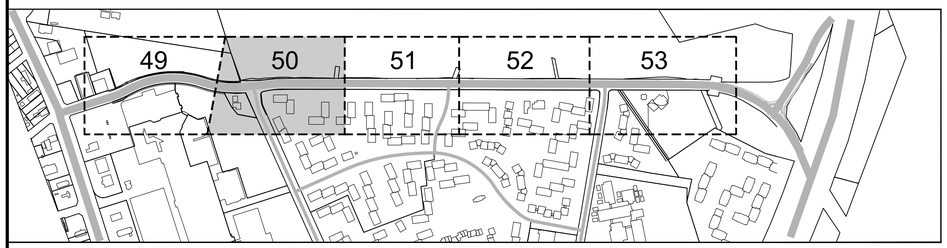
Attached XREFS:XB-01/04-02/04-01/_TB24X36 — PUBLIC/TB24X36/06-00/47-099/21-099



GRAPHIC SCALE

30 0 15 30 60

SCALE: 1" = 30'



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LEGEND

- EXISTING STREET TREES
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- PROPOSED REDBUD TREES
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS
- EXISTING POLE MOUNTED LIGHTS
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STATE OF MARYLAND
SUSAN A. BARNHART
No. 51074
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
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LICENSE # 51074

EXPIRATION DATE: 6/7/2019

STREET TREE & LIGHTING PLAN
STREET TREE & LIGHTING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

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15 CRESCENT ROAD
GREENBELT, MD 20770-1886
CONTACT: JUDITH A. HOWERTON

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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	50 OF 58
FILE NO:	2019-1058-44.01

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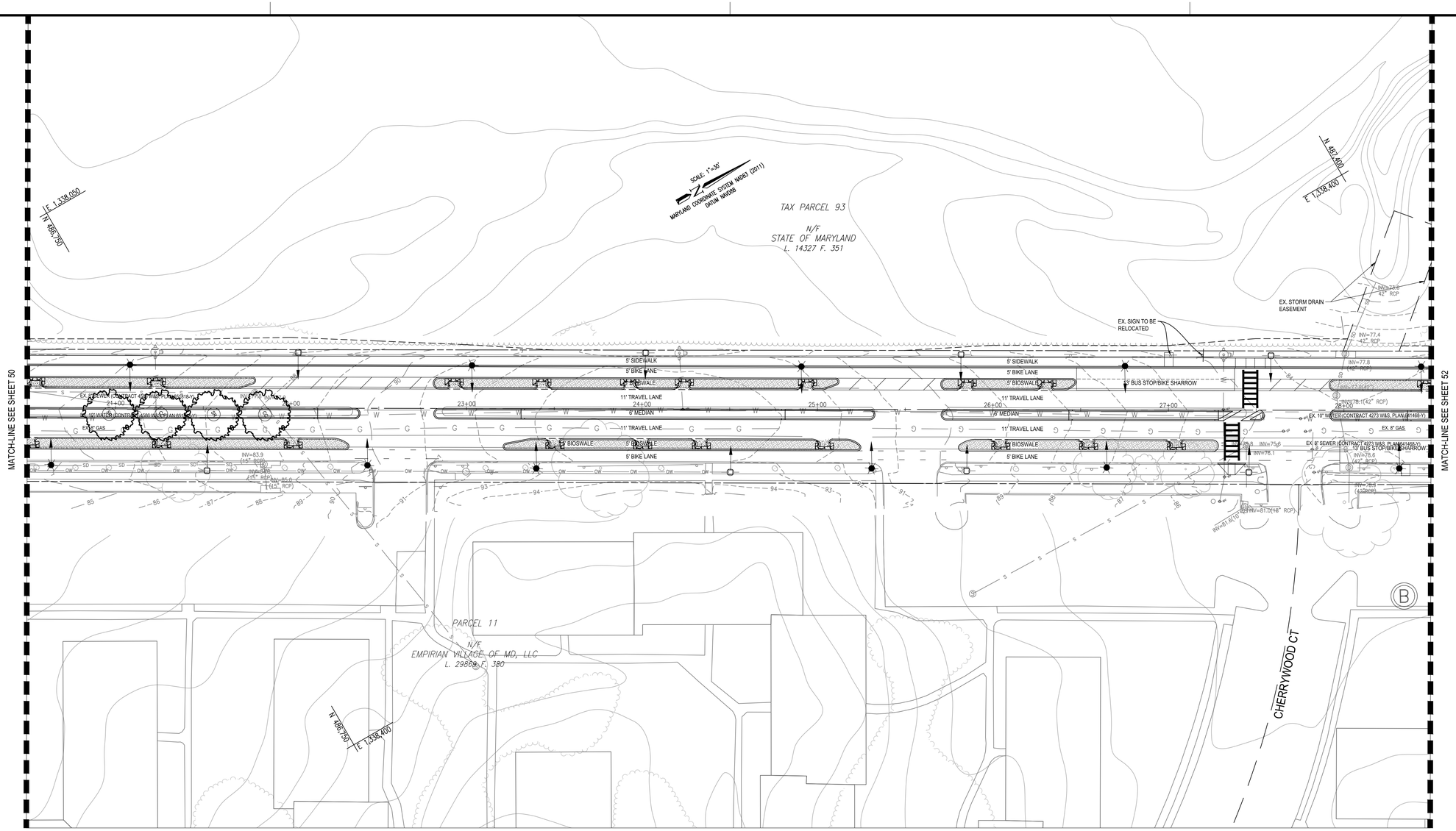
rbarnhart



GRAPHIC SCALE

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STREET TREE & LIGHTING PLAN
STREET TREE & LIGHTING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS
CITY OF GREENBELT
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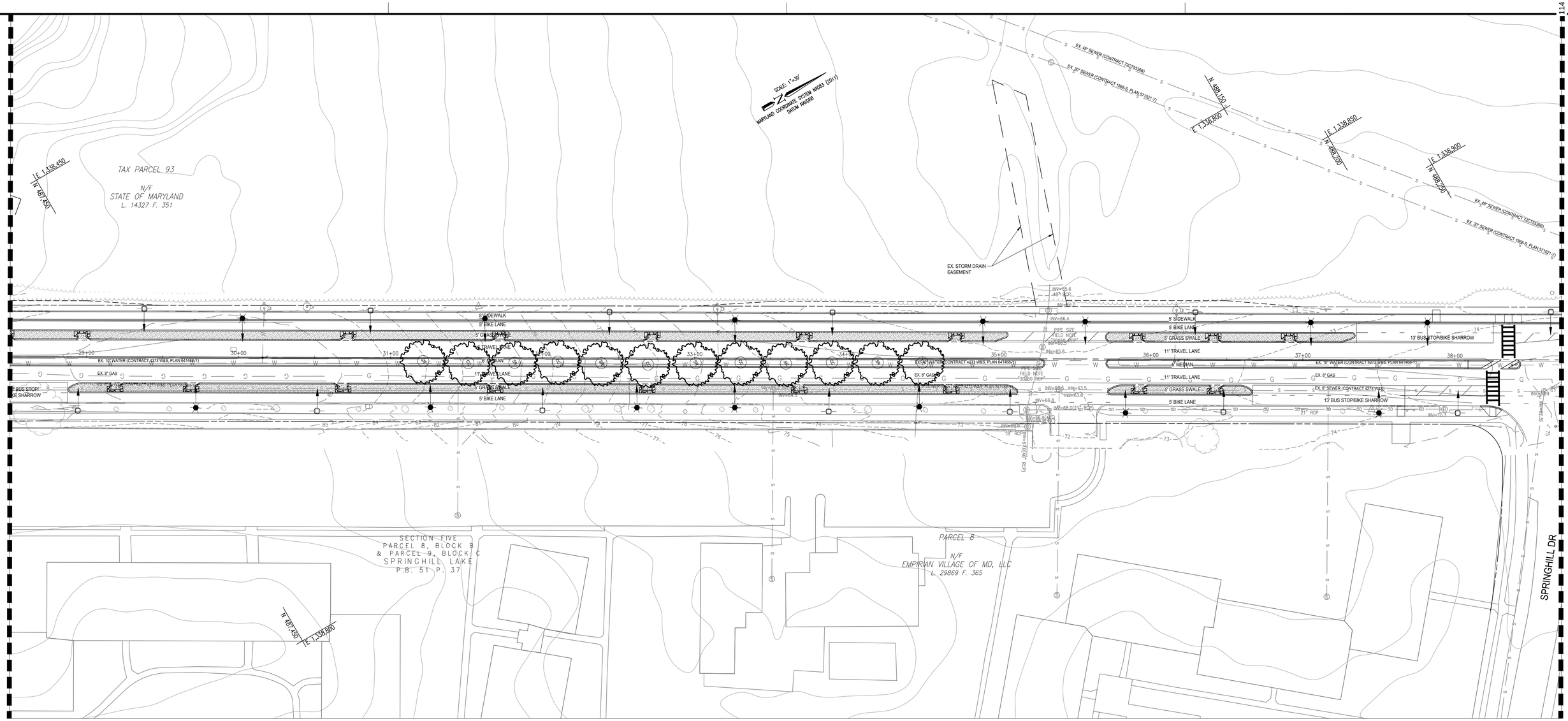
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	51 OF 58
FILE NO:	2019-1058-44.01

Attached Xrefs:08-01/04-02/04-01/_1824x36/08-00/47-099/21-099



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STATE OF MARYLAND
SUSAN A. BARNHARD
No. 51074
PROFESSIONAL ENGINEER

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STREET TREE & LIGHTING PLAN
STREET TREE & LIGHTING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

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TAX MAP/WSSC	N/A	SITE PLAN NO.	N/A
DESIGN	BKD	SHEET	52 OF 58
DRAFT	GC		
DATE	Sept., 2019	FILE NO:	2019-1058-44.01
SCALE	1" = 30'		

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Attached Xrefs:08-01/04-02/04-01/_1824-36/08-00/47-099/21-099
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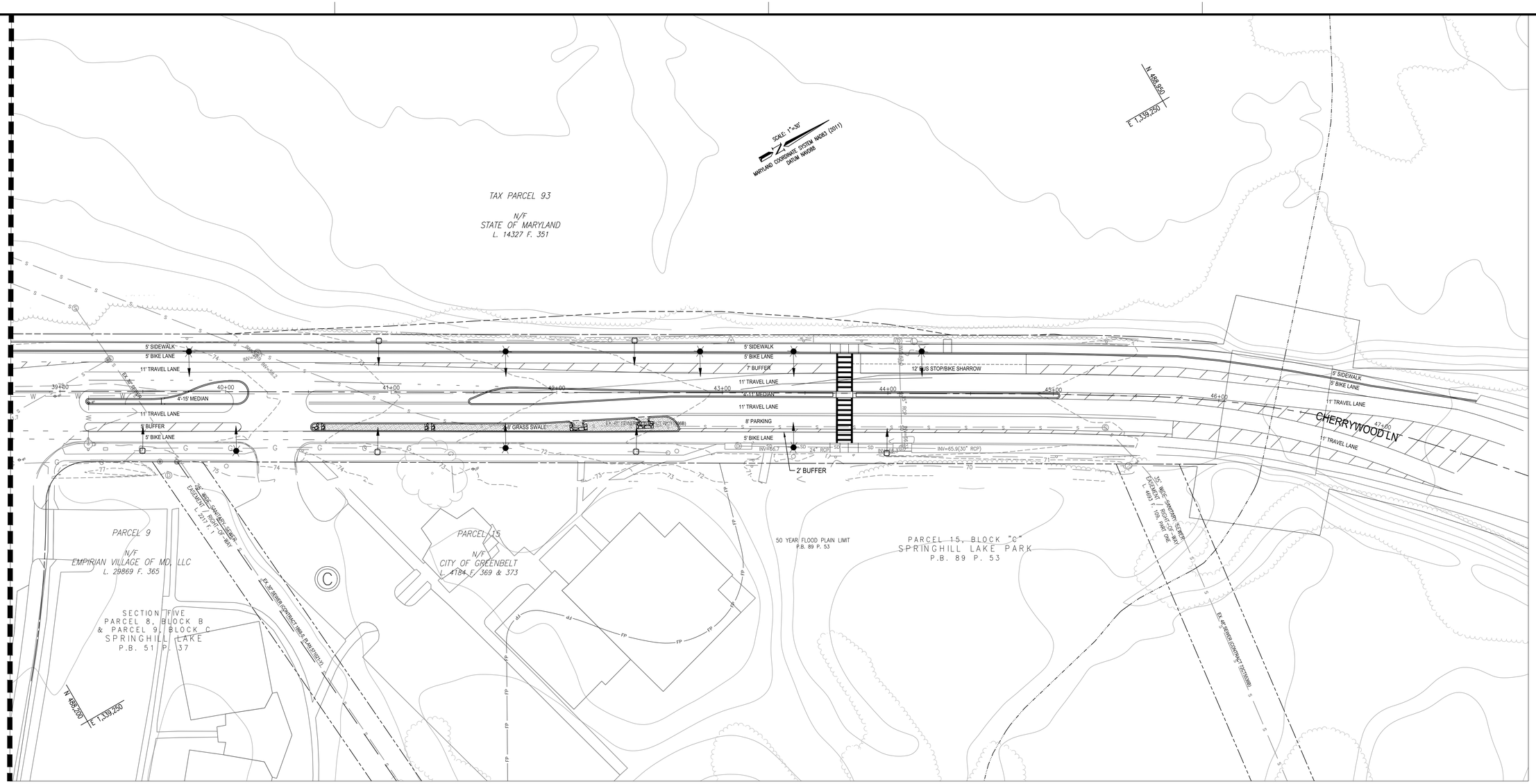

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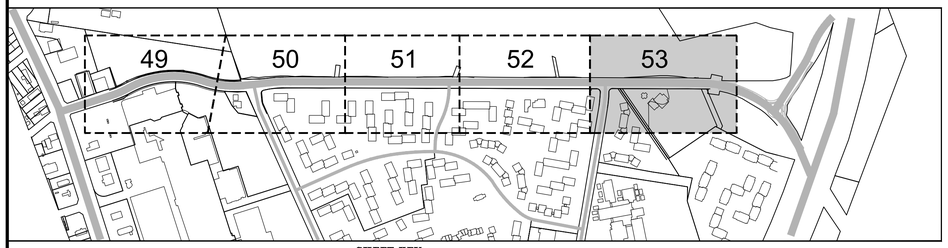

SHEET KEY
1"=500'

LEGEND

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- PROPOSED JAPANESE TREE LILAC
- PROPOSED REDBUD TREES
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS
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STATE OF MARYLAND
ROBIN A. BARNHART
No. 51074
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE # 51074
EXPIRATION DATE 6/7/2019

STREET TREE & LIGHTING PLAN
STREET TREE & LIGHTING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
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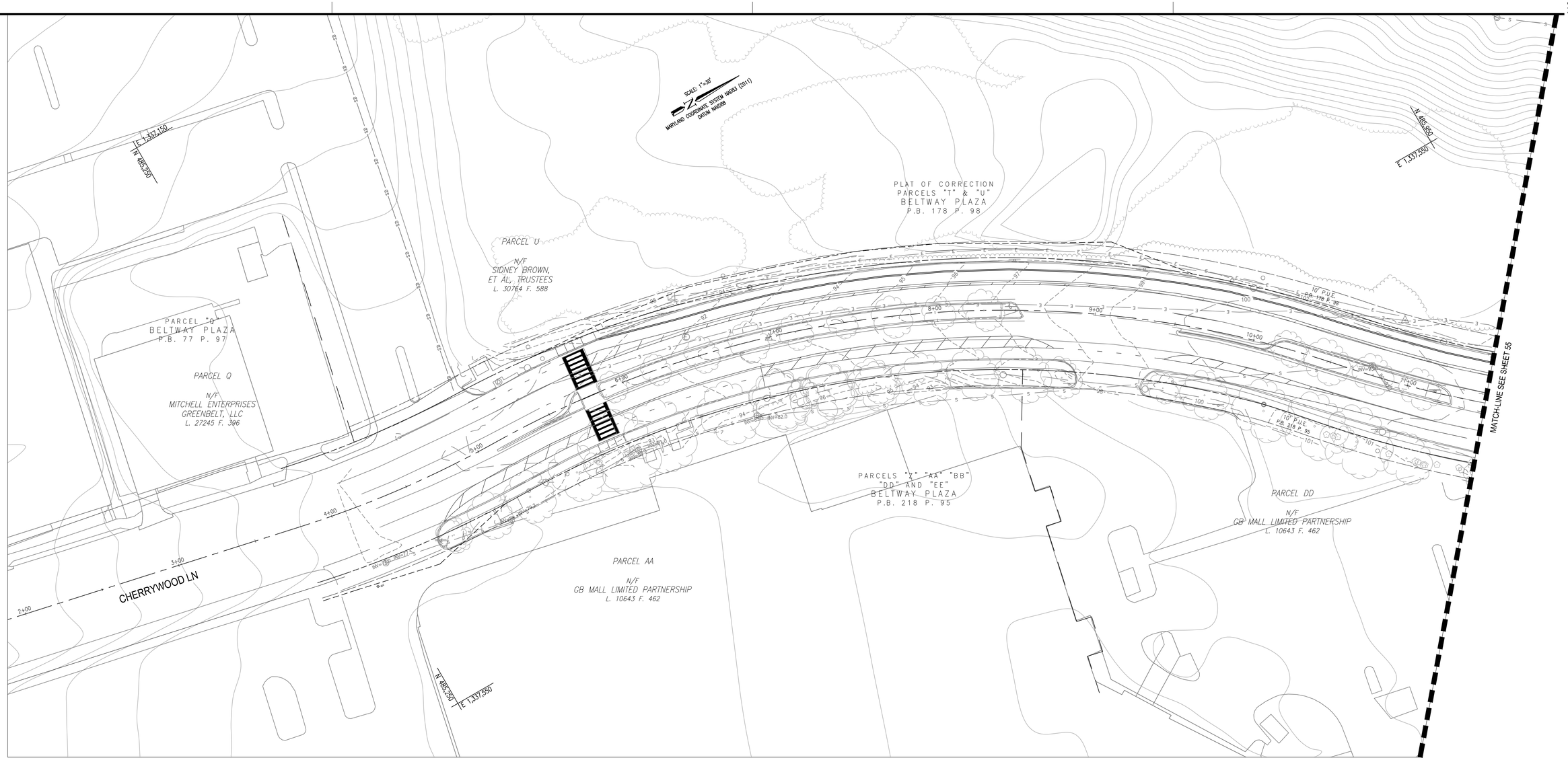
TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	53 OF 58
FILE NO:	2019-1058-44.01



GRAPHIC SCALE

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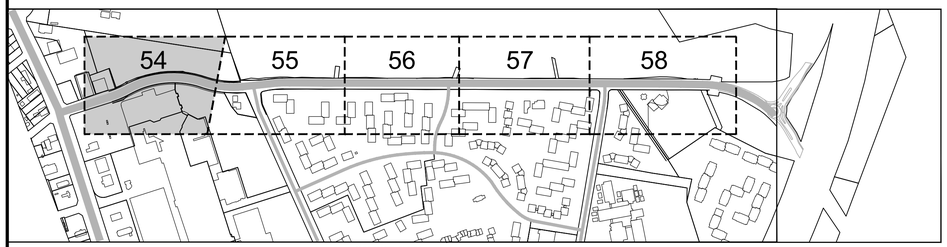
SCALE: 1" = 30'



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SOIL BORING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
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FRANK KEITH DAVIS
19908
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TAX MAP/WSSC	N/A
SITE PLAN NO.	N/A
DESIGN	BKD
DRAFT	GC
DATE	Sept., 2019
SCALE	1" = 30'
SHEET	54 OF 58
FILE NO:	2019-1058-44.01

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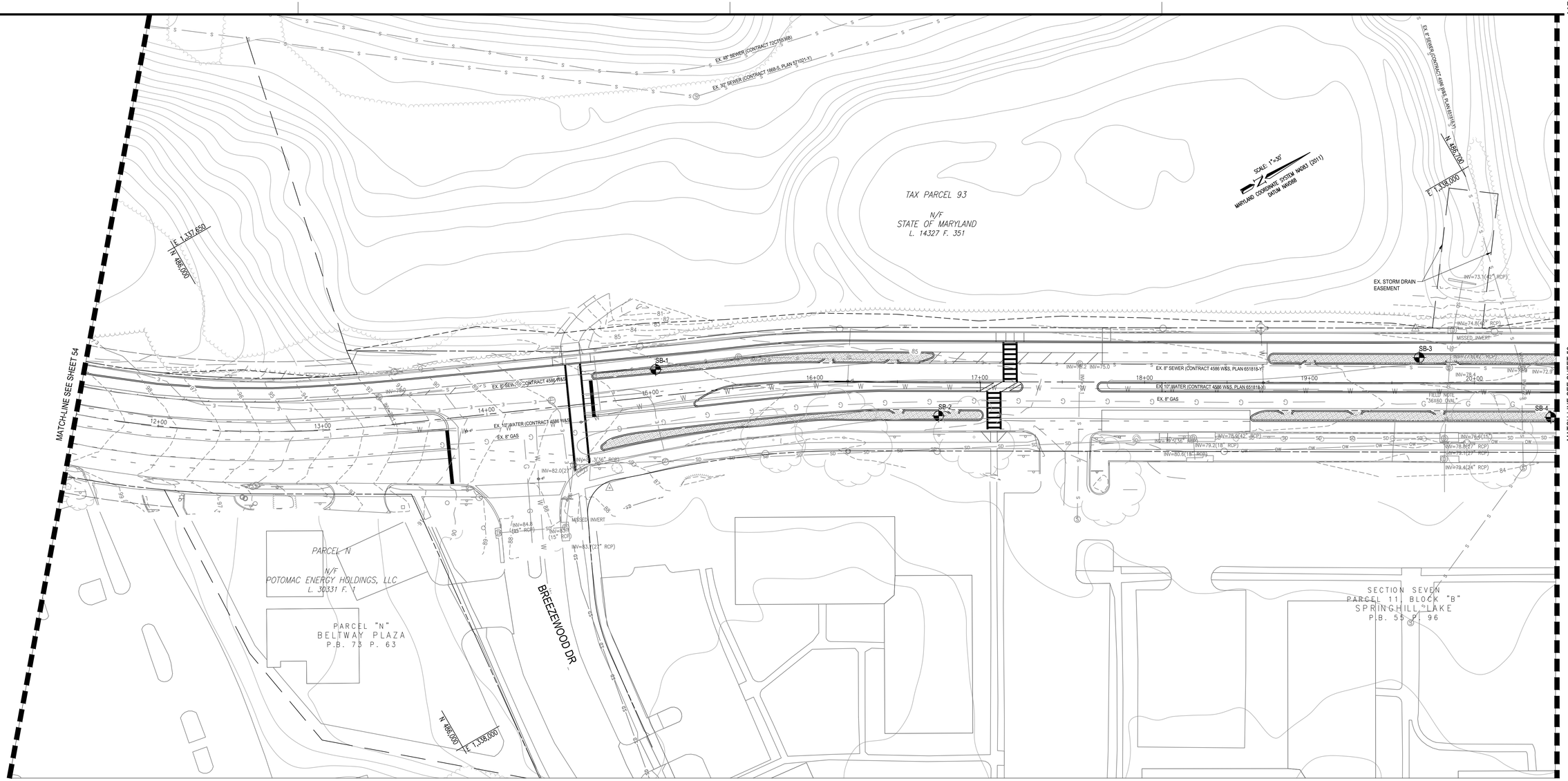

SOIL BORING DATA TABLE						
BORING ID	NORTHING	EASTING	DEPTH (FT)	BORING INVERT	EX. GROUND ELEV.	NOTES
SB-1	486215.93	1337860.12	10	76.24	86.24	STANDARD BORING
SB-2	486350.55	1337970.35	10	75.24	85.24	STANDARD BORING
SB-3	486620.70	1338085.50	10	73.43	83.43	STANDARD BORING WITH INFILTRATION
SB-4	486671.74	1338156.73	10	74.44	84.44	STANDARD BORING

GRAPHIC SCALE

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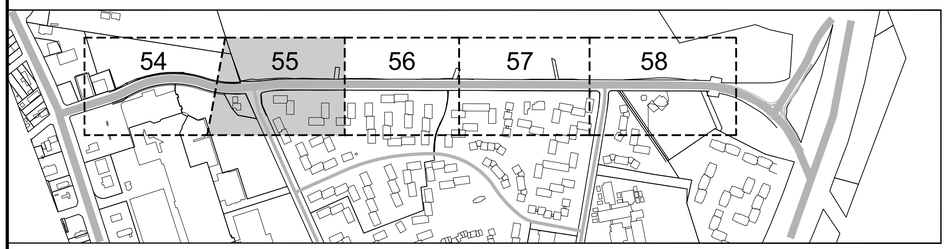
SCALE: 1" = 30'



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SOIL BORING PLAN VIEW

CHERRYWOOD LANE GREEN STREETS

CITY OF GREENBELT
PRINCE GEORGE'S COUNTY, MARYLAND

CPJ Associates
Charles P. Johnson & Associates, Inc.
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STATE OF MARYLAND
MARK KEITH DAVIS
19908
PROFESSIONAL ENGINEER

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SHEET	55 OF 58
FILE NO:	2019-1058-44.01

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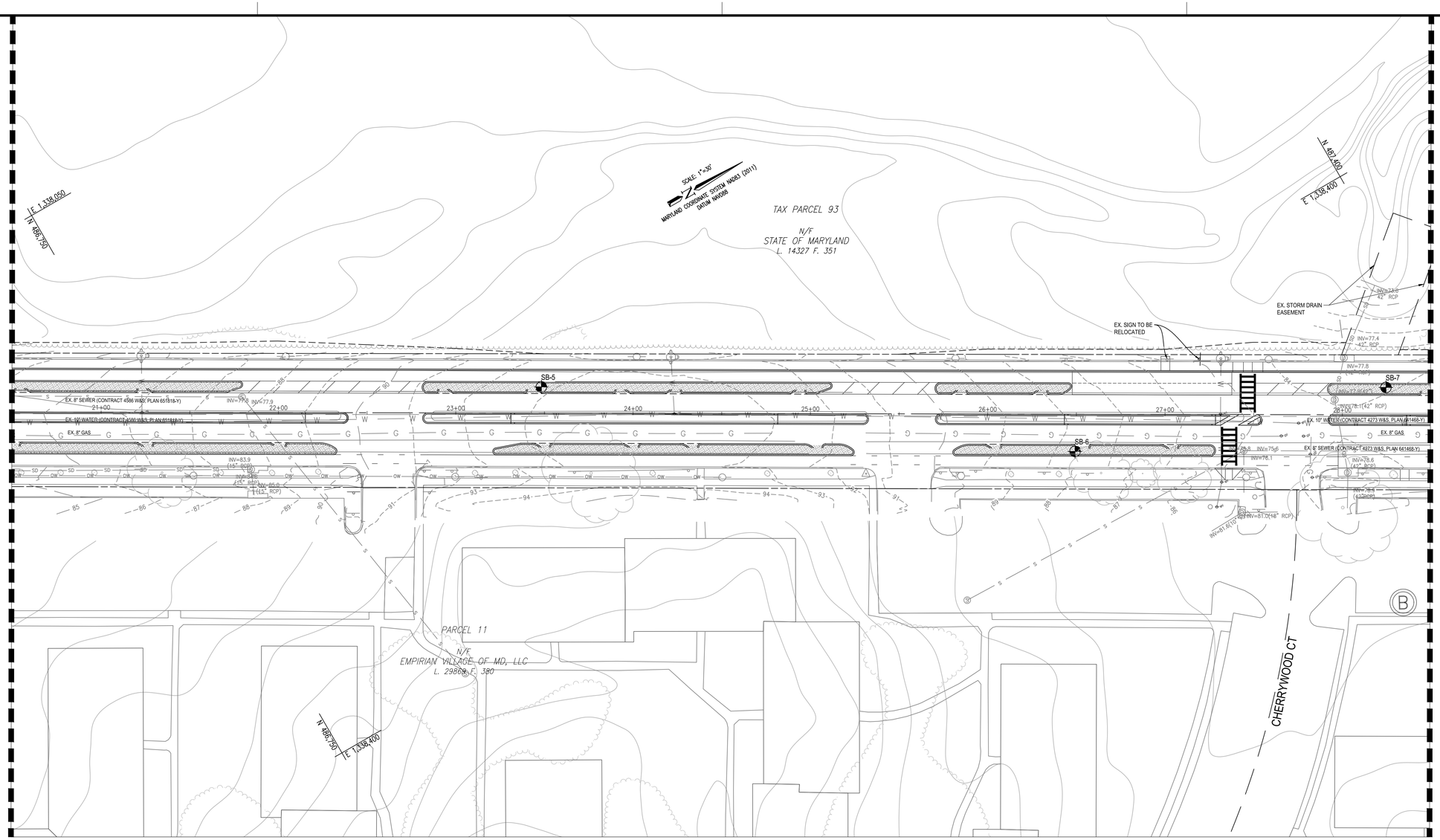

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SB-6	487193.06	1338459.48	10	77.74	87.74	STANDARD BORING
SB-7	487362.97	1338515.87	10	73.87	83.87	STANDARD BORING WITH INFILTRATION
SB-8	487648.58	1338723.48	10	70.52	80.52	STANDARD BORING

GRAPHIC SCALE

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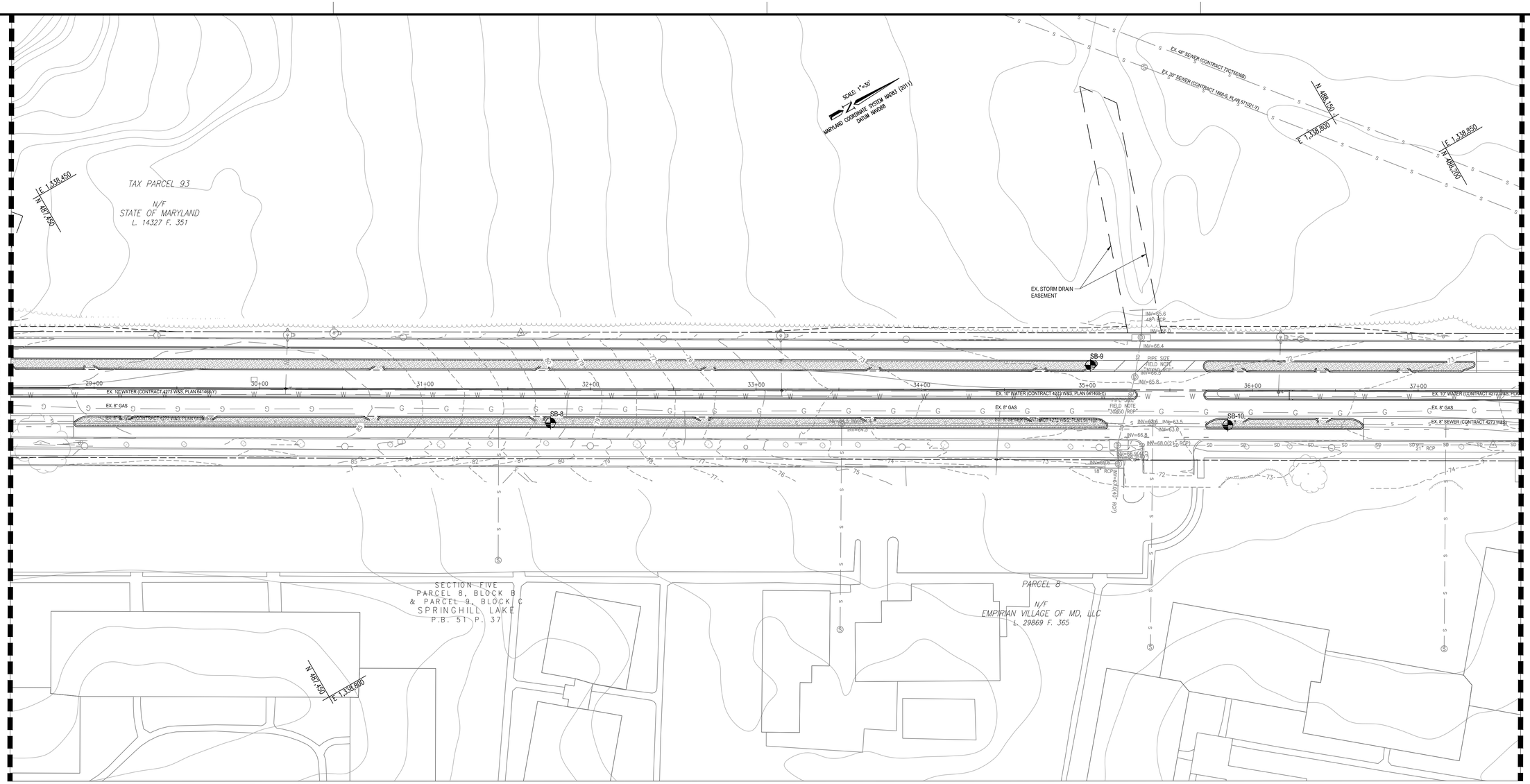

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SB-10	488002.34	1338929.22	10	62.30	72.30	STANDARD BORING
SB-11	488307.64	1339108.02	10	64.77	74.77	STANDARD BORING
SB-12	488592.78	1339272.89	10	60.85	70.85	STANDARD BORING

GRAPHIC SCALE

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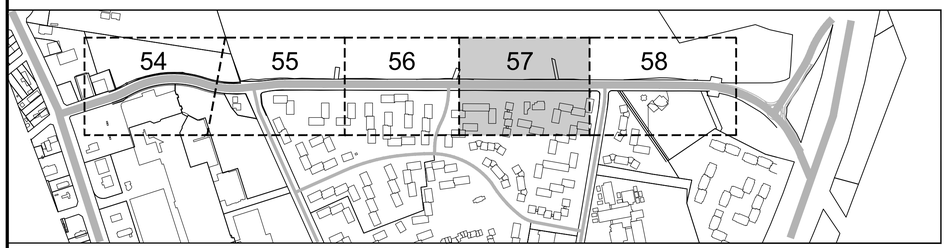

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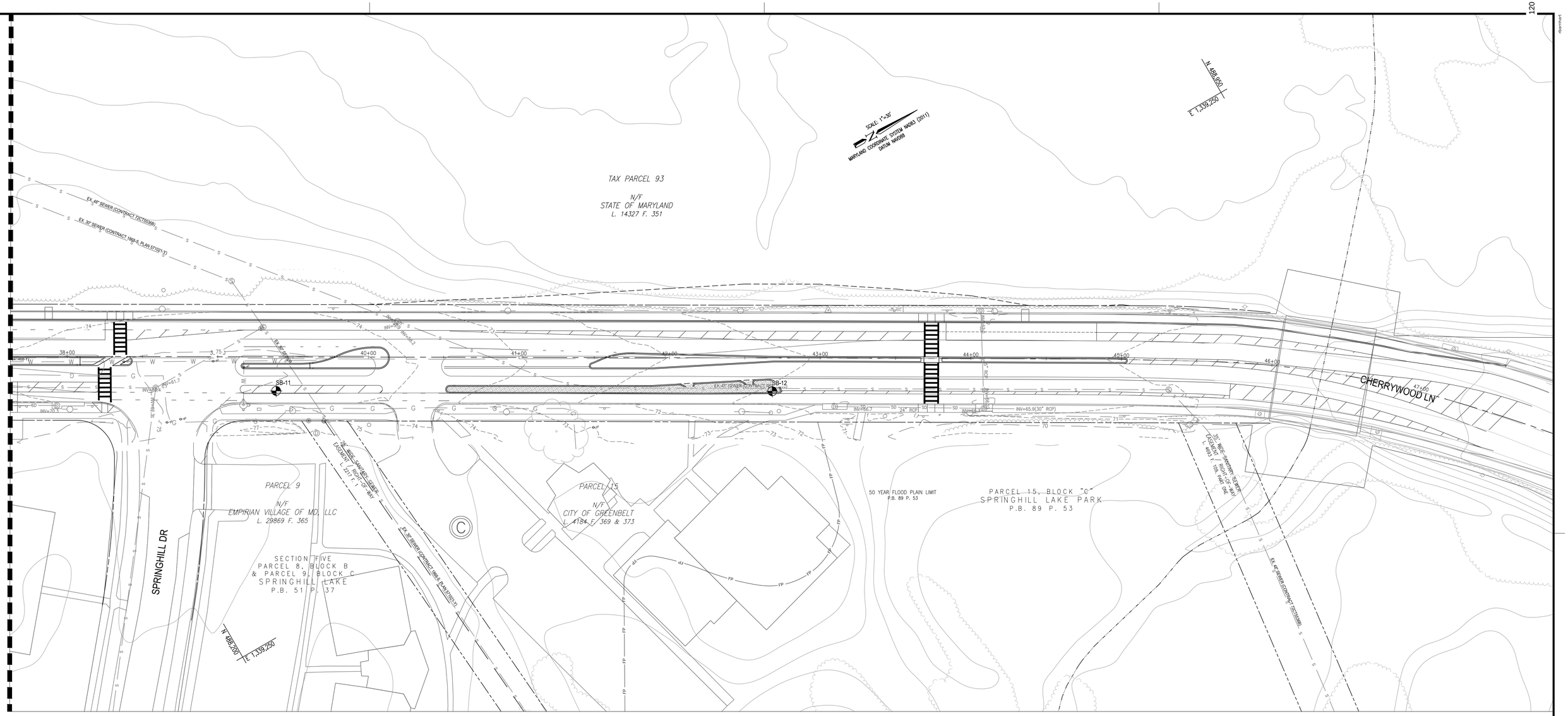

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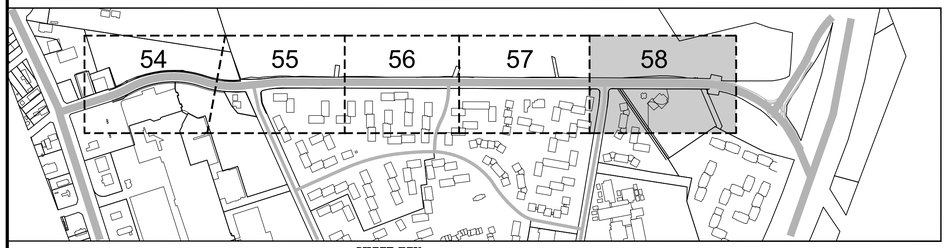

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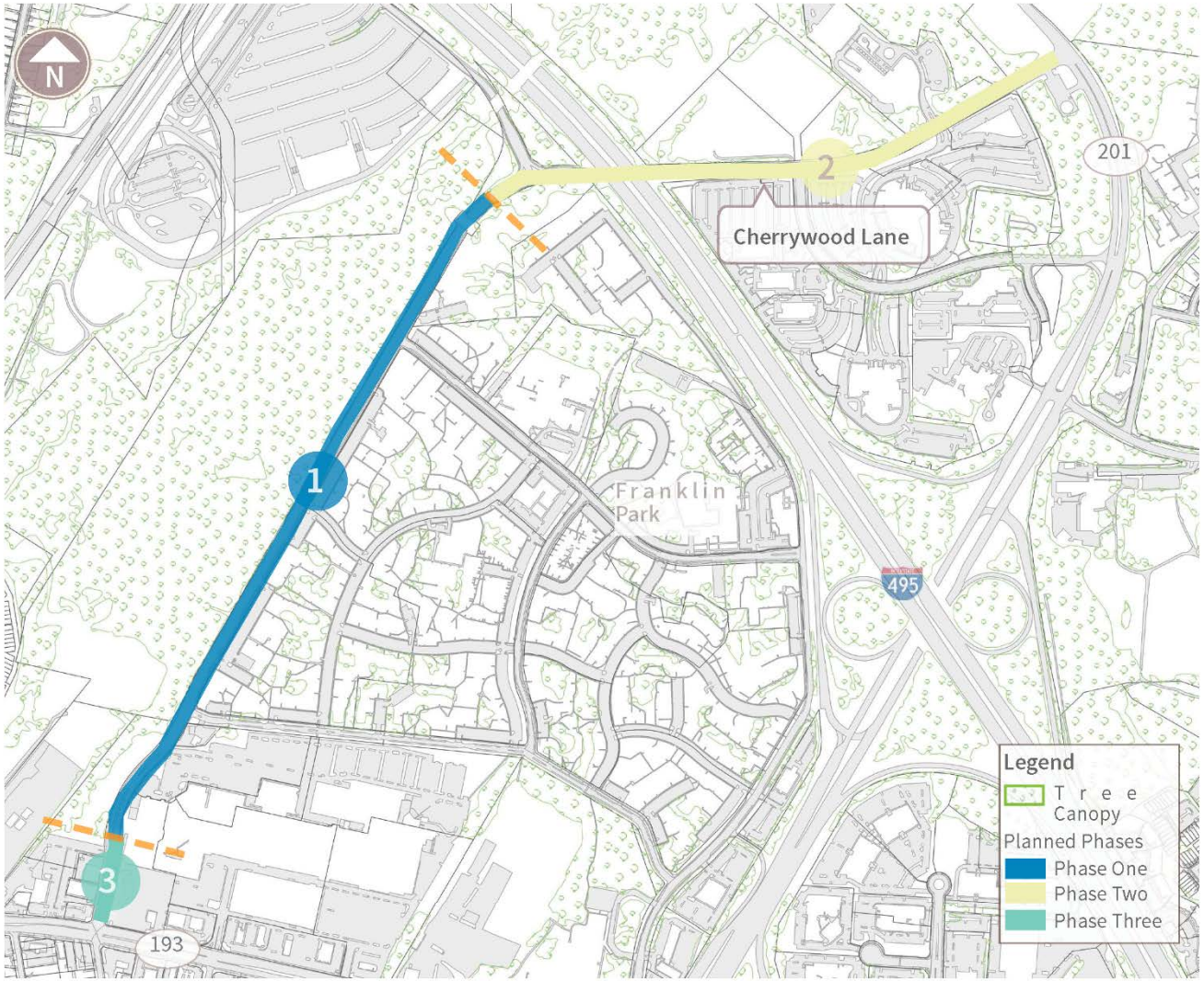
Cherrywood Lane
Complete and Green Street Project

July 2019

Site Vicinity Map



The 1.5 mile Cherrywood Lane will be retrofitted in three phases.

Aerial Image of Site Area

Aerial Image – Looking North-West

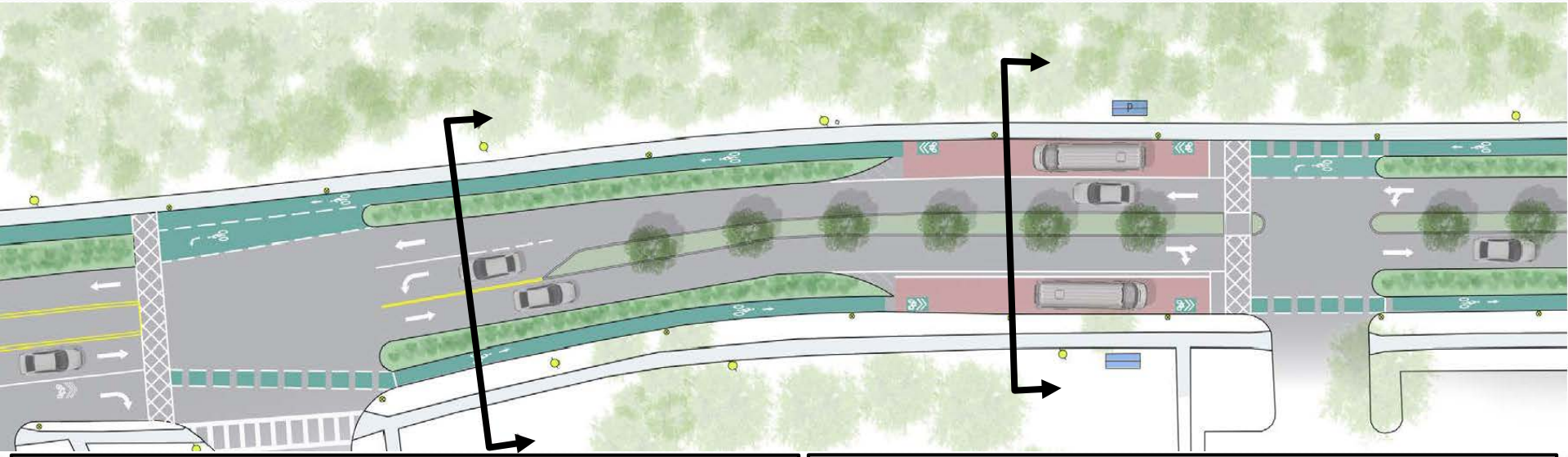
Existing Conditions

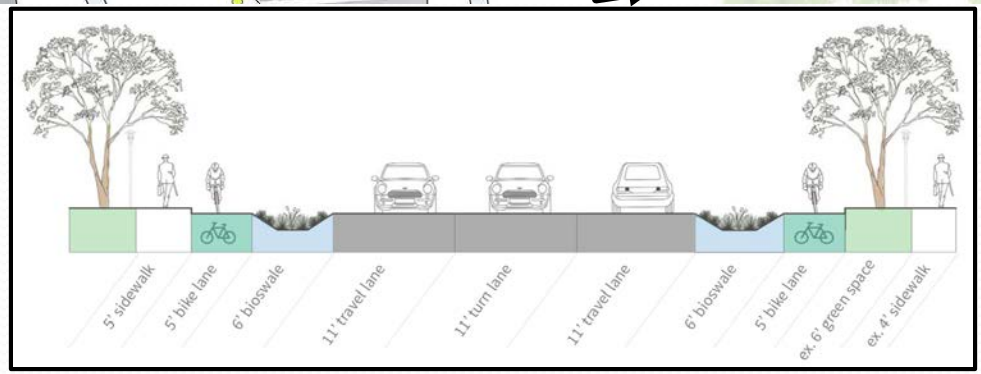
Looking towards Cherrywood Lane from roundabout
at Cherrywood Ln and Greenbelt Metro Dr

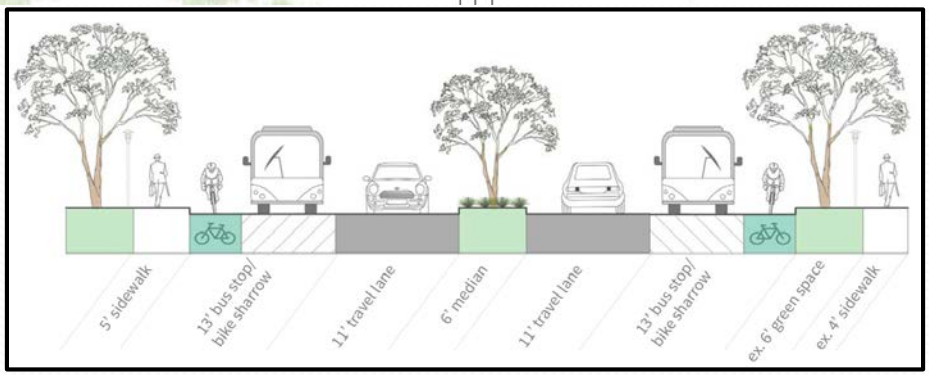
Project Goals

- Increase walkability by enhancing safety and convenience and strategically improving and expanding the sidewalk system
- Ensure pedestrian access to Greenbelt's transit system, recreational trails, and nearby neighborhoods such as Franklin Park at Greenbelt Station
- Provide access to transit stop facilities for the full range of users
- Physically protect the bike lane, wherever possible, with the use of bioretention, flexible posts, or other methods to separate bikes from cars
- Reduce impervious area and incorporate green stormwater infrastructure features such as grass channel, bioswales, and tree plantings within the right-of-way

Preliminary Design Concept Report





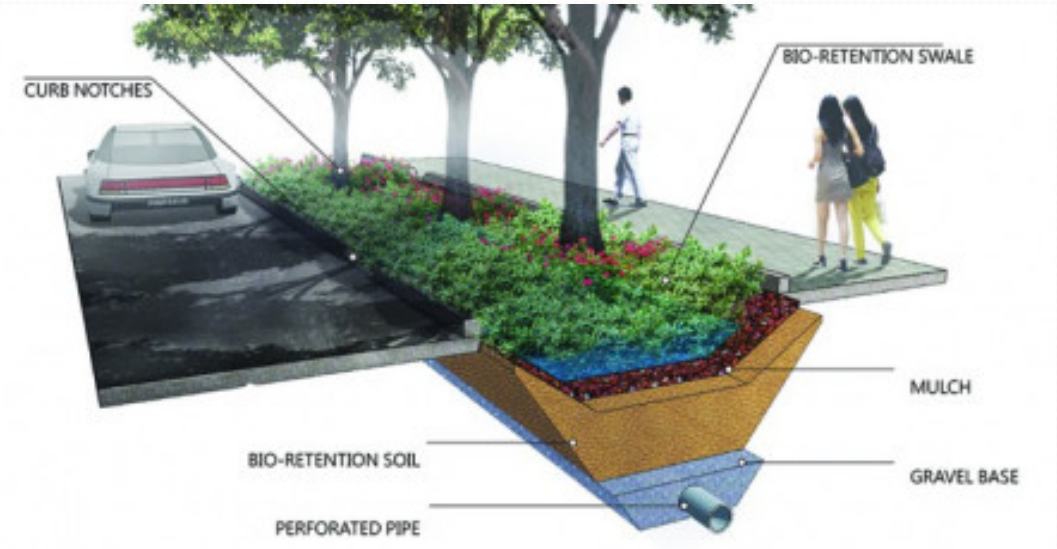


- Medians
- Bike Lanes
- Sidewalk along West Side of Road
- Stormwater Management facilities
- Bus Stops
- Pedestrian Lighting

126

Stormwater Management

- Bioswales
  - Contains layers of mulch, filter media, and perforated underdrains in gravel.
  - Overflow structures collect larger storm events and convey storm flows to existing storm drain.
  - Stormwater treatment credit is provided based on storage volume in temporary pooling water on the surface and within the filter media.
  - Due to site constraints (size of swales, road slope), the treatment achieved is only a portion of the requirements for the contributing drainage area. Conflicts with existing utilities in some locations. Recommend using grass swales at these locations.



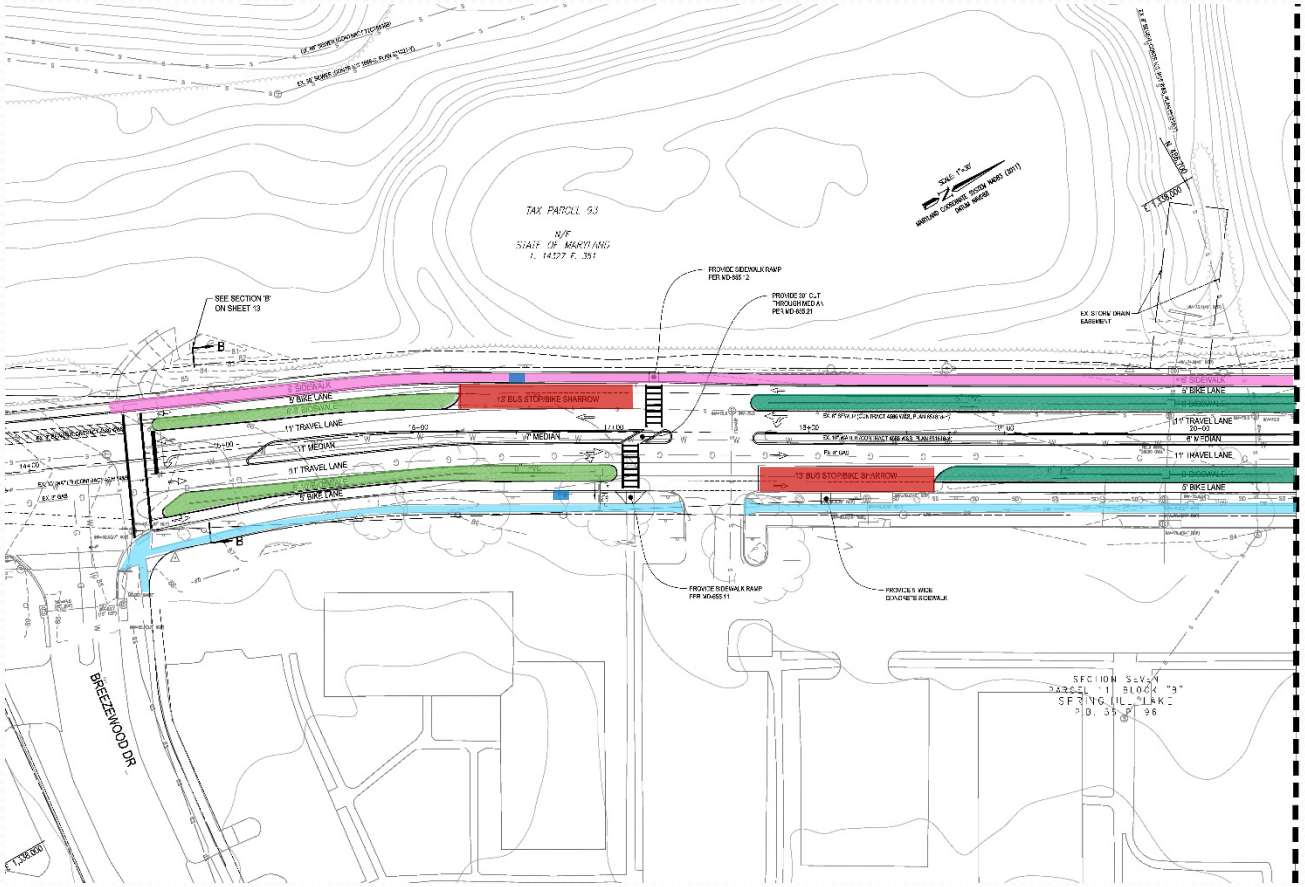
127

Stormwater Management

- Grass Channels
  - Grass swales are best suited along highway and roadway projects.
  - Stormwater treatment credit provided by meeting design targets for depth of flow and velocity.
  - Reduced conflicts with utilities.

128

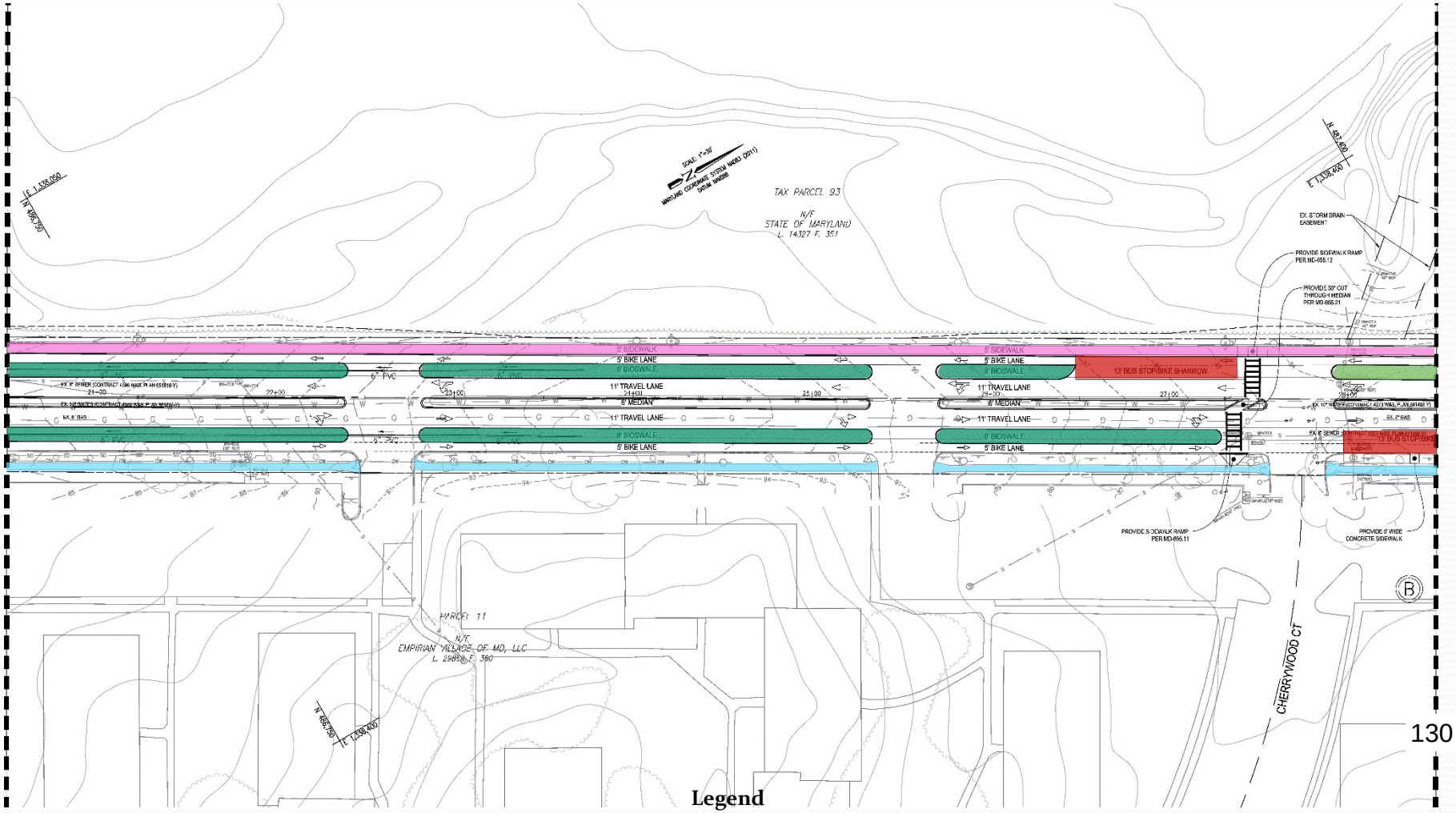
Proposed Design



Legend

- Existing Sidewalk
- Proposed Sidewalk
- Existing Bus Stop
- Proposed Bus Stop
- Grass Channel
- Bioswale

Proposed Design



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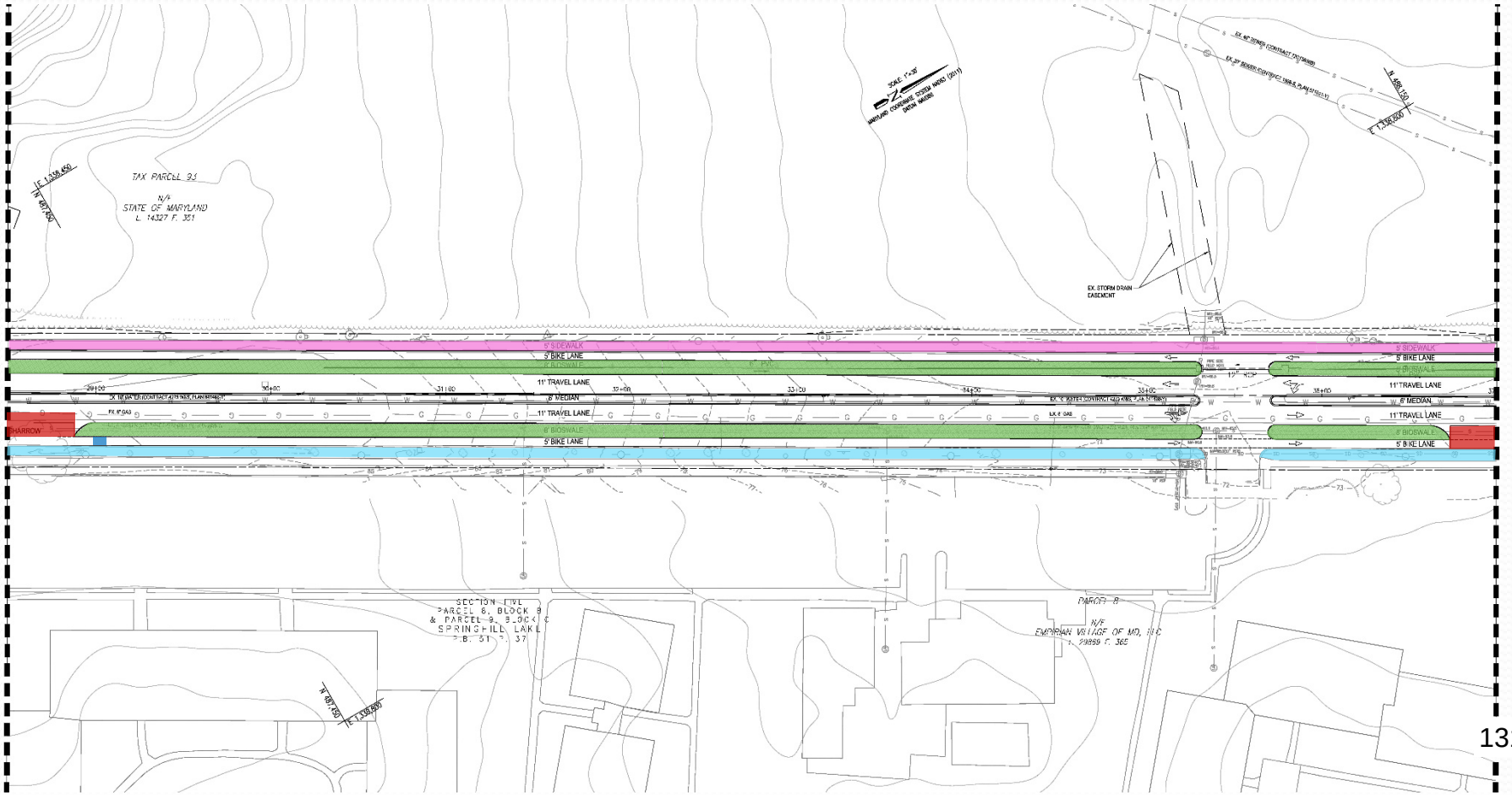

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- Grass Channel
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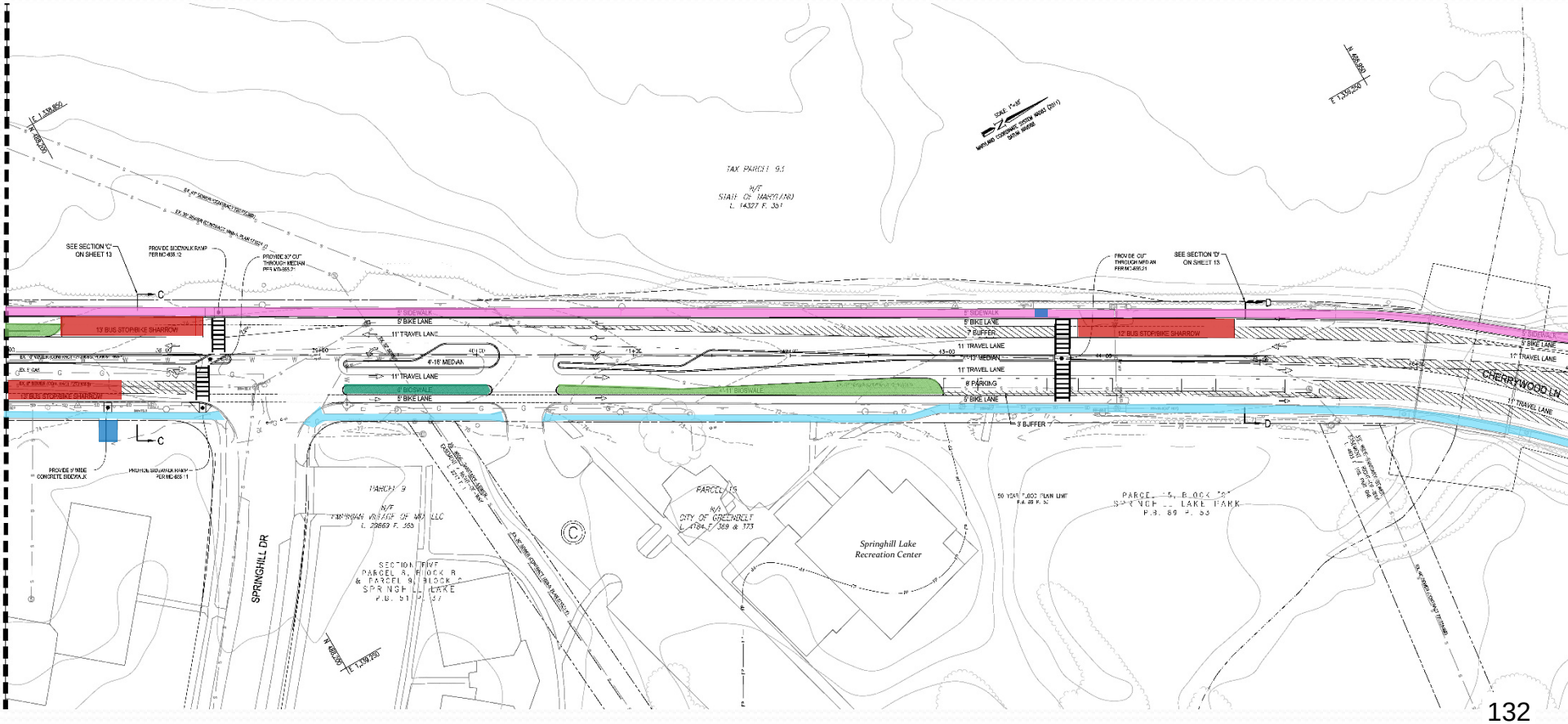


Legend

- Existing Sidewalk
- Proposed Sidewalk
- Existing Bus Stop
- Proposed Bus Stop
- Grass Channel
- Bioswale

ADVISORY PLANNING BOARD REPORT NO. 2019-06
REPORT TO COUNCIL June 27, 2019

SUBJECT: Cherrywood Lane Complete and Green Street Retrofit Project Engineered Design Plans

BACKGROUND:

In 2017, the City was awarded grant funding from the Chesapeake Bay Trust (CBT) to undertake 90% engineering for Phase 1 of the subject project. Following an RFP process and an award of contract to Charles P Johnson and Associates (CPJ) the project is currently underway. A kickoff meeting was held on February 4, 2019 to finalize the scope of work with a timeline of completion in June 2019.

The project awarded to CPJ for Phase 1 takes the project from conceptual design recommendations to develop engineered designs, ready for construction. To accomplish this, the city was granted an award in the amount of $56,000, delivered through the CBT's Green Streets, Green Jobs, Green Towns Grant Program as part of a contract agreement signed July 5, 2017. It is understood that CBT has stipulated that grant monies must be spent by October 2019.

ANALYSIS:

A representative from Charles P Johnson Associates (CPJ) presented to the APB on June 19, 2019. It was noted that Phase One (1) now begins at Breezewood drive (to accommodate for other developer related projects) and ends at 350 feet south of the Greenbelt Metro Access Drive roundabout's center. Along with the coordination of City Staff, CPJ has been working on completion of the engineered designs and presented a near final project for the Advisory Planning Board (APB) for review.

COMMENTS:

Following the presentation, the board had several questions and discussed the Cherrywood Lane Project details. Comments from the meeting were as follows:

1) **The Board strongly favors the installation of a protected bicycle lane for as much of the project area as possible. To this end, the Board favors the removal of the parking spaces on the east side of Cherrywood Lane near the Springhill Lake Recreation Center allowing for the adequate width needed to install a barrier, such as a bio-swale or grass channel, between cars and bicyclists on the west side of the street.**
2) **Some of the members of the Board expressed concerns regarding the installation of street trees, including the possibility of reduced visibility due to the trees. This concern, however, was not unanimous and other Board members felt that the inclusion of trees was adequately addressed by the technical recommendations of the contractor.**
3) Inquired about the possibility of having public art/art installation in order to improve the visual appearance of the streetscape

Respectfully submitted,
Keith Chernikoff
Chair

To: The Greenbelt City Council

From: The Advisory Committee on Environmental Sustainability (Green ACES) and the Green Team

Re: Comments on the Cherrywood Lane Complete and Green Streets Retrofit Fit Project- Phase 1 Engineering Design Proposal.

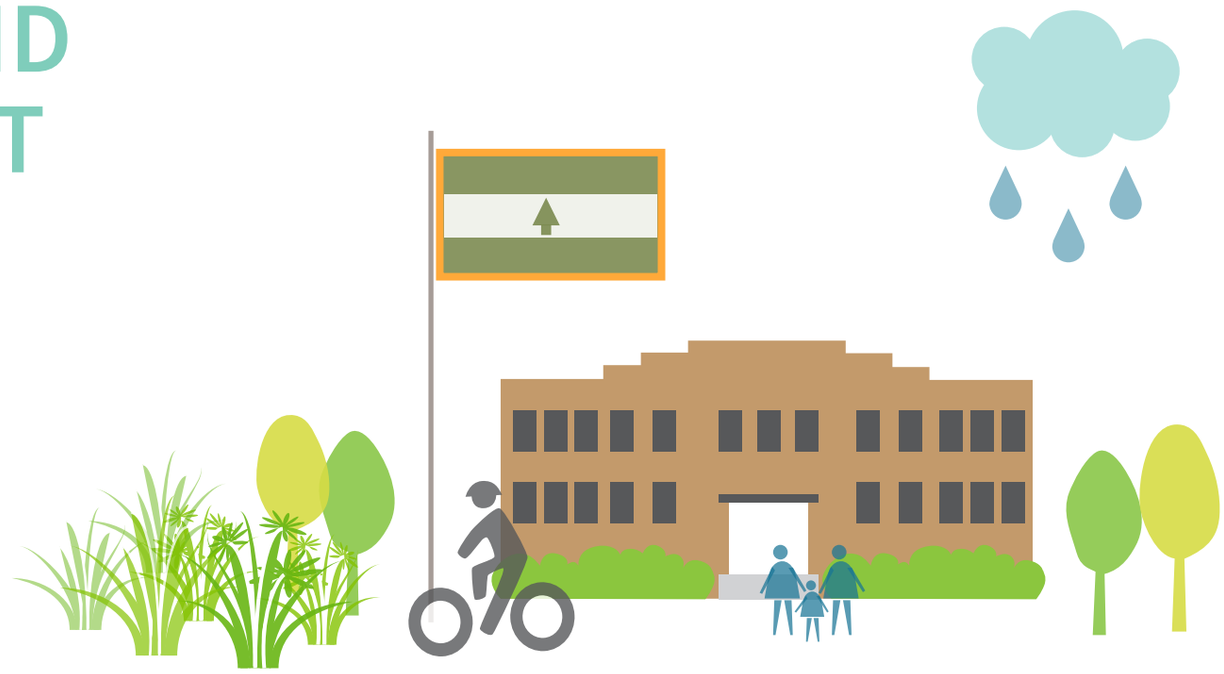
Date: June 28, 2019

Pursuant to the presentation by the representative from Charles P. Johnson and Associates, and the representative from the Greenbelt Planning Department, Green ACES and the Green Team wish to convey our support the Complete and Green Street concept. It is our opinion that the engineering design proposal for the Cherrywood Lane Project is reasonable to meet the goals of improving safety and enhancing the pedestrian- and bike- friendly transport options and stormwater management.

Green Aces/Green Team members raised several issues including bike safety and the capacity of the bioswales to meet the 10- year flood event. Green ACES and Green Team members noted that the Beltway Plaza re-development could bring additional housing in this area, while the Phase 1 design would restrain the traffic to the current two lanes. Our Committee hopes that the Cherrywood Lane retrofit will be coordinated and integrated with the Plaza redevelopment and in consultation with the Franklin Park community. Our committee was satisfied with the thorough and professional responses to our questions and are encouraged that our suggestions will receive further consideration.

Preliminary Concept Design Report:

CHERRYWOOD LANE COMPLETE AND GREEN STREET PROJECT



City of Greenbelt
Prince George's County
December 2015

ACKNOWLEDGMENTS

This preliminary concept report was prepared under the guidance of the City of Greenbelt's Department of Planning and Community Development.

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Jessica Bellah, Community Planner

Low Impact Development Center, Inc.

Neil Weinstein, Executive Director
Emily Clifton, Project Manager / Environmental Planner
Suzy Cho, Environmental Planner
David Miller, Environmental Engineer

Additional Support

The following departments, boards, and committees provided considerable information and assistance with this project: Greenbelt City Council, the Advisory Planning Board, Green ACES, and the Public Works Department.

Funding

This project was funded by the Green Streets - Green Jobs - Green Towns (G3) Initiative, which is managed and administered by the Environmental Protection Agency's Mid-Atlantic Region in partnership with the Chesapeake Bay Trust. For further information on this funding opportunities, visit www.cbtrust.org.

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PROJECT OVERVIEW

Project Scope

This *Preliminary Concept Design Report: Cherrywood Lane Complete and Green Street Project* has been prepared by the Low Impact Development Center, Inc., under the guidance of the Department of Planning and Community Development. It serves to provide a clear path for transforming a too-wide street into one that better serves multiple modes of transportation, minimizes paved surfaces, and optimizes stormwater management. This report provides guidance on complete and green street elements to be integrated within Cherrywood Lane's right-of-way and breaks down the roadway into three reconstruction phases.

The preliminary concept design and report reflect input gathered through multiple meetings with Planning and Public Works Department staff, the Advisory Planning Board, and Green ACES. Most, if not all, of these ideas are integrated into the final preliminary concept:

- Increase walkability by enhancing safety and convenience and strategically improving and expanding the sidewalk system
- Ensure pedestrian access to Greenbelt's transit system, recreational trails, and nearby neighborhoods such as Franklin Park at Greenbelt Station
- Provide access to transit stop facilities for the full range of users
- Physically protect the bike lane, wherever possible, with the use of bioretention, flexible posts, or other methods to separate bikes from cars
- Reduce impervious area and incorporate green stormwater infrastructure features such as bioretention, bioswales, and tree plantings within the right-of-way

Project Location

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

Project Purpose

This project's purpose is to grant safe access for all users of Cherrywood Lane and better pedestrian and bicycle access to surrounding neighborhoods, commercial centers, and the Greenbelt Metro Station. It will provide on-street stormwater facilities that capture, slow down, and treat stormwater before it enters the storm drain system, eventually discharging into Indian Creek.

The following pages provide: 1) a description of the complete and green street elements utilized and 2) concept designs for various segments of the roadway. The intent is to provide the City with planning-level concepts for the reconstruction of the roadway in three separate phases. Retrofit cost estimates and stormwater treatment estimates are included for the first reconstruction phase (Phase One).

Conceptual Site Plan Phases

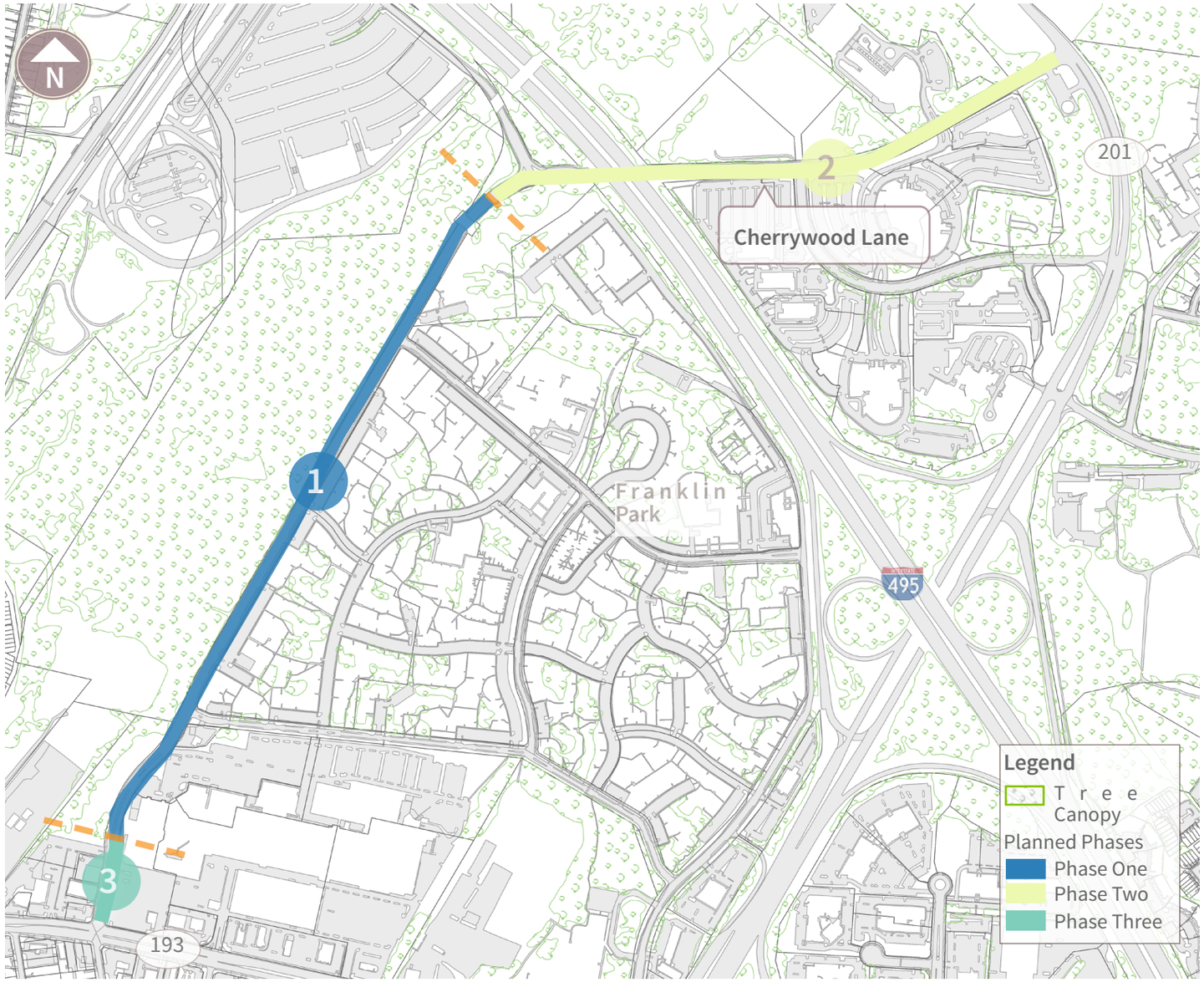
The Department of Planning and Community Development envisions that Cherrywood Lane will be retrofitted in three separate phases:

Phase One is a roughly 4,200 linear foot segment that extends from the CVS Pharmacy parking lot entrance at Beltway Plaza to 350 feet south of the center of the roundabout at the intersection with Greenbelt Metro Access Drive.

Phase Two begins 350 feet south of the center of the roundabout to where Cherrywood Lane ends at Edmonston Road (MD 201). This segment is approximately 3,400 linear feet in length.

Phase Three is an approximately 500 linear foot segment from Greenbelt Road (MD 193) to the CVS Pharmacy parking lot entrance at Beltway Plaza.

Stormwater treatment calculations and a preliminary opinion of cost for roadway and best management practice construction are provided for Phase One (see Appendix 1).



The 1.5 mile Cherrywood Lane will be retrofitted in three phases.

COMPLETE STREET DESIGN ELEMENTS

Design Criteria Overview

Cherrywood Lane is a collector roadway that provides connectivity between local developed areas, neighborhoods, and arterial roadways within the City of Greenbelt. The right-of-way varies from approximately 80 to 100 feet.

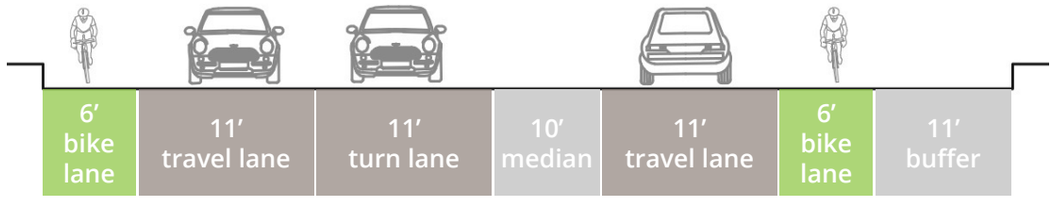
The majority of the 1.5 mile roadway is two travel lanes with wide shoulders and a large, paved median marked with yellow striping. There is minimal on-street parking on the eastern side of Cherrywood Lane, located primarily by Franklin Park at Greenbelt Station Apartments. Southbound left turn storage lanes allow for left turn movement onto Breezewood Drive, Springhill Drive, and Ivy Lane and into Franklin Park at Greenbelt Station Apartments and Springhill Lake Recreation Center. A roundabout exists at the intersection with Greenbelt Metro Access Drive. Cherrywood Lane transitions into a 4-lane road for about a quarter mile on both ends of the roadway as it approaches Edmonston Road (MD 201) to the north and Greenbelt Road (MD 193) to the south.

The design elements identified in this report are intended to fit within the existing right-of-way. Any alternative modifications that might require an expansion of the right-of-way are noted.

Roadway Design Criteria

Functional Classification

Cherrywood Lane is designated and recommended to remain a collector road in the 2013 *Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment (SMA)*. The sector plan and SMA also proposes to keep Cherrywood Lane as a two-lane road, with one lane in each direction. This report does not propose any changes to the functional classification.



Existing Cherrywood Lane roadway section north of the intersection with Breezewood Drive.

Traffic and Circulation

The *Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA* includes recent traffic and circulation observations and forecasts how Cherrywood Lane will perform in year 2040 traffic conditions. Excessive speeding along Cherrywood Lane was observed during off-peak hours in 2012. Prince George's County's regional transportation demand forecasting model found that Cherrywood Lane is and will continue to operate at an acceptable level of service, provided that the entire Capital Beltway (I-95/495) Greenbelt Metro interchange is constructed.

This *Preliminary Concept Design Report* recommends adding green infrastructure elements along the length of the roadway as traffic calming devices. Phase Two recommendations include maintaining the four-lane storage capacity between the Federal Courthouse entrance and Edmonston Road intersection and the two-lane striping between the Federal Courthouse entrance and Greenbelt Metro Access Drive. This is supported by the *Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA* and the City of Greenbelt's 2014 *Pedestrian and Bicyclist Master Plan*.

This report also recommends that the impact of a full interchange at the existing Capital Beltway (I-95/495) Greenbelt Metro interchange be reviewed prior to finalizing a concept design for Phases Two and Three of the Cherrywood Lane complete and green street retrofit project.

Lane Widths

Existing lane widths average between 10 and 12 feet. The concept designs included in this *Preliminary Concept Design Report* are depicted with 11 feet lane widths.

Streetscape Standards

The *Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA* recommends that Cherrywood Lane be reconstructed as a green street with landscaped medians, wide bike lanes, turn lanes where needed, and sidewalks on both sides of the street. Inclusion of such features will also ensure conformance with the principles for complete streets design identified in the 2009 *Approved Countywide Master Plan of Transportation*.

Pedestrian Design Criteria

Sidewalks

Cherrywood Lane lacks sidewalks on the western side between the crosswalk nearest Beltway Plaza Mall and the roundabout. Continuous sidewalks are also missing on both sides of the roadway near Edmonston Road (Route 201). The *Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA* and the *Pedestrian and Bicyclist Master Plan* recommend correcting these issues.

Disconnected/missing sidewalk between Edmonston Road and Breezewood Drive.

The *Pedestrian and Bicyclist Master Plan* identifies the American Association of State Highway and Transportation Officials' (AASHTO) seven characteristics of a well-designed sidewalk. These include ADA accessibility; adequate width for passing; safety/sense of security; continuity; landscaping; social space for interaction; and strengthening of neighborhood identity. This *Preliminary Concept Design Report* supports those recommendations. The final width and placement of the sidewalk will be determined in future stages of design. The cost to install a continuous 5 foot sidewalk on the west side for Phase One are provided in the cost estimates in Appendix B. An optional cost is also included for removing the 4 foot sidewalk on the eastern side and replacing it with a 5 foot sidewalk. The City may have to acquire more right-of-way to expand the sidewalk on the eastern side, if desired.

Pedestrian Crossings

The current roadway configuration requires pedestrians to cross 60 to 70 feet of road width in a single crossing. Very few raised center medians or pedestrian refuge islands are available. This report recommends that best practice designs for crossings be incorporated throughout the length of Cherrywood Lane. This includes utilizing ADA compliant curb ramps, crosswalk markings, raised crosswalks, and curb bumpouts to reduce the crossing distance and limit pedestrian exposure.

Options for improving crosswalk safety include refuge islands and striped or raised crosswalks.

Bicycle Design Criteria

Bike Lanes

Bike lanes are present on both sides of Cherrywood Lane, with the exception of the area between Breezewood Drive and Greenbelt Road and a small segment nearest to MD 201. This *Preliminary Concept Design Report* proposes adding bike lanes on both sides of the road in these segments.

Existing bike lanes are 6 feet wide. Lanes are one-way and go in the direction of the adjacent travel lane. In several places, it is recommended that the width of the bike lanes be reduced from 6 to 5 feet to accommodate the presence of designated buffer spaces, delineator posts/bumps, and other complete and green street elements intended to separate bicycle and auto traffic. Doing so will provide cyclists with greater protection. In other areas, a shared bike lane ("sharrow") is recommended to indicate where cyclists should bike and to remind drivers to share the street.

Where on-street parking is present, a 3 to 4 foot wide buffer should be placed between the bike lane and parking lane and marked with white diagonal cross hatching or chevron markings.

Bike lanes are present along both sides for the majority of the roadway. This report recommends adding bike lanes where they are not currently present and adding features that enhance bike safety.

Concept design recommendations include installing a series of bioswales on the western side to protect the bike lanes from the flow of traffic.

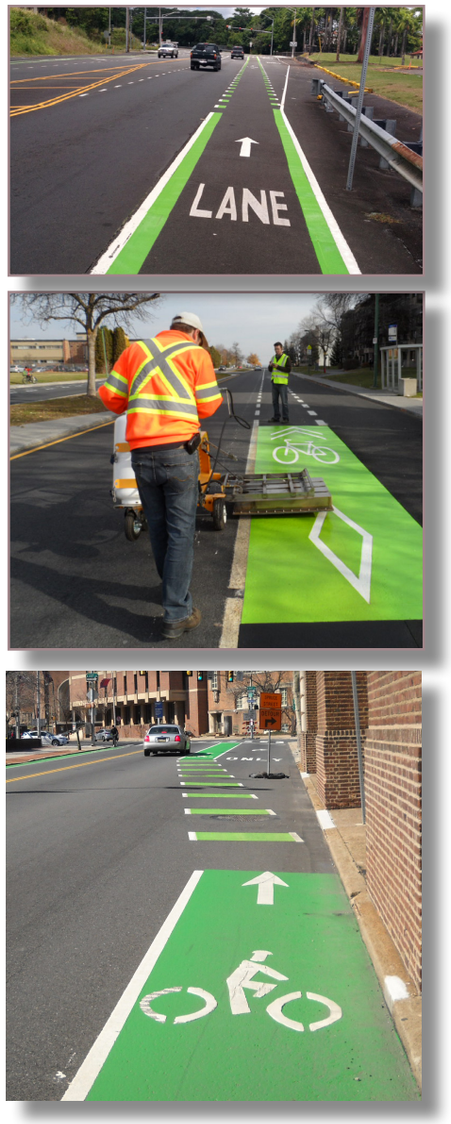
Colored Bike Facilities

Green colored pavement in bike lanes increases cyclist visibility. It is recommended that the City evaluate whether color should be applied along the entire length of the bike lanes to increase visibility, to reinforce priority to cyclists, and to reduce conflicts. The City would need to evaluate the application process and the long-term maintenance cost. Alternately, green markings can be utilized as spot treatments in conflict areas or within intersections.

Intersection Treatments

Design elements such as signage, medians, pavement markings, bike lane pockets, and bike boxes can increase cyclist visibility and safety. Field observations and public input obtained through the *Pedestrian and Bicyclist Master Plan* process indicates that protected left turns and conflicts with right-turning traffic at intersections are issues.

It is recommended that dashed intersection pavement markings be used to indicate the intended path of cyclists and where vehicles may cross over bike lanes.



Examples of bike lanes striped (top) or covered (middle and bottom) with green retro-reflective thermoplastic to increase the safety of cyclists. Dashed areas indicate where vehicles may cross over.

Bus Stops, Parking, and Lighting

Bus Stop Placement

Seven bus stops are located along Cherrywood Lane: 4 on the east side and 3 on the west side. Three additional south-bound bus stop are proposed on the west side: one at the Breezewood Drive intersection; one between Breezewood Drive and Sprinhill Drive; and one near the Springhill Drive intersection. It is recommended that the existing bus stop locations be evaluated in future stages to determine whether any should be relocated on the far side of intersections to discourage mid-block crossings and to prevent people from trying to cross in front of a stopped bus where pedestrian visibility is limited.

Location of existing and proposed bus stops along Cherrywood Lane.

Bus Stop Amenities and Shelters

There is a lack of uniform bus stop amenities and shelters along Cherrywood Lane. The *Greenbelt Metro Area and MD 193 Corridor Sector Plan and SMA* and the *Pedestrian and Bicyclist Master Plan* recommend that stops include uniform bus shelters to provide protection for waiting passengers from sun, wind, and rain. Shelters should be placed at the nearside of landing pads to provide adequate boarding and alighting space for persons in a wheelchair (WMATA 2009).

Existing bus shelter on Cherrywood Lane's west side near Beltway Plaza Mall.

Bus Stop Zones and Waiting Areas

All new bus facilities and modifications to existing bus facilities must comply with the Washington Metropolitan Area Transit Authority (WMATA) *Guidelines for the Design and Placement of Transit Stops*.

Near-side bus stop zones (located just before an intersection) should be placed at least 5 feet from the crosswalk and be a minimum of 100 feet in length. Far-side bus stop zones (located immediately after an intersection) require a minimum of 70 to 90 feet and

Existing bus stop without a shelter on Cherrywood Lane's east side near the intersection with Ivy Lane.

Potential floating bus stop configurations for future consideration. In each, the bike lane briefly raises up to sidewalk level to allow access to the bus boarding area.

should be located at least 50 feet from the intersection. Mid-block bus stops require 110-150 feet of roadside area and are the least-preferred by WMATA."

The existing bus stops along Cherrywood Lane are all near-side, far-side, or mid-block stops. One new far-side bus stop is proposed for south-bound traffic after the intersection of Cherrywood Lane and Springhill Drive.

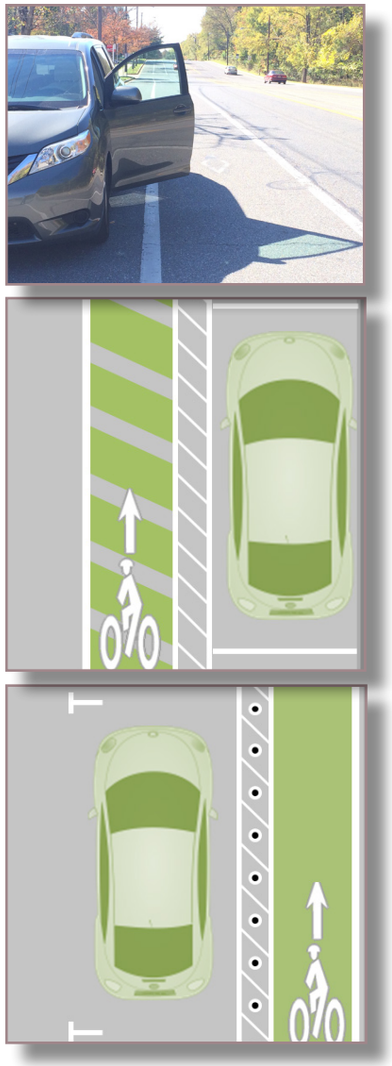
Floating Bus Stops

Floating bus stops are designed to allow bicycle traffic to run behind the passenger boarding area at a bus stop. While not assessed in this report, it is recommended that the City of Greenbelt evaluate the use of floating bus stops to determine whether it is possible to have the bike lane run behind the bus loading pad. Consideration must be given as to whether a bus pull-off area is required or if buses may stop in the roadway to load and unload passengers. A bus pull-off area will require additional right-of-way. If no bus pull-off area is needed, the floating bus stop will likely fit within the existing right-of-way.

On-street Parking

A limited amount of on-street parking exists on the east side of Cherrywood Lane by Franklin Park at Greenbelt Station Apartments. Approximately 28 parallel parking spaces exist along two separate stretches. Input obtained from the Advisory Planning Board and Green ACES indicates that on-street parking may not be necessary. This *Preliminary Concept Design Report* recommends that the Department of Planning and Community Development conduct a parking needs assessment for Cherrywood Lane.

The concept designs were prepared with the assumption that some or all on-street parking will be retained. It is recommended that a 3-4 foot buffer be placed between parked cars and the bike lane to prevent dooring (i.e., an opened door hitting or being hit by passing traffic) where on-street parking exists. The buffer should be marked with 2 solid white lines with interior diagonal cross hatching or chevron markings (NATCO 2013). Alternatively, the street can be redesigned to allow bicycle traffic to run behind the on-street parking area.



The current bike lanes fall within the door zone (top). Proposed (middle) vs. optional (bottom) modifications.

Pedestrian-Scale Lighting

Street lights in the City of Greenbelt are owned and maintained by Pepco. Existing street lights along Cherrywood Lane were designed primarily with automobile safety and comfort in mind. Utility pole-mounted street lights are set at a pole height of between 20-30 feet and are spaced at an average of every 150 feet along Cherrywood Lane. It is recommended that pedestrian-scale light fixtures be used to in-fill between street light poles every 50 feet to provide uniform illumination and security for pedestrians and cyclists. Pedestrian-scale lighting elements also serve to improve aesthetics and can act as a unifying element of other streetscape items.

Pedestrian-scale lighting is characterized by medium height light poles (i.e. 12- to 15-foot -tall posts) fitted with downcast or low- to full-cutoff fixtures to prevent glare. As per the *Pedestrian and Bicyclist Master Plan*, high pressure sodium vapor or metal halide lamps should be used to produce a better color definition and "white light" to areas with higher pedestrian volumes. Lighting levels should comply with local ordinances and light fixtures should be made to withstand vandalism.

LED pedestrian-scale lighting in Holland, MI has helped to create a vibrant downtown community.

The Department of Planning and Community Development should coordinate light fixture selection and placement with Pepco. It is suggested that standalone solar fixtures and LED and solar-powered lighting options be explored during final design.

Pedestrian-scale lighting on Hayes St. in San Francisco, CA.

GREEN STREET DESIGN ELEMENTS

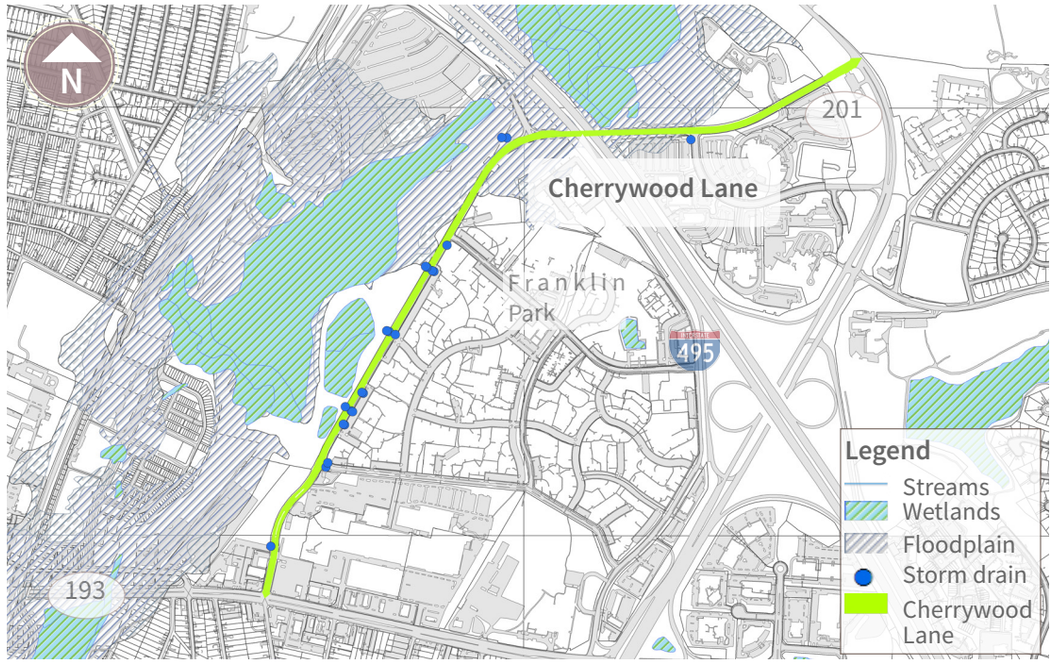
Design Criteria Overview

Cherrywood Lane lies within the Indian Creek subwatershed, which is a heavily populated and industrialized subwatershed within the Anacostia watershed. West of Cherrywood Lane is the Indian Creek Stream Valley – the sole remaining unchannelized section and one of the last natural floodplains inside the beltway.

Portions of the surrounding area have long been designated by the City of Greenbelt and Prince George's County as important environmental areas. The majority of development along Cherrywood Lane occurred before modern requirements for stormwater management. Little consideration was given for the problems that stream bank erosion, sedimentation, and an abundance of impervious surfaces would bring.

The combination of development without innovative, modern stormwater management features and a high percentage of impervious surfaces has resulted in poor water quality conditions. The existing road and right-of-way encompass a 14.17-acre drainage area, of which 91% or 12.94 acres is impervious.

The roadway drains as sheet flow and shallow concentrated flow to curb inlets on both the east and west sides. Drainage is good and ponding is minimal; however, direct discharge to Indian Creek creates flooding conditions around the stream. There is some evidence of impairment to the stormwater outfalls that lie on Maryland State owned land. The stormwater running off of Cherrywood Lane currently does not receive treatment before it reaches Indian Creek. Green stormwater infrastructure design elements incorporated within the green and complete street design aim to control at least 1 inch of runoff.



Environmental Features

One inch of rainfall in the Greenbelt area is considered as the 90th percentile storm, meaning that 90 percent of all storms that occur within a year are, on average, 1 inch or less. Green stormwater infrastructure can help to improve the water quality by capturing the first inch or more of rainwater within the right-of-way, thus reducing the volume of water entering the storm drain and flowing into Indian Creek during a storm event. This first inch is often referred to as the "first flush" of rainwater because it carries with it a higher concentration of pollutants. Green stormwater infrastructure elements serve to decrease pollutant loads by allowing the runoff to slow down and be treated before either being absorbed into the ground or air, or slowly being released into the storm drain system.

Example of a stormwater curb extension along side a residential street.

Green Stormwater Infrastructure

Stormwater Curb Extensions

Stormwater curb extensions are landscaped bump-outs that are designed as bioretention areas to slow down, collect, and clean stormwater runoff. The top of the planting media is set lower than the street's gutter to allow stormwater to flow into it via one or more inlets. The plants take up some of the stormwater through their root system, while the rest is temporarily stored within the curb extension's media until it either evapotranspirates into the air, infiltrates the ground, or slowly makes its way back to the storm drain.

Stormwater curb extensions can be utilized on the east side of Cherrywood Lane in several locations. These areas should be designed to be 8 feet wide, which is the same width as a street parking lane. Alternatively, if protected bike lanes are utilized on the east side, these water treatment areas can be narrowed to a minimum of 5 feet and set away from the curb as "floating" stormwater curb extensions to allow bicycle traffic to run behind them. Stormwater curb extensions can also be elongated for some or most of a block by adding a bioswale in front of the bioretention area.

Stormwater curb extensions cannot be used where bus pull-off areas or on-street parking areas exist. The feasibility and final location of the stormwater curb extensions will be evaluated during the final design process based on engineer review of utilities, on-street parking conditions, street width, and vehicle turning radii and volumes.

Bioswales

Bioretention swales, or bioswales, are modified swales that use bioretention media beneath the swale to improve water quality, reduce the runoff volume, and modulate the peak runoff rate. Bioswales are designed to collect sheet flow of runoff from small lengths of drainage to help absorb water and then convey the excess runoff from storms.

Top image: bioswale with a grassed strip along the edge. Bottom image: a narrower bioswale with inlets directing water from both the sidewalk (left side) and street (right side) into the treatment area.

Bioswales differ from bioretention cells in that they are designed to be conveyance treatment devices and not storage devices. This *Preliminary Concept Design Report* recommends installing a series of bioswales on Cherrywood Lane's west side to provide stormwater runoff treatment and to create a buffer between the bike lane and travel lane. "Floating" bioswales may replace floating stormwater curb extensions on the roadway's eastern side. The final combination of stormwater treatment elements will be determined in a later stage.

Bioswale widths vary from approximately 6 to 8 feet. Only the 2-foot-wide flat bottom provides treatment. The remainder should be landscaped to match existing landscape. Special attention should be paid to reduce potential maintenance costs.

Impervious Surface Removal

Impervious surface removal refers to the replacement of impervious areas — such as asphalt and concrete — with vegetation or other permeable surfaces. Replacing hard, impermeable areas with healthy vegetated groundcover, bioretention areas, permeable pavement, or tree planting areas improves urban hydrology and water quality. It also adds green spaces back into the urban streetscape.

The removal of impervious area along both sides of Cherrywood Lane and in the paved median will greatly reduce the amount of stormwater runoff that must be treated. This in turn reduces the size and cost of stormwater treatment. The new non-impervious areas also provide pedestrian refuge when crossing the busy street. The reconstructed road's boulevard feel will provide a traffic calming effect, deterring motorists from speeding down the road which is currently an issue.

Tree Plantings and Landscaping

Planting street trees and landscaping in the public right-of-way enhances the physical, ecological, and social aspects of Cherrywood Lane. Because street trees are an important organizing element of the streetscape environment, appropriate tree species selection, location, and design are essential. Proper tree selection and planting will ensure the healthy growth and longevity of trees, enhance streetscape character, and maximize the City of Greenbelt's investment.

The following guidelines shall be utilized to identify suitable plantings and materials that are attractive, minimize maintenance, avoid obstruction of visibility, discourage graffiti, and conserve water. Trees and landscaping in the median should blend in with existing vegetation or provide a nice contrast. Plant material should be drought tolerant and disease resistant, with preference given to native species. Care should be taken to select trees and shrubs that have room for adequate root growth, keep the visibility triangle free from obstruction, and do not interfere with pedestrian passage or with existing overhead or underground utilities, where applicable.

Flowering trees should be spaced approximately 30 feet apart and shade trees 50 feet apart when preparing the landscaping plan for final design. No trees should be placed closer than 15 feet from street lights or utility poles (DPW&T 2008).

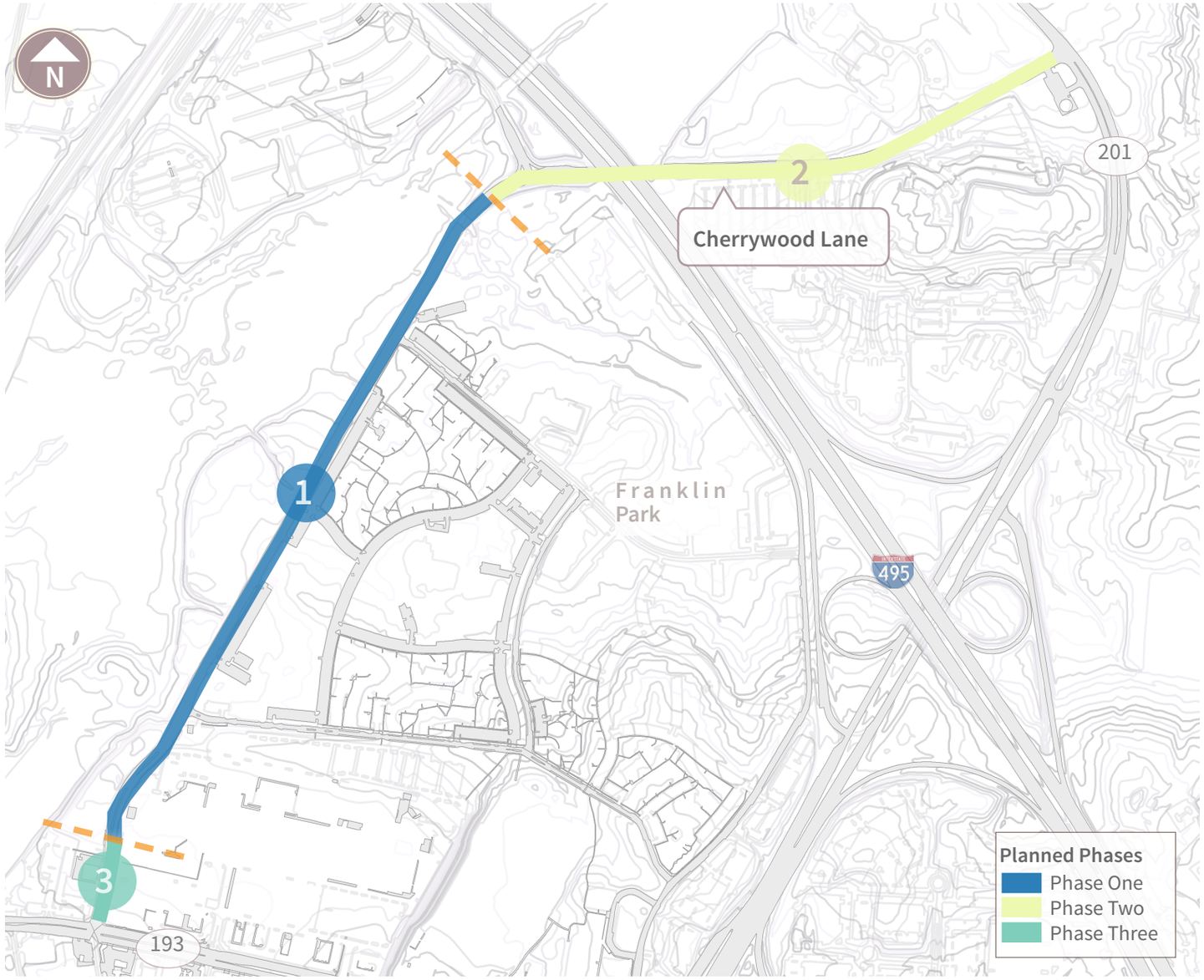
When selecting groundcover, turf grass should be avoided in the median to ensure that no mowing is necessary. Consider adding variation in seasonal appearance and combining evergreen with deciduous material. Stormwater infiltration should be promoted by utilizing a proper soil medium (loamy soil).

Cherry trees within the existing planted median (top) near Breezewood Drive provide spectacular spring colors (middle). Existing trees can also be found along the eastern sidewalk (bottom).

CHERRYWOOD LANE ILLUSTRATED CONCEPTS

The following pages consist of illustrated concept plans for the retrofit of Cherrywood Lane in three separate reconstruction phases. Phase One extends from the CVS Pharmacy parking lot entrance at Beltway Plaza to 350 feet south of the center of the roundabout at the intersection with Greenbelt Metro Access Drive. Phase Two begins south of the Greenbelt Metro Access Drive roundabout to where Cherrywood Lane terminates at the intersection with Edmonston Road (MD 201). Phase Three extends from the intersection with Greenbelt Road (MD 193) to the crosswalk near Beltway Plaza Mall.

Phase One is targeted for reconstruction first. Because of the long-term nature of this project, cost estimates are provided for Phase One only, for the purpose of securing final design and reconstruction funding. Stormwater treatment estimates are also provided for Phase One.



Cherrywood Lane Illustrated Concepts: Phase One

Phase One of the Cherrywood Lane complete and green street retrofit spans 4,200 feet, or 8/10 of a mile. Phase One begins at the CVS Pharmacy entrance drive at Beltway Plaza and ends 350 feet south of the Greenbelt Metro Access Drive roundabout's center. Beltway Plaza Mall, Franklin Park at Greenbelt Station, Springhill Lake Recreation Center, and Springhill Lake Elementary School lie to the east. A state preservation parcel containing Indian Creek lies to the west. The new Greenbelt Station development also lies further to the west, near the southernmost portion of Phase One.

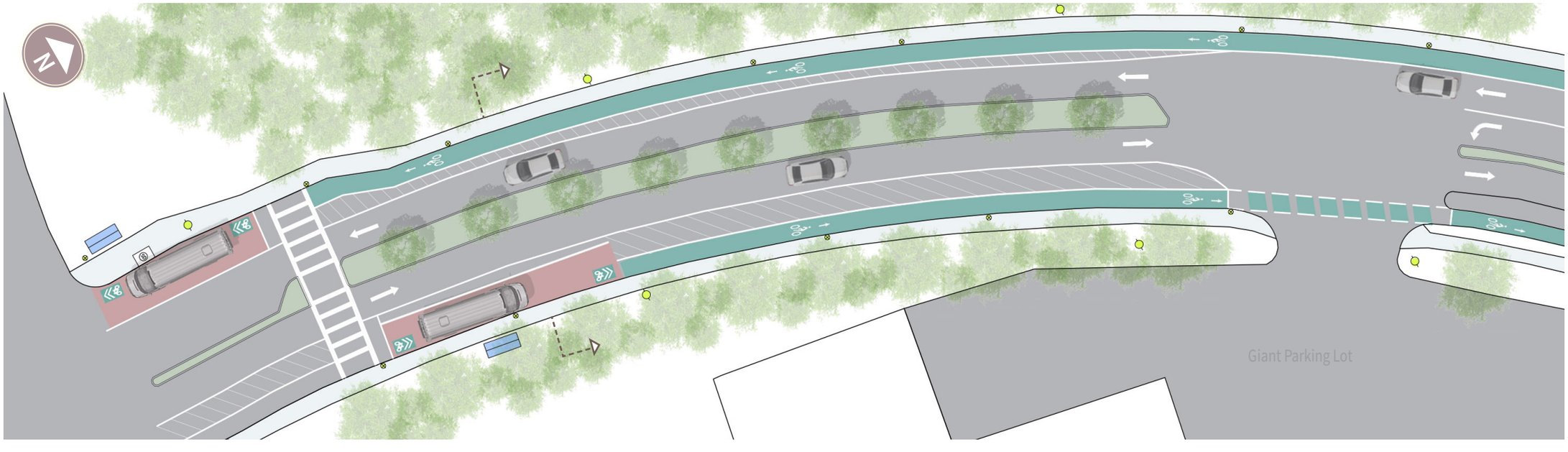
Bike lanes are absent on Cherrywood Lane until just north of Breezewood Drive. Sidewalks are lacking on the western side of the roadway. In terms of stormwater management, the roadway captures rainwater and snow melt from a drainage area of approximately 6.79 acres, of which 6.23 acres are impervious. This stormwater drains as sheet flow and shallow concentrated flow to curb inlets on both the east and west sides of Cherrywood Lane.

The proposed Phase One concepts are illustrated in roadway segments A, B, C, and D. Each segment represents predominant sections of the roadway. Each representative segment illustrates how sidewalks, bike lanes, and green stormwater infrastructure elements are incorporated into the existing right-of-way.

As conceptualized, 1.3 acres of existing impervious area would be removed. The proposed green stormwater infrastructure elements would treat 19,815 cubic feet, or 148,226 gallons, of stormwater. This preliminary estimate translates to roughly 114% of the volume required to treat the 1 inch storm event. More or less stormwater can be treated by increasing or decreasing the size of the green stormwater infrastructure elements. The final calculation would be determined at full design.

The total estimated cost to design and build Phase One as a complete and green street is $2,765,514. This estimate includes 17% design and engineering costs and a 30% contingency. Optional improvements to mill and overlay the existing pavement and to widen the sidewalk on the eastern side would increase this estimate to $3,073,890.

Roadway Segment A

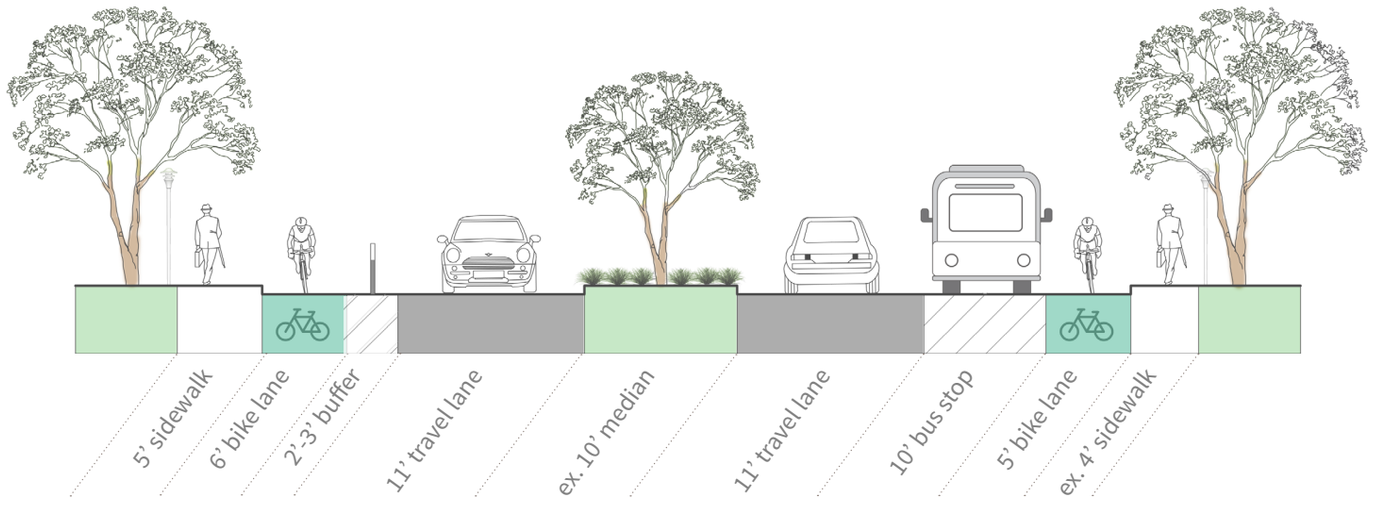


Existing Features

- telephone/light pole
- storm drain
- fire hydrant
- canopy
- crosswalk
- bus stop

Proposed Features

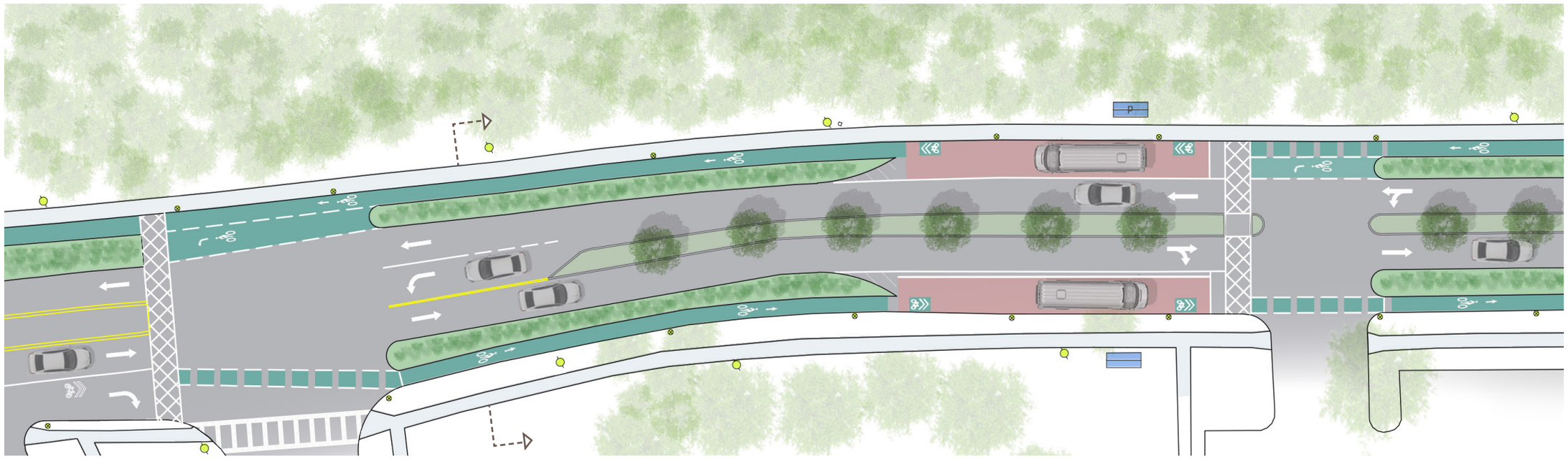
- bioswale
- bicycle lane
- sharrow
- bus stop
- bus zone
- crosswalk
- street tree
- pedestrian light
- plastic bollard



A Across from Beltway Plaza Mall

Phase One begins near Beltway Plaza Mall at the CVS Pharmacy parking entrance. The concept envisions re-striping the existing four-lane road into a two-lane road with a single travel lane in each direction. Doing so provides space for a 6 foot protected bike lane on both sides, except in the location of the bus stops. In the bus stop area, the bike lane narrows to 5 feet and becomes a sharrow (this may need to be reconsidered after discussions with WMATA). A 5-foot-long sidewalk is added to the west side. Opportunities to install green stormwater infrastructure elements within this roadway segment are limited. The road already benefits from the presence of a planted median buffer, and the City may consider replacing portions of the striped protected buffer with a planted buffer. Pedestrian-scale lighting is added to address safety concerns and to incorporate a unifying feature throughout the entire length of the roadway.

Roadway Segment B

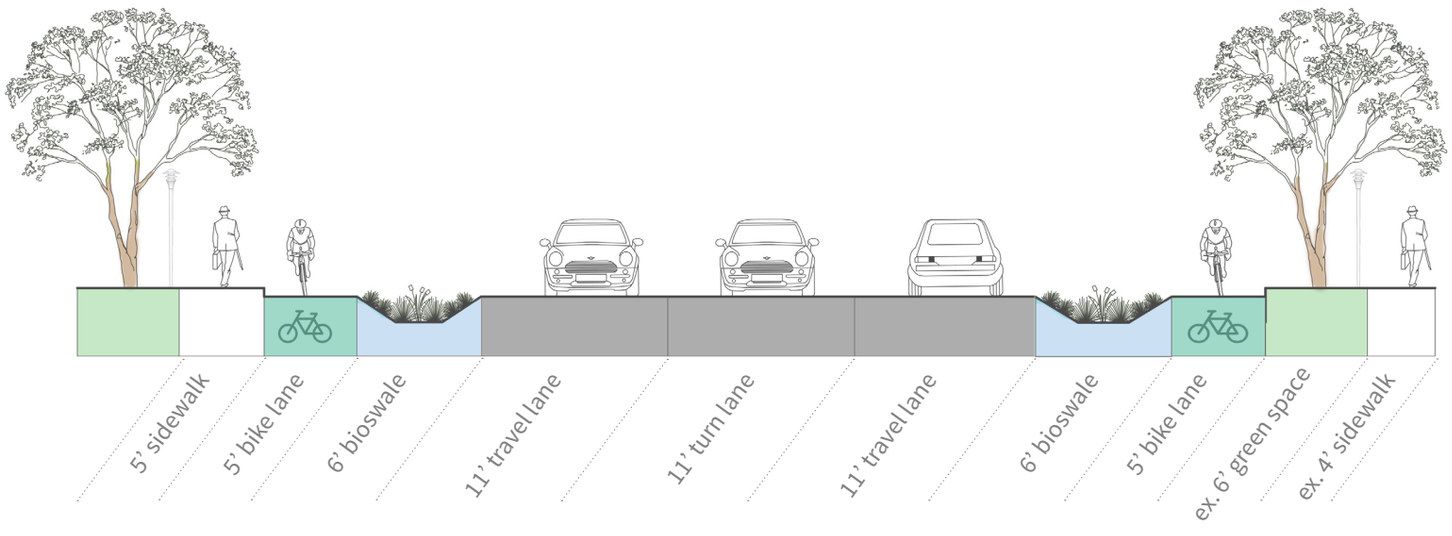


Existing Features

- telephone/light pole
- storm drain
- fire hydrant
- canopy
- crosswalk
- bus stop

Proposed Features

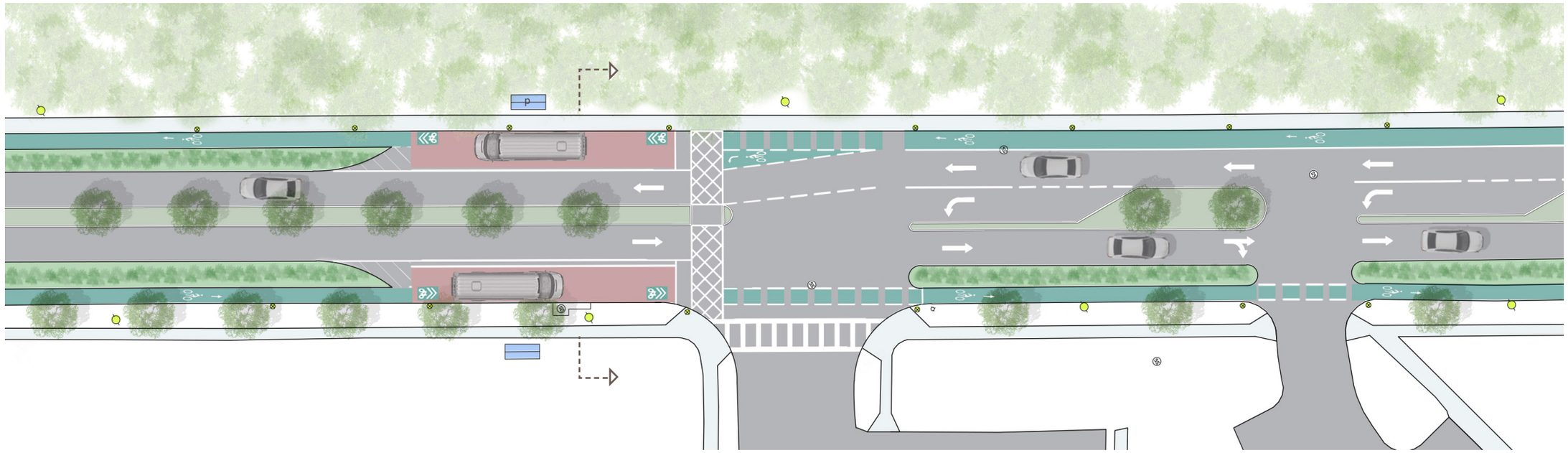
- bioswale
- bicycle lane
- sharrow
- bus stop
- bus zone
- crosswalk
- street tree
- pedestrian light
- plastic bollard



B Breezewood Drive

Approaching Breezewood Drive, additional room within the right-of-way allows for the installation of stormwater treatment areas on both sides and a planted median in the center. The stormwater treatment areas buffer the designated bike lane from the travel lane. Here, the bike lane narrows to 5 feet. A left turn area is provided for south-bound cyclists needing to cross Cherrywood Lane to go onto Breezewood Drive or to get into the apartment parking area. A bus stop is added to the west side. Marked crosswalks are added to increase crosswalk visibility and indicate that vehicles should yield to pedestrians. Crossing distances are reduced by the addition of the planted median and stormwater treatment areas. Pedestrian lighting introduced in segment A continues here to help define the area and allow pedestrians and cyclists to feel more secure during early morning and dusk hours.

Roadway Segment C

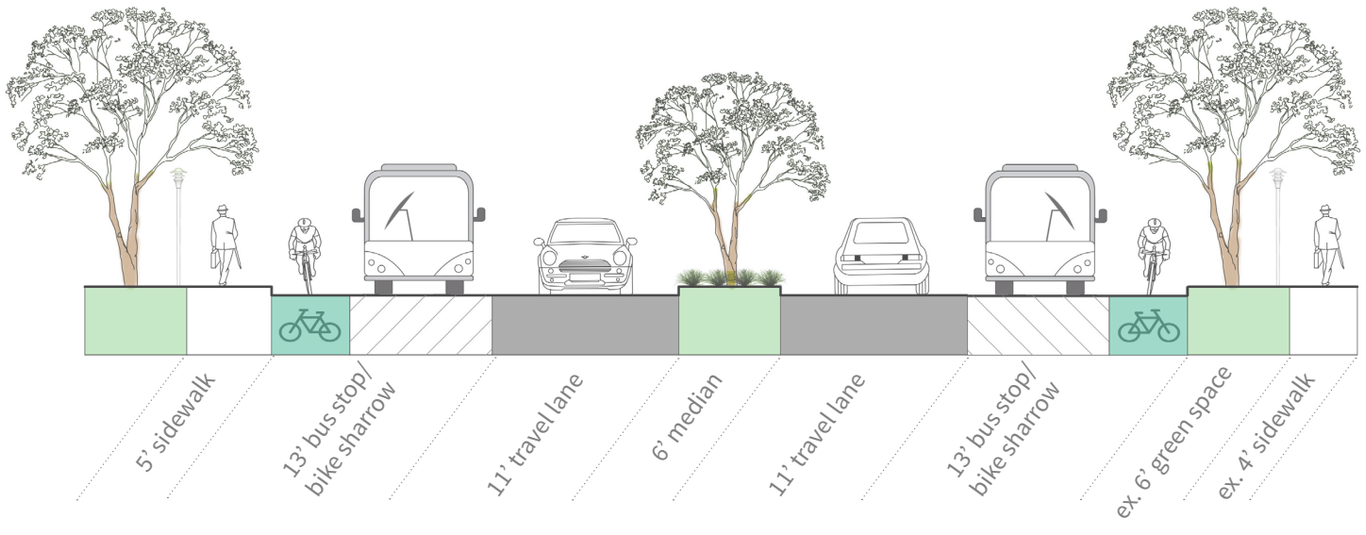


Existing Features

- telephone/light pole
- storm drain
- fire hydrant
- canopy
- crosswalk
- bus stop

Proposed Features

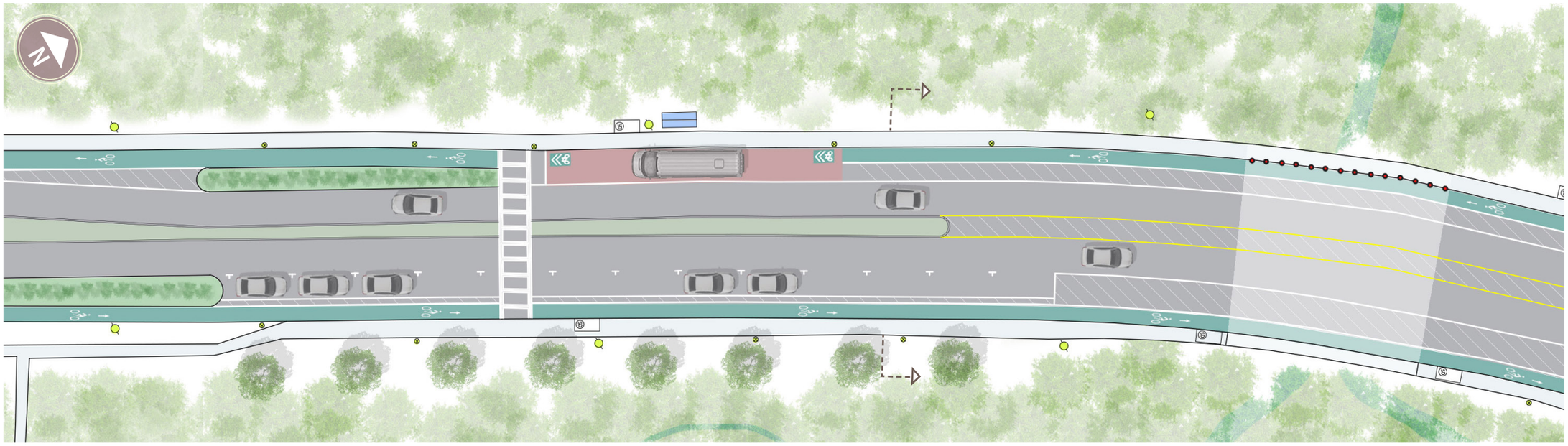
- bioswale
- bicycle lane
- sharrow
- bus stop
- bus zone
- crosswalk
- street tree
- pedestrian light
- plastic bollard



C Springhill Drive

A continuous rhythm of complete and green street elements along Cherrywood Lane provide a unified identity along the corridor. In the area represented by segment C, a narrow planted median is installed. A new bus stop is placed on the west side of the roadway, and pedestrian crosswalks are added at the intersection with Springhill Drive. A median refuge area provides a safe spot for pedestrians crossing the street. Street trees are planted within the median and along the eastern side of the street to provide shade for pedestrians and cyclists. The specific locations of street trees and pedestrian-scale lighting will be determined at final design, as will the locations of other complete and green street elements. The bus stop location may need to be reconsidered after discussions with WMATA.

Roadway Segment D

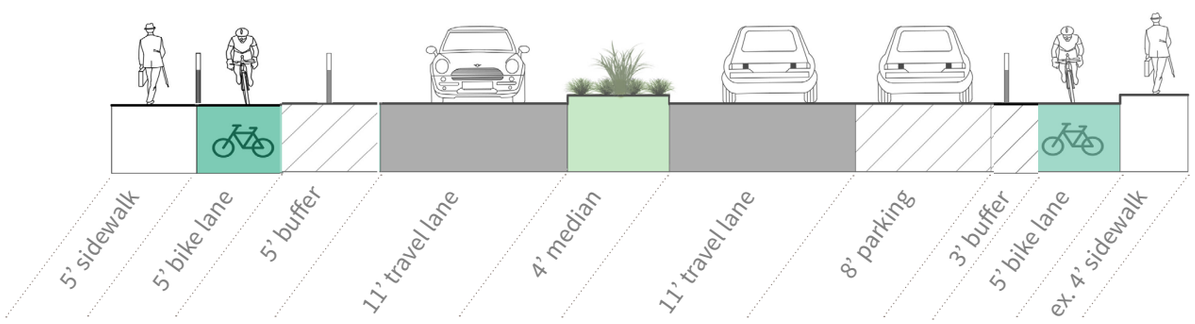


Existing Features

- telephone/light pole
- storm drain
- fire hydrant
- canopy
- crosswalk
- bus stop

Proposed Features

- bioswale
- bicycle lane
- sharrow
- bus stop
- bus zone
- crosswalk
- street tree
- pedestrian light
- plastic bollard

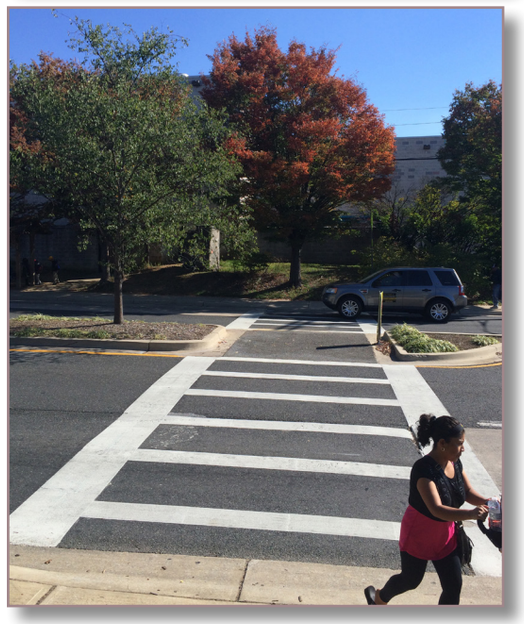


D Indian Creek Tributary Bridge

As the roadway reaches the small bridge across the Indian Creek tributary, the bike lanes are maintained but many of the green street features are removed. The planted median reduces to 4 feet to allow room for protected bike lanes on both sides. A designated area for on-street parking is added on the east side to accommodate overflow parking for events at the Springhill Lake Recreation Center. Alternatively, this parking area could be converted to a stormwater treatment area if the Department of Planning and Community Development's parking needs assessment determines that additional parking is not needed. Presently, no sidewalk exists along the west side of the bridge. Reflective bollards or delineator posts are added to define the pedestrian walkway and the bike lane.

Phase One Treatment Options

Pedestrian Crossings

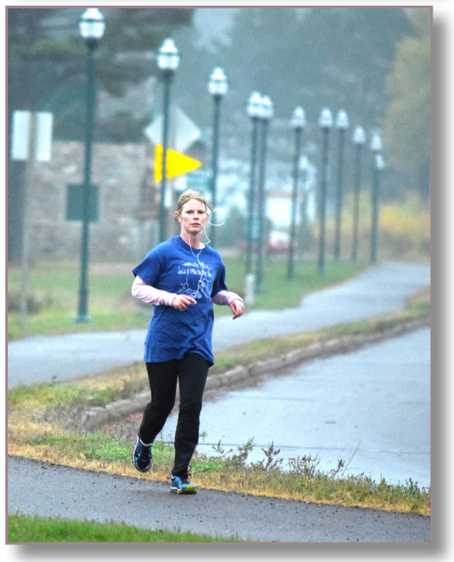


Bike Lane Treatments

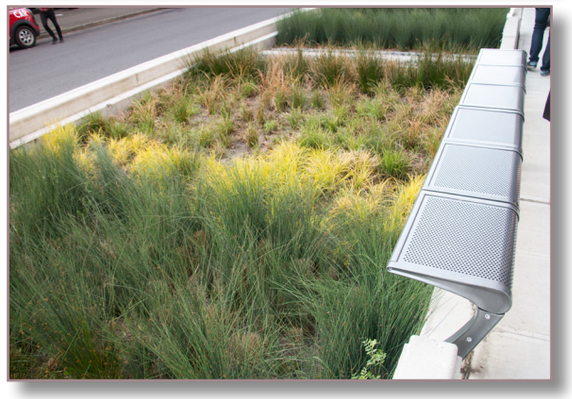
Phase One Treatment Options (continued)

Bridge Segment

Pedestrian-scale Lighting



Green Stormwater Infrastructure



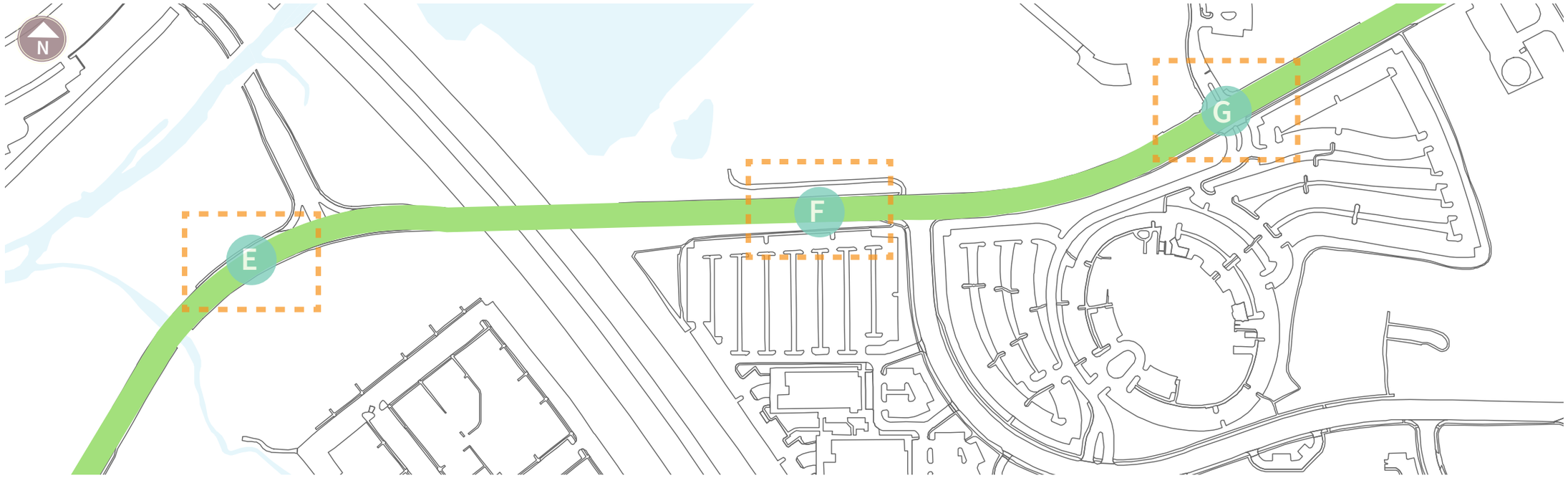
Cherrywood Lane Illustrated Concepts: Phase Two

Phase Two of the Cherrywood Lane complete and green street retrofit begins about 300 feet south of the roundabout at Greenbelt Metro Access Drive and ends at Edmonston Road (Route 201). Phase Two is approximately 3,500 feet long, or just under 7/10 of a mile and encompasses a drainage area of approximately 6.35 acres and includes 5.83 acres of impervious area.

Several segments of Phase Two provide challenges to implementing complete and green street elements. Some concerns have been voiced regarding the flow of bike traffic through the roundabout; however, no physical changes to the roundabout are being proposed. The incorporation of green stormwater infrastructure elements are also limited around the roundabout and the bridge that crosses I-95. Much of this segment falls within the limits of the 100-year floodplain.

In spite of these challenges, Phase Two provides many opportunities to enhance bike and pedestrian safety. Bike lanes and sidewalks are present for the majority of Phase Two, with the exception of the approximately 400-foot-long segment as it nears Edmonston Road. This report recommends extending the sidewalks in this area and ensuring bike lanes are appropriately protected and marked.

Phase Two also provides opportunities to reduce the amount of impervious area by about 1 acre and replace it with a landscaped median and other green stormwater infrastructure features. Opportunity also exists to retrofit an existing grass swale on the west side of the roadway into a bioswale. The proposed Phase Two concepts are illustrated in roadway segments E, F, and G.



Roadway Segment E

E South of the Roundabout

Phase Two begins about 350 feet south of the center of the Greenbelt Metro Drive roundabout. This concept proposes expanding the existing planted median to reduce the amount of impervious area and further enhance the roadway's aesthetics (1). This portion of the roadway includes sidewalks on either side of the roadway and a raised pedestrian crossing. Pedestrian-scale lighting is recommended to ensure pedestrian and cyclist safety. It is recommended that a sign be incorporated near the roundabout's entrance to alert all road users that cyclists are permitted.

Roadway Segment F

F Near Capital Office Park

The opportunity arises to integrate additional complete and green street elements in Phase Two as Cherrywood Lane nears Capital Office Park. The two existing bike lanes are painted green, and a bioswale or planted buffer is added to physically protect the bike lane on Cherrywood Lane's north/west side while also providing improved stormwater management (2), and the median's pavement is replaced with a raised planted median (3). A grassed swale on Cherrywood's south/east side may provide opportunity to be retrofitted into a bioswale, depending on site condition (4). Colored bike facilities, intersection treatments, pedestrian-scale lighting, and tree plantings will also be incorporated within the right-of-way.

Roadway Segment G

G Federal Courthouse Entrance

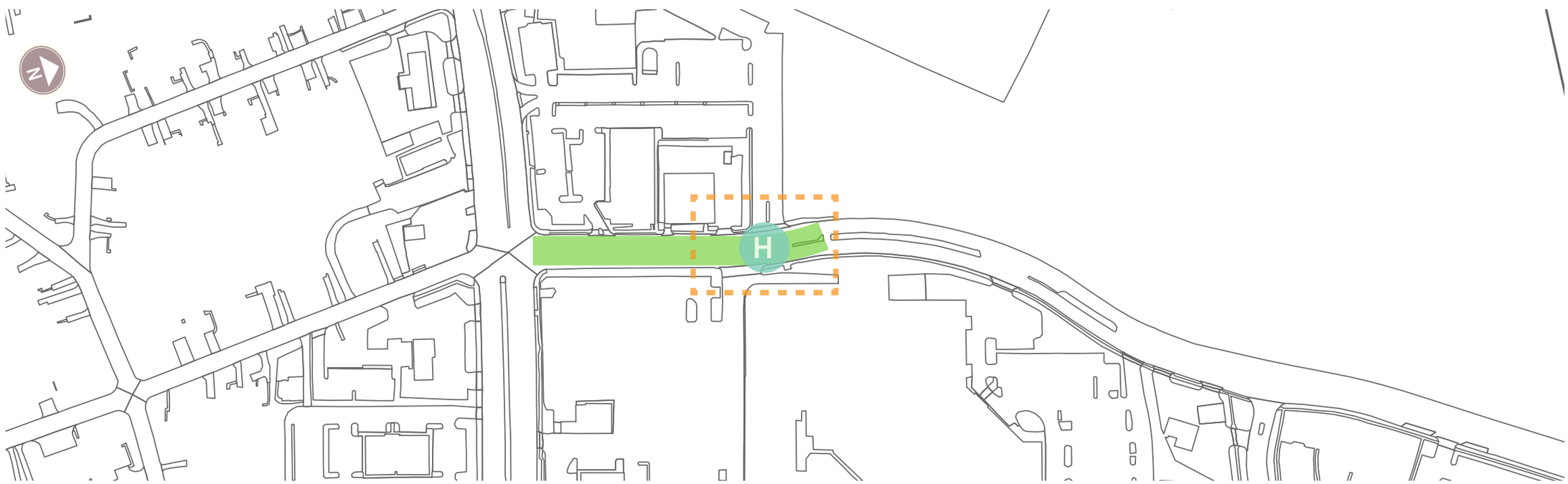
Cherrywood Lane widens from 2 to 4 lanes prior to the entrance drive to Federal Courthouse when approaching Edmonston Road from the west. The proposed concept design roadway provides space for green stormwater infrastructure elements such as bioswales on the north/west side (5). The median is converted to a landscaped median (6) with a pedestrian refuge island on the west of the Federal Courthouse entrance. The crosswalk on the east side of the Federal Courthouse entrance is shifted slightly eastward to reduce the overall crossing distance and allow for a pedestrian refuge island on the east side as well. The bike lanes with intersection treatments (7) increase cyclist visibility and safety. Missing sidewalk connections (8) are added. Bike sharrows may be used beyond the Federal Courthouse entrance to indicate where a bicyclist should ride.

Cherrywood Lane Illustrated Concepts: Phase Three

Phase Three of the Cherrywood Lane complete and green street retrofit is the shortest phase. Phase Three spans 500 feet from the intersection with Greenbelt Road (MD 193) to the CVS Pharmacy parking lot entrance near Beltway Plaza Mall.

An unmarked, mostly uncontrolled intersection of Cherrywood Lane and Beltway Plaza Mall parking lot access road exists in this area. The *Pedestrian and Bicyclist Master Plan* reports that large volumes of turning traffic enter Cherrywood Lane from shopping center driveways, and that the lack of control makes turning movements difficult to predict.

The existing drainage area is approximately 1.03 acres and includes 0.88 acres of impervious area. The roadway drains as sheet flow and shallow concentrated flow to curb inlets on both the east and west sides. There is extremely limited space for green infrastructure with the current lane alignment. If lanes were to be reduced, full treatment could be provided in this space.



Roadway Segment H

H Beltway Plaza Parking Lot Access Road

Traffic at the intersection of Cherrywood Lane and the Giant Food Store parking lot road is largely uncontrolled, making turning movement difficult to predict. Bike sharrows are recommended for this portion of the roadway to indicate where cyclists should ride and to alert motorists of the location bicyclists are likely to occupy within the travel lane (9). The existing crosswalk is maintained. The City of Greenbelt should engage the Maryland State Highway Administration when determining final recommendations in this area due to the segment's close proximity to Greenbelt Road. Alternatively, the intersection could be reconfigured as a roundabout as depicted in the *Pedestrian and Bicyclist Master Plan*. The roundabout configuration should be considered if the Giant Food store location is redeveloped. The City of Greenbelt would need to work with the Maryland State Highway Administration and private landowners to determine the final roundabout configuration, as well as how to provide a bicycle connection in this area.

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Page 27	bottom right	LID Center

REFERENCES

City of Greenbelt. 2014. Pedestrian and Bicyclist Master Plan. Version 1.0. January 2014.

DPW&T. 2008. Specifications and Standards for Roadways and Bridges.

M-NCPPC. 2014. The Approved Greenbelt Metro Area and MD 193 Corridor Sector Plan and Sectional Map Amendment. Series Number 212122306. March 2014.

M-NCPPC. 2009. Approved Countywide Master Plan of Transportation. Series Number 829092405. November 2009.

NATCO. 2013. Urban Bikeway Design Guideline.

WMATA. 2009. Guidelines: Design and Placement of Transit Stops. December 2009.

APPENDIX A: ESTIMATED PHASE ONE STORMWATER BENEFITS

ESD_V Required (Existing Condition)
$ESD_V = [(P_E)(R_V)(A)]/12$

ESD = 21,557 cf

ESD_V Required (Proposed Condition)
$ESD_V = [(P_E)(R_V)(A)]/12$

ESD = 17,326 cf

ESD_V Provided (S_V)
$ESD_V = [(P_E)(R_V)(A)]/12$

ESD = 19,815 cf

	Existing Site Data	Proposed Site Data	Results and Changes
Total Surface Area (sf)	295,600	295,600	0
Impervious Area (sf)	271,274	214,587	-56,687
Non-impervious Area (sf)	24,326	66,863	42,537
Percent Impervious	91.77%	72.59%	-19.18%
BMP Area	N/A	14,150	14,150
Volumetric Runoff Coeff. (Rv)	0.88	0.70	-0.12
Max. Runoff Treatment Depth (in.)	N/A	1.0	N/A

APPENDIX B: PHASE ONE PRELIMINARY COST ESTIMATES

Preliminary Cost Estimate

1 SITE PREPARATION	$74,280.00
2 STORMWATER MANAGEMENT	$312,105.00
3 HARDSCAPE	$314,910.00
4 LANDSCAPING	$282,842.00
5 EARTHWORK	$51,325.00
6 SIGNING AND MARKING	$62,840.00
7 LIGHTING	$328,000.00
8 LUMP SUM ITEMS	$455,000.00
SUBTOTAL	**$1,881,302.00**
30% CONTINGENCY	$564,391.00
17% DESIGN AND ENGINEERING COSTS	$319,821.00
SUBTOTAL	**$2,765,514.00**
COST PER FOOT	$658.00
9 OPTIONAL IMPROVEMENTS	$209,780.00
30% CONTINGENCY	$62,934.00
17% DESIGN AND ENGINEERING COSTS	$35,663.00
SUBTOTAL	**$308,377.00**
COST PER FOOT	$95.50
TOTAL	**$3,073,891.00**
TOTAL COST PER FOOT	**$731.00**

Notes

1 SITE PREPARATION: Cost to remove pavement and to remove concrete curb and gutter

2 STORMWATER MANAGEMENT: Cost to excavation of and materials for the preparation of bioswales and stormwater curb extensions

3 HARDSCAPE: Cost to install concrete curb and gutter and ADA ramps, and, for the west side, a 5 foot wide concrete sidewalk

4 LANDSCAPING: Cost of sod, street trees, stormwater plantings, and regular landscape plantings

5 EARTHWORK: Cost of fill and spoil

6 SIGNAGE AND MARKING: Cost of street signs and thermoplastic pavement markings, letters, and arrows

7 LIGHTING: Cost of pedestrian-scale lighting features

8 LUMP SUM ITEMS: Cost of erosion and sediment control and mobilization

9 OPTIONAL IMPROVEMENTS: Cost to mill and overlay existing pavement and to remove and replace existing 4 foot wide sidewalk on east side with a 5-foot-wide sidewalk

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Judith Howerton
Submitting Department: Planning
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
Preliminary Plan of Subdivision – NRP's Greenbelt Metro Multi-Family Development proposal (Capital Office Park)

Suggested Action:

Reference:
NRP Greenbelt APB Presentation, 09/11/2019
NRP Greenbelt Metro - Staff Report, 09/06/2019
APB Report NRP Development Final
Green ACES NRP Multifamily Development Comments
Minutes, 03/05/2018
PRAB Report 19-6 Capital Office Park Preliminary Plan of Subdivision

The NRP Group LLC (NRP) is a developer, builder, and property management company headquartered in Cleveland, Ohio. In early 2018, NRP met with the City of Greenbelt to present a development proposal concept for new construction of multifamily housing in the Capital Office Park at the intersection of Cherrywood Lane and Ivy Lane.

The applicant has recently filed a Preliminary Plan of Subdivision (PPS) application with the Maryland-National Capital Park and Planning Commission (M-NCPPC) which is scheduled to be considered by the Prince George's County (The County) Planning Board meeting on October 10, 2019. The PPS has been referred to the City for review and comment. NRP is seeking the city's approval and support and has met with 3 advisory boards APB, Green ACES, and PRAB in addition to having a work session with the city council. Board reports are attached for city council review.

Following the work session with City Council, and in response to their comments, NRP has added a tot lot to the list of recreational amenities they plan to provide in this development.

Planning staff recommends City Council support with conditions.

Attachments:
NRP GREENBELT_APB PRESENTATION_9.11.2019.pdf

NRP Greenbelt Metro - Staff Report - 9.6.2019.pdf

APB_Report_NRP_Development-FINAL.pdf

Green ACES NRP multifamily development comments.pdf

Minutes from March 5 2018 Mtg.pdf

PRAB Report 19-6 Capital Office Park Preliminary Plan of Subdivision.pdf

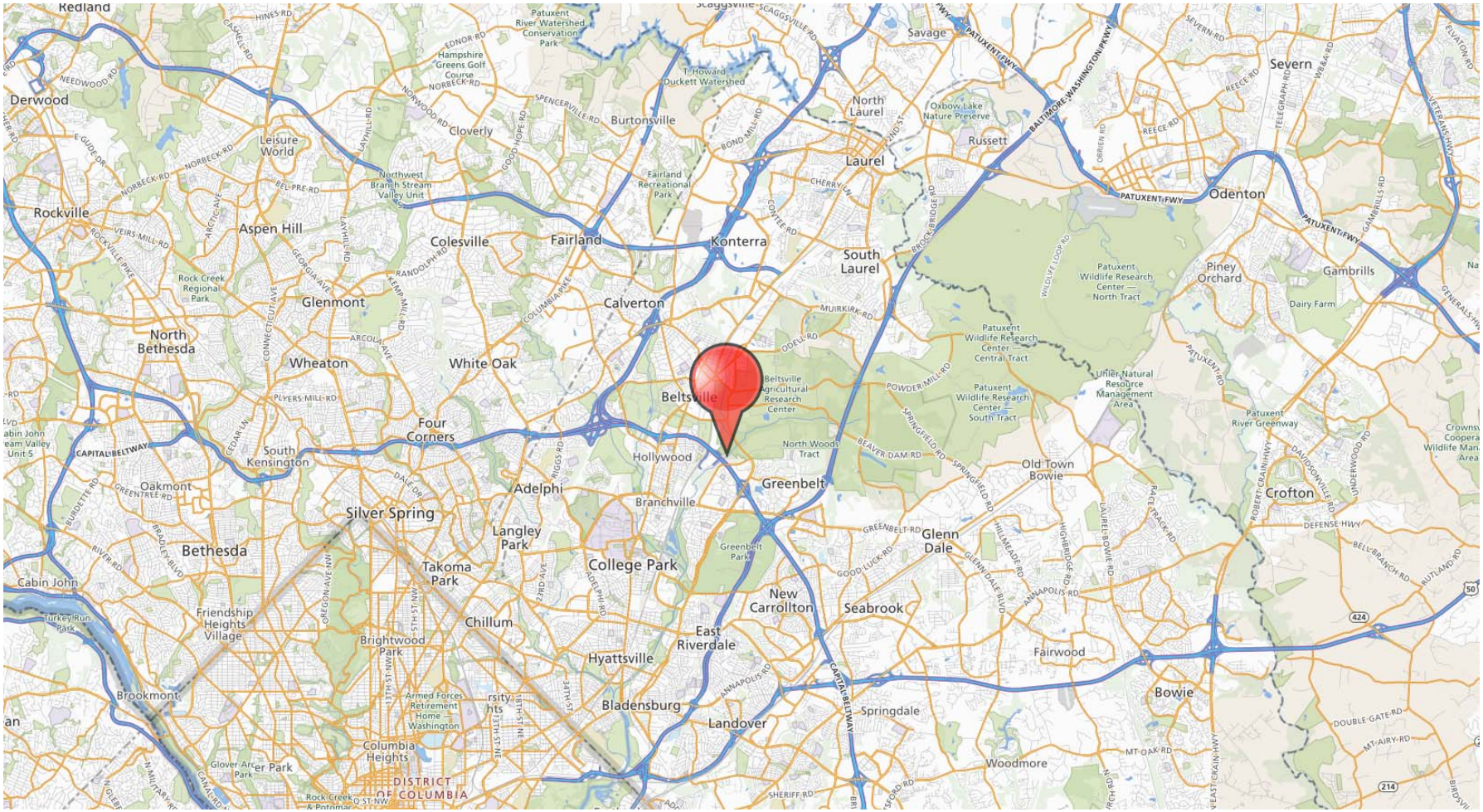
THE CITY OF GREENBELT

the NRP group

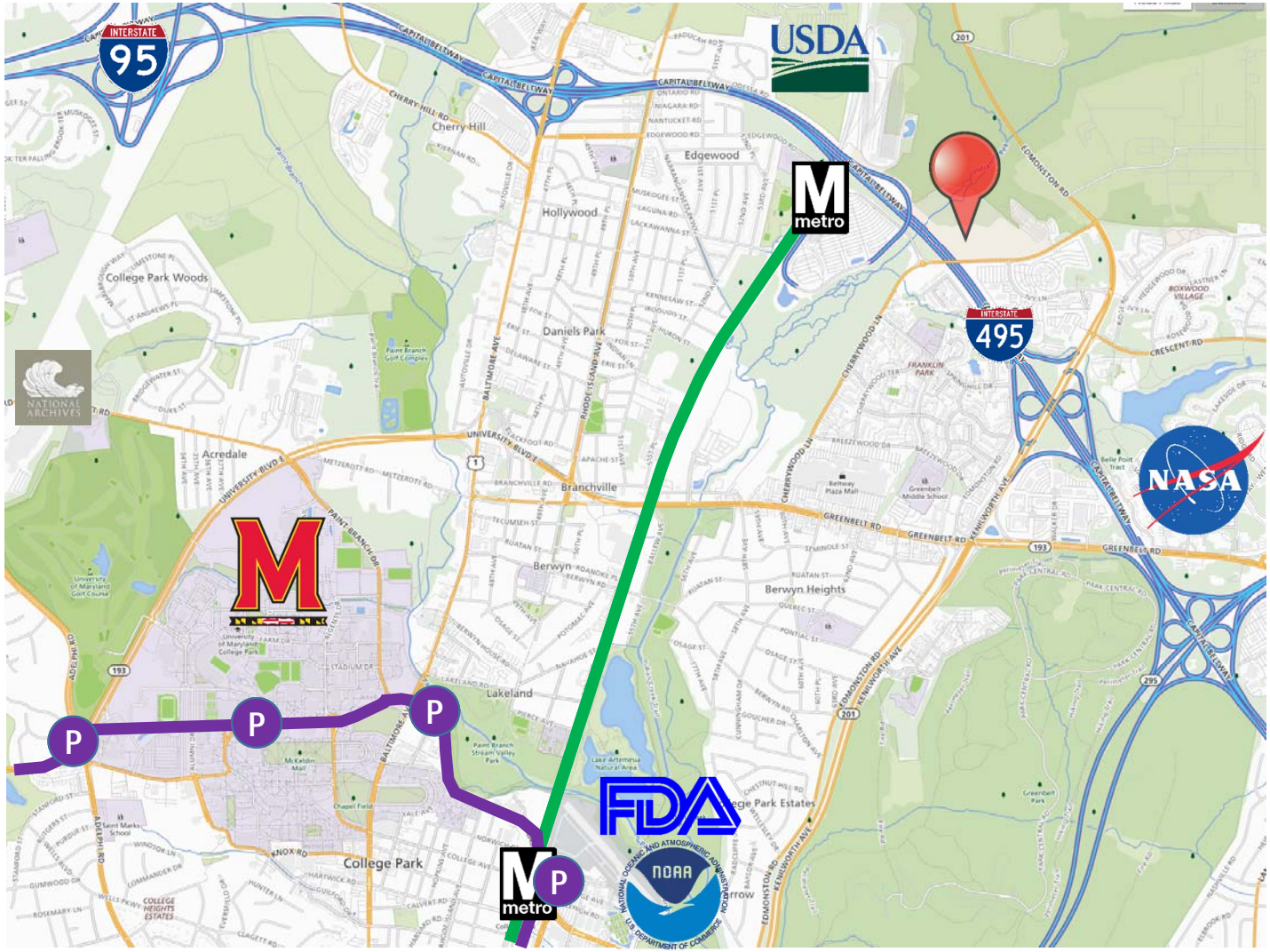
THE NRP GROUP OVERVIEW

- 25 Years
- Over 300 Projects Completed
- Over 750 Employees
- Based in Cleveland, OH, Local Office in Gaithersburg, MD
- Development, Construction, and Property Management All Internally
- 3 Projects at Prince George's County Metro Stations (Greenbelt, Largo, & Prince George's Plaza)

the NRP group



NRP GREENBELT


USDA
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95
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College Park
College Park Woods
Cherry Hill
Edgewood
Hollywood
Daniels Park
Acredale
Branchville
Berwyn
Berwyn Heights
Lakeland
CAPITAL BELTWAY
UNIVERSITY BLVD
GREENBELT RD
EDMONSTON RD
KENILWORTH AVE
BALTIMORE AVE
RHODE ISLAND AVE
PAINT BRANCH DR
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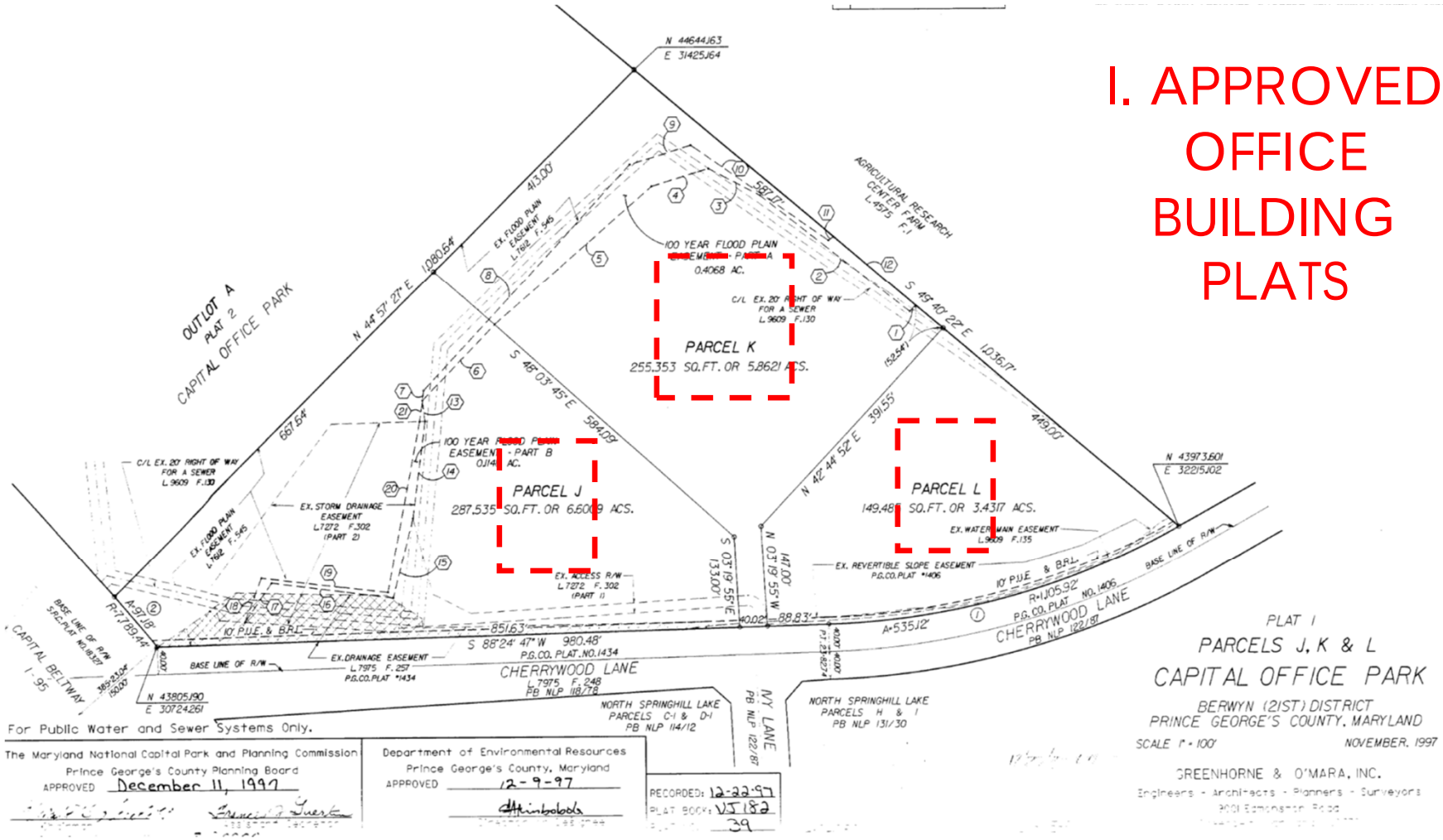
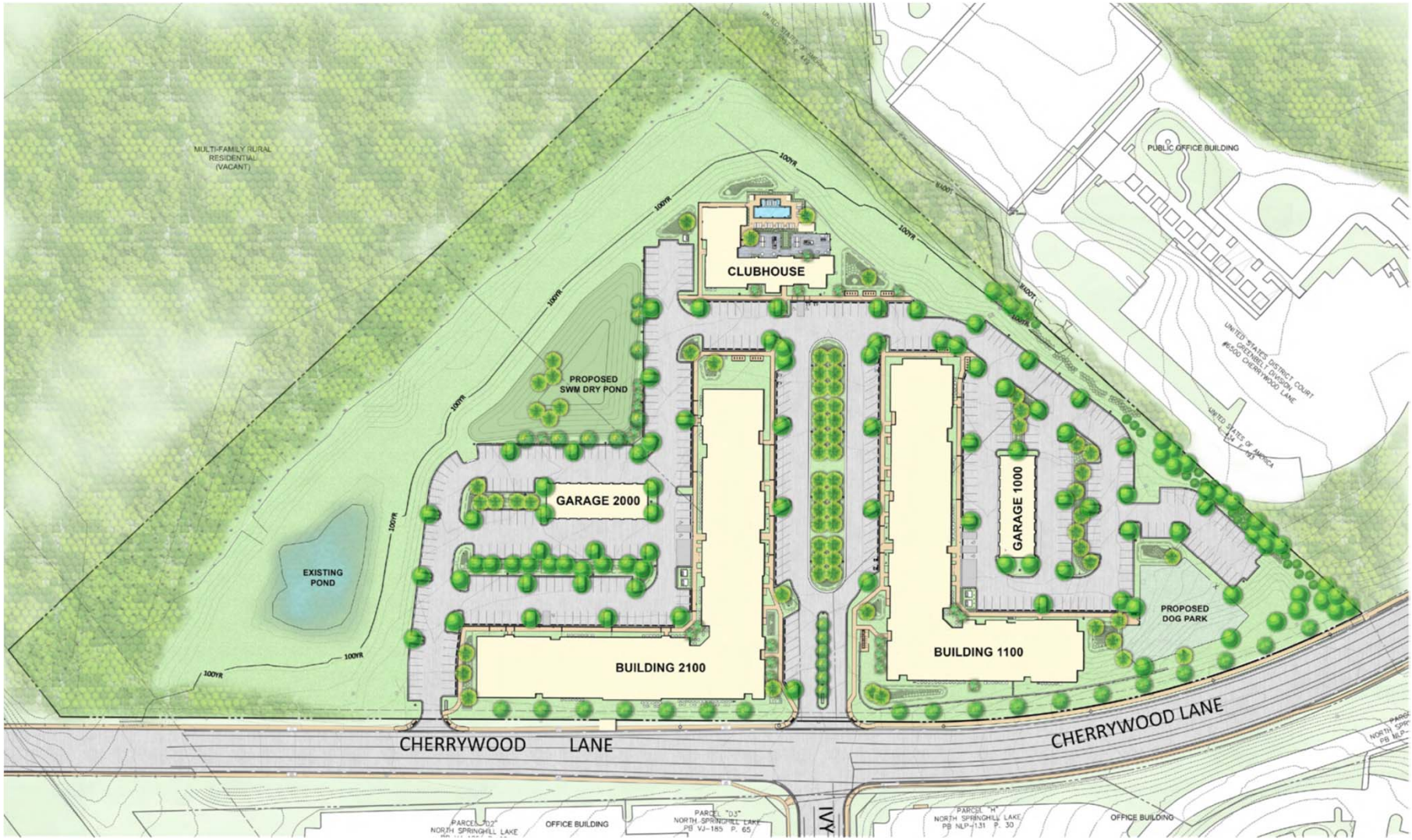
I. APPROVED OFFICE BUILDING PLATS



II. PREVIOUS TOWNHOUSE PROPOSAL

NRP GREENBELT METRO – PROJECT GOALS

- Deliver the First T.O.D. at the Greenbelt Metro Station
- Deliver Residential to the Capital Office Park (Greenbelt Office > 30% Vacant)
- Provide the Highest Quality Urban Design for the Cherrywood & Ivy Intersection
- Provide Multiple Means & Methods to Get to the Metro (Bus Ridership & Capital Bikeshare)
- Provide a Wide Variety of Unit Types
- Provide Best-in-Market Unit Finishes for Future Residents
- Provide Best-in-Market Amenities for Future Residents
- Maximize the Sustainability of the Project
- Minimize Visibility of Surface Parking
- Transition a Vacant Site to a Taxable Use


MULTI-FAMILY RURAL RESIDENTIAL (VACANT)
PUBLIC OFFICE BUILDING
CLUBHOUSE
PROPOSED SWM DRY POND
GARAGE 2000
GARAGE 1000
EXISTING POND
PROPOSED DOG PARK
BUILDING 2100
BUILDING 1100
100YR
CHERRYWOOD LANE
CHERRYWOOD LANE
OFFICE BUILDING
OFFICE BUILDING

NRP GREENBELT METRO – PROJECT HIGHLIGHTS

- Site was Previously Approved as 3 Large Office Buildings Surrounded by Visible Parking
- Proposing 354 Multifamily Units (Mix of Studios, 1BRs, 2BRs, & 3BRs)
- Residential Clubhouse & Amenity Building
- .6 Mile Walk to the Greenbelt Metro Station
- New Bus Shelter
- Superior Bike Amenities & Proposed Capital Bikeshare Station
- Best in Market Amenities
- Best in Market Unit Finishes

NRP GREENBELT METRO – AMENITIES

- Separate Resident Clubhouse & Amenity Building
- Resort-style Swimming Pool
- Work-From-Home Support (Business Center)
- Club-quality Fitness Center On-Site
- Package Lockers
- Dog Park & Interior Dog Spa
- Significant Bike Amenities (Interior Storage)
- 24/7 On-Site Maintenance
- Social Programming
- Detached Garages
- Capital Bikeshare Station

NRP GREENBELT METRO – RECREATIONAL AMENITIES BUDGET

Clubhouse (Building Only)	$912,768
Grills, Fire Pit, Pet Waste & Bike Racks	$49,358
Bike Racks	$31,000
Dog Spa Equipment	$4,470
Fitness Equipment	$106,000
Swimming Pool & Pool Equipment	$150,000
Pool Deck	$75,000
Dog Park	$60,000
Community Garden	$30,000
TOTAL	**$1,418,596**

SUSTAINABILITY FEATURES

- LEED for Homes v4: Easily Surpasses Certification, Likely Surpasses Silver
- Capital Office Park Becomes Mixed-Use (Opportunity to Walk to Work)
- Superior Bicycle Amenities
- 36% of the Site is Preserved
- Project Preserves Existing Floodplain Elevation
- Project Reduces Runoff Into the Indian Creek Watershed (No SWM Currently)
- Additional Pond is Included to Attenuate Up to a 100-Year Storm Event
- Over 30 ESD's Have Been Included and Distributed Throughout the Project
- Construction PM is LEED AccreditedIndividual Meters
- Programmable Thermostats
- High-Efficiency HVAC Equipment
- Energy Star Lighting
- Energy Star Appliance Packages

LOCATION & TRANSPORTATION

- Site was Previously Approved for (3) Office Buildings
- Multifamily Project Will Establish a Mix of Uses for the Capital Office Park
- Results in a 78% Reduction in Daily Automobile Trips (From Office)
- Transit-Oriented-Development (85% of NRP Mid-Atlantic's Projects are T.O.D.)
- 4 Different Ways to Get to the Greenbelt Metro Station (Without a Car)
- Significant Bike Amenities:
  (Capital Bikeshare, Dedicated Lanes, 130 Interior Bike Parking Spaces, Bike Repair)
- On-site Amenities Also Significantly Reduces Automobile Trips
- Electrical Vehicle Charging Stations Come Standard at NRP

	AM TRIPS	PM TRIPS	TOTAL TRIPS
OFFICE BUILDINGS	945	875	1,820
PROPOSED MULTIFAMILY	184	212	396

DISCUSSION

City of Greenbelt
Department of Planning & Community Development
15 Crescent Road, Suite 200, Greenbelt, Maryland 20770
(301) 345-5417 Fax (301) 345-5418

PRELIMINARY PLAN OF SUBDIVISION
GREENBELT METRO

STAFF REPORT
August 23, 2019
Revisions: 8/29/2019, 9/6/2019

I. General Information

Applicant/Property Owner:	The NRP Group LLC
Subject:	Preliminary Plan of Subdivision
Project Name:	Greenbelt Metro
Location:	6400, 6410, and 6420 Cherrywood Lane, Greenbelt MD 20770. Located on the north side of Cherrywood Lane, approximately 800 feet west of its intersection with Kenilworth Avenue (MD 201)
Acreage:	15.89 (gross tract area) Net developable area is 10.44
Existing Zoning:	C-O (Commercial Office) /D-D-O (Development District Overlay)
Existing Land Use:	Undeveloped
Proposed Land Use:	Multi-family residential

II. Background Information

The NRP Group LLC (NRP) is a developer, builder, and property management company headquartered in Cleveland, Ohio. In early 2018, NRP met with the City of Greenbelt to present a development proposal concept for new construction of multifamily housing, and a small amount of retail space in the Capital Office Park at the intersection of Cherrywood Lane and Ivy Lane. The meeting with the Greenbelt Advisory Planning

Board (APB) took place on January 18, 2018 and the City Council Work session was held on March 5, 2018.

The applicant has filed a Preliminary Plan of Subdivision (PPS) application with the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the PPS is scheduled to be considered by the Prince George's County (The County) Planning Board on October 10, 2019. The PPS has been referred to the City for review and comment.

The subject properties were subject to a Preliminary Plan of Subdivision in 1994, that created the three subject lots, and a 24 acre outlot. The outlot is subject to a 100 year floodplain easement. The PPS conditionally approved the development of 556,000 gross square feet of office space.

III. Proposed Development

The PPS proposes two 5-story apartment buildings and an amenity building. The two apartment buildings will consist of 354 residential units altogether with the one, two, and three bedroom apartments allocated as 212, 123, and 19 respectively. There is no retail component associated with the current proposal, with the applicant citing it was determined not to be marketable. The on-site amenities will include a clubhouse with a swimming pool and a wellness/fitness center; a dog park; and a dog spa which will be housed in the building adjacent to the dog park. The majority of surface parking (454 spaces) provided is behind the apartment buildings however two (one level) parking garage buildings requiring paid (subscription) usage will be provided as well. These will be a total of 36 spaces, 18 in each. A total of 130 bicycle racks are proposed most of which will be indoors (in the basement level of one of the buildings). Six (6) electric vehicle charging stations will be provided, with locations to be determined at Detailed Site Plan (DSP).

IV. Analysis

A. Zoning

The project area is zoned Commercial-Office (C-O) with a Development District Overly Zone (DDOZ). This zoning provides for multi-family housing. The project is required to conform to the requirements of the *2013 Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment* (Sector Plan).

The C-O zone allows density up to 20 dwelling units (du) per net acre, however, M-NCPPC planning staff has indicated that the Greenbelt DDOZ modified the table of uses for the C-O Zone, and allows multi-family development at a density to be approved at the time of Detailed Site Plan. Staff requested clarification from M-NCPPC planning staff on its determination that the subject development is not subject to the density requirements of the C-O Zone (20 du per acre or 208 units), M-NCPPC planning staff response is that they have determined that the footnote does not apply as the use table does not

specifically reference the footnote. They have also added that this will be discussed and further explained in the technical staff report to provide clarification on this issue.

B. Environment

Primary Management Area (PMA)[i]

This site contains a total of 5.77 acres of PMA comprised of a 100-year floodplain, steep slopes that extend outside of the PMA, and stream buffer. The PMA is located along the northwest property line extending to approximately half of the northeast property line, covering 36.3% of the subject property. Floodplains, wetlands, streams, and steep slopes are required to be protected under the County's Subdivision Regulations.

- Floodplain Impacts:

  The project proposes a new pond to attenuate a 100-year storm event. The proposed pond will have floodplain impacts and the County is requiring the applicant to create compensatory storage within the floodplain area to off-set the impacts. The pond will also require the removal of 1,600 SF (0.037 acres) of woodlands.

  The applicant is proposing a 0.82 acre reduction of the PMA from 100-year floodplain because of the installation of the pond.

- Stream Buffer Impacts:

  Temporary impacts are proposed to the stream buffer along the eastern property line for the installation of utilities and to grade the site such that it is viable for the overall development. The stream buffer is very lightly wooded with the vegetation occurring closer to the stream channel. Much of the vegetation is invasive species including the Bradford pears.

  Less than 700SF of forest within the stream buffer is proposed to be disturbed and it is located at the head of the stream buffer. All proposed impacts are temporary for grading and utilities and on site elements are proposed to be placed within the stream buffer. The buffer will be planted and/or allowed to afforest over time.

Woodlands

The site is subject to the provisions of the Woodland Conservation Ordinance and 3.28 acres of woodland conservation is required. The applicant has prepared a Tree Conservation Plan (TCP). The applicant originally proposed fee-in-lieu for the value of 3.28 acres, however, at the Subdivision and Development Review Committee (SDRC) review session it was clarified that the County generally does not accept a fee-in-lieu (for woodland conservation requirement) in excess of 1 acre. Historically, the City has also been opposed to fee-in-lieu and has advocated for tree mitigation to occur within the

watershed being impacted, preferably within the City. The applicant is willing to work with the County and City to find an appropriate bank with available acreage to meet woodland mitigation requirements. It should be noted that the last eligible woodland mitigation site in the City was subject to an approved Detailed Site Plan for the vacant parcel adjacent to Capitol Cadillac. Staff is working to determine the current status of this mitigation site in light of a new DSP being prepared for the Capitol Cadillac site.

Noise

The site is located in the vicinity of Edmonston Road and is adjacent to I-95/495 Capital Beltway both of which are roadways that are regulated for noise. The applicant has submitted a noise study, which concludes that, for both buildings in certain areas, noise levels may exceed acceptable levels, per County and State requirements.

The units exposed will require further analysis and may require modifications to proposed standard building construction. Modifications could include increased window/door STC[ii] ratings. The report also states that further analysis would be required to determine the exact mitigation designs necessary, which would be established once architectural plans (building elevations, window/door schedule, unit plans) are further developed.

The City will review and approve a noise attenuation plan and the applicant will be required to comply with Prince George's County residential noise regulations as well as the State of Maryland requirements.

Low Impact Development and Green Infrastructure

The project will be integrated with the ongoing Cherrywood Lane Complete and Green Streets retrofit project which applies low impact development strategies as well as green infrastructure. The applicant will either fund or construct Phase 2 of the project once engineered designs are completed. There may be other opportunities for green infrastructure and/or for low impact development (in addition to ESDs which are incorporated in the project, see storm water management) however, these will be evaluated more closely at the time of detailed site plans.

C. Storm water Management (SWM)

A Site Development Concept Plan was filed with Prince George's County on January 4, 2019 and approved on May 31, 2019. There is an existing SWM pond on the western corner of the tract that serves the adjacent commercial development on Ivy lane. The applicant is proposing to construct an additional SWM pond. Planning staff had concerns about this second SWM pond taking up open space where there might have been an opportunity for functional (recreational) programming. The preference would have been if the applicant could upgrade the existing pond in its obligation to meet the County's floodplain policy requirements. In response to planning staff's concern, the applicant has provided a study and exhibits to demonstrate their findings that retrofitting the existing

SWM facility will require significantly more space with greater impacts compared to providing a second SWM facility and therefore having two (2) ponds.

The Stormwater Management Act of 2007 calls for implementing environmentally sensitive design (ESD) to the maximum extent practicable. The project site will incorporate several types of ESD storm water facilities (up to 36) distributed throughout the property. These provide curbside storm water management benefits by integrating site design, natural hydrology and smaller controls to capture and treat runoff. They also minimize impervious surfaces.

D. Transportation

Traffic Impact Study

This site is the subject of a 1994 approved PPS. The same parcels J, K, and L were approved for the development of 556,000SF (~12 acres) of office/commercial development. This approval proposed an access drive off Cherrywood Lane, at its intersection with Ivy Lane. Associated with the approved PPS, was a 1992 traffic study which the County has indicated is still valid for the PPS currently under consideration.

Based upon this information, the current applicant submitted a Transportation Guidelines Checklist, which has been approved by the County, and a Memorandum (Memo). The Memo points out that the resolution for the previous PPS indicates the trip cap at 945 AM and 875 PM peak hour trips. The Memo also reports that the applicant's traffic/transportation consultant has estimated that 354 multifamily residential units would generate 184 AM and 212 PM peak hour trips, numbers well below the cap and as such determining that a full Traffic Impact Analysis (TIA) is not required and that the proposed development meets the transportation conditions of the 1994 PPS proposal without requiring additional traffic mitigation.

The city planning staff has expressed concerns with a full TIA not being submitted with this application. Those concerns include:

- Based on the 1992 TIA the Cherrywood Lane and Ivy Lane intersection at some point would not function at an acceptable level without signalization - the timing of this is unclear.
- Traffic counts/numbers in the study were based on assumptions and future projections, since then, the Greenbelt Metro station has opened and the US Federal Courthouse has been built, actual numbers could be provided.
- The 1992 report, on page 4 of the study, states that Cherrywood lane was "a newly constructed five-lane roadway from Greenbelt Road to Kenilworth Avenue." Since then, the capacity of the roadway has been reduced.
- Finally, with two new access drives being proposed off Cherrywood Lane and the modifications that have been made to Ivy Lane and Cherrywood Lane to accommodate bike lanes and medians, a traffic study/traffic signal warrant study is need to ensure safety.

Pedestrian and Bicycle Improvements

The applicant has conducted a bicycle and pedestrian analysis and submitted a Bicycle and Pedestrian Impact Statement (BPIS) to the County per guidelines. The statement shows the total cap for proposed off site bicycle and pedestrian facilities as:

$300 x 354 units = $106,200

The applicant is pursuing Capital Bikeshare installation on site and proposes to implement this using the above stated fee. Coordination with the Department of Public Works and Transportation (DPW& T) will be required. The applicant is proposing bus stop improvements for the bus stop located in immediate proximity to the project, including installation of a bus shelter designed to the new city standards.

The applicant will be required to install a contiguous sidewalk along its frontage and staff is working with the applicant on being in conformance with the City's recently approved Complete and Green Street Policy and on ensuring the implementation of the improvements identified in the *Preliminary Concept Design Report: Cherrywood Lane Complete and Green Street Project* along the applicant's Cherrywood Lane frontage (only required to address half width of Cherrywood Lane).

E. Parks and Recreation

The subdivision regulations of Prince George's County require that residential subdivisions address park and recreation needs through the following means:

1. Dedication of land to the appropriate public agency which can then be used by the public for parks and recreation activities. The area of land to be dedicated increases as the project density increases. Under this scenario the land area to be dedicated for the subject development would be 1.6 acres.

2. Provision of adequate private recreation facilities to service the development. There is no formula or standard which defines what is considered adequate, so this determination is subjective, and is usually negotiated between the developer and the public agency involved.

3. Payment of a fee-in-lieu of equal to five percent (5%) of the total new market value of the land as stated on the final assessment notice issued by the State Department of Assessments and Taxation. Staff is working with the City Treasurer on calculating this payment amount.

4. A combination of two or three of the above referenced options.

The subdivision regulations require that any new residential development provide sufficient recreation and open space/and or resources to satisfy the needs of the new residents of the proposed development. For the subject development, the population to be served is 354 housing units, which would result in a population of approximately 640 new residents. The applicant is proposing to meet its mandatory parkland dedication requirements through the provision of on-site private recreation amenities. Amenities proposed include a clubhouse with a swimming pool and a wellness/fitness center; a dog park; and a dog spa which will be housed in the building adjacent to the dog park. The applicant has been requested to submit an estimated value of the proposed on-site private recreation facilities.

As Greenbelt lies outside of the Maryland-Washington Metropolitan District, the proposed project is subject to Mandatory Parkland Dedication requirements, but staff believes it's at the discretion of the City, and not the County Planning Board. Staff is currently working with the City Treasurer and Acting Directors of the Department of Recreation to identify the city's added recreation needs as a result of the proposed development and as it relates to the applicant's requirement to meet mandatory parkland dedication requirements.

F. Schools

It is estimated that the proposed development will yield 42 elementary students, 19 middle school students and 26 high school students. As of September 30, 2017, the Prince George's County Official Enrollment report found that schools in the City of Greenbelt are over capacity. The utilization of Greenbelt schools ranges from 107% (Greenbelt Elementary) – 150% (Springhill Lake Elementary). While there is concern for the impact the proposed development will have on schools, the County's Subdivision regulations do not require a finding of adequacy for schools, and therefore a PPS cannot be denied based on school adequacy. Instead, all new residential development is required to pay a school facilities surcharge fee for every residential unit. Per County Council Resolution 55-2019 the school facilities surcharge for developments located outside the Capital Beltway is $16,698 per unit. Therefore the subject development is required to pay a school facilities surcharge fee totaling $5,911,092.

G. Public Safety

The County Subdivision regulations require that the PPS address the issues of the adequacy of fire and rescue and police services (although only as it relates to County services). The City provides full police service to the project area. The proposed project is subject to a public safety surcharge fee. Pursuant to Section 10-192.11(2)(A) of the County code , "at least twenty five (25%) of the revenue collected from a surcharge imposed on construction that is located in a municipal corporation that maintains a police department shall be distributed to the municipal corporation's police department." The public safety surcharge fee for fiscal year 2020 is $2,630 per building permit in the developed tier, resulting in the City receiving $232,755 towards public safety.

V. Recommendation

At this time staff recommends conditional support of the Preliminary Plan of Subdivision for Greenbelt Metro Station (Capital Office Park). The conditions are as follow:

1. Prior to the approval of the Detailed Site Plan the applicant shall submit a traffic impact study and a traffic signal warrant study for the intersection of Cherrywood Lane and Ivy Lane to the City of Greenbelt for review and approval. The applicant shall work with the City in determining the scope of the traffic impact analysis. If traffic improvements are required as a result of the findings of the traffic impact study and/or the signal warrant study, said improvements shall be funded and constructed by the applicant prior to the issuance of the first building permit.

2. The applicant shall fund and/or construct the right-of-way improvements along its Cherrywood Lane frontage consistent with the City's approved Complete and Green Street Policy and as further discussed in the City's *Preliminary Concept Design Report: Cherrywood Lane Complete and Green Street Project.* The scope and costs of said improvements shall be agreed to prior to the approval of the Detailed Site Plan.

3. ~~The County provides the City with sufficient documentation that affirms M-NCPPC's planning staff's finding that the PPS is in conformance with zoning regulations, specifically density requirements~~. (This requirement has been met)

4. ~~The TCP worksheet shall be revised to reflect that woodland mitigation requirements will be met on and/or off-site, and not through fee-in-lieu.~~ The applicant agrees to provide off-site mitigation within the Anacostia Watershed, and further agrees to work with the City to identify if there are suitable woodland mitigation sites within the City. All costs associated with such mitigation shall be the responsibility of the Applicant. (Line one of this requirement has been met)

5. The applicant agrees to mitigate the loss of trees (≥6 inches in caliber) in the stream buffer associated with utility installation and grading operations. At the time of Detailed Site Plan a mitigation plan shall be submitted for review and approval by the City of Greenbelt.

6. At the time of Detailed Site Plan, the applicant shall submit a noise attenuation plan for review and approval by the City. The noise attenuation plan shall address both noise generated from the exterior of the of the structure, such as Edmonston Road, Cherrywood Lane and the Capital Beltway, and the noise generated from the interior of the structure (i.e., noise generated beside and above adjacent units). The Plan shall show that applicable County and State noise attenuation standards are being met.

7. The applicant has reached an agreement with the City on its commitment to meet the recreation demands/needs generated as a result of the proposed development, and PPS is revised accordingly.

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[i] Primary Management Area - A vegetated buffer preserved and/or restored along all regulated streams outside the Chesapeake Bay Critical Area Overlay Zones, which at a minimum includes:

(A) All regulated streams and associated minimum stream buffers;
(B) The one hundred (100) year floodplain as defined by Section 27-124.01;
(C) All wetlands and associated wetland buffers that are adjacent to the regulated stream, stream buffer or the one hundred (100) year floodplain;
(D) All areas having slopes of fifteen (15%) or greater adjacent to the regulated stream or stream buffer, the one hundred (100) year floodplain, or adjacent wetlands or wetland buffers;
(E) Adjacent critical habitat areas

[ii] STC - Sound Transmission Class

ADVISORY PLANNING BOARD **REPORT NO. 2019-10**
REPORT TO COUNCIL **September 6, 2019**

SUBJECT: Preliminary Plan of Subdivision – NRP Multi-family Development Proposal (Capital Office Park)

BACKGROUND: The NRP Group LLC (NRP) is a developer, builder, and property management company headquartered in Cleveland, Ohio. NRP has previously, in January 2018, presented a development proposal concept to the Advisory Planning Board (APB) for new construction of multifamily housing in the Capital Office Park at the intersection of Cherrywood Lane and Ivy Lane. They have now filed a Preliminary plan of subdivision (PPS) with the County to go before the Planning Board on October 10, 2019.

The site is zoned C-O (Commercial-Office) with a Development District Overlay Zone (DDOZ). This zoning provides for multi-family housing. The PPS proposes two 5-story apartment buildings and an amenity building. The two apartment buildings will consist of 354 residential units altogether with the one, two, and three bedroom apartments allocated as 212, 123, and 19 respectively. There is no retail component associated with the current proposal (as was shown in concept plan), with the applicant citing it was determined not to be marketable. The on-site amenities will include a clubhouse with a swimming pool and a wellness/fitness center; a dog park; and a dog spa which will be housed in the building adjacent to the dog park. The majority of surface parking (454 spaces) is behind the apartment buildings, however two (one level) parking garage buildings requiring paid (subscription) usage will be provided as well. These will be a total of 36 spaces, 18 in each. A total of 130 bicycle racks are proposed most of which will be indoors (in the basement level of one of the buildings). Six (6) electric vehicle charging stations will be provided, with locations to be determined at Detailed Site Plan (DSP).

Many NRP projects are Transit Oriented Development (TOD) projects and although this particular one does not meet the WMATA standards of 0.5 miles or less to be considered 'walkable', it is only 0.6 miles from the Greenbelt Metro Station, and still potentially walkable. The NRP project ensures that residents could also get to the metro via biking, or transit and plans to improve the bus stop right outside the development by providing a bus shelter, improve sidewalks, provide ample bike parking and even work with the County to put up a Capital Bikeshare station at this location.

ANALYSIS: NRP presented the plan and renderings to APB on September 4, 2019. The Board members also asked several follow-up questions that sought further clarification on traffic related issues and exact locations (and specifics) of amenities. In addition, Ms. Miller stated that she felt this was the best proposal they had seen thus far for that particular site and Mr. Chernikoff stated that they previously liked NRP's proposal and that the city could stand to gain from development of this property by this developer.

It should be noted that in the previous presentation the Board asked questions regarding the number, size and amenities within the units, building entrances, storm water management, integration of project into the Cherrywood Complete Street project, accommodations for transit on Cherrywood Lane, bicycles owned or shared, provisions for outdoor open and recreational space, outdoor lighting, protection of adjacent wetland and BARC property, and the property's Cherrywood Lane frontage. The Board even put in its recommendation that City Council and planning staff should work with NRP to address and integrate the City's existing Cherrywood Lane plans and recommendations into the NRP project.

The Board generally supports the proposed project. They also support the planning staff's language in their report and recommendations in seeking more information on traffic related issues (a traffic impact analysis or signal warrant analysis) as well concerns about the strain on public facilities and recreational amenities that the development will cause especially for Greenbelt West. They know the planning staff will work with the County and the applicant to come up with figures they all agree upon to fulfil such obligation in form of fee-in-lieu.

RECOMMENDATION: The Board voted unanimously (5-0) to recommend that the City Council should express its support for NRP to pursue the planning of this project with the planning staff language in its recommendations 1, 2, 4, 5, 6, and 7.

Respectfully submitted,

Keith Chernikoff
Chair

On Tuesday, August 27, 2019, Judith Howerton from Planning brought a team led by NRP Group Greenbelt to the Green ACES / Green Team meeting to give a presentation on developing the site next to the Court House for a Metro Multifamily Residential Development. Judith asked for our comments.

Green ACES raised the following concerns:

- Lack of low-income (or subsidized) housing units;
- Increasing traffic congestion in the area;
- Question of where the children living there would go to school, and if this meant bussing them or driving them further away to school;
- Ability of the project to adequately address 100-year and 1,000-year floods that are increasingly becoming more common; and
- Concern about whether the project would be LEED certified. Green ACES was pleased to learn that the project has a LEED project manager and may possibly achieve a level equivalent to LEED Silver, but Green ACES wants LEED certification assured.

Green ACES also pointed out the recent *Greenbelt News Review* article written by Konrad Herling that suggested that Greenbelt encourage developers wishing to building residential units within the city to collaborate with a nonprofit or co-operative housing body to ensure incorporation of affordable housing.

Green ACES asked why the developer had purchased the adjoining property consisting of wetlands, and was glad to hear that the purchase was to encourage the city to approve the project, since the developer wouldn't be allowed to develop the land because of its wetlands status.

Green ACES recommended that the developers take advantage of PEPCO's incentives, of which they were unaware, to maximize the energy efficiency of the HVAC, lighting, appliances, and overall design of the project to help the project attain LEED certification or attain a higher level of LEED certification by incorporating higher levels of energy efficiency. John Lippert, chair of Green ACES, would be glad to work with the developers to maximize utility incentives (which he did at his last job before retiring).

WORK SESSION OF THE GREENBELT CITY COUNCIL held Monday, March 5, 2018, to meet with NRP Group – Development Proposal – Capital Office Park.

Mayor Jordan started the meeting at 8:03 p.m. The meeting was held in the Council Room of the Municipal Building.

PRESENT WERE: Councilmembers Colin A. Byrd, Judith F. Davis, Leta M. Mach, Silke I. Pope, Edward V. J. Putens, Rodney M. Roberts and Mayor Emmett V. Jordan.

STAFF PRESENT WERE: Nicole Ard, City Manager; Terri Hruby, Acting Director of Planning; and Cindy Murray, Acting City Clerk.

ALSO PRESENT WERE: Josh Wooldridge, Matt Tedesco and Joseph Torg , NRP Group: Kap Kapastin, Quantum Companies; Jim Giese, Greenbelt News Review; Elizabeth Gournay and Brian Gibbons, Advisory Planning Board; and others.

Mr. Wooldridge said the NRP Group (NRP) had asked to meet with Council this evening to review a development proposal concept for new construction of multifamily housing in the Capital Office Park at the intersection of Cherrywood Lane and Ivy Lane. He said the 15 acre parcel is owned by Mack-Cali Realty Corporation. Mr. Wooldridge explained that NRP was attracted to the Capital Office Park property because of its proximity to transit. He added NRP hopes to provide a first class residential community at this location.

Mr. Wooldridge advised that NRP is ranked by the National Multifamily Housing Council as the #7 multifamily developer and #1 affordable housing developer throughout the country. He mentioned NRP's local experience includes projects in Bethesda, Frederick, Rockville, Arlington, Fair Lakes and Woodbridge. Mr. Wooldridge said NRP has its own construction company and property management company which is a huge part of the company's success.

In response to a question from Mayor Jordan, Mr. Wooldridge said NRP Group has done Low Income Housing Tax Credit (LIHTC) projects throughout the country. He said the Greenbelt project will be a market rate project.

Mr. Wooldridge presented a PowerPoint presentation detailing the development proposal concept which consists of two five story apartment buildings with 308 one, two and three bedroom apartment units and five two-story townhouse carriage units. The proposal provides for 513 on-site parking spaces with the majority of spaces located behind the two apartment buildings. He noted that many amenities are being considered for the development including a swimming pool, fitness center, park area, bike share, dog park and dog spas.

Ms. Davis asked about a day care center. Mr. Wooldridge said that hadn't been included but NRP would review that as another amenity. Ms. Mach said many people in the community, including herself, would be willing to work with NRP on establishing a cooperative day care center.

Mr. Roberts said he is opposed to the use of the property for residential. He said the property should remain commercial as it is currently zoned.

Ms. Pope said she liked the proposal presented. She cautioned NRP to check with Prince George's County Public Schools to determine school assignments for children residing in the development.

In response to a question from Mr. Putens, Mr. Wooldridge said all buildings will have secure entrances and all common areas will have cameras.

Ms. Davis suggested the retail plans be increased to include coffee shops, delicatessens, cleaners, medical care facilities, etc. She also suggested clustering the carriage homes so they were not so isolated from the other residences.

Mr. Byrd asked if the proposed project is similar to the NRP projects in Rockville and Bethesda. Mr. Wooldridge said yes, adding that this will be NRP's first project in Prince George's County. He commented on the great success with projects close to transit, amenities, jobs, etc.

In response to a question from Mayor Jordan, Mr. Wooldridge said most NRP projects qualify for LEED certification. He mentioned their commitments to the environmental matters along with energy efficiency.

Ms. Davis mentioned the problem with the zip code assignment for Greenbelt Station and suggested NRP be sure the 20770 Greenbelt zip code is assigned for the development. She asked if electric vehicle charging stations would be provided. Mr. Wooldridge said yes.

Brian Gibbons, Chair of the Advisory Planning Board (APB), said NRP had met with APB and presented the project concept plan in its meeting with APB on January 10, 2018. He provided an overview of APB Report 2018-02 submitted regarding their review of the plan. Mr. Gibbons said APB believes there is merit in the proposed project and it is consistent with the City's housing goals as it relates to planning and housing choice.

Ms. Gournay, APB member, said APB would like to see NRP reconsider the layout of the carriage houses and site them in a manner that creates a sense of community. She suggested amenities such as decks and balconies be considered along with separate parking for retail customers. Ms. Gournay also suggested noise levels be considered especially for those residences closest to the Beltway.

Mr. Kapastin, Quantum Management, said he was excited about the proposed development. He said NRP Group had provided a good presentation.

Mr. Putens left the meeting at this time. (9:21 p.m.)

Bill Orleans said he did not support the project. He said a solar farm and ecological preserve would be better use of the area.

Mr. Roberts asked about construction materials. Mr. Wooldridge said the project would be wood frame with brick on the exterior skin. Mr. Roberts expressed his dislike for the proposed materials.

Mayor Jordan asked about the next steps for the proposed project. Ms. Hruby said a Detailed Site Plan (DSP) would be developed and submitted to the County and City for review. Mr. Tedesco said NRP will pursue the planning of this project and hope to be back in early summer to meet with Council again. He thanked Council for the positive feedback received this evening.

Informational Items

Ms. Davis provided an update from the March 3rd informational meeting on MAGLEV held at Greenbriar.

Respectfully Submitted,

Cindy Murray
Acting City Clerk

PRAB Report #19-6
September 19, 2019

PARK AND RECREATION ADVISORY BOARD
REPORT TO CITY COUNCIL

Subject: **Capital Office Park Preliminary Plan of Subdivision**

Background: PRAB met with representatives from NRP and related business partners on September 18, 2019 to discuss the Preliminary Plan of Subdivision for the Capital Office Park. The presentation included a description of the plan, modifications to the plan based on other meetings with Council and other advisory boards, and was followed by a series of questions and comments by PRAB.

Recommendations: PRAB understands that the preliminary plan of subdivision is a general guide and is not a final, approved construction plan. As such, PRAB would like to state the following concerns and recommendations, some of which reiterate previous feedback given on the plan:

- Amenities: the addition of community garden space, a dog park, and a playground are attractive concepts. PRAB is concerned that these amenities are not sufficiently sized for the population served, and would encourage alignment with the City's plans on provisioning recreational spaces throughout the City, including playground design and distribution.
- Private status of amenities: under the current plan, only property residents would be eligible to utilize the aforementioned amenities, as well as the clubhouse. There was a discussion about possible partnership with the City, and a comment about financial and liability considerations. With this plan, these amenities would do nothing to support the adjacent populations that have repeated requested additional facilities and programs in this area.
- Parks and Recreation requirements under the subdivision regulations: the developer is proposing that the on-site private recreation amenities would be sufficient to meet the standards, and that enforcing the Mandatory Parkland Dedication requirements is at the discretion of City Council, rather than the County Planning Board. PRAB is concerned that the provision of dedicated parkland, and/or public recreational amenities, is not a given in this case.
- Clubhouse: the recreation facility proposed does not seem to have sufficient space for the number of residents, nor is there dedicated class/group exercise space outside of the CrossFit-style fitness room.
- Traffic: with this plans and the proposed commercial and residential development at Beltway Plaza, PRAB is concerned on the overall traffic impact and would encourage a traffic analysis that takes both projects into consideration over the entirety of the construction, including additional phasing.
- Affordable housing: there is no plan to include affordable housing units in the current plan, and PRAB believes that this is important to include for equity and affordability for residents and potential residents considering moving to Greenbelt.

Respectfully submitted by:
Jacob Chesnutt, PRAB Chair
Ric Gordon, PRAB Vice-Chair

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Beverly Palau
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
City Participation in a Legal Coalition on FCC Order

Suggested Action:

On Friday, August 6, 2019, the FCC released its third Section 621 Report which requires offset from franchise fees of in-kind benefits, Intergovernmental Network (I-Net) and potentially Public, Educational and Government Access (PEG) Channel capacity. The City of Greenbelt does have an I-Net, PEG channels, and cable drops for governmental use. These type of items can be offset from the fees. The order could cost local governments millions of dollars in franchise fees and would do nothing to lower the cost for subscribers.

As expected, franchising authorities are working with their cable attorneys to challenge the Order and seek a stay of its terms until a court can determine its legality. Best, Best & Krieger (BB&K), the firm that the City has been working with for over 20 years, has formed a coalition to fight the FCC order. The buy in for municipalities to join as part of the coalition was originally stated at $10,000, but BB&K has extended a $5,000 cost to Greenbelt, as we have been a long time customer.

The deadline to let BB&K know if Greenbelt will be participating is Monday, September 23, 2019. The FCC order will go into effect on Thursday, September 26, 2019.

It is suggested that City Council approve the expenditure of the $5,000 to join the coalition against this FCC Order. The order could potentially result in a large loss of Franchise Fee and PEG Fee revenues to the City. Council direction is sought.

Attachments:
09-05-19-Understanding-and-Responding-to-the-FCC-Cable-In-Kind-and-Mixed-Use-Order.pdf

Understanding and Responding to the FCC Cable In-Kind and Mixed Use Order

September 5, 2019

Gerard Lavery Lederer & Gail Karish
Best Best & Krieger LLP

Best Best & Krieger

Company/BestBestKrieger

@BBKlaw

BEST BEST & KRIEGER LLP
ATTORNEYS AT LAW

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Overview -- 4 Elements of Order

- Fair Market Value (FMV) of In-Kind Franchise Obligations is subject to 5% Cable franchise fee cap.
- Parties are to negotiate franchise modifications to account for FMV of In-Kind benefits within a reasonable period of time (120 days) and any franchise term that is inconsistent with the order is subject to preemption.
- LFAs may not regulate the provision of any non-cable services, including cable broadband, provided over the cable system of a cable operator, with the exception of channel capacity on institutional networks.
- "[T]he rules and decisions adopted in this Order apply to state-level franchising actions and regulations." Order at ¶ 113

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Timeline

Event	Date
FCC Released Order	August 2, 2019
Order Published in Federal Register	August 27, 2019
Deadline to file for Circuit Lottery	September 6, 2019*
Effective Date	September 26, 2019
Deadline to file Appeal	October 28 , 2019

* City of Eugene has filed in the 9th Circuit.
We will also need to file a stay request with the FCC. Though it will be unlikely to succeed, it avoids the argument that a court should decline a stay request because we didn't ask the FCC first.

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Background – How We Got Here

Montgomery County v. FCC, 863 F.3d 485 (6th Cir. 2017)

Local government challenged a 2007 FCC Order extending to incumbent cable operators rules established to apply to competitive entrants.

6th Circuit decided:

- In-kind Payments: Vacated FCC's finding that all cable-related exactions are "franchise fees"
- "Mixed Use Rule": Vacated FCC's orders finding that local franchising authorities are barred from regulating the provision of non-cable services by incumbent cable providers.
- 3rd Report and Order is the FCC's do-over after the 6th Circuit loss

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In-Kind Rule Expressed as a Formula

(Franchise Fees + PEG Grants (cash) + FMV of In-Kind contributions, including I-Net)

MINUS

(PEG Capital + Costs of complying with build out, incidentals, customer service [over and above FCC standards?])

MUST BE LESS THAN OR EQUAL TO

(5% of Gross Revenue from Cable Service)***

***Please Note: The 5% of Gross Revenue is the Cable Act's definition and may be higher than what your state provides for as a franchise fee. Some state laws only capture subscriber revenue. Federal captures subscriber and ancillary revenue.

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In-Kind Order

- Allows a cable operator to credit against franchise fees the market value of all "in-kind" obligations required under a state or local cable franchise.
  - "In-kind" includes include "any nonmonetary contributions related to the provision of cable services provided by cable operators as a condition or requirement of a local franchise agreement, including but not limited to free or discounted cable services and the use of cable facilities or equipment" (¶ 25)
  - "In-kind" does not include the cost of build-out requirements or PEG capital costs
  - "In-kind" does not currently include the fair market value of PEG channel capacity.

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What Might Be an In-Kind Contribution?

- Institutional Networks
- Complementary Cable Service to Government Buildings
- PEG Studio Operated by Cable Operator
- Video-On-Demand
- Customer Service Beyond FCC Rules
- Video Transmission Paths/PEG Transport
- Discounted Enterprise Services
- ROW Requirements
- Relocation, Restoration, Maintenance

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Possible Timeline for Resolving FMV Disputes

September 27, 2019

- Review your documents. Make sure that benefits that arise out of a settlement are not claimed as a franchise benefit.

Contact by Operator with FMV estimate

- Have you examined if you are spending any of your franchise fee for PEG Capital expenses? If so, those are not counted toward the 5% cap.
- Can you make claim that you are a franchise in effect on October 1984 and it is an ongoing term?

Discussions between the Parties – up to 120 days

- Don't forget about 47 USC §542 (e)
- **"(e)Decreases passed through to subscribers** Any cable operator shall pass through to subscribers the amount of any decrease in a franchise fee."

Resolution or Self-help

- It is very likely that a cable operator will engage in self-help. That is reducing the cable franchise fee and require you to litigate to obtain a refund.
- Do you have a performance bond to use as an offset?

Resolution/ Litigation

- There will be a federal appeal to determine if the FCC simply misread the Act, 35 years of experience and their own precedent – still, you may need to litigate locally to recover fees.

Congressional Assistance

- Need to build Congressional opposition to any effort to extend offset status to PEG channel capacity.
- ***This issue is deferred in the Order.***

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Mixed-Use Rule & Impact

- A franchising authority may not regulate the provision of any services other than cable services offered over the cable system of a cable operator, with the exception of channel capacity on institutional networks. (New 47 CFR §76.43)
  - Preempts regulation of any facilities and equipment of cable operator used in the provision of any services other than cable services;
  - Adopts cable operators' argument that a cable franchise authorizes installation of any equipment in RoW, regardless of use for cable service, including Wi-Fi and small cells;
  - Impact: Impedes local authority to ensure consistent regulations apply to providers of similar services.

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Impact of Order on States with State Cable Franchises

"[T]he rules and decisions adopted in this Order apply to state-level franchising actions and regulations." Order at ¶ 113

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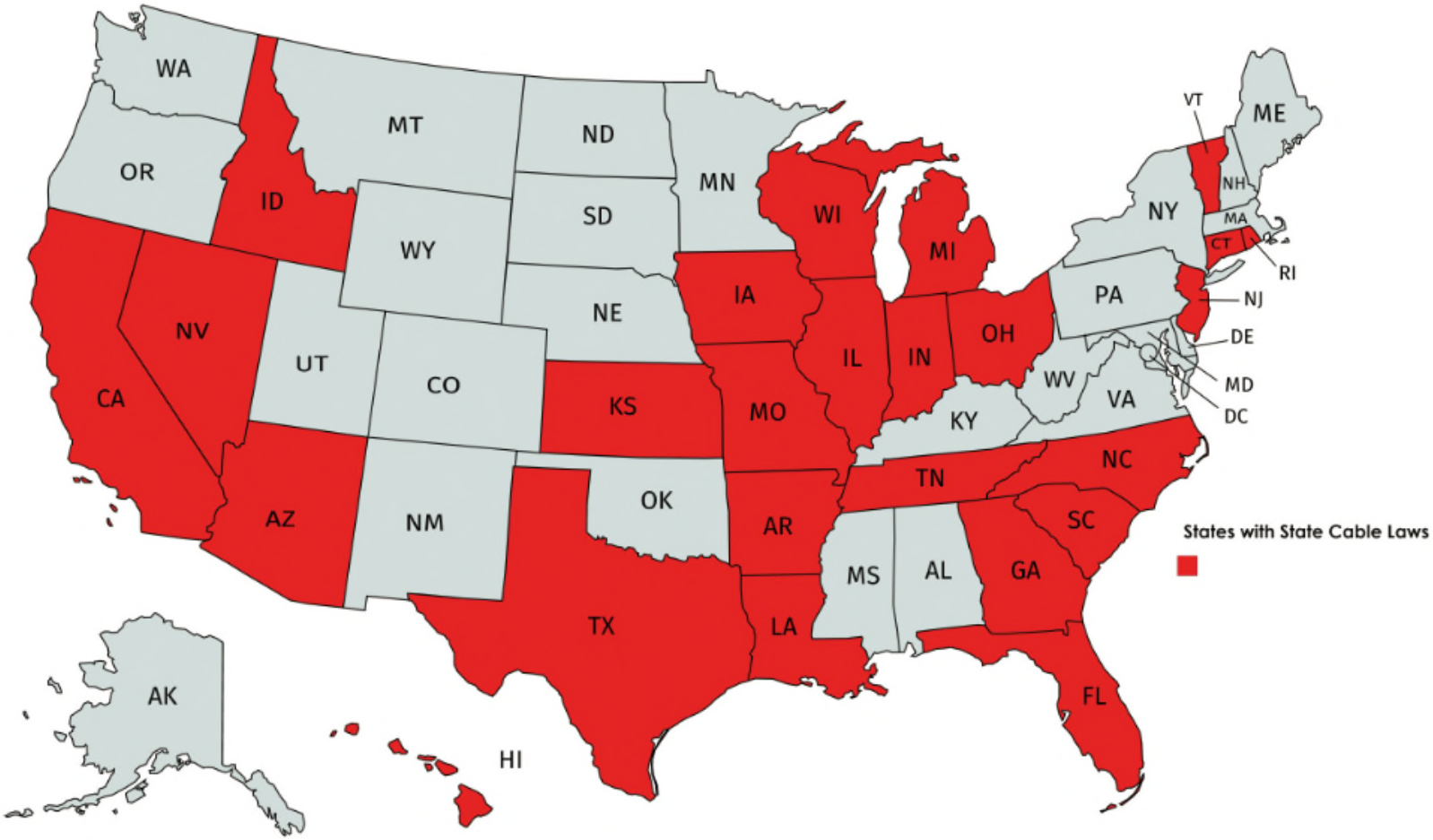
Order Applies in 23 States with State Cable Franchise Laws



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Upsetting State Level Deals

- From 2005 to 2009, 23 states in an effort to jump-start competition moved cable franchising from local to state government.
- Legislatures felt they cut a fair deal on franchise fees, PEG, and connections to government buildings, schools and libraries.
- FCC just overturned all of those deals.
- Unclear how FCC expects franchise modification discussions to unfold in state franchising states.

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What Should You Be Doing?

The following slides are based on Michael Lynch of Boston's presentation to NLC of 8/27/19

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- Assess the Impact
- Alert Internal Stakeholders
- Advise External Stakeholders
- Ask for Support to Challenge and Congressional Support
- Awaits Cable's Knock on the Door

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Checklist

Research → Inform → Prepare for notice

1. *Franchises*
2. *Side Letters*
3. *Settlements*
4. *Operator offerings (marketing) v. (requirements)*
5. *Institutional Network and Service Agreements (I-Net's and SLA's)*
6. *State franchising statute, if applicable*
7. *Urge/encourage/plead with Revenue & Law departments, as well as PEG Media Centers, to join planned appeal of the Order*

Confirm PEG Access:

- *Funding -- in particular, differentiate capital from operating.*
- *In-Kind contributions (programming, resources, etc.)*
- *For both I-Net and PEG Video Return - estimate number of lines, mileage or linear footage, equipment & maintenance.*
- *Connections & drops -- how many & what level of service (Basic, Standard, etc.?)*

Prepare to ask Operator Q's (RFI)!

Confirm/settle views on:

1. *Franchises*
2. *Side Letters*
3. *Settlements*
4. *Operator offers (marketing) v.*
5. *(requirements)*
6. *Institutional Network and Service Agreements (I-Net's and SLA's)*
7. *State franchising statute, if applicable*

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Analysis – Understanding the Numbers before Cable Challenges Them

Funding
Review & organize your buckets of capital v. operating

- *Assign values to muni contributions (staff, office space, leases, etc.*
- *Prepare an <u>all-funds</u> view of cable & PEG*
- *Identify any 'pass thru' to subscriber of existing costs*
- *Fair market value (FMV) - challenge Operator's calculations by researching comps!*

What You Receive for FF and PEG Fees & Other

1. Fees
2. PEG "capital grants"
3. PEG operating
4. Equipment, studios or facilities from Operator
5. PEG transport (Video Return)
6. Free or discounted muni-service
7. Institutional networks ("I-Nets")
8. Any other non-cash benefits to gov or PEG - not the public!

Do not include:

1. *Capital expense/contributions for PEG Access.*
2. *Build-out of cable plants for subscribers,*
3. *Customer service -- office,, CSR's, etc.*
4. *Channel capacity -- (though this might change in a year - thank you Cmmr. O'Rielly!*

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Alerting Internal and External Stakeholders

- Dust off your renewal cheat sheet of terms and review for impact through the lens of this Order.
- Prepare a risk memo for Revenue Dept. outlining estimated financial and services impact of Order implementation.
- Copy to your Law Department & Electeds……. loss of longtime revenue and services is a compelling argument for legal action.
- Inform policy, digital equity & IT staff -- you'd be surprised how few will realize the impact of reduced services and revenue

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Be Prepared!

Governing Documents → Collect Offsets → Time Line

Franchise Agreement(s)

Side Letters

Settlements

Operator offers (marketing) v.

(requirements)

Institutional Network and Service

Agreements (I-Net's and SLA's)

State franchising statute, if applicable

Offsets at "fair market value" (FMV)

No idea what that FMV means …. not cost-based, but what the operator thinks something is worth.

And, it needs to be a franchise in-kind benefit -- differentiate between what the Operator gives in "community benefits" v. what is "required" in the contract.

No clarification on who receives the write-off -- the operator or the consumer. Assuming subscribers are paying for these LFA requirement, subscribers should be re-imburses. If not, it's just a wealth transfer from local governments to Cable Operators!

LFA's have 120 days to negotiate with the operator (from when -- I don't know!)

Don't go looking for trouble, let the Operator knock first.

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City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Brian Townsend
Submitting Department: Public Works
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
Pepco Vegetation Management Plan - 2019

Suggested Action:

Pepco currently is requesting a permit to provide vegetation management on various electrical feeder lines in the City. The Maryland Public Service Commission requires vegetation management be done every three years. The permit application only applies to City right of way and City property.

Pepco has provided plans showing the proposed tree removal and tree pruning/trimming along feeder lines that are serving the community. The scope of work is mainly in the center of Greenbelt. (See attached PEPCO Vegetation Management Map)

Staff has consulted with the Advisory Committee on Trees (ACT), Greenbelt Holmes Inc. and the Forest Preserve Advisory Board (FPAB). All the comments and suggests from these entities are incorporated into the Public Works' recommendations spreadsheet.

PEPCO has identified 115 trees for removal. ACT, FPAB, and Public Works have denied 37 trees that were proposed for removal. This brings the total number of trees proposed for removal to 78. Out of the 78 proposed trees 34 have been identified as dead, failing or hazardous. As a direct result these trees would have been removed by Public Work regardless. Pepco has proposed a one to one replacement plan. Public Works and ACT will work together to select the proper trees for replacement. The replacement trees will be selected from the Council approved "Recommended Trees for Use Under Power Lines".

City Staff, FPAB and ACT have reviewed Pepco vegetation management plans in great detail and recommend Council approve Public Work's recommendations and direct staff to issue a permit for the proposed vegetation management work.

Attachments:
Pepco_Memo092019.pdf

Copy of PW_RECOMINDATION_PEPCO_VEGATION_MANGAMENT2019.pdf

updated Greenbelt_Municipal_Removals_MapDeliverables (2).pdf

City of Greenbelt Maryland
Memorandum

To: **Nicole Ard, City Manager**
Via: **James Sterling, Director of Public Works**
From: **Brian Townsend, Assistant Director of Public Works-Parks**
Date: **9/17/2019**
Re: **PEPCO Vegetation Management Plan – 2019**

Pepco currently is requesting a permit to provide vegetation management on various electrical feeder lines in the City. The Maryland Public Service Commission requires vegetation management be done every three years. The permit application only applies to City right of way and City property.

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PEPCO has identified 115 trees for removal. ACT, FPAB, and Public Works have denied 37 trees that were proposed for removal. This brings the total number of trees proposed for removal to 78. Out of the 78 proposed trees 34 have been identified as dead, failing or hazardous. As a direct result these trees would have been removed by Public Work regardless. Pepco has proposed a one to one replacement plan. Public Works and ACT will work together to select the proper trees for replacement. The replacement trees will be selected from the Council approved "Recommended Trees for Use Under Power Lines".

<u>Summary</u>
City Staff, FPAB and ACT have reviewed Pepco vegetation management plans in great detail and recommend Council approve Public Work's recommendations and direct staff to issue a permit for the proposed vegetation management work.

Public Works Recommendations For
PEPCO Vegetation Management Plan 2019

MAP #	TREE #	TREE SPIECIES	LOCATION	RECOMINDATION	NOTES
1	74	RED OAK	15CT. LAUREL HILL	REMOVAL	GROWING DIRECTLY UNDER WIRES
1	114	TULIP POPLAR	15CT. LAUREL HILL	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	6	SWEET GUM	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	10	RED MAPLE	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	7	SWEET GUM	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	12	CHEERY BLACK	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	104	SWEET GUM	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	8	LUCUST BLACK	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	13	LOCUST BLACK	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	14	MAPLE	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	89	CHEERY BLACK	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	16	MAPLE	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	84	LOCUST BLACK	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	90	MAPLE	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	108	MAPLE	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	11	MAPLE	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	18	LOCUST BLACK	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	15	LOCUST	430 RIDGE RD.	REMOVAL	GROWING DIRECTLY UNDER WIRES
2	1	WILLOW OAK	107 WHITE BIRCH	PRUNE	PRUNE AWAY FROM WIRES
2	22	MAPLE	124 HEDGWOOD	REMOVE	BROKEN TOP, SPLIT TRUNK
3	107	SWEET GUM	NEAR 96 CT. RIDGE	PRUNE	FAR ENOUGH BACK FROM WIRES
3	36	MAPLE	NEAR 96 CT. RIDGE	REMOVE	UNDER WIRES, POOR GROWTH
3	37	MAPLE	NEAR 96 CT. RIDGE	REMOVE	UNDER WIRES, POOR GROWTH
3	38	LOCUST BLACK	NEAR 96 CT. RIDGE	REMOVE	DEAD
4	81	OAK RED	RIDGE RD NEAR 59CT EDGE OF WOODS	REMOVE	95% DEAD, VERY LARGE OAK OVER WIRES

Public Works Recommendations For
PEPCO Vegetation Management Plan 2019

5	41	ASH	RIDGE RD ACROSS FROM POLICE STATION	REMOVE	LARGE DEAD ASH EDGE OF WOODS
5	78	BIRCH	RIDGE RD ACROSS FROM POLICE STATION	REMOVE	1/2 DEAD, GROWING UNDER WIRES
5	76	LOCUST BLACK	RIDGE RD ACROSS FROM POLICE STATION	REMOVE	DEAD
5	111	OAK RED	RIDGE RD BEHIND ANIMAL CONTROL	REMOVE	DEAD IN BUFFER
6	24	MAPLE	LAUREL HILL 1CT	REMOVE	MULTIPLE TRUNCK TREE ONE LEAD REMOVED HOLDING WATER AND DECAY, GHI
6	23	MAPLE	LAUREL HILL 1CT	REMOVE	SECOND TRUNK OF TREE 24, GHI
6	87	MAPLE	LAUREL HILL 1CT	REMOVE	BASE OF TREE GROWING INTO FENCE, INDECLINE, DEAD BRANCHES GOINNG INTO WIRES
6	113	OAK RED	RIDGE 53CT	REMOVE	GROWING DIRECTLY UNDER WIRES, PRUNED HEAVEY IN PAST CAUSING DEACAY & DEAD BRACHES, TREE IN DECLINE, GHI
63	13	SYCAMORE	RIDGE 51 CT	REMOVE	1/2 DEAD, IN DELINE, GHI
8	30	SWEET GUM	555 CRESCENT RD BUFFER FOR LAKE PARKING	REMOVE	IN DECLINE, DEAD BRANCHES, DAMAGE TO TRUNK
8	112	BEECH	555 CRESCENT RD NEAR RECYLING AREA	REMOVE	BROKEN TOP, IN DECLINE
8	97	OAK WILLOW	555 CRESCENT RD NEAR ENTERENCE BUDDY ATTIC PARK	REMOVE	BROKEN TOP, IN DECLINE
8	5	TULIP POPLAR	CRESCENT RD NEAR POLICE STATION	REMOVE	BROKEN TOP, NEW GROWTH IS WEAK IN ATTACHMENT
8	29	MAPLE	555 CRSCENT RD.	REMOVE	IN DECLINE, DEAD BRANCHES, CLOSE TO WIRES
8	71	MAPLE	555 CRESCENT RD NEAR PUBLIC WORKS SIDE ENTERENCE	REMOVE	DUAL TRUNK TREE, DECAY ON TREE TRUNKS , CLOSE TO WIRES SAME TREE AS 3

Public Works Recommendations For
PEPCO Vegetation Management Plan 2019

8	3	MAPLE	555 CRESCENT RD NEAR PUBLIC WORKS SIDE ENTERENCE	REMOVE	DUAL TRUNK TREE, DECAY IN ON TREE TRUNKS , CLOSE TO WIRES SAME TREE AS 71
8	103	SWEET GUM	555 CRESCENT RD BY RECYLING	REMOVE	IN DECLINE, DEAD BRANCHES
8	75	MAPLE	RIDGE RD OPPOSITE POLICE STATION	REMOVE	DEAD, ON WOODS EDGE CLOSE TO WIRES
8	79	LOCUST BLACK	RIDGE RD OPPOSITE POLICE STATION	REMOVE	DEAD IN WOODS, NEAR WIRES
8	4	LOCUST BLACK	555 CRESCENT RD	REMOVE	DEAD IN WOODS, NEAR WIRES
8	77	OAK RED	RIDGE RD OPPOSITE POLICE STATION	REMOVE	IN DECLINE, 1/2 DEAD ON WOODS EDGE, CLOSE TO WIRES
9	50	SWEET GUM	CRESCENT RD IN BUDDY ATTIC PARK WOODS EDGE	PRUNE	ONLY PRUNE BRANCHES INTERFERING WITH WIRES
9	53	SWEET GUM	CRESCENT RD IN BUDDY ATTIC PARK WOODS EDGE	PRUNE	ONLY PRUNE BRANCHES INTERFERING WITH WIRES
9	46	CHERRY	CRESCENT RD IN BUDDY ATTIC PARK WOODS EDGE	PRUNE	PRUNE AWAY FROM WIRES
9	49	OAK	CRESCENT RD IN BUDDY ATTIC PARK WOODS EDGE	PRUNE	ONLY PRUNE BRANCHES INTERFERING WITH WIRES
9	19	PINE VIRGINA	CRESCENT RD IN BUDDY ATTIC PARK WOODS EDGE	REMOVE	TREE IS DECLINE, LEANING TOWARD WIRES REMOVE
9	55	OAK	CRESCENT RD IN BUDDY ATTIC PARK WOODS EDGE	REMOVE	DEAD
9	17	OAK	CRESCENT RD OPPOSITE LASTNER LANE WOODS	REMOVE	DEAD
9	86	LOCUST BLACK	LASTNER LANE ACROSS FROM 100 ROSEWOOD DR	REMOVE	DEAD, APROVED BY FOREST PRESERVE
9	2	COTTONWOOD	LASTNER LANE ACROSS FROM 100 ROSEWOOD DR	NOTHING	DO NOTHING, NOT CLOSE TO WIRES
9	116	CHEERY BLACK	LASTNER LANE ACROSS FROM 100 ROSEWOOD DR	PRUNE	ONLY PRUNE BRANCHES INTERFERING WITH WIRES
9	64	MAPLE SILVER	LASTNER LANE 116	REMOVE	DEAD TOP, IN DECLINE WITH HEAVY LEAN TOWARD ROAD AND WIRES

Public Works Recommendations For
PEPCO Vegetation Management Plan 2019

9	72	SWEET GUM	CRESCENT RD BUDDY ATTIC WOODS	REMOVE	SMALL UNDERSTORY TREE GROWING TOWARD WIRES, NO WHERE TO GO
9	91	PINE VIRGINA	CRESCENT RD BUDDY ATTIC WOODS	REMOVE	WEEK GROWTH, LEANING TOWARD WIRES, REMOVE
9	48	SWEET GUM	CRESCENT RD BUDDY ATTIC WOODS	REMOVE	DIRECTLY UNDERWIRES, ROT AT BASE OF TREE
10	47	SWEET GUM	CRESCENT RD BUDDY ATTIC WOODS	REMOVE	DEAD TOP, IN DECLINE
10	52	WALLNUT	CRESCENT RD BUDDY ATTIC WOODS	PRUNE	PRUNE AWAY FROM WIRES
10	56	MAPLE	CRESCENT RD BUDDY ATTIC WOODS	PRUNE	PRUNE AWAY FROM WIRES
10	51	MAPLE	CRESCENT RD BUDDY ATTIC WOODS ACROSS FROM GREENHILL	PRUNE	PRUNE AWAY FROM WIRES
10	54	MAPLE	CRESCENT RD BUDDY ATTIC WOODS ACROSS FROM GREENHILL	REMOVE	DIRECTLY UNDER WIRES
10	101	MAPLE	CRESCENT RD BUDDY ATTIC WOODS ACROSS FROM GREENHILL	REMOVE	DEAD TOP, IN DECLINE
10	100	TULIP POLAR	CRESCENT RD BUDDY ATTIC WOODS ACROSS FROM GREENHILL	REMOVE	STORM DAMAGED, BROKEN TOP
10	105	ELM	CRESCENT RD BUDDY ATTIC WOODS ACROSS FROM GREENHILL	REMOVE	GROWING INTO WIRES
10	92	MAPLE	CRESCENT RD BUDDY ATTIC WOODS ACROSS FROM GREENHILL	PRUNE	PRUNE AWAY FROM WIRES
11	83	TULIP POPLAR	CRESCENT RD BUDDY ATTIC WOOD AT STREAM	REMOVE	STREAM WATER UNDERCUTIING TREE ROOTS, HIGH POTENTIAL OF COMING DOWN IN STORM

Public Works Recommendations For
PEPCO Vegetation Management Plan 2019

11	73	SWEET GUM	CRESCENT RD 135 WOODS BY FIRE HOUSE	REMOVE	DIRECTLY UNDER WIRES
11	43	OAK WILLOW	CRESCENT RD 135 WOODS BY FIRE HOUSE	REMOVE	POOR GROWTH, LEANING OVER WIRES
11	45	TULIP POPLAR	CRESCENT RD 135 WOODS BY FIRE HOUSE	REMOVE	DEAD
11	44	TULIP POPLAR	125 CRESCENT RD FIRE HOUSE ENT. WOODS	REMOVE	DEAD
12	9	MULLBEERY	HILLSIDE	NOT FOUND	NOT FOUND
13	25	TULIP POPLAR	555 CRESCENT RD BY KENILWORTH AVE.	REMOVE	1/2 DEAD NEAR WIRES
13	28	SWEET GUM	555 CRESCENT RD BY KENILWORTH AVE.	PRUNE	PRUNE AWAY FROM WIRES
13	96	SWEET GUM	555 CRESCENT RD BY KENILWORTH AVE.	PRUNE	PRUNE AWAY FROM WIRES
13	80	SWEET GUM	555 CRESCENT RD BY KENILWORTH AVE.	PRUNE	PRUNE AWAY FROM WIRES
13	26	SWEET GUM	555 CRESCENT RD BY KENILWORTH AVE.	PRUNE	PRUNE AWAY FROM WIRES
13	27	SWEET GUM	555 CRESCENT RD BY KENILWORTH AVE.	PRUNE	PRUNE AWAY FROM WIRES
13	82	ELM	SOUTHWAY BY 11CT	REMOVE	DEAD
14	110	OAK RED	LAKESIDE 36	REMOVE	DEAD TOP, IN DECLINE, TALK TO RESIDENT
15	65	TULIP POPLAR	125 CRESCENT RD FIRE HOUSE ENT. WOODS	REMOVE	NO FLAIR AT BASE MUST HAVE FILL, TREE ROOTS ARE SHOWING SIGNS HEAVING, HARD LEAN TOWARD CRESCENT
16	42	OAK RED	CRESCENT RD.	REMOVE	HEAVY LEAN TOWARD ROAD AND WIRES SIGNS OF HEAVING OPPOSITE THE LEAN
17	58	OAK RED	BUDDY ATTIC PARK NEAR BELL POINT DRIVE FOREST PRESERVE	PRUNE	PRUNE AWAY FROM WIRES

Public Works Recommendations For
PEPCO Vegetation Management Plan 2019

17	61	OAK	BUDDY ATTIC PARK NEAR BELL POINT DRIVE FOREST PRESERVE	REMOVE	DEAD REMOVE APROVED BY FOREST PRESERVE
17	57	VIRGINA PINE	BUDDY ATTIC PARK NEAR BELL POINT DRIVE FOREST PRESERVE	NOTHING	NOT NEAR WIRES
18	99	OAK WILLOW	RIDGE 6-T	REMOVE	OAK HAS BEEN TOPPED, GROWING DIRECTLY UNDER WIRES, BLOCKING STREET LIGHT, AFTER PRUNING NOTHING LEFT OF THE TREE
18	40	LOCUST BLACK	RIDGE RD NEAR BLACK TOP PATH TO LAKESIDE	NOTHING	NOT CLOSE TO WIRES
19	115	OAK WHITE	CRESCENT RD & GARDENWAY	NOTHING	NO CONFLICT WITH WIRES
19	106	SWEETGUM	CENTERWAY 101 (GAFC) BETWEEN PARKWAY RD WOODS	NOTHING	NO CONFLICT WITH WIRES
19	20	MULBEERY	CENTERWAY 101 (GAFC) BETWEEN PARKWAY RD WOODS	NOTHING	NO CONFLICT WITH WIRES
19	102	TULIP POPLAR	CENTERWAY 101 (GAFC) BETWEEN PARKWAY RD WOODS	NOTHING	NO CONFLICT WITH WIRES
19	93	MAPLE	CENTERWAY 101 (GAFC) BETWEEN PARKWAY RD WOODS	NOTHING	NO CONFLICT WITH WIRES
20	60	VIRGINA PINE	BUDDY ATTIC PARK NEAR BELL POINT DRIVE FOREST PRESERVE	NOTHING	NO CONFLICT WITH WIRES
20	59	WHITE PINE	BUDDY ATTIC PARK NEAR BELL POINT DRIVE FOREST PRESERVE	REMOVE	1/2 DEAD, IN DECLINE
20	63	LOCUST BLACK	BUDDY ATTIC PARK NEAR BELL POINT DRIVE FOREST PRESERVE	REMOVE	INTERNAL DECAY, IN DECLINE LEANING TOWARDS WIRES
20	85	LOCUST BLACK	BUDDY ATTIC PARK NEAR BELL POINT DRIVE FOREST PRESERVE	NOTHING	NO CONFLICT WITH WIRES
20	62	LOCUST BLACK	BUDDY ATTIC PARK NEAR BELL POINT DRIVE FOREST PRESERVE	NOTHING	NO CONFLICT WITH WIRES
20	31	SWEET GUM	WALKER DRIVE NEAR 495	PRUNE	PRUNE AWAY FROM WIRES
20	34	SWEET GUM	WALKER DRIVE NEAR 495	PRUNE	PRUNE AWAY FROM WIRES
20	32	SWEET GUM	WALKER DRIVE NEAR 495	PRUNE	PRUNE AWAY FROM WIRES
20	33	SWEET GUM	WALKER DRIVE NEAR 495	PRUNE	PRUNE AWAY FROM WIRES

Public Works Recommendations For
PEPCO Vegetation Management Plan 2019

21	95	OAK	LAKECREST DRIVE IN WOOD BY LAKE PATH	REMOVE	DEAD REMOVE
21	94	OAK RED	LAKECREST DRIVE IN WOOD BY LAKE PATH	PRUNE	PRUNE AWAY FROM WIRES
22	21		LAKECREST DRIVE IN WOOD BY LAKE PATH	NOTHING	NOT FOUND
22	39	SWEET GUM	RIDGE RD. BY 5 CT.	*PRUNE LOWEST LIMB OVER WIRES TO UPRIGHT OR DON'T PRUNE AT ALL	PRUNE ONLY THE LOWEST BRANCH OVER WIRES TO UPRIGHT, DO NOT TAKE THE BRACH ALL THE BACK TO TRUNK
22	98	ELM	RIDGE RD NEAR 3CT.	REMOVE	DIRECTLY UNDER WIRES AND GROWING INTO THEM
24	88	HEMLOCK	LAKECREST CIRCLE & GREENBELT RD.	PRUNE	PRUNE AWAY FROM WIRES
25	66	OAK CHESTNUT	GREENBELT RD. & MANDAN TERRACE BUFFER	REMOVE	DEAD
25	70	OAK CHESTNUT	GREENBELT RD. & MANDAN TERRACE BUFFER	REMOVE	DEAD
25	67	OAK CHESTNUT	GREENBELT RD. & MANDAN TERRACE BUFFER	REMOVE	DEAD
25	63	OAK CHESTNUT	GREENBELT RD. & MANDAN TERRACE BUFFER	REMOVE	DEAD
25	109	OAK CHESTNUT	GREENBELT RD. & MANDAN TERRACE BUFFER	REMOVE	DEAD

Pepco Holdings, Inc

Street Overview Map
Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

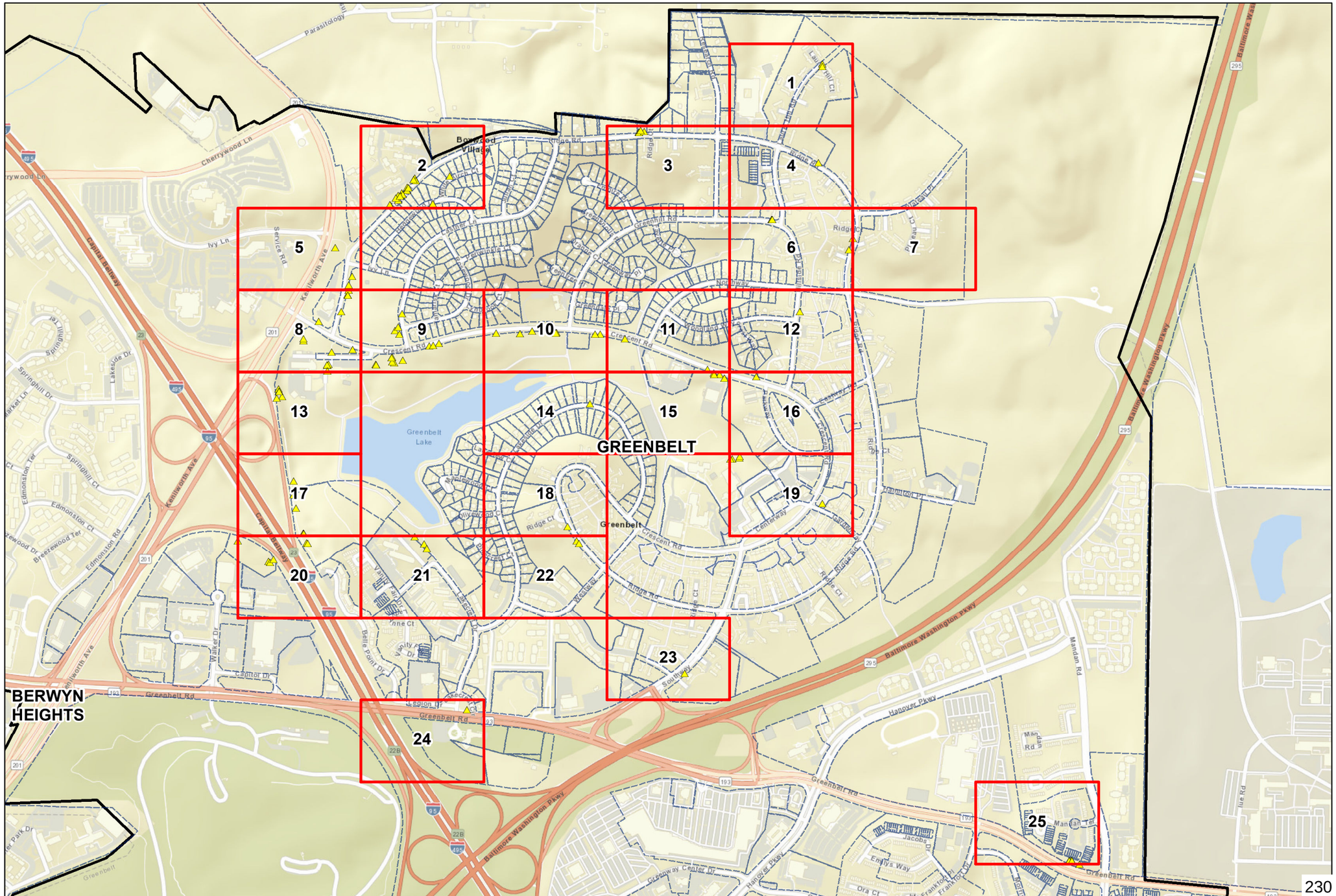
Work Layers

Removals

(116)

Parcels

(884)



0 1,250 2,500 5,000

Feet

Completed by: TS
Date: 8/21/2019

DAVEY Resource Group

Pepco Holdings, Inc

Image Overview Map
Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

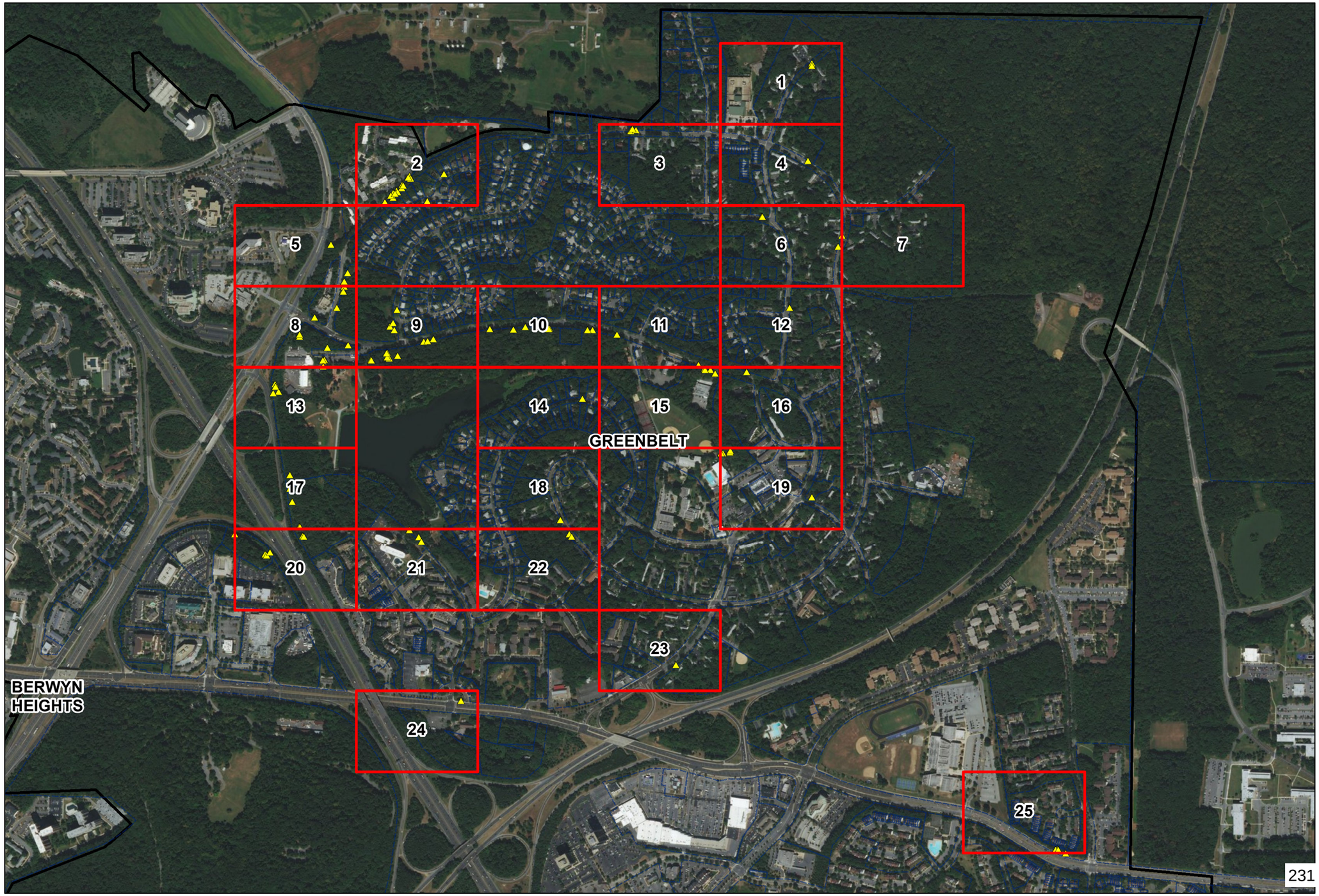
Work Layers

Removals

(116)

Parcels

(884)



0 1,250 2,500 5,000
Feet

Completed by: TS
Date: 8/21/2019

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

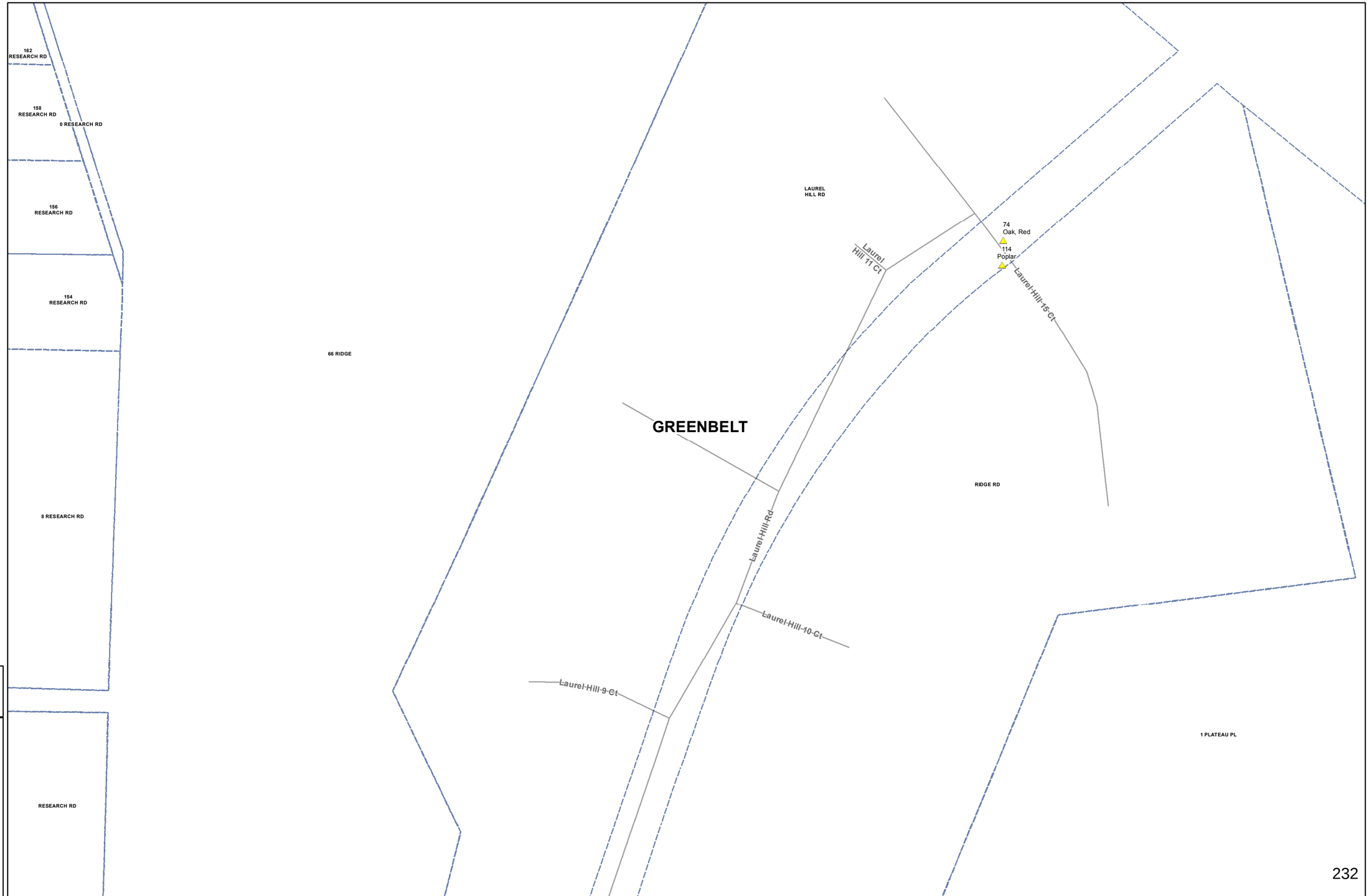
Removals
(2)

Parcels
(11)

Basemap Layers:

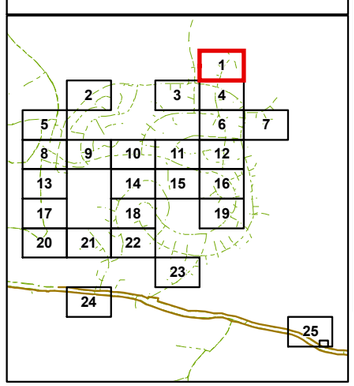
Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



232

Map 01 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

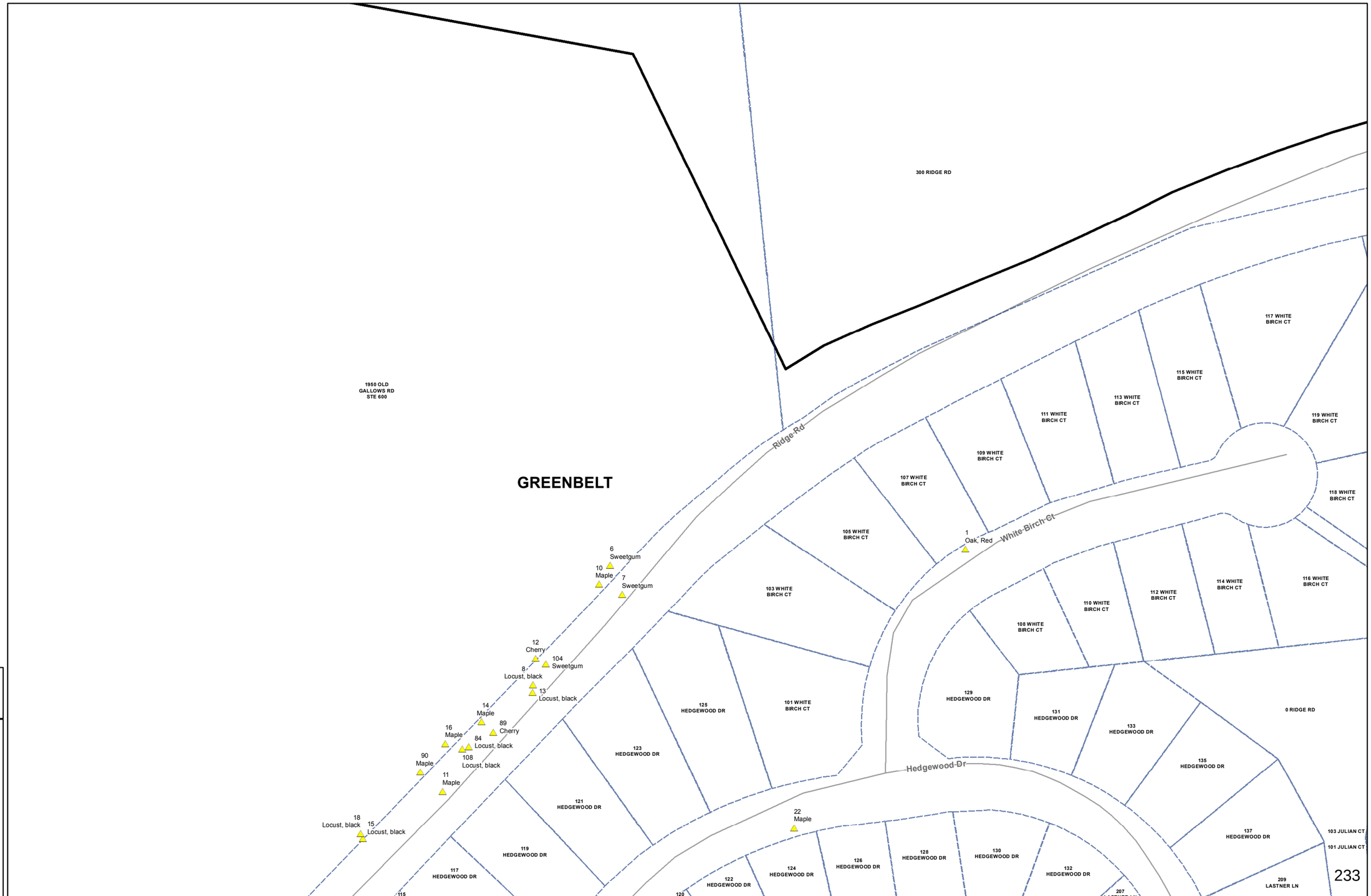
Removals
(18)

Parcels
(42)

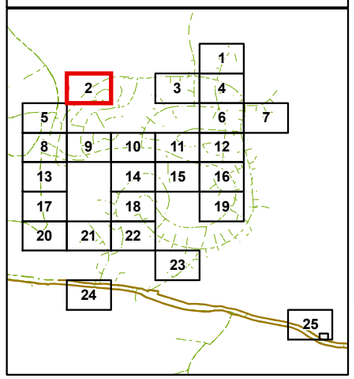
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 02 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

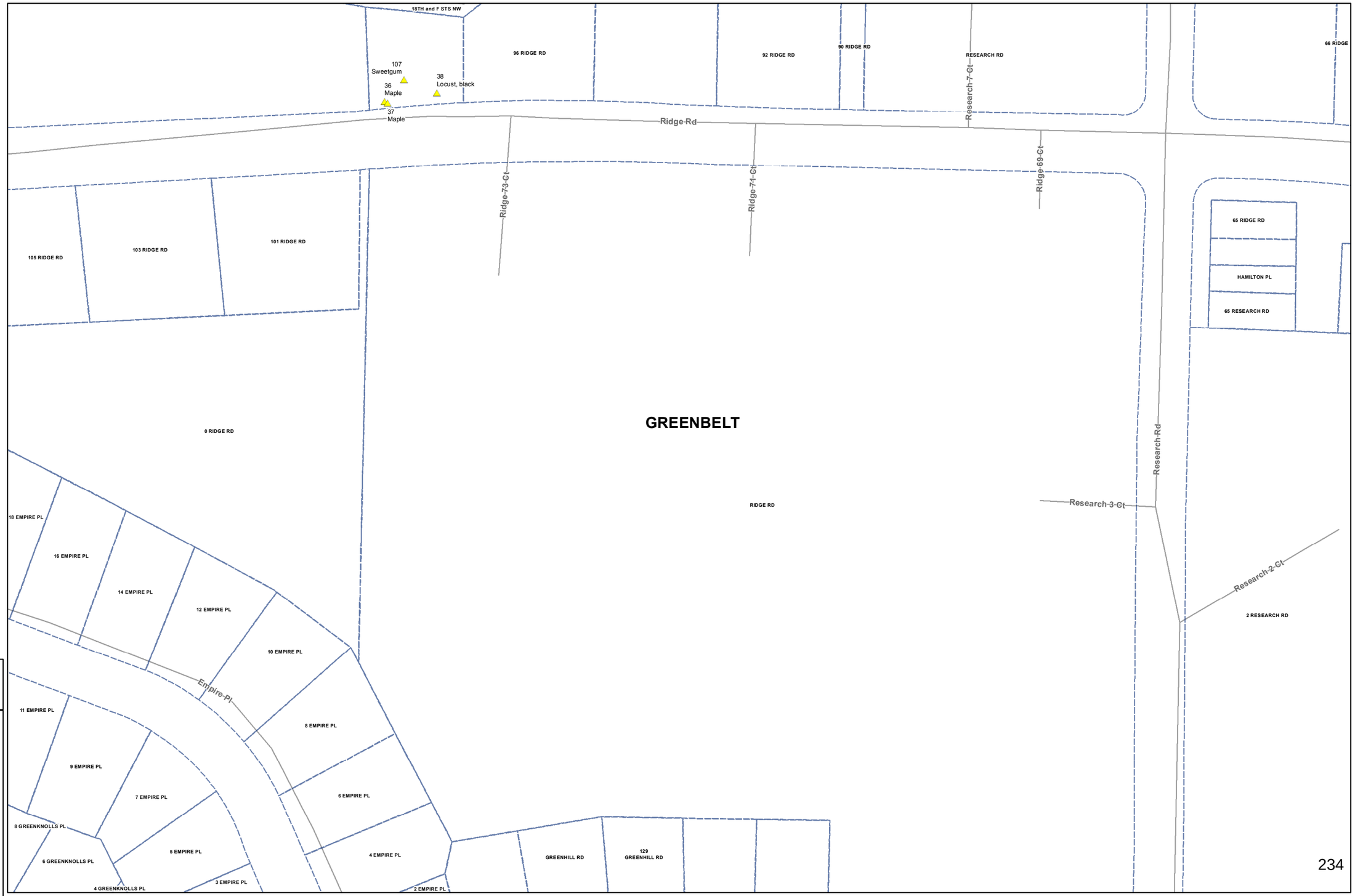
Removals
(4)

Parcels
(44)

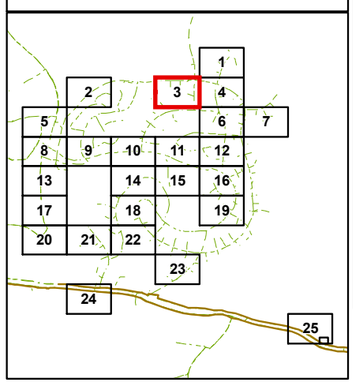
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 03 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

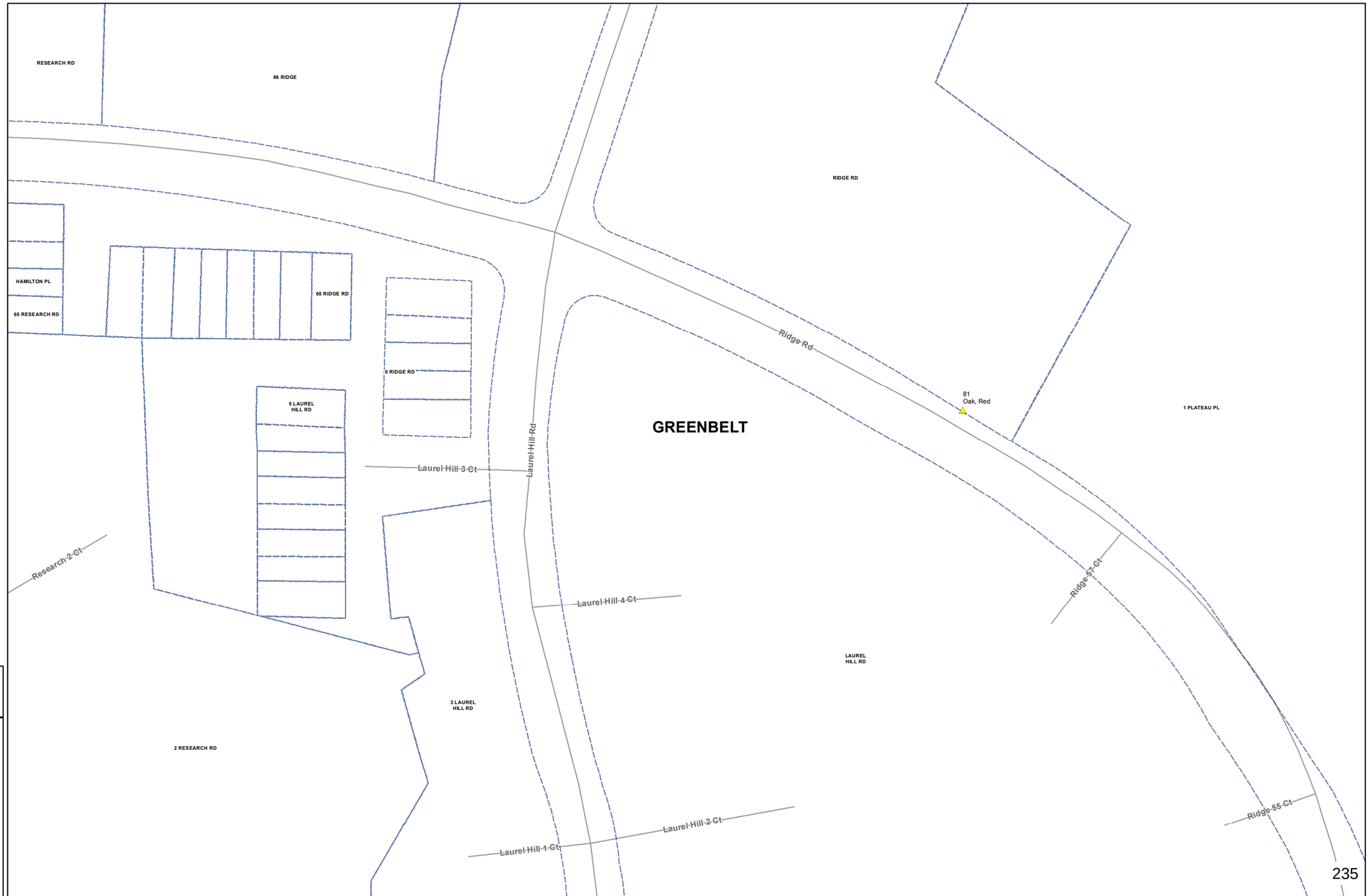
Removals
(1)

Parcels
(34)

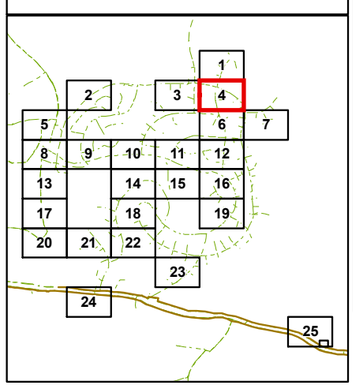
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 04 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

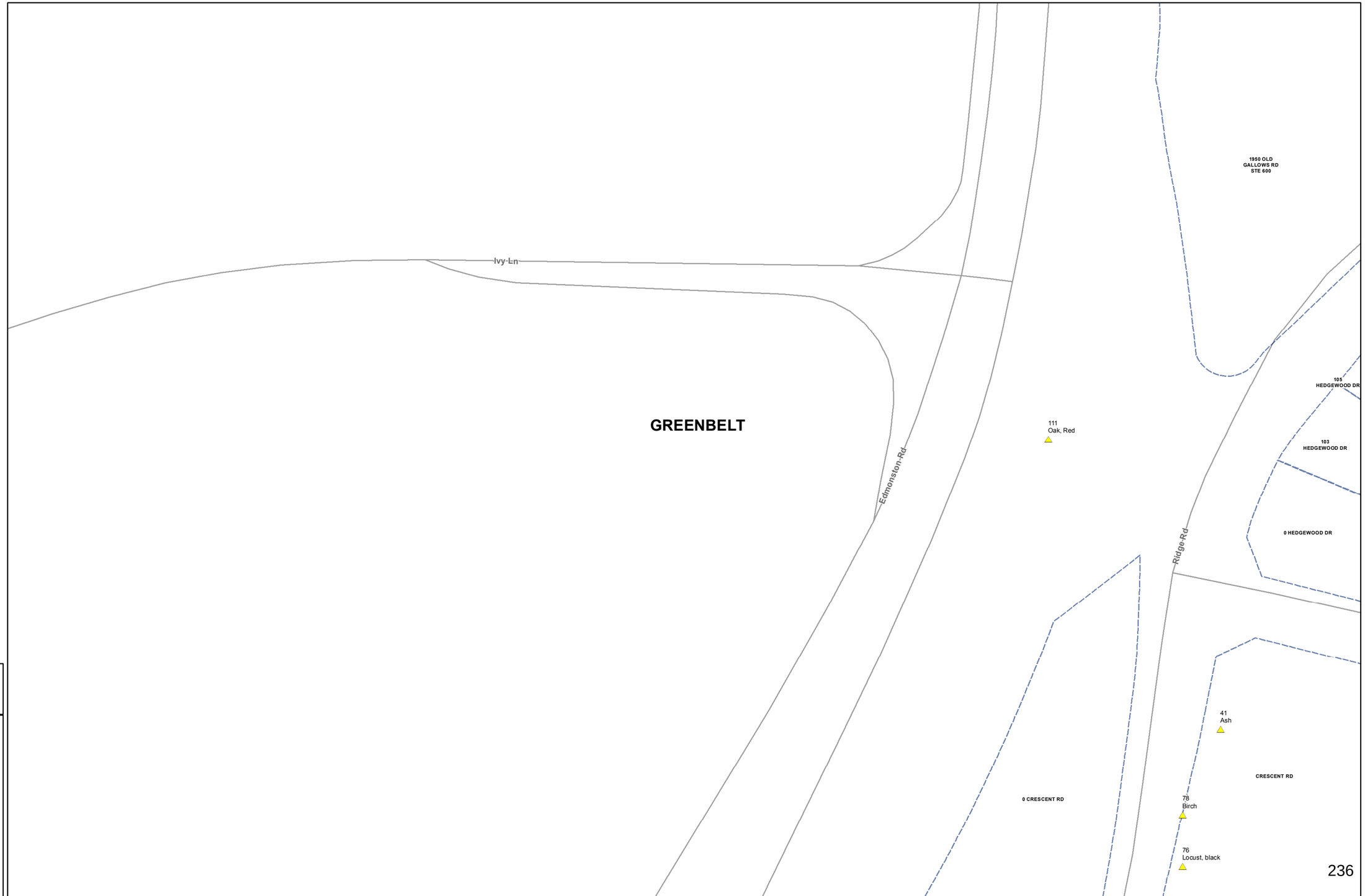
Removals
(4)

Parcels
(6)

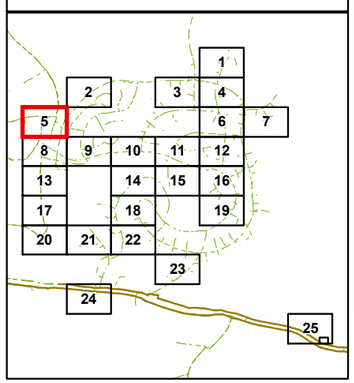
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 05 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

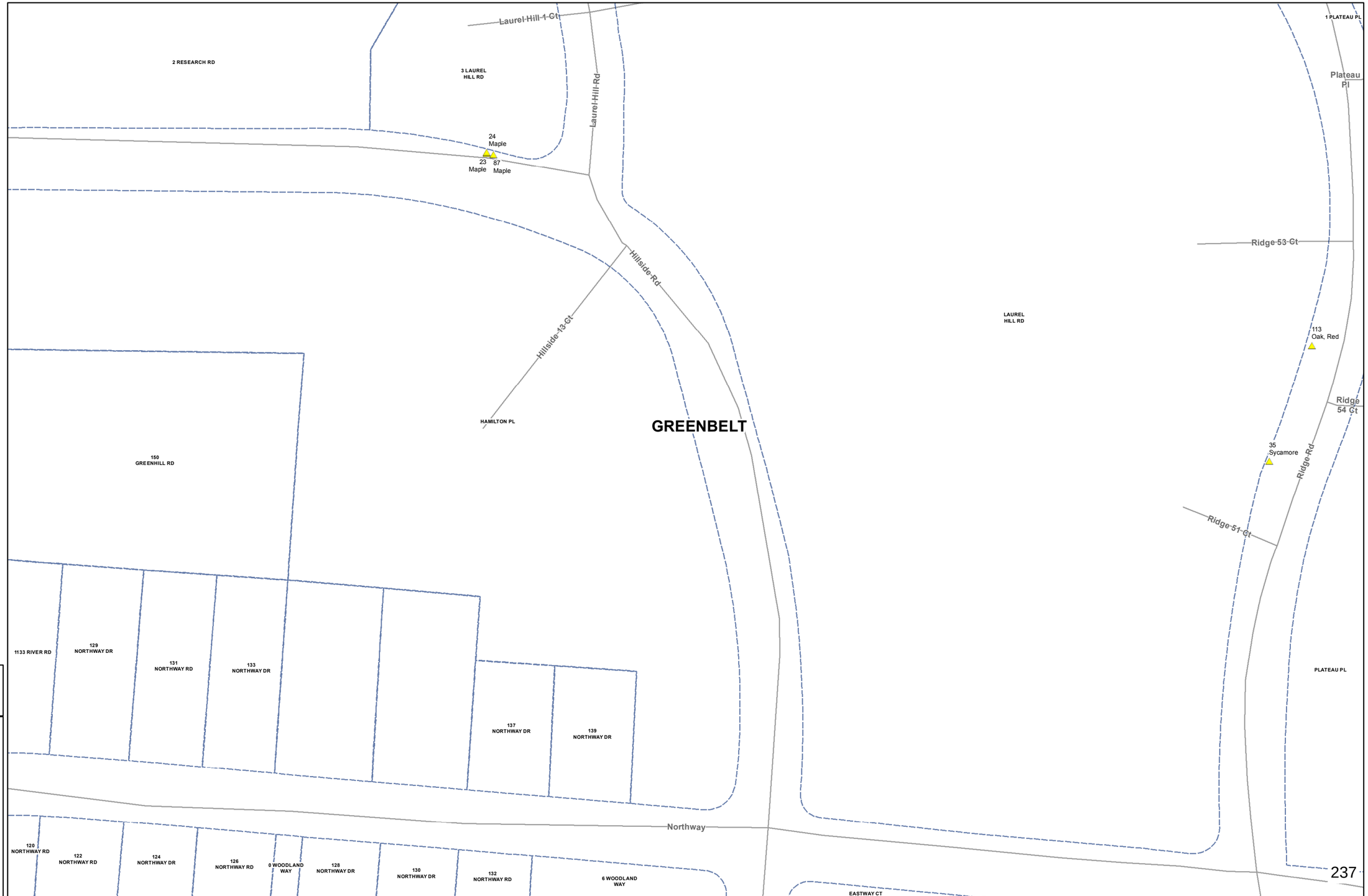
Removals
(5)

Parcels
(25)

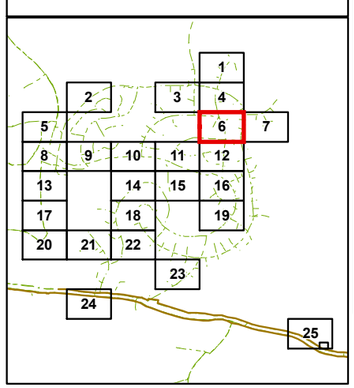
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 06 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

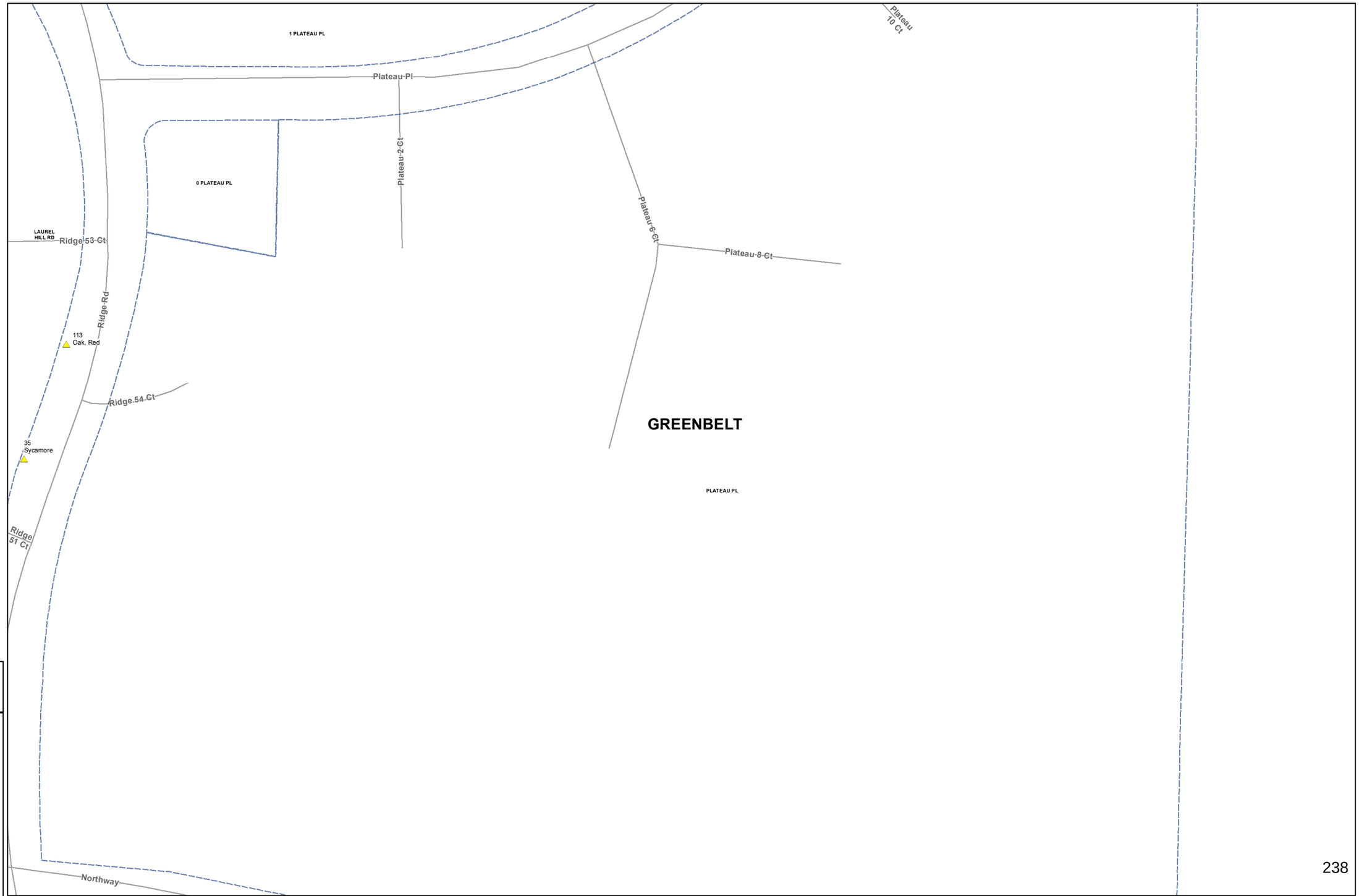
Removals
(2)

Parcels
(4)

Basemap Layers:

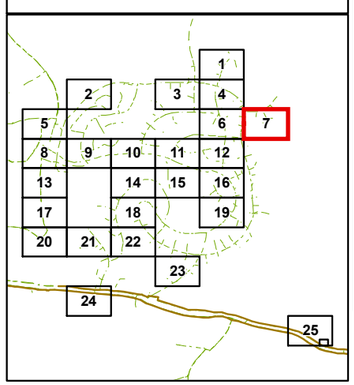
Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



238

Map 07 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

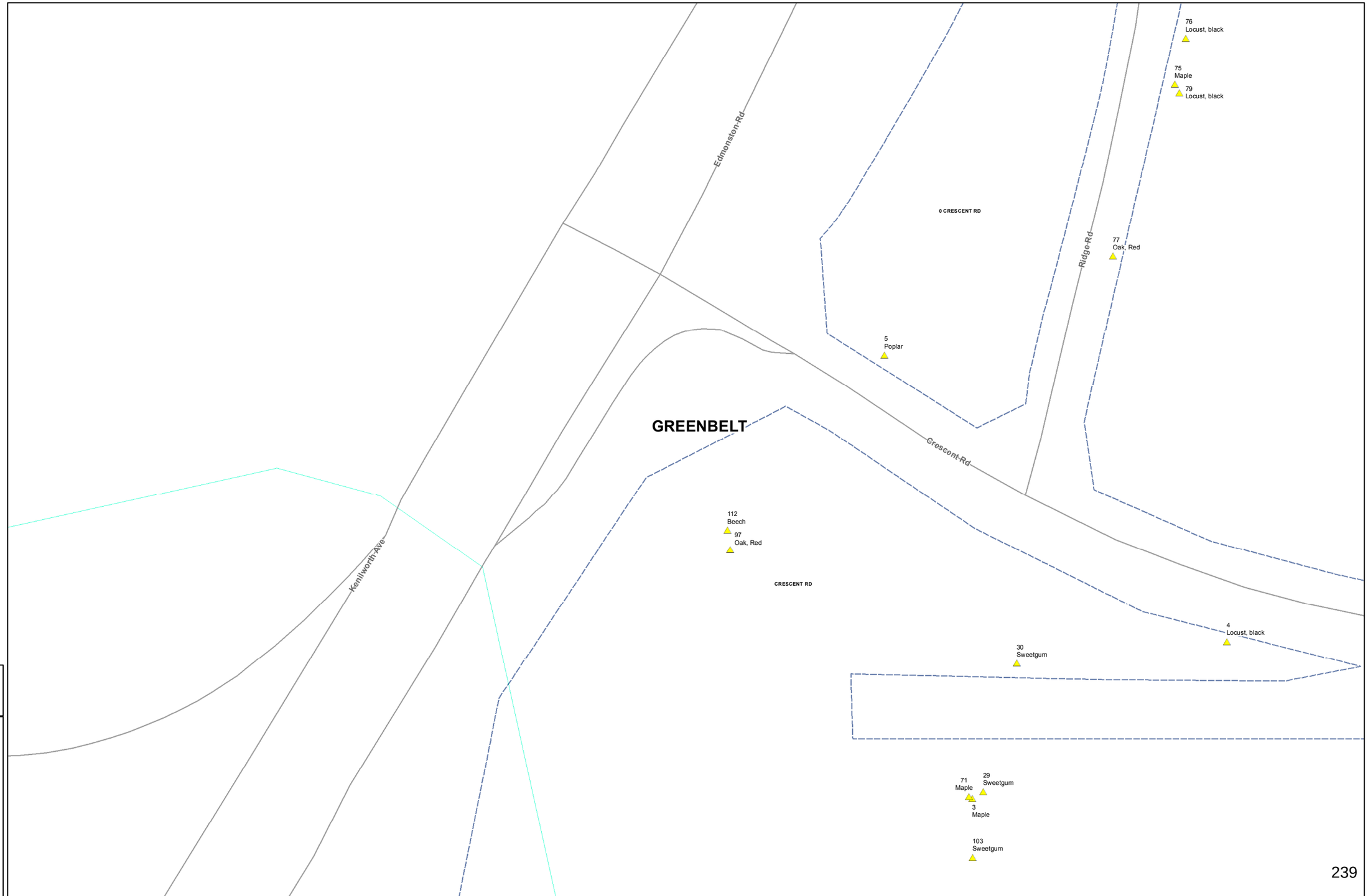
Removals
(13)

Parcels
(3)

Basemap Layers:

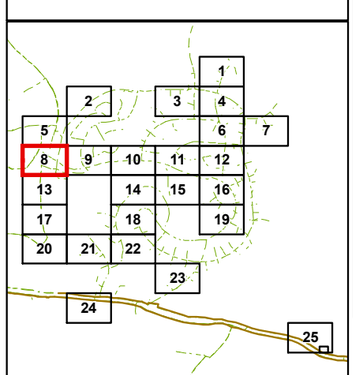
Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



239

Map 08 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

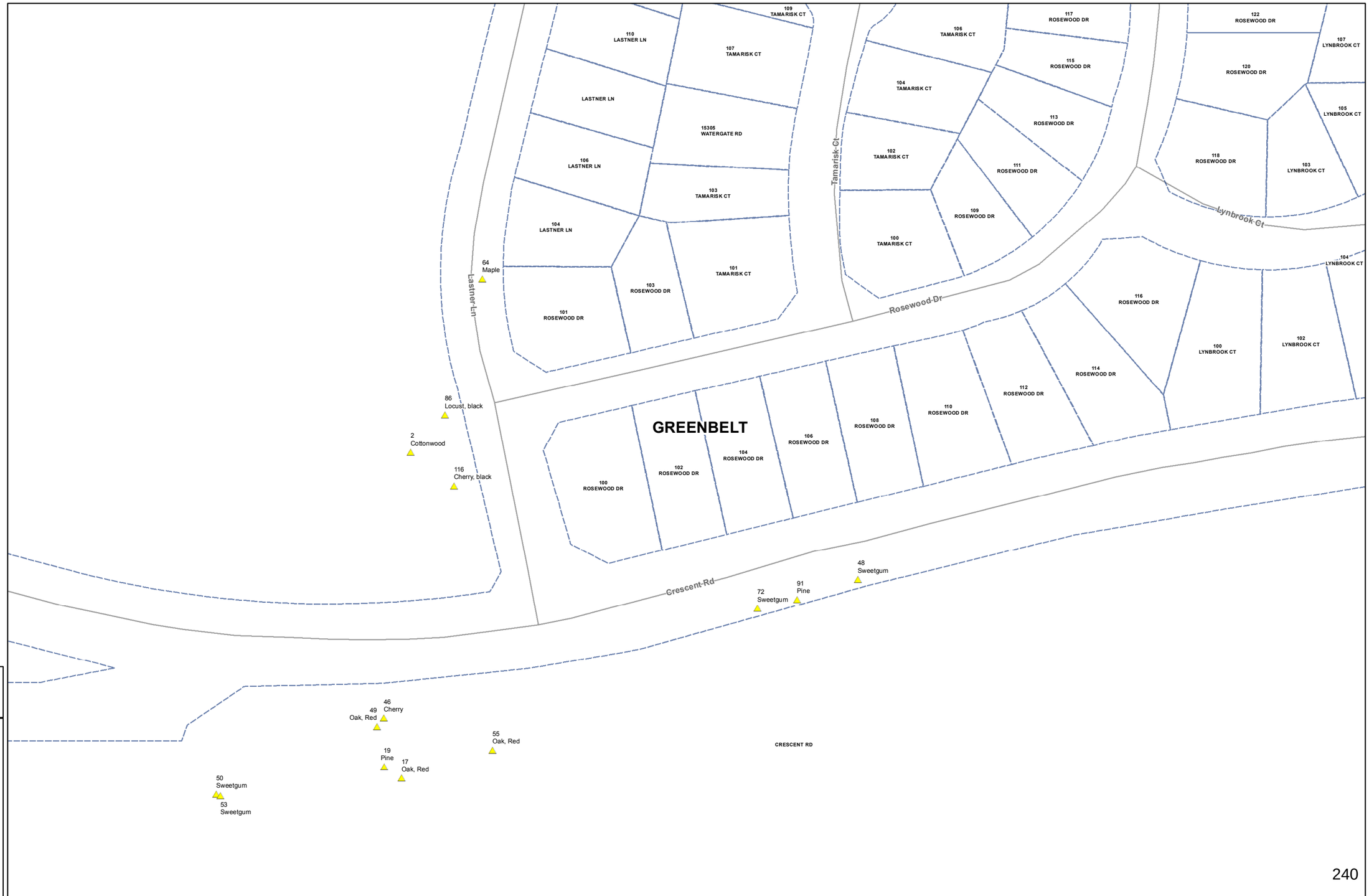
Work Layers:

Removals
(14)

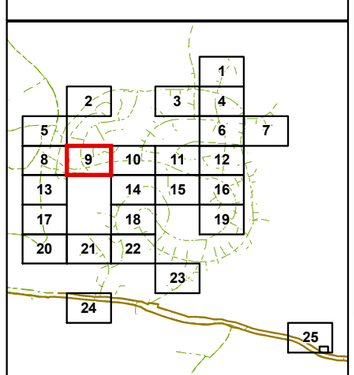
Parcels
(41)

Basemap Layers:
Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 09 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

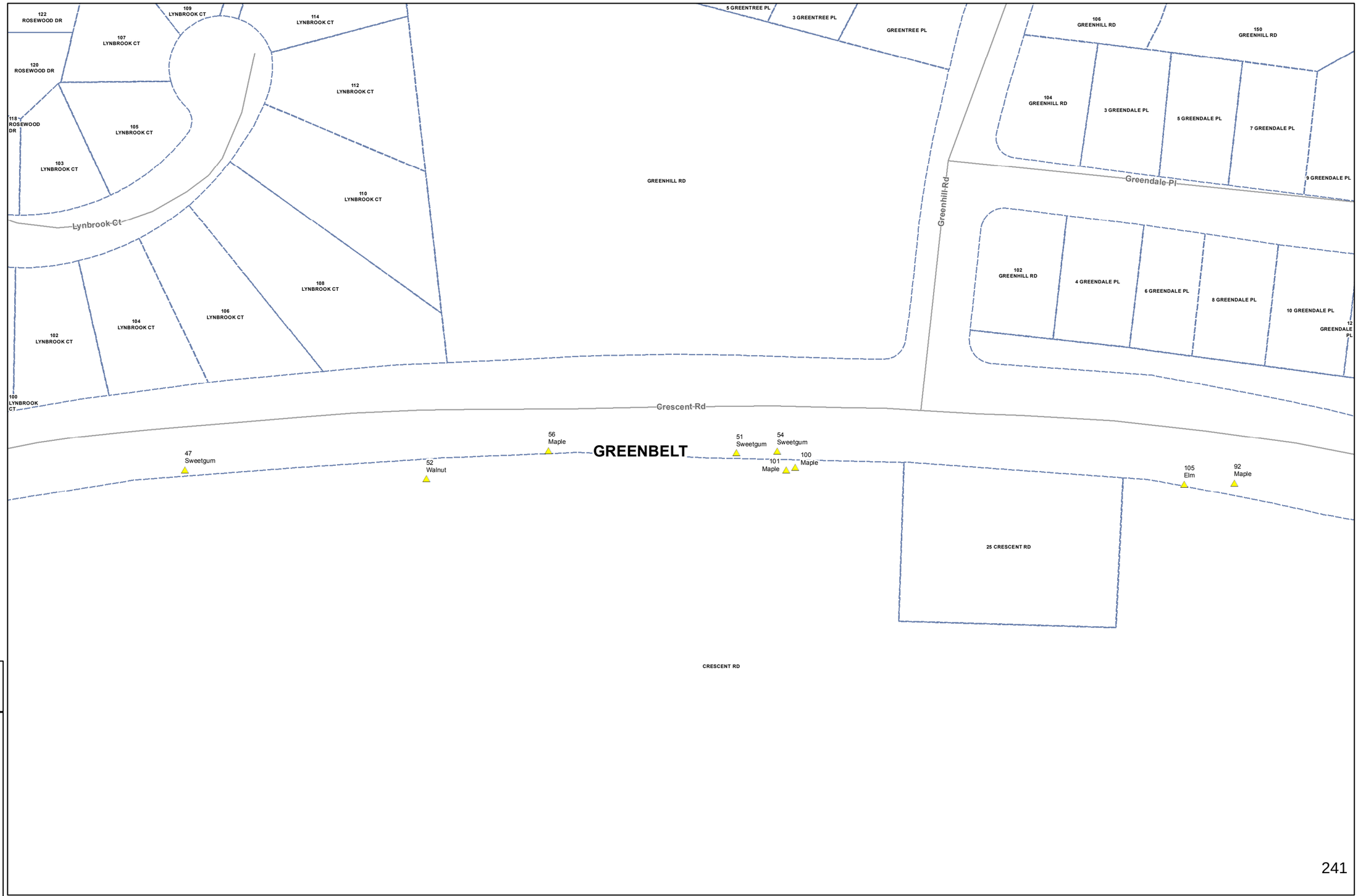
Work Layers:

Removals
(9)

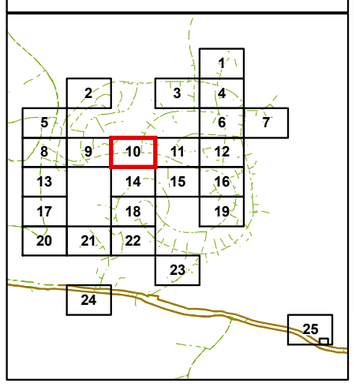
Parcels
(35)

Basemap Layers:
Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 10 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

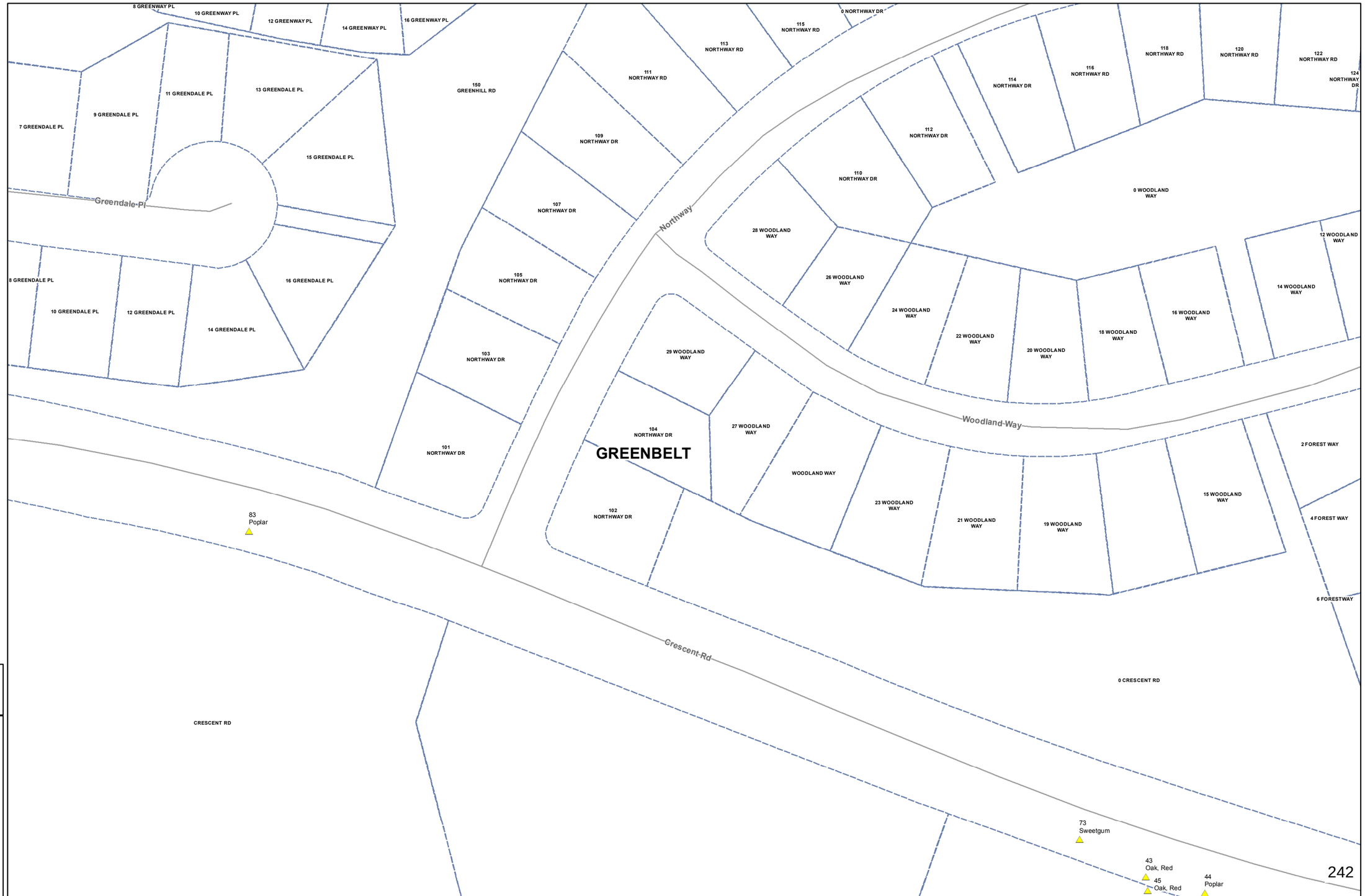
Removals
(5)

Parcels
(60)

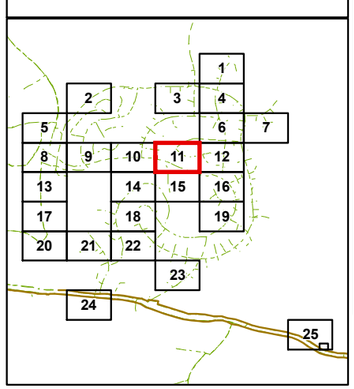
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 11 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

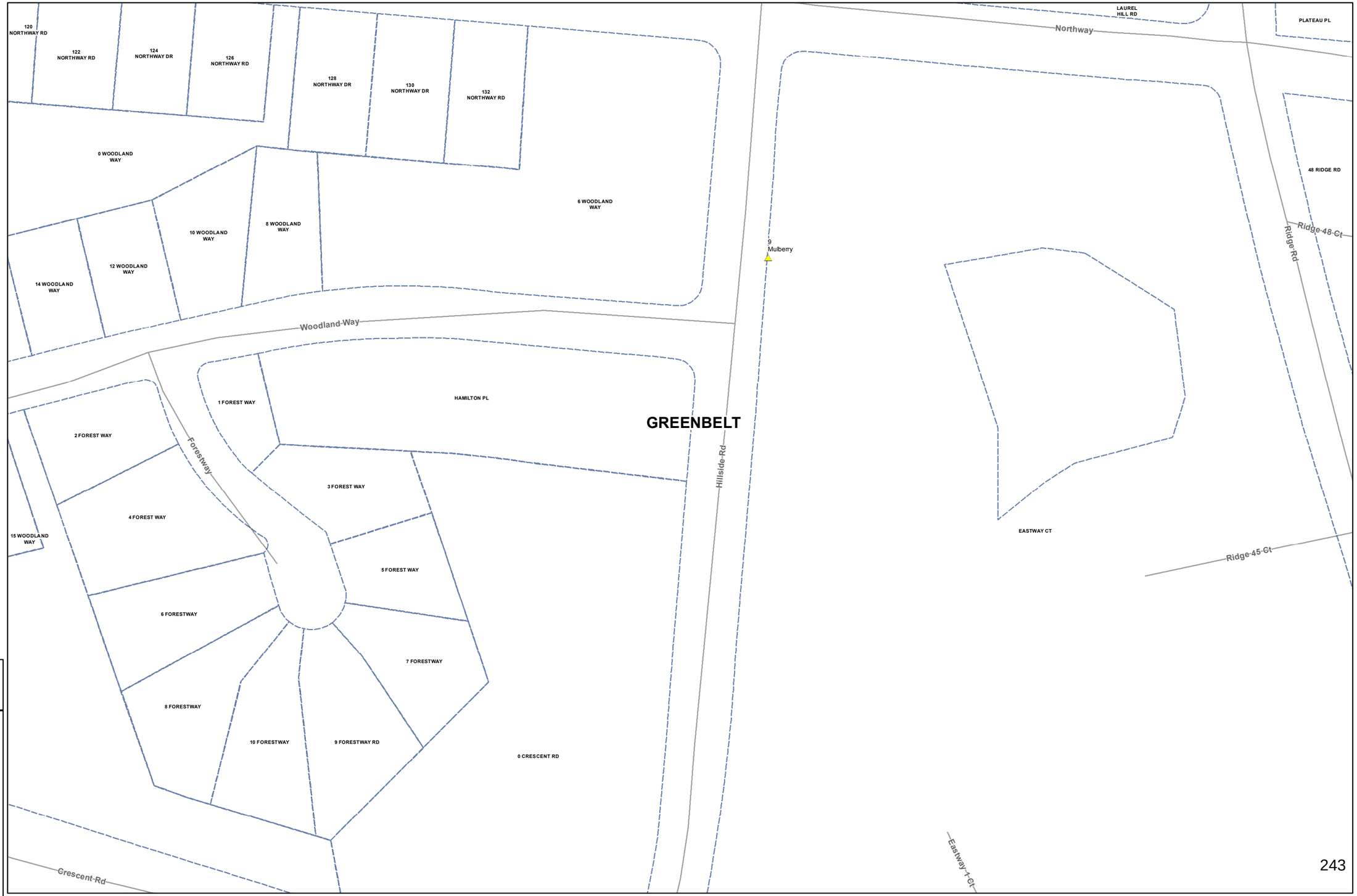
Removals
(1)

Parcels
(32)

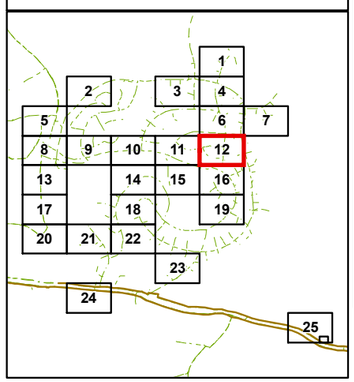
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 12 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

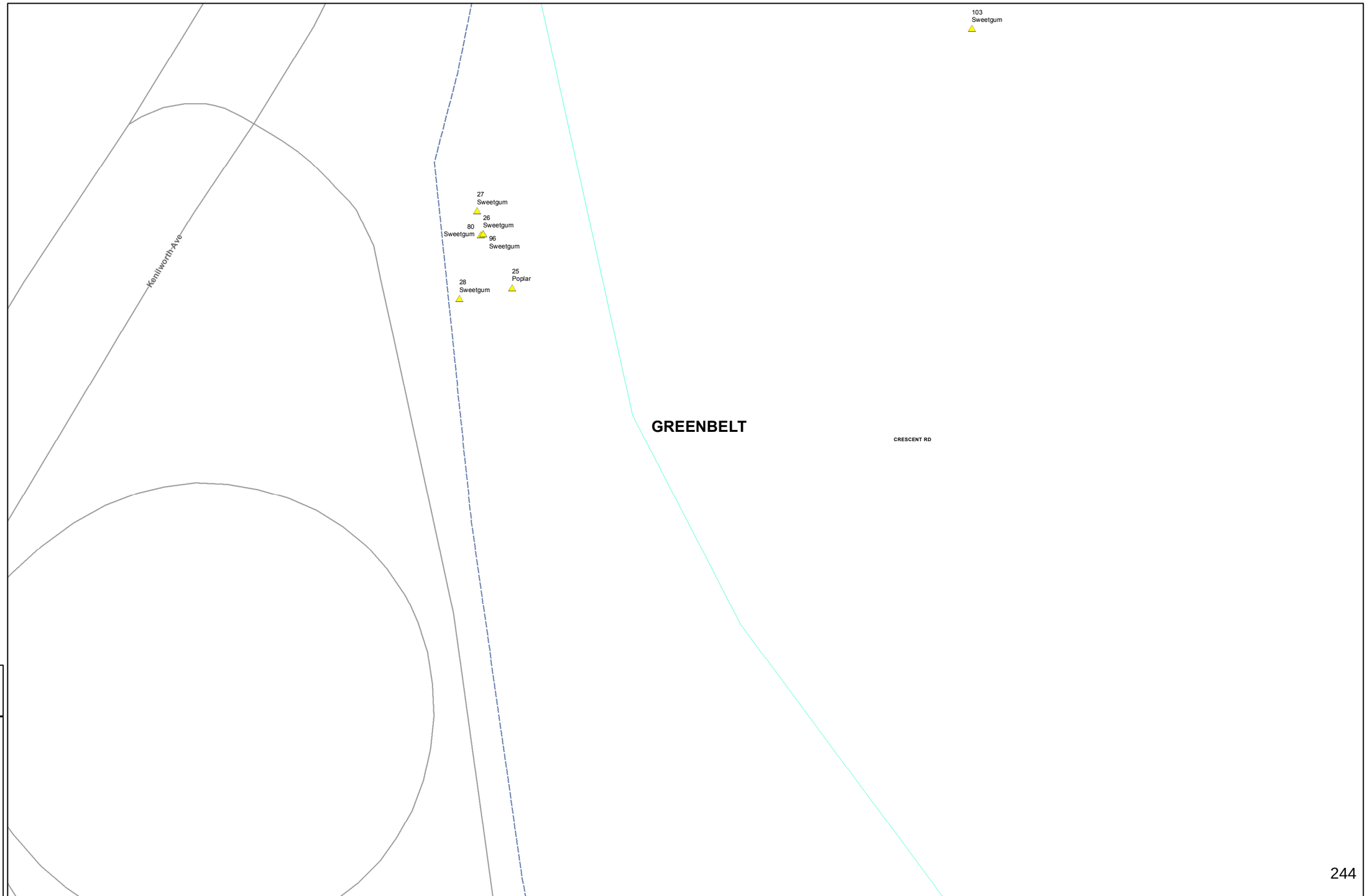
Removals
(7)

Parcels
(1)

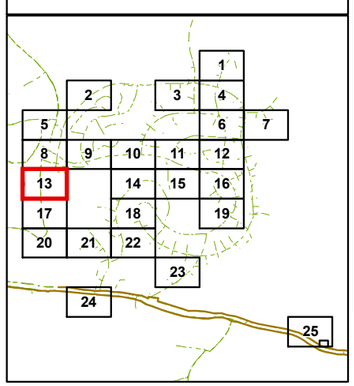
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 13 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

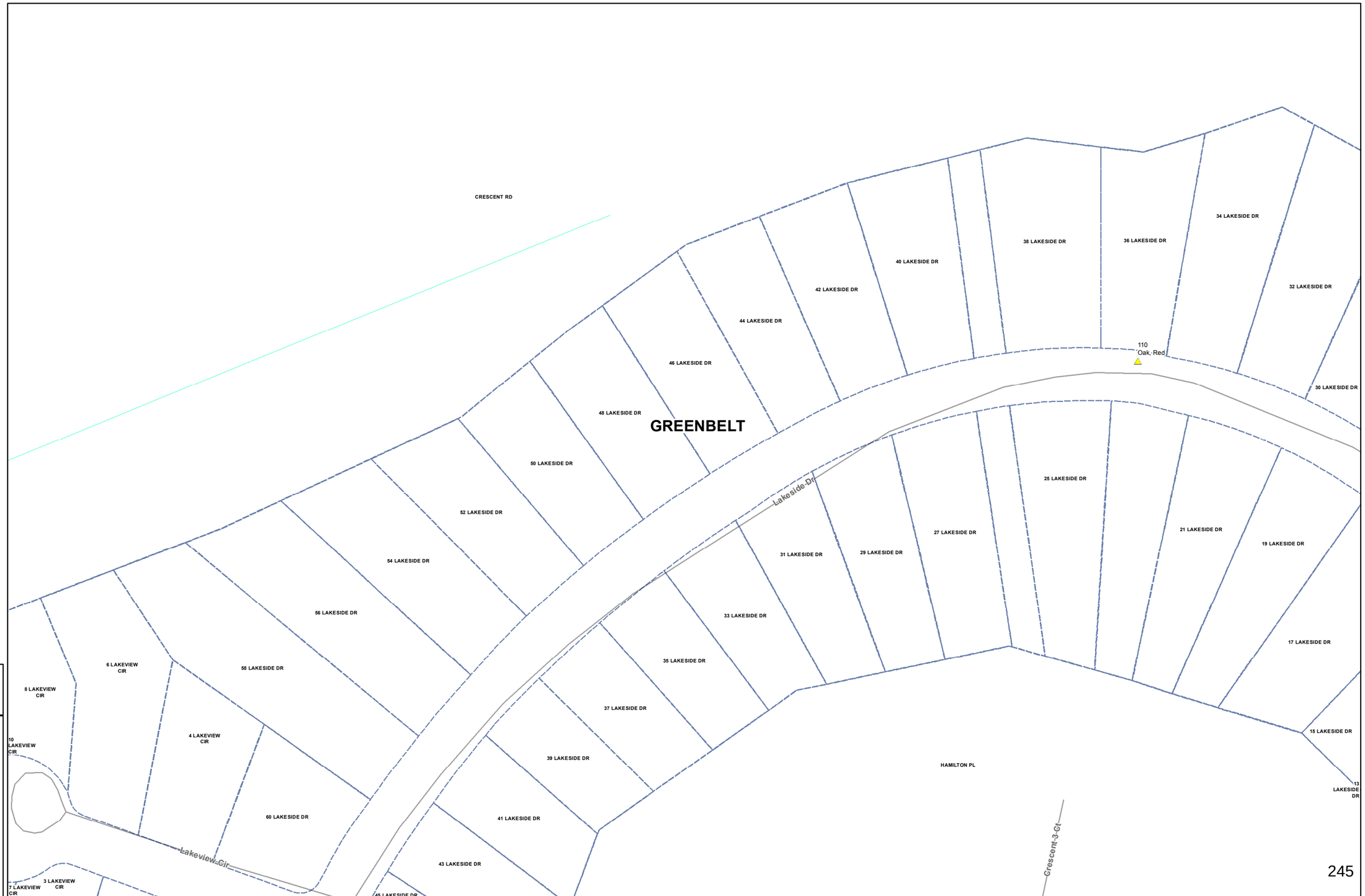
Removals
(1)

Parcels
(44)

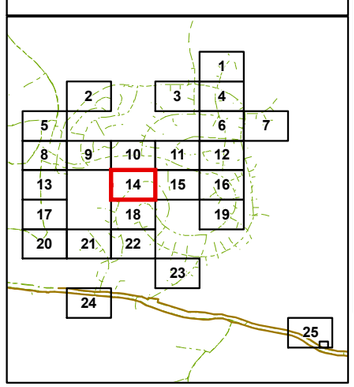
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 14 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

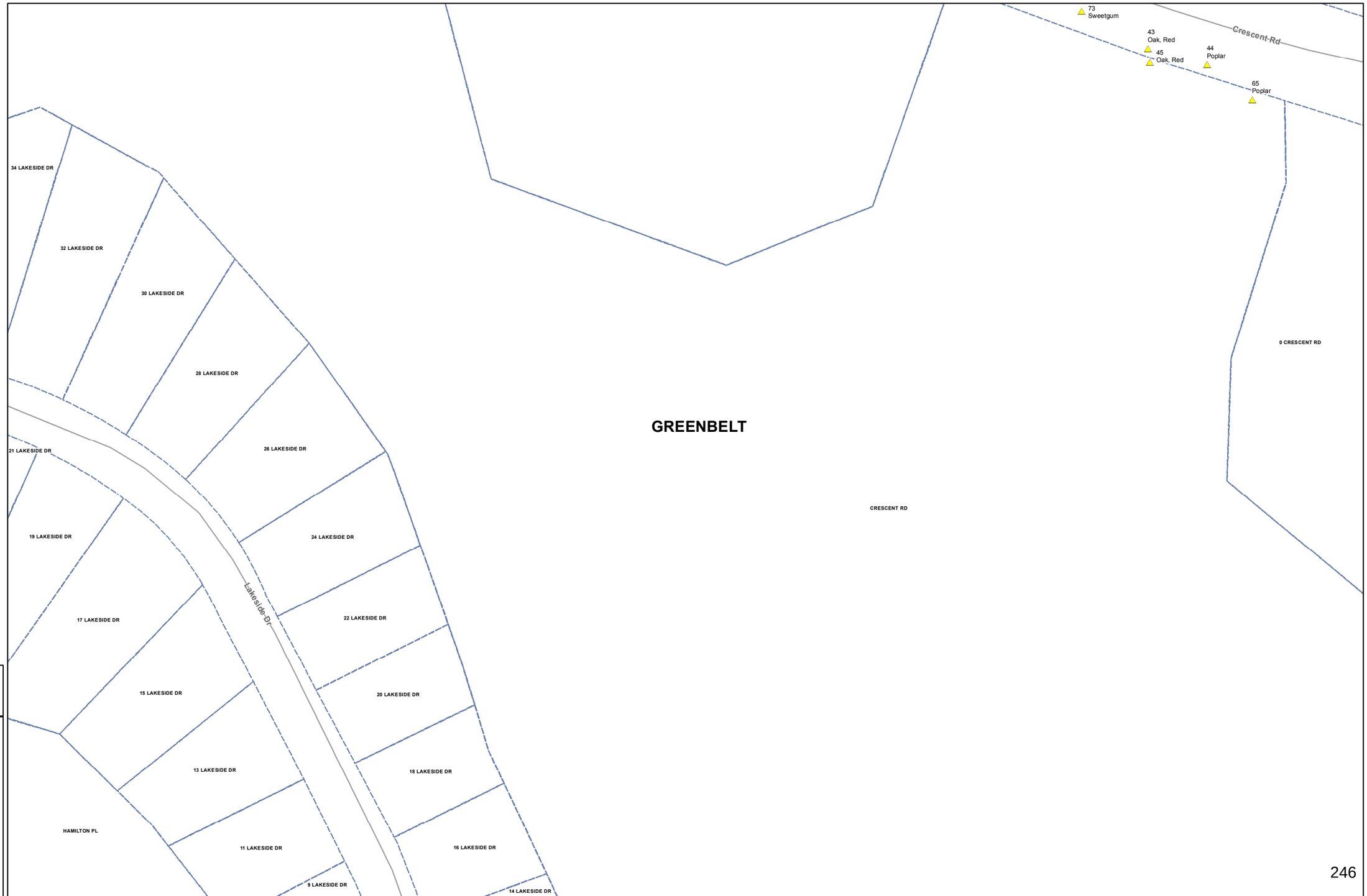
Removals
(5)

Parcels
(23)

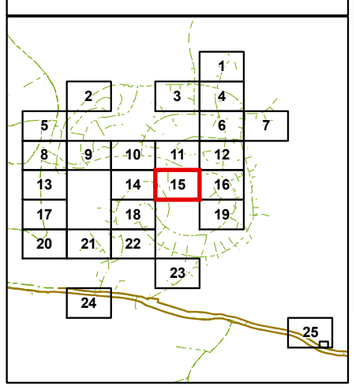
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 15 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

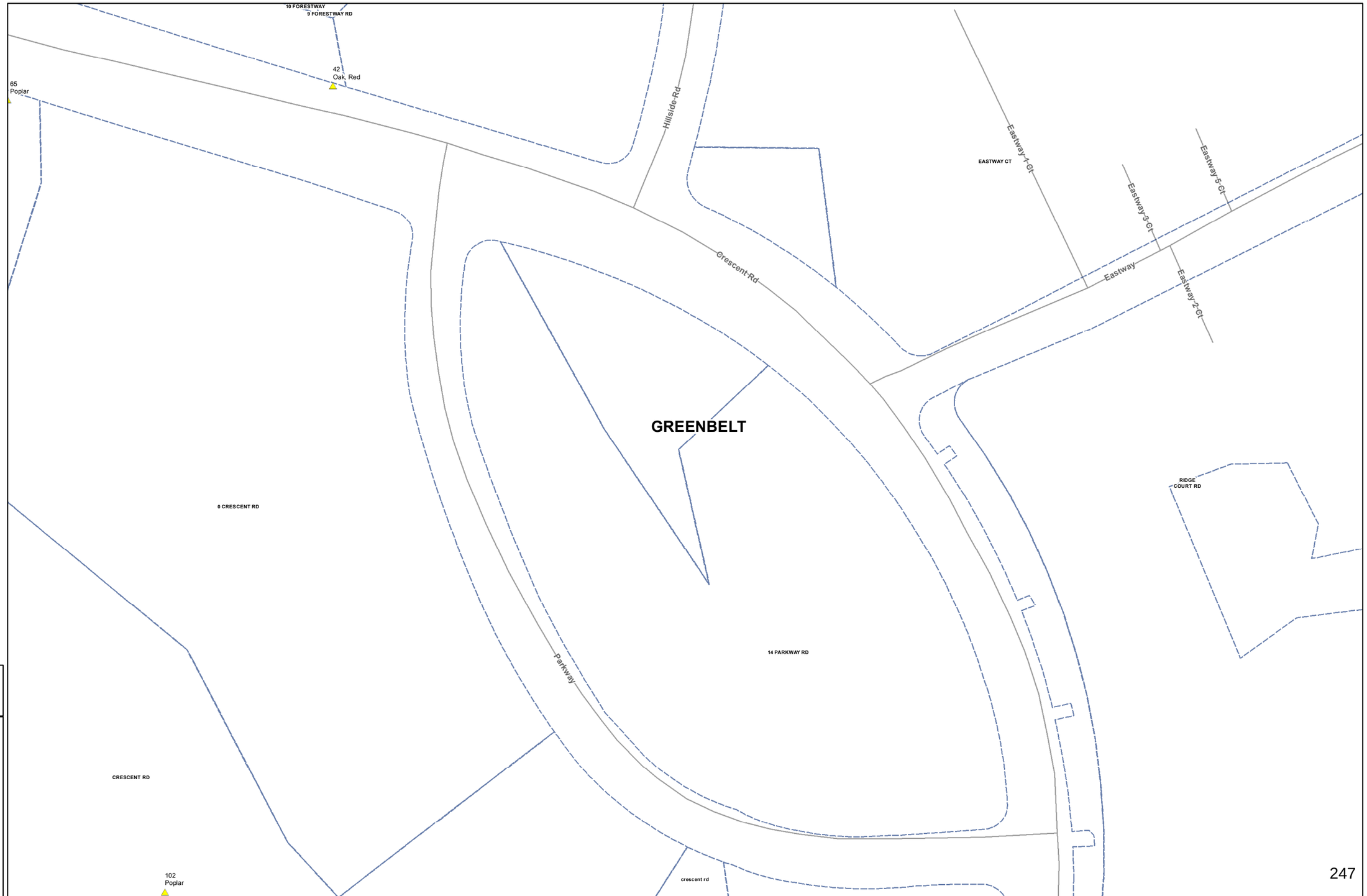
Removals
(3)

Parcels
(16)

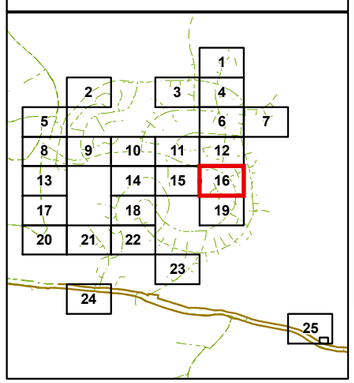
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 16 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

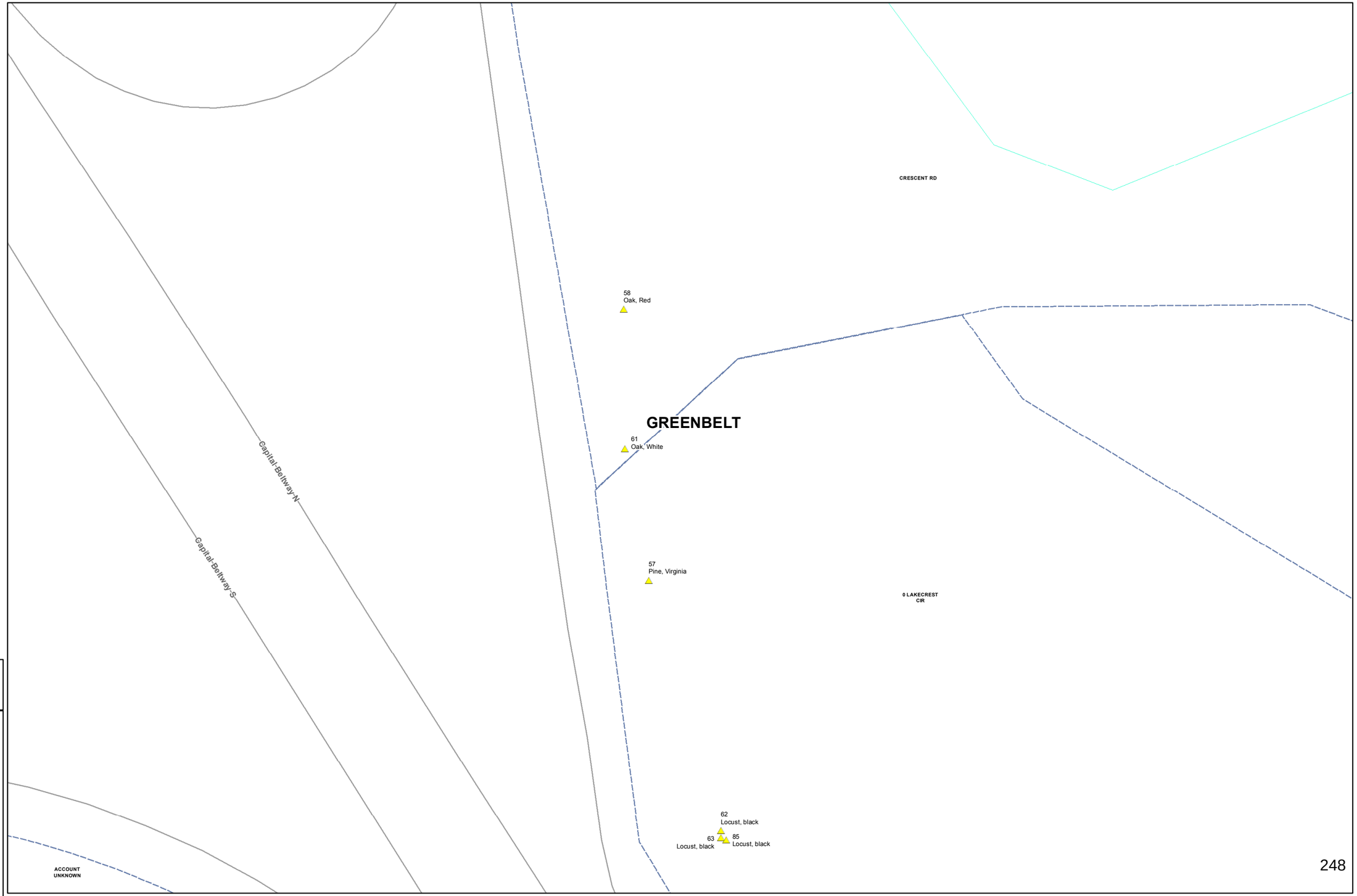
Removals
(6)

Parcels
(3)

Basemap Layers:

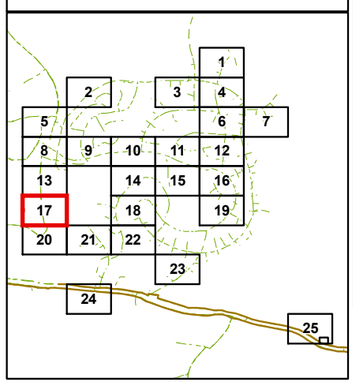
Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



248

Map 17 of 25



Map Completed by: TS
Date: 8/21/2019

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Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

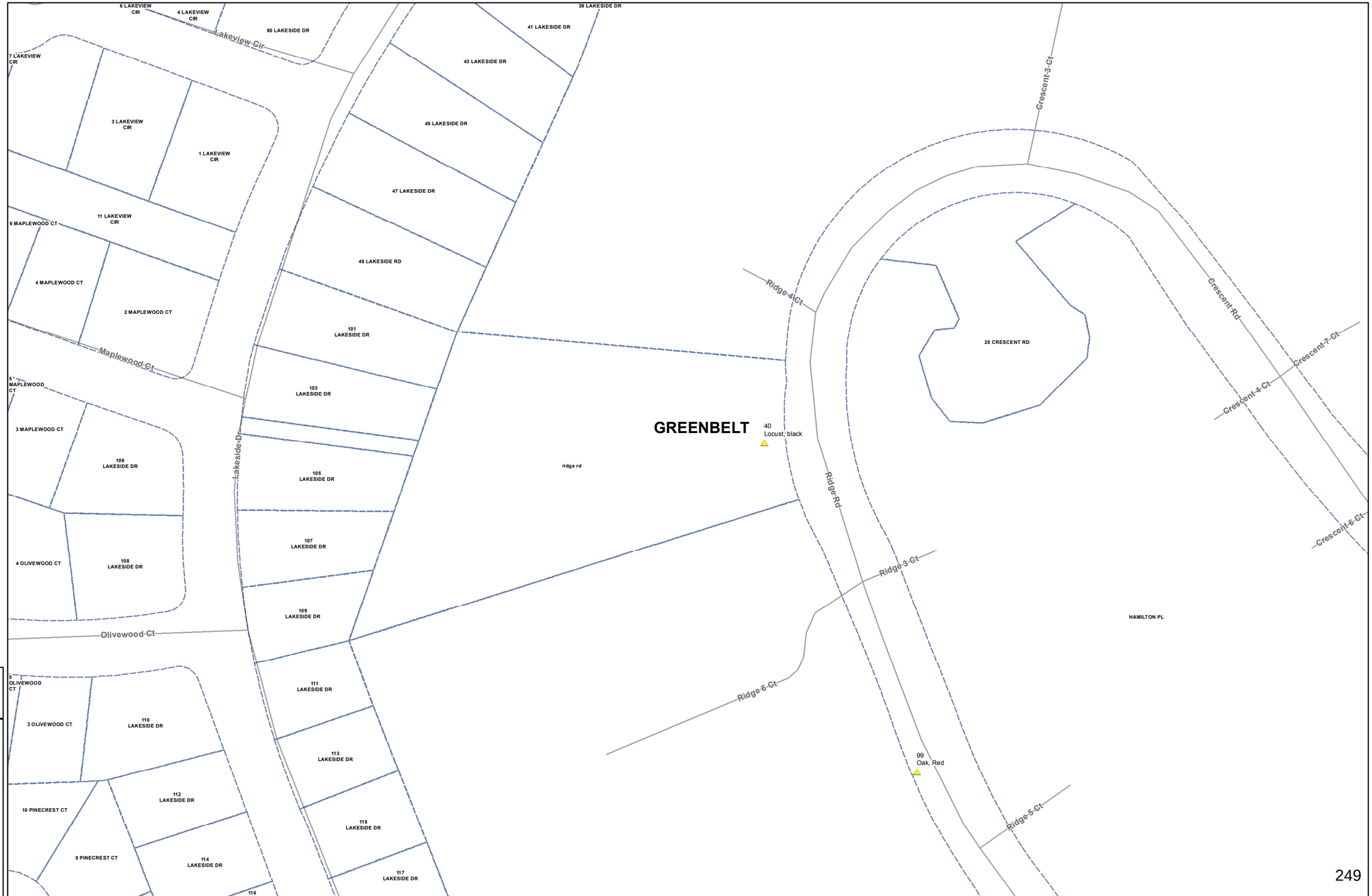
Removals
(2)

Parcels
(46)

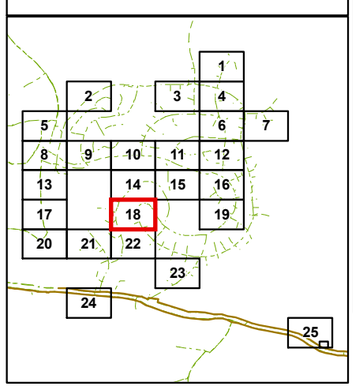
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 18 of 25



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Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

Removals
(5)

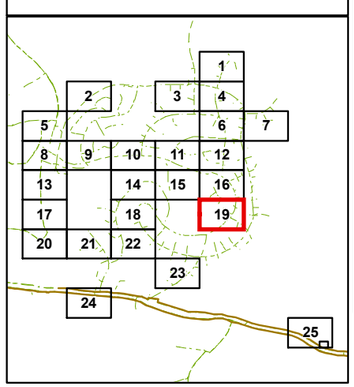
Parcels
(22)

Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:

Map 19 of 25



Map Completed by: TS
Date: 8/21/2019

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Feet

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Pepco Holdings, Inc

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County: Prince George's, MD
District: PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

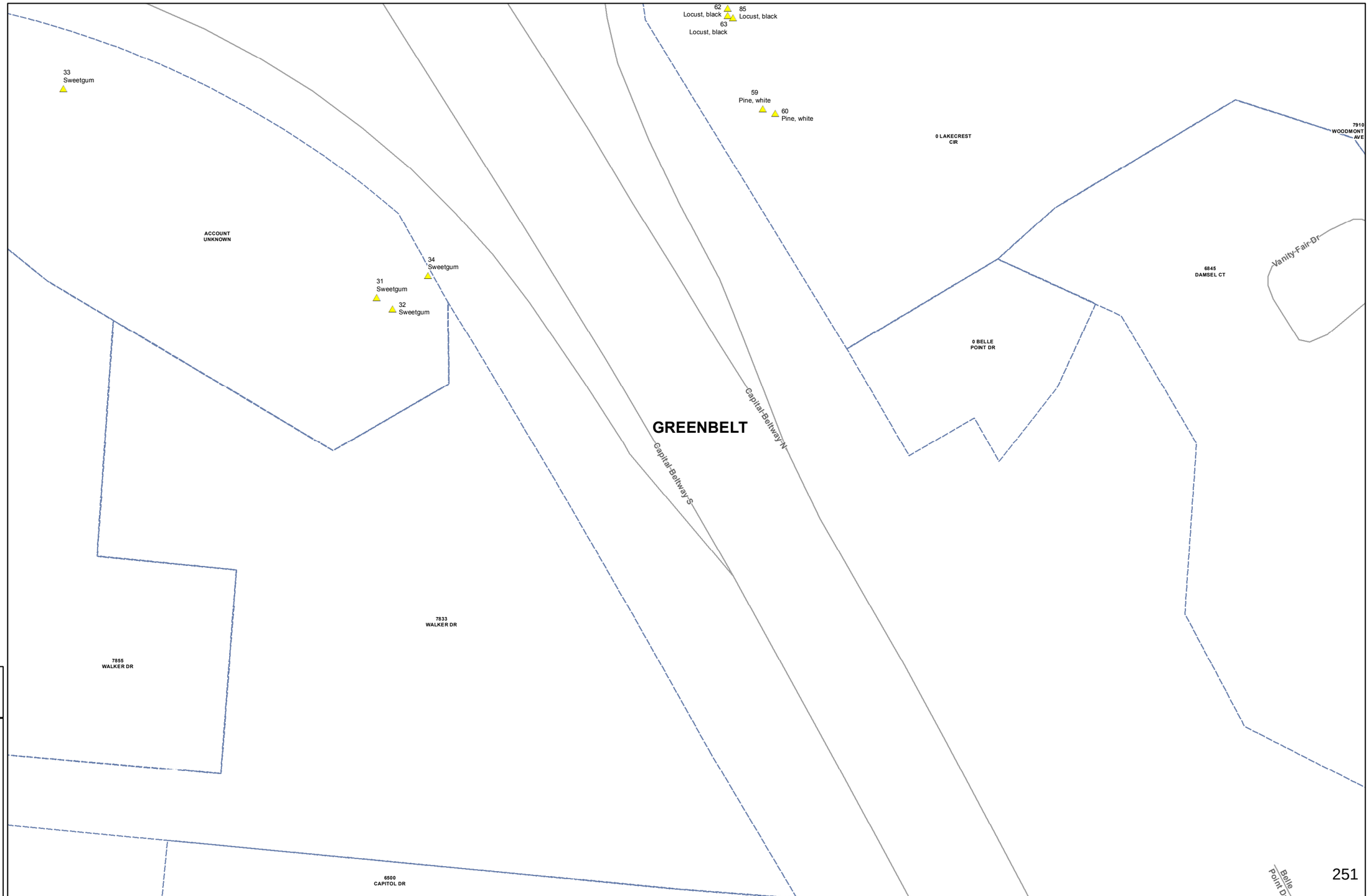
Removals
(9)

Parcels
(8)

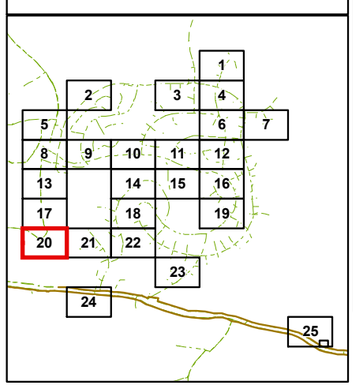
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 20 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

DAVEY Resource Group

Pepco Holdings, Inc

Feeder ID: Greenbelt Municipal Removals - PM

County: Prince George's, MD
District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

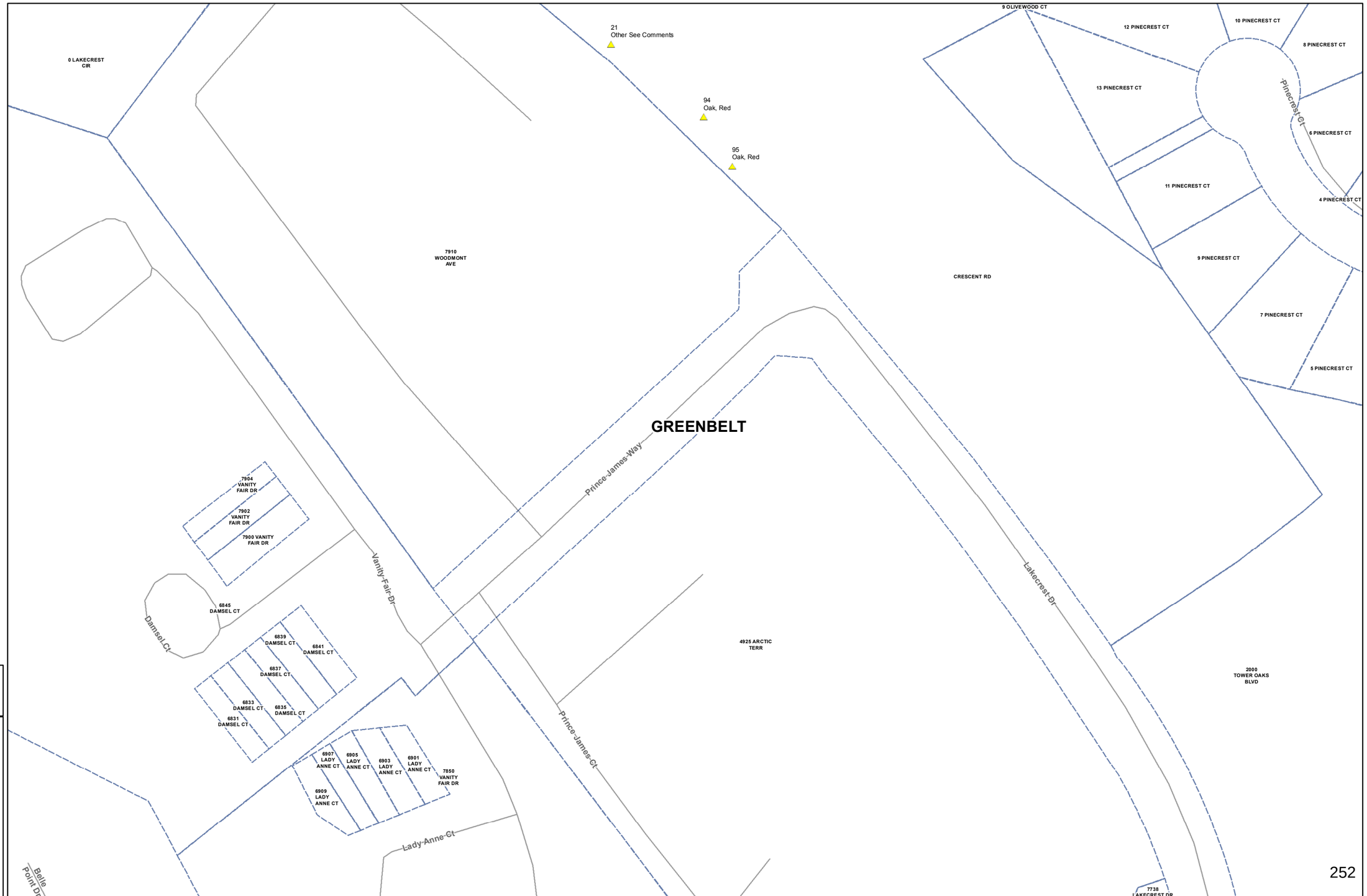
Work Layers:

Removals
(3)

Parcels
(35)

Basemap Layers:
Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



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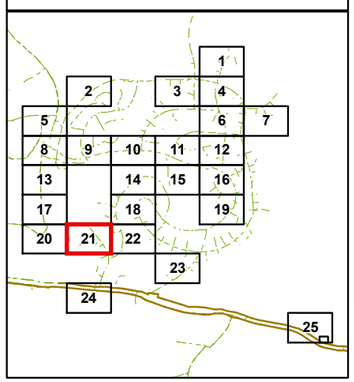

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District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

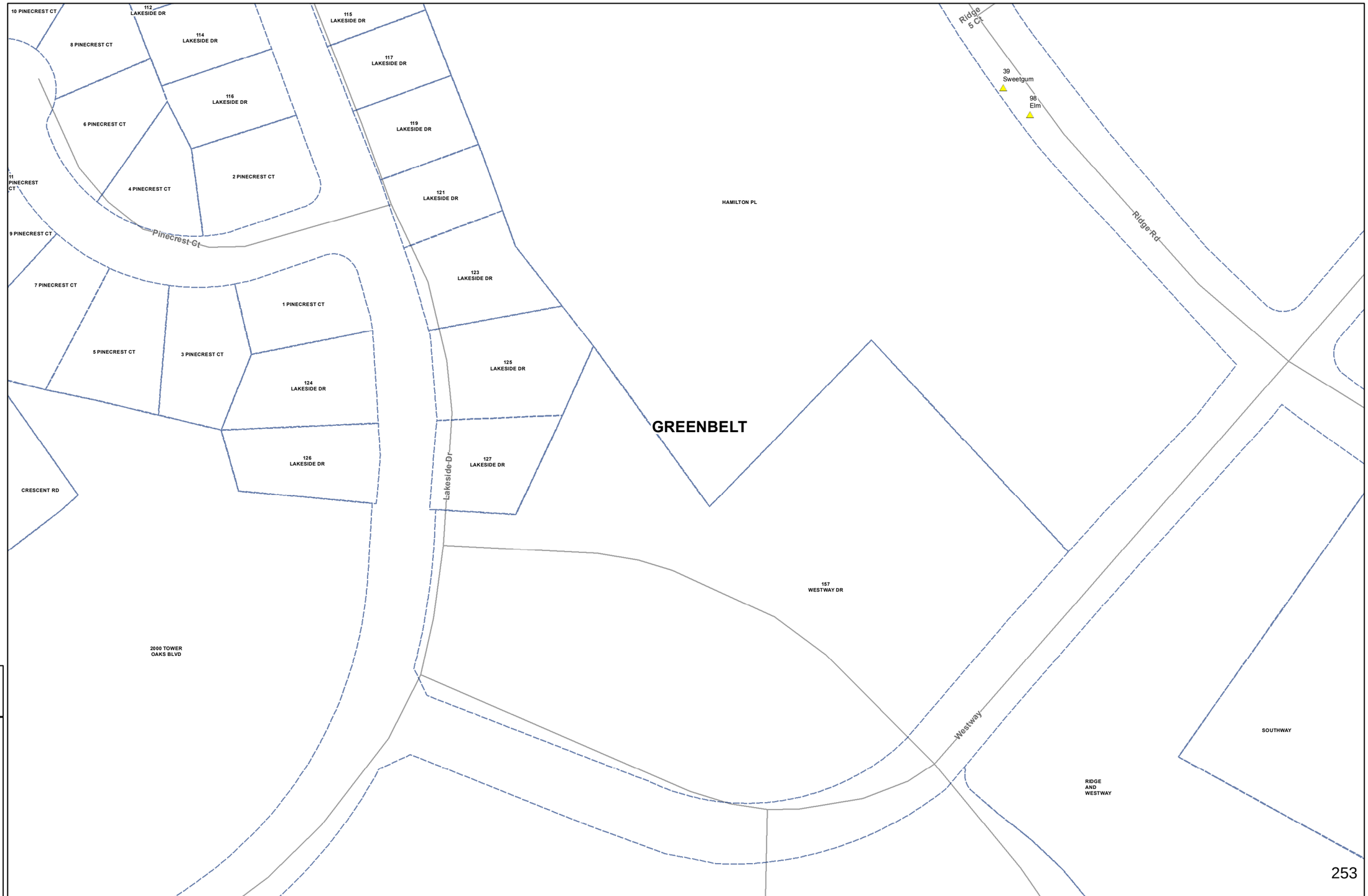
Removals
(2)

Parcels
(32)

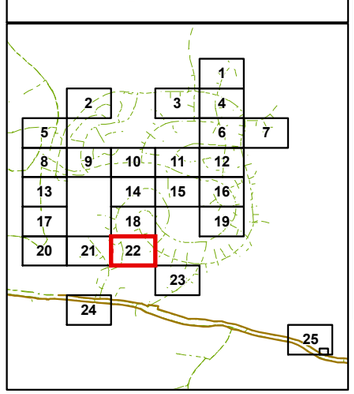
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 22 of 25



Map Completed by: TS
Date: 8/21/2019

0 125 250
Feet

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District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

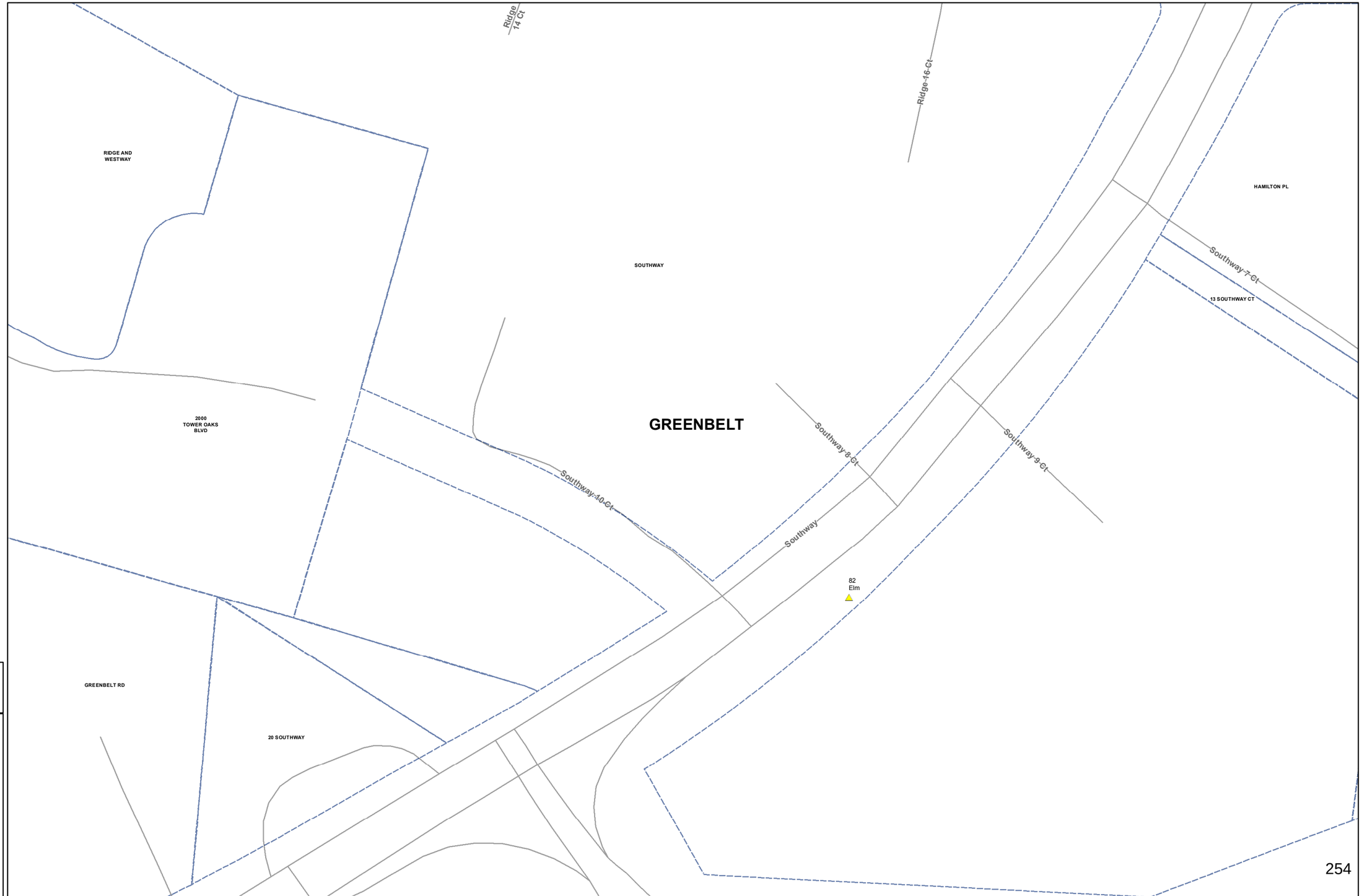
Removals
(1)

Parcels
(10)

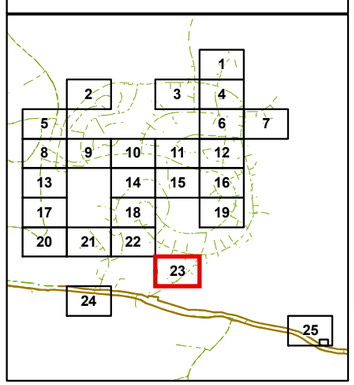
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 23 of 25



Map Completed by: TS
Date: 8/21/2019

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Feet

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Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

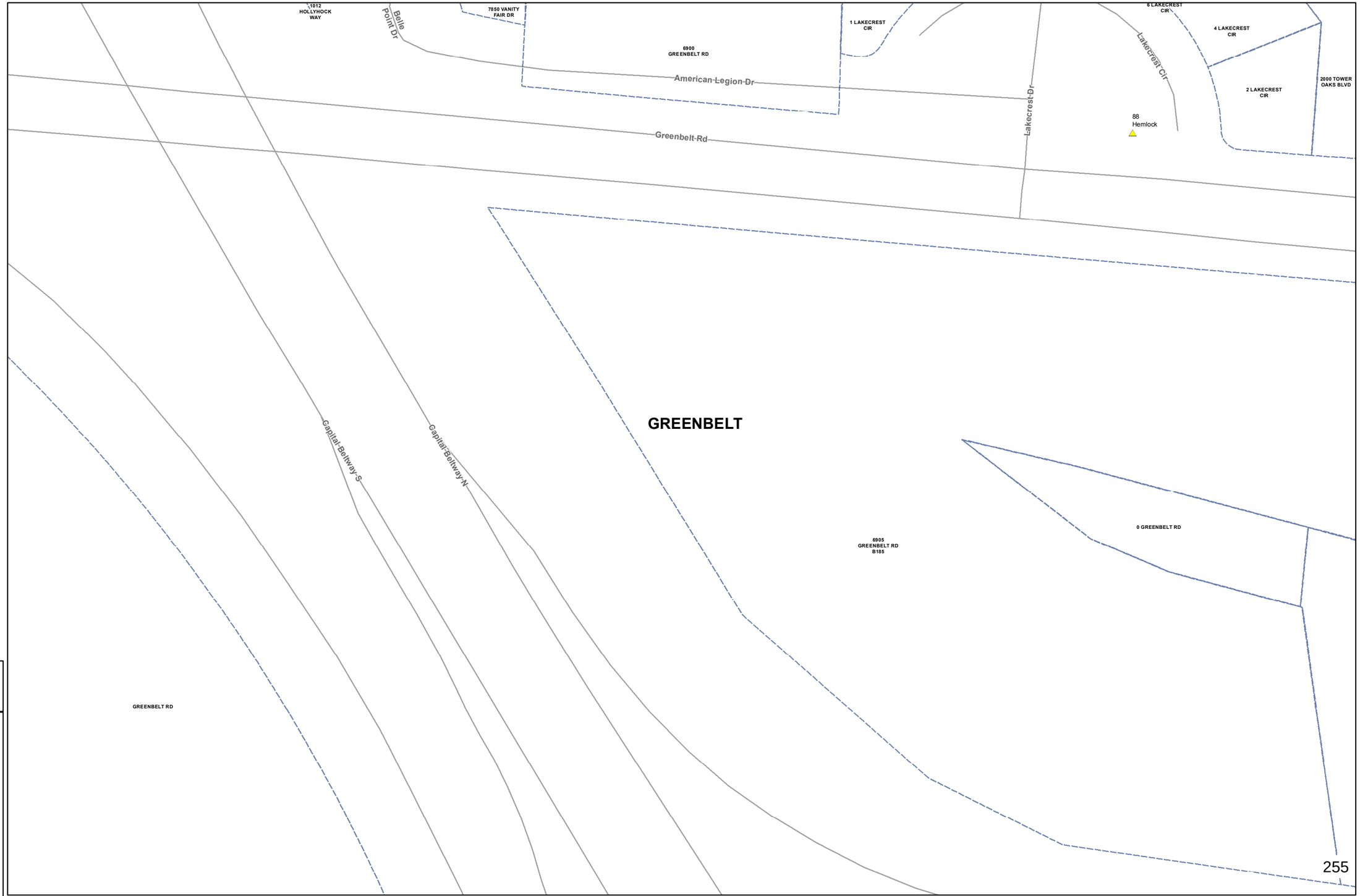
Removals
(1)

Parcels
(12)

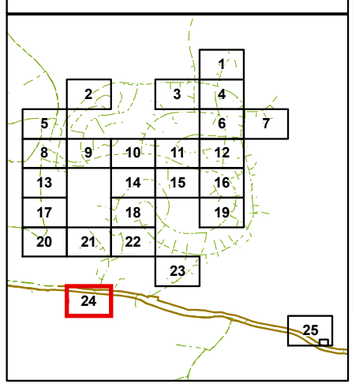
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 24 of 25



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Date: 8/21/2019

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Feet

DAVEY Resource Group

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District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

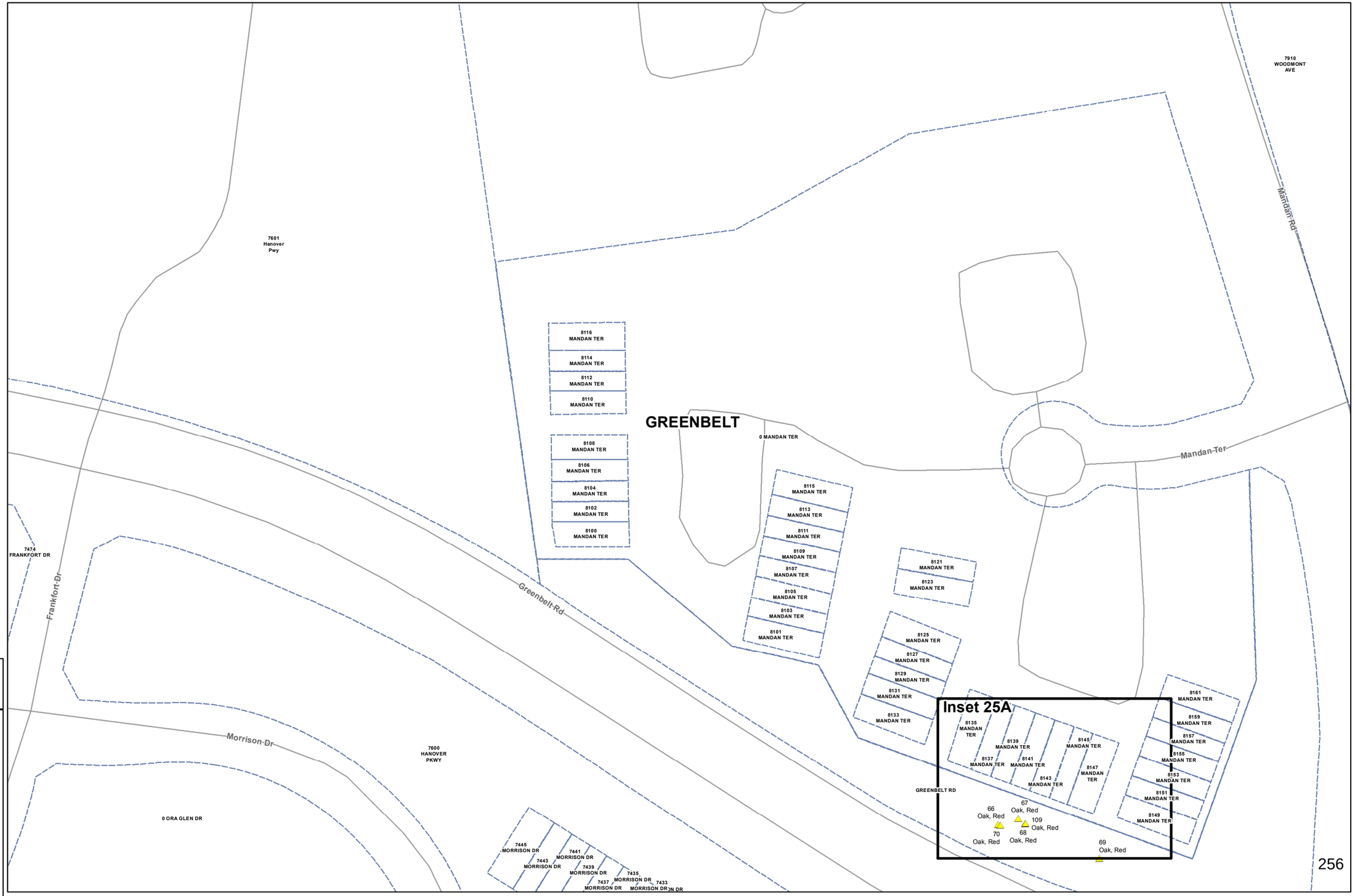
Removals
(6)

Parcels
(53)

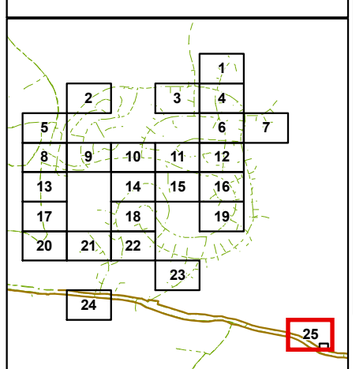
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 25 of 25



Map Completed by: TS
Date: 8/21/2019

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Feet

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District:PEPCO - PG
Substation: Greenbelt TC

Planner: CJF 240-435-0013
Planning Date: Sep. 1, 2018 - Aug. 19, 2019

Layers in Map Extent

Work Layers:

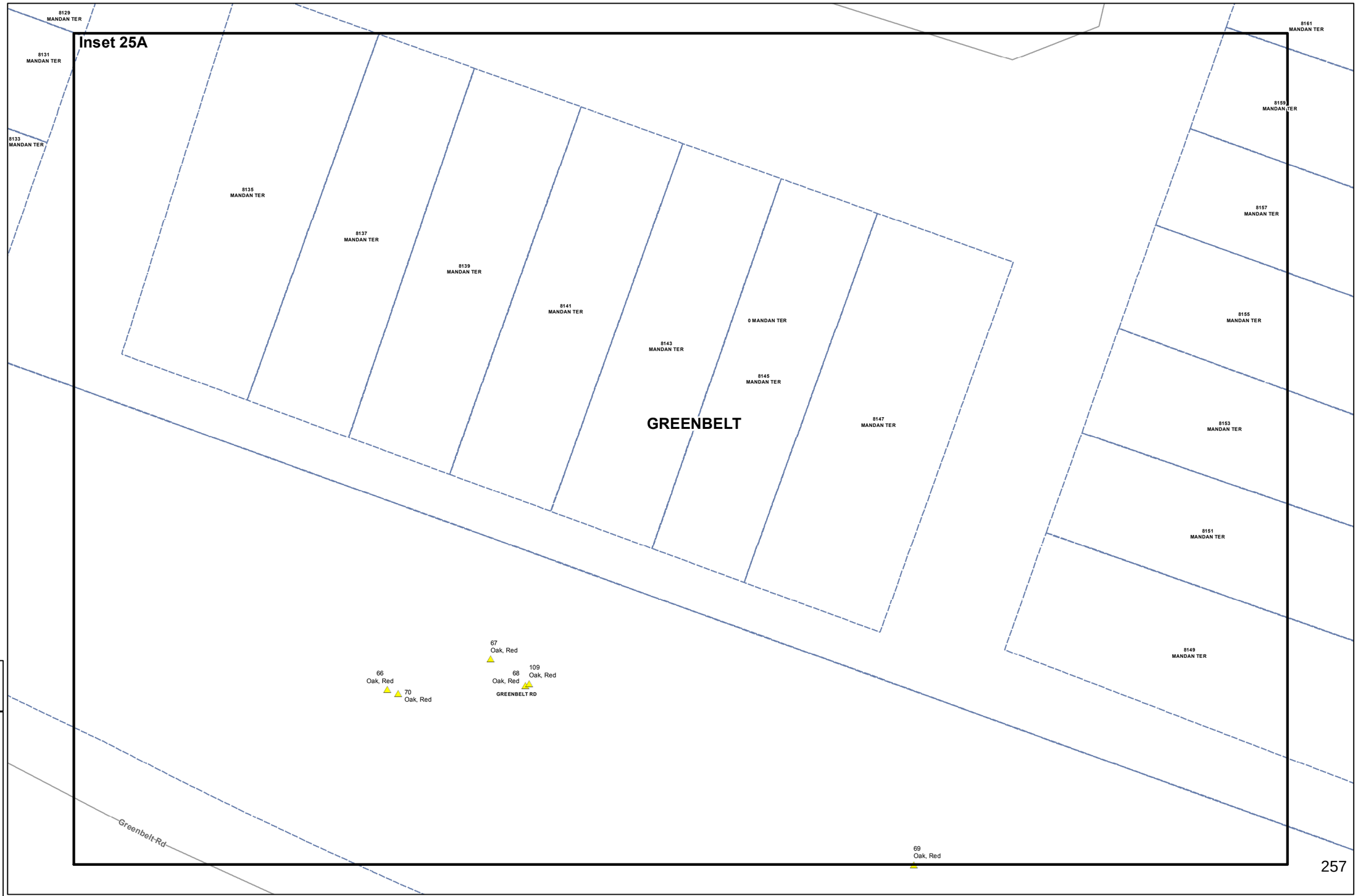
Removals
(6)

Parcels
(19)

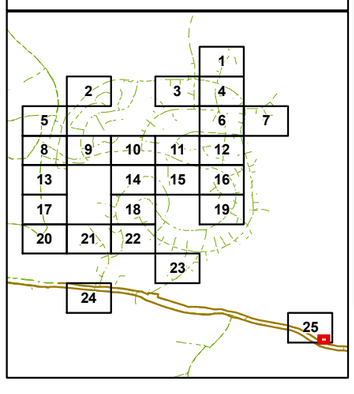
Basemap Layers:

Road Centerlines
Streams
Municipal Boundary MD (1)

Environmental Layers:



Map 25A of 25



Map Completed by: TS
Date: 8/21/2019

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Feet

DAVEY Resource Group

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: David Moran
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
2019 Community Questionnaire

Suggested Action:
Reference:
Draft 2019 Questionnaire
2017 Questionnaire

At the time of the regular City Election, the City issues a questionnaire to solicit the opinion of residents on City services and issues. The questionnaire is placed at the polling locations, published twice in the Greenbelt News Review, and made available on the City's website.

The questionnaire seeks demographic information on the respondent and the respondent's rating of City services. It also solicits opinions on community issues.

Staff has reviewed the proposed Questionnaire. Suggested questions were submitted by Robert Goldberg-Strassler and J. W. Thompson.

It is recommended the questionnaire be approved.

Attachments:
2019 Draft Questionnaire.pdf

2017 Questionnaire.pdf

CITY OF GREENBELT

COMMUNITY QUESTIONNAIRE 2019

At election time, residents are asked to take a few minutes to complete the following questionnaire. The information obtained will be useful to the newly elected City Council and City staff. Your confidential responses will be consolidated in a report for general distribution. If a question is not applicable, please leave it blank. Please place completed questionnaires in the box provided at the polling location or send it to the City Office at 25 Crescent Road, Greenbelt, Maryland 20770.

GENERAL INFORMATION

1a. Residency - Type

_____ Apartment _____ Townhouse
_____ Condominium _____ GHI
_____ Detached Single Family Home

1b. Residency - Neighborhood

_____ Greenbelt East (east of Baltimore-Washington Parkway)
_____ Greenbelt West (west of Kenilworth Avenue)
_____ Center City (between Kenilworth & B-W Parkway)

2. Do you? _____ Own _____ Rent

3. Age:

_____ Under 18 _____ 45-60
_____ 18-29 _____ 61-74
_____ 30-44 _____ 75+

4. How many years have you lived in Greenbelt?

_____ Less than 1 year _____ 11-20 yrs.
_____ 1-5 yrs. _____ 21-30 yrs.
_____ 6-10 yrs. _____ More than 30 yrs.

5. Employment Status (Please check all that apply.)

_____ Full-Time _____ Part-Time
_____ Unemployed _____ Retired
_____ Stay at home parent _____ Work from home
_____ Student _____ Multiple Jobs

6. Where do you work?

_____ Greenbelt _____ Prince George's County
_____ Baltimore _____ Washington, D.C.
_____ Montgomery County _____ Other

7. How long is your commute to work?

____ Less than 30 minutes _____ 60-90 minutes
____ 30-60 minutes _____ 90+ minutes

8 . Please prioritize (1-3) your top three modes of transportation?

_____ Personal Automobile _____ Metrorail
_____ Carpool/Vanpool _____ MetroBus
_____ Bicycle _____ TheBus
_____ Taxi/Uber/Lyft _____ Other
_____ Greenbelt Connection _____ Walking

CURRENT QUESTIONS

1. Should the City change the current at large election of Council members to electoral districts? ___Yes ___No

2.

3.

PUBLIC SAFETY

1. Please rate your satisfaction over the last 2 years with the following services.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Police Presence
_____ Police Responsiveness
_____ Dispatcher Responsiveness
_____ Overall Police Performance
_____ Overall Police Employee Competence
_____ Police Attitude & Behavior Towards Residents
_____ Animal Control _____ Traffic Control
_____ Fire & Rescue _____ Parking Enforcement

2. Do you have any concerns about safety and security within Greenbelt? If so, please list:

_____
_____
_____

3. If you have contacted the Police in the last 2 years, was the employee polite and courteous?

_____Yes _____No

4. Did the police employee assist you satisfactorily?

_____Yes _____No _____Don't Know

5. Please list any suggestions for improving police services, under General Comments #4.

PUBLIC WORKS

1. Please rate your satisfaction over the last 2 years with the following services.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Street Maintenance _____ Street Lighting
_____ Street Cleaning _____ Snow Removal
_____ Sidewalk Maintenance _____ Crosswalks
_____ Park Maintenance _____ Bike Lanes
_____ Refuse Collection _____ Recycling
_____ Mowing/Flower & Tree Planting
_____ Building Maintenance
_____ Bus Stops
_____ Greenbelt Connection

2. If you have contacted Public Works in the last 2 years, was the employee polite and courteous?
_____Yes _____No

GREENBELT CARES/SOCIAL SERVICES

1. Have you or your family utilized any of the services listed below (#3) in the last 2 years?
_____Yes _____No

2. Did you know that the City provides the services below?
_____Yes _____No

3. If yes, please rate your satisfaction with them.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____Counseling (individual, family or group)
_____Crisis Intervention Counseling _____Tutoring
_____Job Bank _____GED Program
_____Babysitting Workshop
_____Assistance in Living (GAIL) Program

4. If you plan to remain in your home as you age, which of the following might you require:
_____Online Advice & Support
_____Home Modifications
_____Activities for Homebound
_____1st Floor Bathroom
_____Other: _____

5. How soon would you need these services?
___ Now ___ 1-3 Years ___ 4-7 Years ___ 8+ Years

COMMUNITY DEVELOPMENT/CODE ENFORCEMENT

1. Have you had contact with the City Community Development/Code Enforcement Staff (inspection, permit, tall grass, structure complaint, etc.)?
_____Yes _____No

2. Was the Community Development/Code Enforcement employee polite and courteous?
_____Yes _____No

3. Did the Community Development/Code Enforcement employee assist you satisfactorily?
_____Yes _____No

EDUCATION

1. If you have school age children, please rate the schools they currently attend.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Greenbelt Elementary
_____ Springhill Lake Elementary
_____ Dora Kennedy French Immersion
_____ Magnolia Elementary
_____ Greenbelt Middle School
_____ Eleanor Roosevelt High School
_____ Home Schooling
_____ Other _____

2. Using the same scale in #1 above, please rate the Prince George's County School System overall. _____

3. Please rank the following statements.
(5=Strongly Agree, 4=Agree, 3=Neutral, 2=Disagree, 1=Strongly Disagree)

_____ The City should continue to provide Science & Reading Clubs
_____ The City should continue to provide grants to Greenbelt schools
_____ County taxes should be increased to fund education

GREENBELT MUSEUM

1. **Have you or a member of your household visited the museum or attended a museum activity in the past 2 years?** ____ Yes ____ No

RECREATION

1. Please rate your satisfaction with any City facilities which you or your family have used.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Aquatic & Fitness Center
_____ Athletic Fields
_____ Community Center
_____ Springhill Lake Rec. Center
_____ Youth Center
_____ Other _____
_____ Parks
_____ Trails
_____ Dog Park
_____ Skate Park
_____ Playgrounds

2. Is a second dog park needed? ___Yes ___No
If yes, where? ___ Greenbelt West ___ Center City

3. Please rate your satisfaction with any City activities which you or your family have attended:
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Fitness Classes
_____ Youth/Adult Classes
_____ Visual Art Programs
_____ Performing Art Programs
_____ Aquatics Programs
_____ Special Events (Artful Afternoons, Fall Fest, July 4th, Festival of Lights, Celebration of Spring, etc.)
_____ Other (Please Specify): _____
_____ Pre-School Classes
_____ Camp Programs
_____ Senior Programs

4. Please check any programs which you or a member of your household are likely to attend within the next 2 years. (Check all that apply)

_____ Pre-school Activities
_____ Children's Afterschool Activities
_____ Children's Weekend Activities
_____ Children's Drop-in Activities
_____ Home School/School Enrichment Activities
_____ Family Recreation Activities – Weekends
_____ Adult Classes or Leagues
_____ Senior Activities
_____ Special Events (Artful Afternoons, Fall Fest, July 4th, Festival of Lights, Celebration of Spring, etc.)
_____ Drop-in Activities

PUBLIC INFORMATION

1. How would you prefer to receive information about City programs and services? (Please rank in priority order 1-13; 1=top preference)

_____ Greenbelt TV
_____ City Newsletter
_____ Greenbelt News Review
_____ Greenbeltmd.gov
_____ Washington Post
_____ Local TV News
_____ Other _____
_____ Mail
_____ E-mail
_____ Facebook
_____ YouTube
_____ WTOP (Radio)
_____ Posters/Flyers

PUBLIC INFORMATION (Con't)

2. Please rate your satisfaction with Greenbelt's efforts to publicize and broadcast official information and City events?
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____

3. Do you use the City's website at www.greenbeltmd.gov?
_____Yes _____ No
If so, what for?
_____ Watch Meetings
_____ Watch Videos
_____ Other:_____
_____ Calendar
_____ Documents

4. What service would you like to see on the City website?
_____

5. Have you used the video streaming/on-demand section of the City website? _____Yes _____No

6. Have you watched any of the programming, including Council meetings, offered on the City's Municipal Access channel over the past 2 years? _____Yes _____No

CITY SERVICES AND TAXES

1. How do you rate the value of City services and programs for your tax dollars?
_____ ***(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)***

2. Are City services fairly distributed throughout Greenbelt?
_____Yes _____No [Provide Comments on Page 4.]

3. The City has limited ability to raise revenues other than through property taxes or fees. In light of this fact, would you support a tax rate increase in order to:

- maintain current City services/programs ___Yes ___No
- increase City services/programs ___Yes ___No
- provide fair compensation to employees ___Yes ___No
- Participate in green initiatives (greenhouse gas reduction, solar power, battery powered equipment, etc..) ___Yes ___No

4. In general, should City services be (choose one):
____ Kept at the same level ____ Reduced
____ Increased

5. If the City had to reduce services/programs, which ones would you suggest and why?
_____
_____

Continue to General Comments on the Back...

GENERAL COMMENTS

1. **Describe what you like most about the Greenbelt community.**

_____

_____

_____

2. **Describe what you like least about the Greenbelt community.**

_____

_____

_____

3. **What improvements to the City or new City programs would you suggest?**

_____

_____

_____

4. **Other Comments:**

_____

_____

_____

_____

FOR HELPING US TO SERVE YOU BETTER!

CITY OF GREENBELT

COMMUNITY QUESTIONNAIRE 2017

At election time, residents are asked to take a few minutes to complete the following questionnaire. The information obtained will be useful to the newly elected City Council and City staff. Your confidential responses will be consolidated in a report for general distribution. If a question is not applicable, please leave it blank. Please place completed questionnaires in the box provided at the polling location or send it to the City Office at 25 Crescent Road, Greenbelt, Maryland 20770.

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_____ Condominium _____ GHI
_____ Detached Single Family Home

2. Do you? _____ Own _____ Rent

3. Age:

_____ 18-29 _____ 45-60
_____ 30-44 _____ 61-74
_____ 75+

4. How many years have you lived in Greenbelt?

_____ Less than 1 year _____ 11-20 yrs.
_____ 1-5 yrs. _____ 21-30 yrs.
_____ 6-10 yrs. _____ More than 30 yrs.

5. Employment Status (Please check all that apply.)

_____ Full-Time _____ Part-Time
_____ Unemployed _____ Retired
_____ Stay at home parent _____ Work from home

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_____ Greenbelt _____ Prince George's County
_____ Baltimore _____ Washington, D.C.
_____ Montgomery County _____ Other

7. How long is your commute to work?

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____ 30-60 minutes _____ 90+ minutes

8 . Please prioritize (1-3) your top three modes of transportation?

_____ Personal Automobile _____ Metrorail
_____ Carpool/Vanpool _____ MetroBus
_____ Bicycle/Walking _____ TheBus
_____ Taxi/Uber/Lyft _____ Other

CURRENT QUESTIONS

1. Should the City Council's term of office be changed from 2 years to 4 years? _____Yes _____No

2. Should non-US citizens be allowed to vote in City Elections? _____Yes _____No

3. Should the Baltimore Washington Parkway be widened to six lanes _____Yes _____No

4. Should the Beltway be widened to allow express toll lanes? _____Yes _____No

PUBLIC SAFETY

1. Please rate your satisfaction over the last 2 years with the following services.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Police Presence
_____ Police Responsiveness
_____ Dispatcher Responsiveness
_____ Overall Police Performance
_____ Overall Police Employee Competence
_____ Police Attitude & Behavior Towards Citizens
_____ Animal Control _____ Traffic Control
_____ Fire & Rescue _____ Parking Enforcement

2. Do you have any concerns about safety and security within Greenbelt? If so, please list:

_____
_____
_____

3. If you have contacted the Police Dept. in the last 2 years, was the employee polite and courteous?

_____Yes _____No

4. Did the police employee assist you satisfactorily?

_____Yes _____No _____Don't Know

5. If you have any suggestions for improving police services, please list them under General Comments #4 .

PUBLIC WORKS

1. Please rate your satisfaction over the last 2 years with the following services.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Street Maintenance
_____ Street Lighting
_____ Street Cleaning
_____ Snow Removal
_____ Sidewalk Maintenance
_____ Crosswalks
_____ Bike Lanes
_____ Park Maintenance
_____ Refuse Collection
_____ Recycling
_____ Horticulture/Planting
_____ Building Maintenance
_____ Bus Stops

2. If you have contacted Public Works in the last 2 years, was the employee polite and courteous?
_____Yes _____No

GREENBELT CARES/SOCIAL SERVICES

1. Have you or any of your family utilized any of the services listed in #3 in the last 2 years?
_____Yes _____No

2. Did you know that the City provides the services below?
_____Yes _____No

3. If yes, please rate your satisfaction with them.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____Counseling (individual, family or group)
_____Crisis Intervention Counseling _____Tutoring
_____Job Bank _____GED Program
_____Babysitting Workshop
_____Assistance in Living (GAIL) Program

4. If you plan to remain in your home as you age, which of the following might you require:
_____Online Advice & Support
_____Home Modifications
_____Activities for Homebound
_____1st Floor Bathroom
_____Other: _____

5. How soon would you need these services?
___ Now ___ 1-3 Years ___ 4-7 Years ___ 8+ Years

COMMUNITY DEVELOPMENT/CODE ENFORCEMENT

1. Have you had contact with the Community Development/Code Enforcement Dept. (inspection, permit, tall grass, structure complaint, etc.)?
_____Yes _____No

2. Was the Community Development/Code Enforcement employee polite and courteous?
_____Yes _____No

3. Did the Community Development/Code Enforcement employee assist you satisfactorily?
_____Yes _____No

EDUCATION

1. If you have school age children, please rate the schools they currently attend.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Greenbelt Elementary
_____ Springhill Lake Elementary
_____ Dora Kennedy French Immersion
_____ Magnolia Elementary
_____ Turning Point Academy
_____ Greenbelt Middle School
_____ Eleanor Roosevelt High School
_____ Home Schooling
_____ Other _____

2. Using the same scale in #1 above, please rate the Prince George's County School System overall. _____

3. Please rank the following statements.
(5=Strongly Agree, 4=Agree, 3=Neutral, 2=Disagree, 1=Strongly Disagree)

_____ The City should continue to provide Science & Reading Clubs
_____ The City should continue to provide grants to Greenbelt schools
_____ County taxes should be increased to fund education

4. Given limited funding, which should be emphasized by the County? (Please select only one)
_____ Charter Schools
_____ Magnet Schools
_____ Neighborhood Schools

GREENBELT MUSEUM

1. Have you or a member of your household visited t museum or attended a museum activity in the past 2 years? ____ Yes ____ No

RECREATION

1. Please rate your satisfaction with any City facilities which you or your family have used.
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Aquatic & Fitness Center
_____ Athletic Fields
_____ Community Center
_____ Springhill Lake Rec. Center
_____ Youth Center
_____ Parks
_____ Trails
_____ Dog Park
_____ Skate Park
_____ Playgrounds
_____ Other _____

2. Please rate your satisfaction with any City activities which you or your family have attended:
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____ Fitness Classes
_____ Youth/Adult Classes
_____ Visual Art Programs
_____ Performing Art Programs
_____ Aquatics Programs
_____ Special Events (Artful Afternoons, Fall Fest, July 4th, Festival of Lights, Celebration of Spring, etc.)
_____ Other (Please Specify): _____
_____ Pre-School Classes
_____ Camp Programs
_____ Senior Programs

3. Please check any programs which you or a member of your household are likely to attend within the next 2 years. (Check all that apply)

_____ Pre-school Activities
_____ Children's Afterschool Activities
_____ Children's Weekend Activities
_____ Children's Drop-in Activities
_____ Home School/School Enrichment Activities
_____ Family Recreation Activities – Weekends
_____ Drop-in Activities
_____ Adult Classes or Leagues
_____ Senior Activities
_____ Special Events (Artful Afternoons, Fall Fest, July 4th, Festival of Lights, Celebration of Spring, etc.)

PUBLIC INFORMATION

1. How would you prefer to receive information about City programs and services? (Please rank in priority order 1-13; 1=top preference)

_____ Greenbelt TV
_____ City Newsletter
_____ Greenbelt News Review
_____ Greenbeltmd.gov
_____ Washington Post
_____ Local TV News
_____ Other _____
_____ Mail
_____ E-mail
_____ Facebook
_____ YouTube
_____ WTOP (Radio)
_____ Posters/Flyers

PUBLIC INFORMATION (Con't)

2. Please rate your satisfaction with Greenbelt's efforts to publicize and broadcast official information and City events?
(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)

_____

3.Do you use the City's website at www.greenbeltmd.gov?

_____Yes _____ No

If so, what for?

_____ Watch Meetings
_____ Watch Videos
_____ Other:_____
_____ Calendar
_____ Documents

4. What service would you like to see on the City website?

_____

5. Have you used the video streaming/on-demand section of the City website? _____Yes _____No

6. Have you watched any of the programming, including Council meetings, offered on the City's Municipal Access channel over the past 2 years? _____Yes _____No

CITY SERVICES AND TAXES

1. How do you rate the value of City services and programs for your tax dollars?

_____ ***(5=Excellent, 4=Good, 3=Average, 2=Fair, 1=Poor)***

2. The City has limited ability to raise revenues other than through property taxes or fees. In light of this fact, would you support a tax rate increase in order to:

- maintain current City services/programs ___Yes ___No
- increase City services/programs ___Yes ___No
- provide fair compensation to employees ___Yes ___No
- Participate in green initiatives (greenhouse gas reduction, solar power, battery powered equipment, etc..) ___Yes ___No

3. In general, should City services be (choose one):

____ Kept at the same level ____ Reduced
____ Increased

4. If the City had to reduce services/programs, which ones would you suggest and why?

_____

_____

_____

Continue to General Comments on the Back...

1. What is your opinion of the condition/usability of pedestrian and bicyclist infrastructure (sidewalks, crosswalks, bike lanes, bus stops, signage, etc.) in Greenbelt?

_____

_____

_____

2. Describe what you like most about the Greenbelt community.

_____

_____

_____

3. Describe what you like least about the Greenbelt community.

_____

_____

_____

4. Are there any improvements to the City or new City programs you would suggest?

_____

_____

_____

5. Other Comments:

_____

_____

_____

_____

FOR HELPING US TO SERVE YOU BETTER!

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Terri Hruby
Submitting Department: Planning
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
*Acceptance of Public Streets – Greenbelt Station South Core Phase 1B

Suggested Action:

The Greenbelt Station South Core development includes a combination of public and private streets. Woodlawn Development Group has completed the construction of the public and private roads in Phase 1B of the development and is asking the City to accept the remaining segment of Stream Bank Lane, North Center Drive and South Center Drive. The construction of these segments of roadway consists of lighting, landscaping, sidewalk, curb and gutter, storm drain and paving. A final inspection of the roadway was completed by the City's inspector and the Director of Public Works and the Director of Planning and Community Development. The final inspection confirmed that the work has been completed per approved plans, with the exception of some street trees that require replacement. The subject trees will be replaced within the next two months during optimum planting season, and will be warranted for 1 year. Staff recommends that the City Council accept the public streets in Phase 1B with the condition that the developer agrees to work with the City Arborist to certify all landscaping is installed per approved plans. The developer is required to post maintenance bonds totaling $52,493 for the public and private roads in Phase 1B.

Attachments:
Phase 1B street exhibit.pdf

GREENBELT STATION SOUTH CORE – PHASE 1B
PUBLIC STREETS

Public Streets to be accepted

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: David Moran
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
*Letter to Maryland-National Park & Planning Commission regarding FY 2021 Budget

Suggested Action:

The Maryland National Park & Planning Commission (M-NCPPC) is holding forums on their FY 2021 Budget. One forum was held September 16 and the other forum is being held on October 7. MNCPPC is accepting written comments until October 21, 2019.

The City receives $234,000 annually from M-NCPPC to help support City Recreation programs. Greenbelt residents pay approximately $2.3 Million in Recreation taxes to M-NCPPC.

Included in Council's packet is a draft letter requesting additional City funding from M-NCPPC. This is one of the City's Legislative Priorities.

Approval of this item will indicate Council's approval of the letter to M-NCPPC.

Attachments:
MNCPPC Planning Board Budget Forum Flyer 2019.pdf

MNCPPC funding letter DRAFT 2019.docx

Prince George's County Planning Board

Budget Forum

The Maryland-National Capital Park and Planning Commission

UPPER MARLBORO, MD—The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission (M-NCPPC) has scheduled two public forums this fall to solicit comments on the Commission's budget for planning, parks, and recreation in Prince George's County for the next fiscal year, which begins July 1, 2020.

Monday
September 16, 2019
7:00–9:00 p.m.

Department of Parks and Recreation Administration Building, Auditorium

6600 Kenilworth Avenue
Riverdale, MD

Monday
October 7, 2019
7:00–9:00 p.m.

Harmony Hall Regional Center, John Addison Concert Hall

10701 Livingston Road
Fort Washington, MD

Register to Speak

Individuals and representatives of community organizations who wish to speak at the public forums may register in advance online at www.pgplanningboard.org, or by calling 301-780-2898.

Written Comments

Written comments will also be accepted until close of business, Monday, October 21, 2019.

Mail: Elizabeth M. Hewlett, Chairman
Prince George's County Planning Board
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

Fax: Chairman Hewlett
301-952-5074

Email: PublicAffairs@ppd.mncppc.org

Special Assistance

M-NCPPC encourages the participation of persons with disabilities in all of its programs and services. For special assistance (i.e. large print materials, assistive listening devices, sign language interpretation, etc.) call the Public Affairs Office at 301-952-4584.

September 23, 2019

Ms. Elizabeth M. Hewlett, Chair
Prince George's County Planning Board
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

Dear Chair Hewlett:

Please accept this letter as the City of Greenbelt's comments and request concerning the Fiscal Year 2021 (FY 2021) budget for the Maryland-National Capital Park and Planning Commission (M-NCPPC).

The City of Greenbelt provides a recreation and parks program at a cost of $6.13 million. This year, funds totaling approximately $234,000 were provided in the M-NCPPC's FY 2020 budget for provision of recreation programs and support of facilities in Greenbelt. While the City is certainly most grateful for this support, I wish to bring to your attention that this funding level has not increased since 2013 during which time, programs have grown, costs have increased and the minimum wage has increased by more than 40%.

The City of Greenbelt is very supportive of M-NCPPC's programs, but believes Greenbelt is also making a significant contribution to recreation and parks in Prince George's County. According to our records, half of the participants in the City's programs and at City facilities such as the Greenbelt Aquatic and Fitness Center are non-City Prince George's County residents.

As a result of the city's commitment to a comprehensive recreation and parks program, M-NCPPC provides only minimal services in the Greenbelt area of the county. You are also aware that the residents pay roughly $2.3 million dollars in recreation taxes to M-NCPPC. In return, we received $234,000 in direct aid from the Commission, just 10% of the taxes paid.

Therefore, Greenbelt requests its funding be increased to be more reflective of the taxes paid by Greenbelt residents. It is recognized such a change cannot occur all at once, so a phase-in of any increase is certainly an option.

The City of Greenbelt appreciates the opportunity to offer these comments. All of our residents benefit from the partnership of M-NCPPC and the City of Greenbelt.

Sincerely,

Emmett V. Jordan
Mayor

cc: City Council
Honorable Angela Alsobrooks, County Executive
Honorable Todd Turner, County Council Chair
Darin Conforti, M-NCPPC, Director of Parks and Recreation (acting)
Hernan Padilla, M-NCPPC, Northern Area Division Chief (acting)

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: David Moran
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
*County Legislation: CB-37-2019 & CR-66-2019

Suggested Action:

Representatives of Capital Office Park referenced this legislation at the Work Session on September 16. CB 37 would eliminate the annual Food Truck Hub license fee of $500 (60 days or less) or $3,500 (more than 60 days). It would also reduce the technical assistance fee from $75 per hour to $35 per hour. CR-66 reduces the Mobil Unit License fee from $640 to $300.

Included in Council's packet is a letter of support. Approval of this item will indicate Council's support of CB-37-2019 and CR 66-2019 and authorization to send the letter.

Attachments:
Food Truck Letter.doc

CB-37-2019.pdf

CR-66-2019.pdf

September 23, 2019

The Honorable Todd Turner, Chair
Prince George's County Council
County Administration Building
Upper Marlboro, Maryland 20772

Dear Council Chair Turner:

At its Regular Meeting on September 23, the Greenbelt City Council voted to support CB-37-2019 and CR-66-2019. CB-37 would eliminate the annual license application fee for Food Truck Hubs and CR-66 would reduce the annual Mobil Unit Facility (food truck) license fee.

The City supports the goals of the Food Truck Hub Oversight Committee to encourage economic development, minimize food deserts in underserved areas of our County, promote innovative entrepreneurship and increase public access to healthy food options.

Thank you for your consideration of the City's position on this legislation.

Sincerely,

Emmett V. Jordan
Mayor

cc: City Council

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2019 Legislative Session

Bill No. CB-37-2019

Chapter No.

Proposed and Presented by Council Members Ivey and Glaros

Introduced by

Co-Sponsors

Date of Introduction

BILL

AN ACT concerning

Food Truck Licensing Fees Reduction

For the purpose of reducing and eliminating certain food truck licensing fees

BY repealing and reenacting with amendments:

SUBTITLE 5. BUSINESSES AND LICENSES.

Section 5-189.02

The Prince George's County Code

(2015 Edition; 2018 Supplement).

BY repealing and reenacting with amendments:

SUBTITLE 11. FIRE SAFETY.

Section 11-163

The Prince George's County Code

(2015 Edition; 2018 Supplement).

SECTION 1. BE IT ENACTED by the County Council of Prince George's County, Maryland, that Section 5-189.02 of the Prince George's County Code be and the same is hereby repealed and reenacted with the following amendments:

SUBTITLE 5. BUSINESSES AND LICENSES.

DIVISION 11. MOBILE UNITS – FOOD TRUCK HUBS.

Sec. 5-189.02. Duration of license; renewal.

(a) The Food Truck Hub License shall be issued on an annual basis with receipt of a completed application [and payment of the license application fee of $500 if operating 60 days or

less per year or $3,500 if operating more than 60 days per year]. The license may be renewed, pending receipt of a new completed application[, license fee,] and verification that no outstanding violations are on file for the Food Truck Hub.

* * * * * * * * *

SECTION 2. BE IT ENACTED by the County Council of Prince George's County, Maryland, that Section 11-163 of the Prince George's County Code be and the same is hereby repealed and reenacted with the following amendments:

SUBTITLE 11. FIRE SAFETY.

DIVISION 2. ADMINISTRATION.

Sec. 11-163. Fire Inspection Fees.

The schedule of fees to be charged by the Fire/EMS Department to cover the administrative costs associated with the inspections required by this Subtitle shall be:

OCCUPANCY	FEE

* * * * * * * * *

(18) **Technical Assistance Fee:**	$75.00 per hour <u>$35.00 per hour (as applicable to Mobile Unit Food Facilities)</u>
(a) Charged for the expertise of any member of the Office of the Fire Marshal or Staff. (Fee calculation per hour or portion thereof, shall include travel, report writing, research, and witnessing tests).	
(b) Fee payment shall be required by certified check, money order or prior arrangement, and shall be collected immediately upon the completion of the inspection regardless of the results.	

SECTION 3. BE IT FURTHER ENACTED that the provisions of this Act are hereby declared to be severable; and, in the event that any section, subsection, paragraph, subparagraph, sentence, clause, phrase, or word of this Act is declared invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the remaining words, phrases, clauses, sentences, subparagraphs, paragraphs, subsections, or sections of this Act, since the same would have been enacted without the incorporation in this Act of any such invalid or unconstitutional word, phrase, clause, sentence, paragraph, subparagraph, subsection, or section.

SECTION 4. BE IT FURTHER ENACTED that this Act shall take effect on forty-five (45) calendar days after it becomes law.

Adopted this _____ day of _____ , 2019.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

BY: _____
Todd M. Turner
Chair

ATTEST:

_____
Donna J. Brown
Acting Clerk of the Council

APPROVED:

DATE: _____ BY: _____
Angela D. Alsobrooks
County Executive

KEY:
Underscoring indicates language added to existing law.
[Brackets] indicate language deleted from existing law.
Asterisks *** indicate intervening existing Code provisions that remain unchanged.

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

2019 Legislative Session

Resolution No. CR-66-2019

Proposed by Council Members Ivey and Glaros

Introduced by Council Member Ivey, Glaros, Harrison, Turner, Streeter, Taveras, Dernoga & Hawkins

Date of Introduction July 23, 2019

RESOLUTION

A RESOLUTION concerning

Reduction of the fee for the Mobile Unit Food Service Facility in the Table of Fees

For the purpose of reducing the fee for the Mobile Unit Food Service Facility found in the Table of Fees.

WHEREAS, the Food Truck Hub Program was created to encourage economic development, increase public access to healthy food options, minimize or eliminate food deserts in underserved areas of the County, and promote innovative entrepreneurship and revitalization in furtherance of the public safety, health and welfare of the citizens and residents of Prince George's County; and

WHEREAS, the County Council of Prince George's County, Maryland, established the Food Truck Hub Oversight Committee to provide continuing oversight and support of the Food Truck Hub Program created by CB-16-2015 and CB-17-2015; and

WHEREAS, the Food Truck Hub Oversight Committee was established to assist with the implementation of legislation and review and make recommendations to ensure the success of Food Truck Hubs in the County; and

WHEREAS, the Food Truck Hub Oversight Committee believes the Food Truck Hub Program is not yet reaching its potential to encourage economic development, increase public access to healthy food options, minimize or eliminate food deserts in underserved areas of the County, and promote innovative entrepreneurship and revitalization in furtherance of the public safety, health and welfare of the citizens and residents of Prince George's County; and

WHEREAS, the Food Truck Hub Oversight Committee believes a permanent reduction of the fee associated with a Mobile Unit License will assist the program in achieving the established

goals mentioned above; and

WHEREAS, this permanent reduction is considered an amendment to the Table of Fees found in Section 2-253.63 of the County Code and therefore must be subject to legislative review and approval by the County Council by resolution, after notice and public hearing, pursuant to Section 2-253.63.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's County, Maryland, that the fee entitled “Food Service Facility – Mobile Unit” for the Food Service Facility-Mobile Unit License found in Attachment A, Table of Fees of Section 2-253.63 shall be reduced from Six Hundred Forty Dollars ($640.00) to Three Hundred Dollars ($300.00) and associated technology charges shall be eliminated.

BE IT FURTHER RESOLVED that this amendment to the Table of Fees found in Section 2-253.63 of the County Code is approved only after notice and public hearing, pursuant to Section 2-253.63.

Adopted this _____ day of _____ , 2019.

COUNTY COUNCIL OF PRINCE
GEORGE'S COUNTY, MARYLAND

BY: _____
Todd M. Turner
Chair

ATTEST:

_____
Donna J. Brown
Acting Clerk of the Council

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: OTHER BUSINESS
Agenda Section:

Subject:
*City/GHI Letter to WSSC

Suggested Action:

Attachments:
WSSC Letter from City and GHI Board 09 11 19.pdf

[City of Greenbelt AND GHI logos]

September 11, 2019

Ms. Carla A. Reid, General Manager and Chief Executive Officer
Washington Suburban Sanitary Commission
14501 Sweitzer Lane
Laurel, Maryland 20707

Ref: Proposal of WSSC for renewal of water supply and sewer pipes at Greenbelt Homes, Inc.

Dear Ms. Reid,

The Greenbelt City Council and the Greenbelt Homes, Inc. (GHI) Board of Directors respectfully request re-establishment of negotiations regarding the 1958 WSSC/GHI/City tripartite agreement and proposed improvements to GHI's water and sewer infrastructure.

GHI appreciates the service WSSC has provided to our housing cooperative over many years and pledges to consider in good faith any proposal from WSSC for renewal of infrastructure where such proposal conforms with the terms of the current tripartite agreement. GHI will promptly review any WSSC proposed design for the replacement of water and sewer pipes serving GHI's 579 masonry homes, approval of which proposal will not be withheld without just cause.

Ms. Reid, your personal participation in these discussions is requested and is essential to achieve a successful resolution. The Council and the GHI Board appreciate your consideration to address this unique, historic community's infrastructure needs and, thereby, to promote its long-term sustainability.

The City and GHI look forward to working cooperatively with WSSC to bring these long-time discussions to closure. Please contact Mr. Eldon Ralph, GHI's General Manager, to discuss next steps and scheduling at your earliest convenience. Mr. Ralph can be reached by phone at 301-474-4161, ext. 1168, or by email to e.ralph@ghi.coop.

Sincerely,

Emmett Jordan, Mayor
City of Greenbelt, MD

Steve Skolnik, President
Greenbelt Homes, Inc.

cc: City Council
GHI Board of Directors
Nicole Ard, City Manager
Eldon Ralph, GHI General Manager

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: MEETINGS
Agenda Section:

Subject:
Meetings

Suggested Action:

Special Meeting: A Closed Session has been requested by Council to obtain legal advice concerning the Proposed MAGLEV and Beltway Widening Projects. It is recommended this meeting be scheduled for Monday, October 7, 2019, at 7:30 pm in the Library of the Municipal Building.

To schedule the Closed Session the following motion is needed: I move that Council schedule a Closed Session on Monday, October 7, 2019, at 7:30 pm in the Library of the Municipal Building. Council will hold this closed meeting in accordance with the General Provisions Articles 3-305(b)(7) of the Annotated Code of the Public General Laws of Maryland to: 1) to consult with counsel to obtain legal advice on a legal matter regarding the Proposed MAGLEV and Beltway Widening Projects.

Attachments:
meetings.pdf

CITY OF GREENBELT, MARYLAND
25 Crescent Road, Greenbelt, MD 20770-1891

9/20/2019 4:27 PM

City Council Meetings & Work Sessions
September – October

Regular Meeting	Mon.	09/23	8:00 pm
Work Session – Forest Preserve Code Changes, Stewardship Guidelines and Health Assessment, (CC)	Wed.	09/25	8:00 pm
No Meeting	Mon.	09/30	
Work Session – TBD, (CC)	Wed.	10/02	8:00 pm
Advisory Board Dinner	Sun.	10/06	5:00 pm
Closed Session – Legal Matters	Mon.	10/07	8:00 pm
No Meeting	Wed.	10/09	
MML Fall Conference	Sun. – Tues.	10/13 – 10/15	
Regular Meeting	Tues.	10/15	8:00 pm
Work Session – TBD, (CC)	Wed.	10/16	8:00 pm
Work Session – TBD, (MB)	Mon.	10/21	8:00 pm
Work Session – TBD, (CC)	Wed.	10/23	8:00 pm
Regular Meeting	Mon.	10/28	8:00 pm
Work Session – City Manager Update, (CC)	Wed.	10/30	8:00 pm

- *Councilmembers will present reports on conferences, meetings and events as the last item of business at Monday Work Sessions.*

This schedule is subject to change. For confirmation, call 301-474-8000. Regular and Special meetings and Work Sessions are open to the public. If special accommodations are required for any disabled person, please call 301-474-8000 or 301-474-3870 no later than 10 a.m. on the meeting day. Deaf individuals are advised to use MD RELAY at 711 or e-mail *banderson@greenbeltmd.gov* to reach the City Clerk. Unless otherwise noted, meetings will be held in the Council Room of the Municipal Building (MB) at 25 Crescent Rd. Meetings marked "CC" will be held in the Community Center at 15 Crescent Rd., "Greenbriar" will be held in the Terrace Room at 7600 Hanover Parkway, "SHL" will be held in the Springhill Lake Recreation Center, Green Ridge House will be held at 22 Ridge Road, "GHI" will be held at 1 Hamilton Place and "Verde" will be held at 8010 Greenbelt Station Parkway.

Bonita Anderson, City Clerk

CITY OF GREENBELT, MARYLAND
25 Crescent Road, Greenbelt, MD 20770-1891

9/20/2019 4:27 PM

Ready to be scheduled:
Prince George's County Council
Chair Todd Turner
Roosevelt Center Owner
WMATA Metro Station/ MARC Train Service/ MDOT
GHI – NCOZ/Arts & Entertainment District
Potential Bond Referendum/Capital Financing
Greenbelt Postmaster
CRAB Report – Police Community Relation
Cemetery Plans
Greenbelt Watershed Groups
Forest Preserve/Community Gardens
WSSC
Department of Veteran Affairs
Ground Floor East Space (GFES) – (*former Adult Daycare Space*)
Small Cell Procedures and Policy Review
~~Memorial Wall Piece~~
Beltway Plaza (stakeholder)
State Highway Administration
Teleconferencing
Jane Realty Apartments
Verizon

For later scheduling:
Zoning Enforcement
Parkway Apartment Owners/GHI (parking)
Northway Fields Master Plan
City Manager Updates (Jan, Pre-budget; July & Sept/Oct)
Meeting with County on Transportation Plan
Hotels
PRAB – Buddy Attick Park Master Plan
University of Maryland (2020)
Department of Permitting, Inspections & Enforcement (DPIE)
Museum Plans

Agenda Item No:

City Council Agenda Item Report

Meeting Date: September 23, 2019
Submitted by: Bonita Anderson
Submitting Department: Administration
Item Type: MEETINGS
Agenda Section:

Subject:
Stakeholders

Suggested Action:

Attachments:
Stakeholder Schedule.pdf

Annual														
Advisory Group Chairs	3/16	2/17	7/18	7/19										
Franklin Park at Greenbelt Station Mgmt.	8/16	11/17	12/18											
Greenbelt East Advisory Coalition	3/16	7/17	3/19											
Greenbelt Homes, Inc.	6/16	7/17	7/18	7/19										
County Executive/ County Council	12/13	9/16	1/19											
Biennial														
Roosevelt Center Merchants	11/16	1/18												
Beltsville Ag. Research Center/	03/14	7/16	8/18											
NPS Greenbelt Park	7/15	1/18												
Beltway Plaza	9/14	3/17												
Greenway Center	7/14	12/16	2/19											
Civic Associations	8/14	2/18												
NASA/GSFC	3/15	3/17	9/19											
PG Co. Economic Development Corp.	8/14	4/17	7/19											
School Board	2/16	5/17	10/18	3/19										
State Highway Administration	6/15	10/17												
Every Three Years														
Apartments	2/18													
Religious/Spiritual Organizations	3/13	6/15	6/19											
Greenbelt Watershed Groups	8/14	10/16												
Hotels														
University of Maryland	3/13	4/15												
Every Three Years or Major Issue														
Comcast	9/13	11/17												
Verizon														
PEPCO	9/14	1/17												
WSSC	12/12	9/16												
WGL														
Capital Office Park	12/12	1/16	9/19											
Other Business Parks:														
Maryland Trade Center														
Golden Triangle														
Hanover Parkway														
Belle Point														
Edmonston Road														
Hanover Parkway														
Roosevelt Center Owner	9/15													

WMATA/PGDPW&T (Semi-Annual)	11/16	9/17	11/18											
Other/As Needed														
M-NCPPC/Planning Board (Major Issue)	6/06	7/14												
Business Coffee (Every Four Months)	10/17	2/18	8/18	11/18	2/19	5/19	8/19							
State's Attorney (4 years)	2/11	4/15	9/19											

(Rev. September 10, 2019)