



CITY COUNCIL AGENDA

**Municipal Building
25 Crescent Road
Monday, February 11, 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:

Random Acts of Kindness Proclamation:

Suggested Action: This year the City of Greenbelt will issue a proclamation to recognize a day of Random Acts of Kindness, to be celebrated by the City on Sunday, February 17, 2019. Robert Goldberg Strasser of Random Unselfish Acts of Kindness (RUAK), will accept the proclamation and give an overview of this year's plans.

[Random Acts of Kindness proc.pdf](#)

- 6a. Black History Month Proclamation

Suggested Action: During this month, Greenbelt will celebrate Black History. Dr. Lois Rosado of the Greenbelt Racial Equity Alliance (GREAA), will be present to receive the proclamation.

[Black_History_Month_2019.pdf](#)

- 6b. Greenbelt Police Explorer Post 1937 Presentation

Suggested Action:

Tonight PFC Konetta Brown and MPO Irelisse Fernandez, in their capacity as Explorer Post Lead Advisors, are here to present to Council and the public, members of Greenbelt Police Department Explorer Post 1937. The Explorer Post was formed and chartered in 2017. These young Explorer Post members, between the ages of 14 and 20, receive training and guidance from Officers and Staff of the Police Department coordinated by PFC Brown and MPO Fernandez plus other certified Post Advisors.

Post members have participated in a number of community events since the Post's formation to include assisting with National Night Out, staffing the Police booth and working traffic control posts during the annual Labor Day Festival and Parade. It is through this wonderful collaboration that Post Members learn vital law enforcement skills, interact with members of the public and serve the citizens of Greenbelt alongside the Officers of our great Police Department.

7. Petitions and Requests
(Petitions received at the meeting will not be acted upon by the City Council at this meeting unless Council waives its Standing Rules.)

8. Minutes of Council Meetings
Suggested Action:
Reference:

Work Session, November 14, 2018
Legislative Dinner, December 12, 2018
Special Meeting, January 2, 2019

[WS181114.pdf](#)

[LD181217.pdf](#)

[SM190102.pdf](#)

9. Administrative Reports

- *10. Committee Reports

Ethics Commission #2019-01 (Expansion of the Commission)

Suggested Action: It is recommended Council accept this report and consider it at a future meeting.

[Ethics Commission Report 2019-01.pdf](#)

- *10a. Advisory Planning Board Report #2019-01 (Beltway Plaza Conceptual Site Plan Recommendation)

Suggested Action: It is recommended that Council accept this report and consider it on this agenda.

[Advisory Planning Board Report #2019-01.pdf](#)

- *10b. Park and Recreation Advisory Board Report dated 01/28/19 (Beltway Plaza Redevelopment Plan Review)

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

[PRAB Report 19-1 Beltway Plaza 1-28-19.pdf](#)

- *10c. Greenbelt Advisory Committee on Environmental Sustainability/Greenbelt Green Team Report dated 11/13/18 (Proposed Beltway Plaza Redevelopment)
Suggested Action: It is recommended that Council accept this report.
[Green ACES Recommendations for Beltway Plaza Redevelopment.pdf](#)
- *10d. Public Safety Advisory Committee Report dated 12/05/18 (Indian Creek Trail Letter of Recommendations)
Suggested Action: It is recommended that Council accept this report.
[Trail Recommendations.pdf](#)

III. LEGISLATION

- 11. A RESOLUTION TO NEGOTIATE THE PURCHASE OF ANNUAL LAWN MOWING AND LANDSCAPE SERVICES FROM P2 MAINTENANCE SERVICES. OF LAUREL, MARYLAND AT A COST OF \$46,990

Suggested Action: 2nd Reading & Adoption

Reference:

Resolution
Lawn Mowing and Landscaping Award Memo 2019-01
Mowing and Lanscaping 2018 RFP2
Sign Sheet 2019 RFP land Lawn
2019-01 Lawn&Landscape RFP tabulation

On January 18, 2019, at 1:00 pm. City staff opened the Request for Proposals (RFP) for this project. Seven proposals were received ranging from a low base proposal of \$46,990 to a high base proposal of \$211,900.00. The RFP document was advertised in the City web site as well as on EMarketplace.

In the RFP document, staff specified lawn mowing and landscaping services for various areas around the City. The RFP includes labor and material to maintain the areas in the RFP for which natural landscaping based standards and specifications are referenced. The proposal clarifies the scope of work for each task that the contractor is required to perform, thus eliminating some of the performance issues that have existed in the past.

The RFP mandated attendance at the pre-proposal meeting. All seven contractors who submitted proposals were at the pre-proposal meeting. The pre-proposal meeting provided an opportunity to review site conditions, examine the scope of work and to answer questions. I have attached a copy of the RFP dated December 5, 2018, the proposal tabulation sheet and the sign in sheet for the pre-proposal meeting.

Staff carefully reviewed the three lowest proposals: P2 Maintenance (\$46,990.00), Brow's Landscaping (\$58,500.00) and Notable Landscaping LLC (\$59,757.03). All three companies' references checked out fine. All three companies' references described them as capable and dependable contractors, capable of doing the work described in the RFP.

On January 19, 2019 staff interviewed P2Maintenance Service, Brow's Landscaping, and Notable Landscaping LLC. All three contractors were asked the same questions. The

contractors were given the same opportunity to re-evaluate their proposals, make a pitch on why their company should be chosen. All three companies interviewed well and met the requirements of the RFP.

Staff recommends that Council award the RFP for the lawn mowing and landscaping services to P2 Maintenance Services.

Mr. Byrd introduced this Resolution on January 28. It is recommended the resolution be introduced for second reading and adoption tonight.

[Resolution.pdf](#)

[Lawn_Mowing_and_Landscaping_Award_Memo_2019-01.pdf](#)

[Mowing and Lanscaping2018RFP2.pdf](#)

[SignSheet2019RFPlandLawn.pdf](#)

[2019-01Lawn_LandscapeRFPtabulation.pdf](#)

12. A Resolution to Authorize the Negotiated Purchase of Professional Services To Undertake a Feasibility Study And To Create Concept Engineered Design Plans (Up To 30%) For Bikeway Facilities On Hanover Parkway From Sabra & Associates At A Cost Of \$59,685.
Suggested Action: 1st Reading

Reference:

Resolution

Memorandum, M. Porter, 2/6/2019

Request for Proposals,

Sabra & Associates Proposal

In May 2017, City Council directed Staff to proceed with an application for the Bikeways Grant Program in order to undertake a comprehensive bicycle feasibility study for the Hanover Parkway corridor. The feasibility study will evaluate whether on-road and/or off-road bicycle facilities will best serve project goals. The Study also involves the development of concept design plans for the area between the Spellman Overpass and just south of Greenbrook Drive. This priority area is a missing trail link, as identified in MDOT's statewide trail network vision document, "Maryland Trails: A Greener Way to Go". In November 2017, the City was awarded \$50,000 through the Bikeways program administered by the Maryland Department of Transportation to complete this project. The match for this grant is \$15,000 in matching funds and \$5,000 of in-kind contribution.

In October 2018, Staff drafted a Request for Proposals (RFP) to secure services to undertake the feasibility study and the creation of 30% conceptual design plans. The City received nine (9) proposals and staff has carefully reviewed all proposals and believe Sabra & Associates represents the best value. Included in Council's packet is a memorandum from Molly Porter, Community Planner, detailing the RFP and review process. Staff recommends City Council award the RFP for the Hanover Parkway Feasibility Study and Concept Engineered Design Plans Project to Sabra & Associates.

It is recommended this resolution be introduced for first reading.

[Resolution.pdf](#)

[Memorandum, M. Porter, 2-6-2019.pdf](#)

[Request for Proposals.pdf](#)

[Sabra & Associates Proposal.pdf](#)

IV. OTHER BUSINESS

13. Beltway Plaza Redevelopment Proposal Conceptual Site Plan

Suggested Action:

Reference:

Conceptual Site Plan-18010

Memorandum and Recommended Conditions, M. Porter, Revised 2/7/2019

Advisory Planning Board Report #2019-01

GreenACES Recommendations for Beltway Plaza Redevelopment

PRAB Report 19-1

The subject Conceptual Site Plan (CSP) for the redevelopment of Beltway Plaza was referred to the City on December 10, 2018. The CSP proposes a mixed-use five (5) phase development that includes an approximate total of 175-250 townhouses, 875-2,250 multifamily units, and 435,000-700,000 square feet of commercial space. This proposal has been presented at two (2) City Council work sessions, two (2) Advisory Planning Board Meetings, a GreenACES meeting, and a Parks and Recreation Advisory Board meeting.

Staff supports a phased mixed-use redevelopment of the Beltway Plaza property, but continues to have concerns about the proposed CSP. These concerns include the number and type of housing units, the lack of formal open space and recreation facilities, the impact on school and transportation capacity, and the proposed phasing plan. In weighing the pros and cons of the redevelopment of Beltway Plaza, staff believes if these concerns are adequately addressed, then the redevelopment of Beltway Plaza will have long-term positive implications for the City. Staff has proposed conditions of approval that address these very important issues. Staff continues to work with the applicant to reach agreement on the conditions for support, and to address comments provided by City Council at the February 4, 2019 work session. A Prince George's County Planning Board hearing is scheduled for March 14, 2019 and City comments are due to Maryland-National Capital Park and Planning Commission on February 20, 2019.

Staff recommends support of the subject conceptual site plan with conditions as outlined in the staff memorandum and as amended this evening. Since there is no guarantee that the County Planning Board will include all of the City's conditions of Approval in their action, it is further recommended that the Applicant be asked to submit a letter of acceptance indicating their agreement with the City's conditions of approval.

[CIVP-CSP-18010.pdf](#)

[Memorandum and Recommended Conditions, M. Porter, Revised 2_7_2019.pdf](#)

[Advisory_Planning_Board_Report__2019-01.pdf](#)

[Green_ACES_Recommendations_for_Beltway_Plaza_redevelopment.pdf](#)

[PRAB_Report_19-1_Beltway_Plaza_1-28-19.pdf](#)

14. State Legislation

Suggested Action:

Reference:

HB 102/SB 442

HB 109/SB 285
Sierra Club Fact Sheet
HB 251/SB 279
HB 209
SB 387/HB 669
Chesapeake Climate Action Network Fact Sheet
SB 516/HB 1158
Chesapeake Climate Action Network Fact Sheet
SB 316

HB 102/SB 442 – Toll Roads, Highways & Bridges - County Consent Required

This legislation would prohibit the State from constructing toll roads or bridges without the consent of a majority of affected counties. The Maryland Municipal League Legislative Committee voted to support this bill with an amendment requesting the addition of consent by affected municipalities. Delegate Gaines is a co-sponsor.

It is recommended Council support HB 102/SB 442.

HB 109/SB 285 – Expanded Polystyrene Food Service Products

This legislation would prohibit the sale or use of certain Polystyrene Food Service products on/after January 1, 2020. Greenbelt Climate Action Network (GCAN) has requested the City support this legislation.

It is recommended Council support HB 109/SB 285.

HB 251/SB 279 – Grants for Aging in Place Programs

This legislation would provide matching grants to non-profit organizations for aging in place programs.

It is recommended Council support HB 251/SB 279.

HB 209 – Privately Owned Transportation Projects - Authorization to use State Rights-of-Way

This bill would require that any privately owned transportation project with tunnels prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). Delegate Healy is the primary sponsor and Delegates Gaines and Washington are co-sponsors.

It is recommended Council support HB 209.

SB 387/HB 669 – Pipeline and Water Protection Act of 2019

The Greenbelt Climate Action Network (GCAN) has requested Council support this legislation. It requires that anyone seeking to construct a natural gas pipeline receive certain water quality

certifications from Maryland Department of the Environment (MDE). Delegate Washington is a co-sponsor of HB 669.

Council direction is sought.

SB 516/HB 1158 - Clean Energy Jobs Act

The Greenbelt Climate Action Network (GCAN) has requested Council support this legislation. This bill would increase Maryland's Renewable Portfolio Standard (RPS) to 50% by 2030. The RPS is percentage of Maryland's electricity supply generated from renewable sources. Maryland's current RPS is 25% by 2020.

The City supported similar legislation in 2018. Senator Pinsky is a co-sponsor of SB 516 and Delegates Gaines, Healey and Washington are co-sponsors of HB 1158.

It is recommended Council support SB 516/HB 1158.

SB 316 – Plug-In Electric Vehicles - Reserved Spaces

This bill would prohibit a person from parking a non-electric vehicle in a designated vehicle charging space.

It is recommended Council support SB 316.

[HB 102.pdf](#)

[HB 109.pdf](#)

[Foam Fact Sheet Final edited for pdf 1-29-19.pdf](#)

[HB 251.pdf](#)

[HB 209.pdf](#)

[SB 387.pdf](#)

[PAWPA-FACTSHEET-JANUARY-2019.pdf](#)

[SB 516.pdf](#)

[MCEJA-factsheet-2018-no-ref.pdf](#)

[SB 316.pdf](#)

15. Bike Task Force

Suggested Action: Mayor Jordan requested that this item be included on the agenda this evening.

16. Small Cell Notice Policy

Suggested Action: Mr. Byrd requested that this item be included on the agenda this evening.

[Bill Manico's suggested notice provisions and associated comments.pdf](#)

17. Council Activities

Suggested Action: Council will report on activities and events recently attended (if time allows).

18. Council Reports

V. MEETINGS

V. Meetings

Suggested Action:

Reference:

Meetings
Stakeholder

[meetings.pdf](#)

[Stakeholder Schedule.pdf](#)

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: David Moran

Submitting Department: Administration

Item Type: Presentations

Agenda Section:

Subject:

Presentations:

Random Acts of Kindness Proclamation:

Suggested Action:

This year the City of Greenbelt will issue a proclamation to recognize a day of Random Acts of Kindness, to be celebrated by the City on Sunday, February 17, 2019. Robert Goldberg Strasser of Random Unselfish Acts of Kindness (RUAK), will accept the proclamation and give an overview of this year's plans.

Attachments:

[Random Acts of Kindness proc.pdf](#)

PROCLAMATION

WHEREAS, the City of Greenbelt recognizes the value of simple acts of kindness performed without prompting or reason and how these acts can positively impact the performer, the recipient and onlooker of the good deed; and

WHEREAS, people of any age can participate in “Random Acts of Kindness” any time, any place and for the unselfish purpose of spreading goodwill; and

WHEREAS, by providing “Random Acts of Kindness” and reaching out to one another, regardless of social or economic status, education, gender, origin, religious belief, age, lifestyle or abilities, we extend an opportunity for grace, dignity and acceptance that might not otherwise be offered; and

NOW THEREFORE, BE IT RESOLVED I, Emmett V. Jordan, by the authority vested in me by the citizens and City Council of Greenbelt do hereby proclaim February 17, 2019, as

RANDOM ACTS OF KINDNESS DAY

in the City of Greenbelt and ask our residents of our community to join with me to recognize and perform random acts of kindness.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 28th day of January 2019.

EMMETT V. JORDAN
Mayor

ATTEST:

Bonita Anderson, City Clerk



City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: COMMUNICATIONS

Agenda Section:

Subject:

Black History Month Proclamation

Suggested Action:

During this month, Greenbelt will celebrate Black History. Dr. Lois Rosado of the Greenbelt Racial Equity Alliance (GREAA), will be present to receive the proclamation.

Attachments:

[Black_History_Month_2019.pdf](#)

PROCLAMATION

WHEREAS, *Black History Month is observed in February of each year; and*

WHEREAS, *During Black History Month, we celebrate the many achievements of African Americans in the Arts, Civil Rights, Education, Entertainment, Government, History, Law, Literature, Medicine, Military, Music, Politics, Science, Sports, and other endeavors; and*

WHEREAS, *In 1915, Dr. Carter Godwin Woodson, noted Black scholar and son of former slaves, founded the Association for the Study of Negro Life and History, which was later renamed the Association for the Study of African American Life and History (ASALH); and*

WHEREAS, *Dr. Woodson initiated Black History Week, February 12, 1926; and for many years, the second week of February, chosen so as to coincide with the birthdays of Frederick Douglas and Abraham Lincoln, was celebrated by African Americans in the United States, and*

WHEREAS, *in 1976, as part of the nation's bicentennial, Black History Week was expanded and became established as Black History Month, and is now celebrated all over United States of America; and*

WHEREAS, *Black History Month allows us an opportunity to recognize the heroes of African American history including James West, U.S. inventor of more than 250 patents and Professor at John Hopkins University; Marie M. Daly, the first African-American woman to receive a Ph.D. in chemistry in the U.S., who taught and conducted research regarding foods and diet and their effect on the heart and the circulatory system; and Katherine G. Johnson, one of NASA's human computers who performed the complex calculations that enabled humans to successfully achieve space flight; and*

NOW, THEREFORE, I, Emmett V. Jordan, hereby proclaim the month of February 2019 as

BLACK HISTORY MONTH

in the City of Greenbelt and call upon the people to celebrate through participation in the events hosted by the City.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Greenbelt, Maryland, to be affixed this 11th day of February 2019.

EMMETT V. JORDAN
Mayor

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Tom Kemp

Submitting Department: Greenbelt Police

Item Type: Presentations

Agenda Section:

Subject:

Greenbelt Police Explorer Post 1937 Presentation

Suggested Action:

Tonight PFC Konetta Brown and MPO Irelisse Fernandez, in their capacity as Explorer Post Lead Advisors, are here to present to Council and the public, members of Greenbelt Police Department Explorer Post 1937. The Explorer Post was formed and chartered in 2017. These young Explorer Post members, between the ages of 14 and 20, receive training and guidance from Officers and Staff of the Police Department coordinated by PFC Brown and MPO Fernandez plus other certified Post Advisors.

Post members have participated in a number of community events since the Post's formation to include assisting with National Night Out, staffing the Police booth and working traffic control posts during the annual Labor Day Festival and Parade. It is through this wonderful collaboration that Post Members learn vital law enforcement skills, interact with members of the public and serve the citizens of Greenbelt alongside the Officers of our great Police Department.

Attachments:

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Meeting Minutes

Agenda Section:

Subject:

Minutes of Council Meetings

Suggested Action:

Reference:

Work Session, November 14, 2018

Legislative Dinner, December 12, 2018

Special Meeting, January 2, 2019

Attachments:

[WS181114.pdf](#)

[LD181217.pdf](#)

[SM190102.pdf](#)

WORK SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, November 14, 2018, to discuss the Beltway Plaza Redevelopment.

Mayor Jordan started the meeting at 8:03 p.m. The meeting was held in the Community Center, Room 201.

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

Ms. Mach left the meeting at 10:03 pm.

Staff members present were Nicole Ard, City Manager; Terri Hruby, Planning Director; Molly Porter, City Planner; Judith Howerton, City Planner and Bonita Anderson, City Clerk.

Also, present were Alex Villegas and Matthew Leakan of Rodgers Consulting, Inc.; Matthew Tedesco and Marc “Kap” Kapastin, Beltway Plaza; members of the Advisory Planning Board (APB), Greenbelt Advisory Committee on Environmental Sustainability (Green ACES) and the Park and Recreation Advisory Board; Bill Orleans, Kathleen Gallagher, and Greenbelt News Review.

Beltway Plaza Redevelopment

Mayor Jordan reviewed the background history that was provided by the Planning staff. The Planning staff noted in their memo, that they have been engaged with Quantum Companies, since 2005 about the proposed redevelopment of Beltway Plaza. In 2006, a Conceptual Site Plan (CSP) was submitted to Maryland-National Capital Park and Planning Commission (M-NCPPC). At the time, the plan included 700 multifamily dwelling units at the rear of the site and 22,000 square feet of commercial space.

Mr. Tedesco reviewed the framework of the project. He noted that they were trying to work within the framework of the Greenbelt Metro Area and MD 193 Corridor Sector Plan, which was adopted in 2013. Mr. Tedesco also noted that they are seeking feedback on the Conceptual Site Plan from the City officials, boards and committees. The approach is to put together a comprehensive phasing plan.

Mr. Tedesco indicated that the commercial retail marketing is currently declining and that the plan is to come up with a long-term solution. He reported that the redevelopment will consist of mix use development.

Ms. Porter noted that staff believes the redevelopment of Beltway Plaza offers a great opportunity for Greenbelt West and for the City of Greenbelt as a whole. She noted that there are significant concerns about the current proposal that needs to be addressed, to ensure that the goals of the Greenbelt Metro Area and MD 193 Corridor Plan are met and that the redevelopment of Beltway Plaza meets the needs of Greenbelt residents.

Mr. Kapastin presented, to the Council, the status of the existing condition of Beltway Plaza. Currently, approximately 95% of the mall space is leased. The rear parking lot is being utilized by a driving school for driving lessons.

The City of Greenbelt's Advisory Planning Board noted in their recommendations, that the open spaces provided under the proposal are too small and scattered. There is a need for more landscaping throughout the development plan and provision of amenities for pedestrian traffic and interaction.

Mayor Jordan inquired about the percentage of residential that would be owner occupied. The firm responded that they currently didn't have a percentage calculation.

Ms. Mach inquired if the parking structure in the front of the shopping center would remain. The firm stated that the parking structure will stay with some cosmetic revitalization. Ms. Mach stated that she is not in agreement with the parking structure staying in place.

Mr. Roberts noted that the master plan is showing 2,000 additional units and that there aren't enough playing fields in Greenbelt West. He stated that there is too much density at Greenbelt Station. He also noted that with the schools being over crowded, there was not enough thought about where the children would attend school.

Ms. Ard suggested arranging a field trip to Pike and Rose, with the firm, to see an example of what they want to do at Beltway Plaza.

There were informational items discussed.

The meeting ended at 10:16 pm.

Respectfully submitted,

*Bonita Anderson
City Clerk*

WORK SESSION OF THE GREENBELT CITY COUNCIL/LEGISLATIVE DINNER held Monday, December 17, 2018, at Crown Plaza, for the purpose of discussing the City's legislative priorities and other legislative matters.

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.

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

ALSO PRESENT WERE: Senator Paul G. Pinsky; State Delegates Anne Healey and Tawanna Gaines; County Council Chair Member Todd Turner; and Bill Orleans.

The meeting began at 7:40 p.m.

Mayor Jordan welcomed the legislators. He said the purpose of the gathering was for the City to discuss its legislative priorities for 2019.

The following City priority issues were reviewed.

OPPOSE TRANSFER AND POTENTIAL PRIVATIZATION OF THE BALTIMORE WASHINGTON PARKWAY: The legislators expressed their support.

There was discussion on how the project is being funded. Mr. Roberts advised it had to be approved by Congress to transfer ownership from the Federal government to the State of Maryland.

OPPOSE BELTWAY WIDENING:

It was noted that this item was placed on the Department of Public Works and Transportation meeting agenda for Wednesday.

There was discussion on displacement of homes, increased noise levels and traffic congestion. It was noted toll lanes would be added through some type of public-private partnership.

BLOCK THE MAGLEV TRAIN ROUTES THROUGH GREENBELT AND PRINCE GEORGE'S COUNTY: The legislators expressed their support.

There was discussion of how the project was being funded. Delegate Healy stated that study was done 20 years ago and the developers stopped pursuing the project.

GREENBELT ROAD STREETSCAPE IMPROVEMENTS:

Mayor Jordan reported this project is #2 on the County's project planning priority list.

There was a discussion of the recent Urban Land Institute Technical Assistance Panel (ULI-TAP) that studied the Greenbelt Road corridor. It was noted this project included the Town of Berwyn Heights, the City of College Park, and the City of Greenbelt.

GREENBELT METRO STATION IMPROVEMENTS:

It was noted that Prince George's County placed a \$2.75 surcharge on the parking lot and the money hasn't been distributed back into the City.

County Council Chair Turner stated that several other stations have the surcharge added. He indicated that the funds are not for upgrading the station but rather for improving the parking lots.

There was a discussion on the Greenbelt Station walking/bike trail and various requests WMATA is adding to the design plans.

Councilmember Colin Byrd arrived later in the meeting.

The following legislative items were also discussed:

- Increase M-NCPPC Funding for City Recreation Programs*
- Children Living in Greenbelt Station Should Attend Greenbelt Schools*
- Replace and Maintain Sidewalks on State Roads*
- Ban on Plastic Straws*
- Maryland Municipal League, MWCOG, and National League of Cities Priorities*

The meeting ended at 9:06 p.m.

Respectfully submitted,

*Shaniya Lashley-Mullen
Administrative Assistant*

OPEN SESSION OF THE GREENBELT CITY COUNCIL held Wednesday, January 1, 2019, in the Library of the Greenbelt Municipal Building.

Mayor Jordan called the meeting to order at 8:06 PM.

Present were Mayor Emmett Jordan and Councilmembers Judith Davis, Colin Byrd, Leta Mach, Silke Pope, Rodney Roberts and Edward Putens.

Staff members present were Nicole Ard, City Manager; Todd Pounds, City Solicitor and Bonita Anderson, City Clerk.

Information items

Ms. Davis announced that James Drake is still interested in the Advisory Planning Board (APB). Council agreed to appoint him to APB at the January 14th meeting.

Ms. Pope indicated that the ramp by Edmonston Road is in need of repair. She also indicated that the old wire fencing around the forebay by Lake Crest Drive and the trees need to be inspected for replacement.

Mr. Putens indicated that the street markings to divide the lanes at Hanover Parkway and Greenbelt Road are non-existent.

Mayor Jordan noted that the guard rail on Southway needs to be repaired as soon as possible.

Ms. Davis inquired about the incident at the Youth Center that was addressed in the City Manager's report. She also noted that the Council Action Report (CAR) needs to be updated with a Short-term License Ordinance. It was requested by Council to hold a work session to discuss Short-term Licensing.

Mayor Jordan noted that a Work Session needs to be scheduled with School Board Representative Joshua Thomas. He also reviewed the upcoming meetings in January with the Economic Development Coordinator (EDC) and the Budget Update.

Mr. Roberts inquired about the status of legal counsel representation for the City against the proposed Maglev project.

Mr. Byrd suggested that Council hold a Work Session with School Board Representative Thomas and National Parks Service. He also suggested that the Economic Development Coordinator Work Session should be an informal introduction with the new coordinator. Ms. Davis mentioned that the Economic Development Coordinator can provide some information to the Council with general discussion.

Closed Session

Mayor Pro Tem Davis moved that Council enter into Closed Session in accordance with the

General Provisions Article 3-305(b)(1) and (7) of the *General Provisions Article of the Annotated Code of Public General Laws of Maryland* to discuss personnel matters in the Public Works, Police, Recreation and Planning and Community Development Department(s) and to consult with legal counsel regarding litigation pertaining to the following: Long, VKM, To God be the Glory/Booker/Ager/Wells/Proctor Bankruptcy, Carson Bankruptcy, Booker Bankruptcy and pending litigation obtaining special legal counsel for the Maglev proposed project.

Mayor Pro Tem Davis announced that Council would not return to open session at the conclusion of the closed session.

The motion was seconded by Ms. Mach.

ROLL CALL:	Ms. Davis	-	Yes
	Mr. Byrd	-	Yes
	Ms. Mach	-	Yes
	Ms. Pope	-	Yes
	Mr. Putens	-	Yes
	Mr. Roberts	-	Yes
	Mayor Jordan	-	Yes

Council entered into closed session at 8:44 pm.

Respectfully submitted,

Bonita Anderson
City Clerk

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Board and Committee Reports

Agenda Section:

Subject:

Committee Reports

Ethics Commission #2019-01 (Expansion of the Commission)

Suggested Action:

It is recommended Council accept this report and consider it at a future meeting.

Attachments:

[Ethics Commission Report 2019-01.pdf](#)

Mayor Jordan and Members of Greenbelt City Council:

On behalf of the Ethics Commission, I hereby request that the Council act to increase the number of Commission members from the current three to five. The reason for this request has nothing to do with work load, which has been light, but with the need to ensure a number of commissioners adequate to hear any case that may be brought before the Commission. With only three members, if any member happens to be unavailable due to sickness, absence from home, or on recusal from a particular case, the issue may have to be heard and decided by only two persons. Expansion of the size of the Commission would alleviate this potential problem. Thank you.

Sincerely,

Robert C. Zugby, Chair, Greenbelt Ethics Commission

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Molly Porter

Submitting Department: Planning

Item Type: Board and Committee Reports

Agenda Section:

Subject:

Advisory Planning Board Report #2019-01 (Beltway Plaza Conceptual Site Plan Recommendation)

Suggested Action:

It is recommended that Council accept this report and consider it on this agenda.

Attachments:

[Advisory Planning Board Report #2019-01.pdf](#)

**ADVISORY PLANNING BOARD
REPORT TO COUNCIL**

**REPORT NO. 2019-01
Date: 1/30/2019**

**SUBJECT: Beltway Plaza
CSP-18010**

BACKGROUND: Quantum Companies submitted a Conceptual Site Plan (CSP) to the Maryland-National Capital Park and Planning Commission, to redevelop and repurpose the Beltway Plaza Property (BPP) site from a retail shopping center to a mixed-use development. The CSP indicates a range of 175-250 townhomes and 875-2,250 multifamily dwelling units and 435,000 - 700,000 square feet of commercial space. The proposed phased redevelopment calls for a neighborhood shopping center and other destination commercial/retail and residential uses situated between the anchor tenants. The residential district on the north side of the property would include townhomes, multifamily housing, and senior housing. The pad sites facing Greenbelt Road are included in Phase 5 and a smaller mixed-use development is proposed at the northeast corner of the intersection of Greenbelt Road and Cherrywood Lane.

The Advisory Planning Board (APB) met with representatives from Beltway Plaza on August 15, 2018 and January 2, 2019. Based on these meetings and the CSP submittal documents, APB reviewed the conceptual site plan proposed by Beltway Plaza for a phased mixed-use redevelopment.

ANALYSIS: The City of Greenbelt's Advisory Planning Board recognizes the opportunity presented by The Quantum Companies' desire to redevelop BPP which is bound by Greenbelt Road, Cherrywood Lane, and Breezewood Drive. We see that this project can be a great addition to the makeup of the City of Greenbelt and add to the range of its current housing choices, which emphasize design quality, the provision of recreational amenities, greenery and walkability.

The Greenbelt West landscape east of Cherrywood Lane consists largely of three properties; Beltway Plaza, Franklin Park at Greenbelt Station Apartments, and public property consisting of schools and recreation space. Commercial and professional office space is found along Edmonston Road between Greenbelt Road and Springhill Drive.

The redevelopment of BPP represents the opportunity for the City to actively participate in crafting a neighborhood which establishes a desirable destination for living, working, shopping and recreation. A neighborhood that is accessible, sustainable and incorporates the best and leading practices in urban/suburban development, in housing, in the provision of open space, and in all modes of transportation including pedestrian. By doing so the BPP will not only reflect our expectations for a "Greenbelt development" but will become an exemplar of sustainable, accessible communities in the 21st century.

While APB recognizes the opportunity presented by the desire for redevelopment, the Board has raised several issues regarding this proposal. APB has discussed with Quantum Companies that any proposed housing stock not merely reflect what is currently available in the City. The Board shared examples of creative, sustainable, and accessible housing options with the representatives from Beltway Plaza.

APB expressed interest in the examples of townhomes that were presented on January 2nd that respect the architectural style that is prevalent in Historic Greenbelt. Concerns remain, however, about the total number of housing units and the townhomes proposed in part because of the existing number of townhomes in Greenbelt West. Concern also remains about how the residential units proposed in the first phase will be integrated into the existing mall structure. The Board has raised the necessity of including affordable and senior housing components in the first phase of the redevelopment and has shared with representatives from Beltway Plaza organizations that can provide for such housing.

The Board has conveyed on multiple occasions that the open spaces provided under the proposal are too small and scattered to be truly functional. The Board has noted the additional strain this redevelopment will place on recreation facilities in Greenbelt West. Recreation facilities/amenities do not appear to be sufficient, particularly in Phase 1 which is exclusively residential development.

The proposed redevelopment will impact school and transportation capacity and needs to affirmatively address these issues. With regard to transportation the plan needs to address how the site will accommodate increased pedestrian traffic and all modes of transportation, including public transportation, within the site as well as to and from the site.

RECOMMENDATION: The Board recommends City Council support the CSP for Beltway Plaza with the following conditions:

1. Concurrent with the submission and approval of the first detailed site plan, the applicant shall undertake engineering studies and implement complete and green street improvements along the property's frontage with Greenbelt Road and Cherrywood Lane, and on the entirety of Breezewood Drive.
2. The existing parking structures shall be masked using architectural elements and/or green walls.
3. Concurrent with the review and approval of the first Detailed Site Plan for each phase of the redevelopment the applicant agrees to work with the City to identify opportunities for public art.

4. Concurrent with the submission and approval of the first Detailed Site Plan the applicant shall explore with Franklin Park at Greenbelt Station, the Greenbelt Metro Station South Core development, and when feasible Greenbelt Metro Station developers on the funding of a local circulator creating a mobile connection between the properties.
5. The plan shall include affordable housing units and/or moderately priced dwelling units, as defined as households earning 30%-80% or less of the area median income in all phases of the redevelopment. Senior housing, meaning units that are restricted to individuals age 55 and older, shall also be included in all phases of the redevelopment. Cooperative housing should be considered at all stages of development.
6. At the time of each detailed site plan the applicant shall demonstrate how parking and access will be retained to serve the existing retail during construction.
7. Where appropriate, low impact development techniques shall be incorporated in the development by making design, materials, and construction and stormwater management best practices. The redevelopment shall be constructed to LEED or comparable standards.
8. Large blank building walls shall not be permitted when facing public areas, such as streets, parking lots, recreation areas, or zones of pedestrian activity
9. The Applicant shall provide additional public open space which may include increasing density through building height or by devoting the roofs of sheltered parking to open space activities.
10. Townhouses must be rear-loaded and should not exhibit blind gables along Breezewood Drive. Their design and landscaping should emulate the simplicity and openness of garden apartments and rowhouses in Historic Greenbelt. Community-based sculpture, pathways creating geometric patterns, extensive glazing, integral balconies, flat roofs doubling as decks, cubical entrance canopies, glass block patterning, curved corners, walls in various light-tone colors with contrasting striping are distinctive elements found in Greenbelt's pre-1945 housing, shopping center and community center which can be easily referenced instead of fake Victorianism. Examples of this style townhouse can be found in Exhibit A which contains the presentation APB received from BPP on January 2, 2019.
11. At the time of first detailed site plan the applicant shall provide a plan for the greening of the surface parking lots along the front of the existing Beltway Plaza Mall, including but not limited to the planting of shade trees, bioretention areas, and landscaped medians.
12. Electric vehicle charging stations shall be provided. The appropriate number and locations will be determined at the time of each Detailed Site Plan.
13. At the time of each Detailed Site Plan, the applicant shall submit a transportation circulation plan showing all public transportation stops and amenities and locations for rideshare pickup/drop off locations.

The Board's recommendation passed by a vote of 6 to 0.

Respectfully submitted,

Keith Chernikoff
Chair

Attachments:

Exhibit A: BPP presentation to APB January 2, 2019

BELTWAY PLAZA

ADVISORY PLANNING BOARD MEETING | JANUARY 2 2018



LENHART TRAFFIC CONSULTING, INC.

645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
TEL: (410) 216-3333
FAX: (443) 782-2288
www.lenharttraffic.com

QUANTUM
COMPANIES

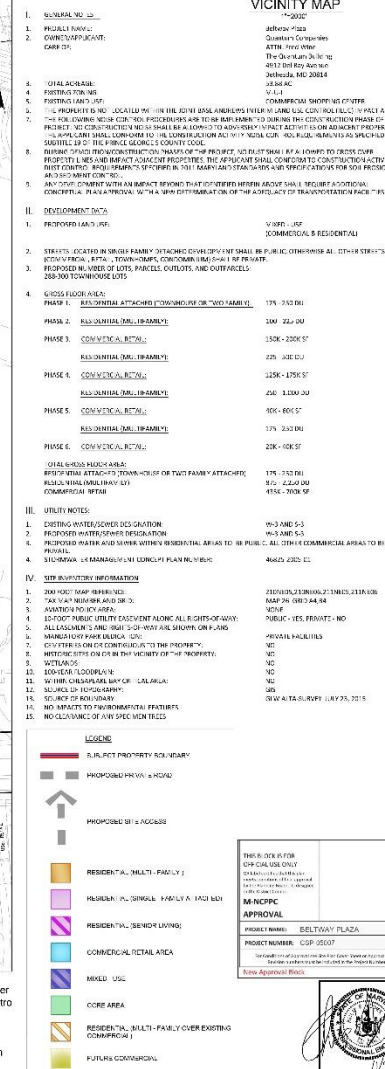


McNamee Hosea
Attorneys & Advisors

RODGERS
CONSULTING | Knowledge
Creativity
Enduring Values

CONCEPTUAL SITE PLAN CSP-05007

BELTWAY PLAZA

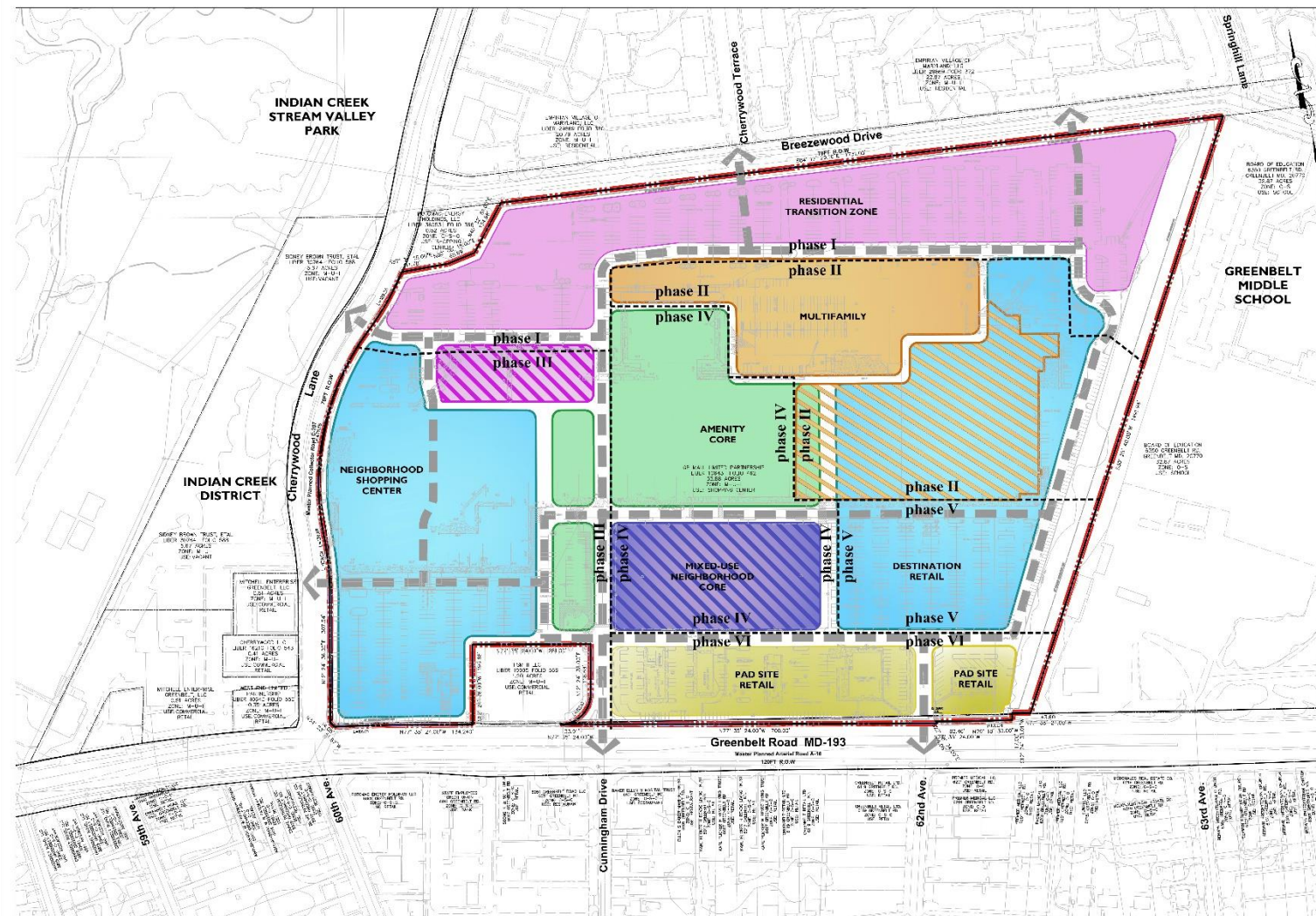


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[illegible]

PHASING PLAN
AS SUBMITTED

PHASING PLAN CSP-05007
BELTWAY PLAZA



LEGEND

- SUBJECT PROPERTY BOUNDARY
- PROPOSED HIGHWAY & ROAD
- PROPOSED BI & ACCESS
- RESIDENTIAL (MULTI-FAMILY)
- RESIDENTIAL (SINGLE-FAMILY & TOWNHOMES)
- RESIDENTIAL (SENIOR LIVING)
- COMMERCIAL/RETAIL AREA
- MIXED USE
- CORE AREA
- RESIDENTIAL (MULTI-FAMILY OVER EXISTING COMMERCIAL)
- FUTURE DEVELOPMENT

APPROVAL

PROJECT NAME: BELTWAY PLAZA

PROJECT NUMBER: CSP-05007

DATE: 11/27/2024

SCALE: 1"=100'

AS-RE: 12/2/24

DATE: 9/20/24

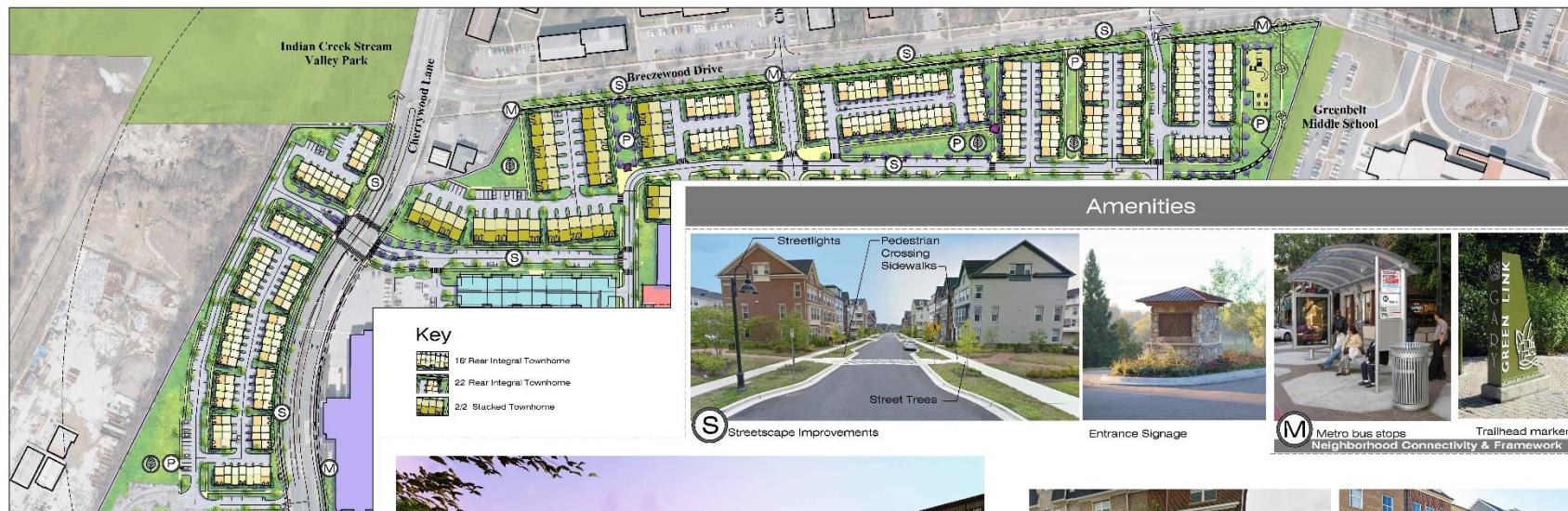
SHEET NO: 2 OF 2

NOTE: Conceptual Site Plans are not required for properties in the M-U-1 zone, however this CSP is being submitted to fulfill the requirements of the 2013 Greenbelt Metro area and MD-193 Corridor Plan and Sectional Map Amendment (S.M.A.). The S.M.A. requires a Conceptual Site Plan to be approved prior to submittal of a Detailed Site Plan. The CSP is to show phasing of redevelopment, future land uses, and future connections to adjacent properties, all of which are reflected on the above.

REASON	DATE	REASON	DATE	REVISED	DATE	Owner/Developer:
						Quantum Companies c/o Fred Wine The Quantum Building 4912 Del Ray Avenue Bethesda, MD 20814
BELTWAY PLAZA SECTION DISTRICT No. 21 PRINCE GEORGE'S COUNTY, MARYLAND TAX MAP 26.34 C-210 AL-1-01-21-02 200 700' MAP 210C-05, 210C-06, 210C-05, 210C-06						
RODGERS CONSULTING 1181 Potomac Lane, Suite 100, Largo, Maryland 20778 PH 301.946.0703 FX 301.946.0224 www.rodgers.com						
CONCEPTUAL SITE PLAN PHASING PLAN						

PRELIMINARY NOT FOR CONSTRUCTION

HOUSING DIVERSITY & AMENITIES



Housing Variety and Choice



Units of different sizes and configurations



Rooftop terraces



2/2 stacked townhomes



Brezewood Drive, with proposed Townhome units, landscaping, additional pedestrian sidewalks and road improvements



Large, passive open spaces for exercise or play



Play Areas



Pocket parks, seating areas, and gathering spaces



Jogging paths



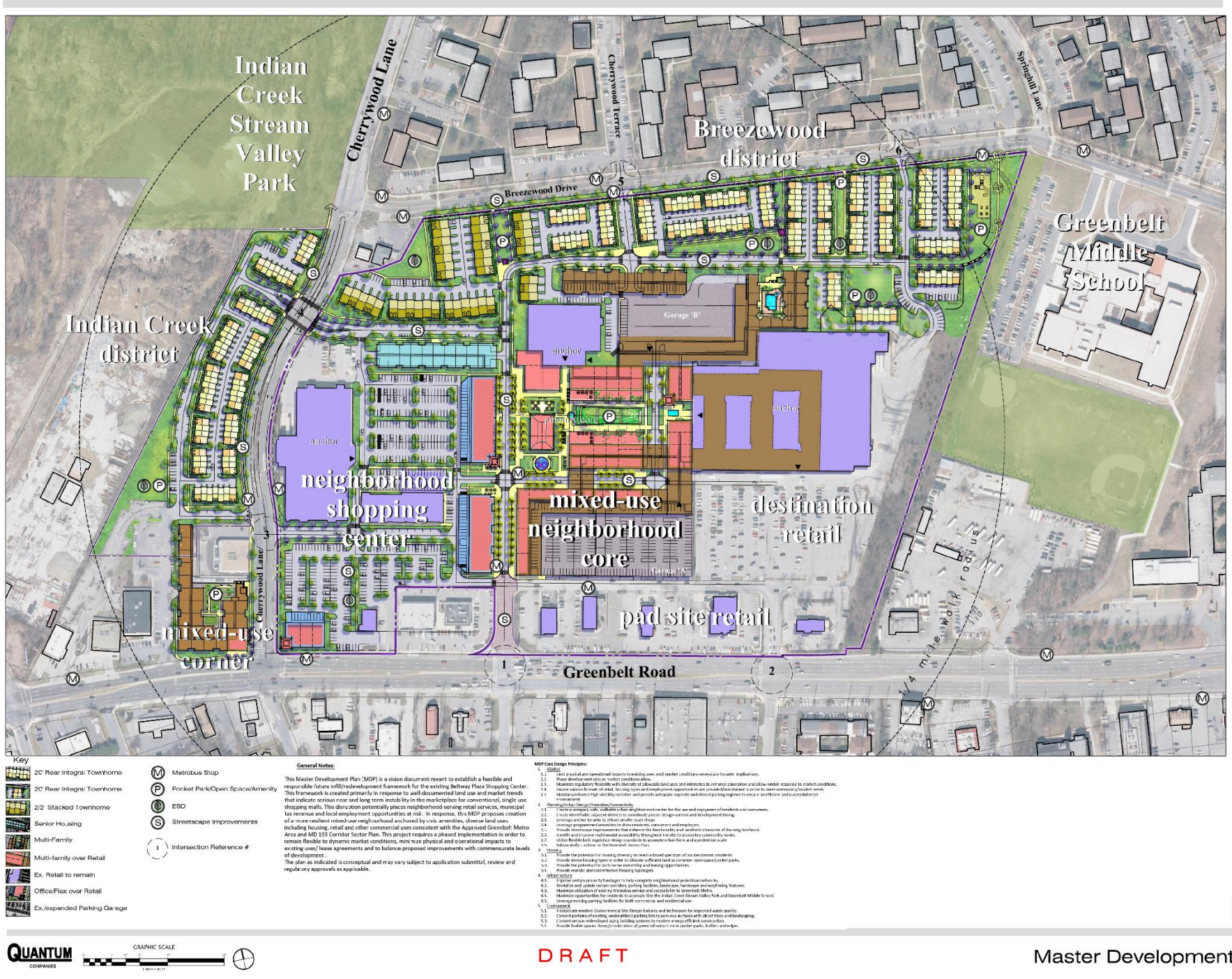
Dog Park



Neighborhood picnic and bbq areas



MASTER DEVELOPMENT PLAN



Community Responsibility

Design Principles

Neighborhood Connectivity & Framework

Environmental Stewardship & Sustainability

Housing Variety and Choice

Sustainable Phasing

Places to Work and Play

RODGERS CONSULTING

1000 Greenbelt Road, Suite 200, Greenbelt, Maryland 20740
P: 202.462.1000 | F: 202.462.1001 | www.rodgersconsulting.com

DRAFT

Master Development Plan

May 20, 2018
Rev. Sept 6, 2018

PERSPECTIVES



Breezewood Drive

Pedestrian connectivity and roadway/ streetscape improvements, showing proposed townhomes on existing plaza parking lot with additional landscaping and open spaces



Linear Park and Urban Recreation Plaza

Linear park central to the neighborhood, with large open spaces for passive and active play, with an urban plaza providing seating areas, gardens, and gathering places for social recreation



Urban Recreation Plaza

Urban public space with seating areas, open lawn, gardens, and wifi plaza providing places for social interaction and relaxation

Beltway Plaza

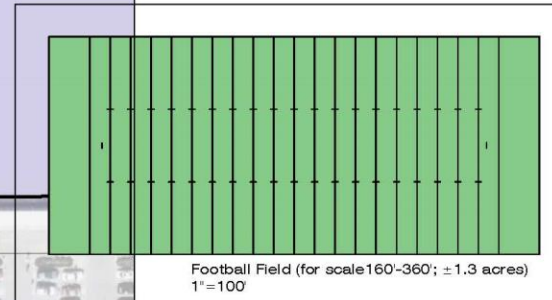
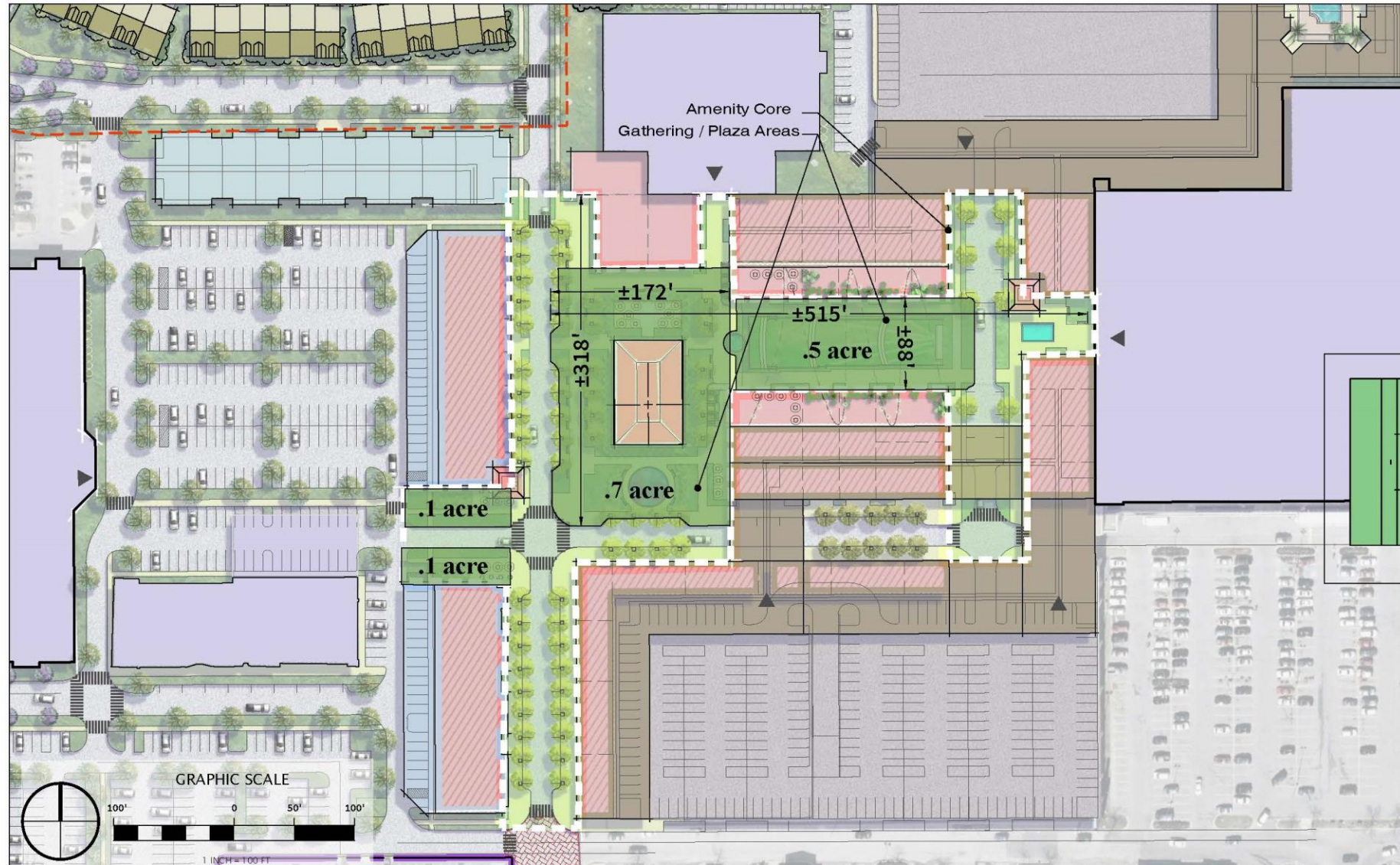
Greenbelt, Prince George's County



Location Map



Gathering/Plaza Areas
 Splash Pad and Plaza= .7 acre
 Sitting Areas= .2 acre
 Amphitheater and Green = .5 acre
 1.4 acre
 misc. enhanced streetscape: 1.9 acres
Amenity Core: ±3.3 acres



Development Program:
 ±60 acres
 ±700,000 sq. ft. of retail, office and
 flex space
 ±2,250 mf residential units

COMPARABLE LIFESTYLE CENTERS

Bethesda Row

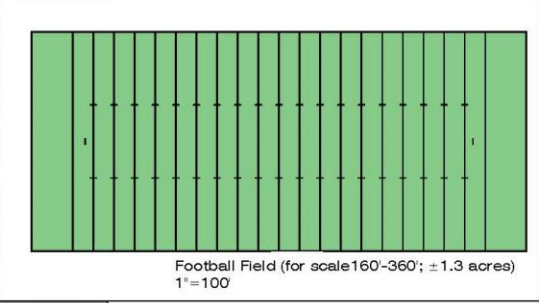
Bethesda, Montgomery County



Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
40' x 284" = .2 acre
misc. enhanced streetscape: .2 acre
Amenity Core: ±0.4 acres

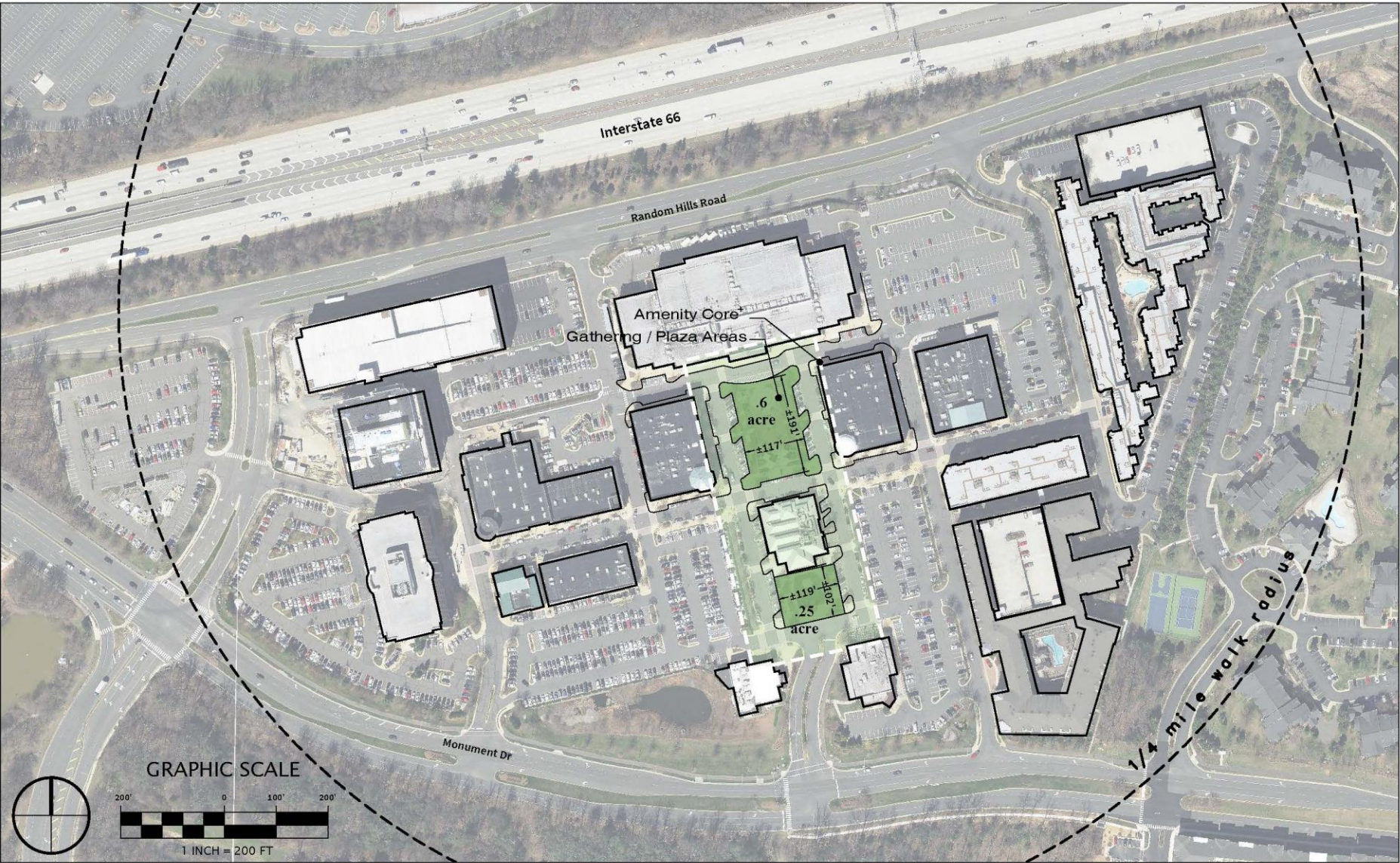


Development Program:
±2 acres
±530,000 sq. ft. of shopping and residential

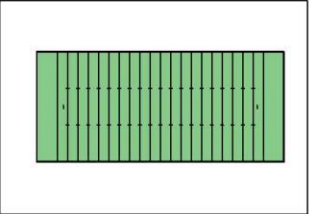


Fairfax Corner

Fairfax, Virginia



Gathering/Plaza Areas
190' x 117' = .6 acre
102' x 119' = .25 acre
.85 acre
misc. enhanced streetscape: 2.45 acres
Amenity Core: ±3.3 acres



Football Field (for scale 160'-360'; ±1.3 acres)
1"=200'

Development Program:
±48 acres
±1 million sq. ft. of retail, office, entertainment,
and restaurants
400 mf residential units

Kentlands

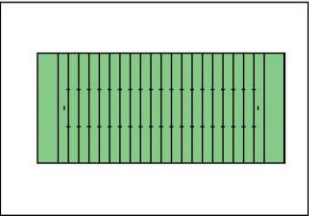
Gaithersburg, Montgomery County



Location Map

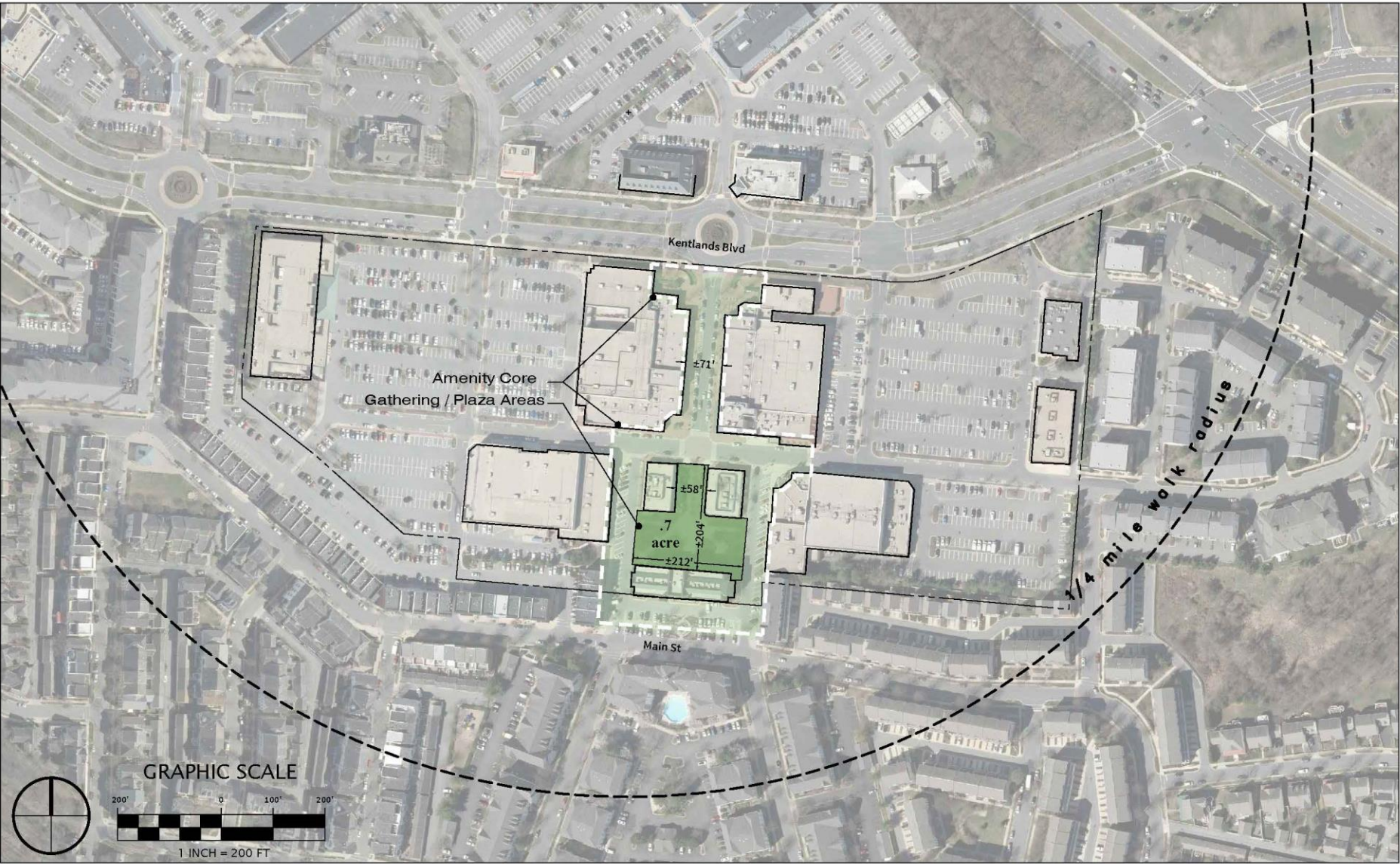
- Legend**
- Gathering/Plaza Areas
 - Misc. Enhanced Streetscape
 - Amenity Core

Gathering/Plaza Areas
212'-58' x 204' = .7 acre
misc. enhanced streetscape: 3.1 acres
Amenity Core: ±3.8 acres



Football Field (for scale 160'-360'; ±1.3 acres)
1"=200'

Development Program:
±21 acres
±250,000 sq ft restaurants, shopping and entertainment

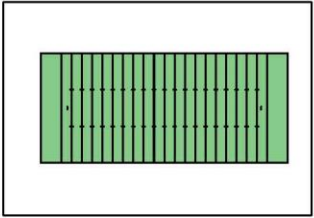


Pike and Rose

Rockville, Montgomery County



Gathering/Plaza Areas
160' x 140' = .5 acre
47' x 253' = .2 acre
268' x 57' = .3 acres
1 acre
misc. enhanced streetscape: 2 acres
Amenity Core: ±3.0 acres



Football Field (for scale 160'-360'; ± 1.3 acres)
1"=200'

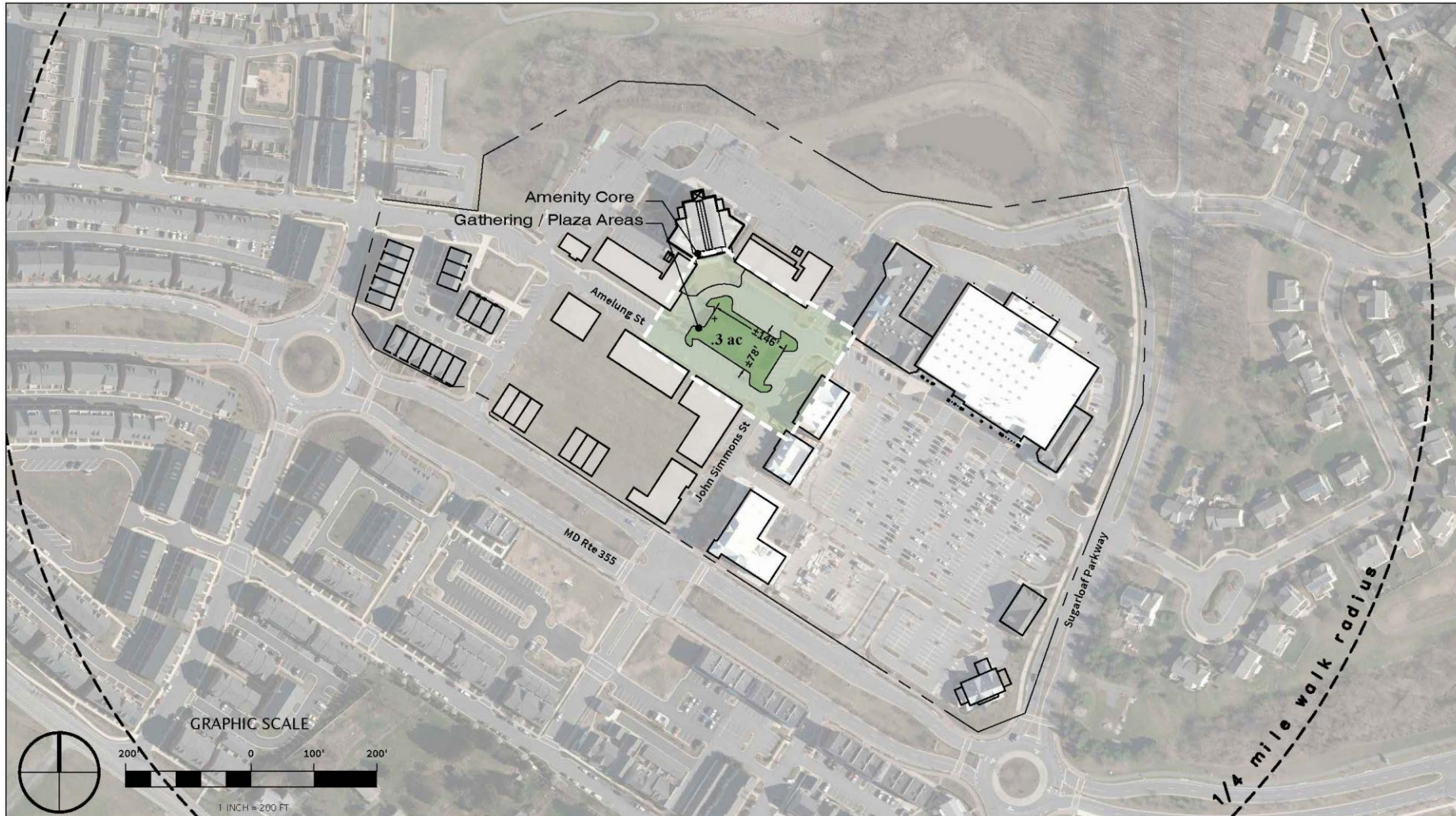
Development Program:
±24 acres
±3.4 million sq. ft. of mixed uses, 1.7 million to be non-residential uses

Villages of Urbana Town Center

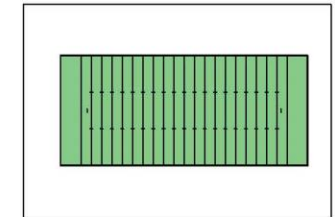
Urbana, Frederick County



Location Map



Gathering/Plaza Areas
 $146' \times 78' = .3$ acres
 misc. enhanced streetscape: 1.3 acres
Amenity Core: ± 1.6 acres



Football Field (for scale 160'-360'; ± 1.3 acres)
 $1" = 200'$

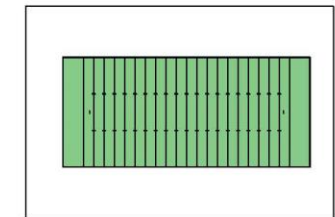
Development Program:
 ± 23 acres
 $\pm 250,000$ sq ft office, entertainment, shopping
 and restaurants

White Flint Mall Redevelopment

White Flint, Montgomery County



Gathering/Plaza Areas
162' x 209' = .8 acre
misc. enhanced streetscape: 2.9 acres
Amenity Core: ±3.7 acres



Football Field (for scale 160'-360'; ±1.3 acres)
1"=200'

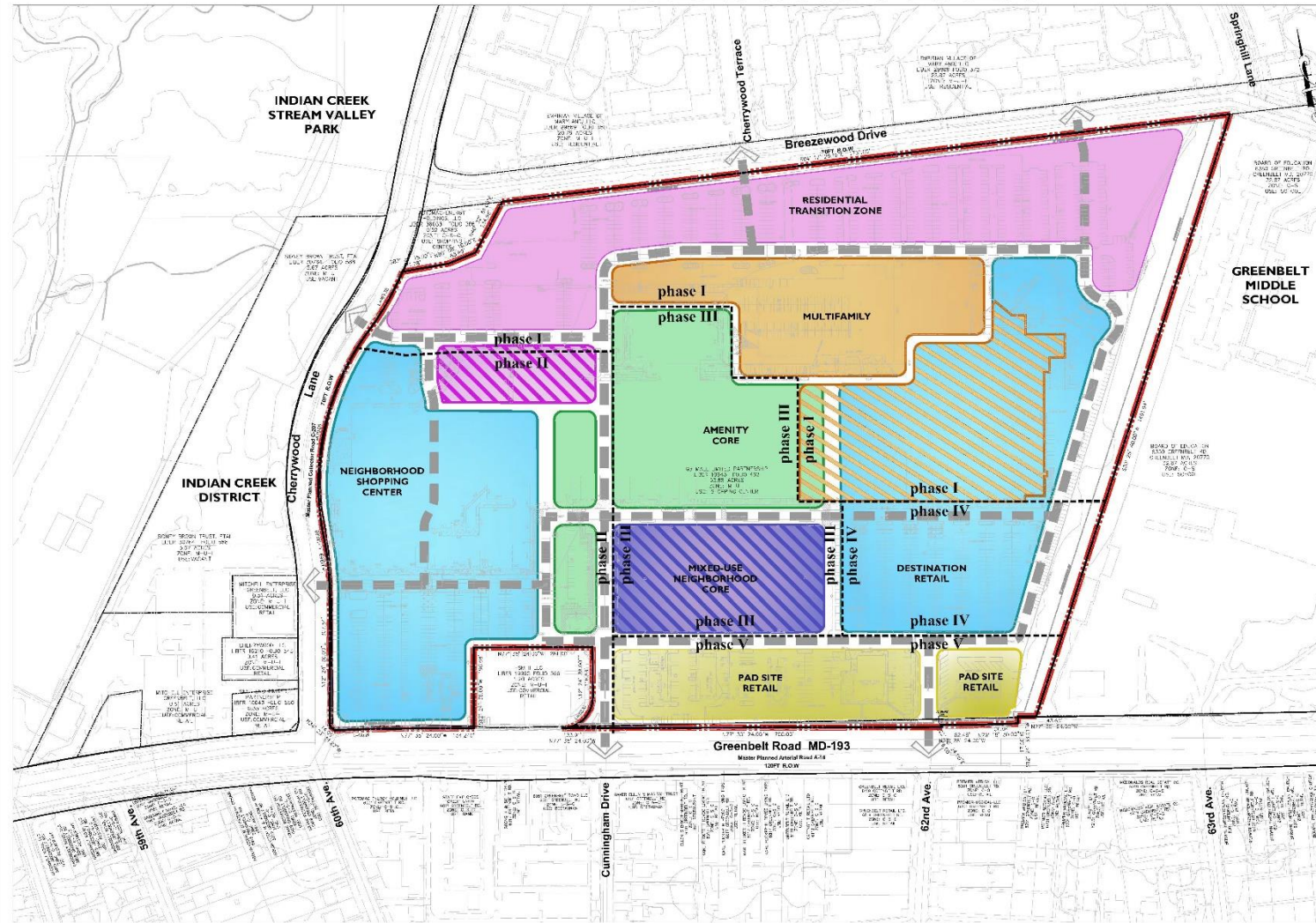
Development Program:
±42 acres
±1 million square feet of office space
±2,400 residential units
±1 million square feet of retail space
±280,000-square-foot hotel.

RODGERS
CONSULTING
19647 Century Boulevard, Suite 200, Germantown, Maryland 20874
Ph: 301.948.0700 Fax: 301.948.0256 www.rodgers.com

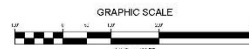
REVISED PHASING PLAN

PHASING PLAN CSP-05007

BELTWAY PLAZA



NOTE: Conceptual Site Plans are not required for properties in the M-U-1 zone, however this CSP is being submitted to fulfill the requirements of the 2013 Greenbelt Metro area and MD193 Corridor Plan and Sectional Map Amendment (S.M.A.). The S.M.A. requires a Conceptual Site Plan to be approved prior to submittal of a Detailed Site Plan. The CSP is to show phasing of redevelopment, future land uses, and future connections to adjacent properties, all of which are reflected on the above.



DATE:	DATE:	DATE:	DATE:	DATE:	Owner/Developer:	BELTWAY PLAZA		RODGERS CONSULTING		CONCEPTUAL SITE PLAN PHASING PLAN		SCALE: 1"=100'
					Quantum Companies c/o Fred Wine The Quantum Building 4812 Del Ray Avenue Bethesda, MD 20814	" FORDON DISTRICT" No. 21 PRINC. GEORGE'S COUNTY, MARYLAND TAX MAP 26-25-03D-1-1-1-3-1-1-1 200 T007 VAP 210A055,210A056,211V05,211V08		1101 Research Lane, Suite 301, Largo, Maryland 21074 Ph 301.948.0700 Fax 301.948.6156 www.rodgers.com		DATE: DATE:		

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Molly Porter

Submitting Department: Planning

Item Type: Board and Committee Reports

Agenda Section:

Subject:

Park and Recreation Advisory Board Report dated 01/28/19 (Beltway Plaza Redevelopment Plan Review)

Suggested Action:

It is recommended that Council accept this report.

Attachments:

[PRAB Report 19-1 Beltway Plaza 1-28-19.pdf](#)

**PARK AND RECREATION ADVISORY BOARD
REPORT TO CITY COUNCIL**

Subject: Beltway Plaza Redevelopment Plan Review

Background: Several PRAB members attended the City Council Work Session on November 14, 2018, during which representatives from Quantum Companies, Rodgers Consulting, and McNamee Hosea presented the Beltway Plaza Redevelopment conceptual site plan. PRAB provided comments and questions in the Work Session materials packet, which are reiterated below. The representatives also presented at the PRAB meeting on January 16, 2019 and addressed some of the concerns.

Recommendations: PRAB understands that the conceptual site plan is a general guide and is not a final, approved construction plan. As such, PRAB recommends that the following priorities, as well as the previously provided comments and questions, should be considered as planning continues:

- Maximize open spaces for active and passive recreational opportunities, such as large grassy areas, undeveloped forest areas (the Indian Creek District), a dog park and other amenities
- Develop a partnership among the developers, the City and the Recreation Department for programs, services, and open spaces, including the coordination of facilities for recreation programming in addition to open space areas
- Continue to consider smart growth planning practices
- Maintain open communication and involvement with the community

PRAB also requests that City Council considers these comments and questions, which were included in the November 14, 2018 Work Session materials packet:

- Are there any proposed park(s) in addition to the proposal's "pocket park/open space/amenity" designation? If so, please provide the location and attributes of the proposed park. If there is not a park being proposed as part of the plan, please explain why.
- Please define the number of pocket parks, open spaces and amenity locations, including the largest, smallest, and average size for each of these locations.
- Is there a dog park?
- Do the "pocket park/open space/amenity" locations have a generalized focus or are they designed to meet specific needs for the envisioned resident populations? What are the percentage age breakdowns of the envisioned resident populations (e.g., seniors, families with small children)? Associated with the age breakdowns, please indicate if the "pocket park/open space/amenity" locations will be designed with park and recreation equipment for the residents. Please include any detail on any playground equipment for small children, areas for teens, seniors, picnic areas and ball fields. Please describe any lighting and safety measures being installed as part of the proposed plans.
- Will there be a location for fairs, concerts, musical events?
- Will the envisioned parks and/or "pocket park/open space/amenity" locations be used primarily by local residents within the Beltway Plaza redevelopment plan or does the developer also foresee usage by business patrons and residences of the surrounding areas?
- How will residents be able to maximize access to the Indian Creek Stream Valley Park?

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

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Molly Porter

Submitting Department: Planning

Item Type: Board and Committee Reports

Agenda Section:

Subject:

Greenbelt Advisory Committee on Environmental Sustainability/Greenbelt Green Team Report dated 11/13/18
(Proposed Beltway Plaza Redevelopment)

Suggested Action:

It is recommended that Council accept this report.

Attachments:

[Green ACES Recommendations for Beltway Plaza Redevelopment.pdf](#)



Greenbelt Advisory Committee on Environmental Sustainability

**GREENBELT ADVISORY COMMITTEE ON ENVIRONMENTAL SUSTAINABILITY
GREENBELT GREEN TEAM
November 13, 2018**

SUBJECT: Proposed Beltway Plaza Redevelopment

Green ACES supports the inclusion of the following features that were presented and discussed by project consultants in the conceptual site plans presentation for the proposed Beltway Plaza Redevelopment at the Green ACES meeting on September 25, 2018:

- Stormwater management best practices such as bioretention systems, swales, rain gardens, rain barrels.
- Ecological forest areas that would provide a landscape with tree canopy that reduces temperature and absorbs rainfall and promotes nutrient absorption/removal.
- Microbial soil content/bioengineered soils conducive to good microbes, removal of pollutants, and stormwater runoff absorption.
- Plant selection conducive to soil conditions and attracting native wildlife species.
- Pervious surfaces.
- Community gardens.
- Pedestrian friendly, hiker/biker connections. Walkability/biking access to Metro train station.
- Green roofs.
- Solar energy systems and energy-efficient design and construction.
- Dog park.
- Other green areas and open space.
- General lower maintenance and high aesthetic value of proposed redevelopment.
- Connectivity to Franklin Park.
- Mixed income housing.
- Planning to accommodate additional need for school capacity and community/public services (police, fire, etc.) as a result of residency increase from the new housing in the redevelopment.

In addition, we recommend that suggestions for zero waste practices given by Green ACES and Green Team members at the meeting also be incorporated into the redevelopment plans. These suggestions include:

- Paired bins for recycling and landfill.
- Space for composting food waste from Plaza restaurants, grocery stores, other food retail outlets, and local residents. We recommend consideration of an enclosed, in-vessel composting system that would require a minimum of space and would alleviate concerns about nuisance factors of odor, rodents, and leakage.
- Drop-off facility for other recycling/repurposing needs such as: batteries, cell phones, clothing and shoes, candy wrappers, snack bags, food and drink pouches, glasses, cork, Brita filters, health and beauty packaging.

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: Board and Committee Reports

Agenda Section:

Subject:

Public Safety Advisory Committee Report dated 12/05/18 (Indian Creek Trail Letter of Recommendations)

Suggested Action:

It is recommended that Council accept this report.

Attachments:

[Trail Recommendations.pdf](#)

DATE: December 5, 2018

To: Nicole Ard, City Manager
City Council Members

From: Public Safety Advisory Committee

RE: Indian Creek Trail Letter of Recommendations

In late July 2018 the Greenbelt City Council and City Manager asked Public Safety Advisory Committee (PSAC) to study issues as to the safety and security of the Indian Creek Trail and to make recommendations to the council. At its August 15th meeting PSAC voted to send a contingent of its committee members to walk the trail as a fact-finding mission.

On Saturday, August 18th, then PSAC Chair Cindy Comproni and Members Stan Zirkin and Eunice Pierre walked the completed Indian Creek Trail. Several things became immediately apparent. First, the lack of lights on the trail created security concerns. Second, the PSAC contingent saw the need for mile markers so that police could locate persons who are encountering problems. Finally, there were several areas where overgrown vegetation created a safety hazard by providing areas of limited visibility where a would-be perpetrator might hide.

At our next meeting in September the rest of the committee members were briefed as to these recommendations and, by unanimous consent, agreed that these issues had to be addressed. However, before submitting our recommendations to council PSAC decided to invite a member of the city government to provide more information in connection with our concerns.

On October 2 Terry Hruby, the City's Director of Planning, attended the monthly PSAC meeting. Addressing the lighting issue raised by PSAC, Ms. Hruby indicated that the Indian Creek Trail is designated as a recreational trail and, as such there will be no lighting on the trail. We raised the possibility of having the city purchase solar lights to be installed at various points along the trail. She said that that might be a possibility. With respect to mile markers she said that there are plans by the city to seek grants to have mile markers along the trail. However, in view of its status as a recreational trail there will not be emergency call boxes.

Finally, we raised the vegetation issues. Ms. Hruby indicated that there were environmental concerns that would hinder the ability to remove or trim some plants but that other invasive plants which are not subject to environmental protections would be cleared and trimmed periodically.

Ms. Hruby also provided information on the WMATA trail, which is slated to be completed in about two years and will connect to the Greenbelt Metro. The WMATA trail will allow residents from Greenbelt Station to use the trail to walk to

Metro. She stated that since the WMATA trail is not planned as a recreational trail it will have lights and emergency call boxes.

RECOMMENDATIONS

1. As to the Indian Creek Trail, the city should install solar lights at appropriate locations along the trail; should install mile markers whether or not grants are obtained; and should maintain a regular program of trimming vegetation not protected under environmental regulations. In addition, the committee recommends bike patrol and Call Boxes at the entrances.
2. The WMATA trail will require further study after its completion. Lighting and call boxes will alleviate some security concerns. However, the mile markers and maintenance of vegetation cutting program recommendations will probably have equal applicability to the WMATA trail.

Thank you for allowing the committee to work on this request.

Sincerely,

Public Safety Advisory Committee

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: David Moran

Submitting Department: Public Works

Item Type: LEGISLATION

Agenda Section:

Subject:

A RESOLUTION TO NEGOTIATE THE PURCHASE OF ANNUAL LAWN MOWING AND LANDSCAPE SERVICES FROM P2 MAINTENANCE SERVICES. OF LAUREL, MARYLAND AT A COST OF \$46,990

Suggested Action:

2nd Reading & Adoption

Reference:

Resolution

Lawn Mowing and Landscaping Award Memo 2019-01

Mowing and Lanscaping 2018 RFP2

Sign Sheet 2019 RFP land Lawn

2019-01 Lawn&Landscape RFP tabulation

On January 18, 2019, at 1:00 pm. City staff opened the Request for Proposals (RFP) for this project. Seven proposals were received ranging from a low base proposal of \$46,990 to a high base proposal of \$211,900.00. The RFP document was advertised in the City web site as well as on EMarketplace.

In the RFP document, staff specified lawn mowing and landscaping services for various areas around the City. The RFP includes labor and material to maintain the areas in the RFP for which natural landscaping based standards and specifications are referenced. The proposal clarifies the scope of work for each task that the contractor is required to perform, thus eliminating some of the performance issues that have existed in the past.

The RFP mandated attendance at the pre-proposal meeting. All seven contractors who submitted proposals were at the pre-proposal meeting. The pre-proposal meeting provided an opportunity to review site conditions, examine the scope of work and to answer questions. I have attached a copy of the RFP dated December 5, 2018, the proposal tabulation sheet and the sign in sheet for the pre-proposal meeting.

Staff carefully reviewed the three lowest proposals: P2 Maintenance (\$46,990.00), Brow's Landscaping (\$58,500.00) and Notable Landscaping LLC (\$59,757.03). All three companies' references checked out fine. All three companies' references described them as capable and dependable contractors, capable of doing the work described in the RFP.

On January 19, 2019 staff interviewed P2Maintenance Service, Brow's Landscaping, and Notable Landscaping LLC. All three contractors were asked the same questions. The contractors were given the same opportunity to re-evaluate their proposals, make a pitch on why their company should be chosen. All three companies interviewed well and met the requirements of the RFP.

Staff recommends that Council award the RFP for the lawn mowing and landscaping services to P2 Maintenance Services.

Mr. Byrd introduced this Resolution on January 28. It is recommended the resolution be introduced for second reading and adoption tonight.

Attachments:

[Resolution.pdf](#)

[Lawn_Mowing_and_Landscaping_Award_Memo_2019-01.pdf](#)

[Mowing and Lanscaping2018RFP2.pdf](#)

[SignSheet2019RFPIandLawn.pdf](#)

[2019-01Lawn_LandscapeRFPTabulation.pdf](#)

Introduced: Mr. Byrd
1st Reading: January 28, 2019
Passed:
Posted:
Effective:

RESOLUTION NUMBER XXXX

A RESOLUTION TO NEGOTIATE THE PURCHASE OF ANNUAL LAWN MOWING AND LANDSCAPE SERVICES FROM P2 MAINTENANCE SERVICES OF LAUREL, MARYLAND AT A COST NOT TO EXCEED \$46,990

WHEREAS, the City issued a Request for Proposals for annual lawn mowing and landscaping services; and

WHEREAS, seven proposals were received and evaluated by City staff; and

WHEREAS, the proposal submitted by P2 Maintenance best meets the City's needs and will provide lawn mowing and landscaping services for the lowest cost. NOW, THEREFORE,

BE IT RESOLVED by the Council of the City of Greenbelt, Maryland, that the City Manager be authorized to contract with P2 Maintenance Service of Laurel, Maryland, for annual lawn mowing and landscape services at a cost not to exceed \$46,990.

BE IT FURTHER RESOLVED that this Resolution shall be effective immediately upon its passage.

PASSED by the Council of the City of Greenbelt, Maryland, at its regular meeting of February 11, 2019.

Emmett V. Jordan, Mayor

ATTEST:

Bonita Anderson, City Clerk

CITY OF GREENBELT, MARYLAND

TO: Nicole Ard
City Manager

FROM: Brian Townsend
Assistant Director of Public Works - Parks

DATE: January 25, 2019

SUBJ: Award of Request For Proposal (RFP 2019-01) – Lawn Mowing and Landscape Services

Background

On January 18, 2019, at 1:00 pm. City staff opened the Request for Proposals (RFP) for this project. Seven proposals were received ranging from a low base proposal of \$46,990 to a high base proposal of \$211,900.00. The RFP document was advertised in the City web site as well as on EMarketplace.

In the RFP document, staff specified lawn mowing and landscaping services for various areas around the City. The RFP includes labor and material to maintain the areas in the RFP for which natural landscaping based standards and specifications are referenced. The proposal clarifies the scope of work for each task that the contractor is required to perform, thus eliminating some of the performance issues that have existed in the past.

The RFP mandated attendance at the pre-proposal meeting. All seven contractors who submitted proposals were at the pre-proposal meeting. The pre-proposal meeting provided an opportunity to review site conditions, examine the scope of work and to answer questions. I have attached a copy of the RFP dated December 5, 2018, the proposal tabulation sheet and the sign in sheet for the pre-proposal meeting.

Analysis of Proposals

Staff carefully reviewed the three lowest proposals: P2 Maintenance (\$46,990.00), Brow's Landscaping (\$58,500.00) and Notable Landscaping LLC (\$59,757.03). All three companies' references checked out fine. All three companies' references described them as capable and dependable contractors, capable of doing the work described in the RFP.

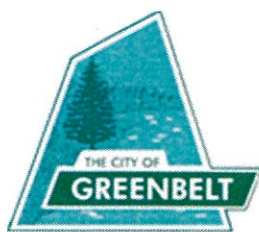
On January 19, 2019 staff interviewed P2Maintenance Service, Brow's Landscaping, and Notable Landscaping LLC. All three contractors were asked the same questions. The contractors were given the same opportunity to re-evaluate their proposals, make a pitch on why their

company should be chosen. All three companies interviewed well and met the requirements of the RFP.

Recommendation

Staff recommends that Council award the RFP for the lawn mowing and landscaping services to P2 Maintenance Services for the following reasons:

- P2 Maintenance Services provided the best price.
- P2 Maintenance Services has governmental experience doing landscaping and lawn mowing services with Baltimore City Schools, Fredrick County schools and Maryland Department of Transportation.
- P2 Maintenance Services has staffing and equipment to accomplish the work.



REQUEST FOR PROPOSALS (RFP)

Lawn Mowing and Landscaping Services For Various Locations

December 5, 2018

Contract No.
2019-01-R

Proposal Deadline: Friday, January 18, 2019, 11:00am

Overview

The City of Greenbelt, Maryland, is seeking proposals for a Contractor who has demonstrated abilities to perform the attached Scope of Work. The contractor must currently be in the business of providing lawn and landscaping maintenance services of this type and must have been doing so for a minimum of at least five (5) consecutive years. All applicable federal, state, and local laws, ordinances and regulations must be adhered to.

Contractors submitting a proposal should review the procurement requirements listed. Specifically, the selected Contractor will be required to:

- Execute a contract with the City of Greenbelt;
- Attend a pre-proposal meeting where City staff will review regulations and requirements;
- Complete certain forms and certifications;
- Maintain General Liability Insurance (\$1,000,000 minimum); Workers Compensation Insurance (\$500,000), business automobile liability (\$1,000,000) and furnish proof of such insurance.

No Contractor who is the recipient of City of Greenbelt funds, or who proposes to perform any work or furnish any goods under this agreement shall discriminate against any worker, employee, applicant, or any member of the public because of race, color, sex, gender, sexual orientation, religion, age, marital status, national origin, veterans status, physical or mental disability or perceived disability, or other criteria protected by law.

Discriminatory practices based on the foregoing are declared to be contrary to the public policy of the City. The City of Greenbelt complies with all Equal Employment Opportunity requirements.

The City of Greenbelt does not discriminate in the admission of, or employment in, its programs, activities or services. Minority and women owned businesses, as well as Contractors located in Greenbelt or Prince George's County, are encouraged to submit proposals.

Proposal Submittal

Proposal responses shall be submitted on the Proposal Submission Form (page 11). All costs are to be final.

Proposal must include a minimum of three professional references. These references should be attached to the Proposal Submission Form and include current contact information including name, address, telephone number and email address.

Please direct any questions regarding proposal submission to the Contract Manager listed on Page 10.

Completed proposals must be received no later than January 18, 2018, 11:00am and delivered to: City of Greenbelt, Finance Office, 25 Crescent Road, Greenbelt, MD 20770, clearly marked "Lawn Mowing and Landscaping Services".

NOTE: Proposals received after this deadline may be refused and deemed ineligible for consideration at the City's sole discretion.

Selection of Contractor

The City of Greenbelt (City) will review all proposals submitted and if deemed to be in the best interest of the City, a Contractor will be chosen. The City shall be free to accept any proposal it deems appropriate in its sole discretion. The City will determine final scope and project components, based on funding availability.

The Contractor selected will be required to submit a Certificate of Insurance naming the City of Greenbelt as an additional insured, which will be reviewed by the City Manager's Office.

A contract will then be negotiated between the Contractor and the City, with each agreeing to the terms of the contract and affixing authorized signatures. The contractor will be required to complete all forms and certifications required by the City, State and Federal governments.

Proposal Requirements and Examination of Work to be Performed

The Contractor is required to thoroughly examine the RFP requirements and the work contemplated, and it will be assumed that the Contractor has investigated and is satisfied as to the requirements. It is mutually agreed that submission of a request for proposal shall be considered prima facie evidence that the contractor has made such examination.

Before submitting the RFP, the Contractor shall examine the scope of work and visit the site of the work to become familiar with the working conditions and the exact nature and extent of the work taking into account any special or unusual features peculiar to this project. By submitting a proposal, the Contractor, if selected for award, shall be deemed to have accepted the terms of this RFP.

There will be a mandatory pre-proposal meeting on January 8, 2019, at 10:00 am at the Public Works Maintenance Facility, 555 Crescent Road, Greenbelt, MD 20770 to discuss the Request For Proposal, including viewing existing conditions, examination of scope of work and to answer questions. Proposals received from Contractors who do not attend this meeting will not be considered.

Section 1

GENERAL INFORMATION

This RFP contains instructions governing the content of the proposals and the format in which they are to be submitted. It does not attempt to define all of the contract needs nor detail them. Rather, it is flexible and allows for the credentials of the Contractor to be demonstrated in the areas of expertise necessary to the contract. There are mandatory requirements to be met, but should the Contractor foresee the need for qualification of the effort or additional requirements, concise and relevant discussion is encouraged. Questions from contractors shall be accepted by the Contract Manager via email or phone. Emails shall be submitted to btownsend@greenbeltmd.gov or by phone 240-542-2151.

Living Wage Requirement

The City has a Living Wage Policy. Any contractor to the City with a contract valued at \$50,000 or more must comply with the City's policy and pay all its employees a Living Wage or better. All City contractors are encouraged to pay a living wage. The Living Wage is set July 1 of each year based on the State of Maryland, Living Wage which is set by the State's Division of Labor and Industry.

Section 2

SCOPE OF SERVICES BACKGROUND AND PURPOSE

This scope of work pertains to the requirements of maintaining grass and landscaped areas at various locations in the City. As part of the response to this RFP, bidders if awarded, will be required to fill out a weekly check sheet showing what tasks were completed. The overall responsibility of the Contractor is to coordinate, plan, manage, and perform activities described in this RFP to maintain an acceptable appearance in those areas included in the RFP.

The Contractor shall furnish all labor and materials necessary to perform the mowing and landscaping maintenance tasks in the RFP. Contractor shall complete all the tasks listed below and will comply with all the requirements and specifications.

It shall be the Contractor's responsibility to verify the areas, sizes and quantities of the surfaces and items to be maintained in this RFP. Failure of the Contractor to verify the listed amounts shall not relieve the Contractor of the responsibility to provide all services required to the standards included herein, for the prices submitted in Contractors proposal.

2.1 HOURS WHEN WORK IS TO BE PERFORMED

All work is to be performed Monday through Friday from 7 am to 6 pm and Saturday 8 am to 5 pm. No work shall be done on Sunday without written permission from the City.

2.2 SCHEDULING OF WORK - BEGINNING OF CONTRACT TERM

- A. At least five (5) business days prior to the commencement of the contract, the Contractor shall submit in writing to the Contract Manager or his/her designee, the name of the On-site Supervisor authorized to act for the Contractor in every detail for the lawn mowing and landscape services.
- B. At least five (5) business days prior to the commencement of the contract, the Contract Manager, or his appointee, will confer with the Contractor and review the total specification requirements, total workload and the lawn mowing and landscaping services proposed by the Contractor.

2.3 SPECIFICATIONS

The lawn and landscaped areas must be maintained and serviced at the frequency and to the standards as detailed in these specifications. The Contract Manager or his/her designee shall determine whether the tasks have been performed, and that the performance is in accordance with the standards set forth in these specifications. Failure to perform a task or to perform a task to the specified standard will result in reductions in the Contractor's monthly invoice.

Landscape Maintenance Standards and Specifications

Overview: The City believes that using Natural Landscaping techniques to maintain City property will create a landscape that is healthy, resource-efficient, sustainable, and cost-effective to manage. When Natural Landscaping techniques are applied in landscape design, construction, and long-term maintenance, there are many benefits, including easier maintenance, lower costs, and higher property values.

It is the City's expectation that the Contractor's proposal will comply with these Natural Landscaping-based standards and specifications. It should be the Contractor's expectation that the City will only consider awarding the contract to a Contractor whose bid shows compliance. The Contractor should also expect to be held to these standards throughout the course of the contract.

The following standard outlines the scope of services and responsibilities required of the Contractor, but may not be inclusive of the entire scope of services. The specifications outline the quantity and category of work required. Other parts of the contract (**not included here**) provide requirements such as insurance and licensing standards, hours of work, work authorizations, etc.

A. GENERAL STANDARDS

1. GUARANTEE AND REPLACEMENT

- a. Contractor shall replace, at no additional cost to City, any turf, plant materials or any other City property damaged as a result of improper maintenance attention or procedures. Replacement material shall be of the same size and variety as the dead or damaged material. Property damage must be done within two weeks of identification of damage. Alternatives to size, variety and scheduling of replacement must have written permission of the City.
- b. Contractor is not responsible for losses, repair or replacement of damaged work or plant material resulting from theft, extreme weather conditions, vandalism, vehicular incidents (other than Contractor's vehicles) or the acts of others over whom they have no reasonable control.

- c. Contractor shall inform the City on a monthly basis of plant losses unrelated to the maintenance activities, provide the City with a probable cause of the plant loss, and provide recommendations for replacement along with pricing for replacement.
2. CONTRACTOR RESPONSIBILITIES
- a. Contractor will provide staff able to perform work at the highest standards of horticultural excellence. Key staff shall have current knowledge of best management practices (BMP's) regarding: safety, hazardous materials spill response, lawn care, plant health, pruning, and integrated pest management. The City reserves the right to demand the replacement of Contractor's staff who do not meet the City's standards for safety, professionalism, or horticultural knowledge.
 - b. Preference will be given to firms certified by green programs such as Green America <http://www.greenamerica.org/greenbusiness/>.
 - c. Provide an emergency contact list identifying the names, positions held, and phone numbers of key maintenance personnel. Provide mobile numbers for the landscape maintenance manager and site supervisor.
 - d. Attend meetings and site inspections of the grounds as requested.
 - e. Contractor shall maintain a computerized log of activities performed and provide a written copy monthly.
 - f. Establish a schedule/chart for regular maintenance activities by area and submit to the Department of Public Works for review. Contractor to review proposed schedules with Public Works at the regularly scheduled meetings and adjust as necessary to avoid conflicts. There are several events that go on each year that require the property be in compliance with the specifications of the RFP at the time of the event (Earth Day and Fall Fest are two examples).

B. SCOPE OF WORK

1. GENERAL PRACTICE GUIDELINES FOR MATERIALS AND EXECUTION

- a. This document is intended as a benchmark of the City's minimum standards for maintenance, repair and improvements. However, the City respects the Contractor as a professional and as such, will take under consideration, any and all recommendations made by the Contractor.
- b. Contractor shall furnish all labor, equipment, and materials necessary to complete the maintenance of turf and plantings, as specified herein. It is the intent of the City that the sites identified in the RFP be maintained in a resource-efficient, sustainable, and cost-effective manner.
- c. Maintenance shall consist of spring removal of old mulch, pruning, mowing, Integrated Pest Management (IPM), weed/insect/disease control, litter control and any other procedures consistent with good horticultural practice necessary to ensure normal, vigorous, and healthy growth of turf and landscape plantings.
- d. All turf shall be mowed with professional quality mulch-mowing equipment. Prior to award of contract, Contractor shall provide to the City the make and model of the mower(s) that will be used.
- e. Contractor is encouraged to use non-polluting devices like rakes and brooms when feasible. The City prefers that blowers and other power equipment are low-decibel, low-fossil fuel consumption, and low-emissions models.
- f. Contractor is encouraged to develop cultural practices which incorporate on-site recycling of organic materials, such as leaves and grass clippings, and the use of recycled materials in its maintenance operations.
- g. Contractor shall visually inspect all landscape areas monthly from April through September to identify potential pest problems. Pest problems include insect, disease, and

weed infestations. The presence of a pest does not necessarily mean there is a problem. Contractor shall keep written records of pests identified and areas where problems may be developing.

- h. Cooperatively identify any area where non-chemical IPM control methods should begin.
 - i. Control of Weeds: Use cultural methods (mulch, proper pruning) to encourage plant health and growth and discourage weeds. Keep planter beds and tree wells free of weeds and debris on a rotational basis, weekly throughout the year by hand pulling or other mechanical means. Entire site shall be weeded by hand or mechanical weeding methods that remove the roots every week. Ground covers are to be trimmed so they meet but do not grow over walkways or outside any of the planters.
2. NOXIOUS WEED CONTROL
- a. Noxious Weed list can be found on **The Maryland Invasive Species Council** web site <http://www.mdinvasivesp.org/>.
 - b. Noxious weeds must be bagged and disposed of at the landfill.
 - c. Non-designated and weeds of concern shall be controlled with ongoing non-chemical IPM and healthy landscape management techniques.

C. MATERIALS AND EXECUTION – TURF MAINTENANCE

1. TURF MOWING

- a. All turf will be mowed with professional quality mulching mower equipment. Pricing assumes that bagging and removing clippings will be required only when excessive leaf debris is present, turf is too long to mulch, or when moisture conditions are too high to allow effective mulching without substantial clumping of turf debris.
- b. Prior to each mowing, remove all litter and debris from lawn areas. Formal turf areas shall be mowed per the schedule below and maintained at a height of no less than 2-1/2 inches and no more than 3 inches. Coordinate mowing schedules with City.
- c. Alternate mowing direction where feasible every mowing. Maintain a uniform lawn height free from scalping.
- d. The City and the Contractor will evaluate and determine any areas that require bagging and removal of clippings on a regular year-around basis.
- e. Contractor is responsible for any damage incurred as a result of mower damage to trees and shrubs and must repair or replace any such damage at no cost to the City. Properly maintained tree wells are encouraged to minimize such damage.
- f. Clippings will be swept or blown from hardscapes after each mowing. Sweeping is encouraged when feasible.

2. TURF MOWING SCHEDULE

Month	Number of cuts
April	Weekly
May	Weekly
June	Weekly
July	Every 10 days
August	Every 10 days
September	Every 10 days
October	Two mowings
November	Two mowings

NOTE: Base Contract price includes 26 mowings per the mowing schedule. Schedule of mowings may be altered per the City's request or as required by climatic conditions.

3. TURF EDGING AND TRIMMING

- a. Mechanically trim all landscape turf edges once a month. Edges include all formal lawn perimeters and tree wells in lawn areas. In April, June, and August, redefine all formal lawn edges with a mechanical blade-type edger or hand spade. Clean debris from hardscapes and non-turf landscape areas. Remove larger debris.
- b. Trim all formal lawn areas that cannot be reached by a mower after each mowing. Areas to be trimmed include any lawn adjacent to poles, signs, bollards, trees, walls and all other obstacles. Perform trimming to the same height as mowing. Clean debris from hardscapes and non-turf landscape areas, remove larger debris.
- c. Contractor shall trim around all guardrails every other mowing.
- d. Contractor is responsible for any damage incurred as a result of trimmer or edger damage to trees and shrubs and must repair or replace any such damage at no cost to the City. Properly maintained tree wells are encouraged to minimize such damage.

D. MATERIALS AND EXECUTION - GENERAL AREA MAINTENANCE

1. LEAF AND BRANCH REMOVAL

- a. Keep walks, patios, planting beds, roadway gutters and lawn areas free of leaves on a weekly basis throughout the year.
- b. In autumn, leaf removal shall occur at each visit as needed to prevent smothering of turf and groundcovers and excessive clumping when mulch mowing. The City's preference is that whenever safety and plant health are not compromised that leaves remain on-site and are incorporated into mulch under plantings. Remove leaves from site only as needed to maintain a neat appearance and the health of the plantings.

2. LANDSCAPE DEBRIS REMOVAL

- a. Remove biodegradable landscape debris (turf clippings (limited to only those times when mulch mowing is not possible), leaves, branches, dead plant material, etc.) to yard refuse recycling sites. Acceptable sites include topsoil producing facilities and/or other facilities, which utilize yard waste for landscape purposes. No biodegradable material should be disposed of as garbage, except noxious weed debris.

3. LANDSCAPE TRASH REMOVAL

- a. Remove all trash from landscaping beds and turf areas. Contractor shall haul it away for appropriate disposal.
- b. All recycling will be separated and disposed to a recycling center at Buddy Attick Park or on Hanover Drive in Greenbelt.

4. MULCH REPLACEMENT

- a. Early Spring, Contractor shall remove old mulch and replenish mulch to maintain a depth of no less than two and a half inches (2-1/2") in all planting areas and tree wells. Established beds where plant foliage or groundcover completely covers the soil surface require no additional mulch. Keep mulch at least two to three inches (2 – 3") away from the crown of plants and trees.
- b. After leaf removal in Fall, a light mulching is to be done in all landscaping to maintain the 2 1/2" depth in all planting areas.
- c. Mulch shall be brown shredded hardwood.
- d. "Red" bark mulch or dust shall not be used.

2.4 PROPERTIES AND LOCATIONS OF WORK TO BE PERFORMED UNDER RFP

Properties and locations included in base bid:

LOCATIONS	LAWN CARE	LANDSCAPE MAINTENANCE
1. Mandan Road	From Greenbelt Road to Mathew Street (south side of Greenbelt Road) all medians. Starting at property line of 8209 Canning Terrace right of way (school board property side of street only) including dead end area and hillside to the right at dead end.	All landscaping in medians and tree beds. Includes dead end area.
2. Ora Glen Drive	From Hanover Parkway to Mandan Rd all medians. The right of way west of Morrison Drive on the South side of Ora Glen Drive from the traffic circle to Mathew Street. Right of way starting at Bank Of America (next to pond) south on Hanover Parkway to Hanover Office Park.	Landscaping in circles, medians and choker islands.
3. Hanover Parkway	All medians from Greenbelt Road to Good Luck Rd.	All landscaping in medians and tree beds from Greenbelt Road to Good Luck Road.
4. Hanover Parkway	From Good Luck Road to Green Crescent Court and Brae Brooke Drive right of way directly across the street from Spring Manor Drive (15 ft. from the back edge of the asphalt path).	All landscaping in medians, from Greenbelt Road south on Hanover Parkway to Good Luck Road.
5. Greenbelt Road	Right of way from Mandan Road west bound to the Board of Education Property to the end of guard rail (north side).	
6. Hanover Drive and Dog Park	In and around the Dog Park. Right of way from Hanover Parkway to the dead end of Hanover Drive (Just Dog Park side of roadway).	All tree beds.
7. Schrom Hills Park 6915 Hanover Parkway	All of Schrom Hills Park including fence lines (both sides). Schrom Hills Park right of way frontage. Ball fields are excluded.	All landscaping, tree beds and circles. Excluding the Three Sisters Garden.
8. Greenspring Park on Greenbury Drive	All areas.	All landscaping and tree beds.
9. Green Crescent Court	Right of way, between 6801 and 6807, 6815 and 6820.	At the bottom of the retaining wall.
10. Capital Drive	Right of way from Greenbelt Rd to Walker Drive	Maintain hedges 4ft. tall.
11. Walker Drive	Right of way, medians, and circle	Median and tree.

12. Golden Triangle Drive	Right of way and circle	Median and tree.
13. Springhill Lake Recreation Center (6101 Cherrywood Lane)	All areas, from wood line to Cherrywood Lane.	All landscaping, all tree beds. Except the Three Sister Gardens and the Food Forest.
14. Springhill Drive (6060 Springhill Drive)	Right of way on school board side and medians	Medians.
15. Cherrywood Lane	From the end of the Federal Court House property to Breezewood Drive right of way only on the Federal Court and Metro side.	All landscaping in medians, circles and chokers, from Metro Center Drive to Greenbelt Road.
16. Breezewood Drive	Right of way starting at end of Board of Education property to Edmonston Road around corner to the old school entrance (School side only).	All landscaping in medians, and choker beds on the Beltway Plaza side from Cherrywood Lane to Edmonston Road.

2.5 CONTRACTOR'S EMPLOYEES

- A. Personnel employed by the Contractor shall be capable employees qualified in this type of work. A fully qualified work force shall be maintained throughout the period of this contract. All personnel shall receive close and continuing first-line supervision.
- B. The Contractor's supervisors shall be fully and adequately trained and have a minimum of five (5) years experience in lawn and landscaping supervision sufficient in scope to meet the approval of the Contract Manager.
- C. The Contractor shall employ the quantity and quality of supervision necessary for both effective and efficient management of lawn and landscaping operations at all times.
- D. Contractor shall be liable for any damages caused directly or indirectly by its employees.

2.6 REDUCTIONS IN PAY

- A. Reductions for below standard work will be made if, after the second documented notification, the Contractor has not corrected the deficiency and City worker(s) are assigned to perform the task(s) or was not completed at all by the contractor.
- B. Reductions for non-performance will be made if the task(s) was not done and City worker(s) have to be assigned immediately to perform the task(s).
- C. Reductions for A. and B. above will be based on the hourly billing rate of the City employee(s) plus benefits assigned to perform the task(s) times the hour(s) required for City worker(s) to perform the task(s). If the work was not performed by the contractor and was just omitted, a deduction based on percentage of the overall monthly bill minus the work not completed will be calculated and the bill adjusted accordingly.

2.7 PAYMENT TO CONTRACTOR

- A. At the end of each month, the Contractor shall render to the Contract Manager their invoice for the services provided during the preceding month. The invoice shall not exceed 1/9th of the annual base amount of the contract.

- B. Add Alternate Tasks that were performed during that month shall be itemized separately.
- C. The Contract Manager, or his designee, shall review the invoice and any necessary reductions which must be made in accordance with the conditions of the Contract. Should the Contractor's invoice not include all necessary reductions, the invoice shall be reduced by the amount of the non-included reductions and processed for payment. The Contractor shall be notified of the reductions made and supplied with copies of documentation supporting those reductions.

2.8 CHANGES TO THE SCOPE OF WORK AND TERMINATION OF CONTRACT

- A. The Contract Manager, at any time may have to change the scope of the contract by written contract modification. On the designated effective date, the Contractor shall make the required changes in his/her operation.
- B. Upon receiving notice of the change, the Contractor's monthly invoice shall be adjusted if necessary to reflect the value of the change in the services under this contract.
- C. The City may cancel the contract at any time for any reason upon giving 30 day written notice to the Contractor.
- D. The City shall have the right to cancel this Agreement immediately without prior notice for any breach of any provision of the contract if not cured within seven (7) days from written notice from the City.

2.9 INSPECTIONS AND APPROVAL OF WORK

- A. The City will demand strict conformance to the standards and frequency specified. The Contract Manager or his/her designee will inspect all completed work and will ascertain that the tasks have been satisfactorily accomplished.
- B. The Contract Manager or his/her designee will enforce the standards of this contract.

2.10 ON-SITE SUPERVISION AND TRAINING

- A. The successful Contractor shall provide an On-site Supervisor who speaks and writes fluent English and will represent the Contractor concerning this contract. This On-site Supervisor will make routine communications with the appropriate Contract Manager or his/her designee to receive instructions or other input regarding lawn mowing and landscaping services needs and activities.
- B. The On-site Supervisor is responsible for directing the Contractor's work force and accountable for all activities and behavior of all personnel assigned by the Contractor to perform work under this contract.
- C. The Contractor shall be responsible for training and safety precautions for Contractor employees performing work under these specifications.

2.11 CONTACT INFORMATION

Contract Manager

Brian Townsend
 Assistant Director of Public Works-Parks
 Office: 240-542-2151
 Cell: 240-417-2352
 555 Crescent Road, Greenbelt, MD 20770
 Email: btownsend@greenbeltmd.gov

Horticultural Supervisor

Mike Fox
 Cell: 240-508-7718

Parks Supervisor

Joe Doss
 Cell: 240-417-2349
 555 Crescent Road, Greenbelt, MD 20770

SECTION 3
PROPOSAL SUBMISSION FORM
City of Greenbelt Lawn Mowing and Landscaping Services
For Various Locations

1. COMPANY NAME _____
2. ADDRESS (Home Office) _____
3. TELEPHONE NUMBER (office) _____ (cell) _____
4. NUMBER OF FULL-TIME EMPLOYEES _____
5. OWNERSHIP
_____ Sole Proprietor _____ Other – Please Specify
_____ Limited Partnership

PROPOSAL PRICES. Fixed prices for all requirements identified in Section 2 Scope of Services. Pricing submitted in this portion must be fully inclusive of all anticipated costs of the RFP and shall include all costs for management, supervision, labor and material associated with the RFP.

Pricing to comply with Section 2 Scope of Services of this RFP for locations identified in Section 2.4 This is the base bid for the lawn mowing and landscaping services:

				Annual Cost
_____	X	9 Months	=	\$ _____
Monthly Cost				

Signature of Authorized Representative

Name/Title of Authorized Representative

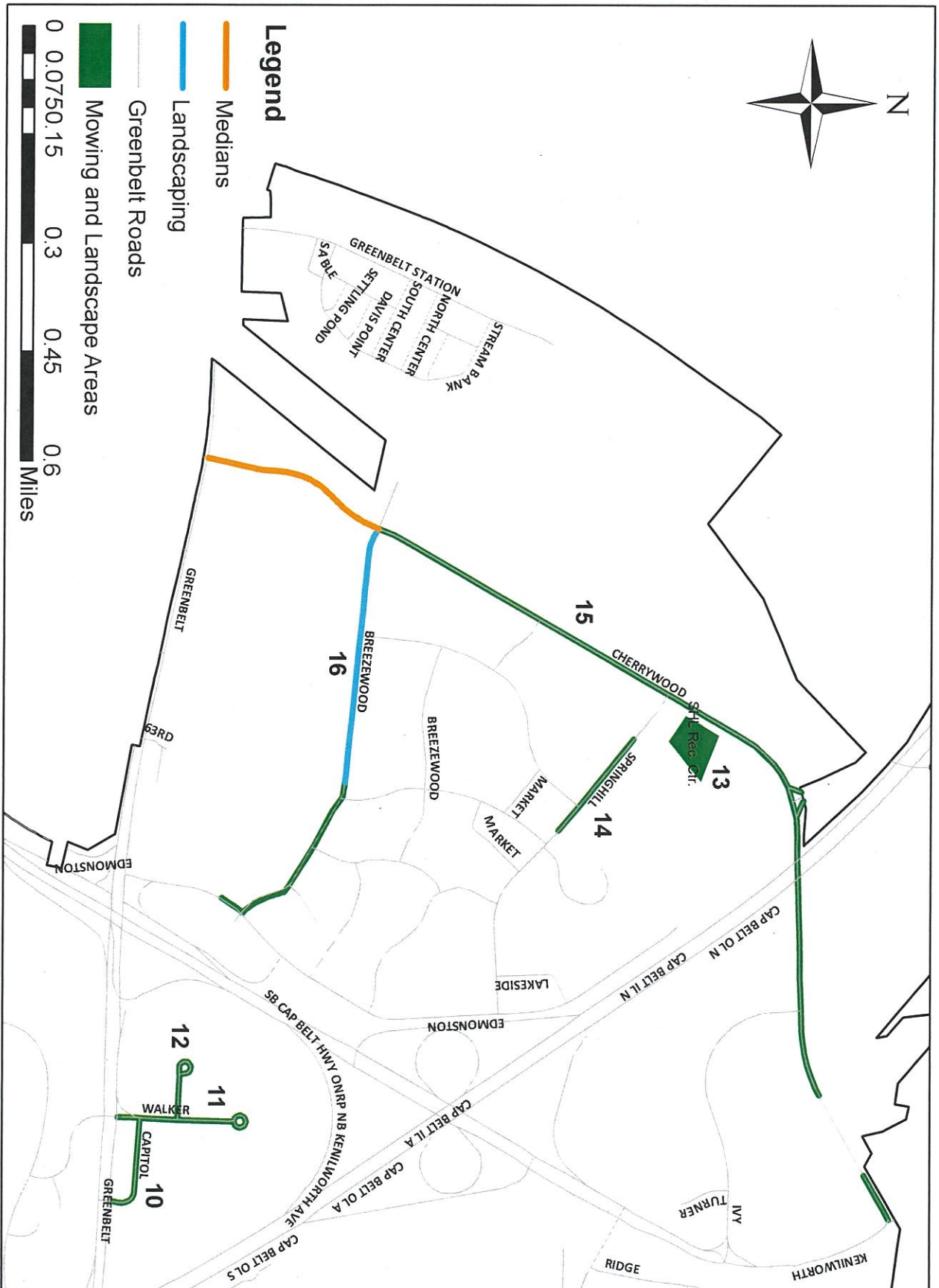
Date

Properties and locations included in base bid:

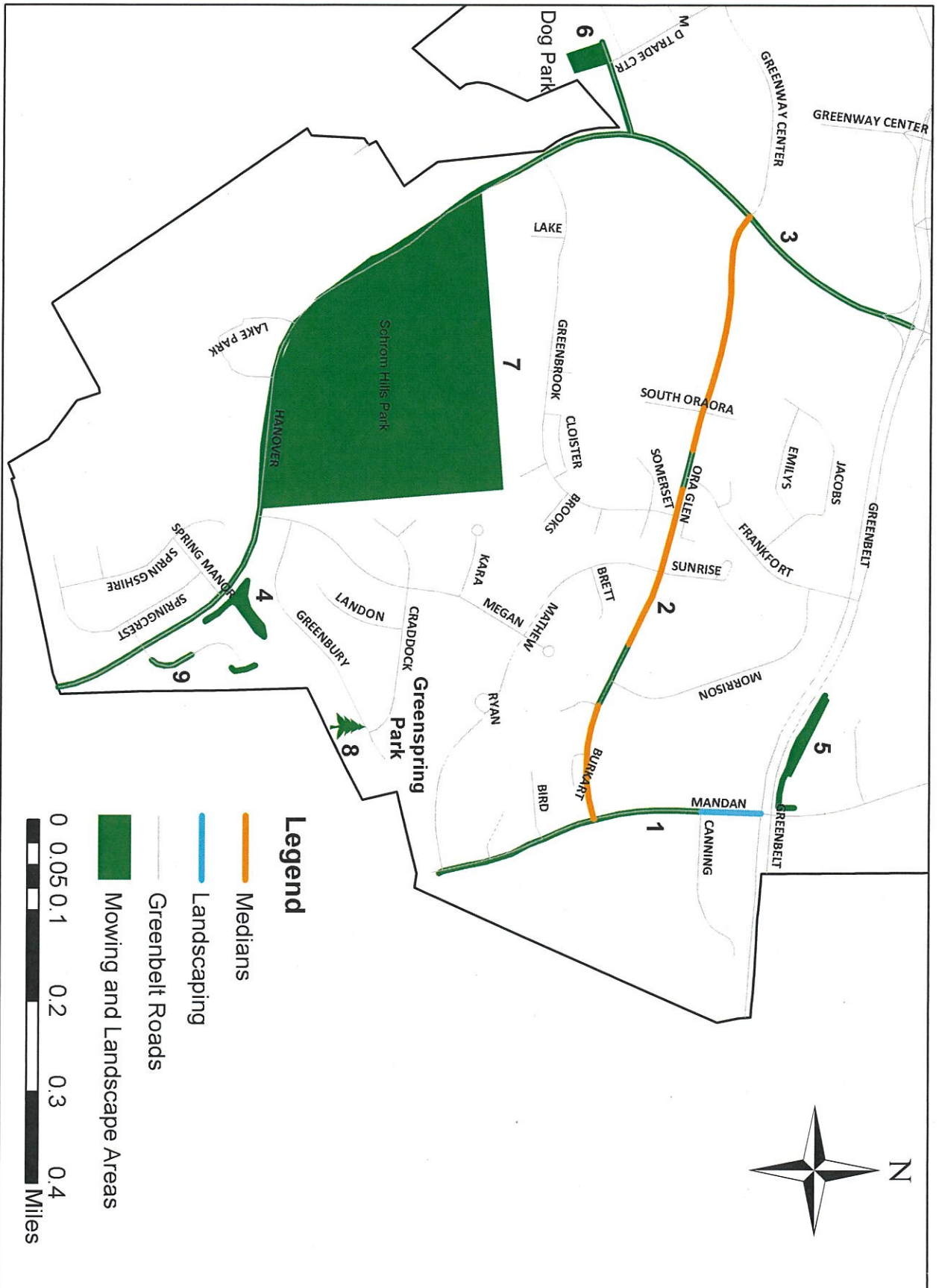
- 1) Mandan Road— From Greenbelt Road to Mathew Street (south side of Greenbelt Road) all median Stating at property line 8209 Canning Terrace right of ways adjacent to school board property including dead end area and hillside on right.
- 2) Ora Glen Drive – From Hanover Parkway to Mandan Rd, all medians.
The Right of way west of Morrison on the South side of Ora Glen from the traffic circle to next median. Right of way adjacent to Bank of America left on Hanover to Hanover Office Park.
- 3) Hanover Parkway - From Greenbelt Rd. to Good Luck Rd. (south side of Greenbelt Road) All medians.
- 4) Hanover Parkway - From Good Luck Rd. to Green Crescent Ct. and Brae Brooke Drive, right of way directly across the street from Spring Manor drive (15 ft. from the back edge of the asphalt path).
- 5) Greenbelt Road from Mandan Road - West Bound Right of way to Board of Education Property at end of guard rail.
- 6) Greenbelt Dog Park- All areas, @ Hanover Dr. From Hanover parkway to dead end of Hanover Dr.
- 7) Schrom Hills Park - All areas, except for Ball Fields.@ 6915 Hanover Parkway
- 8) Greenspring Park - All areas. @ Greenbury Dr.
- 9) Green Crescent Court - Right of way, retaining wall bottom and top. @Hanover Parkway.
- 10) Capital Drive - Right of way, hedges From Greenbelt Rd.to Walker DR.
- 11) Walker Drive - Right of way, medians, and circles from Greenbelt Rd.
- 12) Golden Triangle Dive - Right of way and Circle.
- 13) Springhill Lake Recreation Center - All areas. (6101 Cherrywood Lane)
- 14) 6060 Spring Hill Drive – Right of way (Board of education side) and medians.
- 15) Cherrywood Lane - Right of way, medians, and circles. From Greenbelt Rd to Ivy Lane.
- 16) Breezewood Drive - Right of way and medians. From Cherrywood lane to Edmonston Rd.

For full description of location and work refer to the RFP.

Mowing & Landscape Areas West Greenbelt



Mowing & Landscape Areas East Greenbelt



Pre-Proposal Meeting

Lawn Mowing and Landscaping Services

Date: 01/08/2019

Time: 10:00am.

Print Name	Organization	Title	Phone	Email
1. Brian Townsend	City of Greenbelt PW.	Assistant Director of Public Works-Parks	240-417-2352 C 240-542-2151 off.	btownsend@greenbeltpd.gov
2. Janet Blakeney	Alpine Snow Removal and Landscaping LLC		240 601-7366	AlpineSnowLandscaping@gmail.com
3. Marco Guzman	Notable Land Scope, LLC		\$240 614 8853	guzman Cesar 069@gmail.com
4. Darryl Blanchard	Blanchard's Services		240.750.4483	Blanchard and Sons services@gmail.com
5. Aaron Engel Chuck Methken	Lawlance USA LLC	Bruce Murray Account Manager	443-454-1784	aaron.engel@lawlance.com
6. Joe Fisher	Growing Solutions	President	410-351-1190	joe@growing-solutions-llc.com
7. Ronald Standifer	National Service Contractor		202 510 0626	rstandifer@nsinc.com
8. Brandon Voithofer	Lawn And Order		410 490 9936	Brandon@lawnandorderlawn.com

Pre-Proposal Meeting

Lawn Mowing and Landscaping Services

Date: 01/08/2019

Time: 10:00am.

9.	Gerald Benbow	OSB landscaping	President	301-651-2494	gerald1229@cymail.com
10.	Chris Ayers	Devision Landscaping	Business Developer	(301) 653-8441	cayers@devisionlandscaping.com
11.	Keykua Abithe	NSC	Program Manager	(202) 390 7124	labithe@nscinc1.com
12.	Imyrid Benathi	P2cleaningservice	manager	240-704-3125	admin@p2cleaning.com
13.	Nikita F. Floyd	GreenForever	Pres.	301-780-7500	greenforever@comcast.net
14.	Jamelle Tolson	Community Bridge	BUSINESS Development Director	784-400-8992	jtolson@community-bridge.com
15.					
16.					
17.					
18.					

City of Greenbelt, Maryland
Lawn Mowing and Landscape Services
Proposal Tabulation for RFP 2019-01

Company	Individual Contact	Address	# of Full Time Employees	Bid	Interview Date Time
P2 Maintenance Services	Enama Licon Admin@p2cleaning.com	8750 Chery Lane C-17, Laurel, MD. 20707	25 Full time employees	Monthly \$5,211.00 x 9 Months Annual \$46,990.00	1/22/2019 1:00 PM
Brown's Landscaping	Gerry R. Brown (202)868-1686	8452 Gantset Pl. White Plain's, MD. 20695	5 Full time employees	Monthly \$6,500.00 x 9 Months Annual \$58,500.00	1/22/2019 10:00 AM
Notable Landscaping LLC	Cesar Guzman Guzmancesar069@gmail.com	5408 Caters Lane Riverdale, MD. 20737	5 Full time employees	Monthly \$6,639.67 x 9 Months Annual \$59,757.03	1/22/2019 11:00 PM
Lawn And Order	Brandon Voithoffer brandon@lawnandorderlawns.com	29 Farway Is. Grasonville, MD. 21638	7 Full time employees	Monthly \$8,833.00 x 9 Months Annual \$79,497.00	NA
LandCare	Aaron Engel Aaron.Engel@landcare.com	8970 Maier Rd. Lot A, Laurel, MD. 20723	61 Full time employees	Monthly \$9,703.89 x 9 Months Annual \$87,335.00	NA
National Service Contractors	Lewis Kelly lkelly@nscinc1.com	2007B Martin Luther King Jr. Ave, SE Washington, DC. 20020	105 Full time employees	Monthly \$14,205.00 x 9 Months Annual \$127,845.00	NA
GSB Landscaping and Lawn LLC	Gerald Benbow Gerald1229@gmail.com	14401 Lusby Ridge Rd., Accokeek, MD. 20607	2 Full time employees	Monthly \$23,544.00 X 9 Months Annual \$211,900.00	NA

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: David Moran

Submitting Department: Planning

Item Type: LEGISLATION

Agenda Section:

Subject:

A Resolution to Authorize the Negotiated Purchase of Professional Services To Undertake a Feasibility Study And To Create Concept Engineered Design Plans (Up To 30%) For Bikeway Facilities On Hanover Parkway From Sabra & Associates At A Cost Of \$59,685.

Suggested Action:

1st Reading

Reference:

Resolution

Memorandum, M. Porter, 2/6/2019

Request for Proposals,

Sabra & Associates Proposal

In May 2017, City Council directed Staff to proceed with an application for the Bikeways Grant Program in order to undertake a comprehensive bicycle feasibility study for the Hanover Parkway corridor. The feasibility study will evaluate whether on-road and/or off-road bicycle facilities will best serve project goals. The Study also involves the development of concept design plans for the area between the Spellman Overpass and just south of Greenbrook Drive. This priority area is a missing trail link, as identified in MDOT's statewide trail network vision document, "Maryland Trails: A Greener Way to Go". In November 2017, the City was awarded \$50,000 through the Bikeways program administered by the Maryland Department of Transportation to complete this project. The match for this grant is \$15,000 in matching funds and \$5,000 of in-kind contribution.

In October 2018, Staff drafted a Request for Proposals (RFP) to secure services to undertake the feasibility study and the creation of 30% conceptual design plans. The City received nine (9) proposals and staff has carefully reviewed all proposals and believe Sabra & Associates represents the best value. Included in Council's packet is a memorandum from Molly Porter, Community Planner, detailing the RFP and review process. Staff recommends City Council award the RFP for the Hanover Parkway Feasibility Study and Concept Engineered Design Plans Project to Sabra & Associates.

It is recommended this resolution be introduced for first reading.

Attachments:

[Resolution.pdf](#)

[Memorandum, M. Porter, 2-6-2019.pdf](#)

[Request for Proposals.pdf](#)

Introduced:
1st Reading:
2nd Reading:
Passed:
Posted:
Effective:

RESOLUTION NUMBER 20XX

A RESOLUTION TO AUTHORIZE THE NEGOTIATED PURCHASE OF PROFESSIONAL SERVICES TO UNDERTAKE A FEASIBILITY STUDY AND TO CREATE CONCEPT ENGINEERED DESIGN PLANS (UP TO 30%) FOR BIKEWAY FACILITIES ON HANOVER PARKWAY FROM SABRA & ASSOCIATES AT A COST OF \$59,685.

WHEREAS, Hanover Parkway is a missing trail link as identified by the Maryland Department of Transportation's statewide trail network vision document, "Maryland Trails: A Greener Way to Go"; and

WHEREAS, City Council has included funding for the Hanover Parkway Project within the approved capital budget; and

WHEREAS, the City has received a grant from the Maryland Department of Transportation's Bikeways Program in the amount of \$50,000; and

WHEREAS, in October 2018, the City advertised a Request for Proposals for professional services to undertake a feasibility study and to create concept engineered design plans (up to 30%) to facilitate the future construction of bikeway facilities on Hanover Parkway; and

WHEREAS, nine (9) proposals were received and evaluated by City staff; and

WHEREAS, the proposal submitted by Sabra & Associate was determined to be the best value; and

WHEREAS, the cost to the City shall not exceed \$59,685 and NOW, THEREFORE,

BE IT RESOLVED by the Council of the City of Greenbelt, Maryland, that the City Manager be authorized to contract with Sabra & Associates of Columbia, Maryland to conduct a feasibility study and create concept engineered design plans (up to 30%) for bikeway facilities on Hanover Parkway at a cost of \$59,685.

PASSED by the Council of the City of Greenbelt, Maryland, at its regular meeting of February 25, 2019.

Emmett V. Jordan, Mayor

ATTEST:

Bonita Anderson, City Clerk

CITY OF GREENBELT, MARYLAND
MEMORANDUM

TO: Nicole Ard, City Manager
FROM: Molly Porter, Community Planner I
VIA: Terri Hruby, Director of Planning and Community Development
DATE: February 6, 2019
SUBJECT: Hanover Parkway Bikeway Feasibility and Concept Engineering Design

Background:

In May 2017, City Council directed Staff to proceed with an application for the Bikeways Grant Program in order to undertake a comprehensive feasibility study and produce concept design plans for bicycle facilities on Hanover Parkway. The feasibility study portion of the project will cover the entire 1.9 mile Hanover Parkway corridor. The feasibility study is needed to evaluate whether on-road and/or off-road bicycle facilities will best serve project goals. The concept design plans will address the .8 mile priority project area between the Spellman Overpass and just south of Greenbrook Drive. This priority area is a missing trail link, as identified in MDOT's statewide trail network vision document, "Maryland Trails: A Greener Way to Go". Gaining access to the Spellman Overpass is crucial for Greenbelt East residents to access Historic Greenbelt and a cross-city bike route which ultimately connects to the wider Anacostia regional trail network.

In November 2017, the City was awarded \$50,000 through the Bikeways program administered by the Maryland Department of Transportation to complete this project. The match for this grant is \$15,000 in matching funds and \$5,000 of in-kind contribution.

In October 2018, Staff drafted a Request for Proposals (RFP) to secure services to undertake the feasibility study and the creation of 30% conceptual design plans. This RFP was sent to firms that Staff believed would have interest in the project and the capacity to complete the project. The RFP was advertised in the Washington Post on October 29, 2018 and on the Washington Post's website for 30 days after that posting. The RFP was also advertised in the Greenbelt News Review, on the City's website, and on the eMaryland Marketplace. A pre-proposal meeting was held on November 13, 2018. There were fourteen (14) individuals in attendance representing thirteen (13) different firms. The closing date for submitting a proposal was December 4, 2018.

Response:

The City received nine (9) responses to the RFP. In staff's experience, nine proposals is a good response. The firms who submitted proposals are listed below:

- Brudis and Associates, Inc. (BAI)
- Nspiregreen LLC
- Rummer, Klepper & Kahl, LLP (RK&K)
- KCI Technologies, Inc.
- Century Engineering
- Sabra & Associates
- Greenman-Penderson, Inc.
- McLaren Engineering Group
- Toole Design

Staff Review

Staff has carefully reviewed all proposals. All nine (9) consulting firms' submitted proposals that show adequate professional qualifications to perform the work requested. Staff also considered how well they responded to the specific requirements outlined in the RFP. The evaluation of proposals was based on several different criteria such as, the quality of the proposed public engagement plan and the proposed work program including the amount and type of data that will be collected.

Cost proposals were then reviewed. Costs for the proposed work were quoted as follows:

• McLaren Engineering Group	\$57,250
• Sabra & Associates	\$59,685
• Greenman-Penderson, Inc.	\$59,910
• KCI Technologies, Inc.	\$63,530
• Toole Design	\$64,826
• Brudis and Associates, Inc. (BAI)	\$64,933.90
• Rummer, Klepper & Kahl, LLP (RK&K)	\$64,996.94
• Century Engineering	\$65,000
• Nspiregreen LLC	\$70,000

Based on the cost proposals staff further evaluated the proposals submitted by McLaren Engineering Group and Sabra & Associates. Staff found when considering professional experience (i.e., projects of similar scope) and proposed work program that Sabra & Associates proposal was superior to McLaren Engineering Group. The Sabra & Associates proposal included significant relevant experience (including the City's Bus Safety and Accessibility Study) and included a high level of data collection, which was missing from the McLaren's proposal. Staff found that the level of data collection included in the proposal by Sabra &

Associates will provide the City with the highest level of detail for the money spent. The proposal includes peak hour intersection turning movement counts, 48-hour average daily traffic (ADT) counts, and documentation of transit routes/stops. The proposal includes plans to collect turning movement count data at the following intersections during morning (7:00-9:00) and evening (16:30-18:30) peak periods:

- Hanover Parkway at Greenbelt Road
- Hanover Parkway at Ora Glen Drive
- Hanover Parkway at Greenbrook Drive
- Hanover Parkway at Village Park Drive

In addition the submission also includes plans to collect volume, class, and speed data over 48 successive hours- Tuesday, Wednesday, or Thursday at three (3) locations:

- Hanover Parkway near the access to Spellman Overpass
- Hanover Parkway north of Ora Glen Drive
- Hanover Parkway south of Greenbrook Drive

The submission includes providing up to three (3) alternative designs using Complete Streets principles. The submission also includes a proposed study of impact on other road uses for every alternative design. At the conclusion of the project Sabra and Associates will provide a technical report that will serve as a companion deliverable with the 30% design plans so that both can be utilized to develop a 100% Construction Plan Set when funding is available.

Staff Recommendation:

It is Staff's recommendation that the City Council accept the proposal of Sabra & Associates to provide professional services associated with future bikeway facilities on Hanover Parkway set forth in their proposal dated December 4, 2018 at a cost of \$59,685.

Staff finds that the Sabra & Associates proposal outlines the required services, has the relevant professional experience to complete this project, and includes a high level of detail regarding the proposed work program.

Staff recommends that a Resolution of Negotiated Purchase to award a contract to Sabra & Associates in the amount of \$59,685 be placed on Council's regular meeting agenda on February 11, 2018 for first reading.

Attachments:

Request for Proposals

Sabra & Associates Proposal

CITY OF GREENBELT

REQUEST FOR PROPOSALS

HANOVER PARKWAY BIKEWAY FACILITY FEASIBILITY STUDY AND CONCEPT
ENGINEERING DESIGN PLAN

Contract No. 2018-05-R

Greenbelt Department of Planning and Community Development
15 Crescent Road, Suite 200
Greenbelt, Maryland 20770

(301) 345-5417

REQUEST FOR PROPOSALS:

HANOVER PARKWAY BIKEWAY FACILITY FEASIBILITY STUDY AND CONCEPT
ENGINEERING DESIGN PLAN

Contract No. 2018-05-R

Table of Contents

Part 1	General Information
Part 2	Requirements and Qualifications
Part 3	Scope of Services
Part 4	Proposal Format
Exhibit A	Project Area Maps
Exhibit B	Financial Proposal Form

CITY OF GREENBELT
REQUEST FOR PROPOSALS:

HANOVER PARKWAY BIKEWAY FACILITY FEASIBILITY STUDY AND CONCEPT
ENGINEERING DESIGN PLAN

CONTRACT NO. 2018-05-R

The City of Greenbelt is seeking Proposals from qualified professional design/engineer firms to undertake a feasibility study and produce a concept engineering design plan (up to 30%) to facilitate future construction of bikeway facilities on Hanover Parkway in Greenbelt, Maryland.

PART 1- GENERAL INFORMATION

- A. **RFP Title:** Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan
- B. **RFP Number:** 2018-05-R
- C. **Brief Description:** The purpose of this Request for Proposals (RFP) is to obtain a qualified professional design/engineer firm to undertake a feasibility study and produce design plans (up to 30%) for future construction of bikeway facilities on Hanover Parkway in Greenbelt, Maryland.
- D. **Issuing Officer:** Molly Porter
Community Planner I
Department of Planning and Community Development
15 Crescent Road, Suite 200
Greenbelt, Maryland 20770
240-542-2042
Fax #301-345-5418
Email: mporter@greenbeltmd.gov
- E. **Response Due Date:** Proposals must be delivered to the Issuing Officer no later than 2 p.m. on Wednesday, November 21, 2018.
- F. **RFP Conference:** A pre-proposal conference will be held at the Greenbelt Community Center, 15 Crescent Road, Greenbelt, Maryland, Suite 200 on Tuesday, November 13, 2018 at 11am.
- While attendance at the pre-proposal conference is not mandatory, all interested Offerors are encouraged to attend. The

information presented may be helpful in the preparation of an acceptable proposal.

PART 2 - REQUIREMENTS AND QUALIFICATIONS

- A. **Professional Requirements and Experience-** The Offeror must be a qualified design/engineer professional and shall provide documentation that demonstrates extensive experience related to this project.
- B. **Key Personnel-** Team members must demonstrate extensive experience in bikeway design and engineering.

PART 3 – SCOPE OF SERVICES

A. PURPOSE

The City of Greenbelt is seeking a qualified individual and/or professional firm to undertake a feasibility study and produce a concept engineering design plan (30%) for the priority portion of the study area for bikeway facilities on Hanover Parkway. The feasibility study portion of this project, which should cover the length of the 1.9 miles corridor, is needed to evaluate whether on-road and/or off-road bicycle facilities will best serve the project goals. The engineering design portion of the project is approximately 0.80 miles in length from Spellman Overpass to just south of Greenbrook Drive, which is the Statewide Trail Plan's identified missing link corridor on Hanover Parkway. Hanover Parkway serves as the primary spine road for Greenbelt East connecting Good Luck Road to Mandan Road with a major intersection at Greenbelt Road (MD 193). Spellman Overpass, which is accessed off of Hanover Parkway, provides a direct, non-vehicular connection to Historic Greenbelt over the Baltimore-Washington Parkway, however there are no bicycle facilities which connect to the overpass at this time. Gaining access to the overpass is crucial for Greenbelt East residents to access Historic Greenbelt and a cross-city bike route which ultimately connects to the wider Anacostia regional trail network.

B. SCOPE OF WORK

The scope of this project includes the undertaking of a feasibility study and production of a concept engineering design plan (up to 30%) for a portion of the project area to facilitate future construction of bikeway facilities on Hanover Parkway in Greenbelt, Maryland.

C. STUDY COMPONENTS:

1. Minimum of two (2) meetings with City Council, three (3) meetings with City Advisory Boards including but not limited to the Advisory Planning Board and Green ACES, and unlimited meetings with City staff
2. One (1) community workshop to present alternatives analysis and gather user input on the proposed design plans
3. Evaluation of the existing conditions of the entire 1.9 miles Hanover Parkway corridor
4. Review of right-of-way impact issues, community links and access to commercial, and/or major institutions along the corridor
5. Coordinate with SHA District 3 regarding aspects of the Greenbelt Road intersection and regarding ownership and maintenance of proposed improvements
6. Draft and Final Feasibility Study
7. Draft and Final Concept Engineering Design Plan (up to 30%)

D. ITEMS TO BE INCLUDED IN FEASIBILITY STUDY

1. The feasibility study portion of this project, which will cover the entire length of the 1.9 mile corridor, will evaluate whether on-road or off-road bicycle facilities will best serve the project goals.
2. An analysis of the existing conditions of the Hanover Parkway corridor
3. Consider how best to tie into or parallel the existing side path south of the priority project area and how best to traverse the Greenbelt Road (MD 193) intersection.
4. Assess the connection between new and existing facilities, right-of-way impact issues, community links and access to commercial and/or major institutions along the corridor, and local support.
5. Alternatives for on or off-road facilities considered will be shown on large format maps prepared from a common base map. Maps shall display an existing conditions inventory of the entire Hanover Parkway corridor which includes but is not limited to, utilities, ROW (including boundaries and currently improved areas), storm drains, street trees, existing bicycle, pedestrian, and transit facilities, etc.
6. Summary of community feedback from the community workshop.
7. Based on the outcome of the feasibility study a preferred alternative will be selected

E. ITEMS TO BE INCLUDED IN CONCEPT ENGINEERING DESIGN PLAN (up to 30%)

1. Create a concept engineering design plan (up to 30%) for the .8 mile priority project area based on the selected preferred alternative
2. Design plans shall include all existing features, a storm water management concept, typical sections, topography and size and location of all major improvements, including signage and pavement markings.
3. The proposed design will need to identify impact on connections to locations adjacent to the project area including major commercial and employment centers, such as Greenway Shopping Center, and Maryland Trade Center, and nearby institutions like Eleanor Roosevelt High School, Schrom Hills Park, and Greenbelt's post office.
4. Implementation strategy with cost estimates of the design
5. Strategies for funding opportunities including sponsorship opportunities to pay for construction of bikeway facilities.

6. Facilities necessary to comply with Americans with Disabilities Act (ADA) requirements.

F. PRODUCTS AND DELIVERABLES:

1. One (1) color copy of Draft Feasibility Study
2. One (1) digital copy of Draft Feasibility Study
3. One (1) color copy of Feasibility Study
4. One (1) digital copy of Feasibility Study
5. One (1) color copy of draft Concept Engineering Design Plan for comment
6. One (1) digital copy of draft Concept Engineering Design Plan
7. Three (3) color copies of final Concept Engineering Design Plan
8. One (1) digital copy of final Concept Engineering Design Plan
9. Maps (All GIS map data as ESRI shapefiles)
10. Presentations (Adobe Acrobat (.PDF) format)

PART 4 – PROPOSAL FORMAT

The proposals shall include the following information:

A. Project Proposal

1. Proposed scope of services and the division of responsibility among members of the team.
2. Project Schedule
3. Names of project team/firms (please indicate principal contact)
4. Qualification statement and resumes of project team
5. List of relevant, former projects of similar scope
6. A list of three (3) client references (names, addresses, and telephone numbers) for whom the Offeror has carried out comparable work.

B. Financial Proposal

1. Proposed fee for services and lump sum cost proposal

C. Proposal Submission

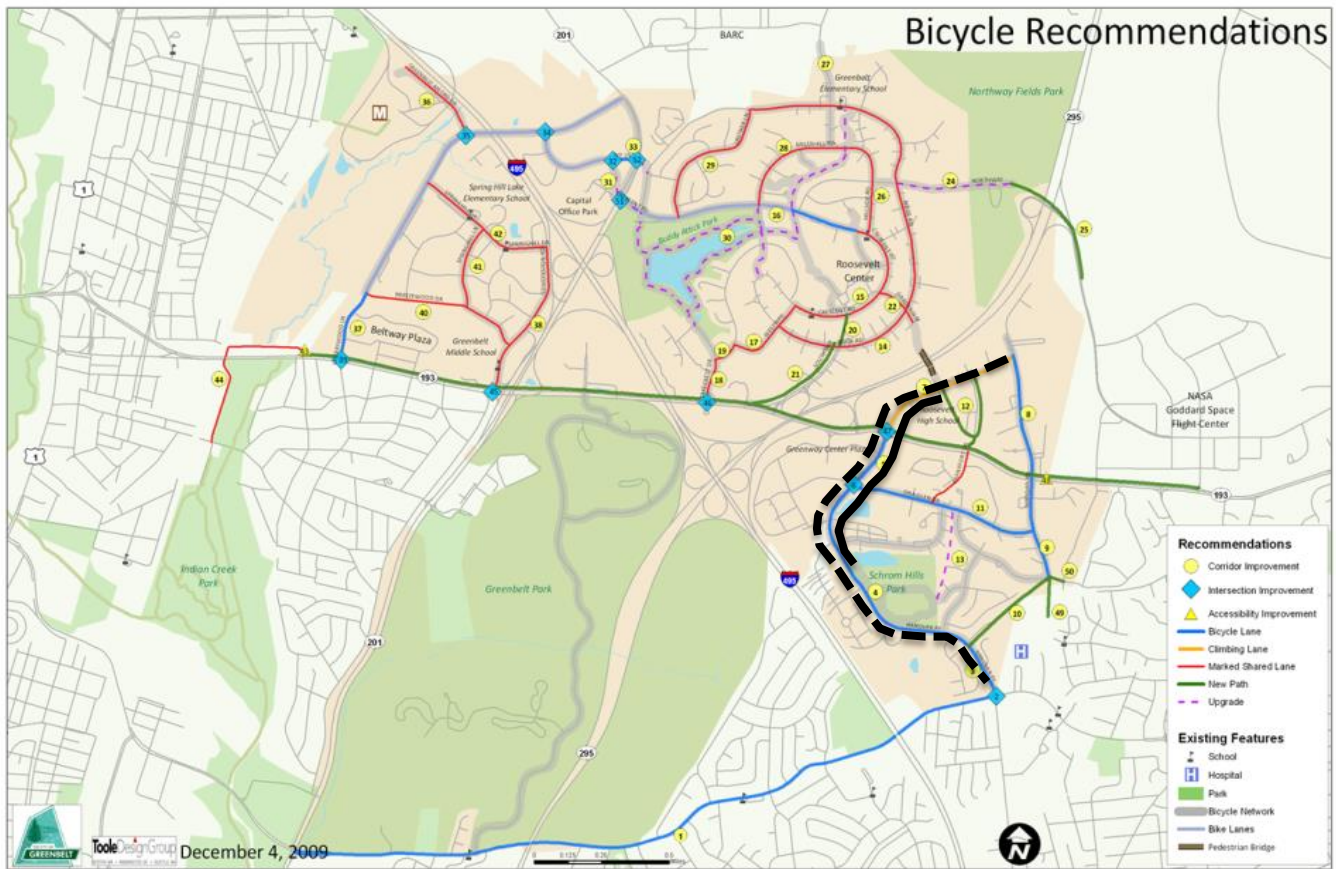
1. One (1) original and two (2) copies of the Proposal in a sealed envelope clearly labeled “Proposal- Contract No. 2018-05-R, Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan” and,

Molly Porter
Community Planner I
Department of Planning and Community Development
15 Crescent Road, Suite 200
Greenbelt, MD 20770

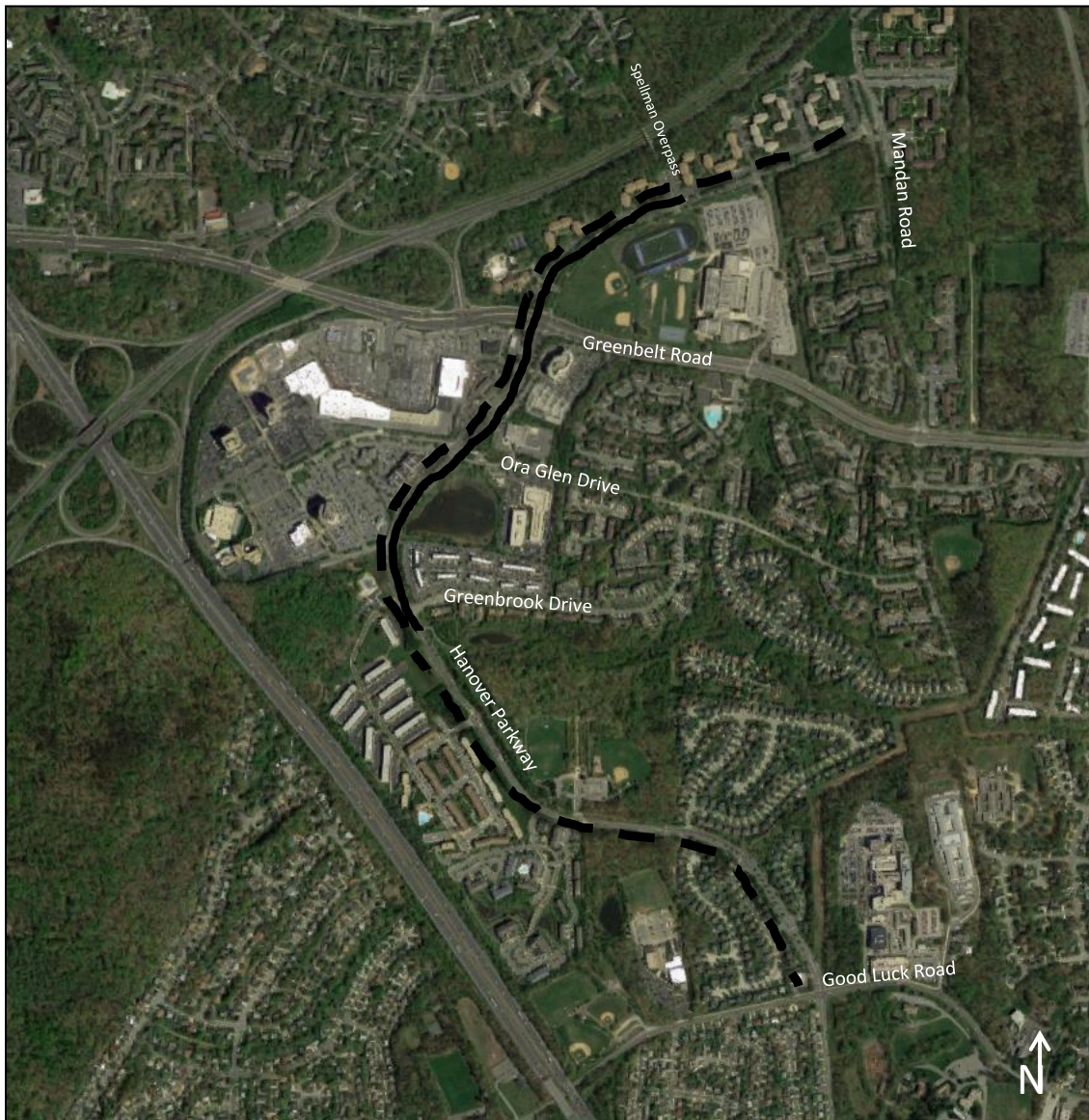
Proposals must be received by the Issuing Officer no later than the response due date listed In “Part I- General Information”.

This project is funded by the City of Greenbelt and the Maryland Bikeways grant program administered by the Maryland Department of Transportation. It must meet with all City of Greenbelt procurement requirements. The City of Greenbelt is an Equal Opportunity Employer.

Exhibit A: Project Area Maps



--- Feasibility Study Project Area
 — Priority Design Area



--- Feasibility Study Project Area
--- Priority Design Area

EXHIBIT B
FINANCIAL PROPOSAL FORM

Exhibit B

FINANCIAL PROPOSAL FORM

Offerors will itemize the cost in Column B for each service listed in Column A. The financial proposal will be evaluated on the total price for all services. The price shall include all travel and incidental costs for the project.

Column A	Column B
1. Feasibility Study	\$
2. Concept Engineering Design Plan (up to 30%)	\$
Total	\$

GRAND TOTAL (SUM OF #1-2) \$_____

**ALL ENVELOPES SHOULD BE CLEARLY MARKED AS SPECIFIED IN PART 4- SECTION
C, ITEM 1**

Warrant of Legal Capacity

The Contractor warrants and represents that they have full right, power, and authority to respond to this RFP.

(Signature)

(Date)

(Name – Typed or Printed)

(Company)

(Address)

(Phone number)

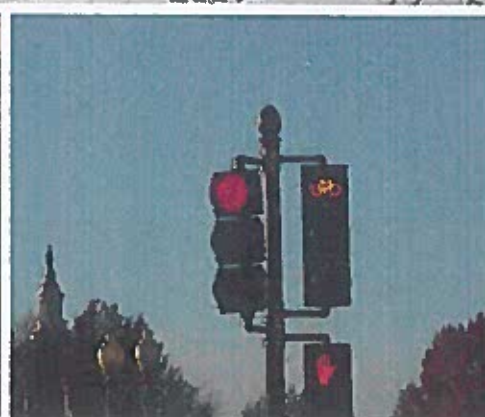
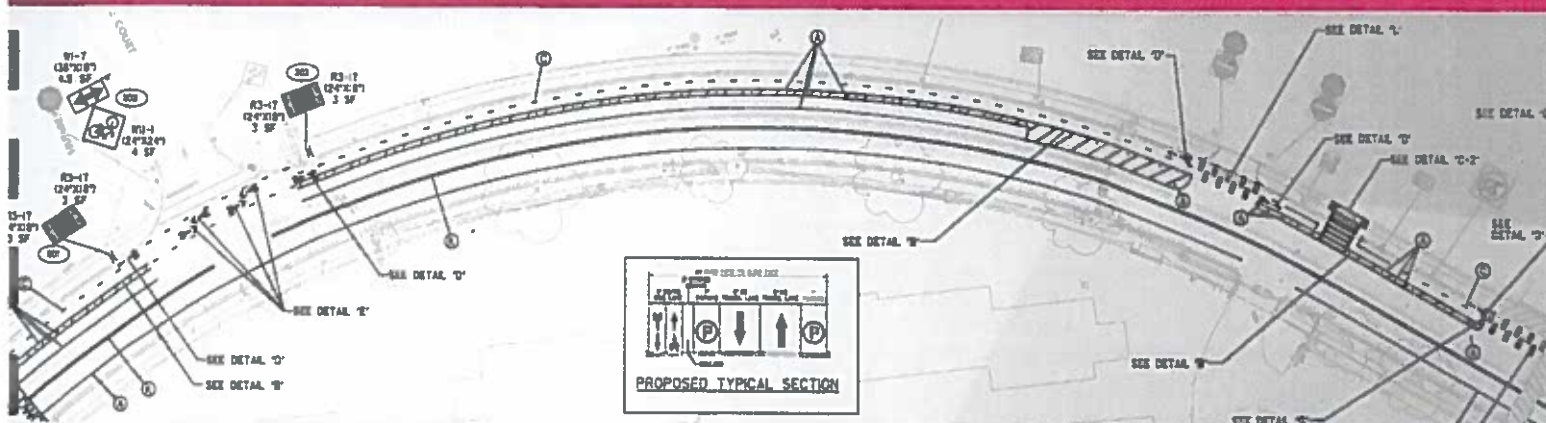
(Fax number)

(Federal Tax Identification number)

Proposal - RFP - 2018-05-R

Hanover Parkway Bikeway Feasibility Study & Concept Engineering Design Plan

Copy



Submitted To:



Molly Porter, Community Planner I
Department of Planning and Community Development
15 Crescent Road, Suite 200
Greenbelt, MD 20770

Submitted By:



7055 Samuel Morse Drive, Suite 100
Columbia, MD 21046
443-741-3500 | sabra-associates.com

December 4, 2018 | 11:00 AM

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- › Tab C – Organization Chart
- › Tab D – Project Schedule
- › Tab E – Qualification Statement and Project Team Resumes
- › Tab F – List of Relevant, Former Projects of Similar Scope
- › Tab G – References
- › Tab H – Proposed Fee for Services/Lump Sum Cost Proposal
- › Tab I – Warrant of Legal Capacity

SABRA & ASSOCIATES

Engineering Innovative Solutions

December 04, 2018

Ms. Molly Porter
Community Planner I
Department of Planning and Community Development
15 Crescent Road, Suite 200
Greenbelt, MD 20770

Reference: Contract No. 2018-05R, Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan

Dear Ms. Porter,

Sabra & Associates, Inc. (SAI) is pleased to submit the accompanying proposal in response to the RFP and addendum #1 for the *Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan*. Included within this package are one (1) original and two (2) copies of our proposal.

SAI is a 100+ person, multi-disciplinary consulting engineering firm located in Columbia, Maryland. We specialize in multi-modal transportation planning, traffic engineering, and civil engineering. SAI has extensive experience in bikeway network planning and engineering, from existing conditions documentation, through alternatives development and analysis, to final design and funding.

Our professional services under our Transportation Planning Group include bicycle infrastructure design and planning for on-road and off-road networks, including marked lanes, route signing, protected bike lanes, bicycle boulevards, trails, and shared use paths. SAI understands all aspects of planning and design of bike facilities from strategic planning through alternatives development, to concept and typical section design. We are prepared to assist you with public outreach and can provide 3-D and plan view renderings, impact assessment (safety, traffic and parking), 30% design, and ROW analysis. SAI will lay a strong foundation for you to advance your plans to 100% design and collaborate with the City of Greenbelt on funding opportunities.

We have worked in urban, suburban, and rural environments and have extensive experience in both on and off-road bicycle facilities. Collectively, our staff has planned and designed dozens of bicycle networks in the District of Columbia, Baltimore City, Prince George's County (College Park, Cheverly, Riverdale Park, Hyattsville, New Carrollton, Suitland, and Bowie), the City of Alexandria, the City of Frederick, Montgomery County (Takoma Park, Rockville, and Bethesda), Arlington County, Annapolis, Howard County (Ellicott City and Columbia), Baltimore County (Catonsville), and Wicomico County (Berlin and Ocean City). We worked in Prince George's County with the Department of Public Works and Transportation (PG DPW&T) and with State Highway Administration (SHA) District 3. Most importantly, SAI's bike lanes get built; our protected bike lanes, buffered bike lanes, traditional bike lanes, and bike signals can be found all across the greater Washington-Baltimore region.



SABRA

& ASSOCIATES

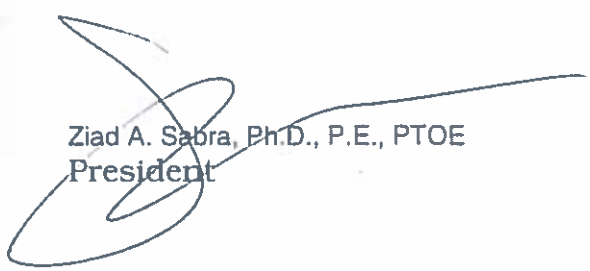
Engineering Innovative Solutions

Under direction of our Senior Project Manager, Mr. Bryon White, P.E., PTOE, a former City of Laurel Engineer who planned, designed, and implemented the City's bicycle network, our SAI team will proactively work with you to keep your project on-schedule and within budget. Through the successful completion of similar projects for municipalities throughout the region, we have a solid understanding of effective approaches for delivering a comprehensive feasibility study and defendable 30% design plan that can be efficiently progressed to final construction.

The ensuing proposal outlines our understanding of the project, along with the City's objectives and goals. Additionally, we have provided what we see as the primary design challenges and a detailed scope of work. Finally, we have provided our firm's experience, hand-picked project team and resumes, references, and a cost proposal.

We are confident in our team's ability to exceed Greenbelt's expectations for this project and we are eager to begin working together to help you facilitate an important bikeway network link in the City. Thank you for your consideration and we look forward to hearing from you.

Sincerely,
SABRA & ASSOCIATES, INC.



Ziad A. Sabra, Ph.D., P.E., PTOE
President



Project Understanding

Right-of-way along Hanover Parkway has the potential to fill in a critical gap in the City's trail network and to dramatically enhance bike connectivity city-wide. While Spellman Overpass over the Baltimore-Washington (B-W) Parkway provides a crucial connection between Old Town and the neighborhoods east of the B-W Parkway, Hanover Parkway – particularly the portion south of MD 193 – is a missing link in the trail network (see Figure 1).

Safe biking facilities along Hanover Parkway would serve as a spine for East Greenbelt neighborhoods, threading them together and providing direct connectivity to the overpass and Old Town. To that end, the City of Greenbelt is requesting professional services to:

- 1) Conduct a feasibility study of Hanover Parkway, from Good Luck Road to Mandan Road, with the goal of determining the best biking facilities (e.g. typical cross sections) that are safe for all users, requires minimal additional right-of-way, is cost effective, and provides safe/efficient connections through MD 193 and to the Spellman Overpass.
- 2) Develop 30% design plans for a priority segment of Hanover Parkway from the Spellman Overpass in the north, to just south of Greenbrook Drive.

Given Hanover Parkway's heavy traffic volumes (>25,000 per day, south of MD 193), protected or separated bike lanes will be needed in order to have functional and usable facilities.

Similar to separated bikes lanes (located behind the curb), protected bike lanes that are buffered from vehicle travel lanes, offer increased safety over biking in mixed traffic or alongside vehicle travel lanes, where cyclists are overwhelmingly dependent on driver acumen and attentiveness for their safety.



Figure 1: Location of Study Area and Project Limits (shown in yellow)

Four Types of Cyclists By Proportion of Population

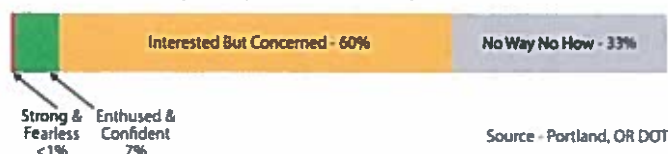


Figure 2: 4 Types of Potential Cyclists

will never ride in a travel lane, there is a large segment of the population that is willing to cycle if *best-practice* facilities are provided. Additionally, protected bike lanes provide an ideal way for children to safely get to/from school or to visit nearby parks. Protected or separated facilities are highly recommended for the Hanover Parkway corridor.

Studies conducted by the District of Columbia, Department of Transportation (DDOT) have shown a 4-fold increase in cyclists when a protected bike lane was installed along an existing marked but unprotected bike route. This is because protected bike lanes offer a level of protection not possible with traditional lanes, thereby capturing a large segment of potential users (see Figure 2). While there are some who



Design Considerations

Protected bike lanes offer advantages over traditional bike lanes, because their designs strive to physically separate bikes from moving vehicles as well as other curbside obstacles such as delivery trucks, parked cars (including card doors), and buses. While the typical cross section of a two-way protected bike facility is no longer novel to the United States or to the larger Washington, DC region, there are still multiple site-specific elements to be considered in the feasibility analysis and design development phase. These design elements include:

- Driveway/intersection Sight Distance,
- Driveway/side street Markings and Signage,
- Door Zones,
- Bus Stops,
- Bike Wayfinding Signage, and
- Crossing Channelized Turn Lanes

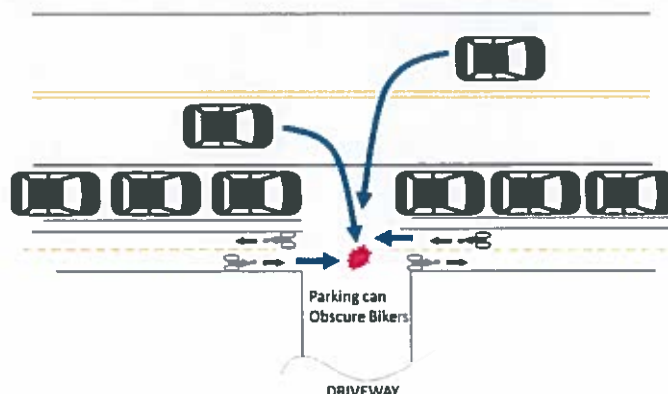


Figure 3: Example of how parked cars can obscure cyclists where a protected bike lane crosses a side street or driveway

Sight Distance/Turning Vehicles: Hanover Parkway, north of MD 193 provides curbside parking and has multiple driveways. Design considerations must consider right-turn and left-turns across the two-way facility – particularly where parked cars can obscure cyclists at intersections (see Figure 3). Where parking is allowed, it would need to be restricted at either side of a driveway/side-street entrance to increase visibility. Removal of on-street parking should be a discussion topic during public meetings. Even where parking is not adjacent to bike lanes, designs that encourage slow turning movements across bike lanes are a critical design element for safety.

Driveway and Intersection Markings and Signage: If curbside 2-way bike lanes are chosen (often because available curb-to-curb road width is limited), drivers exiting a side street or driveway will be required to look for two-bike traffic as well as two-way pedestrian and vehicle traffic. Specific markings (sometimes called “bikewalks”) are used to indicate that the location is for a bike crossing (similar to a crosswalk). These can be in the form of additional bike symbols, sharrows, or small chevrons. Green paint is recommended for bikewalks across driveways or where intersections are skewed. Additionally, we recommend using the Manual on Uniform Traffic Control Devices (MUTCD) warning sign and plaque designs for side street approaches to two-way bike lanes – W11-1 and W1-7, respectively.

Door Zones: Hanover Parkway, north of MD 193, provides curbside parking. While the RFP references 2' buffers separating bike lanes from travel lanes and/or parked cars, we strongly recommend that 3' is the minimum buffer provided between the two-way facility and parking lanes. This 3' buffer insures that cyclists are protected from opening passenger doors. Three feet is the minimum National Association of City Transportation Officials (NACTO) recommendation and is considered best practices for use between bike lanes and parking lanes. This buffer would require shrinking the two-way facility from 10' wide to 9' wide. Because the ability to street-sweep and plow is necessary, we would recommend flexible

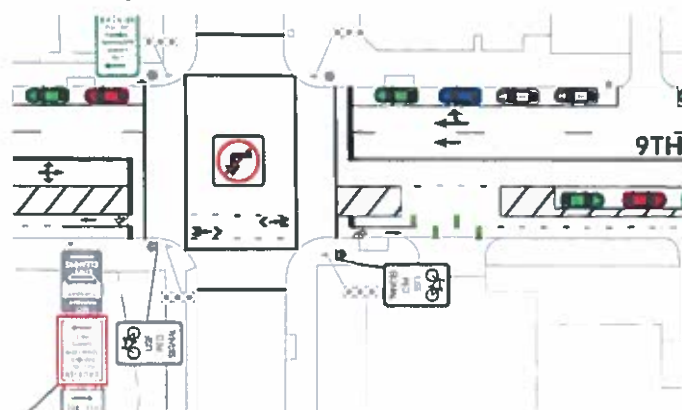


Figure 4: 30% Bike design by SAI for DDOT, showing green crosswalk driveway and “bikewalks” across intersections.



bollards centered in the buffer zone; this would allow enough room in the combined bike lane/buffer zone to still sweep and plow. We would recommend preformed concrete curb (or similar product) for this location.

Bus Stops: There are multiple bus stops along Hanover Parkway. Because these routes are curbside, a new conflict is being introduced between cyclists and bus traffic or boarding/alighting traffic. There are two general options available for mediating this conflict:

1. Allow buses to board curbside, thereby temporarily blocking the two-way bike lanes. This option reduces any conflict between cyclists and bus passengers boarding and alighting from the bus.
2. Allow buses to temporarily block general traffic lanes, requiring bus passengers to traverse the roadway and bike lanes to board/alight from the bus.

Last year, SAI completed 30% design for protected bike lanes in College Park that have this latter option (see Figure 5). In this option, the yield area is painted green and marked with a mini crosswalk and sharks teeth facing the bike traffic, indicating that bikes are to yield to bus passengers. This would be the preferred design option where bus headways are long (e.g. 30+ minutes) so that travel lane blockages are infrequent.

Route Identification/Wayfinding Signage: A route identification/wayfinding signage plan is integral to guide cyclists through a bike network whose facilities can be both on-road and off-road. Like street signs, wayfinding signage at critical intersections tells cyclists

1) the direction and distance to identified destinations –such as parks, schools, and cultural/institutional amenities. Wayfinding serves as the glue to bind different types of bike facilities into a connected network and makes them more attractive to casual users. SAI is experienced in Wayfinding Signage design and planning, including development of layout, dimensions and mounting of proposed regulatory and route informational signage, fabrication details, subplate schedules, quantity, and cost estimates. A conceptual wayfinding signing plan is recommended for 30% design.

Crossing Channelized Turn Lanes: Eastbound MD 193 has channelized right turn movements onto and from Hanover Parkway. These channelized turns provide a high-speed conflict point for cyclists. Additional measures may be needed at these locations; examples include removing the channelization, slowing the free-flow speed through the right turn movements, or introducing signalization that segregates bike and vehicle movements through a conflict zone.

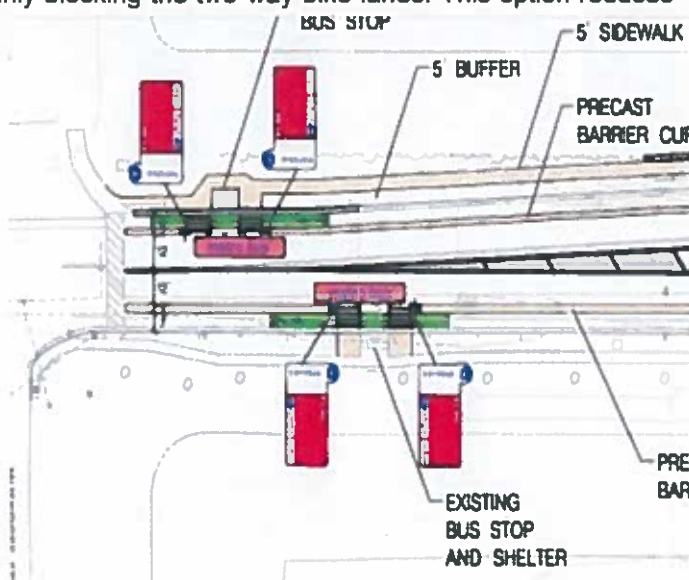


Figure 5: SAI designed protected bike lanes along bus routes for College Park



Scope of Work

Sabra & Associates, Inc. (SAI) is pleased to submit the following scope of work for Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan. This scope describes the processes that we will perform to support the City's goals of undertaking a feasibility study and producing a concept engineering design plan (up to 30%) to facilitate future construction of an important bikeway network connection along the Hanover Parkway in Greenbelt, Maryland.

Our Approach to Bicycle Facility Planning and Engineering

Typical studies focus on implementing bike infrastructure in a safe and efficient manner that ideally minimizes impacts to pedestrian, transit users, and vehicles/parking. Bike lane design projects can vary in complexity from a suburban lane removal/repurposing (e.g. road diet) to a shared use path along a State arterial, to a protected bike lane in an urban street/downtown business district. Whether complex or routine, SAI follows a comprehensive approach to performing bike facility feasibility studies and preliminary engineering:

1. **Kick-off Meeting:** SAI coordinates with the City to obtain project requirements and scope and to identify the key objectives of the study. Key deliverables include meeting minutes, refined scope, schedule, and identification of stakeholders and critical paths/decisions.
2. **Perform Field Review and Data Collection:** SAI performs a desktop and in-field inventory of roadway geometric characteristics, existing pedestrian and bicycle infrastructure, traffic controls, access points, bus stops, parking regulations, land use, environmental features, right-of-way, and utilities. Key deliverables include observation and photo/video documentation of critical areas. Additionally, SAI obtains or collects multi-modal traffic counts, volume (ADT), speeds, travel times, bus routes, crash data, curbside parking utilization, or other data as required.
3. **Prepare Base Mapping:** SAI develops CADD and/or GIS plans, documenting existing roadway geometry, lane widths, right-of-way, utilities, pavement marking, signage, lighting, traffic controls, bus stops, and parking. CADD and GIS base mapping are the key deliverables.
4. **Concept Development and Design:** SAI develops an initial set of alternative roadway or trail cross-sections to accommodate bicycle facilities. We will prepare a concept design plan on aerial imagery to illustrate bicycle facility location, type, and impacts to existing vehicle travel lanes, shoulders, parking, etc.
5. **Conduct Operations and Safety Analysis and Evaluate Trade-offs:** For every proposed design, SAI conducts an analysis on impacts to delay and safety for other users. Typical outputs include changes in traffic operations such as intersection vehicle delay, level of service (LOS), queuing, corridor travel time, and impacts to traffic signal timing, pedestrian movements, and expected safety benefits. SAI can also perform pedestrian and bicycle LOS per the Highway Capacity Manual and predictive safety analysis per the Highway Safety Manual to document expected benefits to non-motorized roadway users. We will document existing and proposed traffic operations and safety and delay tradeoffs for all users.
6. **Conduct Community Outreach:** We develop 2-D and 3-D renderings, planviews on roll maps, and typical sections in order to illustrate and explain preliminary alternatives. We develop easy to

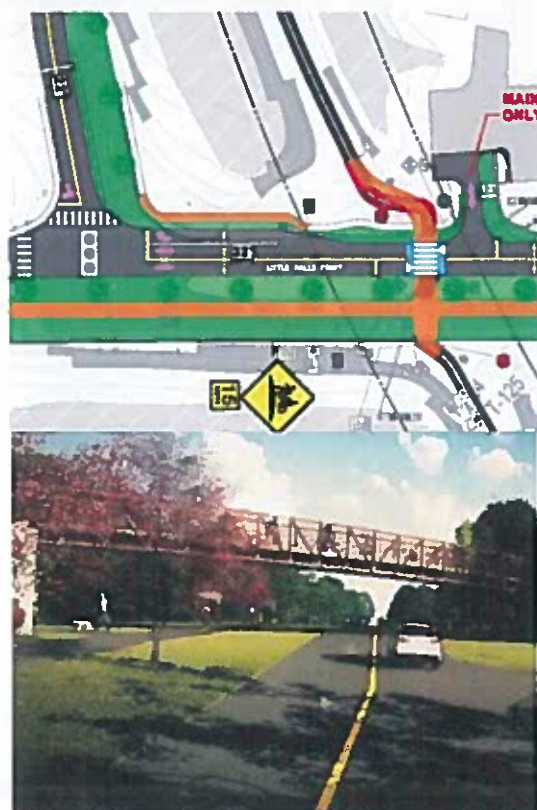


Figure 6: SAI concept plan for Road Diet and rendering of grade separation for Capital Crescent Trail crossing at Little Falls Parkway



understand matrices and charts, explaining the trade-offs, benefits, and advantages for each design. SAI also develops 2-D and 3-D traffic simulations in order to show what the "after" conditions will look like, for example, after application of a "road diet".

7. **Prepare 30% Design Plans:** As needed, SAI develops bike plans, including geometric layout, vertical and horizontal alignment, typical sections, structures, landscape, erosion and sediment control, signing, pavement marking, lighting, and storm water management. For on-road facilities pavement markings and signage, all plans are designed in accordance with the City of Greenbelt, Prince George's County, State Highway Administration (SHA), MUTCD, and American Association of State Highway and Transportation Officials (AASHTO) standards. We provide CADD plans with all relevant dimensions, details, including Americans with Disabilities Act (ADA), and specifications. We prepare and provide a quantities schedule and Engineer's Estimate for cost.
8. **Document Findings and Recommendations:** Finally, we prepare a report documenting all data collected and analyzed, evaluation of alternatives, and recommended preferred design option, assumptions made, design waivers or exceptions, and expected impacts that can be subsequently measured through post-construction performance monitoring.

Additional Potential Bicycle Program Support Tasks that SAI can assist the City with include:

- *Grant Writing*
- *Bicycle Facility Design Construction and Management of Maintenance*
- *Waiver Process for Design Exemptions*
- *Before and After Bike Counts*

Feasibility Study

The major focus area for the feasibility study will be to evaluate the existing conditions of the 1.9 mile Hanover Parkway corridor to determine whether on-road or off-road bicycle facilities will best serve the City's objective to provide an important missing link, identified in Maryland's Statewide Trail Plan. This link will connect multiple neighborhoods and commercial areas in East Greenbelt to each other and to Historic Greenbelt, via the Spellman Overpass.

The feasibility study will include the following components:

- Evaluate the existing conditions of the Hanover Parkway corridor, local bicycle network, and environment.
- Review connections between existing and proposed bikeway facilities, right-of-way impact issues, community links and access to commercial, and/or major institutions along the corridor.
- Identify and develop design alternatives that could provide a safe and critical bikeway connection in the priority project area.
- Coordinate with MDOT SHA District 3 options for crossing Greenbelt Road (MD 193) and the ownership and maintenance of proposed improvements with State ROW.
- Conduct Alternatives Analysis to evaluate trade-offs.
- Coordinate with City staff and participate in meetings with the City Council, City Advisory Boards, and at a community-wide workshop to present the alternatives analysis and to gather user input on the proposed design plans.
- Summarize feedback from the community workshop to inform the selection of the preferred alternative.

Concept Engineering Design Plan

Based on the City's preferred alternative, a concept engineering design plan (up to 30%) for the 0.8 mile priority project area will be produced and include:

- All existing features, including new geometry, typical sections, and topography and size location of all major improvements, signage and pavement markings, and a storm water management concept if needed.
- Implementation strategy outlining cost estimates and required ADA elements.
- Engineering Cost Estimate.
- Technical Report documents preliminary alternatives, alternatives analysis, community input, ROW, costs, as well as any pending barriers to Final Design and next steps.



Detailed Work Plan

Our detailed work plan is as follows:

Task 1: Kick-off meeting

SAI will initiate the project by meeting with City staff to review project goals, budget, deliverables, and schedule. Our Project Manager will attend and be the primary point of contact throughout the project. Collectively, we will also identify potential public/private stakeholders and discuss a preliminary schedule of critical decision points, including when we wish to get on the City Council's schedule. We will obtain or request any relevant studies or applicable data (e.g. GIS layers) from the City.

The deliverable for this task will be kick-off meeting summary notes to be included in the Final Technical Report.

Task 2: Field Review and Data Collection

SAI will conduct a field review of the existing conditions of the 1.9 mile Hanover Parkway corridor and natural features. This field review, in conjunction with available GIS aerial information, will be used in the development of a base map. Excepted data to be collected during the field review include all curb-to-curb dimensions, sidewalk/trail widths, inlet locations, confirmation of signal timing, location of large trees and utilities/poles, curbside parking utilization, and all signing and marking. In addition, we will observe any risky behaviors and areas of conflict and traffic congestion.

Subsequently, SAI will collect and review all relevant traffic data to conduct a thorough analysis of alternatives. This is expected to include peak hour intersection turning movement counts, 48-hour average daily traffic (ADT) counts, and documentation of transit routes/stops. We anticipate needing to collect turning movement count data at the following intersections during morning (7:00-9:00) and evening (16:30-18:30) peak periods:

- Hanover Pkwy at Greenbelt Road (MD 193)
- Hanover Pkwy at Ora Glen Drive
- Hanover Pkwy at Greenbrook Drive
- Hanover Pkwy at Village Park Drive

Additionally, we will collect volume, class, and speed data over 48 successive hours – Tuesday, Wednesday, or Thursday – at three locations:

- Hanover Pkwy near the access to Spellman Overpass
- Hanover Pkwy north of Ora Glenn Drive
- Hanover Pkwy south of Greenbrook Drive

Finally, we will request crash data from MDOT SHA's Office of Traffic and Safety for all intersections along Hanover Pkwy.



Figure 7: Pre-formed 2' curb used in DC

Task 3: Base Mapping

A base map of the entire 1.9-mile study corridor will be constructed in CADD, for ease in developing conceptual alternatives. Base mapping will include all existing notable roadway features – sidewalk, trails, curb and gutter, inlets, lane widths, large trees, topography, above ground utilities, all signing and marking, and curb-to-curb dimensions. PDF and CADD files will be made available to the City, if requested.

The deliverable for this task will be set of plan-view base maps.



Task 4: Concept Development

SAI will utilize data collected during the field review and base mapping to produce up to three (3) alternative designs, using *Complete Streets*¹ principles, for retrofitting the Hanover Parkway corridor with high quality bicycle facilities to connect Greenbelt East to Historic Greenbelt. The redesigns will be overlaid on the existing base map to illustrate before and after conditions. Additionally, SAI will show where potential stormwater management (SWM) features would be feasible. Potential alternatives may include:

- Adding marked bike lanes (e.g. share-the-road) in each direction
- Adding marked bike lanes with a buffer in each direction
- Creating a two-way buffered bike lane on one side
- Enhancing the shoulder for bicycle use
- Adding an off-road shared use path/ trail
- Replacing the two-way left turn lane with a median
- Enhanced intersection design for bicycles (e.g. bicycle boxes, bicycle crosswalks, etc.)
- Spur connections to key centers along the corridor such as the Greenway Shopping Center, Maryland Trade Center, Roosevelt High, Schrom Hills Park, and the post office.
- Improved pedestrian crossings with refuge islands, beacons or other enhanced signing and marking
- Combinations of the above

The redesigns will be overlaid on the existing base map to illustrate before and after conditions. Additionally, we will provide standalone concept plan-view and typical sections for the proposed designs.

The deliverable for this task is a to-scale plan-view drawing for two alternative designs, as well as accompanying typical sections for each. PDF and CADD files will be made available if requested.

Task 5: Alternatives Analysis and Feasibility Study

Based on the refined alternatives and the data collected, SAI will draft and submit a Feasibility Study that meets the objective of providing an analysis of alternatives to create the important bicycle network linkage between East Greenbelt and Historic Greenbelt. The finalized alternatives will be illustrated, and a preferred alternative will be selected, informed by City and community feedback. All data, analysis, and community feedback will be provided as appendices to the Plan. As part of the study, SAI will develop an engineering cost estimate for the entire 1.9-mile corridor, based on the preferred alternative.

A primary component of the feasibility study will be a thorough alternatives analysis that evaluates impacts to:

- Safety
 - Number of conflict points
 - Protected movements for cyclists at critical intersections
 - Direct access between neighborhood and trail
- Traffic (if a road diet is proposed)
 - Change in LOS, travel time and queuing
- Right of Way
 - Commercial and residential ROW amount needed
- Overground Utilities
 - Inlet or Utility pole relocation
- New stormwater management facilities;
 - Location and size of needed SWM
- Cost, and
- Constructability

¹ Complete Streets are those that are designed to provide safe and efficient access for all travel modes, including pedestrians, bicyclists, motorists, and transit riders, irrespective of their age and abilities.



- Needed permits,
- Ability to be incorporated into a resurfacing project

All of the data will be analyzed and summarized in a matrix format for easy comparison by stakeholders, residents, and elected officials.

The deliverables for this task are one (1) color copy of the Draft and Final Feasibility Study; one digital copy of the Final Feasibility Study.

Task 6: City Council and Advisory Boards, and Community Workshop

SAI will assist the City with at least two (2) City Council meetings, and three (3) meetings with City Advisory Boards to present preliminary alternatives, receive feedback, and present final design options. SAI will provide display boards of plan views and typical section views, as well as, conceptual 3D renderings in Sketchup.

Our team will work with City staff to conduct a community workshop to brief Greenbelt stakeholders on the project and present alternatives for discussion. We will also present display material that highlights the key comparisons between each alternative. A PowerPoint presentation and poster boards will be used at the workshop to illustrate the existing conditions/bicycle network and several alternative bikeway designs. If desired, SAI can produce traffic simulations in 3-D to show impacts on traffic and how all transportation users interact and are impacted by an alternative (see inset). SAI can produce graphical exhibits including PDF fliers for the City's website, listservs, and for advertisements in newspapers and on social media.

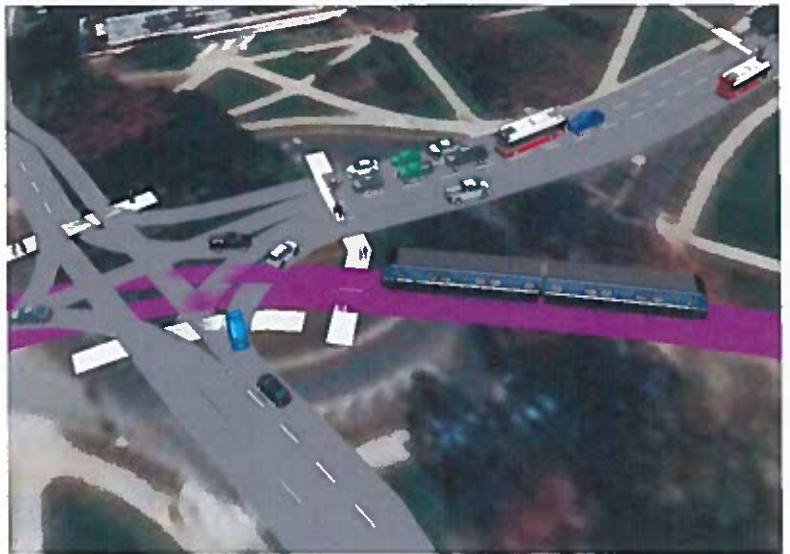


Figure 8: Screen capture of Traffic Simulation SAI created for the University of Maryland

Based on discussion with the City and the community stakeholders, we will refine the alternative concepts.

Deliverables include at least two meetings with the City Council, three City Advisory Board meetings, and biweekly meetings or conference calls with the City staff. For the Community Workshop, SAI will provide display boards, Plan view roll maps of existing conditions and proposed concepts, and renderings as needed. We will also develop graphic fliers, workshop comment forms, and provide to City Staff a memorandum summarizing public comments.

An example of the type of graphics that we typically present at public meetings are shown in Figure 9, where differing segments of the facility are highlighted with plan view and typical section renderings.

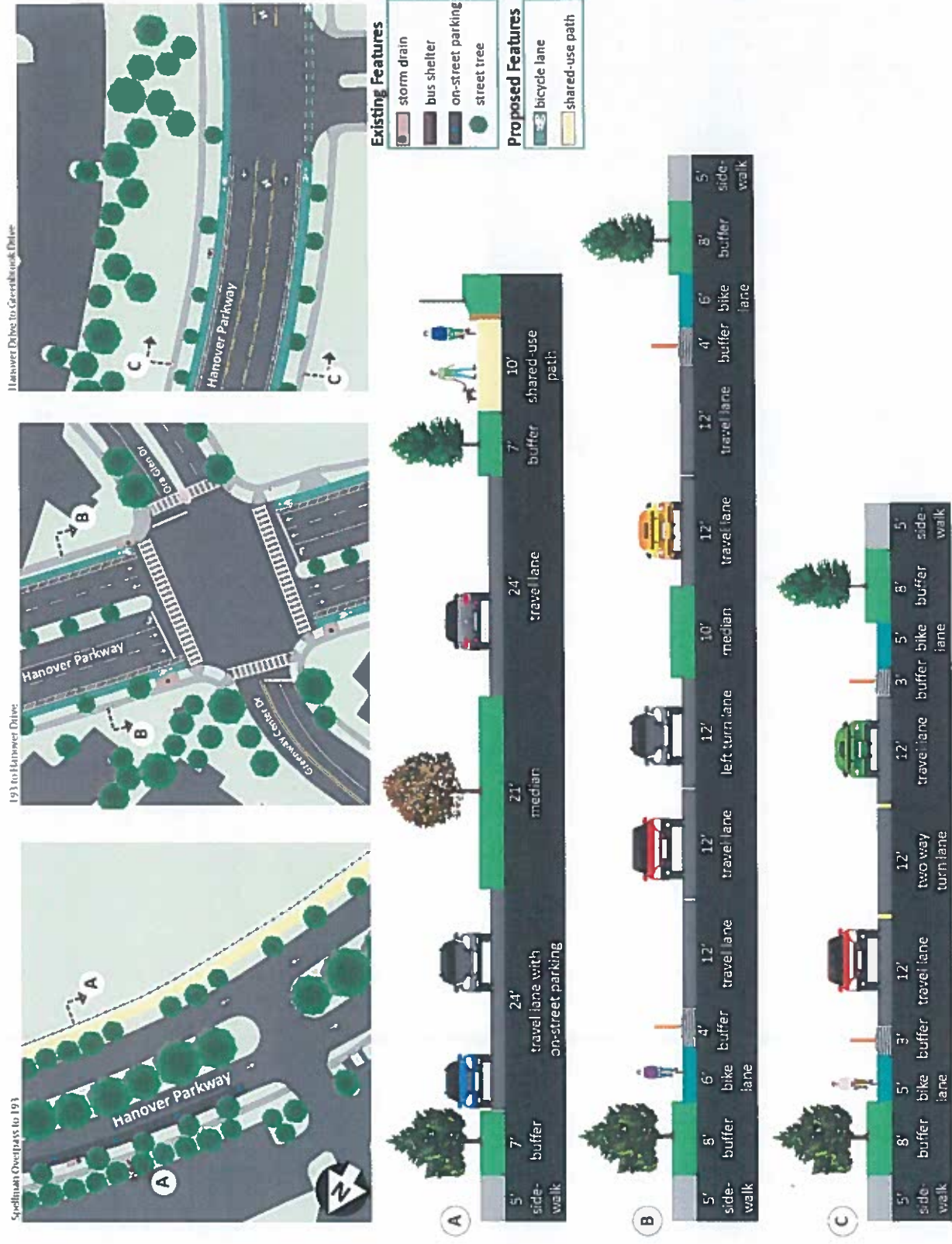


Figure 9: Example conceptual rendering of three segments of Hanover Parkway



Task 7: Concept Engineering Design Plan

Based on the selected preferred alternative, typical sections, and community input, SAI will develop and submit a draft 30% Concept Engineering Design Plan for City Staff review. These 30% drawings will build from the conceptual drawings for the preferred alternative. The 30% level of design will include consideration of appropriate vertical separation of bike lanes from travel lanes, if applicable, and all related detail sheets. We will show all revised travel and parking lanes, accommodations for transit stops and driveways, and relocated utilities if needed. The 30% design plan will include the initial signing and pavement marking plan categorized by new signage/pavement markings, existing signage/pavement markings to remain, and existing signage/pavement markings to be removed. Special consideration will be given to signage and markings at driveways, side streets, and bus stops to communicate the presence of bicycles and who has the right-of-way. The design will also provide for adequate sight-distance triangles where motor vehicle and bicycle traffic cross paths.

Deliverables include:

- 30% Design drawings package showing:
 - Existing Conditions to include sidewalks, trails, signage, and all dimensions
 - Plan view of the preferred alternative showing new or relocated signage, pavement markings, other necessary design modifications such as curb extensions, refuge islands or ADA ramps
 - Additionally, the plans will show edge of curb, existing right-of-way lines, utility lines, and stormwater management facilities. The plans will also include cross section views of the roadway bed including cycle track, buffer, standards, and detail drawings, as needed.
 - For off-road shared use path/ trail segments, plans will include geometric layout, vertical and horizontal alignment, typical sections, structures, landscape, erosion and sediment control, signing, pavement marking, lighting and storm water management plans.
- The Preliminary Plan will be delivered in the following formats
 - Two 24"x36" hard copies at 1" to 30' scale
 - A portable document file suitable for a presentation
 - CADD files in .DGN format compatible with AutoCAD 18 or MicroStation 2017 or newer

An example plan sheet from a 30% Design we produced for a bike lane retrofit project is shown in the following figure:



Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan

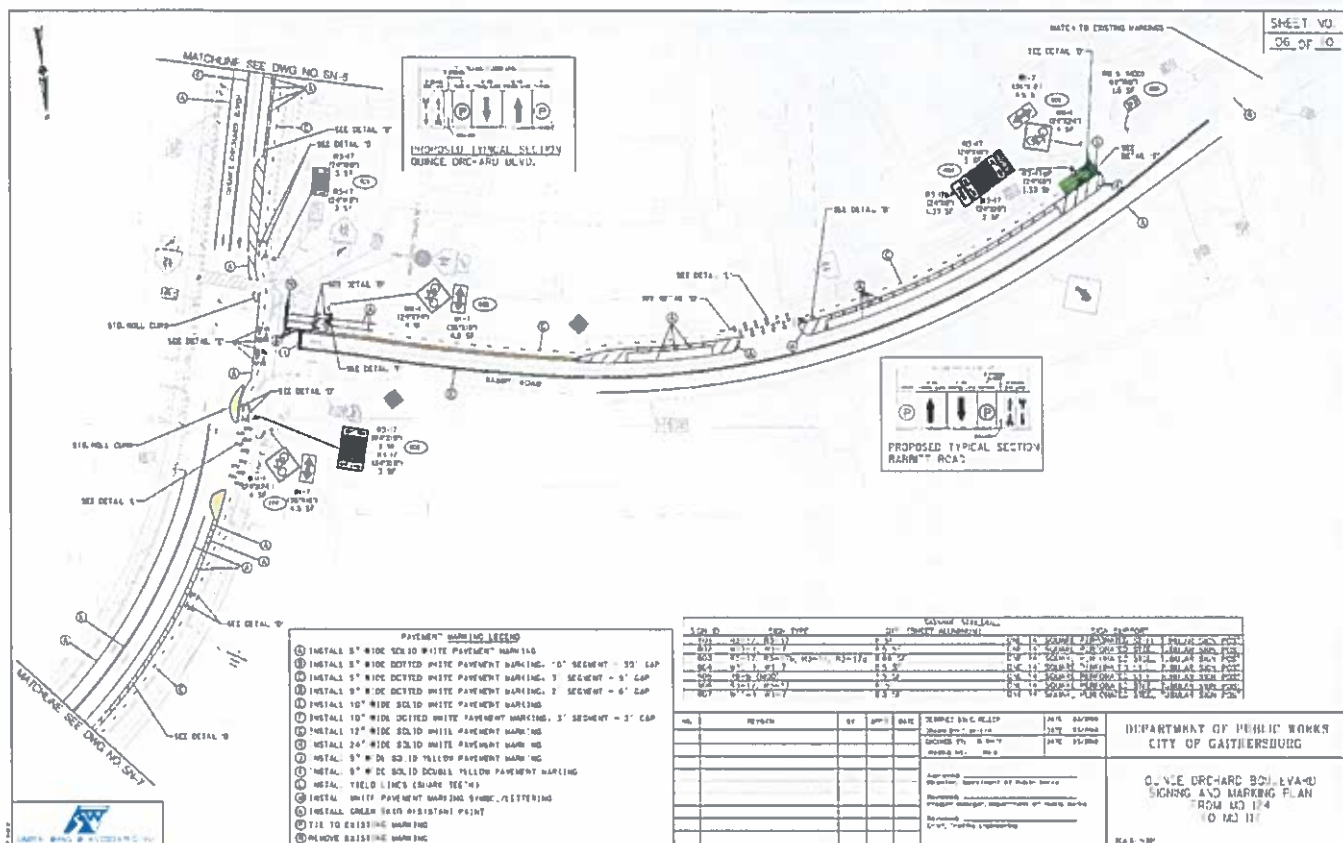


Figure 10: Two-way protected bike lanes and a protected intersection designed by SAI for the City of Gaithersburg

The deliverables for this task are one (1) color copy of draft Concept Engineering Design Plan for comment; one (1) digital copy of draft Concept Engineering Design Plan; one (1) color copy of draft Concept Engineering Design Plan for comment; one (1) digital copy of draft Concept Engineering Design Plan; three (3) color copies of final Concept Engineering Design Plan; and, one (1) digital copy of final Concept Engineering Design Plan.

Task 8: Technical Report

Based on the refined alternatives, community feedback, and the traffic and safety data collected, SAI will draft and submit a brief technical memorandum summarizing the projects efforts, including: the project purpose & need; data collection summary; analyses summaries; initial concepts with discussion of how each alternative meets the objective of complete streets; community and County feedback; and narrative of the final design alternative. Implementation and funding strategies including grants and sponsorship will also be addressed to identify how to move forward into final design and construction. All data, analysis, and community feedback will be provided as appendices to the technical memorandum. The primary purpose of the technical report will be to serve as a companion deliverable with the 30% design plans so that both can be utilized to develop a 100% Construction Plan Set when the City obtains funding for 100% design.

Project Schedule. With the assumption that Notice to Proceed will occur around the beginning of the Calendar Year, we expect that the feasibility study and 30% Design for the priority area can be completed within 180 calendar days. A preliminary schedule is provided, with more detail, in the subsequent section.

Project Fee: The fee for the proposed effort is \$59,685. The person-hour breakdown for each task is shown in Table 1. The Feasibility Study (including outreach) will cost \$43,995.00; the 30% Design Plans (and accompanying report) will cost \$15,690.00.



Table 1: Person-hours, by task, and total fee



City of Greenbelt
Hanover Parkway Bikeway Facilities

	Project Manager	Senior Planner/Engineer	Planner/Engineer	GIS/CAD Technician	Data Collector	Task Hourly Subtotals
	\$ 145.00	\$ 115.00	\$ 85.00	\$ 65.00	\$ 55.00	
Task						
Task 1. Kick Off and recurring City Staff Meetings	20		20			40
Task 2. Perform field review and Data Collection	1	2			120	123
Task 3. Prepare Base Mapping		2	4	80		86
Task 4. Concept Development and Design	2	4	8	120		134
Task 5. Alternatives Analysis & Feasibility Study	4	8	120			132
Task 6. City Advisory Board & Community Outreach	12	12		40		64
Task 7. Prepare 30% Design Plans	2	4	8	120		134
Task 8. Document Findings and Recommendations	4	8	40	24		76
						0
						0
Labor Hours	45	40	200	384	120	789
Sub Total per Labor Category	\$6,525.00	\$4,600.00	\$17,000.00	\$24,960.00	\$5,600.00	

All rates are fully loaded and include all direct costs (e.g. printing, mileage, etc.)

\$59,685.00



PROJECT MANAGER

Bryon White, P.E., PTOE

QA/QC

Paul Silberman, P.E., PTOE



FEASIBILITY STUDIES & CONCEPT PLANNING

Bryon White, P.E., PTOE*

Jamie Kendrick, AICP*

Sheila Mahoney, AICP*

GIS MAPPING

Matt O'Connell

Sean Liu

Lara Celtnieks

STAKEHOLDER & PUBLIC OUTREACH

Sheila Mahoney, AICP*

Jamie Kendrick, AICP*

DATA COLLECTION

Sharod Harris

Mike Trautman

TRANSPORTATION ENGINEERING

Paul Silberman, P.E., PTOE

Kyle Roberts, P.E., PTOE

BICYCLE / PEDESTRIAN NETWORK DESIGN

Bryon White, P.E., PTOE*

Paul Silberman, P.E., PTOE*

Casen Keller*

CONSTRUCTION COST ESTIMATING

Wayne Trautman, P.E.

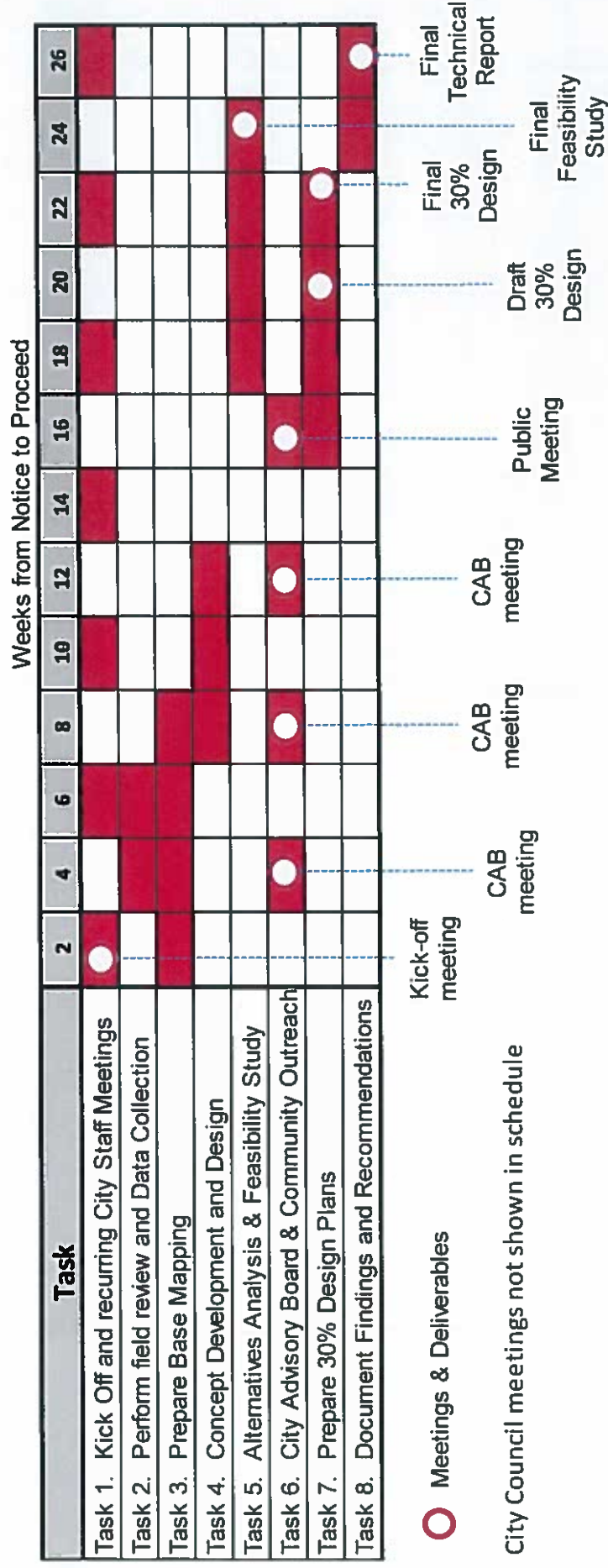
Frank Lin, P.E.

Key:

* = Key Staff / Resume Included



Project Schedule





Project Team

We have selected a highly qualified team with extensive experience, and a proven track record, in sustainable, multi-modal transportation planning and traffic engineering. Our Project Manager, Bryon White, P.E., PTOE, will be the Principal Contact and is fully committed and ready to serve you. The table below summarizes our key staff's relevant experience and project roles. Full resumes are included for all key staff.

Name, Credentials, Role	Brief Introduction
 Bryon White, P.E., PTOE Project Manager	Mr. White has over 20 years of experience in transportation planning and engineering, including bicycle and pedestrian network planning, feasibility and needs analysis, inventory and gaps/barriers evaluation, multimodal traffic analysis, neighborhood traffic calming and circulation studies, policy analysis, preliminary and final engineering design, and public involvement. As the former City Engineer for the City of Laurel, Bryon was instrumental in developing and implementing a Bicycle Master Plan including multiple sidewalk and bicycle lane retrofits.
 Paul Silberman, P.E., PTOE Senior Traffic Engineer	Mr. Silberman has over 21 years of hands-on experience in pedestrian and bicycle infrastructure planning and design, including for bike lanes, shared use paths, trails, sidewalks, and ADA facilities. Paul's expertise in transportation planning and engineering spans feasibility studies, conceptual engineering, horizontal and vertical alignment, right-of-way analysis, environmental impact, traffic engineering design, preliminary engineering studies, cost estimates, and public involvement. Paul has completed several trails and bicycle network master plans, for the Town of Mount Airy, the Town of Cheverly, and Hyattsville.
 Sheila Mahoney, AICP Senior Planner	Ms. Mahoney has special expertise in environmental documentation and public relations for transportation projects. She has written and contributed to numerous public involvement and outreach plans, including for the recent trail projects, at Kingle Valley Trail, Rock Creek Park Multi-Use Trail, and, the Mount Vernon Trail. She has tracked, responded to, and summarized hundreds of public comments. Sheila is skilled at managing meeting logistics, meeting facilitation, preparation of PowerPoint presentations, meeting display and handout materials, public notices, websites and other media.
 Jamie Kendrick, AICP Senior Transportation Planner	Mr. Kendrick has 15 years' experience in public sector transportation and public works management. During his five years as Deputy Director of the Baltimore City Department of Transportation, the City won and executed approximately 20 Transportation Enhancements (TE), Safe Routes to Schools (SR2S) and MDOT Bikeway projects worth more than \$55 million. Jamie's work in the arena of transportation alternatives has been focused on grant and concept development, stakeholder coordination, project management and navigating the state and federal program requirements necessary to achieve project completion.
 Casen Keller Senior Designer	Mr. Keller has extensive experience in developing base maps, concepts, and design plans for pedestrian and bicycle facility transportation planning studies. His work includes feasibility studies, conceptual engineering, roadway and trail horizontal and vertical alignment, right-of-way analysis, environmental impact, and traffic engineering design, including signals, signing, lighting, traffic control plans, and pavement marking. Casen is skilled in developing preliminary engineering studies, cost estimates, and contract specifications.



Bryon White, P.E., PTOE – Project Manager

20 years of project experience

Bryon has over 20 years of experience in transportation planning and engineering, including bicycle and pedestrian network planning; feasibility and needs analysis; inventory, gaps and barriers evaluation; multi-modal traffic analysis; neighborhood traffic calming and circulation studies; policy analysis; preliminary engineering design; and stakeholder/ public outreach. As the former City Engineer for the City of Laurel, Bryon was instrumental in developing and implementing a Bicycle Master Plan. Bryon is proficient in AASHTO, MUTCD, ITE, and FHWA standards, and numerous statistical, traffic and GIS software applications.



Education:

- › B.S. 1998, Mechanical Engineering, University of Maryland



Professional Registration / Certifications:

- › 2005 Professional Engineer, Maryland Registration #30475
- › 2013 Professional Traffic Operations Engineer Registration #3476

Bicycle Master Plan Development and Implementation, City of Laurel, MD: City Engineer and author of the bicycle master plan. Work included: traffic data collection, route alignments, route design, policy/ordinance changes, parking requirements, implementation timeline, performance metrics, engineering cost estimates, and presentations at public forums. Designed the first 4-miles phase; connecting residential neighborhoods to the City's two most utilized parks, a hiker-biker trail, and a commercial district. The project also included streetscape improvements, ADA compliant ramps, and widened decorative crosswalks. Developed and maintained the City's bicycle and pedestrian crash database.

Pedestrian and Bicycle Access Improvement Design and Construction, City of Laurel, MD: City Engineer for multiple streetscape improvements, including: 4th Street Boulevard (landscaped median-separated boulevard with pedestrian crosswalk improvements and bike lanes), Van Dusen Hiker-Biker Trail, Cypress Street Bike Lane, and Montgomery Street pedestrian improvements (relocated ADA compliant ramps and widened decorative crosswalks).

Bike Boulevard Implementation Plan, City of College Park, MD: Project Manager that developed the implementation and phasing plan for 17 new bike boulevards in College Park. The Plan included the layout of all new infrastructure elements and their associated costs. Design alternatives to provide higher-quality bike facilities were also developed as part of the process. Collected speed and volume data on selected streets to determine the degree of traffic calming and traffic diversion required. Conducted design charrettes with relevant stakeholders and local residents to solicit feedback. Developed an on-line GIS application to show the proposed bike boulevards and receive map-based feedback from residents.

Quince Orchard Boulevard Bike Lane Design, City of Gaithersburg, MD: Currently designing 100% Cycletrack plans in coordination with a resurfacing project. Cycletrack is a two-way facility terminating at State roads. Design includes preliminary engineering, alternatives development, SHA coordination, and traffic analysis.

Ridge Road Corridor Bicycle and Sidewalk Retrofit Study and Preliminary Engineering, Anne Arundel County, MD: Project Manager that conducted a comprehensive facility planning study, from Annapolis Road to Corporate Center Drive. Work included: traffic data collection, development and calibration of a Synchro traffic model, crash data review, development of future year traffic volumes, documentation of existing pedestrian and bicycle infrastructure, identification of gaps and barriers, development of alternative roadway design modifications to include bicycle and sidewalk facilities, and traffic operations analysis for baseline and alternative scenarios. Developed preliminary roadway design plans and cost estimates. Coordinated with affected stakeholders, including bicycle advocacy groups.

Andover Road Corridor Bicycle and Sidewalk Retrofit Study and Preliminary Engineering, Anne Arundel County, MD: Project Manager that conducted a comprehensive facility planning study, from Nursery Road to Camp Meade Road. Work included: traffic data collection, development and calibration of a Synchro traffic model, crash data review, development of future year traffic volumes, documentation of existing pedestrian and bicycle infrastructure, identification of gaps and barriers, development of alternative roadway design modifications to include pedestrian and bicycle infrastructure, and traffic operations analysis for baseline and alternative scenarios. Developed preliminary roadway design plans and cost estimates. Evaluated and addressed stormwater management and drainage overflow issues. Coordinated with affected stakeholders, including bicycle advocacy groups.

Jumpers Hole Road Corridor Bicycle and Sidewalk Retrofit Study, Anne Arundel County, MD: Project Manager that conducted comprehensive facility planning study, from MD 2 to MD 100. Work included: traffic data collection, development and calibration of a Synchro traffic model, crash data review, development of future year traffic volumes,

Bryon White, P.E., PTOE, Resume Continued

documentation of existing pedestrian and bicycle infrastructure, identification of gaps and barriers, development of alternative roadway design modifications to include sidewalk and bicycle facilities, and traffic operations analysis for baseline and alternative scenarios. Developed preliminary roadway design plans and cost estimates.

Downtown Bike Network Design, Baltimore City, MD: Senior Engineer that designed bike lanes and two-way cycle tracks for retrofitting into existing streets. Designs included: analysis on effect of on-street parking capacity, lane removal and re-designation, and traffic operations.

On-Call Bicycle Network Planning and Engineering, Howard County, MD: Project Manager for multiple planning studies to develop short-term improvements for multiple corridors, including: Centennial Lane, Tamar Drive, Oakland Mills Road and Columbia Road. Documented existing conditions, collected traffic data, and evaluated impacts of road diet for protected/buffered bicycle lanes. Developed preliminary engineering concepts and typical sections, prepared renderings, and attended public meetings.

Shady Grove Bike Network Planning, Montgomery County Planning Department, MD: Senior Engineer that conducted traffic operations analyses (Level of Service and queuing) at select intersections near the Shady Grove Life Science Center, in support of the County's bicycle master plan update to evaluate the impacts of a protected bike lane network that reduced vehicle travel lanes.

Capital Crescent Trail Crossing Improvements, Montgomery County Parks, MD: Project Manager that developed and evaluated alternatives to enhance trail crossing safety at Little Falls Parkway, including: traffic controls, geometric modifications, and grade separations. Coordinated with relevant stakeholders, including the County Department of Transportation and the public. Developed preliminary engineering plans, including: signing, pavement markings, and new sustainable landscaping treatments.

Traffic Calming Plan, Town of Somerset, MD: Project Manager that conducted origin-destination studies to evaluate the level of cut-through traffic for the Traffic Calming Plan. Work included: developing on-line GIS mapping of all signage and traffic calming devices, evaluating vehicle speeds town-wide using radar data, and drafting formal recommendations on: traffic calming intersection safety improvements, pedestrian improvements, parking consolidation, and cut-through traffic. Presented study findings to the Mayor and the Town Council.

New Hampshire Avenue Multi-Way Boulevard Feasibility Study, City of Takoma Park, MD: Identified and base-mapped utilities, assets, and drainage areas. Analyzed effects of road diet on traffic operations. Provided guidance on innovative bicycle facility designs and evaluated impacts to utilities, including relocations and costs. Evaluated net changes to impervious areas and required storm water management mitigation.



Paul Silberman, P.E., PTOE—Senior Traffic Engineer

22 Years of Project Experience

Paul has over 22 years of hands-experience in bicycle network planning and engineering design; including, bike lanes, shared use paths, trails, sidewalks, and ADA facilities. Paul's expertise in transportation planning and engineering encompasses multi-modal planning; complete streets; feasibility studies; conceptual engineering; right-of-way analysis; environmental impact; traffic analysis; preliminary engineering; cost estimates; and, stakeholder/public involvement. Paul is familiar with FHWA, SHA, AASHTO, MUTCD, and NACTO guidelines. Paul has completed several bicycle facility planning and engineering studies for Hyattsville, College Park, Montgomery County, Howard County, Town of Mount Airy, Town of Cheverly, and MDOT State Highway Administration (SHA).



Education:

- › MS, Civil Engineering, University of Maryland, 2000
- › BS, Civil Engineering, University of Maryland, 1996



Professional Registration / Certifications:

- › 2001, Professional Engineer, Maryland Registered # 26562

Old Main Line Trail Planning and Engineering, Town of Mount Airy, MD: Project Manager responsible for existing conditions mapping, stakeholder input and coordination with Carroll County and MDOT State Highway Administration, facility identification, network development, connectivity analysis, field investigation of trail alignment, segment prioritization, and preliminary engineering design of Watkins Park to Nottingham segment, including alignment and typical section. Prepared Council and public presentations, and an application for Transportation Alternatives grant funding.

Non-Motorized Transportation Plan, Town Of Cheverly, MD: Project Manager responsible for developing a plan to improve mobility and accessibility for pedestrians, bicycles and transit. Performed field inventories of existing sidewalk trail and transit networks; interviewed stakeholders; and, facilitated public workshops. Identified alignments for bike lanes, bike routes, shared use trails, and sidewalk improvements. Developed phasing and funding strategies for implementation.

Marlboro Pike Bike Lane Planning and Engineering: Project Manager responsible for evaluating traffic safety, pedestrian and bicycle accessibility, and developing alternative cross-sections, signing, marking and traffic controls to implement a road diet from Silver Hill Road to the District Line. Prepared preliminary engineering plans for a road diet with bicycle lanes and upgraded mid-block crossings, estimated right-of-way impacts and construction costs.

University Drive Sidewalk and Bike Lane Planning and Design, City of Fairfax, VA: Project Manager tasked to evaluate multi-modal improvements including a road diet to incorporate a bicycle lane along University Drive from Armstrong to Main Street, as well as prepare design drawings for new sidewalk between Armstrong Street and Breckinridge Lane. Evaluated right-of-way needs, completed topographic survey, developed geometric design, typical sections, stormwater management design, and prepared bike lane signing and striping.

Ellicott City to Baltimore Bicycle Network, State Highway Administration, MD: Project Manager responsible for base plan development, field inventory, and signing and striping design along designated bicycle routes on MD 144 through Catonsville from the Howard County to Baltimore City line.

Rhode Island Trolley Trail Planning and Engineering, Prince George's County, MD: Performed a detailed planning study of the potential alignment and cross-section for the proposed Rhode Island Trolley Trail along the old trolley right-of-way parallel to US 1 and the CSX railroad in the City of Hyattsville and Riverdale Park. The planning study included field and GIS-investigation, development of trail cross-sections, identification of opportunities such as trailhead facilities, ADA access, waysides, connections to nearby recreational and activity centers, potential development impact, and constraints including utilities, and roadway crossings. Developed 30% plans, typical section, and cost estimate.

Phase I Bikeway and Sidewalk Facility Planning Studies, Montgomery County DOT, MD (Tuckerman Lane, Guide Drive, Seven Locks Road): Senior Engineer that performed field inventory of the existing roadway geometry, collected peak hour traffic counts, analyzed pedestrian and bicycle crash data, developed alternative typical section concepts for retrofitting on-road bike lanes, sidewalks, and shared use paths, and supported stakeholder and public outreach.

Bethesda Bicycle Network Analysis and Design, Montgomery County DOT, MD: Project Manager that evaluated both on-road and off-road bicycle facilities connecting National Institute of Health, National Naval Medical Center, Bethesda Trolley Trail, Capital Crescent Trail and downtown Bethesda. Work efforts included traffic data collection, and development of typical roadway sections for bicycle compatibility, including shared lanes, cycle tracks, and exclusive lanes. Developed detailed wayfinding signing plans and coordinated with stakeholders and advocacy groups.

Auth Road Pedestrian and Bicycle Improvements Study, Prince George's County, MD: Project Manager responsible for existing conditions documentation, project base mapping, concept designs for on- and off-road bike facilities, sidewalks, and shared use paths. Developed preliminary engineering design, coordinated with County, State Highway Administration, Department of Defense and Washington Metropolitan Area Transit Authority (WMATA) to identify a preferred design option for improved non-motorized connections between the Branch Avenue Metro Station and Joint Base Andrews.

Anacostia Tributary Heritage Area Trails Signing Improvements, Prince George's County, MD: Project Manager for a wayfinding signage upgrade along the 34-mile network in Prince George's County. SAI performed a comprehensive wayfinding analysis and signing plan development through a field inventory, sign design, wayfinding analysis, public outreach, sign location plan, schedule development, and cost estimates.

New Carrollton Area WB&A Trail Connections, Prince George's County, MD: Project Manager responsible for improving missing connections from the WB&A Trails to the Anacostia Trail System through preliminary design and engineering plans for Prince George's County MNCPPC for eight (8) separate on- and off-roadway trail segments, including improved intersection crossings, shared use paths and missing sidewalk links. Project included survey, County and State coordination, as well as MTA coordination for the future Purple Line Alternatives.

North Branch Trail Planning Study, Montgomery County Rec and Parks, MD: Senior Engineer responsible for evaluating trail alignment, typical section, and traffic controls for crossing treatments along Muncaster Mill Road and Emory Lane, as part of the trail planning study.

Capital Crescent Trail Crossing Improvements, Montgomery County Rec and Parks, MD: Senior Engineer responsible for a review of roadway geometry, traffic controls, and sight distance. Developed concept designs and cost estimates to improve the at-grade trail crossing at Little Falls Parkway, including revised alignment, upgraded signing, and marking.

Western Run Greenway Planning, Baltimore City Department of Recreations and Parks, MD: Lead Traffic Engineer that developed alternatives for alignment of a greenway trail from Reisterstown Plaza Metro station to Mount Washington Light Rail Station along Cross Country Boulevard and Western Run Road. Work included the evaluation of bicycle and pedestrian safety, roadway cross-sections, and traffic volumes. Developed preliminary cost estimates, prepared conceptual plans, and presented alternatives to the public.

Jones Falls Trail Planning and Design Baltimore City DOT, MD: Senior Engineer that performed feasibility and preliminary engineering analysis for a Class 1A bicycle trail through the Jones Falls valley area of Baltimore City. Analysis included data collection, field inventory of existing roadway conditions, intersection capacity and level of service analysis, development of typical roadway sections with exclusive and share-the-road bicycle lanes, and estimation of preliminary construction costs.

Custis Trail Pedestrian/Bicycle Safety Enhancement, Arlington County, VA: Senior Engineer responsible for evaluating the road diet and traffic calming improvement concepts for pedestrian/bicycle safety enhancement along Custis Trail. Performed review of roadway geometry, traffic controls, and crash experience. Developed concept alternatives, performed traffic operations analysis, and developed final traffic engineering design plans.

South Capitol Street Trail Study, District of Columbia DOT, DC: SAI supported a trail feasibility study, including collecting and developing existing and future year multi-modal project traffic data, evaluating existing and future traffic operations, and identifying and assessing alternative roadway design options (lane reassignment, signal timing and phasing changes) to accommodate the proposed trail.

Barneget Branch Rail Trail, Ocean County, NJ: Senior Engineer that reviewed traffic studies regarding the potential construction of a new roadway in Lacey Township and the impacts on the existing rails to trial network.

Metropolitan Branch Trail Access Improvements, District of Columbia DOT, DC: Senior Engineer responsible for evaluating over a dozen intersections for upgraded traffic controls (e.g. HAWK signals) to enhance neighborhood connections to the trail.

Heritage Trail Planning Study, Saint Helena Park, Baltimore County Recreation and Parks, MD: Senior Traffic Engineer that developed and evaluated a preliminary route for a new roadway and bicycle trail through Saint Helena Park, including traffic data collection, roadway alignment, bicycle and pedestrian accommodations, truck access and circulation, railroad crossings assessment, intersection traffic control needs, and capacity and level of service.



Sheila Mahoney, AICP – Senior Planner

16 years of project experience

Ms. Mahoney is a Project Manager with expertise in environmental documentation and public relations for transportation projects. Sheila is an experienced planner of public outreach activities, including meeting logistics, meeting facilitation, and preparation of PowerPoint presentations. Her experience includes working with graphic designers and website developers to create user-friendly websites. She also designs meeting displays, handout materials, and public notices. Ms. Mahoney has written and contributed to numerous public involvement and outreach plans for trail projects, including the recent plans for the Klingle Valley Trail and Rock Creek Park Multi-Use Trail in Washington, DC, and the Mount Vernon Trail in northern Virginia. She has also tracked, responded to, and summarized hundreds of public comments.



Education:

- › MS Environmental Sciences & Policy, Johns Hopkins University, Maryland



Professional Registration / Certifications:

- › 2012, APA American Institute of Certified Planners #237114,
- › 2006, DNR State Forest Conservation Qualified Professional

Klingle Valley Trail Environmental Assessment, District of Columbia DOT, Washington, DC: Assistant Project Manager and Public Relations Specialist responsible for the public relations aspects of this highly controversial project in Washington, DC. For the public outreach component, Ms. Mahoney was the lead author of the public involvement plan and website text. She worked closely with G&O's graphic artist and website designer to create the project website. She was responsible for preparing and coordinating advertisements for public meetings, preparing presentations, meeting displays and handouts, completing Section VI forms, and writing public meeting summaries. She also assisted in managing and responding to incoming comments from the project website. Ms. Mahoney arranged all meeting logistics and presentation materials for the District Department of Transportation's (DDOTs) Green Highways Partnership workshop with numerous agency staff from DDOT, Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), District Department of Environment (DDOE), National Park Service (NPS), DC Water and Sewer Authority (DC Water), and other stakeholders.

Rock Creek Park Multi-Use Trail Environmental Assessment District of Columbia DOT, Washington, DC: Project Manager responsible for management of environmental compliance, preliminary design, and public relations for this project, being conducted in cooperation with NPS. Ms. Mahoney led the project team to plan and facilitate public meetings with project stakeholders. She also assisted DDOT with smaller focus group and agency meetings. She prepared and coordinated advertisements for public meetings, presentations, meeting displays and handouts, and completed Section VI forms and meeting summaries. She was responsible for management of the project team to ensure that project was delivered on schedule and within budget. All Environmental Assessment (EA) and Public Involvement tasks were delivered on time under the requested expedited schedules.

Mount Vernon Trail Extension Environmental Assessment, George Washington Memorial Parkway, National Park Service, and Arlington, VA: Environmental Planner that conducted the on-site, tree planted, tree inventory, Geographic Positioning System (GPS) survey, and forest stand/vegetation characterization for the entire project corridor as part of the EA. The project involved numerous complex natural and cultural resources issues, such as rare plant species and archeological resources.

Transportation Alternatives Program, SHA Regional & Intermodal Planning Division, Area-wide, MD: Developed marketing plan and manual for promoting program to project sponsors of pedestrian and bicycle facilities, recreational trails, safe routes to schools, historic preservation and vegetation management, stormwater, and habitat connectivity.

Shady Grove Metro Bike Path, Montgomery County DOT, MD: Environmental Scientist responsible for sending rare, threatened and endangered species information letters, preparing the Categorical Exclusion letter, and assisting with the simplified Forest Stand Delineation preparation and Tree Save Plan.



Jamie Kendrick, AICP – Senior Transportation Planner

15 years of project experience

Mr. Kendrick has over 15 years of experience in Transportation Planning, Policy, and Program Management. He spent five (5) years as Deputy Director of the Baltimore City Department of Transportation where he provided executive direction in planning, engineering and construction, environmental management, traffic operations, underground utility infrastructure and right-of-way management. Mr. Kendrick served on TCRP Synthesis 87 Panel, Practices in the Development and Deployment of Downtown Circulator Systems (2011), and has held the following additional roles: Chairman, Baltimore Economic Recovery Team, City of Baltimore (2009 – 2011), Adjunct Political Science/Public Policy Faculty, UMBC & Community College of Baltimore County (various years/courses since 2004), Member, Baltimore Regional Transportation Board (MPO) (2007 – 2012).



Education:

- › B.A. 1998, Urban Affairs, Goucher University
- › M.A. 2000, City and Regional Planning, University of Pennsylvania



Professional Registration / Certifications:

- › 2017 American Institute of Certified Planners (AICP) #03052

Herring Run Trail, Baltimore City DOT: As Deputy Director of Baltimore DOT, Jamie led the agency through redesign of the Herring Run Trail in the vicinity of Harford Road where an \$18 million bridge reconstruction project was about to occur. Under the initial bridge reconstruction plan, the trail would have been closed for three years; opposition from trail users and community groups was strong. Leading a community task force and a project team of planners and engineers, a new alignment was created for the trail that could remain in place after the bridge was re-opened. Major environmental issues included stream impacts/restoration, wetlands and reforestation.

Old Main Line Trail, Town of Mount Airy: Senior Planner responsible for trail planning, preliminary engineering and grant application for a 1-mile priority segment between historic Main Street and Watkins Park.

Transportation Master Plan, Anne Arundel County: Project Manager responsible for developing a fiscally constrained strategic transportation plan including roadway, transit, pedestrian and bicycle improvements as well as supporting travel forecasting, cost estimates, prioritization, public involvement, and policy revisions.

Environmental Permitting Coordination – Purple Line/Capital Crescent Trail, Maryland Transit Administration: As Deputy Executive Director for MTA's New Starts office, Mr. Kendrick oversaw pre-construction permitting activities related to Waters of the United States, forest conservation, stormwater management, water appropriation and use, sediment and erosion control, hauling and landfill, and noise abatement, for the 14-mile light rail project and adjacent 6-mile trail.

Successful Grant Development for Federal Transportation Programs, 2012: As Deputy Director for Baltimore DOT, Mr. Kendrick wrote successful FTA/FHWA discretionary grant applications yielding nearly \$20 million for livability and mobility initiatives, including Kent Street/Westport Transit Plaza, Highlandtown Transit Streetscape Cherry Hill Light Rail Station Access, and Belair Road Complete Streets (FTA Bus Livability), New Baltimore Harbor Connector Vessels and Vessel Electrification Program (Ferry Boat Discretionary Program), Reconnecting West Baltimore (Transportation, Community and System Preservation Program), and Charm City Circulator Expansion to Fort McHenry (FTA Transit in Parks).



Casen Keller – Senior Designer

12 years of project experience



Education:

- › B.S. 2012, Geography, Towson University

Mr. Keller is a Senior Designer with relevant experience in multi-modal transportation planning and design. Casen conducts feasibility studies, including base map development and documentation of environmental impacts. He also develops conceptual engineering plans, roadway and trail horizontal and vertical alignments, right-of-way analysis, preliminary engineering studies, cost estimates, and contract specifications. Casen is highly skilled in MicroStation, AutoCAD, and GIS analysis tools.

MacArthur Boulevard Bikeway Preliminary Engineering, Montgomery County, MD: Project Designer responsible for base plan development, field inventory, and signing and marking preliminary engineering plans for upgraded bicycle infrastructure, including connections to the C&O Canal Trail.

Jumpers Hole Road Planning and Engineering, Anne Arundel County, MD: Senior Designer responsible for the field inventory, CADD design, and concept plans and sections, including, environmental features, public and private utilities, sidewalks, bike lane compatibility, traffic control changes, and local street extensions and connections.

Andover Road Planning and Engineering, Anne Arundel County, MD: Senior Designer responsible for the field inventory, CADD design, and concept plans and sections, including: roadway edges and centerline, sidewalks, bike facilities, bus stops, pavement markings, building footprints, select businesses, driveways, right-of-way, natural environmental features, topography, and underground and overhead utilities.

Ridge Road Planning and Engineering, Anne Arundel County, MD: Senior Designer that prepared existing conditions base map in MicroStation format for the study corridor area; incorporating, right-of-way, wetlands, forest stands, flood zones, streams, public and private utilities, pedestrian/bicycle features, and transit. Research and data development of proposed improvements and master infrastructure planning projects were also included in this process.

University Drive Sidewalk and Bike Lane Planning and Design, City of Fairfax, VA: Project Designer tasked to evaluate multi-modal improvements, including a road diet to incorporate a bicycle lane along University Drive from Armstrong Street to Main Street and a new sidewalk between Armstrong Street and Breckinridge Lane. Evaluated right-of-way needs, completed topographic survey, developed geometric design, typical sections, stormwater management, and bike lane signing and striping plans.

Ellicott City to Baltimore Bicycle Network, State Highway Administration, MD: Project Designer responsible for base plan development, field inventory, and signing and striping design along designated bicycle routes on MD 144 through Catonsville, from Howard County to the Baltimore City line.

Jones Falls Trail Planning and Engineering, Baltimore City, MD: Senior Designer responsible for signing and pavement marking plan design of the segment from Inner Harbor to Penn Station.

Rhode Island Trolley Trail Planning and Engineering, Prince George's County, MD: Senior Designer responsible for signing and pavement marking plan design of the segment from College Park to Hyattsville.

Western Run Greenway, Baltimore City Department of Recreations and Parks, MD: Project Designer that developed alternatives for alignment of the greenway trail from Reisterstown Plaza Metro Station to Mount Washington Light Rail Station, along Cross Country Boulevard and Western Run Road. Reviewed and evaluated bicycle and pedestrian safety, roadway cross-sections, and traffic volumes. Developed preliminary cost estimates and prepared conceptual plans.

Cross-Town Bicycle Facility Design, City of Hyattsville, MD: Project Designer that supported the City in developing bicycle routes and performing analysis and design, to connect US 1 to the Prince George's Plaza and West Hyattsville Metro Stations. Field-reviewed roadway geometry, and developed proposed bicycle markings and route signing, wayfinding signing design, and quantities and costs.

Capital Crescent Trail Crossing Improvements, Montgomery County Parks, MD: Project Designer that redesigned the trail crossing at Little Falls Parkway, including: a realignment of the crossing, modified pavement markings and signage, and new sustainable landscaping treatments.

Casen Keller, Resume Continued

Bethesda Trolley Trail Spur Analysis and Design, Montgomery County DOT, MD: Project Designer that evaluated both on-road and off-road bicycle facilities, connecting the National Institute of Health, National Naval Medical Center, Bethesda Trolley Trail, Capital Crescent Trail, and, downtown Bethesda. Work included development of typical roadway sections for bicycle compatibility, including: shared lanes, cycle tracks, and exclusive lanes. Developed detailed wayfinding signing plans and coordinated with stakeholders and advocacy groups.

Heritage Trail Old Town to Bowie MARC Station Segment Design, City of Bowie, MD: Senior Designer responsible for concept development, horizontal and vertical alignment, cross-section, and preliminary engineering and costs; including, signing and marking and stakeholder coordination.

Anacostia Tributary Trail System Signing Upgrade, Prince George's County Recreation and Parks, MD: Senior Designer that inventoried existing signs and developed new sign plan design and location plans for an 8-trails and 34-miles network. Developed sign concepts, messages, schedules, and coordinated with stakeholders and the public.

Anacostia to WB&A Trail Study and New Carrollton Area Preliminary Engineering Design, Prince George's County, MD: Project Designer responsible for base plan development, field inventory, signing, marking, sidewalk and ADA design as part of 30% preliminary engineering plans for improved bicycle and pedestrian spur connections within New Carrollton to the WB&A Trail.



BICYCLE STUDY AND DESIGN PROJECT EXPERIENCE

We have included in the following table several local project examples that illustrate our bicycle network planning and engineering expertise. Detailed project sheets are also included in the following section, with contact names, email/ phone numbers and budget information. We encourage you to contact any of our clients to assure you that we stand behind our commitment to excellence and take pride in our work. We promise that we will meet and exceed your highest expectations and will provide the most cost-effective services.

Client	Project Description	Dates
 Gaithersburg	Quince Orchard Boulevard Protected Bike Lane Planning and Design, City of Gaithersburg: Currently designing a two-way protected bike facility along Quince Orchard Blvd and Rabbit Road – approximately 1.5 lane miles. Work includes concept development, alternative analysis, traffic modeling, community meetings, 30% design, and Final design and specifications.	Design: 2018
	Bowie Heritage Trail Planning and Preliminary Engineering: In an effort to evaluate alternatives for trail connections from Old Town to the MARC Station along the Amtrak Corridor, SAI developed concept alignments and prepared 30% design plans for alignment, plan, profile and cross-section and construction cost estimate. SAI also led and conducted stakeholder meetings with the City, County DPW&T, Park and Planning, SHA, MDOT, Amtrak, and Bowie State University.	Design: 2014
	Citywide Bicycle Boulevard Implementation Plan: SAI developed a city-wide Map and Implementation Plan to create a connected network of protected and low-stress bicycle routes. Work efforts included evaluating origins and destinations for cyclists, existing routes, and roadway characteristics such as speed, width and traffic volumes. In addition, recommendations for speed and volume traffic calming were included in order to be designed to the latest design standards for bicycle boulevards. Presented findings to the public, SHA, County, and City Council.	Design: 2016
	Trails Master Plan and Rails to Trails Grant Application Support: SAI is completing a Trails Master Plan. Responsibilities include existing conditions mapping, stakeholder input, and coordination with Carroll County and MDOT State Highway, facility identification, network development, connectivity analysis, field investigation of trail alignment, segment prioritization, and Public and Council presentations. Prepared application for Transportation Alternatives grant funding. Also providing preliminary engineering and administrative support for the Center Street/Old Main Line rail to trail priority trail connection.	Design: 2018
	Non-Motorized Transportation Plan: Developed a plan to improve mobility and accessibility for pedestrians, bicycles and transit. The plan focused on connectivity to key transportation nodes, institutional/ educational facilities, and commercial centers. SAI documented the existing sidewalk, trail and transit networks, interviewed key stakeholders, and facilitated public workshops. Identified key corridors and established modal priorities for each corridor. Detailed alignments were identified for multiple facility types: Bike Lanes, Signed Bike Routes, Shared Use Trails, Sidewalk Improvements, and new local roadway connections. Identified phasing and funding strategies for implementation of non-motorized improvements.	Design: 2010
	Town-wide Traffic Calming Analysis: SAI performed a comprehensive analysis of traffic circulation, traffic calming, pedestrian and bicycle compatibility and signing. Performed a field	Design: 2015

Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan



Client	Project Description	Dates
	inventory of curbside parking, regulatory signage, pedestrian and bicycle infrastructure, develop project mapping and GIS database, collected traffic data including volumes, speeds and traffic control device compliance. Responded to citizen complaints, developed recommendations for traffic control and geometric changes to manage traffic volumes and speeds. Presented findings to Town Council.	
	Hub City Bicycle Loop/Cultural Trail Design: SAI supported the City in designing and constructing a circular bicycle loop route with traffic engineering design of pedestrian-activated beacons at critical street crossings. Salem Elementary Safe Routes to School: SAI developed preliminary engineering designs for new sidewalk connections, school circulation and upgraded pedestrian crossings to support the City's SRTS grant project.	Design: 2016 Construction: 2017 
	Hyattsville Elementary Safe Routes to School: SAI evaluated preferred walking networks, bell time circulation patterns and sidewalk, bike lane and pedestrian crossing improvements to increase student walk and bike to school mode of access. Crosstown Bicycle Facility Planning and Design: SAI supported the City in developing bicycle routes and performed a bicycle facility analysis and design effort for the City of Hyattsville to connect US 1 to the Prince George's Plaza and West Hyattsville Metro Stations.	Design: 2012 Construction: 2014 
	Ritchie Avenue Sidewalk, Bike Lane and Traffic Calming: Performed a planning analysis of traffic calming improvements along Ritchie Avenue between Piney Branch and Maple Avenue. Evaluated existing traffic and geometric characteristics and developed alternative concepts including bicycle lanes, chicanes, chokers, mini-roundabouts, and retrofit sidewalks along Ritchie Avenue from Piney Branch to Maple. Prepared renderings and facilitated public outreach.	Design: 2011 Construction: 2015 
	Downtown Mobility Study: SAI is performing a comprehensive multi-modal study for downtown Berlin covering a 20-square block area. Work includes traffic data collection, traffic operations and modeling, pedestrian safety and accessibility, parking regulations and operations, and street pattern and traffic control changes. Presenting findings to Council and Main Street Berlin Business Association.	Design: 2018
	Jones Falls Bicycle Trail Planning and Design: Performed planning analysis of a selected route for Class 1A bicycle trail through the Inner Harbor and Jones Falls Valley area of Baltimore City. Feasibility analysis included traffic data collection, field inventory of existing roadway conditions, traffic analysis, and development of alternative typical roadway sections to accommodate an off-road bicycle facility. Western Run Greenway Planning and Engineering: Developed alternatives of alignment of greenway trail from Reisterstown Plaza Metro station to Mount Washington Light Rail Station along Cross Country Boulevard and Western Run Road. Evaluated bicycle and pedestrian safety, roadway cross-sections, and traffic volumes. Developed preliminary cost estimates and prepared conceptual plans.	Design: 2009 Construction: 2012 



Client	Project Description	Dates
	Citywide Transportation Plan: SAI is providing transportation planning and traffic engineering services including traffic operations analysis, traffic calming analysis, traffic forecasting, traffic impact analysis, traffic modeling and simulation, pedestrian and bicycle network planning, corridor studies, stakeholder and public outreach, and GIS mapping.	Design: 2018
 <i>live more, play more</i>	New Carrollton Area Sidewalk and Trail Connections: Provided Preliminary Design and Engineering Plans for Prince George's County MNCPPC for eight (8) separate on and off roadway trail segments, including improved intersection crossings, shared use paths and missing sidewalk links, for the New Carrollton Area to provide connections from the WB&A Trail to the Anacostia Trail System.	Design: 2014
	Rhode Island Trolley Trail Planning and Engineering: Performed a detailed planning study of the potential alignment and cross-section for the proposed Rhode Island Trolley Trail along the old trolley right-of-way parallel to US 1 and the CSX railroad in the City of Hyattsville and Riverdale Park. The planning study included field and GIS-investigation, development of trail cross-sections, identification of opportunities such as trailhead facilities, ADA access, waysides, connections to nearby recreational and activity centers, potential development impact, and constraints including utilities, and roadway crossings. Developed 30% plans, typical section and cost estimate.	Design: 2010 Construction: 2016
	Auth Road Pedestrian and Bicycle Improvements: Reviewed existing bicycle and pedestrian infrastructure, developed project base mapping, concept designs for on- and off-road bike facilities, sidewalks and shared use paths, developed preliminary engineering design, coordinated with County, SHA, Department of Defense and WMATA to develop a preferred design option for improved non-motorized connections between the Branch Avenue Metro Station and Joint Base Andrews.	Design: 2014
	Marlboro Pike Bicycle Lane and Sidewalk Feasibility Study: Performed a safety audit and evaluated the feasibility of road diet between Silver Hill Road and Southern Avenue to improve pedestrian accessibility and safety. Work efforts included field investigation of roadway conditions, creation of CADD base plans, multi-modal traffic data collection, traffic safety analysis, traffic operations analysis, traffic control needs evaluation, concept development, preliminary engineering design for bike lanes, median refuge, signing and marking, construction cost estimate and technical documentation.	Design: 2016
	On-Call Bicycle Facility Planning and Engineering: Evaluated existing conditions, developed preliminary engineering plans and performed traffic and safety analysis for on-road bicycle routes along high-priority corridors in Baltimore and Worcester County.	Design: 2014
	SAI assisted with the Regional Connectors Bicycle Plan for the City of Harrisburg, Hummelstown, Londonderry, Derry, Palmyra, Swatara, and Paxtang boroughs and townships. Tasks included previous plan and document review, stakeholder and public involvement support, field investigation of potential bicycle routes and sections, and construction cost estimates.	Design: 2014



Client	Project Description	Dates
	Ellicott City/Old Frederick Road Corridor Safe Routes to School: Identified strategic locations for retrofit sidewalk construction and pedestrian crossing improvements to expand school walk zones and increase walk and bike to school mode of access for Mt. Hebron High School, Hollifield Elementary School and Patapsco Middle School. On-Call Bicycle Route Planning and Design: Performed planning and engineering for retrofit bicycle facilities along Centennial Lane, Tamar Drive, Columbia Lane and Oakland Mills Road. Collected traffic counts, performed traffic operations analysis of reduced vehicle travel lanes, developed alternative concepts, prepared preliminary engineering design, estimated construction costs, attended a public meeting, and prepared technical reports.	Design: 2018
	University Drive Road Diet for Bicycle Lane and Sidewalk Planning and Design: SAI was tasked to evaluate multi-modal improvements including a road diet to incorporate a bicycle lane along University Drive from Armstrong to Main Street, as well as prepare design drawings for new sidewalk between Armstrong Street and Breckinridge Lane. Cobbdale Neighborhood Traffic Calming: SAI performed a traffic calming study along Norman Avenue in the Cobbdale neighborhood. Performed a field review of existing roadway conditions, developed project base mapping, evaluated traffic volumes, speed and crash data, developed traffic calming alternatives such as bike lanes, chokers and mini-roundabouts. Prepared concept designs and construction cost estimates and presented these findings to the Community Task Force.	Design: 2016 Construction: 2017 
	Bethesda Bicycle Network Planning Study: SAI performed a comprehensive assessment of on and off-road bicycle facilities to improve the connections between National Institute of Health, National Naval Medical Center, Bethesda Trolley Trail, Capital Crescent Trail and downtown Bethesda. Collected multi-modal traffic counts, performed traffic operations analysis of reduced travel lanes, developed wayfinding signage concepts and plans, evaluated on-street parking impacts, and assessed roadway lighting needs. Shady Grove Bike Network Planning: SAI conducted year 2040 traffic operations analyses (Level of Service and queuing) at select intersections in the area of the Shady Grove LSC, in support of its bicycle Master Plan update to evaluate the impacts of a protected bike lane network that reduced vehicle travel lanes. North Branch Trail Planning Study: SAI evaluated trail alignment, typical section, and traffic controls for crossing treatments along Muncaster Mill Road and Emory Lane as part of the trail planning study. Capital Crescent Trail Crossing Improvements: SAI performed a review of roadway geometry, traffic controls, sight distance and developed concept designs and cost estimates to improve the at-grade trail crossing at Little Falls Parkway including revised alignment, and upgraded signing and marking. Tuckerman Lane Phase I Bikeway and Sidewalk Facility Planning Study: Performed field inventory of the existing roadway	Design: 2011 Construction: 2012  Design: 2016 Design: 2014 Design: 2012 Construction: 2014 Design: 2017

Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan



Client	Project Description	Dates
	geometry, collected peak hour multi-modal traffic counts, developed baseline project traffic data, analyzed pedestrian and bicycle crash data, developed alternative typical section concepts for retrofitting on-road bike lanes, sidewalks and shared use paths, and conducted a safety assessment in support of redesigning Tuckerman Lane from MD 355 to Falls Road. Seven Locks Road Phase I Bikeway and Sidewalk Facility Planning Study: Performed field inventory of the existing roadway geometry, collected peak hour traffic counts, developed baseline project traffic data, analyzed pedestrian and bicycle crash data, developed alternative typical section concepts for a planned Class I bicycle facility including retrofitting on-road bike lanes, sidewalks and shared use paths in support of redesigning Seven Locks Road from Gainsborough to Montrose Road. Supported public involvement efforts.	Design: 2012
	On-Call Facility Planning and Engineering: SAI supported multiple corridor planning studies along Edwin Raynor Blvd, Andover Road, Jumpers Hole Road and Ridge Road to support pedestrian and bicycle accessibility. Tasks included traffic data collection, traffic operations analysis, crash data review, documentation of existing pedestrian and bicycle infrastructure and identification of gaps and barriers; development of alternative roadway design modifications to include sidewalk and bicycle facilities; traffic operations analysis for baseline and alternative scenarios. Developed preliminary roadway design plans and cost estimates. Presented findings to community groups.	Design: 2015-2018
	Old Town Bicycle Network Planning: SAI supported in developing protected bicycle lane designs from the King Street Metro Station to the waterfront through field documentation of existing roadway geometry and curbside parking regulations, and evaluated existing traffic operations and potential diversions due to proposed traffic pattern changes. Performed a sensitivity analysis including road diets, one-way vs. two-way traffic flows and parking removal.	Design: 2015



Quince Orchard Boulevard Protected Bike Lane 100% Design

City of Gaithersburg

Client:	Services:	Estimated Fee:	Professional Services:	Reference:
City of Gaithersburg Department of Public Works	- Traffic Data Collection - Traffic Operations Analysis - Bicycle Facility Planning - Bicycle Facility Design	\$39,000	2017	Gizachew Tiruneh, P.E. 240-805-1273

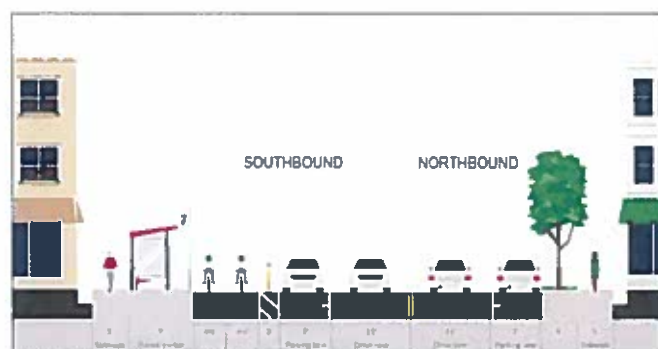
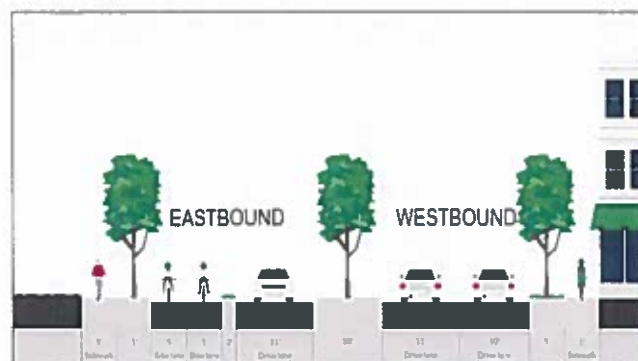
Sabra & Associates (SAI), Inc. is developing the City of Gaithersburg's first protected bike lane along a mile-long stretch of Quince Orchard Boulevard and along Rabbit Road. This pilot design will connect medium density housing with schools and parks/playgrounds. The bike lanes are protected from vehicle traffic with curbs and/or parked vehicles, providing a high-quality and safe cycling experience, suitable for all ages.

The project included:

- Documentation of existing roadway geometry & data collection
- Preliminary engineering design
- Integration of bike lanes into existing roadways at their termini.
- Development of protected bike lane typical sections and intersection Alternatives
- Traffic Analysis
- Construction Cost Estimates
- 100% Design Drawings and Specification

Preliminary engineering included:

- Multiple Design Alternatives
- Queuing and LOS modeling
- Coding and calibration of Synchro traffic model
- Concept Development and testing





Auth Road Pedestrian and Bicycle Improvements

City of College Park, MD

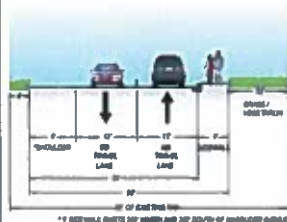
Client:	Services:	Estimated Fee:	Professional Services:	Reference:
Prince George's County Planning Department M-NCPPC	› Transportation Planning › Multi-Modal Safety and Access Improvements › Concept Development › Alternatives Analysis › Preliminary Engineering › Stakeholder Outreach	\$30,000	2013	Eric J. Foster, P.E. Supervisor, Transportation Planning Section Countywide Planning Division (301) 952-3117

Sabra & Associates, Inc. (SAI) was responsible for base plan development, traffic operations analysis, concept development, preliminary engineering and stakeholder coordination for on-road bike lanes and new sidewalk connections between the Branch Avenue Metro Station and Joint Base Andrews. Work efforts include:

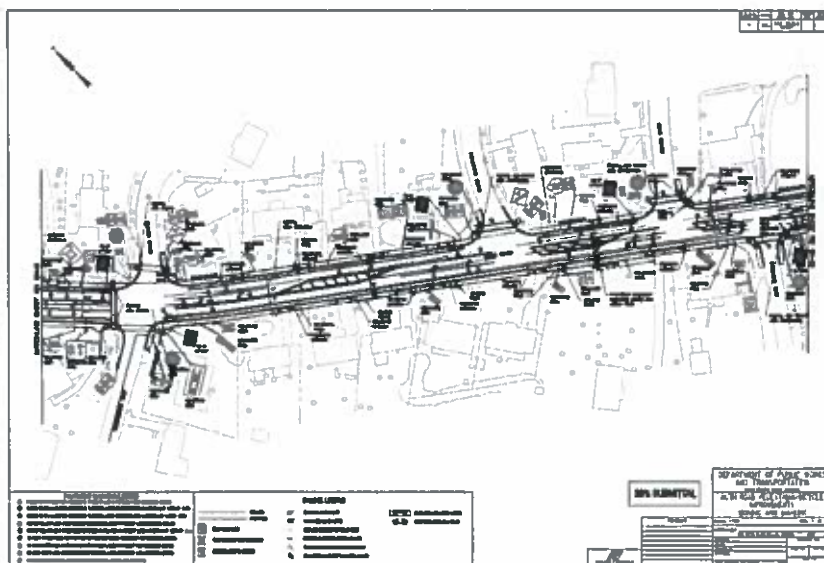
- Reviewing existing bicycle and pedestrian access
- Developing alternative roadway cross-sections
- Developing 30% preliminary engineering design plans and costs
- Participating in extensive coordination with County, SHA, Department of Defense and WMATA officials

ANDREWS TRANSPORTATION STUDY - PHASE II
AUTH ROAD PEDESTRIAN / BICYCLE IMPROVEMENTS
TYPICAL SECTION 1 - AUTH ROAD
NORTH-BOUND BETWEEN HORRIS AVENUE AND MEDFORD AVENUE

Existing



Proposed Hybrid Option





Citywide Bicycle Boulevard Plan

City of College Park, MD

Client:	Services:	Estimated Fee:	Professional Services:	Reference:
City of College Park	- Bicycle Facility Planning and Design - Traffic Data Collection - GIS Mapping - Wayfinding Signage	\$30,000	2016	Terry Schum 301-334-2691

Sabra & Associates, Inc. (SAI) developed a city-wide Bicycle Boulevard Implementation Plan to create a network of connected and low-stress bike routes. Work efforts included

- Evaluated origins and destinations for cyclists
- Documented existing routes and roadway characteristics such as speed, width and traffic volumes.
- Collected speed and volume data on selected streets to determine degree of traffic calming and traffic diversion required
- Conducted charrettes to stakeholders and residents to solicit feedback.
- Developed on-line GIS application to show proposed bike boulevards and receive map-based feedback from residents.
- Presented findings to the public, SHA, County and City Council including cost estimates





University Drive Bike Lane and Sidewalk Planning and Design

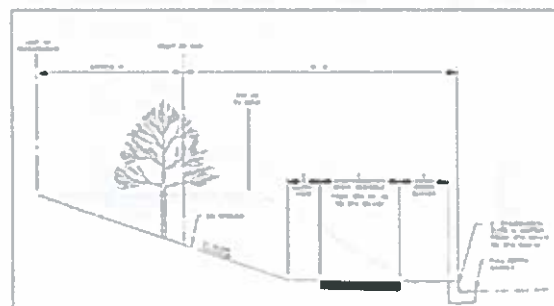
City of Fairfax, VA

Client:	Services:	Estimated Fee:	Professional Services:	Reference:
City of Fairfax, Virginia	- Traffic Calming - Pedestrian and Bicycle Network Planning and Design	\$50,000	2016	Curt McCullough, Traffic Engineer 703-385-7875

Sabra & Associates, Inc. (SAI) is under contract for on-call transportation/ traffic engineering and has completed numerous tasks as part of this project:

SAI was tasked to evaluate multi-modal improvements including a road diet to incorporate a bicycle lane along University Drive from Armstrong to Main Street, as well as prepare design drawings for new sidewalk between Armstrong Street and Breckinridge Lane. Task efforts included:

- Right-of-way identification, topographic survey, geometric design, storm water management design, and landscape design
- Preliminary engineering design of bike lane signing and striping
- Traffic operations analysis of road diet lane reductions
- Evaluation of impacts to bus operations, emergency vehicle access and driveway access
- Property owner coordination and preparation of easement and appraisals
- Public meetings/presentation to City Council



before



after





City of Hyattsville Bicycle Facility Planning and Design

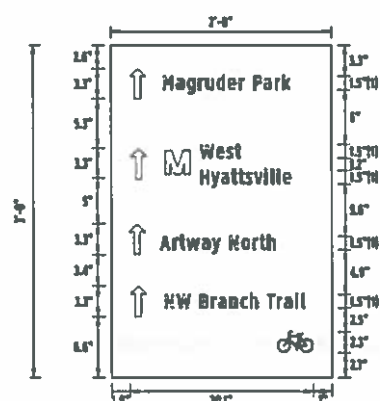
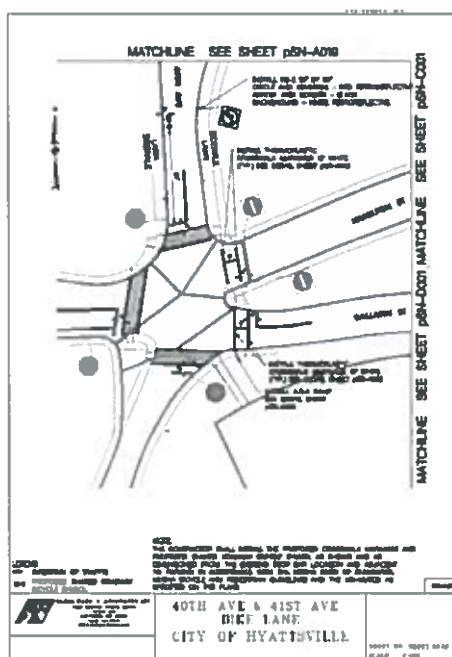
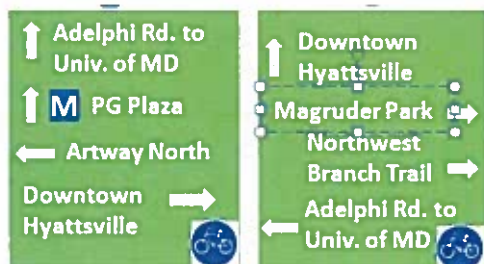
City of Hyattsville, MD

Client:	Services:	Estimated Fee:	Professional Services:	Reference:
City of Hyattsville	- Traffic Engineering - Bicycle Facility Planning and Design - Wayfinding/ Signing Design	\$15,000	2012	Jim Chandler, Community Planner City of Hyattsville 301-985-5013

Sabra & Associates, Inc. (SAI) supported the City in developing bicycle routes and performed a bicycle facility analysis and design effort for the City of Hyattsville to connect US 1 to the Prince George's Plaza and West Hyattsville Metro Stations.

Work efforts included:

- Inventory of existing roadway geometry
- Development of proposed bicycle pavement markings and route signing
- Wayfinding signing design
- Development of spec book plans and quantities



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Jumpers Hole Road Facility Planning Study

Anne Arundel County, Maryland

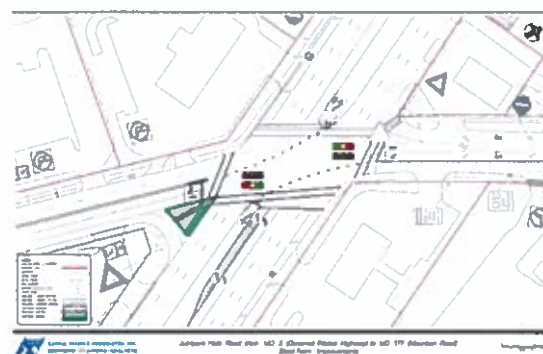
Client:	Services:	Estimated Fee:	Professional Services:	Reference:
Anne Arundel County Department of Public Works Bureau of Engineering	- Traffic Data Collection - Traffic Operations Analysis - Pedestrian and Bicycle Facilities - Preliminary Engineering	\$80,000	2017	Dan Anderson, Engineer Manager 410-222-75666

Sabra & Associates, Inc., (SAI) performed a comprehensive facility planning study for Jumpers Hole Road from MD 177 to MD 2. The study corridor is in a mixed-use area, with older single family homes, newer medium-density residential and retail/commercial developments. The goal of the study was to identify the feasibility of retrofitting for sidewalk and bike lanes in the short-term and additional travel lanes in the long-term. Work efforts included:

- Traffic data collection including vehicles, pedestrians and bicycles
- Development and calibration of a Synchro traffic model
- Review of land use forecasts and development plans
- Review of historical crash data to identify safety deficiencies
- Documentation of existing pedestrian and bicycle infrastructure and identification of gaps and barriers
- Concept development for roadway, pedestrian and bicycle improvements including widening, sidewalk and bicycle infrastructure
- Development of travel forecasts for year 2040 from the BMC transportation planning model
- Traffic operations analysis for baseline and alternative scenarios



Project deliverables included a technical report, typical sections for alternative roadway improvements, estimated construction costs, and coordination with SHA.



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New Hampshire Avenue Multi-Way Boulevard Feasibility Study

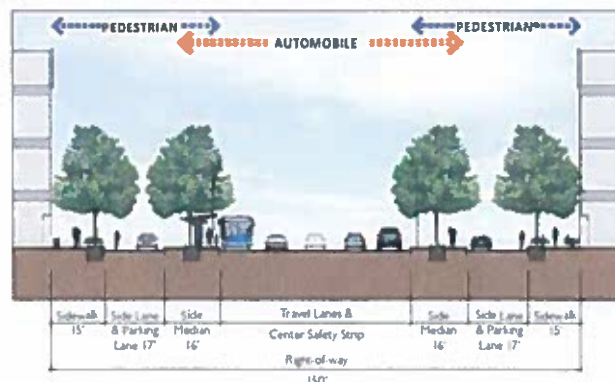
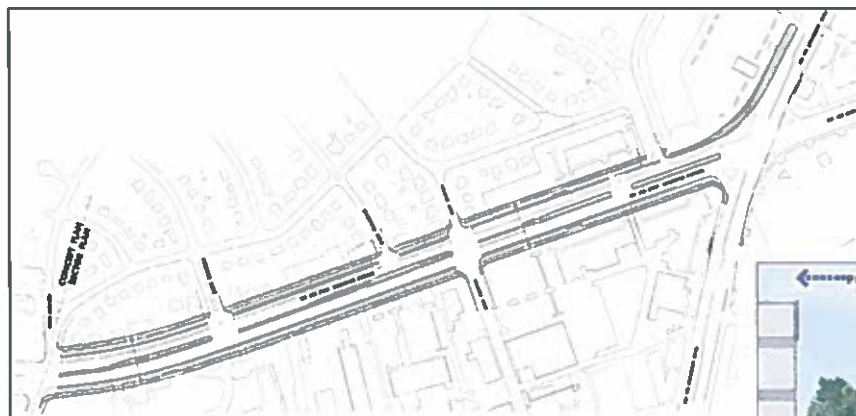
Takoma Park, MD

Client:	Services:	Estimated Fee:	Professional Services:	Reference:
Department of Public Works City of Takoma Park	- Traffic Engineering - GIS Data Set Development - Utility Engineering - Storm Water Management	\$40,000	2013	Rosalind Grigsby, Community Planner rosalindg@takomaparkmd.gov 301.891.7253

Sabra & Associates, Inc. (SAI) was part of the consultant team that performed planning analysis of a proposed road diet boulevard plan for New Hampshire Avenue from the District Line to University Blvd.

Work efforts included:

- Coordinated with stakeholders including the District, Montgomery County, Prince George's County, SHA and the Council of Governments
- Evaluated traffic operations under road diet scenario with dedicated bus lanes
- Evaluated bicycle compatibility
- Coordination with public and private utilities to identify assets
- Developed base mapping and digitizing of existing underground and overhead utilities
- Identified and researched drainage areas
- Evaluated impacts to utilities including relocations and costs
- Evaluated changes to impervious areas and required storm water management mitigation
- Developed environmentally sustainable design treatments for SWM



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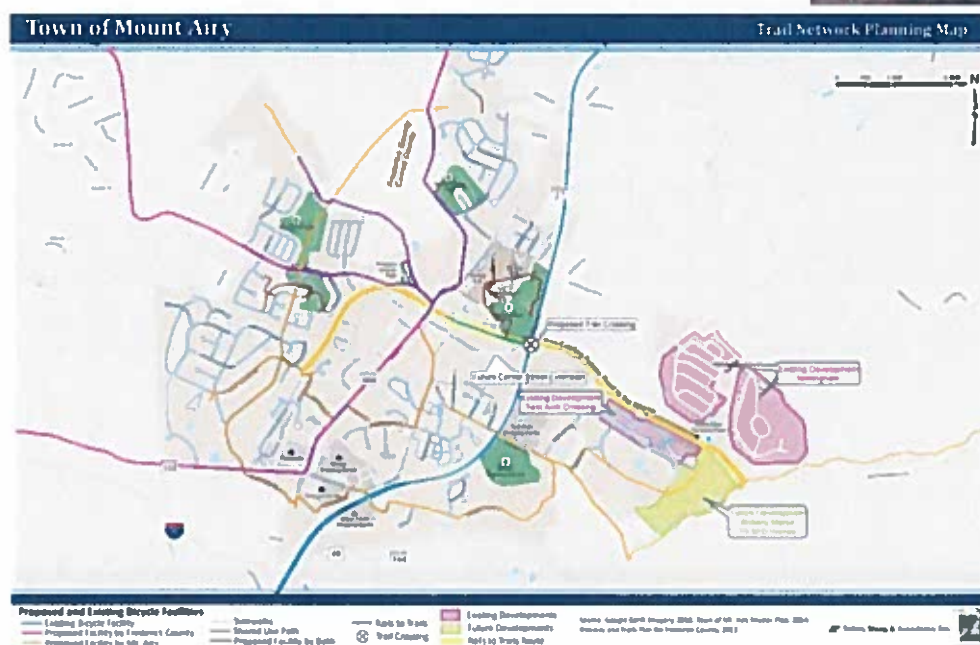
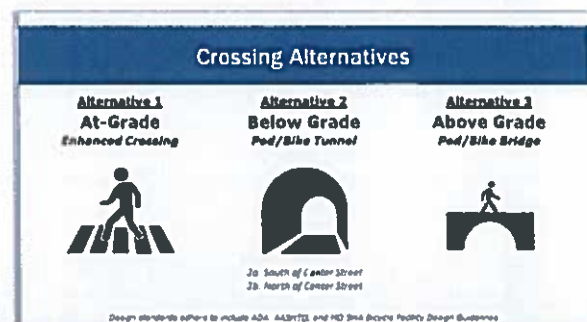
Trails Master Plan

Town of Mount Airy, MD

Client:	Services:	Estimated Fee:	Professional Services:	Reference:
Town of Mount Airy	› Pedestrian and Bicycle Facilities › Environmental Planning › Preliminary Engineering › Grant Application Support	\$30,000	2018	Bernard Quinn, P.E. Town Engineer

Sabra & Associates, Inc. developed an overall Trails Master Plan for the Town. Work efforts included:

- Existing conditions mapping
- Stakeholder input and coordination with Carroll County and MDOT State Highway
- Facility identification network identification
- Connectivity Analysis
- Field investigation of trail alignment
- Prioritization
- Public and Council presentation
- Preliminary engineering and geometric design of initial Old Main Line priority trail segment alignment, crossing treatments including tunnel and bridge options, typical sections, utility and right-of-way impacts and identification of stormwater management needs
- Preparation of Transportation Alternatives grant application





Rhode Island Trolley Trail Planning Study and Preliminary Engineering

Riverdale Park, MD

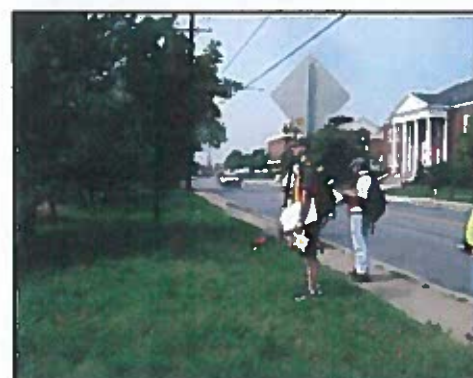
Client:	Services:	Estimated Fee:	Professional Services:	Reference:
Prince George's County Department Rec and Parks	› Trail Planning › Preliminary Engineering › Stakeholder Coordination › Cost Estimates › Topographic Survey	\$185K	2014	Fred Shaffer, Trails Coordinator 301-952-3117

Sabra & Associates led a comprehensive planning and preliminary engineering study to develop potential alignments and cross-section for the proposed Rhode Island Trolley Trail along the old trolley right-of-way parallel to US 1 and the CSX railroad in the Cities of Hyattsville, Riverdale Park and College Park. The planning study included:

- Field and GIS-investigation
- Development of trail cross-sections,
- Identification of opportunities such as trailhead facilities
- ADA access
- Waysides
- Connections to nearby recreational and activity centers
- Potential development impact,
- Constraints including utilities, and roadway crossings.

Planning efforts were advanced along with detailed topographic surveys to develop 30% design drawings of the proposed trail, including cross-sections, horizontal and vertical alignments, lighting locations, structures locations and preliminary cost estimate.

Extensive coordination was undertaken with both local municipalities, as well as SHA District 3 Office of Traffic to gather input on pedestrian and bicycle issues in the corridor.



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On-Call Bicycle Facility Planning and Design

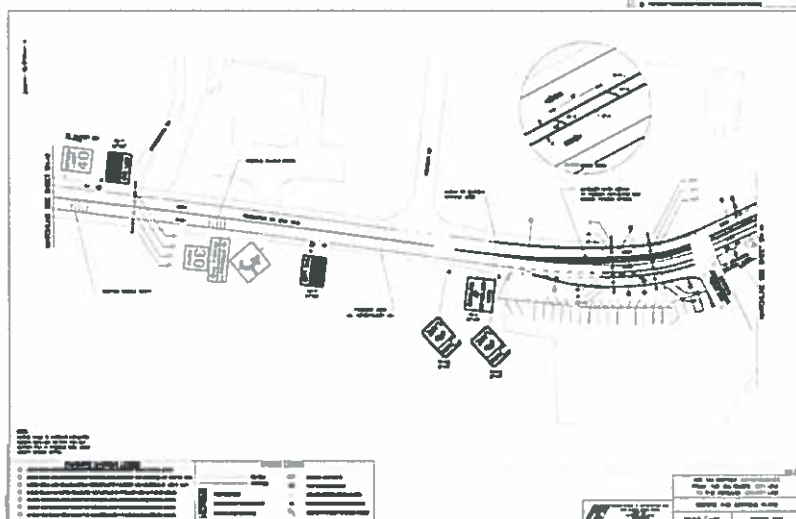
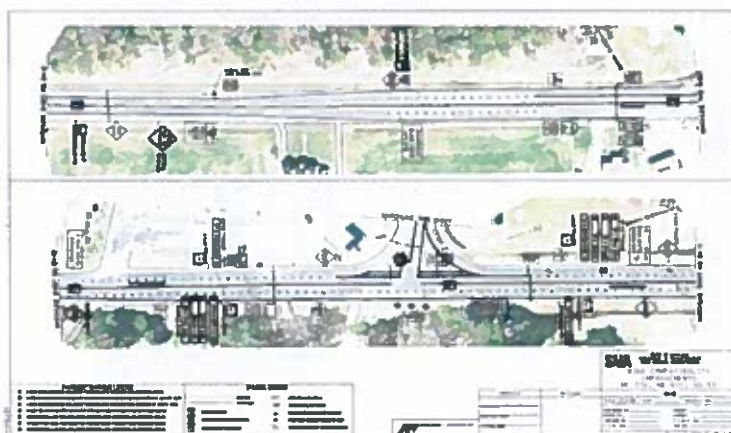
Baltimore and Worcester Counties

Client:	Services:	Estimated Fee:	Professional Services:	Reference:
Maryland DOT State Highway Administration	› Transportation Planning › Multi-Modal Safety and Access Improvements › Concept Development › Alternatives Analysis › Preliminary Engineering › Stakeholder Outreach	\$100,000	2012	Peter Campanides 301-513-7300

Sabra & Associates, Inc. (SAI) was responsible for developing an on-road bicycle facility along two critical corridors in Baltimore County (Maryland Route 144) and Wicomico County (Maryland Route 611).

Work efforts included:

- Field review and CADD base plan development
- Development of alternative roadway cross-sections
- Traffic operations analysis of existing and alternative roadway geometry
- Concept plan development
- Development of 30% preliminary engineering signing and marking plans and costs
- Coordination with County, SHA, and advocacy groups



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REFERENCES

Sabra & Associates, Inc. is proud of our working relationship with our clients, and much of our success throughout the years is directly related to our commitment to provide high-quality, cost-effective solutions, and timely services for all of our clients. We invite you to contact our clients and talk to them about our work history and quality of service. We encourage you to contact the following references to discuss our current and recent past performance.

Bicycle Boulevards Plan	
Name	Terry Schum, AICP
Title	Director
Agency	City of College Park, Planning, Community and Economic Development
Address	4500 Knox Road, College Park, MD 20740
Phone Number/ Email	240-487-3538, tschum@collegeparkmd.gov
Scope of Services:	SAI developed a city-wide Bicycle Boulevard Plan to create a network of connected and low-stress bike routes. Work efforts included evaluating origins and destinations for cyclists; documenting existing routes and roadway characteristics such as speed, width and traffic volumes; collecting traffic data; identifying traffic calming measures, facilitating stakeholder and public involvement through charrettes and online interactive websites; and presenting findings to the public, SHA, County, and City Council including cost estimates.
Cost of Services:	\$30,000
Rhode Island Trolley Trail Design, New Carrollton Area Trail Connection Design, Cheverly Non-Motorized Plan	
Name	Fred Shaffer
Title	Trails Planner
Agency	Maryland-National Capital Park and Planning Commission
Address	Countywide Planning Division, County Administration Building, 4th Floor 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772
Phone Number/ Email	301-952-3661/Fred.Shaffer@ppd.mnccppc.org
Scope of Services:	SAI completed multiple projects under this contract including sidewalk and bike network planning and design in Cheverly, New Carrollton and the Rhode Island Trolley Trail in Hyattsville and Riverdale Park
Cost of Services:	\$100,000
Bowie Heritage Trail Planning and Preliminary Engineering	
Name	Joseph M. Meinert, AICP
Title	Director of Planning and Community Development
Agency	City of Bowie
Address	15901 Excalibur Road, Bowie, MD 20716
Phone Number/ Email	301-809-3047, jmeinert@cityofbowie.org>
Scope of Services:	SAI evaluated alternatives for trail connections from Old Town to the MARC Station along the Amtrak Corridor. SAI developed concept alignments and prepared 30% design plans for alignment, plan, profile and cross-section and construction cost estimate. SAI also led and conducted stakeholder meetings with the City, County DPW&T, Park and Planning, SHA, MDOT, Amtrak and Bowie State University.
Cost of Services:	
Bethesda Bicycle Network Planning and Design	
Name	Dan Sheridan
Title	Transportation Planner
Agency	Montgomery County DOT
Address	400 Edison Park Drive, Gaithersburg, MD 20852
Phone Number/ Email	240-777-2190
Scope of Services:	SAI developed typical roadway sections for bicycle compatibility including shared lanes, cycle tracks, and exclusive lanes. Developed detailed wayfinding signing concepts and signing plans to connect new on-road bike routes to the Bethesda Trolley Trail.



Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan

	Evaluated trail crossing improvements including signing and marking.
Cost of Services:	\$50,000
Bicycle Network Signing and Marking Design	
Name	Graham Young, P.E.
Title	Complete Streets Manager
Agency	Baltimore City Department of Transportation
Address	417 E. Fayette Street, Baltimore MD 21202
Phone Number/ Email	443-984-4092, graham.young@baltimorecity.gov
Scope of Services:	SAI developed wayfinding concepts, signing plans, main plate and subplate schedules, cost estimates and fabrication details including dimensions, text size, destination, and material quantity for over 300 informational, guide, and warning signs for implementing the Baltimore City Bicycle Master Plan in the Collegetown, Southeast and Park Heights networks.
Cost of Services:	\$75,000
City of Hyattsville Bicycle Facility Planning and Design	
Name	Jim Chandler
Title	Community Planner
Agency	City of Hyattsville
Address	4310 Gallatin Street, Hyattsville, MD 20781
Phone Number/ Email	301-985-5013
Scope of Services:	SAI supported the City in developing bicycle routes and performed a bicycle facility analysis and design effort for the City of Hyattsville to connect US 1 to the Prince George's Plaza and West Hyattsville Metro Stations.
Cost of Services:	\$15,000

Exhibit B**FINANCIAL PROPOSAL FORM**

Offerors will itemize the cost in Column B for each service listed in Column A. The financial proposal will be evaluated on the total price for all services. The price shall include all travel and incidental costs for the project.

Column A	Column B
1. Feasibility Study	\$ 43,995
2. Concept Engineering Design Plan (up to 30%)	\$ 15,690
Total	\$ 59,685

GRAND TOTAL (SUM OF #1-2) \$ 59,685

ALL ENVELOPES SHOULD BE CLEARLY MARKED AS SPECIFIED IN PART 4- SECTION C, ITEM 1



Hanover Parkway Bikeway Facility Feasibility Study and Concept Engineering Design Plan

Table 1: Person-hours, by task, and total fee



City of Greenbelt Hanover Parkway Bikeway Facilities

	Project Manager	Senior Planner/Engineer	Planner/Engineer	GIS/CAD Technician	Data Collector	Task Hourly Subtotals
	\$ 145.00	\$ 115.00	\$ 85.00	\$ 65.00	\$ 55.00	
Task						
Task 1. Kick Off and recurring City Staff Meetings	20		20			40
Task 2. Perform field review and Data Collection	1	2			120	123
Task 3. Prepare Base Mapping		2	4	80		86
Task 4. Concept Development and Design	2	4	8	120		134
Task 5. Alternatives Analysis & Feasibility Study	4	8	120			132
Task 6. City Advisory Board & Community Outreach	12	12		40		64
Task 7. Prepare 30% Design Plans	2	4	8	120		134
Task 8. Document Findings and Recommendations	4	8	40	24		76
						0
						0
Labor Hours	45	40	200	384	120	789
Sub Total per Labor Category	\$6,525.00	\$4,600.00	\$17,000.00	\$24,960.00	\$6,600.00	

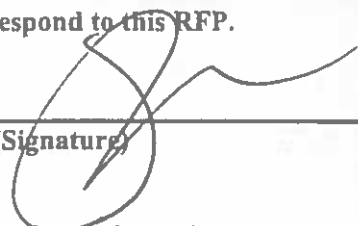
All rates are fully loaded and include all direct costs (e.g. printing, mileage, etc.)

\$59,685.00

Warrant of Legal Capacity

The Contractor warrants and represents that they have full right, power, and authority to respond to this RFP.

December 4, 2018


(Signature)

(Date)

Ziad A. Sabra, Ph.D., P.E., PTOE, President

(Name – Typed or Printed)

Sabra & Associates, Inc.

(Company)

7055 Samuel Morse Drive, Suite 100

Columbia, MD 21046

(Address)

443-741-3500

(Phone number)

443-741-3700

(Fax number)



(Federal Tax Identification number)

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Molly Porter

Submitting Department: Planning

Item Type: OTHER BUSINESS

Agenda Section:

Subject:

Beltway Plaza Redevelopment Proposal Conceptual Site Plan

Suggested Action:

Reference:

Conceptual Site Plan-18010

Memorandum and Recommended Conditions, M. Porter, Revised 2/7/2019

Advisory Planning Board Report #2019-01

GreenACES Recommendations for Beltway Plaza Redevelopment

PRAB Report 19-1

The subject Conceptual Site Plan (CSP) for the redevelopment of Beltway Plaza was referred to the City on December 10, 2018. The CSP proposes a mixed-use five (5) phase development that includes an approximate total of 175-250 townhouses, 875-2,250 multifamily units, and 435,000-700,000 square feet of commercial space. This proposal has been presented at two (2) City Council work sessions, two (2) Advisory Planning Board Meetings, a GreenACES meeting, and a Parks and Recreation Advisory Board meeting.

Staff supports a phased mixed-use redevelopment of the Beltway Plaza property, but continues to have concerns about the proposed CSP. These concerns include the number and type of housing units, the lack of formal open space and recreation facilities, the impact on school and transportation capacity, and the proposed phasing plan. In weighing the pros and cons of the redevelopment of Beltway Plaza, staff believes if these concerns are adequately addressed, then the redevelopment of Beltway Plaza will have long-term positive implications for the City. Staff has proposed conditions of approval that address these very important issues. Staff continues to work with the applicant to reach agreement on the conditions for support, and to address comments provided by City Council at the February 4, 2019 work session. A Prince George's County Planning Board hearing is scheduled for March 14, 2019 and City comments are due to Maryland-National Capital Park and Planning Commission on February 20, 2019.

Staff recommends support of the subject conceptual site plan with conditions as outlined in the staff memorandum and as amended this evening. Since there is no guarantee that the County Planning Board will include all of the City's conditions of Approval in their action, it is further recommended that the Applicant be asked to submit a letter of acceptance indicating their agreement with the City's conditions of approval.

Attachments:

[CIVP-CSP-18010.pdf](#)

[Memorandum and Recommended Conditions, M. Porter, Revised 2_7_2019.pdf](#)

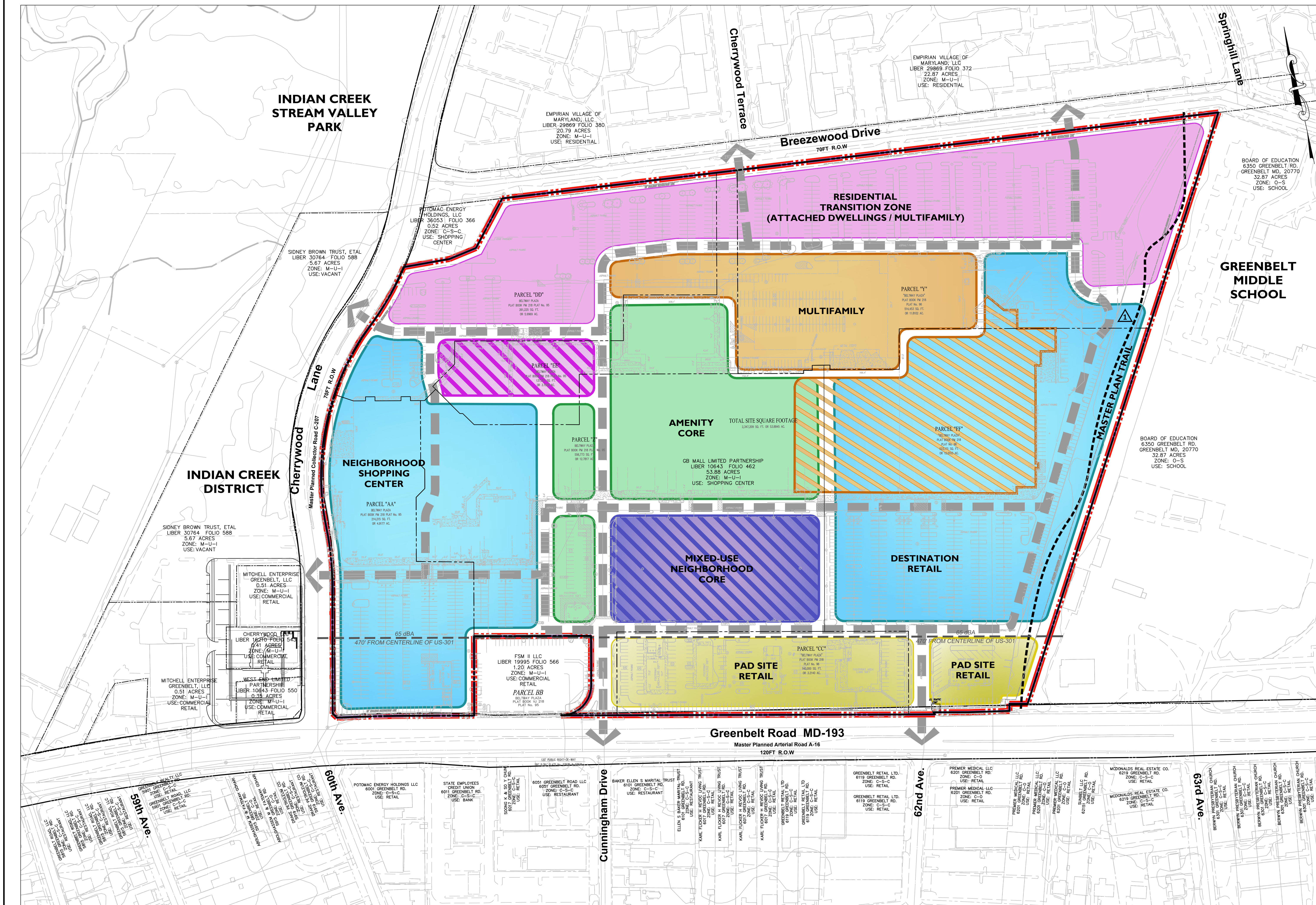
[Advisory_Planning_Board_Report__2019-01.pdf](#)

[Green_ACES_Recommendations_for_Beltway_Plaza_redevelopment.pdf](#)

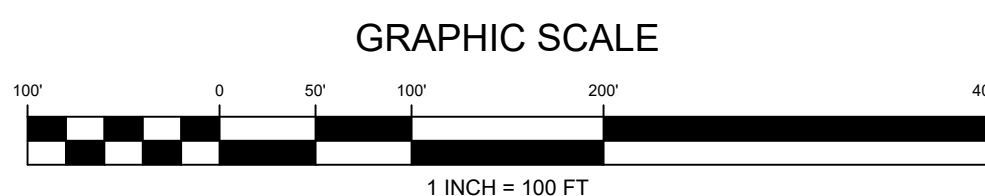
[PRAB_Report_19-1_Beltway_Plaza_1-28-19.pdf](#)

CONCEPTUAL SITE PLAN CSP-18010

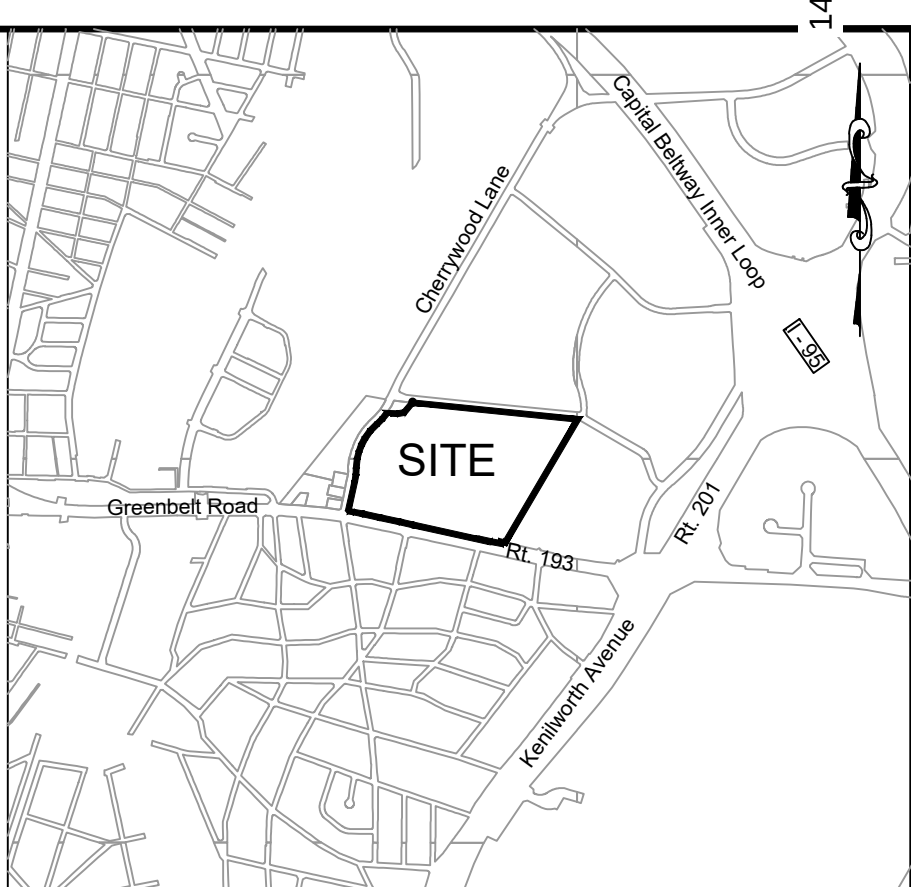
BELTWAY PLAZA



PROPERTIES SUBJECT TO THIS APPLICATION		
PARCEL	SIZE	PLAT REFERENCE
AA	4.92 ACRES	PLAT BOOK PM 218 PLAT NO. 95
CC	3.21 ACRES	PLAT BOOK PM 218 PLAT NO. 96
DD	6.00 ACRES	PLAT BOOK PM 218 PLAT NO. 95
EE	3.15 ACRES	PLAT BOOK PM 218 PLAT NO. 95
FF	12.01 ACRES	PLAT BOOK PM 218 PLAT NO. 96
Y	11.81 ACRES	PLAT BOOK PM 218 PLAT NO. 96
Z	12.78 ACRES	PLAT BOOK PM 218 PLAT NO. 95



NOTE: Conceptual Site Plans are not required for properties in the M- U- I zone, however this CSP is being submitted to fulfill the requirements of the 2013 Greenbelt Metro area and MD193 Corridor Plan and Sectional Map Amendment (S.M.A.). The S.M.A. requires a Conceptual Site Plan to be approved prior to submittal of a Detailed Site Plan. The CSP is to show phasing of redevelopment, future land uses, and future connections to adjacent properties, all of which are reflected on the above.



- I. GENERAL NOTES**
- PROJECT NAME: Beltway Plaza
 - OWNER/APPLICANT: Quantum Companies
 - CARE OF: ATTN: Fred Wine
 - THE QUANTUM BUILDING
 - 4912 DEL RAY AVENUE
 - BETHESDA, MD 20814
 - 53.88 AC
 - 54-1-1
 - COMMERCIAL SHOPPING CENTER
 - THE PROPERTY IS NOT LOCATED WITHIN THE JOINT BASE ANDREWS INTERIM LAND USE CONTROL (ILUC) IMPACT AREA.
 - THE FOLLOWING NOISE CONTROL PROCEDURES ARE TO BE IMPLEMENTED DURING THE CONSTRUCTION PHASE OF THE PROJECT. NO CONSTRUCTION NOISE SHALL BE ALLOWED TO ADVERSELY IMPACT ACTIVITIES ON ADJACENT PROPERTIES. THE APPLICANT SHALL CONFORM TO THE CONSTRUCTION ACTIVITY NOISE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 19 OF THE PRINCE GEORGE'S COUNTY CODE.
 - DURING DEMOLITION/CONSTRUCTION PHASES OF THE PROJECT, NO DUST SHALL BE ALLOWED TO CROSS OVER PROPERTY LINES AND IMPACT ADJACENT PROPERTIES. THE APPLICANT SHALL CONFORM TO CONSTRUCTION ACTIVITY DUST CONTROL REQUIREMENTS SPECIFIED IN 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.
 - ANY DEVELOPMENT WITH AN IMPACT BEYOND THAT IDENTIFIED HEREIN ABOVE SHALL REQUIRE ADDITIONAL CONCEPTUAL PLAN APPROVAL WITH A NEW DETERMINATION OF THE ADEQUACY OF TRANSPORTATION FACILITIES.
- II. DEVELOPMENT DATA**
- | | |
|--|---|
| 1. PROPOSED LAND USE: | MIXED - USE
(COMMERCIAL & RESIDENTIAL) |
| 2. STREETS LOCATED IN SINGLE FAMILY DETACHED DEVELOPMENT SHALL BE PUBLIC; OTHERWISE ALL OTHER STREETS (COMMERCIAL, RETAIL, TOWNHOMES, CONDOMINIUM) SHALL BE PRIVATE. | |
| 3. PROPOSED NUMBER OF LOTS, PARCELS, OUTLOTS, AND OUTPARCELS: | 288-300 TOWNHOUSE LOTS |
| 4. GROSS FLOOR AREA: | |
| PHASE 1. RESIDENTIAL ATTACHED (TOWNHOUSE OR TWO FAMILY): | 175 - 250 DU |
| RESIDENTIAL (MULTIFAMILY): | 100 - 500 DU |
| PHASE 2. COMMERCIAL RETAIL: | 150K - 200K SF |
| RESIDENTIAL (MULTIFAMILY): | 225 - 500 DU |
| PHASE 3. COMMERCIAL RETAIL: | 125K - 175K SF |
| RESIDENTIAL (MULTIFAMILY): | 250 - 725 DU |
| PHASE 4. COMMERCIAL RETAIL: | 40K - 60K SF |
| RESIDENTIAL (MULTIFAMILY): | 175 - 250 DU |
| PHASE 5. COMMERCIAL RETAIL: | 20K - 40K SF |
| TOTAL GROSS FLOOR AREA: | |
| RESIDENTIAL ATTACHED (TOWNHOUSE OR TWO FAMILY ATTACHED) | 175 - 250 DU |
| RESIDENTIAL (MULTIFAMILY) | 875 - 2,250 DU |
| COMMERCIAL RETAIL | 435K - 700K SF |
- III. UTILITY NOTES:**
- | | |
|---|---------------|
| 1. EXISTING WATER/SEWER DESIGNATION: | W-3 AND S-3 |
| 2. PROPOSED WATER/SEWER DESIGNATION: | W-3 AND S-3 |
| 3. PROPOSED WATER AND SEWER WITHIN RESIDENTIAL AREAS TO BE PRIVATE. ALL OTHER COMMERCIAL AREAS TO BE PRIVATE. | |
| 4. STORMWATER MANAGEMENT CONCEPT PLAN NUMBER: | 46825-2005-01 |
- IV. SITE INVENTORY INFORMATION**
- | | |
|---|---------------------------------|
| 1. 200 FOOT MAP REFERENCE: | 210NE05,210NE06,211NE05,211NE06 |
| 2. TAX MAP NUMBER AND GRID: | MAP 26 GRID A4,B4 |
| 3. AVIATION POLICY AREA: | NONE |
| 4. 10-FOOT PUBLIC UTILITY EASEMENT ALONG ALL RIGHTS-OF-WAY: | PUBLIC - YES, PRIVATE - NO |
| 5. ALL EASEMENTS AND RIGHTS-OF-WAY ARE SHOWN ON PLANS | |
| 6. MANDATORY PARK DEDICATION: | PRIVATE FACILITIES |
| 7. CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: | NO |
| 8. HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: | NO |
| 9. WETLANDS: | NO |
| 10. 100-YEAR FLOODPLAIN: | NO |
| 11. WITHIN CHESAPEAKE BAY CRITICAL AREA: | NO |
| 12. SOURCE OF TOPOGRAPHY: | GIS |
| 13. SOURCE OF BOUNDARY: | GLW ALTA-SURVEY JULY 23, 2015 |
| 14. NO IMPACTS TO ENVIRONMENTAL FEATURES | |
| 15. NO CLEARANCE OF ANY SPECIMEN TREES | |

- LEGEND**
- SUBJECT PROPERTY BOUNDARY
 - PROPOSED PRIVATE ROAD
 - PROPOSED SITE ACCESS
 - MASTER PLAN TRAIL
 - RESIDENTIAL (MULTI-FAMILY)
 - RESIDENTIAL (ATTACHED DWELLINGS / MULTI-FAMILY)
 - RESIDENTIAL (SENIOR LIVING)
 - COMMERCIAL RETAIL AREA
 - MIXED - USE
 - CORE AREA
 - RESIDENTIAL (MULTI-FAMILY OVER EXISTING COMMERCIAL)
 - FUTURE COMMERCIAL

THIS BLOCK IS FOR OFFICIAL USE ONLY
OR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: BELTWAY PLAZA
PROJECT NUMBER: CSP-18010
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet
Revision numbers must be included in the Project Number

New Approval Block



REVISION	DATE	REVISION	DATE	REVISION	DATE
1. Address SDRC Comments	5/18/19				

Owner/Developer:

Quantum Companies
c/o Fred Wine
The Quantum Building
4912 Del Ray Avenue
Bethesda, MD 20814

BELTWAY PLAZA

ELECTION DISTRICT No. 21
PRINCE GEORGE'S COUNTY, MARYLAND
TAX MAP 26,34 GRID A1,A4,B1,B4,C4
200 FOOT MAP 210NE05,210NE06,211NE05,211NE06

RODGERS CONSULTING

1101 Mercantile Lane, Suite 280, Largo, Maryland 20774
Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com

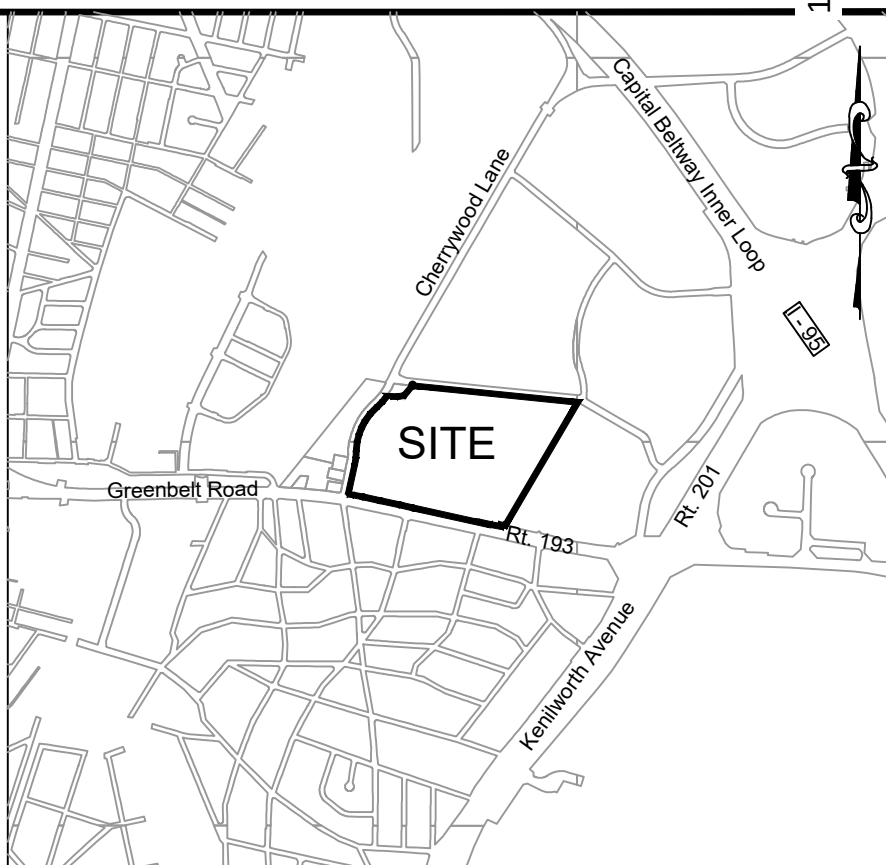
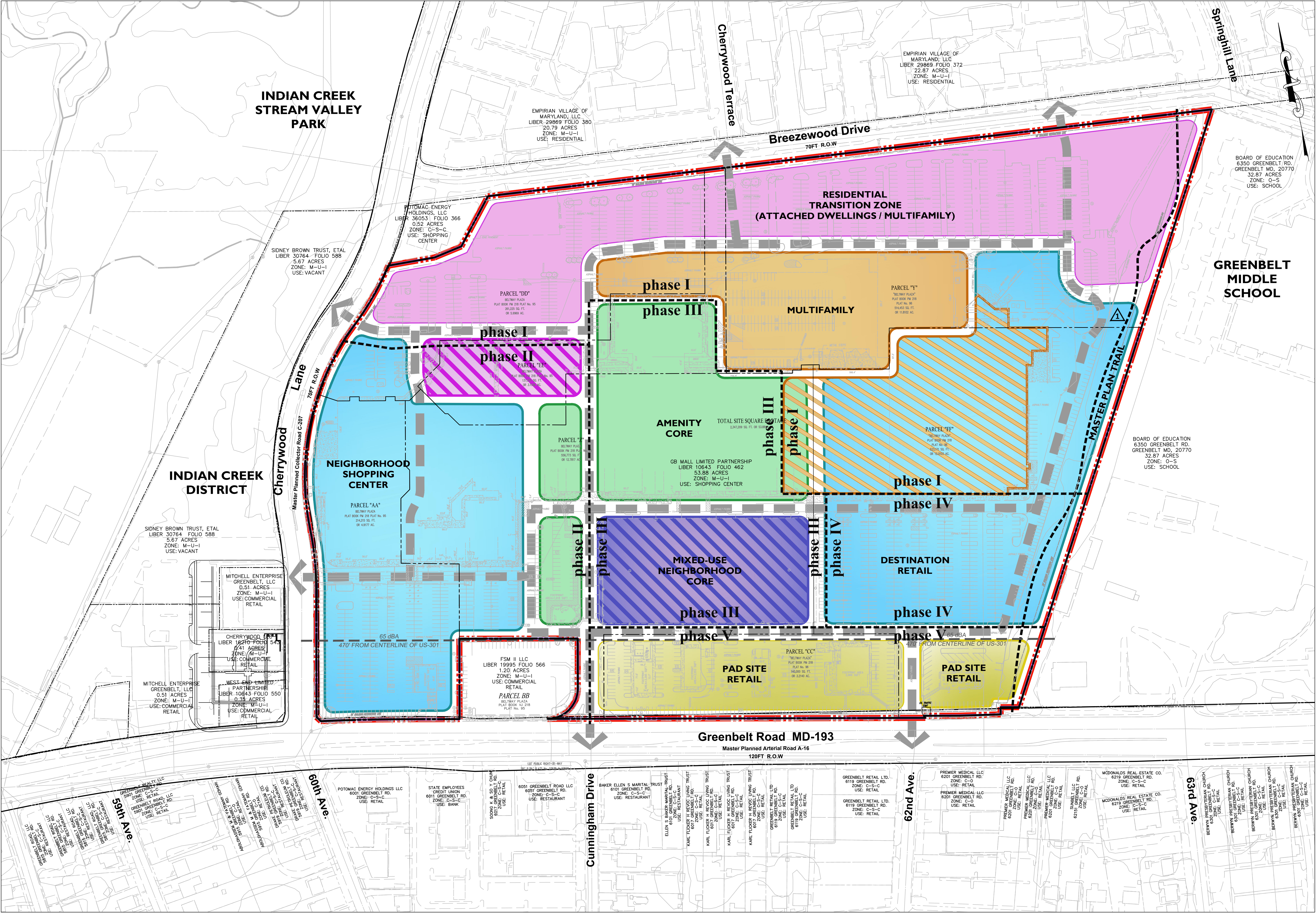
BASE DATA	BY	DATE
DESIGNED		
DRAWN		
REVIEWED		
RODGERS CONTACT:		
RELEASE FOR		
BY: _____	DATE: _____	

CONCEPTUAL SITE PLAN PHASING PLAN

SCALE: 1"=100'
JOB No. 1287A
DATE: 9/2018
SHEET No. 1 of 2

PHASING PLAN CSP-18010^Δ

BELTWAY PLAZA



VICINITY MAP
1"=2000'

LEGEND

- SUBJECT PROPERTY BOUNDARY
- PROPOSED PRIVATE ROAD
- PROPOSED SITE ACCESS
- MASTER PLAN TRAIL
- RESIDENTIAL (MULTI-FAMILY)
- RESIDENTIAL (ATTACHED DWELLINGS / MULTI-FAMILY)
- RESIDENTIAL (SENIOR LIVING)
- COMMERCIAL RETAIL AREA
- MIXED - USE
- CORE AREA
- RESIDENTIAL (MULTI-FAMILY OVER EXISTING COMMERCIAL)
- FUTURE COMMERCIAL

THIS BLOCK IS FOR OFFICIAL USE ONLY
OR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: BELTWAY PLAZA

PROJECT NUMBER: CSP-18010

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet.
Revision numbers must be included in the Project Number.

New Approval Block

NOTE: Conceptual Site Plans are not required for properties in the M- U- I zone, however this CSP is being submitted to fulfill the requirements of the 2013 Greenbelt Metro area and MD193 Corridor Plan and Sectional Map Amendment (S.M.A.). The S.M.A. requires a Conceptual Site Plan to be approved prior to submittal of a Detailed Site Plan. The CSP is to show phasing of redevelopment, future land uses, and future connections to adjacent properties, all of which are reflected on the above.

REVISION	DATE	REVISION	DATE	REVISION	DATE	Owner/Developer:	BELTWAY PLAZA	RODGERS CONSULTING	CONCEPTUAL SITE PLAN PHASING PLAN	SCALE: 1"=100'
1. Address SDRC Comments	5/18/19					Quantum Companies c/o Fred Wine The Quantum Building 4912 Del Ray Avenue Bethesda, MD 20814				
							ELECTION DISTRICT No. 21 PRINCE GEORGE'S COUNTY, MARYLAND TAX MAP 26,34 GRID A1,A4,B1,B4,C4 200 FOOT MAP 21NE05,21NE06,21NE05,21NE06	1101 Mercantile Lane, Suite 280, Largo, Maryland 20774 Ph: 301.948.4700 Fx: 301.948.6256 www.rodgers.com	BASE DATA DESIGNED DRAWN REVIEWED RODGERS CONTACT: RELEASE FOR BY: DATE:	JOB No. 1287A DATE: 9/2018 SHEET No. 2 OF 2

City of Greenbelt, Maryland

Memorandum

TO: Nicole Ard, City Manager

FROM: Molly Porter, Community Planner I

VIA: Terri Hruby, Director of Planning and Community Development

Date: January 30, 2019

REVISED: February 7, 2019

All revisions to the memo have been underlined

SUBJECT: Beltway Plaza Redevelopment

Background:

Planning Staff has been engaged with Quantum Companies since 2005 regarding proposals for the redevelopment of Beltway Plaza (BWP). In 2006, a Conceptual Site Plan (CSP) was submitted to the Maryland-National Capital Park and Planning Commission (M-NCPPC). At the time the plan included 700 multifamily dwelling units in the northern portion of the property and 22,000 square feet of commercial space. The 2006 CSP proceeded to a public hearing with the Prince George's County Planning Board without City support. The hearing ended in a tie vote and the site plan had been pending at the County level since that time. BWP reengaged with the site plan and submitted an updated CSP to M-NCPPC which was referred to the City on December 10, 2018.

The current CSP proposes a mixed-use five (5) phase development that includes an approximate total of 175-250 townhouses/two family attached units, 875-2,250 multifamily units, and 435,000-700,000 square feet of commercial space. Staff feels that there is great opportunity and necessity to redevelop Beltway Plaza. This sentiment is reinforced by both the *2013 Greenbelt Metro Area and MD 193 Corridor Plan* and the recent Urban Land Institute Technical Assistance Panel Report titled, *Creating a Future for Greenbelt Road/MD-193*. Staff met with BWP in August of 2018 to discuss the updated redevelopment proposal. Since that time, BWP has presented to the Advisory Planning Board (August 15, 2018 and January 2, 2019), Green ACES (September 25, 2018), and the Parks and Recreation Advisory Board (January 16, 2019). BWP also presented their redevelopment plans at the November 14, 2018 and February 4, 2019 City Council work sessions. This memorandum and the attached conditions have been revised to reflect and respond to topics of discussion that were raised during the February 4, 2019 work session and discussions with the applicant.

The Advisory Planning Board recommends support with conditions of the subject application. Included in Council's packet are concerns and comments about the subject CSP from GreenACES and the Parks and Recreation Advisory Board. A Prince George's County Planning Board hearing has been scheduled for March 14, 2019.

Description of the Plan:

The current CSP for the subject property proposes a mixed-use five (5) phase development:

- Phase 1 (Residential Transition Zone): 175-250 townhouses/two family attached units and 100-500 multifamily dwelling units
- Phase 2 (Neighborhood Shopping Center): 225-500 multifamily dwelling units (possible age-restricted units) and 150,000-200,000 SF of commercial space
- Phase 3 (Amenity Core & Mixed-Use Neighborhood Core): 125,000-175,000 square feet of commercial space and 250-725 multifamily units built in increments of 250 units
- Phase 4 (Destination Retail): 40,000-60,000 square feet of commercial space and 175-250 multifamily dwelling units
- Phase 5 (Pad Site Retail): 15,000-25,000 square feet of commercial space

The above phases are under consideration in the current CSP, but the representatives from Beltway Plaza have presented a Master Development Plan (MDP) that includes properties on the west side of Cherrywood Lane. On these properties the MDP illustrates townhouses on the currently undeveloped portion of Cherrywood Lane between Breezewood Drive and Greenbelt Road. Staff has raised their preference that this land be dedicated as formal open space. On the northwest corner of the Cherrywood Lane and Greenbelt Road intersection the MDP depicts a multifamily building with retail on the ground floor. The representatives have indicated that these properties would be included in future CSP submissions. Staff has raised their concern about the CSP process being conducted in a piecemeal fashion and their preference that this redevelopment be considered in terms of the entire planned redevelopment.

Prince George's County New Zoning and Subdivision Regulations:

Since the County's newly adopted zoning and subdivision regulations are not scheduled to go into effect until 2020, the current CSP will be subject to current zoning and subdivision regulations as it moves through the development review process from CSP to Preliminary Plan of Subdivision to Detailed Site Plan approvals. As requested by Council, staff reviewed the newly adopted zoning and subdivision regulations in order to determine whether this development would conform. Under the new zoning regulations the M-U-I zone has been deleted. Based on the test case done by the consulting firm, Clarion Associates, the planning staff has evaluated this redevelopment proposal with the assumption that the BWP property will be zoned Commercial, General, Office (CGO). The test case document also contemplated this location

being zoned Local Transit Oriented Edge, but because of its distance from the Greenbelt Metro Station this zoning designation is unlikely.

The purpose of the CGO Zone is to, “provide lands for a diverse range of businesses, civic, and mixed-use development, typically at major intersections where visibility and good access are important, in a form that supports connections and a balance between automobile access and pedestrian-friendliness.”

To a large extent staff found that the redevelopment is in conformance with the new regulations with the following exceptions. According to Section 24-3510 of the new Subdivision Regulations a Certificate for Schools Adequacy would be required under the new subdivision regulations. Staff also noted that Section 27-5202 outlines that the CGO zone does not permit two-family units, such as the two-over-two dwellings that are included in the current Beltway Plaza redevelopment CSP.

Purposes and Regulation of Mixed Use Infill (M-U-I) Zoning:

The entire site is zoned M-U-I. The purpose of this zone is to permit a mix of residential and commercial uses as infill development in areas which are already substantially developed. The specific purposes of this flexible zone include: implementing recommendations in approved plans, encouraging innovation in the planning and design of infill development, and promoting smart growth principles by encouraging efficient use of land and public facilities and services. M-U-I zones do not require the submission of a CSP, but a CSP has been submitted for the subject property to fulfill Strategy 1.2 of the *Greenbelt Metro Area and MD 193 Corridor Plan* which requires the approval of a CSP prior to a Detailed Site Plan (DSP) submission.

Development District Overlay Zone:

The subject property is located within a Development District Overlay Zone (DDOZ). The DDOZ is intended to ensure that the development project meets the goals established for the district in a Master Plan, Master Plan Amendment, or Sector Plan.

According to the *Greenbelt Metro Area and MD 193 Corridor Plan*, the specific purpose for this DDOZ is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for the City of Greenbelt and the Town of Berwyn Heights, consistent with the land use and urban design recommendations in the Sector Plan.

The DDOZ standards address building configuration, lot occupation, building setbacks, building orientation, architectural elements, and parking. The DDOZ states that the minimum number of parking spaces required for each land use shall be reduced by 50% of the spaces required in Section 27-568(a) of the Zoning Ordinance. The DDOZ also requires the following documentation at the time of Detailed Site Plan:

- Architectural elevations in full color

- Street and streetscape sections
- Build-to lines
- A parking schedule and plan
- Supporting documentation where requested in the development district standards (e.g., and design details, signage details including color, size, percentage of commercial frontage, type, and locations of all signs on or adjacent to buildings, and graphic representation of the proposed location of signage on the building, etc.).
- A list of all applicable development district standards as well as a list of standards that have not been fulfilled and explanations as to why they have not been fulfilled, in the form of a signed and dated justification statement.

Consistency with the 2013 Greenbelt Metro Area and MD 193 Corridor Plan:

The 2013 Sector Plan states support for a phased comprehensive redevelopment of Beltway Plaza, with a focus on the development being pedestrian-friendly and mixed-use. At this time staff has completed a review of the development proposal and its consistency with the approved Sector Plan and has the following comments:

Strategy 1.3 of the Sector Plan states that townhouses should be concentrated in the rear of the property and multifamily included throughout the property. While the development proposal does show townhouses in the rear of the property there is concern about the quantity of townhouses proposed and that Phase I of the development proposal consists only of residential development. The Urban Land Institute Technical Assistance Panel Report (ULI TAP), *Creating a Future for Greenbelt Road/MD-193*, proposes mid-rise housing with an emphasis on senior housing along the north side of the site to create a transition to the Franklin Park at Greenbelt Station development. Staff prefers this proposal by the ULI TAP report, particularly the inclusion of senior housing in the first phase of the redevelopment.

Strategy 1.5 requires the framing of the MD 193 corridor with enhanced landscaping, a wide continuous sidewalk, and new mixed-use commercial development featuring rear-oriented parking over the medium to long term. The ULI TAP report echoes the importance of Greenbelt Road improvements noting the need for a comprehensive bicycle network, addressing gaps in sidewalks, and creating a stronger sense of place via trees and landscaping (p. 16). Streetscape improvements on MD 193 continue to be absent from the CSP after staff has raised this issue multiple times.

Strategy 1.10 details that attractive and accessible public open spaces are integrated into all phases of redevelopment. The CSP is not consistent with this strategy of the Sector Plan. There are few areas designated as greenspace on the Master Development Plan and there is concern that there are no large functional greenspaces in the earlier phases of the development.

Issues:

As stated previously, staff has conducted a review of the redevelopment proposal for the redevelopment of Beltway Plaza. Staff has raised several areas of concern about the development as presented. Phase 1 which consists exclusively of residential development is of particular concern for staff because of the lack of the proposed public benefit.

The first concern is the number of housing units, particularly townhouses, included in this proposal. While the range of units proposed differs throughout the submitted documents, staff believes that the number of housing units should be restricted to the lower limit shown for each phase on the CSP. This limit shall apply unless the additional units to be constructed are age restricted units. How the townhouses and multifamily units in the first phase will be integrated into the existing mall structure remains a question. The development proposal needs to include more diverse housing types such as affordable housing and senior housing in all phases of the redevelopment. Prince Georges County does not have an inclusionary zoning policy but surrounding areas such as Montgomery County have implemented inclusionary zoning. Staff had initially recommended that a minimum of 10% of the total housing units built should be moderately priced dwelling units (MPDU). BWP has expressed concern about the City enacting inclusionary zoning policy in the absence of a County policy. BWP has discussed proposing a revised condition of support that would provide them flexibility on housing types, but reflects their commitment to the City to strive to provide a diversified housing mix, both in terms of type and price points.

The Master Development Plan depicts senior housing in Phase 2 of the redevelopment. This is a housing type that is needed in the City and has been noted by staff on several occasions as an important element to any redevelopment plan. The wording of the application, however, indicates that the proposed plan does not commit to building the age restricted units, saying only, “New development is proposed in the form of multifamily units (possible age-restricted units), as podium/surface parked.” Staff believes that a stronger commitment to including senior housing in the redevelopment is essential.

A concern that has been discussed on multiple occasions is how the increased population in Greenbelt West will affect the recreation facilities and needs. In general there is a lack of formal functional open space and recreational facilities in this redevelopment proposal. An amenity core has been proposed as part of Phase 3. According to the application this will include, “an urban-style plaza with amenities such as fountains, splash pad, meeting/gathering space, event lawn and enhanced retail/dining experiences such as café-style dining is envisioned at the primary locus of the site.” Concern remains however about a lack of formal open space in the earlier phases which include approximately 175-250 townhomes and 325-1000 multifamily dwelling units. As there is no timeline to date for Phase 3 staff has great concerns about constructing these residential units without formal open space.

This development would be required to adhere to the mandatory dedication of parkland regulations during the subdivision process. These regulations state that the amount of land dedicated will be based on the number of dwelling units allowed per acre. The Subdivision regulations to provide for the developer to pay a fee in lieu of dedication 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. Given the lack of City owned open space in Greenbelt West, and the growing population in this area, staff believes the Preliminary Plan of Subdivision must adequately address mandatory dedication of parkland requirements as determined by the City.

As stated previously this plan largely ignores the frontage on Greenbelt Road which is a significant issue in the 2013 Sector Plan. Staff has raised the concern that the plan needs to include the installation of a contiguous sidewalk along Greenbelt Road which would fill in the gap of sidewalk between Cunningham Drive and 62nd Avenue. Staff also believes that beautification and streetscape improvements, including timed pedestrian signals, are necessary on the property's frontage on Greenbelt Road, Cherrywood Lane and on the entirety of Breezewood Drive.

While BWP has revised the CSP to include the pad sites for future redevelopment, staff would like to see detail on what is envisioned for these sites and how they will be integrated into the redevelopment. The pad sites, included in Phase 5 of the CSP, remain in their current state on the MDP giving no indication of what is envisioned.

There is concern about how this redevelopment will impact school and transportation capacity. 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). Staff believes this strengthens the argument for increasing the amount of senior housing and minimizing the number of townhomes included in the plan. The BWP property is located in the developed tier where school facility tests are not required under the current subdivision regulations. It is staff's understanding that the residential units would be subject to the school facility surcharge fee which pursuant to County Resolution 38-2018 is \$9,550 per building permit for fiscal year 2019. The table below illustrates the school facility surcharge required and the estimated impact the redevelopment will have on public schools in Greenbelt. This table assumes that the redevelopment will include the maximum number of units proposed and does not include senior units or phasing.

Estimated Impact on Public Schools				
<u>Single -Family Attached</u>				
	Elementary School	Middle School	High School	
Dwelling Units	250	250	250	
Pupil Yield Factor	0.145	0.076	0.054	
Subdivision Enrollment	36	19	14	
<u>Multi- Family</u>	Elementary School	Middle School	High School	
Dwelling Units	2,250	2,250	2,250	
Pupil Yield Factor	0.119	0.054	0.074	
Subdivision Enrollment	268	122	167	
<u>Total Maximum Impact</u>	Elementary	Middle School	High School	
			Eleanor Roosevelt High School	
	Springhill Lake	Greenbelt Elementary	Greenbelt Middle	
Total Estimated Students	304	NA	141	180
Actual Enrollment 2017	843	611	1315	2602
Total Enrollment	1147	611	1456	2782
State Rated Capacity	561	569	1191	2096
Percent Capacity	205%	107%	122%	132%
Note: Calculations assumes all new elementary students will attend SHL Elementary				
School Facility Surcharge Fee Required:	\$23,875,000.00			

The redevelopment of Beltway Plaza will also be subject to a public safety surcharge fee. Pursuant to Section 10-192.11(e)(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 impact fee for fiscal year 2019 is \$2,578 per building permit in the developed tier. Assuming maximum build out the redevelopment of Beltway Plaza would result in a \$6,445,000 public safety surcharge fee. The minimum amount that would be distributed to the City would be \$1,611,250.

There are also concerns about the impact this development will have on transportation capacity. A finding of transportation adequacy is not required until Preliminary Plan of Subdivision. While the Applicant has submitted a Traffic Impact Study, the County's technical review is expected to occur at Preliminary Plan of Subdivision. Staff has completed an initial review of the Study, and has identified deficiencies in the Study and has shared those with the County transportation staff and the Applicant so they can be addressed at Preliminary Plan of Subdivision review. At this time there are questions about the internal and external connectivity of the development and staff believes that connectivity and accessibility issues need to be more strongly addressed in the proposal. The impact that this redevelopment will have on Breezewood Drive needs to be addressed and appropriate redesign elements will need to be completed by the applicant in order to accommodate an increase in traffic.

In addition to these concerns staff has voiced that more green features, such as green roofs and stormwater best practices need to be incorporated into this development which is consistent with Strategy 1.7 of the Sector Plan.

Conditions of Support:

Based on the concerns about the subject CSP, staff formulated a list of conditions for support. The conditions were broken into four (4) different sections, transportation/circulation, environmental, urban design, and recreation. This list was shared with the applicant on January 31, 2019. Staff and the applicant met on February 4, 2019 to discuss the proposed conditions. Staff felt that a lot of progress was made during this meeting, but there was a strong difference of opinion with the applicant regarding a few of the proposed conditions. These conditions included the percentage of required affordable and/or moderately priced dwelling units and the percentage of for sale units to be included in the redevelopment. These conditions and this difference of opinion was discussed at the February 4, 2019 City Council work session. Staff has continued to work with the applicant to reach agreement on the conditions. The feedback received from Council at the February 4, 2019 work session has been incorporated into the conditions. At this time there are conditions that are still being discussed between staff and the applicant. The conditions still under discussion are highlighted in the attached staff conditions document.

Conclusion:

Staff believes that the redevelopment of BWP offers a great opportunity for Greenbelt West and the City of Greenbelt as a whole, however, there are significant concerns about the current proposal. The number and type of housing units, the impact on school and transportation capacity, and the lack of formal open spaces and recreation facilities are concerns that need to be addressed. City staff believes that continued collaboration with BWP is necessary to ensure that the goals of the *Greenbelt Metro Area and MD 193 Corridor Plan* are met and the redevelopment of BWP meets the needs of Greenbelt residents.

Staff Recommendation:

Staff supports a phased mixed-use redevelopment of the Beltway Plaza property, but continues to have concerns about several areas of the proposed conceptual site plan. As mentioned previously staff has formulated a draft list of conditions for support. Assuming agreement can be reached on these conditions, staff recommends the City Council support the CSP. Staff also recommends that the letter that City Council sends to the Prince George's Planning Board conveys City Council's concern about the number of housing units proposed in the CSP and the strong belief that as the redevelopment proposal proceeds through the development review process it is necessary to re-evaluate the amount of development that is sustainable in terms of the provision of public safety, open space, and school capacity. Staff is prepared to review both the revised memo and revised conditions with City Council at its regular meeting scheduled for February 11, 2019.

Attachments Included:

Revised Staff Conditions 2/7/2019

Conditions still being discussed are highlighted in the attached document

Conceptual Site Plan for Beltway Plaza
Staff Conditions: 1/31/2019
Last Revised: 2/7/2019

Transportation/Circulation

1. The applicant shall work with City Planning staff to design streets and alleys that allow maneuverability of non-standard vehicles such as trash trucks, fire trucks, delivery vehicles, etc. throughout the project area.
2. Once the City of Greenbelt's Complete and Green Streets Policy shall apply to all new streets and reconstruction of existing streets, to fullest extent practical.
3. Prior to the completion of Phase 1, the applicant shall implement streetscape improvements on the property's frontage with Greenbelt Road and Cherrywood Lane and the entirety of Breezewood Drive.
4. Prior to the completion of Phase 1, the applicant shall construct a contiguous sidewalk along Greenbelt Road and implement other streetscape improvements as recommended in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment, unless modified by Maryland State Highway Administration and/or the Detailed Site Plan. The alignment, design and timing of such sidewalk shall be subject to the approval of the City of Greenbelt and Maryland State Highway Administration, as determined prior to the issuance of the first building permit.
5. At the time of the first Detailed Site Plan the applicant shall be responsible for the evaluation and conceptual design of the entirety of Breezewood Drive to accommodate the increased traffic generated from the redevelopment of Beltway Plaza. At the time of the first detailed site plan the applicant shall provide a schedule for the complete final engineering and construction of said improvements. This shall be designed to City of Greenbelt standards and approved by the City. The applicant shall make every effort to reduce the loss of on-street parking on Breezewood Drive.
6. Prior to or concurrent with the first Detailed Site Plan, the Applicant shall submit a pedestrian/bicycle circulation plan that provides for a continuous and comprehensive pedestrian and bicycle network within the project area to link residential, commercial, transit and civic uses, such as schools and community centers.
7. Right of Way design and construction details shall be to City standards, as may be modified from time to time-and permitted and inspected by City inspectors, and accepted upon completion.
8. All curb cuts on Breezewood Drive and Cherrywood Lane shall be designed to City of Greenbelt standards and subject to the approval of the City. All curb cuts shall be minimized to the greatest extent possible.
9. Bike racks and/or lockers should be provided. The appropriate number and locations will be determined at the time of each Detailed Site Plan.

10. Electric vehicle charging stations should be provided. The appropriate number and locations will be determined at the time of each Detailed Site Plan.
11. Detailed site plans that include a townhouse and/or two family attached component shall provide a parking plan that demonstrates how adequate parking will be provided. On-street parking on Breezewood or other public roads/streets shall not be included in the Applicant's parking tabulations.
12. At the time of the first Detailed Site Plan the applicant shall explore with Franklin Park at Greenbelt Station, the Greenbelt Metro Station South Core development, and when feasible Greenbelt Metro Station developers on the funding of a local circulator creating a mobile connection between the properties and Greenbelt Metro Station.
13. The applicant shall explore with Prince George's County Department of Public Works and Transportation the installation of a Capital Bikeshare station at Beltway Plaza.
14. At the time of each Detailed Site Plan, the applicant shall submit a transportation circulation plan showing all public transportation stops and amenities.

Environmental

1. As part of any Preliminary Plan of Subdivision submission, the applicant shall submit a Noise Study for review and approval by M-NCPPC and the City of Greenbelt. The Noise Study shall measure noise impacts to the site, provide the required contours, and provide any required mitigation measures to achieve acceptable noise levels.
2. Each Detailed Site Plan should specify that all tree pits along the streets that have shops, restaurants, plazas, and/or other uses shall be connected with a non-compacted soil volume under the sidewalk. Details of how this will be accomplished shall be included on the plans and shall be agreed upon by the Planning Board or its designee. The use of CU-Soil as a structural soil, Silva Cells, or other equal product for shade trees planted in tree pits is strongly encouraged.
3. Where appropriate, Environmental Site Design techniques shall be incorporated in the development to the maximum extent practical by making design, materials, and construction decisions based on environmental considerations. Consideration should be given to Green building technologies including but not limited to solar, green roofs, permeable pavement, bio-retention/rain gardens, dry wells, and rainwater recycling, etc. where feasible. The applicant shall complete a LEED scorecard or other comparable evaluation criteria for each Detailed Site Plan submitted.
4. Environmental Site Design techniques intended for use within the limits of each respective Detailed Site Plan.
5. At the time of Preliminary Plan of Subdivision, the Applicant shall work with the City to evaluate impacts on police services and identify mitigation opportunities, including exploring the need and feasibility of a police substation.
6. Detailed site plans shall incorporate CPTED best practices to the maximum extent practical.

7. At the time of the first Detailed Site Plan the applicant shall attempt to engage with Target and Giant to incorporate green features into the surface parking lots along the front of the existing Beltway Plaza Mall, including but not limited to the planting of shade trees, bioretention areas, and landscaped medians.

Urban Design

1. A mix of residential unit types shall be provided to encourage diversity in ownership types, income levels, and age groups. A diversity of residential unit types shall be included in Phase 1 of the redevelopment. This mix shall include senior living opportunities, and units which would be considered work-force housing. Design consideration shall be given to mixing unit types to avoid mono-cultures of housing, and will avoid continuous groupings of similar unit types, scale and massing. With the exception of single-family attached, buildings shall provide for a vertical mix of uses to create a mix of uses on a site specific and neighborhood basis.
2. Consideration shall be given during all phases to implementing cooperative housing, senior housing, affordable housing, work-force housing, or other alternatives which will increase housing choice and opportunities.
3. The plan shall include 10% affordable housing units and/or moderately priced dwelling units, as defined as affordable to households earning 30%-80% or less of the area median income in all phases of the redevelopment.
4. The number of townhouses shall not exceed 10% of the total housing units.
5. At the time of the first Detailed Site Plan the applicant must demonstrate how Phase 1 will be integrated into the existing mall layout with regard to pedestrian experience and views from the townhomes.
6. At the time of the first Detailed Site Plan the applicant shall evaluate opportunities to improve the mall frontage, including but not limited to masking the existing parking structure and incorporating green features into the surface parking lots.
7. Detailed Site Plans shall demonstrate how parking and access will be retained to serve the existing retail during and after construction.
8. If any property or building is dedicated to the City for public use associated with civic activities in the project area, it shall be designed by the applicant, at the applicant's cost, to ensure consistency in design, scale, and use of materials. The building program shall be defined by the City.
9. Unless modified, via an amendment at the time of Detailed Site Plan, as provided by the Development District Overlay Zone (DDOZ) regulations, the development shall comply with the standards and regulations of the DDOZ.
10. At the time of Detailed Site Plan, design consideration should be given to limiting or eliminating any large blank building walls that face residential areas or public areas, such as streets, parking lots, recreation areas, or zones of pedestrian activity.

11. Unless modified by a Detailed Site Plan, all signage shall conform to the design guidelines set forth in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment.
12. As required by the Development District Standards, and specified in the Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map Amendment, the DSP shall show the location, quantity and dimensions of gateway signs.
13. At least 25% of the total dwelling units developed shall be for sale units. For-sale units shall be distributed among the various housing types and income levels. For rent units shall also include a variety of housing types and rent and income levels.
14. For each Detailed Site plan submitted, the applicant should provide appropriate open space to meet the needs of the proposed development. The Applicant should maximize open space opportunities through improving building layouts, increased building height modifying building types proposed.
15. At the time of Detailed Site Plan, parking garages shall be modified and constructed to incorporate architectural design and/or landscape features to screen them from adjacent buildings, pedestrians, and motorists, to the fullest extent practical.
16. The design and construction of buildings shall utilize a variety of building materials, elevations, roof lines and design details appropriate to a high quality residential community, and reflecting a coherent thematic design approach.
17. Townhouses should be rear-loaded and should not exhibit blind gables along Breezewood Drive. Their design and landscaping should emulate the simplicity and openness of garden apartments and row houses in Historic Greenbelt. Community-based sculpture, pathways creating geometric patterns, extensive glazing, integral balconies, flat roofs doubling as decks, cubical entrance canopies, glass block patterning, curved corners, walls in various light-tone colors with contrasting striping are distinctive elements found in Greenbelt's pre-1945 housing, shopping center and community center.
18. Concurrent with the review and approval of the first Detailed Site Plan for each phase of the redevelopment the applicant agrees to work with the City to identify opportunities for public art.
19. At the time of Detailed Site Plan for the corresponding development proposed therein, the following issues shall be addressed:
 - a. Rooflines for all dwelling types shall be varied and provide for appropriate interest to the streetscape
 - b. Entrance features shall be submitted for review and shall be appropriately coordinated in design and location
 - c. Special paving materials shall be provided in appropriate areas, such as the amenity core area
 - d. Lighting fixtures throughout the development shall be coordinated in design

- e. Multifamily buildings within the development shall be reviewed to ensure adequate but not excessive parking areas in close proximity to all units
- f. The location of future bus stops/shelters, pedestrian connections, and crosswalks shall be shown on the plans, subject to the controlling agency/operating authority.
- g. Details (including consideration of waterfalls or fountains) shall be provided for the “Proposed Splash pad and fountains” shown on the Master Redevelopment Plan and detailed in the Statement of Justification.
- h. The dimensions of the proposed pool shall be provided
- i. Long term viability and maintenance of proposed landscaped areas including use of native plants and need for irrigation.

Recreation

1. The Preliminary Plan of Subdivision shall address mandatory parkland dedication requirements. Upon approval of the City of Greenbelt, applicant may provide monetary contributions, land, facilities or a combination thereof to satisfy such requirements. As the City is not within the Metropolitan District, the City must agree to and accept the final proposed recreation/parks program for the redevelopment project.
2. In addition to meeting mandatory parkland dedication requirements, the applicant, his successors, and/or assigns, shall provide adequate, private recreational facilities to service the needs of the future population of the Beltway Plaza development. A complete recreational package shall be provided at the time of the first Detailed Site Plan for the corresponding development area. Private recreation facilities and amenities which serve a single property shall not be considered as satisfying this condition.
3. A determination of adequate recreation facilities shall be made for each phase of the redevelopment.
4. The private recreational facilities shall be reviewed by the Urban Design Review Section of Development Review Division (DRD) and the City of Greenbelt for adequacy and proper siting, prior to approval of a Detailed Site Plan for the corresponding development area by the Planning Board.
5. The applicant is responsible for the clean-up, removal of debris, rough grading, and installation of utilities (up to the property line) for any land dedicated to the City of Greenbelt, subject to the City’s approval such activities as described herein are to be completed in conjunction with the schedule for construction and improvements, as defined by the ultimate ownership agency, or at the time of land development of any land adjacent to the land referenced herein.
6. Open space (to include parks, plazas, sitting areas and gardens) shall be dispersed throughout the proposed development and be included in all phases of the redevelopment. The open space/park network shall (at a minimum) include informal play areas sufficient

in size to accommodate informal play activities (i.e., Frisbee, wiffle ball, etc.), plazas, tot lots and opportunities for active and passive recreation for all ages.

**ADVISORY PLANNING BOARD
REPORT TO COUNCIL**

**REPORT NO. 2019-01
Date: 1/30/2019**

**SUBJECT: Beltway Plaza
CSP-18010**

BACKGROUND: Quantum Companies submitted a Conceptual Site Plan (CSP) to the Maryland-National Capital Park and Planning Commission, to redevelop and repurpose the Beltway Plaza Property (BPP) site from a retail shopping center to a mixed-use development. The CSP indicates a range of 175-250 townhomes and 875-2,250 multifamily dwelling units and 435,000 - 700,000 square feet of commercial space. The proposed phased redevelopment calls for a neighborhood shopping center and other destination commercial/retail and residential uses situated between the anchor tenants. The residential district on the north side of the property would include townhomes, multifamily housing, and senior housing. The pad sites facing Greenbelt Road are included in Phase 5 and a smaller mixed-use development is proposed at the northeast corner of the intersection of Greenbelt Road and Cherrywood Lane.

The Advisory Planning Board (APB) met with representatives from Beltway Plaza on August 15, 2018 and January 2, 2019. Based on these meetings and the CSP submittal documents, APB reviewed the conceptual site plan proposed by Beltway Plaza for a phased mixed-use redevelopment.

ANALYSIS: The City of Greenbelt's Advisory Planning Board recognizes the opportunity presented by The Quantum Companies' desire to redevelop BPP which is bound by Greenbelt Road, Cherrywood Lane, and Breezewood Drive. We see that this project can be a great addition to the makeup of the City of Greenbelt and add to the range of its current housing choices, which emphasize design quality, the provision of recreational amenities, greenery and walkability.

The Greenbelt West landscape east of Cherrywood Lane consists largely of three properties; Beltway Plaza, Franklin Park at Greenbelt Station Apartments, and public property consisting of schools and recreation space. Commercial and professional office space is found along Edmonston Road between Greenbelt Road and Springhill Drive.

The redevelopment of BPP represents the opportunity for the City to actively participate in crafting a neighborhood which establishes a desirable destination for living, working, shopping and recreation. A neighborhood that is accessible, sustainable and incorporates the best and leading practices in urban/suburban development, in housing, in the provision of open space, and in all modes of transportation including pedestrian. By doing so the BPP will not only reflect our expectations for a "Greenbelt development" but will become an exemplar of sustainable, accessible communities in the 21st century.

While APB recognizes the opportunity presented by the desire for redevelopment, the Board has raised several issues regarding this proposal. APB has discussed with Quantum Companies that any proposed housing stock not merely reflect what is currently available in the City. The Board shared examples of creative, sustainable, and accessible housing options with the representatives from Beltway Plaza.

APB expressed interest in the examples of townhomes that were presented on January 2nd that respect the architectural style that is prevalent in Historic Greenbelt. Concerns remain, however, about the total number of housing units and the townhomes proposed in part because of the existing number of townhomes in Greenbelt West. Concern also remains about how the residential units proposed in the first phase will be integrated into the existing mall structure. The Board has raised the necessity of including affordable and senior housing components in the first phase of the redevelopment and has shared with representatives from Beltway Plaza organizations that can provide for such housing.

The Board has conveyed on multiple occasions that the open spaces provided under the proposal are too small and scattered to be truly functional. The Board has noted the additional strain this redevelopment will place on recreation facilities in Greenbelt West. Recreation facilities/amenities do not appear to be sufficient, particularly in Phase 1 which is exclusively residential development.

The proposed redevelopment will impact school and transportation capacity and needs to affirmatively address these issues. With regard to transportation the plan needs to address how the site will accommodate increased pedestrian traffic and all modes of transportation, including public transportation, within the site as well as to and from the site.

RECOMMENDATION: The Board recommends City Council support the CSP for Beltway Plaza with the following conditions:

1. Concurrent with the submission and approval of the first detailed site plan, the applicant shall undertake engineering studies and implement complete and green street improvements along the property's frontage with Greenbelt Road and Cherrywood Lane, and on the entirety of Breezewood Drive.
2. The existing parking structures shall be masked using architectural elements and/or green walls.
3. Concurrent with the review and approval of the first Detailed Site Plan for each phase of the redevelopment the applicant agrees to work with the City to identify opportunities for public art.

4. Concurrent with the submission and approval of the first Detailed Site Plan the applicant shall explore with Franklin Park at Greenbelt Station, the Greenbelt Metro Station South Core development, and when feasible Greenbelt Metro Station developers on the funding of a local circulator creating a mobile connection between the properties.
5. The plan shall include affordable housing units and/or moderately priced dwelling units, as defined as households earning 30%-80% or less of the area median income in all phases of the redevelopment. Senior housing, meaning units that are restricted to individuals age 55 and older, shall also be included in all phases of the redevelopment. Cooperative housing should be considered at all stages of development.
6. At the time of each detailed site plan the applicant shall demonstrate how parking and access will be retained to serve the existing retail during construction.
7. Where appropriate, low impact development techniques shall be incorporated in the development by making design, materials, and construction and stormwater management best practices. The redevelopment shall be constructed to LEED or comparable standards.
8. Large blank building walls shall not be permitted when facing public areas, such as streets, parking lots, recreation areas, or zones of pedestrian activity
9. The Applicant shall provide additional public open space which may include increasing density through building height or by devoting the roofs of sheltered parking to open space activities.
10. Townhouses must be rear-loaded and should not exhibit blind gables along Breezewood Drive. Their design and landscaping should emulate the simplicity and openness of garden apartments and rowhouses in Historic Greenbelt. Community-based sculpture, pathways creating geometric patterns, extensive glazing, integral balconies, flat roofs doubling as decks, cubical entrance canopies, glass block patterning, curved corners, walls in various light-tone colors with contrasting striping are distinctive elements found in Greenbelt's pre-1945 housing, shopping center and community center which can be easily referenced instead of fake Victorianism. Examples of this style townhouse can be found in Exhibit A which contains the presentation APB received from BPP on January 2, 2019.
11. At the time of first detailed site plan the applicant shall provide a plan for the greening of the surface parking lots along the front of the existing Beltway Plaza Mall, including but not limited to the planting of shade trees, bioretention areas, and landscaped medians.
12. Electric vehicle charging stations shall be provided. The appropriate number and locations will be determined at the time of each Detailed Site Plan.
13. At the time of each Detailed Site Plan, the applicant shall submit a transportation circulation plan showing all public transportation stops and amenities and locations for rideshare pickup/drop off locations.

The Board's recommendation passed by a vote of 6 to 0.

Respectfully submitted,

Keith Chernikoff
Chair

Attachments:

Exhibit A: BPP presentation to APB January 2, 2019

BELTWAY PLAZA

ADVISORY PLANNING BOARD MEETING | JANUARY 2 2018



LENHART TRAFFIC CONSULTING, INC.

645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
TEL: (410) 216-3333
FAX: (443) 782-2288
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QUANTUM
COMPANIES

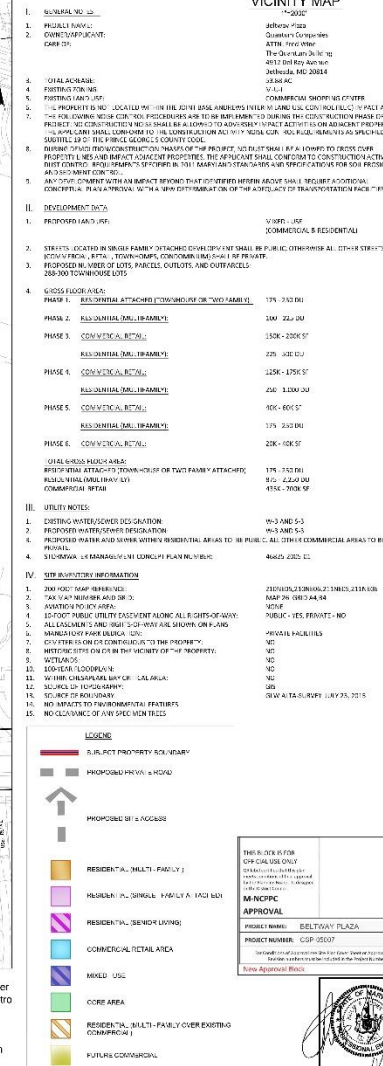


McNamee Hosea
Attorneys & Advisors

RODGERS
CONSULTING | Knowledge
Creativity
Enduring Values

CONCEPTUAL SITE PLAN CSP-05007

BELTWAY PLAZA

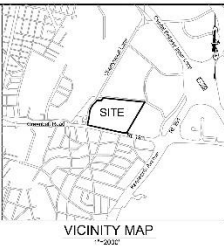
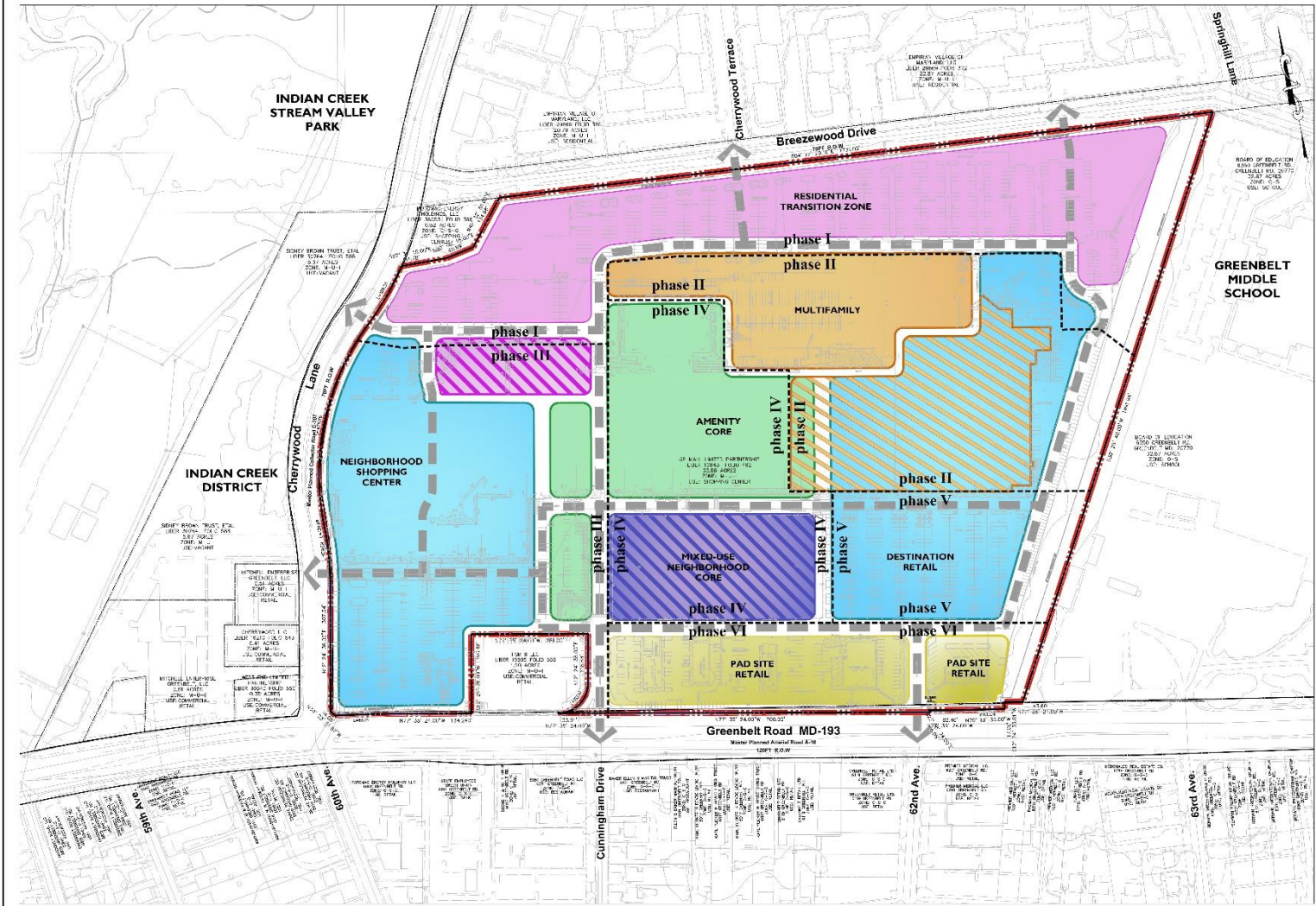


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PHASING PLAN
AS SUBMITTED

PHASING PLAN CSP-05007
BELTWAY PLAZA



LEGEND

- SUBJECT PROPERTY BOUNDARY
- PROPOSED HIGHWAY & ROAD
- PROPOSED BI & ACCESS
- RESIDENTIAL (MULTI-FAMILY)
- RESIDENTIAL (SINGLE-FAMILY & TOWNHOMES)
- RESIDENTIAL (SENIOR LIVING)
- COMMERCIAL/RETAIL/AREA
- MIXED USE
- CORE AREA
- RESIDENTIAL (MULTI-FAMILY OVER EXISTING COMMERCIAL)
- FUTURE DEVELOPMENT

DATE: 10/1/2024
BY: J. J. JONES
FOR: J. J. JONES

PROJECT NAME: BELTWAY PLAZA
PROJECT NUMBER: CSP-05007

APPROVAL

DATE: 10/1/2024
BY: J. J. JONES
FOR: J. J. JONES

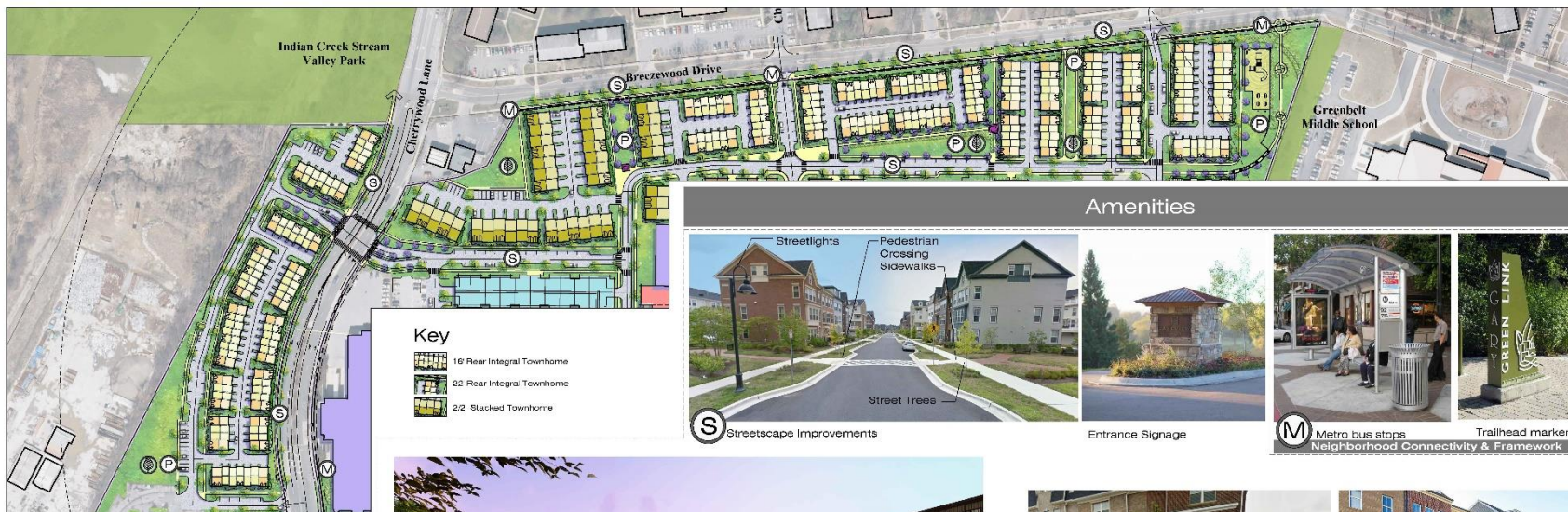


NOTE: Conceptual Site Plans are not required for properties in the M-U-1 zone, however this CSP is being submitted to fulfill the requirements of the 2013 Greenbelt Metro area and MD-193 Corridor Plan and Sectional Map Amendment (S.M.A.). The S.M.A. requires a Conceptual Site Plan to be approved prior to submittal of a Detailed Site Plan. The CSP is to show phasing of redevelopment, future land uses, and future connections to adjacent properties, all of which are reflected on the above.



REVISION	DATE	REASON	DATE	REV. NO.	DATE	Owner/Developer:	BELTWAY PLAZA	RODGERS CONSULTING	DATE	BY	DATE	CONCEPTUAL SITE PLAN PHASING PLAN	DATE	BY	DATE
						Quantum Companies c/o Fred Wine The Quantum Building 4912 Del Ray Avenue Bethesda, MD 20814	FLORIAN DISTRICT No. 21 PRINCE GEORGE'S COUNTY, MARYLAND TAX MAP 26.34 C-210-41-01-01-01-01 200 100' MAP 2101C-05, 2101C-06, 2110C-05, 2110C-06	(181) Persimmon Lane, Suite 100, Largo, Maryland 20778 PH 301.946.0700 FX 301.946.0224 www.rodgers.com							

HOUSING DIVERSITY & AMENITIES



Housing Variety and Choice



Units of different sizes and configurations



Rooftop terraces



2 1/2 stacked townhomes



Breezewood Drive, with proposed Townhome units, landscaping, additional pedestrian sidewalks and road improvements



Large, passive open spaces for exercise or play



P Play Areas



G Pocket parks, seating areas, and gathering spaces



Jogging paths



Dog Park



N Neighborhood picnic and bbq areas

 Environmental Site Design (ESD)

Environmental Stewardship & Sustainability



Urban recreation with wifi plazas, collaboration spaces, restful seating plazas and open spaces

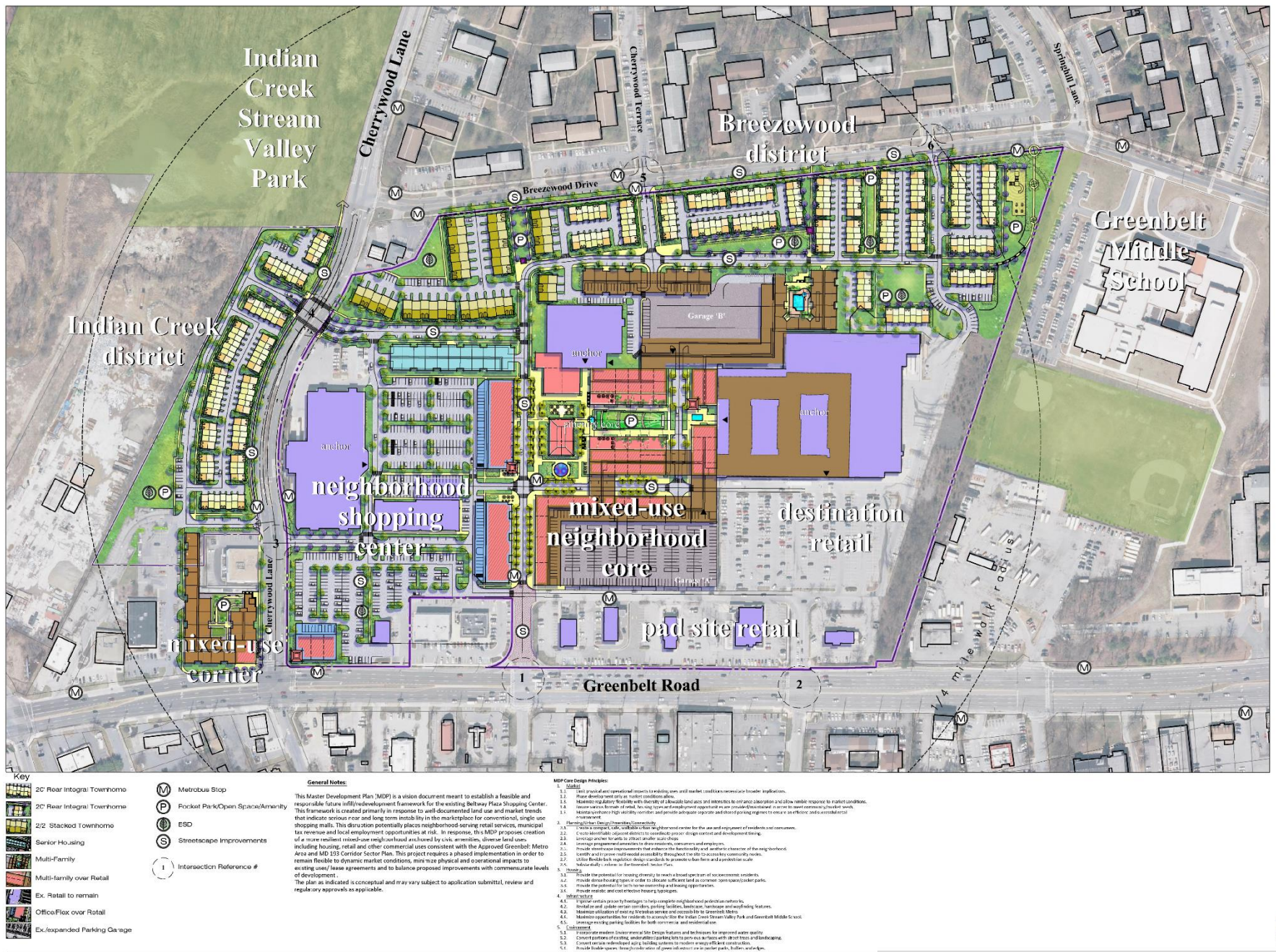


Note: Exhibit for illustrative purposes only and to imply design intent. Final architecture, plan layout, materials and details to be determined at CSP stage.

DRAFT

Neighborhood Visioning *Housing Diversity and Amenities*

MASTER DEVELOPMENT PLAN



PERSPECTIVES



Breezewood Drive

Pedestrian connectivity and roadway/ streetscape improvements, showing proposed townhomes on existing plaza parking lot with additional landscaping and open spaces



Linear Park and Urban Recreation Plaza

Linear park central to the neighborhood, with large open spaces for passive and active play, with an urban plaza providing seating areas, gardens, and gathering places for social recreation



Urban Recreation Plaza

Urban public space with seating areas, open lawn, gardens, and wifi plaza providing places for social interaction and relaxation

Beltway Plaza

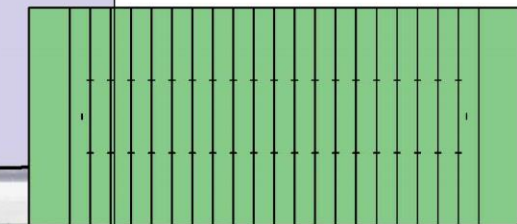
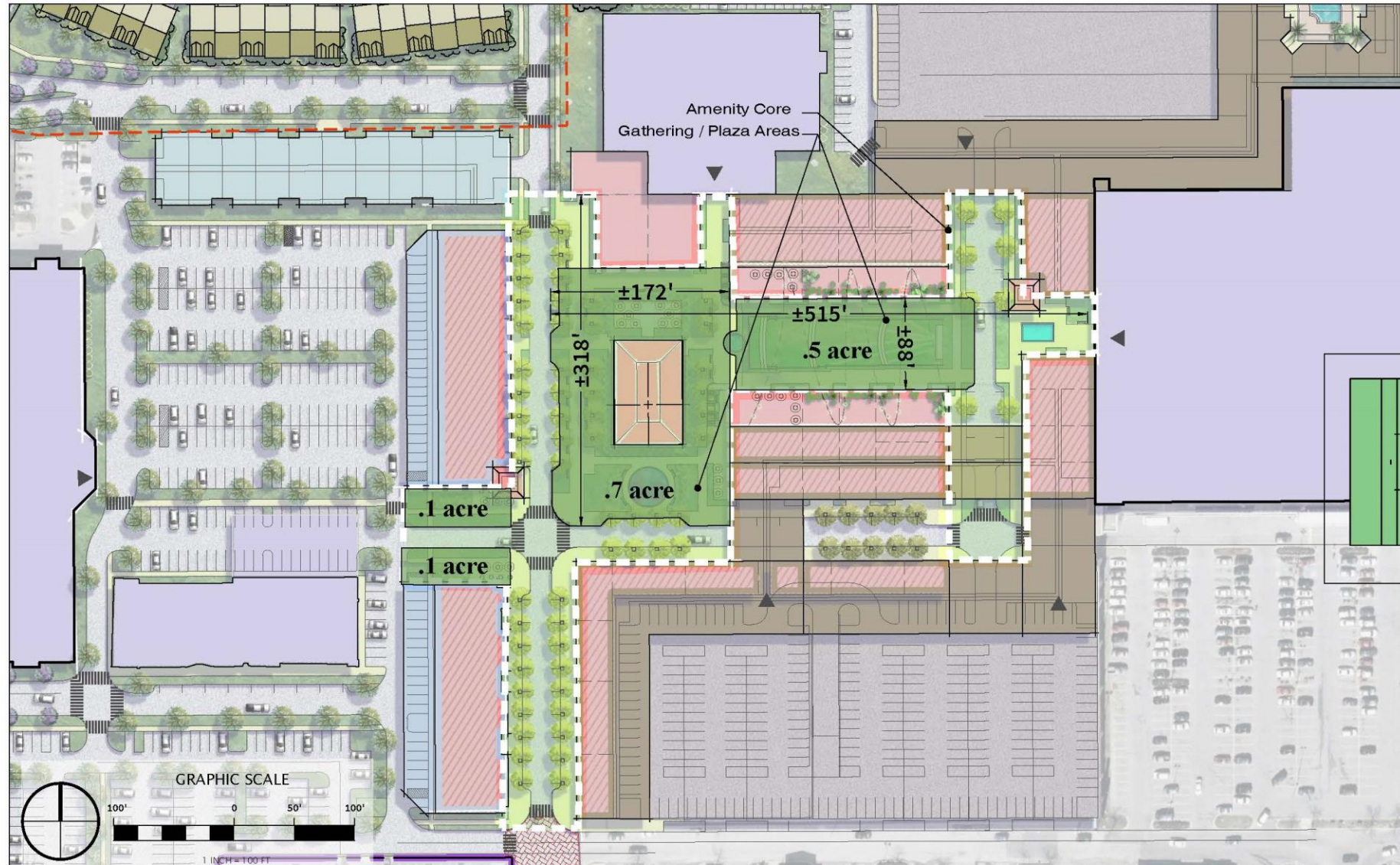
Greenbelt, Prince George's County



Location Map



Gathering/Plaza Areas
 Splash Pad and Plaza= .7 acre
 Sitting Areas= .2 acre
 Amphitheater and Green = .5 acre
 1.4 acre
 misc. enhanced streetscape: 1.9 acres
Amenity Core: ±3.3 acres



Football Field (for scale 160'-360'; ±1.3 acres)
 1"=100'

Development Program:
 ±60 acres
 ±700,000 sq. ft. of retail, office and
 flex space
 ±2,250 mf residential units

GRAPHIC SCALE

100' 0 50' 100'

1 INCH = 100 FT

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COMPARABLE LIFESTYLE CENTERS

Bethesda Row

Bethesda, Montgomery County

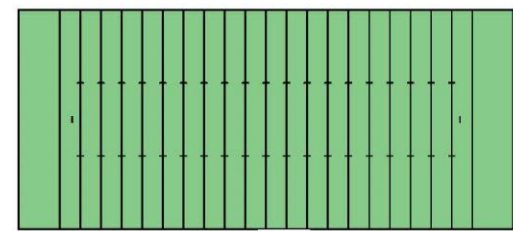


Location Map

Legend

- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
40' x 284' = .2 acre
misc. enhanced streetscape: .2 acre
Amenity Core: ±0.4 acres



Football Field (for scale 160'-360'; ±1.3 acres)
1"=100'



Development Program:
±2 acres
±530,000 sq. ft. of shopping and residential

Fairfax Corner

Fairfax, Virginia

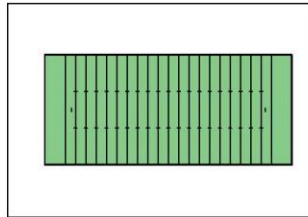


Location Map

Legend

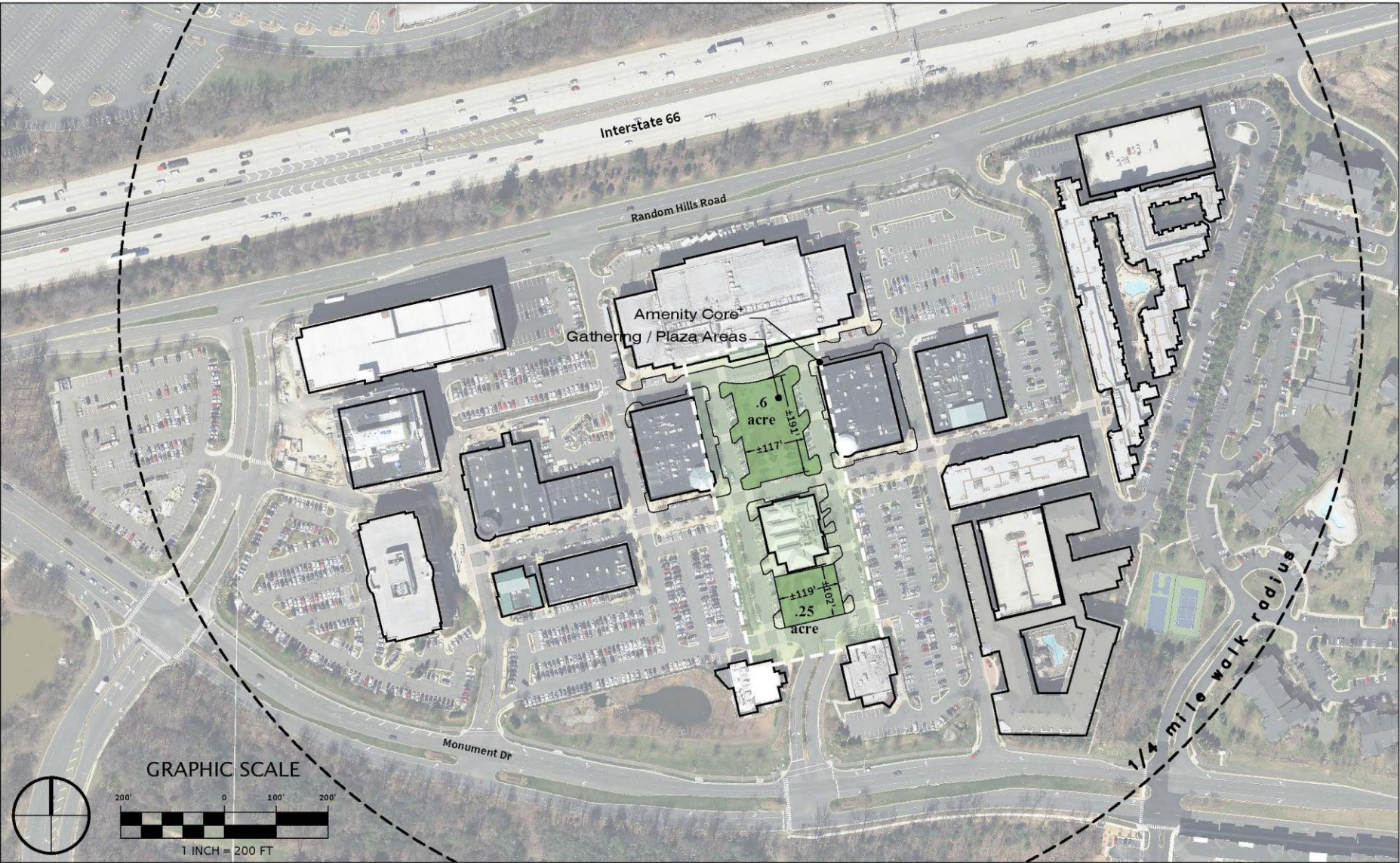
- Gathering/Plaza Areas
- Misc. Enhanced Streetscape
- Amenity Core

Gathering/Plaza Areas
190' x 117' = .6 acre
102' x 119' = .25 acre
.85 acre
misc. enhanced streetscape: 2.45 acres
Amenity Core: ±3.3 acres



Football Field (for scale 160'-360'; ±1.3 acres)
1"=200'

Development Program:
±48 acres
±1 million sq. ft. of retail, office, entertainment,
and restaurants
400 mf residential units



Kentlands

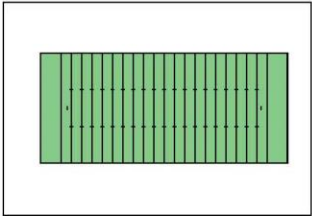
Gaithersburg, Montgomery County



Location Map

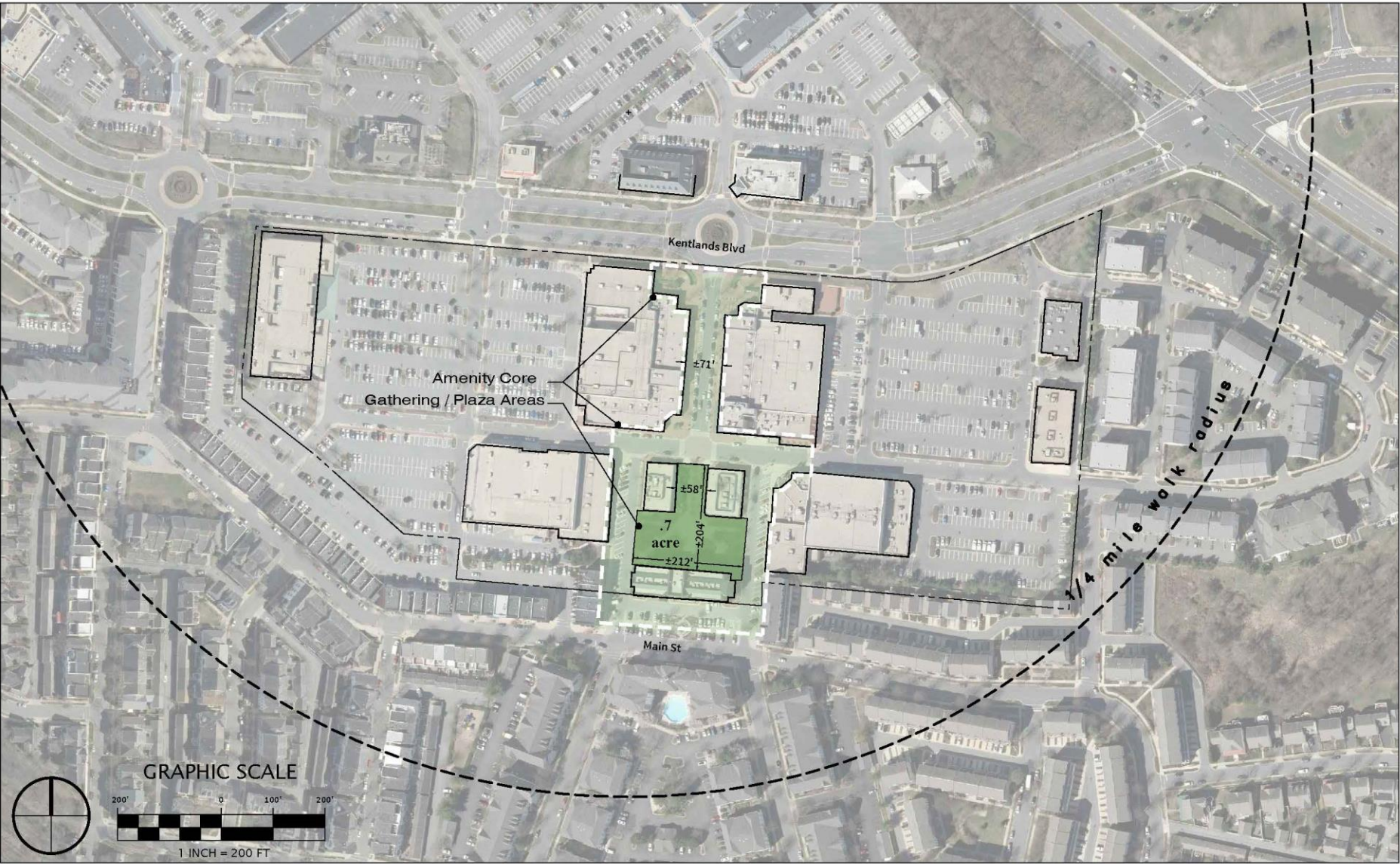
- Legend**
- Gathering/Plaza Areas
 - Misc. Enhanced Streetscape
 - Amenity Core

Gathering/Plaza Areas
212'-58' x 204' = .7 acre
misc. enhanced streetscape: 3.1 acres
Amenity Core: ±3.8 acres



Football Field (for scale 160'-360'; ±1.3 acres)
1"=200'

Development Program:
±21 acres
±250,000 sq ft restaurants, shopping and entertainment

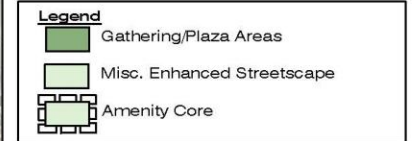


Pike and Rose

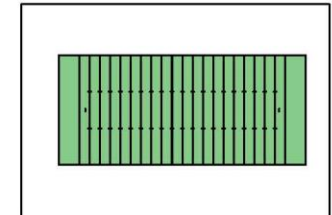
Rockville, Montgomery County



Location Map



Gathering/Plaza Areas
 $160' \times 140' = .5 \text{ acre}$
 $47' \times 253' = .2 \text{ acre}$
 $268' \times 57' = .3 \text{ acres}$
 1 acre
 misc. enhanced streetscape: 2 acres
Amenity Core: $\pm 3.0 \text{ acres}$



Football Field (for scale 160'-360'; $\pm 1.3 \text{ acres}$)
 $1" = 200'$

Development Program:
 $\pm 24 \text{ acres}$
 $\pm 3.4 \text{ million sq. ft. of mixed uses, 1.7 million to be non-residential uses}$

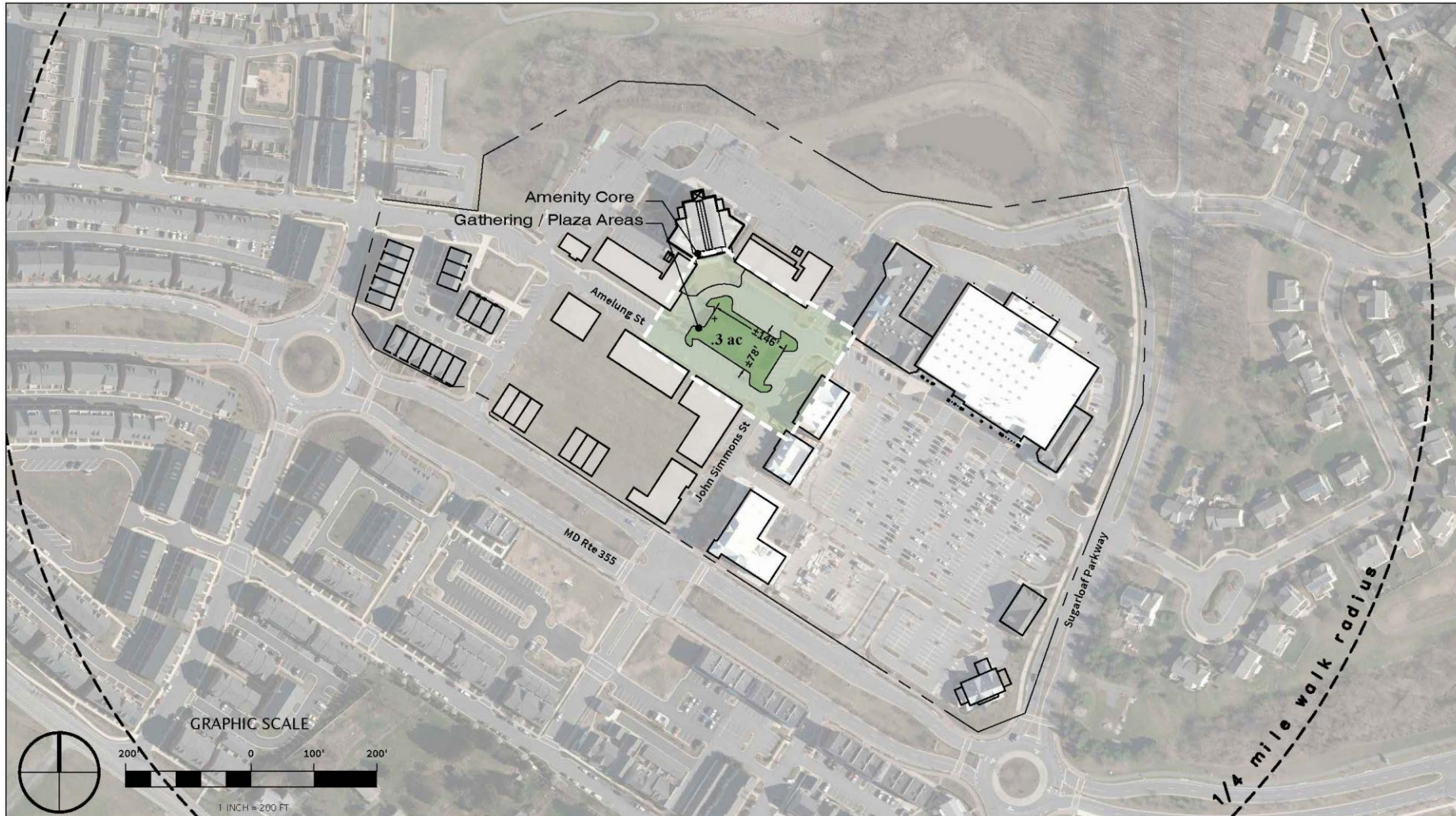


Villages of Urbana Town Center

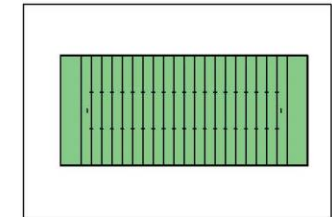
Urbana, Frederick County



Location Map



Gathering/Plaza Areas
 $146' \times 78' = .3$ acres
 misc. enhanced streetscape: 1.3 acres
Amenity Core: ± 1.6 acres



Football Field (for scale 160'-360'; ± 1.3 acres)
 1" = 200'

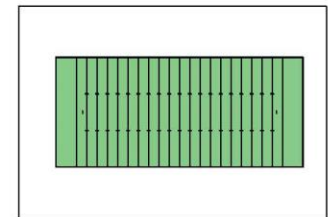
Development Program:
 ± 23 acres
 $\pm 250,000$ sq ft office, entertainment, shopping
 and restaurants

White Flint Mall Redevelopment

White Flint, Montgomery County



Gathering/Plaza Areas
162' x 209' = .8 acre
misc. enhanced streetscape: 2.9 acres
Amenity Core: ±3.7 acres



Football Field (for scale 160'-360'; ±1.3 acres)
1"=200'

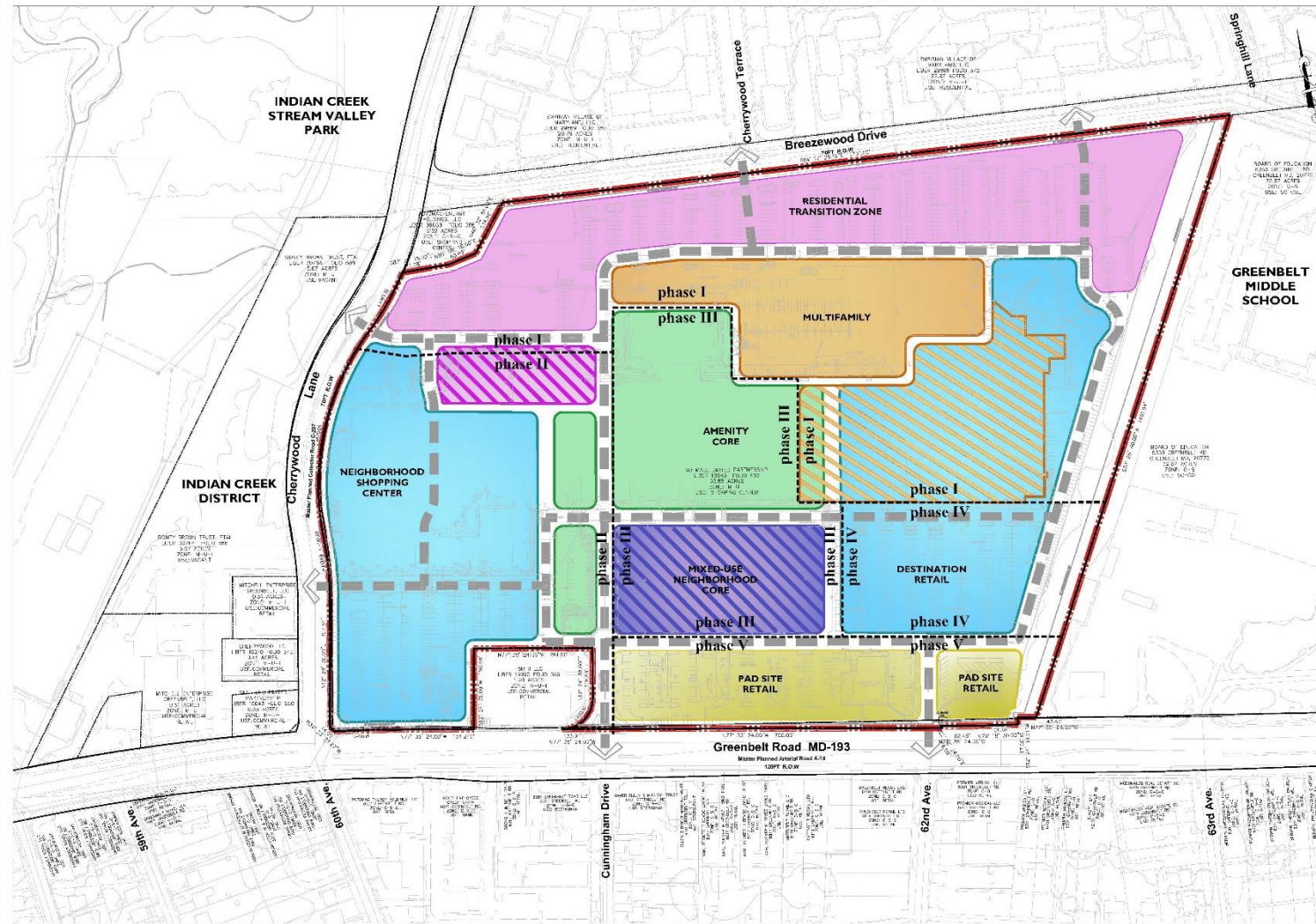
Development Program:
±42 acres
±1 million square feet of office space
±2,400 residential units
±1 million square feet of retail space
±280,000-square-foot hotel.

RODGERS
CONSULTING
19647 Century Boulevard, Suite 200, Germantown, Maryland 20874
Ph: 301.948.0700 Fax: 301.948.0256 www.rodgers.com

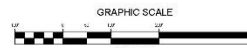
REVISED PHASING PLAN

PHASING PLAN CSP-05007

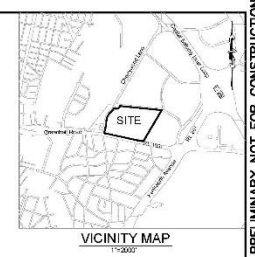
BELTWAY PLAZA



NOTE: Conceptual Site Plans are not required for properties in the M-U-1 zone, however this CSP is being submitted to fulfill the requirements of the 2013 Greenbelt Metro area and MD193 Corridor Plan and Sectional Map Amendment (S.M.A.). The S.M.A. requires a Conceptual Site Plan to be approved prior to submittal of a Detailed Site Plan. The CSP is to show phasing of redevelopment, future land uses, and future connections to adjacent properties, all of which are reflected on the above.



DATE:	DATE:	DATE:	DATE:	DATE:	Owner/Developer:	BELTWAY PLAZA		RODGERS CONSULTING		CONCEPTUAL SITE PLAN PHASING PLAN		SCALE: 1"=100'
					Quantum Companies c/o Fred Wine The Quantum Building 4812 Del Ray Avenue Bethesda, MD 20814	" FORDON DISTRICT" No. 21 PRINC. GEORGE'S COUNTY, MARYLAND TAX MAP 26-25-03D-1-1-1-3-1-1-1 200 T00T VAP 210A055,210A056,211V05,211V08		1101 Research Lane, Suite 301, Largo, Maryland 21074 Ph 301.948.0700 Fax 301.948.6356 www.rodgers.com		DATE: DATE		



PRELIMINARY NOT FOR CONSTRUCTION



Greenbelt Advisory Committee on Environmental Sustainability

**GREENBELT ADVISORY COMMITTEE ON ENVIRONMENTAL SUSTAINABILITY
GREENBELT GREEN TEAM
November 13, 2018**

SUBJECT: Proposed Beltway Plaza Redevelopment

Green ACES supports the inclusion of the following features that were presented and discussed by project consultants in the conceptual site plans presentation for the proposed Beltway Plaza Redevelopment at the Green ACES meeting on September 25, 2018:

- Stormwater management best practices such as bioretention systems, swales, rain gardens, rain barrels.
- Ecological forest areas that would provide a landscape with tree canopy that reduces temperature and absorbs rainfall and promotes nutrient absorption/removal.
- Microbial soil content/bioengineered soils conducive to good microbes, removal of pollutants, and stormwater runoff absorption.
- Plant selection conducive to soil conditions and attracting native wildlife species.
- Pervious surfaces.
- Community gardens.
- Pedestrian friendly, hiker/biker connections. Walkability/biking access to Metro train station.
- Green roofs.
- Solar energy systems and energy-efficient design and construction.
- Dog park.
- Other green areas and open space.
- General lower maintenance and high aesthetic value of proposed redevelopment.
- Connectivity to Franklin Park.
- Mixed income housing.
- Planning to accommodate additional need for school capacity and community/public services (police, fire, etc.) as a result of residency increase from the new housing in the redevelopment.

In addition, we recommend that suggestions for zero waste practices given by Green ACES and Green Team members at the meeting also be incorporated into the redevelopment plans. These suggestions include:

- Paired bins for recycling and landfill.
- Space for composting food waste from Plaza restaurants, grocery stores, other food retail outlets, and local residents. We recommend consideration of an enclosed, in-vessel composting system that would require a minimum of space and would alleviate concerns about nuisance factors of odor, rodents, and leakage.
- Drop-off facility for other recycling/repurposing needs such as: batteries, cell phones, clothing and shoes, candy wrappers, snack bags, food and drink pouches, glasses, cork, Brita filters, health and beauty packaging.

**PARK AND RECREATION ADVISORY BOARD
REPORT TO CITY COUNCIL**

Subject: Beltway Plaza Redevelopment Plan Review

Background: Several PRAB members attended the City Council Work Session on November 14, 2018, during which representatives from Quantum Companies, Rodgers Consulting, and McNamee Hosea presented the Beltway Plaza Redevelopment conceptual site plan. PRAB provided comments and questions in the Work Session materials packet, which are reiterated below. The representatives also presented at the PRAB meeting on January 16, 2019 and addressed some of the concerns.

Recommendations: PRAB understands that the conceptual site plan is a general guide and is not a final, approved construction plan. As such, PRAB recommends that the following priorities, as well as the previously provided comments and questions, should be considered as planning continues:

- Maximize open spaces for active and passive recreational opportunities, such as large grassy areas, undeveloped forest areas (the Indian Creek District), a dog park and other amenities
- Develop a partnership among the developers, the City and the Recreation Department for programs, services, and open spaces, including the coordination of facilities for recreation programming in addition to open space areas
- Continue to consider smart growth planning practices
- Maintain open communication and involvement with the community

PRAB also requests that City Council considers these comments and questions, which were included in the November 14, 2018 Work Session materials packet:

- Are there any proposed park(s) in addition to the proposal's "pocket park/open space/amenity" designation? If so, please provide the location and attributes of the proposed park. If there is not a park being proposed as part of the plan, please explain why.
- Please define the number of pocket parks, open spaces and amenity locations, including the largest, smallest, and average size for each of these locations.
- Is there a dog park?
- Do the "pocket park/open space/amenity" locations have a generalized focus or are they designed to meet specific needs for the envisioned resident populations? What are the percentage age breakdowns of the envisioned resident populations (e.g., seniors, families with small children)? Associated with the age breakdowns, please indicate if the "pocket park/open space/amenity" locations will be designed with park and recreation equipment for the residents. Please include any detail on any playground equipment for small children, areas for teens, seniors, picnic areas and ball fields. Please describe any lighting and safety measures being installed as part of the proposed plans.
- Will there be a location for fairs, concerts, musical events?
- Will the envisioned parks and/or "pocket park/open space/amenity" locations be used primarily by local residents within the Beltway Plaza redevelopment plan or does the developer also foresee usage by business patrons and residences of the surrounding areas?
- How will residents be able to maximize access to the Indian Creek Stream Valley Park?

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

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: David Moran

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section:

Subject:

State Legislation

Suggested Action:

Reference:

HB 102/SB 442
HB 109/SB 285
Sierra Club Fact Sheet
HB 251/SB 279
HB 209
SB 387/HB 669
Chesapeake Climate Action Network Fact Sheet
SB 516/HB 1158
Chesapeake Climate Action Network Fact Sheet
SB 316

HB 102/SB 442 – Toll Roads, Highways & Bridges - County Consent Required

This legislation would prohibit the State from constructing toll roads or bridges without the consent of a majority of affected counties. The Maryland Municipal League Legislative Committee voted to support this bill with an amendment requesting the addition of consent by affected municipalities. Delegate Gaines is a co-sponsor.

It is recommended Council support HB 102/SB 442.

HB 109/SB 285 – Expanded Polystyrene Food Service Products

This legislation would prohibit the sale or use of certain Polystyrene Food Service products on/after January 1, 2020. Greenbelt Climate Action Network (GCAN) has requested the City support this legislation.

It is recommended Council support HB 109/SB 285.

HB 251/SB 279 – Grants for Aging in Place Programs

This legislation would provide matching grants to non-profit organizations for aging in place programs.

It is recommended Council support HB 251/SB 279.

HB 209 – Privately Owned Transportation Projects - Authorization to use State Rights-of-Way

This bill would require that any privately owned transportation project with tunnels prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA). Delegate Healy is the primary sponsor and Delegates Gaines and Washington are co-sponsors.

It is recommended Council support HB 209.

SB 387/HB 669 – Pipeline and Water Protection Act of 2019

The Greenbelt Climate Action Network (GCAN) has requested Council support this legislation. It requires that anyone seeking to construct a natural gas pipeline receive certain water quality certifications from Maryland Department of the Environment (MDE). Delegate Washington is a co-sponsor of HB 669.

Council direction is sought.

SB 516/HB 1158 - Clean Energy Jobs Act

The Greenbelt Climate Action Network (GCAN) has requested Council support this legislation. This bill would increase Maryland's Renewable Portfolio Standard (RPS) to 50% by 2030. The RPS is percentage of Maryland's electricity supply generated from renewable sources. Maryland's current RPS is 25% by 2020.

The City supported similar legislation in 2018. Senator Pinsky is a co-sponsor of SB 516 and Delegates Gaines, Healey and Washington are co-sponsors of HB 1158.

It is recommended Council support SB 516/HB 1158.

SB 316 – Plug-In Electric Vehicles - Reserved Spaces

This bill would prohibit a person from parking a non-electric vehicle in a designated vehicle charging space.

It is recommended Council support SB 316.

Attachments:

[HB 102.pdf](#)

[HB 109.pdf](#)

[Foam Fact Sheet Final edited for pdf 1-29-19.pdf](#)

[HB 251.pdf](#)

[HB 209.pdf](#)

[SB 387.pdf](#)

PAWPA-FACTSHEET-JANUARY-2019.pdf

SB 516.pdf

MCEJA-factsheet-2018-no-ref.pdf

SB 316.pdf

HOUSE BILL 102

R1

9lr0846

By: **Delegates Lierman, Acevero, Barron, Charkoudian, Crosby, Ebersole, Gaines, Kelly, Kerr, Korman, R. Lewis, Love, Luedtke, Moon, Palakovich Carr, Patterson, Reznik, Shetty, Solomon, Terrasa, Valentino-Smith, and Wilkins**
Introduced and read first time: January 18, 2019
Assigned to: Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

2 **Toll Roads, Highways, and Bridges – County Government Consent Requirement**
3 **– Expansion**

4 FOR the purpose of expanding to all counties in the State a prohibition on State agencies
5 constructing a toll road, toll highway, or toll bridge within certain counties without
6 the consent of a majority of the affected counties; making a technical correction; and
7 generally relating to the construction of a toll road, toll highway, or toll bridge.

8 BY repealing and reenacting, with amendments,
9 Article – Transportation
10 Section 4–407
11 Annotated Code of Maryland
12 (2015 Replacement Volume and 2018 Supplement)

13 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
14 That the Laws of Maryland read as follows:

15 **Article – Transportation**

16 4–407.

17 [(a) This section applies to:

18 (1) Caroline County;

19 (2) Cecil County;

20 (3) Dorchester County;



- (4) Kent County;
- (5) Queen Anne's County;
- (6) Somerset County;
- (7) Talbot County;
- (8) Wicomico County; and
- (9) Worcester County.

(b) A State agency, including the [Maryland Transportation] Authority, may not construct any toll road, toll highway, or toll bridge [in the counties enumerated in this section] without the express consent of a majority of the governments of the affected counties.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect October 1, 2019.

HOUSE BILL 109

M3, F1, F3
HB 538/18 – ENV & ECM

9lr0422
CF 9lr0851

By: **Delegates Lierman, Anderson, Bagnall, D. Barnes, Barron, Bartlett, Bridges, Brooks, Cain, Charkoudian, Clippinger, Conaway, Cullison, Ebersole, Feldmark, Fraser-Hidalgo, Gilchrist, Guyton, Haynes, Healey, Hettleman, Hill, Kelly, Korman, Lafferty, Lehman, R. Lewis, Love, Luedtke, Moon, Mosby, Palakovich Carr, Reznik, Shetty, Smith, Solomon, Stein, Stewart, Terrasa, Washington, Wells, and K. Young**

Introduced and read first time: January 18, 2019

Assigned to: Environment and Transportation and Economic Matters

A BILL ENTITLED

1 AN ACT concerning

2 **Environment – Expanded Polystyrene Food Service Products – Prohibition**

3 FOR the purpose of establishing that this Act does not affect the authority of a county,
4 municipality, or other local government to enact standards that are at least as
5 stringent as the standards established in this Act; prohibiting a person from selling
6 in the State a certain expanded polystyrene food service product on or after a certain
7 date; prohibiting a certain food service business or certain school from selling or
8 providing food in a certain expanded polystyrene food service product on or after a
9 certain date; requiring the Department of the Environment to conduct a certain
10 public education and outreach campaign in a certain manner; authorizing the
11 Department to provide a certain waiver to a certain food service business or certain
12 school under certain circumstances; requiring a county health department to enforce
13 certain provisions of this Act; authorizing a county health department to impose a
14 certain penalty for certain violations; prohibiting the imposition of a certain penalty
15 unless certain conditions are met; requiring a county health department to notify the
16 Department of certain violations; authorizing the Department to adopt certain
17 regulations; defining certain terms; and generally relating to expanded polystyrene
18 food service products.

19 BY adding to

20 Article – Environment

21 Section 9–2201 through 9–2207 to be under the new subtitle “Subtitle 22. Expanded
22 Polystyrene”

23 Annotated Code of Maryland

24 (2014 Replacement Volume and 2018 Supplement)

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Environment

SUBTITLE 22. EXPANDED POLYSTYRENE.

9–2201.

(A) IN THIS SUBTITLE THE FOLLOWING WORDS HAVE THE MEANINGS
INDICATED.

(B) “EXPANDED POLYSTYRENE” MEANS BLOWN POLYSTYRENE AND
EXPANDED AND EXTRUDED FOAMS THAT ARE THERMOPLASTIC PETROCHEMICAL
MATERIALS UTILIZING A STYRENE MONOMER AND PROCESSED BY A NUMBER OF
TECHNIQUES, INCLUDING FUSION OF POLYMER SPHERES (EXPANDABLE BEAD
POLYSTYRENE), INJECTION MOLDING, FOAM MOLDING, AND EXTRUSION–BLOW
MOLDING (EXTRUDED FOAM POLYSTYRENE).

(C) (1) “EXPANDED POLYSTYRENE FOOD SERVICE PRODUCT” MEANS A
PRODUCT MADE OF EXPANDED POLYSTYRENE THAT IS USED FOR SELLING OR
PROVIDING FOOD.

(2) “EXPANDED POLYSTYRENE FOOD SERVICE PRODUCT” INCLUDES:

(I) FOOD CONTAINERS;

(II) PLATES;

(III) HOT AND COLD BEVERAGE CUPS;

(IV) MEAT AND VEGETABLE TRAYS; AND

(V) EGG CARTONS.

(3) “EXPANDED POLYSTYRENE FOOD SERVICE PRODUCT” DOES NOT
INCLUDE:

(I) PREPACKAGED SOUP OR OTHER FOOD THAT A FOOD
SERVICE BUSINESS SELLS OR OTHERWISE PROVIDES TO ITS CUSTOMERS IN
EXPANDED POLYSTYRENE CONTAINERS THAT HAVE BEEN FILLED AND SEALED
BEFORE RECEIPT BY THE FOOD SERVICE BUSINESS;

(II) FOOD OR BEVERAGES THAT HAVE BEEN FILLED AND

1 SEALED IN EXPANDED POLYSTYRENE CONTAINERS OUTSIDE THE STATE BEFORE
2 RECEIPT BY THE FOOD SERVICE BUSINESS;

3 (III) MATERIALS USED TO PACKAGE RAW, UNCOOKED, OR
4 BUTCHERED MEAT, FISH, POULTRY, OR SEAFOOD FOR OFF-PREMISES
5 CONSUMPTION; OR

6 (IV) NONFOAM POLYSTYRENE FOOD SERVICE PRODUCTS.

7 (D) (1) "FOOD SERVICE BUSINESS" MEANS A BUSINESS THAT SELLS OR
8 PROVIDES FOOD FOR CONSUMPTION ON OR OFF THE PREMISES IN THE STATE.

9 (2) "FOOD SERVICE BUSINESS" INCLUDES:

10 (I) RESTAURANTS;

11 (II) FAST FOOD STYLE RESTAURANTS;

12 (III) CAFES;

13 (IV) DELICATESSENS;

14 (V) COFFEE SHOPS;

15 (VI) SUPERMARKETS AND GROCERY STORES;

16 (VII) VENDING TRUCKS AND CARTS;

17 (VIII) FOOD TRUCKS;

18 (IX) MOVIE THEATERS;

19 (X) DINNER THEATERS; AND

20 (XI) BUSINESS AND INSTITUTIONAL CAFETERIAS, INCLUDING
21 THOSE OPERATED BY OR ON BEHALF OF THE STATE.

22 (E) "SCHOOL" INCLUDES:

23 (1) A PUBLIC ELEMENTARY OR SECONDARY SCHOOL;

24 (2) A NONPUBLIC ELEMENTARY OR SECONDARY SCHOOL; AND

(3) AN INSTITUTION OF HIGHER EDUCATION, AS DEFINED IN § 10-101(H) OF THE EDUCATION ARTICLE.

9-2202.

THIS SUBTITLE DOES NOT AFFECT THE AUTHORITY OF A COUNTY, MUNICIPALITY, OR OTHER LOCAL GOVERNMENT TO ENACT STANDARDS THAT ARE AT LEAST AS STRINGENT AS THE STANDARDS ESTABLISHED IN THIS SUBTITLE.

9-2203.

(A) ON OR AFTER JANUARY 1, 2020, A PERSON MAY NOT SELL OR OFFER FOR SALE IN THE STATE AN EXPANDED POLYSTYRENE FOOD SERVICE PRODUCT.

(B) ON OR AFTER JANUARY 1, 2020, A FOOD SERVICE BUSINESS OR SCHOOL MAY NOT SELL OR PROVIDE FOOD IN AN EXPANDED POLYSTYRENE FOOD SERVICE PRODUCT.

9-2204.

(A) THE DEPARTMENT SHALL CONDUCT A PUBLIC EDUCATION AND OUTREACH CAMPAIGN BEFORE AND DURING THE IMPLEMENTATION OF THIS SUBTITLE.

(B) THE PUBLIC EDUCATION AND OUTREACH CAMPAIGN REQUIRED UNDER SUBSECTION (A) OF THIS SECTION SHALL INCLUDE:

(1) CONTACT WITH FOOD SERVICE BUSINESSES, IN CONSULTATION WITH COUNTY HEALTH DEPARTMENTS AND RELEVANT TRADE ORGANIZATIONS;

(2) CONTACT WITH SCHOOLS, IN CONSULTATION WITH THE MARYLAND STATE DEPARTMENT OF EDUCATION;

(3) DISTRIBUTION OF INFORMATION THROUGH STATE INTERNET AND WEB-BASED RESOURCES; AND

(4) NEWS RELEASES AND NEWS EVENTS.

9-2205.

THE DEPARTMENT MAY GRANT TO A FOOD SERVICE BUSINESS OR SCHOOL A WAIVER FROM THE APPLICATION OF § 9-2203(B) OF THIS SUBTITLE FOR A PERIOD OF UP TO 1 YEAR IF THE DEPARTMENT DETERMINES THAT ACHIEVING COMPLIANCE

1 UNDER THIS SUBTITLE WOULD PRESENT AN UNDUE HARDSHIP OR A PRACTICAL
2 DIFFICULTY NOT GENERALLY APPLICABLE TO OTHER FOOD SERVICE BUSINESSES
3 OR SCHOOLS IN SIMILAR CIRCUMSTANCES.

4 **9-2206.**

5 (A) A COUNTY HEALTH DEPARTMENT SHALL ENFORCE § 9-2203 OF THIS
6 SUBTITLE.

7 (B) SUBJECT TO SUBSECTION (C) OF THIS SECTION, A COUNTY MAY IMPOSE
8 A PENALTY NOT EXCEEDING \$250 ON:

9 (1) A PERSON WHO VIOLATES § 9-2203(A) OF THIS SUBTITLE; OR

10 (2) A FOOD SERVICE BUSINESS THAT VIOLATES § 9-2203(B) OF THIS
11 SUBTITLE.

12 (C) A PENALTY MAY NOT BE IMPOSED UNDER THIS SECTION UNLESS:

13 (1) THE COUNTY HEALTH DEPARTMENT FIRST ISSUES A WRITTEN
14 NOTICE OF VIOLATION TO THE PERSON OR THE FOOD SERVICE BUSINESS; AND

15 (2) THE VIOLATION IS NOT CORRECTED WITHIN 3 MONTHS OF
16 RECEIPT OF THE WRITTEN NOTICE.

17 (D) A COUNTY HEALTH DEPARTMENT SHALL NOTIFY THE DEPARTMENT OF
18 ANY VIOLATION OF § 9-2203 OF THIS SUBTITLE.

19 **9-2207.**

20 THE DEPARTMENT MAY ADOPT REGULATIONS TO IMPLEMENT THIS SUBTITLE.

21 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July
22 1, 2019.



BAN SINGLE-USE EPS FOAM FOOD-SERVICE CONTAINERS

Senate Bill 285 | House Bill 109

DID YOU KNOW?

Foam containers made from expanded polystyrene (EPS) are a serious problem. Inexpensive, lightweight, and nearly indestructible, EPS litter is deposited into waterways and the oceans, where it degrades into increasingly smaller pieces, called microplastics. These pieces absorb toxic chemicals and are easily mistaken for food by marine life, injuring and killing fish, seabirds, and marine mammals.

Food containers, packaging, and plastic bags are the largest share of marine debris,¹ and EPS is a major component. In some locations, EPS is the largest share of litter in streams, and is the second largest type of debris on many beaches.² Americans alone use a staggering 25 billion foam cups every year.³



We are facing a plastic pollution crisis. On our present course, there likely will be more plastic in the oceans than fish by weight within 30 years.⁴

EPS food containers are banned in Montgomery and Prince George's Counties, and bans go into effect in Annapolis, Baltimore, and Rockville this year. Foam food service products are easily replaced with a variety of recyclable and compostable alternatives already in wide use. In Montgomery and Prince George's Counties, surveys show that compliance is high, and businesses are using alternative products with little, if any, adverse impact.

¹ <https://www.cleanwater.org/problem-marine-plastic-pollution>

² https://www.cleanwater.org/files/publications/ca/cwa_fact_sheet_polystyrene_litter_2011_03.pdf

³ <https://www.cleanwater.org/problem-marine-plastic-pollution>
<https://www.earthday.org/2018/04/18/fact-sheet-how-much-disposable-plastic-we-use/>

⁴

<https://www.weforum.org/press/2016/01/more-plastic-than-fish-in-the-ocean-by-2050-report-offers-blueprint-for-change/>

Maryland must ban single-use EPS food-service containers statewide.

WHAT IS EPS?

Polystyrene is a petroleum-based plastic derived from styrene and benzene. Single-use food service containers and loose-fill packaging “peanuts” are made from expanded polystyrene (EPS). EPS is made from polystyrene beads stretched out through a steaming and molding process, which are then cut into a wide variety of products.

WHAT WILL THE BILL DO?

The bill would prohibit the sale of EPS food service products, and selling or serving food in these products, by food service businesses and schools. The prohibition would go into effect in January 2020.

A public information campaign would be conducted by the Maryland Department of the Environment both before and after the prohibition’s effective date, which would include outreach to affected businesses and schools. County health departments would handle enforcement. A temporary waiver would be available to businesses and schools based on undue hardship or practical difficulties.

WHY NOT RECYCLE EPS?

EPS foam is not conventionally recyclable. It’s very difficult to clean and is physically fragile, contaminating other, more valuable materials when put into collection bins at curbside. Most importantly, markets don’t exist for recycled food-service foam.⁵ Even if EPS could be recycled, that would not prevent the EPS foam litter which is so harmful to the marine environment. The best solution is to dramatically reduce our use of single-use EPS food containers by banning them statewide NOW!.

WANT TO KNOW MORE?

For more information or to volunteer, contact us:

Email: Legislation@MDSierra.org

Web: www.sierraclub.org/maryland/legislation

Image sourced from: Paulo Oliveira / Alamy Stock Photo

⁵ Garcia, Kathryn. Determination on the Recyclability of Food-Service Foam. NYC Department of Sanitation, May 12, 2017.

HOUSE BILL 251

O2

9lr1240
CF 9lr2171

By: **Delegates Hill, Hettleman, Atterbeary, Bagnall, Ebersole, Guyton, Johnson, Krimm, Moon, Palakovich Carr, Shetty, Smith, and C. Watson**

Introduced and read first time: January 24, 2019

Assigned to: Health and Government Operations

A BILL ENTITLED

1 AN ACT concerning

2 **Department of Aging – Grants for Aging-in-Place Programs**
3 **(Nonprofits for our Aging Neighbors Act – “NANA”)**

4 FOR the purpose of authorizing the Department of Aging to make grants to certain
5 nonprofit organizations to expand and establish certain aging-in-place programs for
6 seniors; authorizing certain nonprofit organizations to apply to the Department for
7 a certain State grant; establishing a certain eligibility requirement for a certain
8 nonprofit organization to receive a certain State grant; providing that the funding
9 for certain State grants shall be as provided by the Governor in the State budget;
10 authorizing the Department to adopt certain regulations; defining a certain term;
11 and generally relating to State grants to nonprofit organizations for aging-in-place
12 programs.

13 BY adding to
14 Article – Human Services
15 Section 10–1201 to be under the new subtitle “Subtitle 12. Miscellaneous Grant
16 Programs”
17 Annotated Code of Maryland
18 (2007 Volume and 2018 Supplement)

19 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
20 That the Laws of Maryland read as follows:

21 **Article – Human Services**

22 **SUBTITLE 12. MISCELLANEOUS GRANT PROGRAMS.**

23 **10–1201.**

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



(A) IN THIS SECTION, "AGING-IN-PLACE PROGRAM" MEANS A PROGRAM OR SERVICE THAT ENABLES AN INDIVIDUAL TO LIVE IN THE INDIVIDUAL'S OWN HOME AND COMMUNITY SAFELY, INDEPENDENTLY, AND COMFORTABLY, REGARDLESS OF AGE, INCOME, OR ABILITY LEVEL.

(B) THE DEPARTMENT MAY MAKE GRANTS TO NONPROFIT ORGANIZATIONS TO EXPAND AND ESTABLISH AGING-IN-PLACE PROGRAMS FOR SENIORS.

(C) ANY NONPROFIT ORGANIZATION MAY APPLY TO THE DEPARTMENT FOR A STATE GRANT TO BE APPLIED TOWARD THE COST OF EXPANDING OR ESTABLISHING AN AGING-IN-PLACE PROGRAM THAT PROVIDES TO SENIORS:

(1) ASSISTANCE WITH THE COSTS OF IN-HOME PERSONAL CARE SERVICES FOR ACTIVITIES OF DAILY LIVING, INCLUDING BATHING, PERSONAL HYGIENE AND GROOMING, DRESSING, TOILETING, FUNCTIONAL MOBILITY, FOOD PREPARATION, LAUNDRY, AND HOUSE CLEANING;

(2) PSYCHOLOGICAL, ECONOMIC, OR FUNCTIONAL ASSISTANCE TO ENABLE SUCCESSFUL HEALTH MANAGEMENT, ACCESS TO MEDICAL CARE, OR COMPLIANCE WITH TREATMENT RECOMMENDATIONS;

(3) AWARENESS OF AND ACCESS TO RESOURCES, SERVICES, AND BENEFITS;

(4) SUPPORT SERVICES AND CARE COORDINATION;

(5) AFFORDABLE TRANSPORTATION; OR

(6) ASSISTANCE MAKING IN-HOME MODIFICATIONS OR REPAIRS TO IMPROVE SAFETY, MOBILITY, AND ACCESSIBILITY.

(D) TO BE ELIGIBLE FOR A STATE GRANT TO EXPAND AN EXISTING AGING-IN-PLACE PROGRAM UNDER THIS SECTION, A NONPROFIT ORGANIZATION SHALL DEMONSTRATE AN EQUAL MATCH FOR FUNDS REQUESTED.

(E) THE AMOUNT OF THE STATE GRANT FOR AN AGING-IN-PLACE PROGRAM SHALL BE DETERMINED AFTER CONSIDERATION OF:

(1) ALL ELIGIBLE APPLICANTS;

(2) THE TOTAL AMOUNT OF STATE FUNDS AVAILABLE FOR GRANTS;

AND

1 **(3) THE PRIORITIES OF AREA NEED AS MAY BE ESTABLISHED BY THE**
2 **DEPARTMENT.**

3 **(F) FUNDING FOR THE STATE GRANTS UNDER THIS SECTION SHALL BE AS**
4 **PROVIDED BY THE GOVERNOR IN THE ANNUAL STATE BUDGET.**

5 **(G) THE DEPARTMENT MAY ADOPT REGULATIONS FOR RECEIVING AND**
6 **CONSIDERING APPLICATIONS AND FOR DISBURSING FUNDS TO APPLICANTS.**

7 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June
8 1, 2019.

HOUSE BILL 209

R2
HB 548/18 – ENV

9lr0869

By: **Delegates Healey, B. Barnes, Carey, Chang, Gaines, Harrison, Holmes, Jalisi, Lehman, Pena-Melnyk, Valentino-Smith, and Washington**

Introduced and read first time: January 23, 2019

Assigned to: Environment and Transportation

A BILL ENTITLED

1 AN ACT concerning

2 **Privately Owned Transportation Projects – Construction and Authorization to**
3 **Use State-Owned Rights-of-Way and Property – Requirements**

4 FOR the purpose of providing that a certain project may not be constructed and the State
5 may not authorize the use of or access to a State-owned right-of-way or State
6 property for a certain project under certain circumstances; providing for the
7 construction of this Act; defining a certain term; and generally relating to privately
8 owned transportation projects.

9 BY adding to
10 Article – Transportation
11 Section 9–101 to be under the new title “Title 9. Railroads”
12 Annotated Code of Maryland
13 (2015 Replacement Volume and 2018 Supplement)

14 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
15 That the Laws of Maryland read as follows:

16 **Article – Transportation**

17 **TITLE 9. RAILROADS.**

18 **9–101.**

19 (A) IN THIS SECTION, “PROJECT” MEANS A PRIVATELY OWNED
20 TRANSPORTATION PROJECT IN THE STATE THAT INCLUDES THE CONSTRUCTION OF
21 ONE OR MORE TUNNELS WITH A DIAMETER OF 6 FEET OR GREATER THAT WILL BE
22 PRIMARILY USED BY A COMMON CARRIER.

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter deleted from existing law.



1 **(B) NOTHING IN THIS SECTION MAY BE CONSTRUED TO PREEMPT OR**
2 **CONFLICT WITH ANY FEDERAL LAW OR REGULATION.**

3 **(C) NOTWITHSTANDING ANY OTHER LAW, A PROJECT MAY NOT BE**
4 **CONSTRUCTED AND THE STATE MAY NOT AUTHORIZE THE USE OF OR ACCESS TO A**
5 **STATE-OWNED RIGHT-OF-WAY OR STATE PROPERTY FOR A PROJECT UNLESS:**

6 **(1) AN ENVIRONMENTAL IMPACT STATEMENT IS PREPARED FOR THE**
7 **PROJECT IN ACCORDANCE WITH THE NATIONAL ENVIRONMENTAL POLICY ACT; OR**

8 **(2) IF AN ENVIRONMENTAL IMPACT STATEMENT IS NOT REQUIRED BY**
9 **AND PREPARED FOR THE PROJECT UNDER THE NATIONAL ENVIRONMENTAL**
10 **POLICY ACT:**

11 **(I) AN ENVIRONMENTAL EFFECTS REPORT IS PREPARED FOR**
12 **THE PROJECT IN ACCORDANCE WITH § 1-304 OF THE NATURAL RESOURCES**
13 **ARTICLE THAT IS THE RESULT OF A REVIEW THAT IS SUBSTANTIALLY SIMILAR TO A**
14 **REVIEW FOR WHICH AN ENVIRONMENTAL IMPACT STATEMENT IS PREPARED UNDER**
15 **THE NATIONAL ENVIRONMENTAL POLICY ACT; AND**

16 **(II) THE PROJECT IS APPROVED BY THE DEPARTMENT.**

17 **SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect**
18 **October 1, 2019.**

SENATE BILL 387

M3, M5, C5

EMERGENCY BILL

9lr1968
CF 9lr1720

By: **Senator Zirkin**

Introduced and read first time: January 31, 2019

Assigned to: Education, Health, and Environmental Affairs

A BILL ENTITLED

1 AN ACT concerning

2 **Environment – Water Quality Certifications**
3 **(Pipeline and Water Protection Act of 2019)**

4 FOR the purpose of requiring a person seeking to construct a natural gas pipeline to apply
5 for a certain water quality certification and pay a certain fee; requiring the
6 Department of the Environment to establish a certain fee for the submission and
7 review of a water quality certification application; specifying how the Department
8 will determine the amount of the fee; requiring that the fee be deposited, credited,
9 and appropriated in a certain manner; requiring the Department to review a water
10 quality certification application in accordance with certain provisions of law;
11 prohibiting the Department from waiving certain authority to review a water quality
12 certification application; requiring the Department to review a water quality
13 certification application for completeness within a certain number of days; requiring
14 the Department to provide a certain notice under certain circumstances; specifying
15 the criteria that must be included in the Department's review of a water quality
16 certification application; authorizing the Department to request certain information
17 in a certain manner during its review of a water quality certification application;
18 authorizing the Department to deny a water quality certification application under
19 certain circumstances; requiring the Department to take certain actions if the
20 Department determines that a water quality certification application should be
21 approved; requiring the Department to take a certain action on a water quality
22 certification application within a certain period of time; requiring a person seeking
23 to construct a natural gas pipeline to submit certain plans to the Department;
24 prohibiting a person from beginning to construct a certain natural gas pipeline until
25 a certain approval authority approves certain plans; requiring the approval
26 authority to review and make a certain decision on certain plans and revisions of
27 certain plans within a certain number of days; requiring the approval authority to
28 provide a certain rationale to a certain person in a certain manner; defining certain
29 terms; making this Act an emergency measure; and generally relating to water
30 quality certifications.

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



BY adding to

Article – Environment

Section 14–601 through 14–615 to be under the new subtitle “Subtitle 6. Natural Gas Pipeline Review”

Annotated Code of Maryland

(2014 Replacement Volume and 2018 Supplement)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Environment

SUBTITLE 6. NATURAL GAS PIPELINE REVIEW.

PART I. GENERAL PROVISIONS.

14–601.

(A) IN THIS SUBTITLE THE FOLLOWING WORDS HAVE THE MEANINGS
INDICATED.

(B) “APPLICATION” MEANS AN APPLICATION FOR A WATER QUALITY
CERTIFICATION FOR THE CONSTRUCTION OF AN INTERSTATE NATURAL GAS
PIPELINE.

(C) “GRADING AND SEDIMENT CONTROL PLAN” MEANS A GRADING AND
SEDIMENT CONTROL PLAN SUBMITTED UNDER TITLE 4, SUBTITLE 1 OF THIS
ARTICLE.

(D) “KARST TERRAIN” MEANS A TOPOGRAPHY FORMED FROM THE
DISSOLUTION OF SOLUBLE ROCKS SUCH AS LIMESTONE, DOLOMITE, AND GYPSUM.

(E) “NATURAL GAS PIPELINE” OR “PIPELINE” MEANS A PIPELINE:

(1) THAT IS OR WILL BE CONSTRUCTED TO TRANSPORT NATURAL GAS
ACROSS MORE THAN ONE STATE; AND

(2) FOR WHICH AN APPLICATION FOR A CERTIFICATE OF PUBLIC
CONVENIENCE AND NECESSITY IS REQUIRED UNDER SECTION 7(C) OF THE FEDERAL
NATURAL GAS ACT.

(F) “STORMWATER MANAGEMENT PLAN” MEANS A STORMWATER
MANAGEMENT PLAN SUBMITTED UNDER TITLE 4, SUBTITLE 2 OF THIS ARTICLE.

(G) "WATER QUALITY CERTIFICATION" MEANS A WATER QUALITY CERTIFICATION REQUESTED IN ACCORDANCE WITH SECTION 401 OF THE FEDERAL CLEAN WATER ACT.

14-602. RESERVED.

14-603. RESERVED.

PART II. WATER QUALITY CERTIFICATION.

14-604.

A PERSON SEEKING TO CONSTRUCT AN INTERSTATE NATURAL GAS PIPELINE SHALL:

(1) APPLY TO THE DEPARTMENT FOR A WATER QUALITY CERTIFICATION IN ACCORDANCE WITH COMAR 28.08.02.10; AND

(2) PAY A NONREFUNDABLE FEE UNDER § 14-605 OF THIS SUBTITLE.

14-605.

(A) THE DEPARTMENT SHALL ESTABLISH A NONREFUNDABLE FEE FOR THE SUBMISSION AND REVIEW OF AN APPLICATION.

(B) THE AMOUNT OF THE FEE SHALL BE:

(1) BASED ON:

(I) THE SIZE OF THE PROPOSED PROJECT;

(II) THE ESTIMATED OR ACTUAL COSTS INCURRED BY THE DEPARTMENT FOR IMPLEMENTATION OF THIS SUBTITLE; AND

(III) ANY OTHER FACTORS THE DEPARTMENT CONSIDERS NECESSARY; AND

(2) THE GREATER OF:

(I) \$400; OR

(II) 1% OF THE GROSS VALUE OF THE PROPOSED PROJECT, NOT TO EXCEED \$20,000.

(C) THE FEE SHALL BE:

(1) DEPOSITED IN THE STATE TREASURY; AND

(2) CREDITED TO AN ACCOUNT OF THE DEPARTMENT.

(D) FEES DEPOSITED IN THE STATE TREASURY SHALL BE CONTINUOUSLY APPROPRIATED TO THE DEPARTMENT TO MEET THE ADMINISTRATIVE EXPENSES OF THIS SUBTITLE.

14-606.

(A) THE DEPARTMENT SHALL CONDUCT A REVIEW OF AN APPLICATION IN ACCORDANCE WITH THIS SUBTITLE AND COMAR 28.08.02.10.

(B) THE DEPARTMENT MAY NOT WAIVE ITS AUTHORITY UNDER SECTION 401 OF THE FEDERAL CLEAN WATER ACT TO REVIEW AN APPLICATION.

14-607.

(A) WITHIN 60 DAYS OF RECEIPT OF AN APPLICATION, THE DEPARTMENT SHALL REVIEW THE APPLICATION FOR COMPLETENESS.

(B) IF THE DEPARTMENT DETERMINES THAT AN APPLICATION IS INCOMPLETE, THE DEPARTMENT SHALL PROVIDE NOTICE TO THE APPLICANT THAT INCLUDES:

(1) A LIST OF THE INCOMPLETE PORTIONS OF THE APPLICATION; AND

(2) A DESCRIPTION OF ANY DEFICIENCIES.

(C) WHEN THE DEPARTMENT DETERMINES THAT AN APPLICATION IS COMPLETE, THE DEPARTMENT SHALL PROVIDE NOTICE TO:

(1) THE PUBLIC ON THE DEPARTMENT'S WEBSITE;

(2) THE CHIEF EXECUTIVE OFFICER FOR THE MUNICIPALITY IN WHICH THE CONSTRUCTION WILL OCCUR;

(3) THE CHIEF EXECUTIVE OFFICER FOR THE COUNTY IN WHICH THE CONSTRUCTION WILL OCCUR; AND

(4) A PERSON WHO MADE A REQUEST IN WRITING TO RECEIVE NOTICE.

14-608.

THE DEPARTMENT'S REVIEW OF AN APPLICATION SHALL INCLUDE A REVIEW OF:

(1) A PROPOSED PROJECT'S POTENTIAL IMPACTS ON THE STATE'S WATER QUALITY STANDARDS;

(2) ANY CONSTRUCTION THROUGH KARST TERRAIN AND ASSOCIATED GROUNDWATER MAPPING;

(3) POTENTIAL IMPACTS ON:

(I) PRIVATE DRINKING WATER WELLS LOCATED WITHIN 500 FEET OF THE CONSTRUCTION SITE;

(II) DOWNSTREAM WATER SUPPLIES; AND

(III) DRINKING WATER AQUIFERS LOCATED WITHIN 500 FEET OF THE CONSTRUCTION SITE;

(4) CUMULATIVE IMPACTS ON THE WATERSHED WITHIN WHICH CONSTRUCTION MAY OCCUR, INCLUDING IMPACTS ON WATERWAYS FROM INFRASTRUCTURE ASSOCIATED WITH THE CONSTRUCTION OR CONNECTION OF A PIPELINE;

(5) ALL ACTIVITIES THAT WILL OCCUR IN UPLAND AREAS WITHIN THE WATERSHED WITHIN WHICH CONSTRUCTION MAY OCCUR, INCLUDING ACTIVITIES:

(I) ON SLOPES WITH A GRADE GREATER THAN 15%;

(II) IN KARST TERRAIN, INCLUDING SINKHOLES AND UNDERGROUND SPRINGS;

(III) THAT ARE DETERMINED BY THE DEPARTMENT, IN CONSULTATION WITH THE DEPARTMENT OF NATURAL RESOURCES, TO BE CLOSE TO SENSITIVE STREAMS AND WETLANDS;

(IV) ON LAND WITH SEASONALLY HIGH WATER TABLES;

(V) WITHIN 500 FEET OF A WATER IMPOUNDMENT STRUCTURE
OR RESERVOIR; AND

(VI) IN AREAS THAT HAVE:

1. HIGHLY ERODIBLE SOILS;
2. ACID SULFATE SOILS; OR
3. SOILS WITH A LOW PH;

(6) HOW THE GREENHOUSE GAS EMISSIONS ASSOCIATED WITH A
PROPOSED PROJECT WILL IMPACT WATER QUALITY; AND

(7) HOW A PROPOSED PROJECT MAY NEED TO BE MODIFIED TO
ACCOUNT FOR CLIMATE CHANGE, INCLUDING MODIFICATIONS TO THE:

- (I) ASSOCIATED GRADING AND SEDIMENT CONTROL PLAN;
- (II) ASSOCIATED STORMWATER MANAGEMENT PLAN; AND
- (III) DEPTH OF THE PIPELINE.

14-609.

(A) (1) AT ANY TIME DURING THE REVIEW OF AN APPLICATION, THE
DEPARTMENT MAY MAKE A WRITTEN REQUEST TO THE APPLICANT FOR ADDITIONAL
INFORMATION THE DEPARTMENT CONSIDERS NECESSARY TO CONDUCT ITS
REVIEW.

(2) (I) SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, THE
DEPARTMENT SHALL SPECIFY IN THE REQUEST FOR INFORMATION THE DATE BY
WHICH THE INFORMATION MUST BE SUBMITTED TO THE DEPARTMENT.

(II) THE DEPARTMENT SHALL GIVE AN APPLICANT A
REASONABLE AMOUNT OF TIME TO RESPOND TO A REQUEST FOR INFORMATION
MADE UNDER THIS SECTION.

(B) THE DEPARTMENT MAY DENY AN APPLICATION IF AN APPLICANT FAILS
TO PROVIDE THE INFORMATION REQUESTED BY THE DATE SPECIFIED IN THE
INFORMATION REQUEST.

14-610.

1 (A) IF, ON COMPLETION OF THE REVIEW REQUIRED UNDER THIS PART, THE
2 DEPARTMENT DETERMINES THAT AN APPLICATION SHOULD BE APPROVED, THE
3 DEPARTMENT SHALL:

4 (1) SUBJECT TO SUBSECTION (B) OF THIS SECTION, DEVELOP A
5 DRAFT WATER QUALITY CERTIFICATION;

6 (2) MAKE THE DRAFT WATER QUALITY CERTIFICATION AVAILABLE
7 FOR PUBLIC COMMENT;

8 (3) MAKE THE INFORMATION CONTAINED IN THE APPLICATION AND
9 ANY ADDITIONAL INFORMATION OBTAINED THROUGH AN INFORMATION REQUEST
10 UNDER § 14-609 OF THIS SUBTITLE AVAILABLE TO THE PUBLIC; AND

11 (4) HOLD A PUBLIC HEARING IN EACH COUNTY IN WHICH
12 CONSTRUCTION MAY OCCUR.

13 (B) THE DRAFT WATER QUALITY CERTIFICATION REQUIRED UNDER
14 SUBSECTION (A) OF THIS SECTION SHALL INCLUDE ANY ADDITIONAL CONDITIONS
15 THAT THE DEPARTMENT DETERMINES ARE NECESSARY TO PROTECT WATER
16 QUALITY.

17 14-611.

18 (A) (1) AFTER THE PUBLIC COMMENT PERIOD, THE DEPARTMENT
19 SHALL, WITHIN 1 YEAR OF SUBMISSION OF A COMPLETE APPLICATION, ISSUE A
20 DECISION IN ACCORDANCE WITH PARAGRAPH (2) OF THIS SUBSECTION TO
21 APPROVE, APPROVE WITH CONDITIONS, OR DENY AN APPLICATION.

22 (2) A DECISION ISSUED UNDER PARAGRAPH (1) OF THIS SUBSECTION
23 SHALL:

24 (I) BE IN WRITING;

25 (II) BE MADE AVAILABLE TO THE PUBLIC; AND

26 (III) INCLUDE THE RATIONALE FOR THE DEPARTMENT'S
27 DECISION.

28 (B) THE DEPARTMENT MAY DENY AN APPLICATION THAT FAILS TO MEET
29 THE REQUIREMENTS OF THIS PART OR ANY OTHER LAW OR REGULATION UNDER
30 WHICH A WATER QUALITY CERTIFICATION IS SOUGHT.

1 14-612. RESERVED.

2 14-613. RESERVED.

3 **PART III. GRADING AND SEDIMENT CONTROL PLANS AND STORMWATER**
4 **MANAGEMENT PLANS.**

5 14-614.

6 (A) A PERSON SEEKING TO CONSTRUCT A NATURAL GAS PIPELINE SHALL
7 SUBMIT TO THE DEPARTMENT:

8 (1) A GRADING AND SEDIMENT CONTROL PLAN FOR THE
9 CONSTRUCTION OF THE PIPELINE TO THE APPROPRIATE APPROVAL AUTHORITY IN
10 ACCORDANCE WITH TITLE 4, SUBTITLE 1 OF THIS ARTICLE; AND

11 (2) A STORMWATER MANAGEMENT PLAN FOR THE CONSTRUCTION OF
12 THE PIPELINE TO THE APPROPRIATE APPROVAL AUTHORITY IN ACCORDANCE WITH
13 TITLE 4, SUBTITLE 2 OF THIS ARTICLE.

14 (B) A PERSON SEEKING TO CONSTRUCT A NATURAL GAS PIPELINE MAY NOT
15 BEGIN CONSTRUCTION, INCLUDING LAND-DISTURBING ACTIVITIES, UNTIL THE
16 APPROPRIATE APPROVAL AUTHORITY APPROVES A GRADING AND SEDIMENT
17 CONTROL PLAN AND A STORMWATER MANAGEMENT PLAN FOR THE CONSTRUCTION
18 OF THE PIPELINE.

19 14-615.

20 (A) (1) AN APPROVAL AUTHORITY SHALL REVIEW AND MAKE A DECISION
21 WHETHER TO APPROVE, APPROVE WITH CONDITIONS, OR DENY A GRADING AND
22 SEDIMENT CONTROL PLAN OR A STORMWATER MANAGEMENT PLAN WITHIN 60 DAYS
23 OF SUBMISSION OF THE PLAN.

24 (2) THE APPROVAL AUTHORITY SHALL PROVIDE, IN WRITING, THE
25 RATIONALE FOR DENYING A GRADING AND SEDIMENT CONTROL PLAN OR A
26 STORMWATER MANAGEMENT PLAN TO THE PERSON THAT SUBMITTED THE PLAN.

27 (B) IF A PERSON RESUBMITS A REVISED GRADING AND SEDIMENT CONTROL
28 PLAN OR A REVISED STORMWATER MANAGEMENT PLAN THAT WAS PREVIOUSLY
29 DENIED, THE APPROVAL AUTHORITY SHALL REVIEW AND MAKE A DECISION
30 WHETHER TO APPROVE THE PLAN WITHIN 30 DAYS OF RESUBMISSION.

1 SECTION 2. AND BE IT FURTHER ENACTED, That this Act is an emergency
2 measure, is necessary for the immediate preservation of the public health or safety, has
3 been passed by a yea and nay vote supported by three-fifths of all the members elected to
4 each of the two Houses of the General Assembly, and shall take effect from the date it is
5 enacted.



Protect Maryland from Fracked-Gas Pipelines

Enact the Maryland Pipeline and Water Protection Act

Despite rapidly intensifying climate change, Maryland is being overrun with proposed dirty energy infrastructure and projects that will endanger clean water and harm communities while making climate change worse. Already, the state has seen the construction of a massive liquefied natural gas export facility at Cove Point in Southern Maryland, and more fracked-gas pipelines are being proposed.

Enough is enough.

Maryland banned fracking in 2017. Yet new fracked-gas pipelines pose significant risks to our state's water resources and threaten communities and our climate:

- Surface and ground waters can suffer long-term harms during the construction of fracked-gas pipelines.
- A drilling blow-out can release toxic drilling chemicals into the soil and adjacent waters. And construction can alter routes and rates of water flow.
- Once in operation, gas pipelines continue to pose contamination dangers. Gas leaked from a pipeline includes toxic chemicals. A pipeline failure will release explosive methane, and also can release toxic sludge which forms in gas pipelines.

Under the federal Clean Water Act, states have broad authority to review new proposed interstate gas pipelines, and deny a permit or establish strong and enforceable permit conditions if the project fails to satisfy clean water requirements. This is one of few ways states can regulate these pipelines since the federal government has broad approval authority.

The Maryland Department of the Environment (MDE) reviews pipelines under the Clean Water Act. MDE currently has substantial discretion regarding the scope and rigor of its reviews. Unfortunately, MDE recently elected to not use its full authority under the Clean Water Act to properly protect our state from fracked-gas pipelines.



The MDE must safeguard our water from new, proposed fracked-gas pipelines.

The Pipeline and Water Protection Act would make that happen.

WHAT IS WRONG WITH MDE'S CURRENT PROCESS?

In 2018, MDE granted a permit under the Clean Water Act for the construction of a fracked-gas pipeline underneath the Potomac River, putting the drinking water of over six million people at risk. Despite the significant problems with this pipeline, MDE failed to perform the full, independent water quality review it was authorized to undertake. Without new legislation requiring the state to complete full reviews allowed under the Clean Water Act, MDE could continue to follow the same inadequate process in reviewing future gas pipeline proposals.

ARE ADDITIONAL PIPELINES PROPOSED?

Yes. An expansive network of pipelines is being proposed in Maryland, including pipelines to transport fracked gas through to other states and to the Cove Point LNG export facility. For example, a new, lengthy fracked-gas pipeline may be proposed on the Eastern Shore. We need to make sure that Maryland is required to use all of its authority to protect our surface and groundwater, and our communities.

WHAT SHOULD THE GENERAL ASSEMBLY DO IN 2019?

The Maryland Pipeline and Water Protection Act will require MDE to utilize its authority under the Clean Water Act to conduct full, independent reviews of new, proposed interstate gas pipelines to assess their impact on our water resources. MDE will not be allowed to waive this authority. These reviews will include analyses of impacts on private drinking water wells, drinking water aquifers, and downstream water supplies; water quality impacts and risks related to climate change; the risks presented by constructing gas pipelines through fragile karst terrain; and cumulative impacts from associated projects. As part of the review process, MDE will be required to hold public hearings, provide for a public comment period, and issue a final public decision in writing.

We need Maryland to take action and protect our water. Pass the Pipeline and Water Protection Act of 2019.



Take Action To sign the petition supporting the Pipeline and Water Protection Act, please visit ccanactionfund.org/maryland/no-new-fossil-fuels. To volunteer with us, please contact Maryland Field Coordinator Emily Frias, Emily@chesapeakeclimate.org

SENATE BILL 516

M5, C5, C8
SB 732/18 – FIN

9lr1721
CF 9lr2730

By: **Senators Feldman, Beidle, Benson, Carter, Elfreth, Ellis, Ferguson, Griffith, Guzzone, Hester, Kagan, Kelley, King, Kramer, Lam, Lee, Nathan–Pulliam, Patterson, Peters, Pinsky, Rosapepe, Smith, Waldstreicher, Washington, Young, Zirkin, and Zucker**

Introduced and read first time: February 4, 2019

Assigned to: Finance

A BILL ENTITLED

1 AN ACT concerning

2 **Clean Energy Jobs**

3 FOR the purpose of requiring the Small, Minority, and Women–Owned Businesses Account
4 to receive certain money from the Strategic Energy Investment Fund; exempting
5 certain money received by the Small, Minority, and Women–Owned Businesses
6 Account from the requirement to ensure that at least a certain percentage of grants
7 be allocated within certain jurisdictions and communities; requiring the Department
8 of Commerce to make certain grants to certain eligible fund managers for certain
9 purposes; authorizing eligible fund managers to use and to retain certain money for
10 certain purposes, including certain investments, loans, compensation, and interest;
11 establishing the Clean Energy Workforce Account in the Maryland Employment
12 Advancement Right Now Program; providing for the funding of the Account;
13 requiring the Account to be used to support a certain workforce development
14 program with certain requirements; requiring the Department of Labor, Licensing,
15 and Regulation to include certain information about the Account in a certain annual
16 report; establishing certain criteria for qualified offshore wind projects applied for
17 on or after a certain date; altering and extending the minimum required percentage
18 of energy that must be derived from Tier 1 renewable sources in the State’s
19 renewable energy portfolio standard in certain years; altering and extending the
20 minimum required percentage of Tier 1 renewable energy that must be derived from
21 solar energy in the State’s renewable energy portfolio standard in certain years;
22 altering and extending the minimum required percentage of Tier 1 renewable energy
23 that must be derived from offshore wind energy in the State’s renewable energy
24 portfolio standard in certain years and certain energy sources required in those
25 years; requiring the Public Service Commission to provide certain additional
26 application periods for consideration of Round 2 offshore wind projects; establishing
27 certain criteria for the Commission to consider with respect to approval of an
28 application for a Round 2 offshore wind project, including limits on certain rate

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



impacts measured in certain dollars; requiring the Commission to approve certain applications for a Round 2 offshore wind project under certain circumstances and conditions; requiring the Commission to approve orders representing a certain minimum nameplate capacity of Round 2 offshore wind project applications under certain circumstances; altering the compliance fee for an electricity supplier that fails to comply with certain renewable energy portfolio standards for certain years; establishing certain compliance fees for an electricity supplier that fails to comply with certain renewable energy portfolio standards for certain years; requiring the Power Plant Research Program to conduct a supplemental study on the renewable energy portfolio standard and certain related matters; altering the scope of a certain study and providing for the scope of the supplemental study; providing certain specific subjects that the supplemental study must address; requiring the Program to report to the Governor and the General Assembly on or before certain dates; authorizing the Maryland Energy Administration to use the Strategic Energy Investment Fund for certain purposes; requiring certain loans or grants from the Fund to comply with certain provisions; authorizing the use of certain funds from the Fund by eligible fund managers for certain purposes; requiring at least a certain number of workers participating in a certain project or program to reside within a certain area with respect to the project or program; removing certain forms of energy from the definition of a Tier 1 renewable source after a certain date; providing that energy derived from certain forms of energy is not eligible for inclusion in meeting the renewable energy portfolio standard after a certain date; stating and amending the intent of the General Assembly concerning certain matters; defining certain terms and altering certain definitions; making conforming and clarifying changes; altering the termination date of a certain Act; providing that existing obligations or contract rights may not be impaired by this Act; making the provisions of this Act severable; providing for a delayed effective date for certain provisions of this Act; and generally relating to the renewable energy portfolio standard and economic development.

BY repealing and reenacting, without amendments,

Article – Economic Development

Section 5–1501(a)

Annotated Code of Maryland

(2018 Replacement Volume)

BY repealing and reenacting, with amendments,

Article – Economic Development

Section 5–1501(b) through (d) and (g)

Annotated Code of Maryland

(2018 Replacement Volume)

BY adding to

Article – Economic Development

Section 5–1501(g)

Annotated Code of Maryland

(2018 Replacement Volume)

- 1 BY adding to
2 Article – Labor and Employment
3 Section 11–708.1
4 Annotated Code of Maryland
5 (2016 Replacement Volume and 2018 Supplement)
- 6 BY repealing and reenacting, with amendments,
7 Article – Labor and Employment
8 Section 11–709
9 Annotated Code of Maryland
10 (2016 Replacement Volume and 2018 Supplement)
- 11 BY repealing and reenacting, without amendments,
12 Article – Public Utilities
13 Section 7–701(a) and (h)
14 Annotated Code of Maryland
15 (2010 Replacement Volume and 2018 Supplement)
- 16 BY repealing and reenacting, with amendments,
17 Article – Public Utilities
18 Section 7–701(k), (n), and (r), 7–702, 7–703, 7–704(a)(2), 7–704.1, 7–704.2(a)(1) and
19 (c)(1), 7–705(b), and 7–714
20 Annotated Code of Maryland
21 (2010 Replacement Volume and 2018 Supplement)
- 22 BY adding to
23 Article – Public Utilities
24 Section 7–701(p–1) and (p–2)
25 Annotated Code of Maryland
26 (2010 Replacement Volume and 2018 Supplement)
- 27 BY repealing and reenacting, without amendments,
28 Article – State Government
29 Section 9–20B–01(a) and (d) and 9–20B–05(a)
30 Annotated Code of Maryland
31 (2014 Replacement Volume and 2018 Supplement)
- 32 BY repealing and reenacting, with amendments,
33 Article – State Government
34 Section 9–20B–05(f) and (i)
35 Annotated Code of Maryland
36 (2014 Replacement Volume and 2018 Supplement)
- 37 BY repealing
38 Article – State Government
39 Section 9–20B–05(f–1)

Annotated Code of Maryland
(2014 Replacement Volume and 2018 Supplement)

BY adding to
Article – State Government
Section 9–20B–05(f–1) and (m)
Annotated Code of Maryland
(2014 Replacement Volume and 2018 Supplement)

BY repealing and reenacting, with amendments,
Chapter 393 of the Acts of the General Assembly of 2017
Section 2

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
That the Laws of Maryland read as follows:

Article – Economic Development

5–1501.

(a) There is a Small, Minority, and Women–Owned Businesses Account under the
authority of the Department.

(b) (1) (i) The Account shall receive money as required under § 9–1A–27 of
the State Government Article.

(ii) The Account [may] **SHALL** receive money from the Strategic
Energy Investment Fund **AS REQUIRED** under § 9–20B–05 of the State Government
Article.

(2) Money in the Account shall be invested and reinvested by the Treasurer
and interest and earnings shall accrue to the Account.

(3) The Comptroller shall:

(i) account for the Account; and

(ii) on a properly approved transmittal prepared by the Department,
issue a warrant to pay out money from the Account in the manner provided under this
section.

(4) The Account is a special, nonlapsing fund that is not subject to § 7–302
of the State Finance and Procurement Article.

(5) Expenditures from the Account shall only be made on a properly
approved transmittal prepared by the Department as provided under subsection (c) of this
section.

(c) (1) In this subsection, “eligible fund manager”:

(I) means an entity that has significant financial or investment experience, under criteria developed by the Department; AND

(II) INCLUDES AN ENTITY THAT THE DEPARTMENT DESIGNATES TO MANAGE FUNDS RECEIVED UNDER SUBSECTION (B)(1)(I) OF THIS SECTION.

(2) Subject to the provisions of paragraph (3) of this subsection, the Department shall make grants to eligible fund managers to provide investment capital and loans to small, minority, and women-owned businesses in the State.

(3) [The] EXCEPT FOR MONEY RECEIVED FROM THE STRATEGIC ENERGY INVESTMENT FUND, THE Department shall ensure that eligible fund managers allocate at least 50% of the funds from this Account to small, minority, and women-owned businesses in the jurisdictions and communities surrounding a video lottery facility.

(d) (1) Any money received from the Strategic Energy Investment Fund shall be used to benefit small, minority, [and] women-owned, AND VETERAN-OWNED businesses in the clean energy industry in the State.

(2) THE DEPARTMENT SHALL MAKE GRANTS TO ELIGIBLE FUND MANAGERS TO PROVIDE INVESTMENT CAPITAL, INCLUDING DIRECT EQUITY INVESTMENTS AND SIMILAR INVESTMENTS AND LOANS TO SMALL, MINORITY, WOMEN-OWNED, AND VETERAN-OWNED BUSINESSES IN THE CLEAN ENERGY INDUSTRY IN THE STATE.

(G) (1) SUBJECT TO PARAGRAPHS (2) THROUGH (4) OF THIS SUBSECTION, AN ELIGIBLE FUND MANAGER MAY USE MONEY FROM A GRANT RECEIVED UNDER SUBSECTION (D)(1) OF THIS SECTION TO PAY EXPENSES FOR ADMINISTRATIVE, ACTUARIAL, LEGAL, MARKETING, AND TECHNICAL SERVICES AND MANAGEMENT FEES.

(2) THE DEPARTMENT SHALL:

(I) MAINTAIN ALL MONEY RECEIVED FROM THE STRATEGIC ENERGY INVESTMENT FUND IN A SINGLE ACCOUNT; AND

(II) MAKE GRANT ALLOCATIONS TO AN ELIGIBLE FUND MANAGER AS THE MANAGER ADVISES THE DEPARTMENT THAT THE MANAGER HAS APPROVED AND PREPARED TO FUND AN INVESTMENT OR A LOAN.

(3) ANY ALLOCATION THAT THE DEPARTMENT MAKES TO AN

1 ELIGIBLE FUND MANAGER FROM THE STRATEGIC ENERGY INVESTMENT FUND
2 SHALL INCLUDE:

3 (I) THE AMOUNT OF THE INVESTMENT OR LOAN; AND

4 (II) AN ADDITIONAL 20% OF THE TOTAL INVESTMENT OR LOAN
5 COMMITMENT AMOUNT AS A MANAGEMENT FEE FOR THE BENEFIT AND
6 COMPENSATION OF THE ELIGIBLE FUND MANAGER.

7 (4) AN ELIGIBLE FUND MANAGER THAT RECEIVES AN ALLOCATION
8 FROM THE STRATEGIC ENERGY INVESTMENT FUND SHALL RETAIN FOR THE
9 MANAGER'S BENEFIT:

10 (I) ALL MANAGEMENT FEES PAID BY THE DEPARTMENT; AND

11 (II) ALL INTEREST EARNED FROM A LOAN MADE BY THE
12 ELIGIBLE FUND MANAGER UNDER THIS SUBSECTION.

13 [(g)] (H) The Legislative Auditor shall audit the utilization of the funds that are
14 allocated to small, minority, and women-owned businesses by eligible fund managers
15 under subsection (c)(3) of this section during an audit of the applicable State unit as
16 provided in § 2-1220 of the State Government Article.

17 Article – Labor and Employment

18 11-708.1.

19 (A) THERE IS A CLEAN ENERGY WORKFORCE ACCOUNT.

20 (B) THE ACCOUNT SHALL BE FUNDED FROM THE STRATEGIC ENERGY
21 INVESTMENT FUND IN ACCORDANCE WITH § 9-20B-05(F)(10) AND (I) OF THE STATE
22 GOVERNMENT ARTICLE.

23 (C) (1) THE ACCOUNT SHALL BE USED TO SUPPORT A WORKFORCE
24 DEVELOPMENT PROGRAM THAT PROVIDES PRE-APPRENTICESHIP JOBS TRAINING
25 IN ACCORDANCE WITH THIS SUBSECTION.

26 (2) THE PROGRAM MUST:

27 (I) BE DESIGNED TO PREPARE INDIVIDUALS TO ENTER AND
28 SUCCEED IN AN APPRENTICESHIP PROGRAM REGISTERED BY THE MARYLAND
29 APPRENTICESHIP AND TRAINING COUNCIL; AND

30 (II) INCLUDE:

1 **1. TRAINING AND CURRICULUM THAT PREPARES**
2 **INDIVIDUALS WITH THE SKILLS AND COMPETENCIES TO ENTER ONE OR MORE**
3 **STATE-REGISTERED APPRENTICESHIP PROGRAMS THAT PREPARE WORKERS FOR**
4 **CAREERS IN THE CLEAN ENERGY INDUSTRY;**

5 **2. A DOCUMENTED STRATEGY FOR INCREASING**
6 **APPRENTICESHIP OPPORTUNITIES FOR UNEMPLOYED AND UNDEREMPLOYED**
7 **INDIVIDUALS; AND**

8 **3. RIGOROUS PERFORMANCE AND EVALUATION**
9 **METHODS TO ENSURE PROGRAM EFFECTIVENESS AND IMPROVEMENT.**

10 **(3) ELIGIBLE CLEAN ENERGY INDUSTRY JOBS INCLUDE POSITIONS**
11 **IN:**

12 **(I) RENEWABLE ENERGY;**

13 **(II) ENERGY EFFICIENCY;**

14 **(III) ENERGY STORAGE;**

15 **(IV) RESOURCE CONSERVATION; AND**

16 **(V) ADVANCED TRANSPORTATION.**

17 11-709.

18 (a) On or before December 31 of each year, the Department shall report to the
19 Governor and, in accordance with § 2-1246 of the State Government Article, to the Senate
20 Finance Committee and the House Economic Matters Committee on the Maryland EARN
21 Program.

22 (b) The report required under subsection (a) of this section shall include:

23 (1) an identification of training needs statewide, including industries in
24 urgent need of qualified workers;

25 (2) information on measures being used to track the success and
26 accountability of the Maryland EARN Program, including use of the StateStat
27 accountability process under § 3-1003(b) of the State Finance and Procurement Article;

28 (3) (i) a description of each strategic industry partnership receiving
29 grant funding and the status of the partnership; and

(ii) the jurisdiction of the State in which each strategic industry partnership is located;

(4) the number of individuals:

(i) by sex, race, national origin, income, county of residence, and educational attainment, participating in each component of the Maryland EARN Program; and

(ii) participating in the Maryland EARN Program who, as a result of the Program, have obtained:

1. a credential or an identifiable skill;
2. a new employment position;
3. a title promotion; or
4. a wage promotion; [and]

(5) an assessment of whether and to what extent the approved strategic industry partnerships utilized existing data concerning:

- (i) training needs in the State identified in previous studies; and
- (ii) applicable skills needs identified in existing workforce studies, plans, or research; AND

(6) INFORMATION ON THE SUCCESS OF FUNDING WORKFORCE DEVELOPMENT PROGRAMS UNDER § 11-708.1 OF THIS SUBTITLE.

Article – Public Utilities

7–701.

(a) In this subtitle the following words have the meanings indicated.

(h) “Offshore wind renewable energy credit” or “OREC” means a renewable energy credit equal to the generation attributes of 1 megawatt-hour of electricity that is derived from offshore wind energy.

(k) “Qualified offshore wind project” means a wind turbine electricity generation facility, including the associated transmission-related interconnection facilities and equipment, that:

- (1) is located on the outer continental shelf of the Atlantic Ocean in an area

1 that[:

2 (i)] the United States Department of the Interior designates for
3 leasing after coordination and consultation with the State in accordance with § 388(a) of
4 the Energy Policy Act of 2005; and

5 [(ii) is between 10 and 30 miles off the coast of the State;]

6 (2) interconnects to the PJM Interconnection grid at a point located on the
7 Delmarva Peninsula[; and

8 (3) the Commission approves under § 7-704.1 of this subtitle].

9 (n) “Renewable energy credit” or “credit” means a credit equal to the generation
10 attributes of 1 megawatt-hour of electricity that is derived from a Tier 1 renewable source
11 or a Tier 2 renewable source that is located:

12 (1) in the PJM region;

13 (2) outside the area described in item (1) of this subsection but in a control
14 area that is adjacent to the PJM region, if the electricity is delivered into the PJM region;
15 or

16 (3) on the outer continental shelf of the Atlantic Ocean in an area that:

17 (i) the United States Department of the Interior designates for
18 leasing after coordination and consultation with the State in accordance with § 388(a) of
19 the Energy Policy Act of 2005; and

20 (ii) is between 10 and [30] 80 miles off the coast of the State.

21 (P-1) “ROUND 1 OFFSHORE WIND PROJECT” MEANS A QUALIFIED OFFSHORE
22 WIND PROJECT THAT:

23 (1) IS BETWEEN 10 AND 30 MILES OFF THE COAST OF THE STATE; AND

24 (2) THE COMMISSION APPROVED UNDER § 7-704.1 OF THIS SUBTITLE
25 BEFORE JULY 1, 2017.

26 (P-2) “ROUND 2 OFFSHORE WIND PROJECT” MEANS A QUALIFIED OFFSHORE
27 WIND PROJECT THAT:

28 (1) IS NOT LESS THAN 10 MILES OFF THE COAST OF THE STATE; AND

29 (2) THE COMMISSION APPROVES UNDER § 7-704.1 OF THIS SUBTITLE

1 **ON OR AFTER JULY 1, 2017.**

2 7-702.

3 (a) It is the intent of the General Assembly to:

4 (1) recognize the economic, environmental, fuel diversity, and security
5 benefits of renewable energy resources;

6 (2) **REDUCE GREENHOUSE GAS EMISSIONS AND ELIMINATE**
7 **CARBON-FUELED GENERATION FROM THE STATE'S ELECTRIC GRID BY USING THESE**
8 **RESOURCES;**

9 (3) establish a market for electricity from these resources in Maryland; and

10 [(3)] (4) lower the cost to consumers of electricity produced from these
11 resources.

12 (b) The General Assembly finds that:

13 (1) the benefits of electricity from renewable energy resources, including
14 long-term decreased emissions, a healthier environment, increased energy security, and
15 decreased reliance on and vulnerability from imported energy sources, accrue to the public
16 at large; [and]

17 (2) electricity suppliers and consumers share an obligation to develop a
18 minimum level of these resources in the electricity supply portfolio of the State; AND

19 (3) **THE STATE NEEDS TO INCREASE ITS RELIANCE ON RENEWABLE**
20 **ENERGY IN ORDER TO REDUCE GREENHOUSE GAS EMISSIONS AND MEET THE**
21 **STATE'S GREENHOUSE GAS EMISSIONS REDUCTION GOALS UNDER § 2-1205 OF THE**
22 **ENVIRONMENT ARTICLE.**

23 7-703.

24 (a) (1) (i) The Commission shall implement a renewable energy portfolio
25 standard that, except as provided under paragraphs (2) and (3) of this subsection, applies
26 to all retail electricity sales in the State by electricity suppliers.

27 (ii) If the standard becomes applicable to electricity sold to a
28 customer after the start of a calendar year, the standard does not apply to electricity sold
29 to the customer during that portion of the year before the standard became applicable.

30 (2) A renewable energy portfolio standard may not apply to electricity sales
31 at retail by any electricity supplier:

1 (i) in excess of 300,000,000 kilowatt-hours of industrial process load
2 to a single customer in a year;

3 (ii) to residential customers in a region of the State in which
4 electricity prices for residential customers are subject to a freeze or cap contained in a
5 settlement agreement entered into under § 7-505 of this title until the freeze or cap has
6 expired; or

7 (iii) to a customer served by an electric cooperative under an
8 electricity supplier purchase agreement that existed on October 1, 2004, until the
9 expiration of the agreement, as the agreement may be renewed or amended.

10 (3) The portion of a renewable energy portfolio standard that represents
11 offshore wind energy may not apply to electricity sales at retail by any electricity supplier
12 in excess of:

13 (i) 75,000,000 kilowatt-hours of industrial process load to a single
14 customer in a year; and

15 (ii) 3,000 kilowatt-hours of electricity in a month to a customer who
16 is an owner of agricultural land and files an Internal Revenue Service form 1040, schedule
17 F.

18 (b) The renewable energy portfolio standard shall be as follows:

19 (1) in 2006, 1% from Tier 1 renewable sources and 2.5% from Tier 2
20 renewable sources;

21 (2) in 2007, 1% from Tier 1 renewable sources and 2.5% from Tier 2
22 renewable sources;

23 (3) in 2008, 2.005% from Tier 1 renewable sources, including at least
24 0.005% derived from solar energy, and 2.5% from Tier 2 renewable sources;

25 (4) in 2009, 2.01% from Tier 1 renewable sources, including at least 0.01%
26 derived from solar energy, and 2.5% from Tier 2 renewable sources;

27 (5) in 2010, 3.025% from Tier 1 renewable sources, including at least
28 0.025% derived from solar energy, and 2.5% from Tier 2 renewable sources;

29 (6) in 2011, 5.0% from Tier 1 renewable sources, including at least 0.05%
30 derived from solar energy, and 2.5% from Tier 2 renewable sources;

31 (7) in 2012, 6.5% from Tier 1 renewable sources, including at least 0.1%
32 derived from solar energy, and 2.5% from Tier 2 renewable sources;

33 (8) in 2013, 8.2% from Tier 1 renewable sources, including at least 0.25%

derived from solar energy, and 2.5% from Tier 2 renewable sources;

(9) in 2014, 10.3% from Tier 1 renewable sources, including at least 0.35% derived from solar energy, and 2.5% from Tier 2 renewable sources;

(10) in 2015, 10.5% from Tier 1 renewable sources, including at least 0.5% derived from solar energy, and 2.5% from Tier 2 renewable sources;

(11) in 2016, 12.7% from Tier 1 renewable sources, including at least 0.7% derived from solar energy, and 2.5% from Tier 2 renewable sources;

(12) in 2017:

(i) 13.1% from Tier 1 renewable sources, including:

1. at least 1.15% derived from solar energy; and

2. an amount set by the Commission under § 7–704.2(a) of this subtitle, not to exceed 2.5%, derived from offshore wind energy; and

(ii) 2.5% from Tier 2 renewable sources;

(13) in 2018:

(i) 15.8% from Tier 1 renewable sources, including:

1. at least 1.5% derived from solar energy; and

2. an amount set by the Commission under § 7–704.2(a) of this subtitle, not to exceed 2.5%, derived from offshore wind energy; and

(ii) 2.5% from Tier 2 renewable sources;

(14) in 2019, **[20.4%] 20.7%** from Tier 1 renewable sources, including:

(i) at least **[1.95%] 5.5%** derived from solar energy; and

(ii) an amount set by the Commission under § 7–704.2(a) of this subtitle, not to exceed 2.5%, derived from offshore wind energy; **[and]**

(15) in 2020 **[and later], [25%] 28%** from Tier 1 renewable sources, including:

(i) at least **[2.5%] 6%** derived from solar energy; and

(ii) an amount set by the Commission under § 7–704.2(a) of this

1 subtitle, not to exceed 2.5%, derived from offshore wind energy;

2 **(16) IN 2021, 30.8% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

3 **(I) AT LEAST 7.5% DERIVED FROM SOLAR ENERGY; AND**

4 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
5 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY;**

6 **(17) IN 2022, 33.1% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

7 **(I) AT LEAST 8.5% DERIVED FROM SOLAR ENERGY; AND**

8 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
9 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY;**

10 **(18) IN 2023, 35.4% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

11 **(I) AT LEAST 9.5% DERIVED FROM SOLAR ENERGY; AND**

12 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
13 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY;**

14 **(19) IN 2024, 37.7% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

15 **(I) AT LEAST 10.5% DERIVED FROM SOLAR ENERGY; AND**

16 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
17 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY;**

18 **(20) IN 2025, 40% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

19 **(I) AT LEAST 11.5% DERIVED FROM SOLAR ENERGY; AND**

20 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
21 **OF THIS SUBTITLE, NOT TO EXCEED 10%, DERIVED FROM OFFSHORE WIND ENERGY;**

22 **(21) IN 2026, 42.5% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

23 **(I) AT LEAST 12.5% DERIVED FROM SOLAR ENERGY; AND**

24 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
25 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY, INCLUDING AT LEAST**

1 **400 MEGAWATTS OF ROUND 2 OFFSHORE WIND PROJECTS;**

2 **(22) IN 2027, 45.5% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

3 **(I) AT LEAST 13.5% DERIVED FROM SOLAR ENERGY; AND**

4 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
5 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY, INCLUDING AT LEAST**
6 **400 MEGAWATTS OF ROUND 2 OFFSHORE WIND PROJECTS;**

7 **(23) IN 2028, 47.5% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

8 **(I) AT LEAST 14.5% DERIVED FROM SOLAR ENERGY; AND**

9 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
10 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY, INCLUDING AT LEAST**
11 **800 MEGAWATTS OF ROUND 2 OFFSHORE WIND PROJECTS;**

12 **(24) IN 2029, 49.5% FROM TIER 1 RENEWABLE SOURCES, INCLUDING:**

13 **(I) AT LEAST 14.5% DERIVED FROM SOLAR ENERGY; AND**

14 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
15 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY, INCLUDING AT LEAST**
16 **800 MEGAWATTS OF ROUND 2 OFFSHORE WIND PROJECTS; AND**

17 **(25) IN 2030 AND LATER, 50% FROM TIER 1 RENEWABLE SOURCES,**
18 **INCLUDING:**

19 **(I) AT LEAST 14.5% DERIVED FROM SOLAR ENERGY; AND**

20 **(II) AN AMOUNT SET BY THE COMMISSION UNDER § 7-704.2(A)**
21 **OF THIS SUBTITLE DERIVED FROM OFFSHORE WIND ENERGY, INCLUDING AT LEAST**
22 **1,200 MEGAWATTS OF ROUND 2 OFFSHORE WIND PROJECTS.**

23 (c) Before calculating the number of credits required to meet the percentages
24 established under subsection (b) of this section, an electricity supplier shall exclude from
25 its total retail electricity sales all retail electricity sales described in subsection (a)(2) and
26 (3) of this section.

27 (d) Subject to subsections (a) and (c) of this section and in accordance with §
28 7-704.2 of this subtitle, an electricity supplier shall meet the renewable energy portfolio
29 standard by accumulating the equivalent amount of renewable energy credits that equal
30 the percentages required under this section.

1 7-704.1.

2 (a) (1) **THE GENERAL ASSEMBLY FINDS AND DECLARES THAT:**

3 (I) **THE DEVELOPMENT OF OFFSHORE WIND ENERGY IS**
4 **IMPORTANT TO THE ECONOMIC WELL-BEING OF THE STATE AND THE NATION; AND**

5 (II) **IT IS IN THE PUBLIC INTEREST OF THE STATE TO**
6 **FACILITATE THE CONSTRUCTION OF AT LEAST 1,200 MEGAWATTS OF ROUND 2**
7 **OFFSHORE WIND PROJECTS IN ORDER TO:**

8 1. **POSITION THE STATE TO TAKE ADVANTAGE OF THE**
9 **ECONOMIC DEVELOPMENT BENEFITS OF THE EMERGING OFFSHORE WIND**
10 **INDUSTRY;**

11 2. **PROMOTE THE DEVELOPMENT OF RENEWABLE**
12 **ENERGY SOURCES THAT INCREASE THE NATION'S INDEPENDENCE FROM FOREIGN**
13 **SOURCES OF FOSSIL FUELS;**

14 3. **REDUCE THE ADVERSE ENVIRONMENTAL AND**
15 **HEALTH IMPACTS OF TRADITIONAL FOSSIL FUEL ENERGY SOURCES; AND**

16 4. **PROVIDE A LONG-TERM HEDGE AGAINST VOLATILE**
17 **PRICES OF FOSSIL FUELS.**

18 (2) After the effective date of Commission regulations implementing this
19 section and § 7-704.2 of this subtitle, **AND BEFORE JUNE 30, 2017**, a person may submit
20 an application to the Commission for approval of a proposed **ROUND 1** offshore wind
21 project.

22 [(2)] (3) (i) On receipt of the application for approval of a [qualified]
23 **ROUND 1** offshore wind project, the Commission shall:

24 1. open an application period when other interested persons
25 may submit applications for approval of [qualified] **ROUND 1** offshore wind projects; and

26 2. provide notice that the Commission is accepting
27 applications for approval of [qualified] **ROUND 1** offshore wind projects.

28 (ii) The Commission shall set the closing date for the application
29 period to be no sooner than 90 days after the notice provided under subparagraph (i) of this
30 paragraph.

1 **(4) THE COMMISSION SHALL PROVIDE ADDITIONAL APPLICATION**
2 **PERIODS BEGINNING, RESPECTIVELY:**

3 **(I) JANUARY 1, 2020, FOR CONSIDERATION OF ROUND 2**
4 **OFFSHORE WIND PROJECTS TO BEGIN CREATING ORECS NOT LATER THAN 2026;**

5 **(II) JANUARY 1, 2021, FOR CONSIDERATION OF ROUND 2**
6 **OFFSHORE WIND PROJECTS TO BEGIN CREATING ORECS NOT LATER THAN 2028;**
7 **AND**

8 **(III) JANUARY 1, 2022, FOR CONSIDERATION OF ROUND 2**
9 **OFFSHORE WIND PROJECTS TO BEGIN CREATING ORECS NOT LATER THAN 2030.**

10 **[(3)] (5)** In its discretion, the Commission may provide for additional
11 application periods.

12 (b) Unless extended by mutual consent of the parties, the Commission shall
13 approve, conditionally approve, or deny an application within 180 days after the close of
14 the application period.

15 (c) An application shall include:

16 (1) a detailed description and financial analysis of the offshore wind
17 project;

18 (2) the proposed method of financing the offshore wind project, including
19 documentation demonstrating that the applicant has applied for all current eligible State
20 and federal grants, rebates, tax credits, loan guarantees, or other programs available to
21 offset the cost of the project or provide tax advantages;

22 (3) a cost–benefit analysis that shall include at a minimum:

23 (i) a detailed input–output analysis of the impact of the offshore
24 wind project on income, employment, wages, and taxes in the State with particular
25 emphasis on in–State manufacturing employment;

26 (ii) detailed information concerning assumed employment impacts
27 in the State, including the expected duration of employment opportunities, the salary of
28 each position, and other supporting evidence of employment impacts;

29 (iii) an analysis of the anticipated environmental benefits, health
30 benefits, and environmental impacts of the offshore wind project to the citizens of the State;

31 (iv) an analysis of any impact on residential, commercial, and
32 industrial ratepayers over the life of the offshore wind project;

(v) an analysis of any long-term effect on energy and capacity markets as a result of the proposed offshore wind project;

(vi) an analysis of any impact on businesses in the State; and

(vii) other benefits, such as increased in-State construction, operations, maintenance, and equipment purchase;

(4) a proposed OREC pricing schedule for the offshore wind project that shall [set] **SPECIFY** a price for the generation attributes, including the energy, capacity, ancillary services, and environmental attributes;

(5) a decommissioning plan for the project, including provisions for decommissioning as required by the United States Department of the Interior;

(6) a commitment to:

(i) abide by the requirements set forth in subsection (e) of this section; and

(ii) deposit at least \$6,000,000, in the manner required under subsection (g) of this section, into the Maryland Offshore Wind Business Development Fund established under § 9–20C–03 of the State Government Article;

(7) a description of the applicant's plan for engaging small businesses, as defined in § 14–501 of the State Finance and Procurement Article;

(8) a commitment that the applicant will:

(i) use best efforts to apply for all eligible State and federal grants, rebates, tax credits, loan guarantees, or other similar benefits as those benefits become available; and

(ii) pass along to ratepayers, without the need for any subsequent Commission approval, 80% of the value of any state or federal grants, rebates, tax credits, loan guarantees, or other similar benefits received by the project and not included in the application; and

(9) any other information the Commission requires.

(d) (1) The Commission shall use the following criteria to evaluate and compare proposed offshore wind projects **SUBMITTED DURING AN APPLICATION PERIOD**:

(i) lowest cost impact on ratepayers of the price set under a proposed OREC pricing schedule;

(ii) potential reductions in transmission congestion prices within the

1 State;

2 (iii) potential changes in capacity prices within the State;

3 (iv) potential reductions in locational marginal pricing;

4 (v) potential long-term changes in capacity prices within the State
5 from the offshore wind project as it compares to conventional energy sources;

6 (vi) the extent to which the cost-benefit analysis submitted under
7 subsection (c)(3) of this section demonstrates positive net economic, environmental, and
8 health benefits to the State;

9 (vii) the extent to which an applicant's plan for engaging small
10 businesses meets the goals specified in Title 14, Subtitle 5 of the State Finance and
11 Procurement Article;

12 (viii) the extent to which an applicant's plan provides for the use of
13 skilled labor, particularly with regard to the construction and manufacturing components
14 of the project, through outreach, hiring, or referral systems that are affiliated with
15 registered apprenticeship programs under Title 11, Subtitle 4 of the Labor and
16 Employment Article;

17 (ix) the extent to which an applicant's plan provides for the use of an
18 agreement designed to ensure the use of skilled labor and to promote the prompt, efficient,
19 and safe completion of the project, particularly with regard to the construction,
20 manufacturing, and maintenance of the project;

21 (x) the extent to which an applicant's plan provides for
22 compensation to its employees and subcontractors consistent with wages outlined under §§
23 17-201 through 17-228 of the State Finance and Procurement Article;

24 (xi) siting and project feasibility;

25 (xii) the extent to which the proposed offshore wind project would
26 require transmission or distribution infrastructure improvements in the State;

27 (xiii) estimated ability to assist in meeting the renewable energy
28 portfolio standard under § 7-703 of this subtitle; and

29 (xiv) any other criteria that the Commission determines to be
30 appropriate.

31 (2) In evaluating and comparing an applicant's proposed offshore wind
32 project under paragraph (1) of this subsection, the Commission shall contract for the
33 services of independent consultants and experts.

(3) The Commission shall verify that representatives of the United States Department of Defense and the maritime industry have had the opportunity, through the federal leasing process, to express concerns regarding project siting.

(4) (i) In this paragraph, “minority” means an individual who is a member of any of the groups listed in § 14–301(k)(1)(i) of the State Finance and Procurement Article.

(ii) If an applicant is seeking investors in a proposed offshore wind project, it shall take the following steps before the Commission may approve the proposed project:

1. make serious, good–faith efforts to solicit and interview a reasonable number of minority investors;

2. as part of the application, submit a statement to the Commission that lists the names and addresses of all minority investors interviewed and whether or not any of those investors have purchased an equity share in the entity submitting an application; and

3. as a condition to the Commission’s approval of the offshore wind project, sign a memorandum of understanding with the Commission that requires the applicant to again make serious, good–faith efforts to interview minority investors in any future attempts to raise venture capital or attract new investors to the offshore wind project.

(iii) The Governor’s Office of Small, Minority, and Women Business Affairs, in consultation with the Office of the Attorney General, shall provide assistance to all potential applicants and potential minority investors to satisfy the requirements under subparagraph (ii)1 and 3 of this paragraph.

(e) (1) (I) [The Commission may not approve an applicant’s proposed offshore wind project unless:

(i) the proposed offshore wind project demonstrates] **IF THE COMMISSION RECEIVES REASONABLE PROPOSALS THAT DEMONSTRATE** positive net economic, environmental, and health benefits to the State, based on the criteria specified in subsection (c)(3) of this section[;], **AND SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, THE COMMISSION SHALL APPROVE ORDERS TO FACILITATE THE FINANCING OF QUALIFIED OFFSHORE WIND PROJECTS, INCLUDING AT LEAST 1,200 MEGAWATTS OF ROUND 2 OFFSHORE WIND PROJECTS.**

(ii) **THE COMMISSION MAY NOT APPROVE AN APPLICANT’S PROPOSED OFFSHORE WIND PROJECT UNLESS:**

1. FOR A ROUND 1 OFFSHORE WIND PROJECT

1 **APPLICATION:**

2 **A.** the projected net rate impact for an average residential
3 customer, based on annual consumption of 12,000 kilowatt-hours, combined with the
4 projected net rate impact of other [qualified] **ROUND 1** offshore wind projects, does not
5 exceed \$1.50 per month in 2012 dollars, over the duration of the proposed OREC pricing
6 schedule;

7 [(iii)] **B.** the projected net rate impact for all nonresidential
8 customers considered as a blended average, combined with the projected net rate impact of
9 other [qualified] **ROUND 1** offshore wind projects, does not exceed 1.5% of nonresidential
10 customers' total annual electric bills, over the duration of the proposed OREC pricing
11 schedule; and

12 [(iv)] **C.** the price [set] **SPECIFIED** in the proposed OREC price
13 schedule does not exceed \$190 per megawatt-hour in 2012 dollars; **AND**

14 **2. FOR A ROUND 2 OFFSHORE WIND PROJECT**
15 **APPLICATION:**

16 **A. THE PROJECTED INCREMENTAL NET RATE IMPACT**
17 **FOR AN AVERAGE RESIDENTIAL CUSTOMER, BASED ON ANNUAL CONSUMPTION OF**
18 **12 MEGAWATT-HOURS, COMBINED WITH THE PROJECTED INCREMENTAL NET RATE**
19 **IMPACT OF OTHER ROUND 2 OFFSHORE WIND PROJECTS, DOES NOT EXCEED 88**
20 **CENTS PER MONTH IN 2018 DOLLARS, OVER THE DURATION OF THE PROPOSED**
21 **OREC PRICING SCHEDULE; AND**

22 **B. THE PROJECTED INCREMENTAL NET RATE IMPACT**
23 **FOR ALL NONRESIDENTIAL CUSTOMERS CONSIDERED AS A BLENDED AVERAGE,**
24 **COMBINED WITH THE PROJECTED NET RATE IMPACT OF OTHER ROUND 2 OFFSHORE**
25 **WIND PROJECTS, DOES NOT EXCEED 0.9% OF NONRESIDENTIAL CUSTOMERS' TOTAL**
26 **ANNUAL ELECTRIC BILLS DURING ANY YEAR OF THE PROPOSED OREC PRICING**
27 **SCHEDULE.**

28 (2) (i) When calculating the net benefits to the State under paragraph
29 (1)(i) of this subsection, the Commission shall contract for the services of independent
30 consultants and experts.

31 (ii) When calculating the projected net average rate impacts **FOR**
32 **ROUND 1 OFFSHORE WIND PROJECTS** under paragraph [(1)(ii) and (iii)] **(1)(II)1A AND**
33 **B OF THIS SUBSECTION AND FOR ROUND 2 OFFSHORE WIND PROJECTS UNDER**
34 **PARAGRAPH (1)(II)2A AND B** of this subsection, the Commission shall apply the same
35 net OREC cost per megawatt-hour to residential and nonresidential customers.

36 (f) (1) An order the Commission issues approving a proposed offshore wind

1 project shall:

2 (i) specify the OREC price schedule, which may not authorize an
3 OREC price greater than, **FOR A ROUND 1 OFFSHORE WIND PROJECT**, \$190 per
4 megawatt-hour in 2012 dollars;

5 (ii) specify the duration of the OREC pricing schedule, not to exceed
6 20 years;

7 (iii) specify the number of ORECs the offshore wind project may sell
8 each year;

9 (iv) provide that:

10 1. a payment may not be made for an OREC until electricity
11 supply is generated by the offshore wind project; and

12 2. ratepayers, purchasers of ORECs, and the State shall be
13 held harmless for any cost overruns associated with the offshore wind project; and

14 (v) require that any debt instrument issued in connection with a
15 qualified offshore wind project include language specifying that the debt instrument does
16 not establish a debt, obligation, or liability of the State.

17 (2) An order approving a proposed offshore wind project vests the owner of
18 the qualified offshore wind project with the right to receive payments for ORECs according
19 to the terms in the order.

20 (g) **FOR ROUND 2 OFFSHORE WIND PROJECT APPLICATIONS, THE**
21 **COMMISSION SHALL APPROVE OREC ORDERS REPRESENTING A MINIMUM OF 400**
22 **MEGAWATTS OF NAMEPLATE CAPACITY PROPOSED DURING EACH APPLICATION**
23 **PERIOD UNLESS:**

24 (1) **NOT ENOUGH ROUND 2 OFFSHORE WIND PROJECT APPLICATIONS**
25 **ARE SUBMITTED TO MEET THE NET BENEFIT TEST UNDER SUBSECTION (C)(3) OF**
26 **THIS SECTION; OR**

27 (2) **THE CUMULATIVE NET RATEPAYER IMPACT EXCEEDS THE**
28 **MAXIMUMS PROVIDED IN SUBSECTION (E)(1)(II)2 OF THIS SECTION.**

29 (H) (1) Within 60 days after the Commission approves the application of a
30 proposed offshore wind project, the qualified offshore wind project shall deposit \$2,000,000
31 into the Maryland Offshore Wind Business Development Fund established under §
32 9-20C-03 of the State Government Article.

33 (2) Within 1 year after the initial deposit under paragraph (1) of this

subsection, the qualified offshore wind project shall deposit an additional \$2,000,000 into the Maryland Offshore Wind Business Development Fund.

(3) Within 2 years after the initial deposit under paragraph (1) of this subsection, the qualified offshore wind project shall deposit an additional \$2,000,000 into the Maryland Offshore Wind Business Development Fund.

7–704.2.

(a) (1) The Commission shall determine the offshore wind energy component of the renewable energy portfolio standard under § 7–703(b)(12) through ~~[(15)]~~ **(25)** of this subtitle based on the projected annual creation of ORECs by qualified offshore wind projects.

(c) (1) Each electricity supplier shall purchase from the escrow account established under this section the number of ORECs required to satisfy the offshore wind energy component of the renewable energy portfolio standard under § 7–703(b)(12) through ~~[(15)]~~ **(25)** of this subtitle.

7–705.

(b) (1) This subsection does not apply to a shortfall from the required Tier 1 renewable sources that is to be derived from offshore wind energy.

(2) If an electricity supplier fails to comply with the renewable energy portfolio standard for the applicable year, the electricity supplier shall pay into the Maryland Strategic Energy Investment Fund established under § 9–20B–05 of the State Government Article:

(i) except as provided in item (ii) of this paragraph, a compliance fee of:

1. the following amounts for each kilowatt–hour of shortfall from required Tier 1 renewable sources other than the shortfall from the required Tier 1 renewable sources that is to be derived from solar energy:

A. 4 cents through 2016; [and]

B. 3.75 cents in 2017 **AND 2018**;

C. **3 CENTS IN 2019 THROUGH 2023**;

D. **2.75 CENTS IN 2024**;

E. **2.5 CENTS IN 2025**;

F. 2.475 CENTS IN 2026;

G. 2.45 CENTS IN 2027;

H. 2.25 CENTS IN 2028 AND 2029; AND

I. 2.235 CENTS IN 2030 and later;

2. the following amounts for each kilowatt-hour of shortfall
from required Tier 1 renewable sources that is to be derived from solar energy:

A. 45 cents in 2008;

B. 40 cents in 2009 through 2014;

C. 35 cents in 2015 and 2016;

D. 19.5 cents in 2017;

E. 17.5 cents in 2018;

F. [15] 10 cents in 2019;

G. [12.5] 10 cents in 2020;

H. [10] 8 cents in 2021;

I. [7.5] 6 cents in 2022;

J. [6] 4.5 cents in 2023; [and]

K. [5] 4 cents in 2024;

L. 3.5 CENTS IN 2025;

M. 3 CENTS IN 2026;

N. 2.5 CENTS IN 2027 AND 2028;

O. 2.25 CENTS IN 2029; AND

P. 2.235 CENTS IN 2030 and later; and

3. 1.5 cents for each kilowatt-hour of shortfall from required
Tier 2 renewable sources; or

(ii) for industrial process load:

1. for each kilowatt-hour of shortfall from required Tier 1 renewable sources, a compliance fee of:

A. 0.8 cents in 2006, 2007, and 2008;

B. 0.5 cents in 2009 and 2010;

C. 0.4 cents in 2011 and 2012;

D. 0.3 cents in 2013 and 2014;

E. 0.25 cents in 2015 and 2016; and

F. except as provided in paragraph (3) of this subsection, 0.2 cents in 2017 and later; and

2. nothing for any shortfall from required Tier 2 renewable sources.

(3) For industrial process load, the compliance fee for each kilowatt-hour of shortfall from required Tier 1 renewable sources is:

(i) 0.1 cents in any year during which suppliers are required to purchase ORECs under § 7-704.2 of this subtitle; and

(ii) nothing for the year following any year during which, after final calculations, the net rate impact per megawatt-hour from [qualified] **ROUND 1** offshore wind projects exceeded \$1.65 in 2012 dollars.

7-714.

(a) The Power Plant Research Program shall conduct a study of the renewable energy portfolio standard and related matters in accordance with this section.

(b) The study shall be a comprehensive review of the history, implementation, overall costs and benefits, and effectiveness of the renewable energy portfolio standard in relation to the energy policies of the State, including:

(1) the availability of all clean energy sources at reasonable and affordable rates, including in-State and out-of-state renewable energy options;

(2) the economic and environmental impacts of the deployment of renewable energy sources in the State and in surrounding areas of the PJM region;

1 (3) the effectiveness of the standard in encouraging development and
2 deployment of renewable energy sources;

3 (4) the impact of alterations that have been made in the components of
4 each tier of the standard, the implementation of different specific goals for particular
5 sources, and the effect of different percentages and alternative compliance payment scales
6 for energy in the tiers;

7 (5) an assessment of alternative models of regulation and market-based
8 tools that may be available or advisable to promote the goals of the standard and the energy
9 policies of the State; and

10 (6) the potential to alter or otherwise evolve the standard in order to
11 increase and maintain its effectiveness in promoting the State's energy policies.

12 (c) Particular subjects to be addressed in the study include:

13 (1) the role and effectiveness that the standard may have in reducing the
14 carbon content of imported electricity and whether existing or new additional
15 complementary policies or programs could help address the carbon emissions associated
16 with electricity imported into the State;

17 (2) the net environmental and fiscal impacts that may be associated with
18 long-term contracts tied to clean energy projects, including:

19 (i) ratepayer impacts that resulted in other states from the use of
20 long-term contracts for the procurement of renewable energy for the other states' standard
21 offer service and whether the use of long-term contracts incentivized new renewable energy
22 generation development; and

23 (ii) ratepayer impacts that may result in the State from the use of
24 long-term contracts for each energy source in the State's Tier 1 and whether, for each of
25 the sources, the use of long-term contracts would incentivize new renewable energy
26 generation development in that source;

27 (3) whether the standard is able to meet current and potential future
28 targets without the inclusion of certain technologies;

29 (4) what industries are projected to grow, and to what extent, as a result of
30 incentives associated with the standard;

31 (5) whether the public health and environmental benefits of the growing
32 clean energy industries supported by the standard are being equitably distributed across
33 overburdened and underserved environmental justice communities;

34 (6) whether the State is likely to meet its existing goals under the standard
35 and, if the State were to increase those goals, whether electricity suppliers should expect

1 to find an adequate supply to meet the additional demand for credits;

2 (7) additional opportunities that may be available to promote local job
3 creation within the industries that are projected to grow as a result of the standard;

4 (8) system flexibility that the State would need under future goals under
5 the standard, including the quantities of system peaking and ramping that may be
6 required;

7 (9) how energy storage technology and other flexibility resources should
8 continue to be addressed in support of renewable energy and State energy policy, including:

9 (i) whether the resources should be encouraged through a
10 procurement, a production, or an installation incentive;

11 (ii) the advisability of providing incentives for energy storage devices
12 to increase hosting capacity of increased renewable on-site generation on the distribution
13 system; and

14 (iii) discussion of the costs and benefits of energy storage deployment
15 in the State under future goals scenarios for renewable generation;

16 (10) **(I)** the role of in-State clean energy in achieving greenhouse gas
17 emission reductions and promoting local jobs and economic activity in the State;

18 **(II) THE IMPACT OF ITEM (I) OF THIS ITEM ON RATEPAYERS**
19 **WITH RESPECT TO THE REQUIREMENT OF IN-STATE CLEAN ENERGY GENERATION**
20 **AS AN INCREASING PERCENTAGE OF THE STANDARD; AND**

21 **(III) THE IMPACT OF ALL ENERGY SOURCES THAT QUALIFY**
22 **UNDER THE STANDARD WITH RESPECT TO THE REQUIREMENT OF IN-STATE CLEAN**
23 **ENERGY GENERATION AS AN INCREASING PERCENTAGE OF THE STANDARD;**

24 (11) an assessment of any change in solar renewable energy credit prices
25 over the immediate 24 months preceding the submission of the interim report required
26 under subsection (e) of this section; and

27 (12) any other matters the Program considers relevant to the analysis of the
28 issues outlined in this section.

29 (d) (1) The Commission, the Administration, the Department of the
30 Environment, the Department of Natural Resources, and other State and local units shall
31 cooperate with the Program in the conduct of the study under this section, including
32 sharing of information, data, and resources, subject to appropriate legal protection of
33 commercially sensitive and other information.

(2) The Program shall consult with representatives of various segments of the clean energy industry and other stakeholders.

(e) (1) (i) On or before December 1, 2018, the Program shall submit an interim report on any preliminary findings of the study under this section, including any observations and requests for alteration or clarification of the scope, subjects, procedures, and intergovernmental cooperation that may be required to complete the study and submit a final report under this subsection.

(ii) If the Program determines that any preliminary findings under subparagraph (i) of this paragraph warrant reporting earlier than December 1, 2018, the Program may submit a preliminary interim report on those preliminary findings.

(2) On or before December 1, 2019, the Program shall submit a final report on the findings of the study, including proposals for any alteration of the renewable portfolio standard, alternative mechanisms for furthering the State's energy policies, and related matters, and any proposed legislative or regulatory changes recommended to implement the findings of the study.

(3) The interim, any preliminary interim, and final reports shall be submitted to the Governor and, subject to § 2-1246 of the State Government Article, the Senate Finance Committee and the House Economic Matters Committee.

(F) (1) THE PROGRAM SHALL CONDUCT A SUPPLEMENTAL STUDY TO ASSESS THE OVERALL COSTS AND BENEFITS OF INCREASING THE RENEWABLE ENERGY PORTFOLIO STANDARD TO A GOAL OF 100% RENEWABLE ENERGY BY 2040.

(2) PARTICULAR SUBJECTS TO BE ADDRESSED IN THE SUPPLEMENTAL STUDY SHALL INCLUDE:

(I) ALL RELEVANT SUBJECTS LISTED IN SUBSECTIONS (B) AND (C) OF THIS SECTION; AND

(II) AN ASSESSMENT OF WHETHER CERTAIN IN-STATE INDUSTRIES COULD BE DISPLACED BY A 100% RENEWABLE ENERGY PORTFOLIO STANDARD, AND RECOMMENDATIONS ON HOW TO PROVIDE AND FUND A JUST TRANSITION FOR WORKERS AND COMMUNITIES THAT RELY ON THOSE INDUSTRIES THAT COULD FACE DISPLACEMENT.

(3) ON COMPLETION OF THE SUPPLEMENTAL STUDY, THE PROGRAM SHALL USE THE FINDINGS OF THE STUDY TO PUBLISH A COMPREHENSIVE PLAN WITH SPECIFIC RECOMMENDATIONS THAT, IF EXECUTED, WOULD HAVE THE STATE ACHIEVE A RENEWABLE ENERGY PORTFOLIO STANDARD OF 100% BY 2040.

(4) ON OR BEFORE JANUARY 1, 2023, THE PROGRAM SHALL SUBMIT

1 THE SUPPLEMENTAL STUDY AND PLAN TO THE GOVERNOR AND, IN ACCORDANCE
2 WITH § 2-1246 OF THE STATE GOVERNMENT ARTICLE, THE GENERAL ASSEMBLY.

3 (5) ON REVIEW OF THE SUPPLEMENTAL STUDY AND PLAN, THE
4 GENERAL ASSEMBLY MAY ACT TO REVISE OR INCREASE THE RENEWABLE ENERGY
5 PORTFOLIO STANDARD TARGETS UNDER § 7-703(B) OF THIS SUBTITLE.

6 Article – State Government

7 9-20B-01.

8 (a) In this subtitle the following words have the meanings indicated.

9 (d) “Clean energy industry” means a group of employers that are associated by
10 their promotion of:

11 (1) products and services that improve energy efficiency and conservation,
12 including products and services provided by:

13 (i) electricians;

14 (ii) heating, ventilation, and air-conditioning installers;

15 (iii) plumbers; and

16 (iv) energy auditors; and

17 (2) renewable and clean energy resources.

18 9-20B-05.

19 (a) There is a Maryland Strategic Energy Investment Fund.

20 (f) The Administration shall use the Fund:

21 (1) to invest in the promotion, development, and implementation of:

22 (i) cost-effective energy efficiency and conservation programs,
23 projects, or activities, including measurement and verification of energy savings;

24 (ii) renewable and clean energy resources;

25 (iii) climate change programs directly related to reducing or
26 mitigating the effects of climate change; and

27 (iv) demand response programs that are designed to promote

changes in electric usage by customers in response to:

1. changes in the price of electricity over time; or

2. incentives designed to induce lower electricity use at times of high wholesale market prices or when system reliability is jeopardized;

(2) to provide targeted programs, projects, activities, and investments to reduce electricity consumption by customers in the low-income and moderate-income residential sectors;

(3) to provide supplemental funds for low-income energy assistance through the Electric Universal Service Program established under § 7-512.1 of the Public Utilities Article and other electric assistance programs in the Department of Human Services;

(4) to provide rate relief by offsetting electricity rates of residential customers, including an offset of surcharges imposed on ratepayers under § 7-211 of the Public Utilities Article;

(5) to provide grants, loans, and other assistance and investment as necessary and appropriate to implement the purposes of the Program as set forth in § 9-20B-03 of this subtitle;

(6) to implement energy-related public education and outreach initiatives regarding reducing energy consumption and greenhouse gas emissions;

(7) to provide rebates under the Electric Vehicle Recharging Equipment Rebate Program established under § 9-2009 of this title;

(8) to provide grants to encourage combined heat and power projects at industrial facilities; [and]

(9) SUBJECT TO SUBSECTION (F-1) OF THIS SECTION, TO PROVIDE \$7,000,000 IN FUNDING FOR ACCESS TO CAPITAL FOR SMALL, MINORITY, WOMEN-OWNED, AND VETERAN-OWNED BUSINESSES IN THE CLEAN ENERGY INDUSTRY UNDER § 5-1501 OF THE ECONOMIC DEVELOPMENT ARTICLE, ALLOCATED IN ANNUAL INCREMENTS AS FOLLOWS:

(I) \$200,000 IN FISCAL YEAR 2021;

(II) \$500,000 IN FISCAL YEAR 2022;

(III) \$500,000 IN FISCAL YEAR 2023;

(IV) \$1,000,000 IN FISCAL YEAR 2024; AND

(V) \$1,200,000 IN EACH FISCAL YEAR FROM 2025 THROUGH 2028;

(10) TO INVEST IN PRE-APPRENTICESHIP, APPRENTICESHIP, AND OTHER WORKFORCE DEVELOPMENT PROGRAMS TO ESTABLISH CAREER PATHS IN THE CLEAN ENERGY INDUSTRY UNDER § 11-708.1 OF THE LABOR AND EMPLOYMENT ARTICLE, AS FOLLOWS:

(I) UP TO \$250,000 EACH YEAR FOR 2 YEARS STARTING IN FISCAL YEAR 2021 TO APPRENTICESHIP SPONSORS TO CREATE CLEAN ENERGY APPRENTICESHIPS; AND

(II) UP TO \$250,000 EACH YEAR FOR 2 YEARS STARTING IN FISCAL YEAR 2021 TO CAREER AND TECHNICAL EDUCATION SCHOOLS TO LAUNCH AND UPGRADE RELEVANT CAREER AND TECHNICAL EDUCATION PROGRAMS;

(11) TO PROVIDE THE LESSER OF \$500,000 OR THE ACTUAL TOTAL AMOUNT OF TAX CREDITS CLAIMED UNDER § 10-742 OF THE TAX - GENERAL ARTICLE FOR APPRENTICESHIPS IN THE CLEAN ENERGY INDUSTRY IN EACH OF FISCAL YEARS 2021 AND 2022; AND

[(9)] (12) to pay the expenses of the Program.

[(f-1)] The Administration may use the Fund, including money that the Fund receives under Public Service Commission Order Number 86372, to provide funding for access to capital for small, minority, and women-owned businesses in the clean energy industry under § 5-1501 of the Economic Development Article.]

(F-1) (1) ANY FUNDING PROVIDED UNDER SUBSECTION (F)(9) OF THIS SECTION THAT IS NOT SPENT IN A GIVEN FISCAL YEAR SHALL REVERT TO THE FUND IN THE FOLLOWING FISCAL YEAR.

(2) FUNDING THAT IS PROVIDED FOR ACCESS TO CAPITAL FOR SMALL, MINORITY, WOMEN-OWNED, AND VETERAN-OWNED BUSINESSES UNDER SUBSECTION (F)(9) OF THIS SECTION SHALL BE USED TO PROVIDE GRANTS TO ELIGIBLE FUND MANAGERS TO PROVIDE INVESTMENT CAPITAL, INCLUDING EQUITY AND SIMILAR INVESTMENTS, AND LOANS TO SMALL, MINORITY, WOMEN-OWNED, AND VETERAN-OWNED BUSINESSES IN THE STATE IN THE CLEAN ENERGY INDUSTRY.

(3) ELIGIBLE FUND MANAGERS RECEIVING GRANTS UNDER SUBSECTION (F)(9) OF THIS SECTION MAY USE A PORTION OF THE MONEY RECEIVED TO PAY EXPENSES FOR ADMINISTRATIVE, ACTUARIAL, LEGAL, MARKETING, AND

TECHNICAL SERVICES AND MANAGEMENT FEES.

(4) THE ADMINISTRATION MAY PROVIDE ADDITIONAL FUNDING FOR THE PURPOSES STATED IN SUBSECTION (F)(9) OF THIS SECTION.

(i) (1) IN THIS SUBSECTION, “LOW-INCOME” MEANS HAVING AN ANNUAL HOUSEHOLD INCOME THAT IS AT OR BELOW 175% OF THE FEDERAL POVERTY LEVEL.

(2) Except as provided in paragraph [(2)] (3) of this subsection, compliance fees paid under § 7-705(b) of the Public Utilities Article may be used only to make loans and grants to support the creation of new Tier 1 renewable energy sources in the State THAT ARE OWNED BY OR DIRECTLY BENEFIT LOW-INCOME RESIDENTS OF THE STATE.

[(2)] (3) Compliance fees paid under § 7-705(b)(2)(i)2 of the Public Utilities Article shall be accounted for separately within the Fund and may be used only to make loans and grants to support the creation of new solar energy sources in the State THAT ARE OWNED BY OR DIRECTLY BENEFIT LOW-INCOME RESIDENTS OF THE STATE.

(M) (1) A LOAN OR GRANT MADE AVAILABLE FROM THE FUND TO A UNIT OF STATE OR LOCAL GOVERNMENT SHALL COMPLY WITH §§ 14-416 AND 17-303 OF THE STATE FINANCE AND PROCUREMENT ARTICLE.

(2) AT LEAST 80% OF WORKERS PARTICIPATING IN A PROJECT OR PROGRAM THAT RECEIVES MONEY FROM THE FUND MUST RESIDE WITHIN 50 MILES OF THE PROJECT OR PROGRAM, OR ANOTHER DISTANCE DEFINED BY THE LOCAL JURISDICTION WHERE THE PROJECT OR PROGRAM IS LOCATED.

Chapter 393 of the Acts of 2017

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect June 1, 2017. It shall remain effective for a period of [3] 6 years and 1 month and, at the end of June 30, [2020] 2023, with no further action required by the General Assembly, this Act shall be abrogated and of no further force and effect.

SECTION 2. AND BE IT FURTHER ENACTED, That the Laws of Maryland read as follows:

Article – Public Utilities

7-701.

(r) “Tier 1 renewable source” means one or more of the following types of energy

1 sources:

2 (1) solar energy, including energy from photovoltaic technologies and solar
3 water heating systems;

4 (2) wind;

5 (3) qualifying biomass;

6 (4) methane from the anaerobic decomposition of organic materials in a
7 landfill or wastewater treatment plant;

8 (5) geothermal, including energy generated through geothermal exchange
9 from or thermal energy avoided by, groundwater or a shallow ground source;

10 (6) ocean, including energy from waves, tides, currents, and thermal
11 differences;

12 (7) a fuel cell that produces electricity from a Tier 1 renewable source
13 under item (3) or (4) of this subsection;

14 (8) a small hydroelectric power plant of less than 30 megawatts in capacity
15 that is licensed or exempt from licensing by the Federal Energy Regulatory Commission;

16 (9) poultry litter-to-energy; **AND**

17 (10) **[waste-to-energy;**

18 (11) refuse-derived fuel; and

19 (12)] thermal energy from a thermal biomass system.

20 7-704.

21 (a) (2) (i) Energy from a Tier 1 renewable source under § 7-701(r)(1), (5),
22 **OR (9)[, (10), or (11)]** of this subtitle is eligible for inclusion in meeting the renewable energy
23 portfolio standard only if the source is connected with the electric distribution grid serving
24 Maryland.

25 (ii) If the owner of a solar generating system in this State chooses to
26 sell solar renewable energy credits from that system, the owner must first offer the credits
27 for sale to an electricity supplier or electric company that shall apply them toward
28 compliance with the renewable energy portfolio standard under § 7-703 of this subtitle.

29 **SECTION 3. AND BE IT FURTHER ENACTED,** That a presently existing obligation
30 or contract right may not be impaired in any way by this Act.

1 SECTION 4. AND BE IT FURTHER ENACTED, That, if any provision of this Act or
2 the application thereof to any person or circumstance is held invalid for any reason in a
3 court of competent jurisdiction, the invalidity does not affect other provisions or any other
4 application of this Act that can be given effect without the invalid provision or application,
5 and for this purpose the provisions of this Act are declared severable.

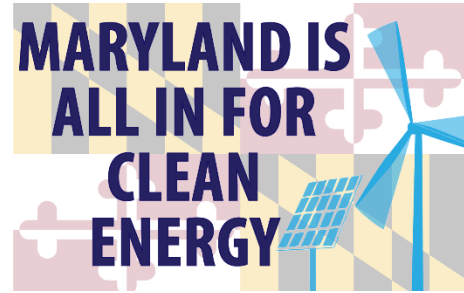
6 SECTION 5. AND BE IT FURTHER ENACTED, That Section 2 of this Act shall take
7 effect January 1, 2020.

8 SECTION 6. AND BE IT FURTHER ENACTED, That, except as provided in Section
9 5 of this Act, this Act shall take effect October 1, 2019.

The Maryland Clean Energy Jobs Initiative

Maryland's Three-Step Plan to

100% renewable energy



Clean, renewable energy is a powerful driver of economic development and job creation in Maryland. Unfortunately, most of Maryland's electricity still comes from carbon-spewing fossil fuels—coal and natural gas. The harmful emissions from these sources hurt our health, our economy and our climate. We must act now to transform our energy sector away from harmful fossil fuels and toward a clean energy economy.

A broad and diverse coalition of business leaders, public health officials, scientists, labor organizations, clergy members, social justice advocates and environmentalists has come together to call on Maryland's elected officials to double the state's Renewable Portfolio Standard policy to 50% renewable electricity by 2030, determine the best plan to achieve 100% renewable electricity by 2023, and implement that plan by 2040.

Maryland is All In for 100% Clean Electricity

More clean, renewable electricity to power our homes and businesses will benefit our health, our economy, our climate and our communities, and put us on the path to achieve 100% renewable energy in Maryland.

All In for Climate Action

The world's top scientists are calling for fossil fuel emissions to be cut in half by 2030.

- Maryland is a coastal state with over 3,000 miles of tidal shoreline, thus making us one of the most vulnerable states in America to sea level rise.
- Climate change means more severe storms, increased flooding, more extreme heat and droughts, and other detrimental impacts.
- Increasing Maryland's RPS to 50% would reduce 8.1 million metric tons of CO₂, which is the carbon equivalent of taking 1.7 million cars off the road each year.

All In for Health

Fossil fuel combustion is a public health crisis across Maryland.

- In Baltimore City, the number of children afflicted with asthma is twice the national average.
- Air pollution from fossil fuels disproportionately harms low-income communities and people of color, with 68% of African Americans and nearly two in five Latinos living within 30 miles of a coal-fired power plant.¹
- Doubling Maryland's renewable electricity goal will significantly improve the state's air quality, preventing 290 premature deaths and over 3,000 asthma attacks annually.²

All In for Jobs

Maryland is poised to stimulate a statewide resurgence of manufacturing and construction jobs.

- Maryland's solar industry now boasts over 165 companies and employs over 5,000 residents.
- Between 2015 and 2016 the solar industry grew 20 times faster than the state's overall state economy.³
- Raising Maryland's Renewable Portfolio Standard to 50% by 2030 could support and retain nearly 20,000 jobs in the solar industry. Further expansions to the RPS will bring even more jobs to the state.
- The wind industry is also beginning to thrive in Maryland - a typical 250 MW wind farm creates about 1,079 jobs over the lifetime of the project.⁴

The Clean Energy Jobs Act would carve out 14.5% of the RPS for in-state solar and 1.2 gigawatts for offshore wind, opening up thousands of new in-state jobs.

All In for Justice

Low-income communities and communities of color have borne the majority of the costs for dirty energy production.

- In Maryland, African Americans comprise of only 9.8% of the solar workforce,⁵ despite making up 30.8% of the state population.⁶
- Women currently only represent 27% of the solar workforce.
- In Maryland, low-income communities and communities of color face higher cancer risks from hazardous air pollutants.⁷
- Communities of color are also more likely to live near facilities that emit toxic emissions.⁸

As Maryland's renewable energy industry grows we need to foster a more diverse workforce that is representative of the population and to ensure that as we create economic wealth in Maryland, we are not increasing economic inequality.

A Better, Stronger RPS

The Maryland Clean Energy Jobs Campaign is also committed to stopping all subsidies to waste incineration under the state's RPS policy. This will end the practice of Marylanders investing their tax dollars in sources that harm their communities and block investments in clean, renewable energy sources like wind and solar.

Phasing Out Harmful Waste Incineration

The Maryland Clean Energy Jobs Campaign is committed to phasing out subsidies for waste incineration from the RPS.

- Incineration threatens local communities and the whole state, which is why many local and statewide groups oppose construction of any new incinerators.
- New clean energy development from removing waste incineration from the RPS would decrease carbon emissions and reduce healthcare costs.
- More investments in clean energy and less dependence on fossil fuel and trash combustion would significantly improve the lives for all communities, especially low income residents and communities of color.

Focusing On Workforce Development

We will partner with government agencies, labor groups and clean energy stakeholders to examine the best funding opportunities to invest in job training in the clean energy industry.

- This will benefit economically distressed regions of the state and to remove barriers for entry in the clean energy economy.
- The policy would also increase funding for capital and loans to help minority-, veteran-, and women-owned businesses enter and grow within the renewable energy industry.

A renewable energy future is an achievable future

This campaign builds on past successes in Maryland. In 2016, the Maryland General Assembly passed the original Clean Energy Jobs Act, achieving a 25% renewable electricity standard by 2020. Now, we must pass the bold, visionary policy to increase Maryland's clean electricity standard to 50% by 2030 and 100% by 2040. We know that together we can work towards a clean, renewable energy future.

SENATE BILL 316

R5
HB 598/18 – ENV

9lr0786

By: **Senators Lam, Feldman, Guzzone, Klausmeier, Peters, Pinsky, Rosapepe, and Young**

Introduced and read first time: January 30, 2019

Assigned to: Judicial Proceedings

A BILL ENTITLED

1 AN ACT concerning

2 **Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces**

3 FOR the purpose of prohibiting a person from stopping, standing, or parking a vehicle that
4 is not a plug-in electric drive vehicle in a parking space that is designated in a
5 certain manner for the use of plug-in electric drive vehicles; establishing certain
6 standards for signage designating reserved parking for certain plug-in electric drive
7 vehicles; requiring that a parking space that is for the use of plug-in electric drive
8 vehicles have certain pavement markings; authorizing a parking facility to have a
9 vehicle that is stopped, standing, or parked in violation of this Act towed or removed
10 under certain circumstances and subject to certain standards and requirements;
11 requiring that a parking space that is for the use of plug-in electric drive vehicles be
12 counted in a certain way for complying with certain laws intended to meet certain
13 requirements under the Americans with Disabilities Act; defining a certain term;
14 establishing a civil penalty for a violation of this Act; requiring the Department of
15 Transportation to adopt certain regulations; and generally relating to reserved
16 parking spaces for plug-in electric drive vehicles.

17 BY repealing and reenacting, without amendments,
18 Article – Transportation
19 Section 11–145.1
20 Annotated Code of Maryland
21 (2012 Replacement Volume and 2018 Supplement)

22 BY adding to
23 Article – Transportation
24 Section 21–1003.2
25 Annotated Code of Maryland
26 (2012 Replacement Volume and 2018 Supplement)

27 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



That the Laws of Maryland read as follows:

Article – Transportation

11–145.1.

(a) “Plug-in electric drive vehicle” means a motor vehicle that:

(1) Is made by a manufacturer;

(2) Is manufactured primarily for use on public streets, roads, and highways;

(3) Is rated at not more than 8,500 pounds unloaded gross vehicle weight;

(4) Has a maximum speed capability of at least 55 miles per hour; and

(5) Is propelled to a significant extent by an electric motor that draws electricity from a battery that:

(i) Has a capacity of not less than 4 kilowatt-hours for 4-wheeled motor vehicles and not less than 2.5 kilowatt-hours for 2-wheeled or 3-wheeled motor vehicles; and

(ii) Is capable of being recharged from an external source of electricity.

(b) “Plug-in electric drive vehicle” includes a qualifying vehicle that has been modified from original manufacturer specifications.

21–1003.2.

(A) IN THIS SECTION, “PLUG-IN ELECTRIC DRIVE VEHICLE CHARGING SPACE” MEANS A PARKING SPACE THAT PROVIDES ACCESS TO CHARGING EQUIPMENT THAT TRANSFERS ELECTRICAL ENERGY TO A PLUG-IN ELECTRIC DRIVE VEHICLE.

(B) UNLESS THE VEHICLE IS A PLUG-IN ELECTRIC DRIVE VEHICLE, A PERSON MAY NOT STOP, STAND, OR PARK A VEHICLE IN A DESIGNATED PLUG-IN ELECTRIC DRIVE VEHICLE CHARGING SPACE.

(C) A SIGN DESIGNATING A PLUG-IN ELECTRIC DRIVE VEHICLE CHARGING SPACE SHALL:

(1) BE AT LEAST 18 INCHES HIGH AND 12 INCHES WIDE;

1 **(2) BE CLEARLY VISIBLE TO THE DRIVER OF A MOTOR VEHICLE**
2 **ENTERING THE PLUG-IN ELECTRIC DRIVE VEHICLE CHARGING SPACE;**

3 **(3) STATE THE MAXIMUM FINE THAT MAY BE INCURRED FOR A**
4 **VIOLATION; AND**

5 **(4) MEET ANY APPLICABLE STATE AND FEDERAL REQUIREMENTS**
6 **FOR PARKING SIGNS.**

7 **(D) A PLUG-IN ELECTRIC DRIVE VEHICLE CHARGING SPACE SHALL BE**
8 **INDICATED BY PAVEMENT MARKINGS THAT MEET REQUIREMENTS ESTABLISHED BY**
9 **THE DEPARTMENT OF TRANSPORTATION.**

10 **(E) (1) A PRIVATELY OWNED PARKING FACILITY MAY HAVE A VEHICLE**
11 **THAT IS STOPPED, STANDING, OR PARKED IN VIOLATION OF THIS SECTION TOWED**
12 **OR REMOVED IN ACCORDANCE WITH SUBTITLE 10A OF THIS TITLE.**

13 **(2) (I) A PARKING FACILITY OWNED BY A LOCAL JURISDICTION**
14 **MAY HAVE A VEHICLE THAT IS STOPPED, STANDING, OR PARKED IN VIOLATION OF**
15 **THIS SECTION TICKETED, TOWED, OR REMOVED IF AUTHORIZED BY LOCAL LAW.**

16 **(II) A LOCAL LAW AUTHORIZING THE TOWING OR REMOVAL OF**
17 **A VEHICLE AS DESCRIBED IN SUBPARAGRAPH (I) OF THIS PARAGRAPH SHALL BE**
18 **EQUIVALENT TO OR EXCEED THE STANDARDS AND REQUIREMENTS ESTABLISHED**
19 **UNDER SUBTITLE 10A OF THIS TITLE.**

20 **(F) A PLUG-IN ELECTRIC DRIVE VEHICLE CHARGING SPACE SHALL BE**
21 **COUNTED AS PART OF THE OVERALL NUMBER OF PARKING SPACES IN A PARKING**
22 **LOT FOR THE PURPOSE OF COMPLYING WITH ANY ZONING OR PARKING LAWS**
23 **INTENDED TO MEET REQUIREMENTS FOR COMMERCIAL AND INDUSTRIAL USES**
24 **UNDER THE AMERICANS WITH DISABILITIES ACT.**

25 **(G) A PERSON WHO VIOLATES THIS SECTION IS SUBJECT TO A CIVIL**
26 **PENALTY OF \$50.**

27 **(H) THE DEPARTMENT OF TRANSPORTATION SHALL ADOPT REGULATIONS**
28 **TO CARRY OUT THIS SECTION.**

29 **SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect**
30 **October 1, 2019.**

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Shaniya Lashley-Mullen

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section:

Subject:

Bike Task Force

Suggested Action:

Mayor Jordan requested that this item be included on the agenda this evening.

Attachments:

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section:

Subject:

Small Cell Notice Policy

Suggested Action:

Mr. Byrd requested that this item be included on the agenda this evening.

Attachments:

[Bill Manico's suggested notice provisions and associated comments.pdf](#)

Set forth below are potential notice provisions. Please be advised that this is not intended as legal advice and check with your legal counsel before taking any actions. Thank you.

A. Post notice of each application and proposed location on the City's web site with an address for receiving written commentary and documents from the public, as well as a statement informing the public that it may inspect the application materials by appointment at _____

In addition, you may also wish to consider posting this information in the Greenbelt News Review each time an application is filed.

B. Post notice of the pending application at the proposed site.

If the small cell tower equipment is to be placed on a utility pole, one notice shall be stapled on the side of the pole which faces the street and another notice shall be stapled on the opposite side of the utility pole. The notice shall be on 8 ½ " X 11" paper, placed at eye level, and encased in plastic to protect it from the elements. If it is not feasible to attach a notice to an existing structure, a stake shall be placed in the ground by the site with the notice attached to it. The notice shall read as follows: An application has been filed with the City of Greenbelt to erect small cell tower equipment at this site. If you have any questions or concerns please contact the Dept. of Public Works at ____.

C. Meetings with telecom for each new small cell such as referenced in the Takoma Park ordinance.

D. Send a letter to property owners, residents and business with property lines within 200 feet of the proposed location notifying them of the pending application to install small cell tower equipment near their residence or business. A model draft letter is set forth below.

Analysis of Each Provision: As indicated in the letter from the communications attorney, the city manager is authorized under the current ordinance to enact notice regulations designed to 'flesh out' details that are not spelled out under the more general terms of the ordinance.

I'm not sure how this would work in Greenbelt, but I imagine the process might start with the Council endorsing a particular notice provision and requesting the City Manager to implement and post a regulation setting forth the provision in question. This then could be posted as a subsection with the ordinance. Please check with your attorneys about this, as I am unaware of the City having a regulation process in place and don't know, as a practical matter, how to go about doing this.

I have provided an analysis of each of the above provisions below.

Provisions A---Provision A (the same provision as is in the Takoma Park ordinance) would be undertaken by the city and would be sufficient notice for anyone diligent enough to check the

city's website on a regular basis. Most people, however, are not going to do this; thus, provisions B and D.

Provision B---In response to council member Putens' concern, I don't see why the City could not require the applicant to execute this provision. Not only does it serve to provide notice to nearby property owners, it also serves to definitively identify the site of the proposed small cell tower for the city government. Prince George's County enacted a similar provision as part of its application procedure for cell towers. Obviously, the site must be identified anyway as part of the application process. I would be surprised if applicants would even object to this. If the City chooses, however, it can always assume responsibility for executing this provision itself. It does not seem particularly burdensome.

Provision C---This is part of the Takoma Park ordinance. While such meetings can be useful in the context of a large cell tower surrounded by hundreds or thousands of residents, I see no point to this when dealing with a small cell approximately every 10 houses. With so many meetings, few might be expected to attend any one meeting and the only speaker would be a public relations representative from the telecom industry.

It would make more sense for Greenbelt to host a city wide meeting about the new 5G infrastructure and invite federal officials to attend and field questions about issues of concern to the public. The City could even invite residents from surrounding areas to attend.. This obviously need not be subject of a regulation. Such a meeting would be sure to be interesting.

Provision D---This provision is the most labor intensive. The City of Takoma Park ordinance has imposed this responsibility upon *applicants* for small cell tower facilities and Greenbelt could do so by regulation (the preferred path per the letter from the communications attorney) or by ordinance.

In the alternative, the city could always assume responsibility for providing notice by mail to nearby residents. I recognize that this imposes a burden upon city staff. Another simpler alternative, is just to do one mass mailing informing all city residents of the upcoming installations and what to look out for in terms of pole and website postings.

Set forth below are some draft model letters.

Dear resident,

An application has been filed with the City of Greenbelt for a permit to place small cell tower equipment at _____. This will eventually be part of the 5G network which, instead of large cell towers, uses many smaller installations on poles in the city right of way.

A notice of the application may be found on the City of Greenbelt website. The application materials are available for inspection upon appointment with the _____.

If you have any questions or concerns about this project you may contact the City Manager at _____, but please be advised that under federal law, the City of Greenbelt is not allowed to regulate the placement of small cell towers on the basis of potential adverse effects upon health or the environment.

Mass Mailing Letter

Dear resident,

In Sept. 2018, the FCC passed an order prohibiting local governments and municipalities from saying no to small cell facilities in the City's public right of ways or residential neighborhoods. This was done to further implementation of the new 5G millimeter wave technology---the so called 5G "rollout". Rather than hanging antennas and other equipment upon massive cell towers, this technology deploys a large number of smaller units placed upon poles in the public right of way. This involves placing microwave telecommunications equipment upon an existing utility pole or a pole of its own.

In response to the FCC's order, the City enacted an ordinance in Dec. of 2018 regulating the placement of these small cell facilities or poles to the extent it is allowed to do so under existing federal law.

Some residents have expressed concerns about potential negative effects from the non ionizing radiation emanating from these facilities upon health or environment. Under federal law municipalities are not allowed to take such factors into consideration when regulating the installation of these facilities. For those of you with such concerns, they are best addressed at the federal level since this is the law that controls.

The City has implemented procedures to keep you informed when an application to place a small cell pole in the public right of way has been filed. This will involve posting a copy of the application with the proposed location on the City's website as well posting a notice on the affected utility pole or location. (A notice of the application will also be posted in the Greenbelt News Review). The city will also receive and consider written comments and documentary evidence from the public for each application.

Thank you for your time and attention to this important matter.

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: David Moran

Submitting Department: Administration

Item Type: OTHER BUSINESS

Agenda Section:

Subject:

Council Activities

Suggested Action:

Council will report on activities and events recently attended (if time allows).

Attachments:

City Council Agenda Item Report

Meeting Date: February 11, 2019

Submitted by: Bonita Anderson

Submitting Department: Administration

Item Type: MEETINGS

Agenda Section:

Subject:

Meetings

Suggested Action:

Reference:

Meetings
Stakeholder

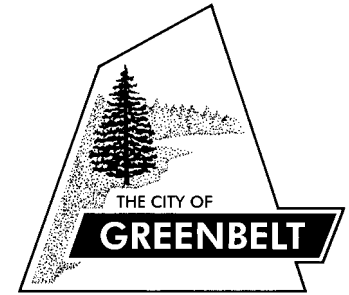
Attachments:

[meetings.pdf](#)

[Stakeholder Schedule.pdf](#)

CITY OF GREENBELT, MARYLAND
25 Crescent Road, Greenbelt, MD 20770-1891

2/8/2019 11:16 AM



City Council Meetings & Work Sessions
February - March

Work Session – No Meeting	Wed.	02/13	
No Meeting – President's Day	Mon.	02/18	
Work Session – Development Proposal for Senior Housing Development at Holy Cross Lutheran Church on Greenbelt Road, (CC)	Wed.	02/20	8:00 pm
Regular Meeting	Mon.	02/25	8:00 pm
Business Coffee	Wed.	02/27	7:30 am
Woodspring Suites Ribbon Cutting Ceremony	Wed.	02/27	11:00 am
Mid-Session Legislative Dinner, (Annapolis)	Wed.	02/27	6:00 pm
Work Session – Prince George's County School Board Member Thomas	Mon.	03/04	8:00 pm
Work Session – Greenbelt East Advisory Coalition (GEAC), (Greenbriar)	Thurs.	03/07	7:30 pm
NLC Conference (D.C)	Sun.-Wed.	03/10-03/13	
Regular Meeting	Mon.	03/11	8:00 pm
Work Session – TBD, (CC)	Wed.	03/13	8:00 pm
Work Session – GATe	Mon.	03/18	8:00 pm
Work Session – TBD, (CC)	Wed.	03/20	8:00 pm
Regular Meeting	Mon.	03/25	8:00 pm
Budget Work Session - Overview, Revenues & General Government/Other Funds/Non-Departmental & Fund Transfers, (CC)	Wed.	03/27	7:30 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 and "Greenbriar" will be held in the Terrace Room at 7600 Hanover Parkway.

Bonita Anderson, City Clerk

CITY OF GREENBELT, MARYLAND

25 Crescent Road, Greenbelt, MD 20770-1891

2/8/2019 11:16 AM

Ready to be scheduled:

Prince George's County Executive Alsobrooks
State's Attorney Braveboy
WSSC
Forest Preserve/Community Gardens
Sustainable Land Care Policy
Capital Office Park
Dog Park
CRAB Report – Police Community Relations
Verizon
Greenbelt Watershed Groups
Cemetery Plans
University of Maryland (2019)
Roosevelt Center Owner
Affordable Housing/Comprehensive Housing Plan
Religious Organizations

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
Forest Preserve Health Assessment

Annual														
Advisory Group Chairs	3/16	2/17	7/18											
Franklin Park at Greenbelt Station Mgmt.	8/16	11/17	12/18											
Greenbelt East Advisory Coalition	3/16	7/17												
Greenbelt Homes, Inc.	6/16	7/17	7/18											
County Executive/ County Council	12/13	9/16	1/19											
Biennial														
Roosevelt Center Merchants	11/16	1/18												
Beltsville Ag. Research Center/ NPS Greenbelt Park	03/14	7/16	8/18											
	7/15	1/18												
Beltway Plaza	9/14	3/17												
Greenway Center	7/14	12/16	02/19											
Civic Associations	8/14	2/18												
NASA/GSFC	3/15	3/17												
PG Co. Economic Development Corp.	8/14	4/17												
School Board	2/16	5/17	10/18											
State Highway Administration	6/15	10/17												
Every Three Years														
Apartments	2/18													
Religious/Spiritual Organizations	3/13	6/15												
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												
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										
State's Attorney (4 years)	2/11	4/15												

(Rev. January 18, 2019)