



CITY COUNCIL WORK SESSION AGENDA

Greenbelt Homes Inc. (stakeholder)

COUNCIL MEETING WILL BE ONLINE ONLY

Due to the COVID-19 precautions, the Council Meeting will be held online and is planned to be cablecast on Verizon 21, Comcast 71 and 996 and streamed to www.greenbeltmd.gov/municipaltv.

Resident participation:

Join Zoom Meeting

**<https://us02web.zoom.us/j/89321926375?pwd=eVprYldxUmN2VkUrUU16ZEJjcTBqUT09>
OR**

Join By phone: (301) 715-8592

Meeting ID: 893 2192 6375

Passcode: 798139

In advance, the hearing impaired is advised to use Video Relay Services (VRS) at 711 to submit your questions/comments or contact the City Clerk at (301) 474-8000 or email banderson@greenbeltmd.gov.

Wednesday, July 21, 2021

8:00 PM

Work Session Packet

Agenda

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

Greenbelt Homes Inc.

GHI Stakeholder questions 2021.pdf

Attachment #1 - Letter from WSSC -2-12-21.pdf

Attachment #2 - 1.7.21 Letter to WMATA.pdf

City Council Work Session Agenda Item Report

Meeting Date: July 21, 2021

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: Work Session Item

Agenda Section: Work Session Packet

Subject:

Greenbelt Homes Inc.

Suggested Action:

Attachments:

[GHI Stakeholder questions 2021.pdf](#)

[Attachment #1 - Letter from WSSC -2-12-21.pdf](#)

[Attachment #2 - 1.7.21 Letter to WMATA.pdf](#)

Proposed Topics for Discussion During the Work Session Between Greenbelt's City Council and GHI's Board of Directors on July 21, 2021

1. Neighborhood Conservation Overlay Zone for Greenbelt

A public hearing on the Countywide Map Amendment is scheduled for Monday September 13th at 5:00 pm and September 29th is the close of public testimony. Thursday, October 28th is the date the Planning Board is setting for transmitting its recommendations and analysis to the County Council and Tuesday, November 16, 2021, is the proposed date for consideration (and possible passage) of the CMA.

GHI and the City Council should discuss possible ramifications that may occur if the proposed Neighborhood Conservation Overlay Zone (NCOZ) for Greenbelt is not adopted at the same time as the CMA, and what can be done to advocate for their simultaneous adoption.

2. SCMaglev

On May 21, 2021, GHI submitted written comments to the Maryland Department of Transportation on the Draft Environmental Impact Statement (DEIS) for the SCMaglev project and re-stated our support for the no-build option. What actions are the City of Greenbelt currently undertaking to continue advocating for the no-build option?

The City submitted formal comments on the DEIS on May 24, 2021. City staff along with the City's legal advisor on this project, Jill Grant and Associates, are monitoring the project closely and will advise on legal strategy and advocacy opportunities for the No Build alternative as appropriate. In addition, the City's MAGLEV Opposition Taskforce continues to meet monthly with a focus on keeping pressure on elected officials to support the No Build option.

3. WSSC's Position re: Replacement of Water Supply Pipes for GHI's Masonry Units

The underground water pipes for the masonry Greenbelt buildings were installed during 1935-37. In a 1958 agreement signed by the Washington Sanitary Suburban Commission (WSSC), the City of Greenbelt, and Greenbelt Homes, Inc. (GHI), WSSC took ownership of the water piping up to the meter boxes located at the housing units. The meter boxes are approximately 5 feet away from the front walls of the buildings.

In 2008, the WSSC first informed GHI that it planned to replace the water supply pipes. During further discussions, WSSC disclosed that it intended to install new meters some distance away from the buildings and transfer responsibility for the future maintenance and repair of the pipes between the meters and the building to GHI. In 2011, WSSC decided to terminate the project because GHI was unwilling to assume ownership and maintenance of the additional pipes.

In May 2018, WSSC informed GHI that it proposed installing the water meters at the perimeters of service side yards that are adjacent to sidewalks. WSSC would continue to be responsible for the maintenance and repair of the additional on-property pipe for 30 years from the date of project completion. In response, GHI requested WSSC to adhere to the terms of the 1958 agreement and not transfer costs of maintenance and repair of additional pipes to GHI.

Attachment # 1 is a letter from WSSC's General Manager Carla Reid to the Mayor of Greenbelt and GHI's Board President re: WSSC's position on the replacement of water supply pipes for GHI's masonry units. GHI's Board and the City Council should discuss the next steps.

4. Proposed Widening of 495 Beltway /BW Parkway

The proposed widening of the 495 Beltway from the Prince George's-Montgomery border south to MD 5 has been put off into the indefinite future.

Governor Hogan has proposed building new express toll lanes on MD 295, beginning with the transfer of MD 295 from the U.S. Department of the Interior to the Maryland Transportation Authority. GHI's Board of Directors has previously voted to take the position of not supporting any widening of the Baltimore Washington Parkway in a way that would impact the lands owned by GHI. GHI will continue to monitor this proposed project and work with the City Council, County Council, State and Federal representatives, to ensure that our position is acknowledged.

5. Public Transit: Washington Metropolitan Area Transit Authority's Service Reductions; PG County Bus Service Routes 11 &15X

Attachment #2 is a letter dated January 7, 2021, that GHI sent to the Washington Metropolitan Area Transit Authority (WMATA) expressing our opposition to service reductions and cuts that may be proposed in either WMATA's 2022 or 2023 Operating and Capital Budgets. GHI has not received a response. On October 12, 2020, the City Council directed City staff to send a letter in opposition to the proposed Metrobus and Metrorail service changes? Did the City Council receive a response?

Has the Prince George's County Department of Public Works & Transportation provided the City Council/Staff an indication regarding when service will be restored on TheBus 11 & 15x routes.

In April DPW&T staff estimated that service to TheBus 11 & 15x would be restored in late summer/fall. Planning staff has requested an update from DPW&T and will share the response when received.

6. Drainage Problem Affecting Courts at 33 Ridge Rd & 56 Crescent Rd and 1 Court Gardenway

When it rains moderately hard or very hard, water flows down the walkways adjacent to units such as 56 C-H Crescent Rd, 33E-V Ridge Rd, and 1C-K Gardenway, into members' yards and also down the walkway beneath the tunnel that leads to the Sunoco gas station on Crescent Rd. In such situations, residents must either wear boots or waterproof shoes, or stay home. Some of the contributing factors are water run-off from City streets, GHI parking lots and the City park that is between 33 Ct Ridge Rd and 56 Crescent Rd.

In 2015, GHI sought a grant from both the National Fish and Wildlife Foundation and the Chesapeake Bay Trust to address the drainage problems, but the applications were unsuccessful.

During the GHI/City Council work session in 2019, GHI proposed that the City of Greenbelt and GHI work together to design and implement a drainage solution to remediate the problem, preferably with the project financed wholly or partially by grant funds. GHI's Board of Directors proposes that City and GHI staff should begin discussions on implementing a solution to this drainage problem.

7. Request to Install Light Fixtures in the Park Between 11 and 13 Courts of Ridge Rd

On June 6, 2020, GHI submitted a member survey to the City Manager that recommended placements of light fixtures in the City park between 11 and 13 Courts of Ridge Rd. What plans does the City of Greenbelt have to install the light fixtures?

8. Playground Improvement Projects

GHI and the City of Greenbelt are parties to an agreement whereby the City maintains seven GHI-owned playgrounds and GHI pays 25% of the costs for playground improvements that the City undertakes. GHI's playgrounds are at the following locations:

- a) Behind 2 Laurel Hill Rd
- b) 2 Research Rd
- c) Between 36 & 38 Ridge Rd
- d) Between 4 and 6 Plateau Place
- e) 44 Ridge Rd
- f) 7 Southway near McDonald Field
- g) 8 Southway

Last March, City staff was informed that GHI's Board of Directors had passed a motion to allow the City of Greenbelt to renovate the playground at 2 Research Rd. in accordance with a playground design the City presented. What is the status of the renovation? Does the City have plans to renovate any other GHI-owned playgrounds in the near future?

9. Aging tree population and future plans for tree planting.

GHI's Board of Directors and the City Council should discuss how the two organizations could coordinate plans to ensure a sustainable tree canopy within GHI and City woodland parcels.

10. Request that the City Council Consider Instituting a Comment Period Prior to Passing Legislation that Affects Community Associations.

GHI suggests that the City Council consider instituting a reasonable comment period whereby community associations can become aware and make comments on any proposed legislation that affects them, prior to the City Council enacting such legislation.



COMMISSIONERS
Howard A. Denis, Chair
Keith E. Bell, Vice Chair
Fausto R. Bayonet
T. Eloise Foster
Chris Lawson
Sandra L. Thompson

GENERAL MANAGER
Carla A. Reid

VIA EMAIL

February 12, 2021

The Honorable Colin A. Byrd
25 Crescent Road
Greenbelt, MD 20770-1886

Steve Skolnik, President
Greenbelt Homes, Inc.
1 Hamilton Place
Greenbelt, MD 20770-1886

Dear Mayor Byrd and Mr. Skolnik:

Thank you for your November 3, 2020, letter regarding WSSC Water's proposed system upgrade in the Greenbelt Homes, Inc. (GHI) Community. WSSC Water remains committed to working collaboratively with GHI to operate and maintain the water and sewer mains in the community.

In your recent letter, you indicated that GHI opposes our offer to continue the operation and maintenance of all portions of on-property water house connection pipes for a period of 30 years from the date we complete the replacement and rehabilitation of the infrastructure in the GHI community. We felt this offer provided you time to raise necessary funds to assume ownership of the private property pipes. Given your opposition to our offer, needs in other parts of our system, and current funding/resources constraints, WSSC Water will continue to operate and maintain the GHI water system based on the 1958 tripartite agreement but will not proceed with the upgrade project.

While we regret that we have been unable to arrive at a mutually agreeable solution with GHI, we will honor the existing agreement to operate and maintain the community's water and sewer systems. Should you have any questions, please contact our Chief Engineer Michael Harmer P.E., at (301) 206-8655 or Mike.Harmer@wsscwater.com

Sincerely,

Carla Reid
General Manager/CEO

cc: Mike Harmer P.E., Chief Engineer, WSSC Water



GREENBELT HOMES, INC.

HAMILTON PLACE, GREENBELT, MARYLAND 20770

Area Code (301) 474-4161 Fax (301) 474-4006



January 12, 2021

Mr. Paul C. Smedberg, Chair
Washington Metropolitan Area Transit Authority
600 5th Street, N.W.
Washington, DC 20001

Re: Proposed FY 22 WMATA Metro Service and Budget Changes

Dear Mr. Smedberg:

On behalf of the Board of Directors of Greenbelt Homes, Inc. (GHI) and the membership of Greenbelt Homes, Inc., I am writing to express our opposition to service reductions and cuts that may be proposed in either WMATA's FY 2022 Operating and Capital Budget or FY 2023 Operating and Capital Budget. It is our understanding that public comment on the FY 2022 Budget will open in February 2021.

GHI wishes to express our opposition at this time because several of the service reductions and cuts initially proposed in the FY 2022 Budget would be detrimental to GHI and its membership. The specific reductions and cuts that would affect GHI include increased service intervals, reduced hours of service, weekend closures for Metrorail, and elimination of the G-12 Metrobus and B-30 routes. Continued Metrorail and Metrobus service is crucial to the viability and livability of our community. The Greenbelt Metro station is our non-car connection to the rest of the region. The combined G12/G14 routes that we currently have are our non-car connection to the Greenbelt Metro station and the B-30 route is our connection to BWI Airport. Drastic cuts, such as those proposed by WMATA, especially weekend closures, will affect businesses and employment in the region.

We ask that our WMATA bus service continue, or, in the alternative, that WMATA, the City of Greenbelt, GHI, and other stakeholders work to adjust the G-14 Metrobus to provide some coverage of areas currently served by the G-12. We wish the G-14 adjustments especially allow access to Doctors Community Hospital from Old Greenbelt and bus service connecting the majority of GHI with the Greenbelt Metro station. The G-14 route could be modified to accommodate the existing G-12 riders without dramatically increasing the length of the G-14 route or its runtime. Some modifications would mitigate many, but not all, of the adverse effects of cutting the G-12 on our community.

GHI is a cooperatively-owned and member-occupied housing community of 1,600 homes in Greenbelt, Maryland. Our community comprises a diverse group of federal and state civil service

workers, government contractors, and members of the military; university professors, students and staff; hospital, restaurant, and retail workers; retirees; families with school-aged children; teachers and librarians; and persons with disabilities. In addition, GHI, through a wholly-owned subsidiary, Greenbelt Development Corporation, owns the Parkway Apartment buildings. Many of the GHI and Parkway residents are attracted to this community because of its walkability and access to regional transit, including the G-14, G-12, and B-30 Metrobuses and the Greenbelt Metrorail station.

Elimination of the G-12 would have the greatest adverse impact on our community for several reasons:

- **Curtailing access to health care.** The G12 is the only public transit access from Central Greenbelt to Doctors Community Hospital, which is located on Good Luck Road in Lanham, Maryland. WMATA's proposed budget document describes "essential travel" to include "access to jobs in health care at hospitals." Removing access to a major regional hospital and health care center such as Doctor's Hospital is contrary to WMATA's stated aims and will adversely affect the ability of residents of Greenbelt and GHI to access medical care.
- **Curtailing ability of seniors and persons with disability to participate in MetroAccess services.** There are no other WMATA bus routes within walking distance for most of the GHI community. Under WMATA's initial proposed plan, only a small number of GHI homes (near Ridge and Southway) will have access to public transit via the G-14 route. Other areas of GHI will be up to a mile from the nearest WMATA bus stop. Even if Prince George's Country were to restore weekday service on TheBus 11 route, something the County has not indicated that it will do, this service restoration will not help riders that depend upon MetroAccess services because these services are provided by two different agencies. As WMATA's current policy is for MetroAccess to only serve passengers who are located within 3/4 of a mile of a WMATA bus stop, this will move much of GHI outside the MetroAccess service area. The loss of MetroAccess could force seniors and persons with disabilities to move out of GHI. The City of Greenbelt provides a Greenbelt Connection call-a-bus service, but the Greenbelt Connection does not substitute for MetroAccess service. The call-a-bus service only provides limited service within the City of Greenbelt and will not help residents access services and employment outside of the city limits.
- **Encouraging the use of transit, rather than car travel, is key to the region's economic future and environmental sustainability.** Access to public transit has been an economic driver in the Greenbelt region, and a selling point for GHI and the GDC apartment complex. Loss of bus service could reduce workforce and customer access to local businesses, retail establishments, airports, and government agencies and facilities throughout the region. Loss of bus service would also have adverse effects on the regional economy outside of the City of Greenbelt limits. Moreover, public transit is essential for a community to be green. Although the short-term effect of the pandemic

and stay-at-home orders was to depress transit usage, in the longer term, transit access is essential to reduce the number of cars on the roads and the need to widen roads. Our community has taken measures to model green and environmentally friendly practices, but we need access to environmentally friendly transportation options to remain sustainable. Investment in public transit and reducing reliance on automobiles, where practical, will allow regional transportation planners more economical and environmentally friendly transportation options than widening the Beltway and Parkway.

Thank you for your time and consideration of our comments. We hope that WMATA will take into account our opposition to its initial FY 2022 Budget because of the adverse impact of these service reductions and eliminations on communities, such as Greenbelt Homes, Inc.

A handwritten signature in cursive script that reads "Stefan Brodd".

Stefan Brodd,
President
Greenbelt Homes, Inc.