



TUESDAY, JANUARY 21, 2020
CITY OF COLLEGE PARK
DAVIS HALL – 9217 51ST AVENUE

WORKSESSION AGENDA
7:30 P.M.

COLLEGE PARK MISSION STATEMENT

The City Of College Park Provides Open And Effective Governance And Excellent Services
That Enhance The Quality Of Life In Our Community.

Time	Item	Staff/Council
7:30	Call To Order	
	City Manager's Report	
	Amendments To And Approval Of The Agenda	
Discussion Items		
7:35	1 Discussion with the Board of Election Supervisors about 2019 election and other election matters (45) Guests: BOES Jack Robson, John Payne, Cameron Thurston, Diane Ligon, Lisa Williams and Yousuf Jaleel	Janeen S. Miller, City Clerk
8:20	2 Review of Hollywood Streetscape Plan (45) Guest: Seth Darlington, Wallace Montgomery Consultants	Terry Schum, Director of Planning
9:05	3 Discussion of on-street parking for owners of townhouses on Cherokee Street (20)	Bob Ryan, Director of Public Services
9:25	4 Discussion of City comments on the MDOT Consolidated Transportation Program (CTP) (20)	Terry Schum, Director of Planning
9:45	5 Review of Legislation (<i>Possible Special Session to vote on time-sensitive matters</i>)	Bill Gardiner, Assistant City Manager
9:55	6 Agenda items for January 30 Four Cities Meeting in College Park	Mayor and Council

10:00	7	Appointments to Boards and Committees	Mayor and Council
10:05	8	Requests for/Status of Future Agenda Items	Mayor and Council
10:10	9	Mayor and Councilmember Comments	Mayor and Council
10:15	10	City Manager's Comments	Scott Somers, City Manager

This agenda is subject to change. Item times are estimates only. For the most current information, please contact the City Clerk. In accordance with the Americans with Disabilities Act, if you need special assistance, please contact the City Clerk's Office and describe the assistance that is necessary. City Clerk's Office: 240-487-3501

1

Discussion of Election Matters



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Meeting Date: January 21, 2020

Prepared By: Janeen S. Miller, City Clerk

Presented By: Board of Election Supervisors: Jack Robson, Chief; John Payne, Lisa Williams, Diane Ligon, Yousuf Jaleel and Cameron Thurston.

Originating Department: Board of Election Supervisors

Issue Before Council: Discussion of matters pertaining to the November 5, 2019 City election

Strategic Plan Goal: Goal 5 – Effective Leadership

Background/Justification:

The Board of Election Supervisors is scheduled to attend the January 21 Worksession to review and discuss several matters with the Mayor and Council pertaining to the November 5, 2019 election. Discussion could include:

1. BOES Post-election Report and Recommendations
2. Review and evaluate Early Voting, including survey results
3. Review and evaluate the Voting Center concept
4. Review and evaluate the three poll locations
5. Recommendation to change the BOES appointment effective date from the current March 1 in an election year, to July 1 in the year prior to the election.
6. Is there interest in evaluating "Vote By Mail" for the future?
7. Is there interest in scheduling a future Worksession to discuss the results of the Advisory Ballot Question on 2- or 4-year terms and how to move forward?
8. Any other election related matters?

Fiscal Impact:

N/A

Council Options:

- 1) Discuss election related matters with the Board of Election Supervisors

Attachments:

- 1 – BOES Report and Recommendations
- 2 – Early Voting Survey Results
- 3 - Additional election reports: Cost breakdown; Advisory Ballot Question re Two or Four Year Term Results

Report and Recommendations

This report on the City of College Park's 2019 General Election has been prepared by the Election Supervisors at the request of the Mayor and Council. It is to be discussed at the 21 January Council Worksession.

As the Mayor and Council are aware the past general election was the first time that the City did the following:

- 1) Had Early Voting
- 2) Allowed voters to vote at any polling location rather than a specific site.
- 3) Had voting at Stamp Student Union.
- 4) Had "No-Excuse" Absentee voting.
- 5) Used additional technology to implement items 1 through 4.

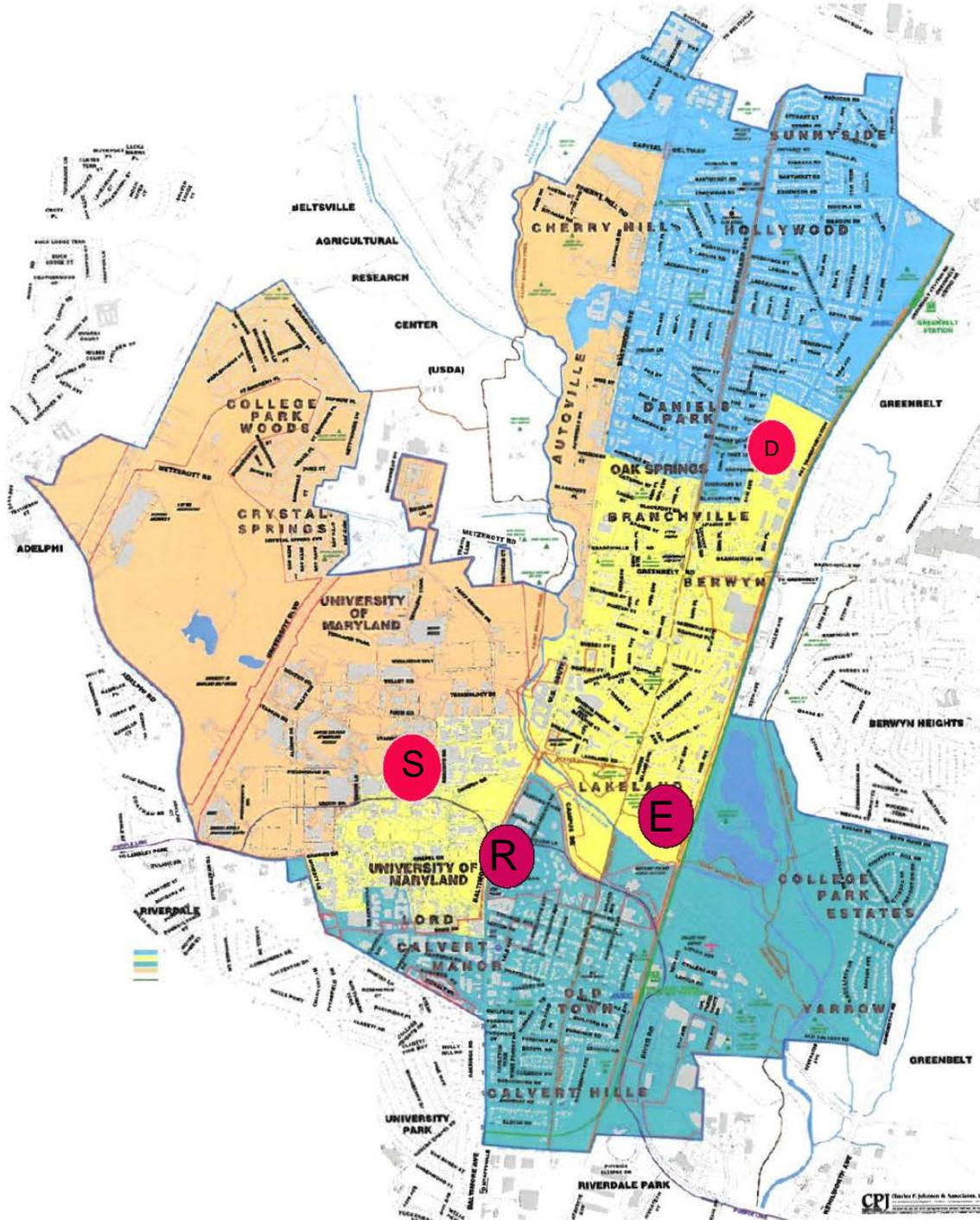
In addition we had requests on how to allow a person not meeting the one-year registration requirement to run for office as well as Same-Day Registration.

The Supervisors have discussed these matters and prepared this report for the Mayor and Council.

Early Voting

Early voting was held on a Sunday, nine days prior to Election Day, from 10AM to 6PM. There were 269 early ballots cast. Total votes cast for the election were 2,092. Therefore, about 13% of the voters used the Early Vote option. A survey conducted at the Early Voting poll indicated that 81% of the voters found it convenient, but would have voted on Election Day if there was no Early Voting option. 19% stated they would not have voted on Election Day. The Survey and its results are attached.

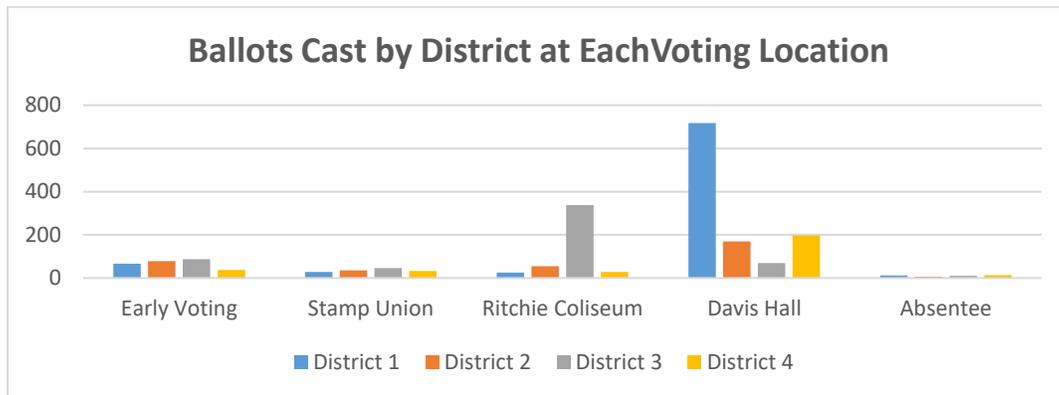
Vote At Any Polling Location (Voting Centers)



D = Davis Hall, E=Early Voting, R = Ritchie Coliseum, S = Stamp Student Union

City Election Districts and Voter Turnout

The chart below shows the number of voters who voted at each location. In past elections voters from Districts 1 and 4 could only vote at Davis Hall, those from Districts 2 and 3 at City Hall.



Districts	Early Voting	Stamp Union	Ritchie Coliseum	Davis Hall	Absentee	Provisional
District 1	67	28	25	718	12	1
District 2	78	36	55	169	6	12
District 3	87	46	338	69	11	10
District 4	37	33	28	197	14	10
Total Ballots	269	143	446	1153	43	33

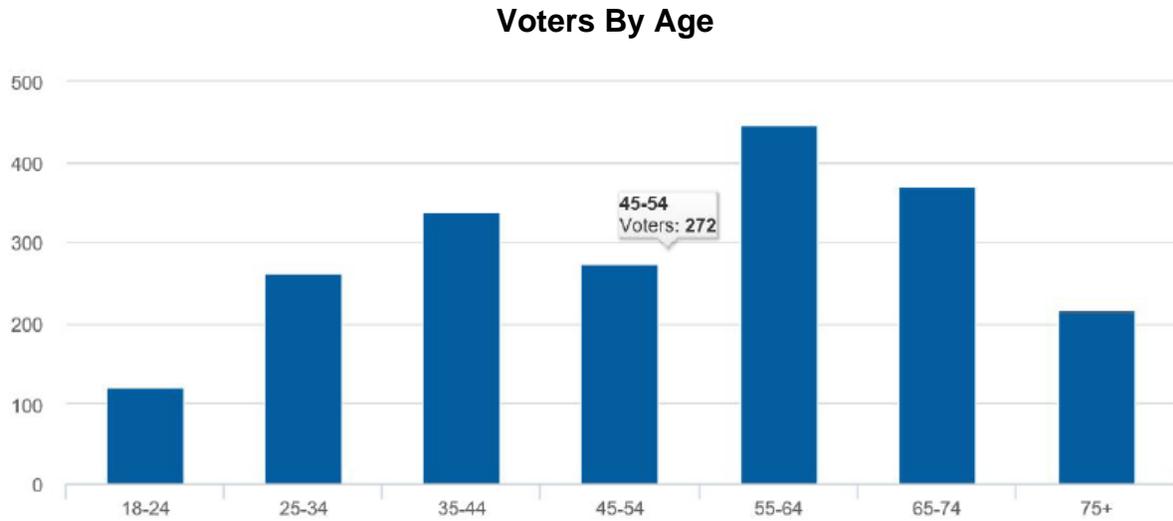
Excluding Early Voting, Absentees, and Provisionals, on Election Day 93% of District 1 voters and 76% of District 4 voters voted at Davis Hall. 21% of District 2 voters and 75% of District 3 voters voted at Ritchie Coliseum. Stamp voters had 4% District 1, 14% District 2, 10% District 3, and 13% District 4. [

The total Citywide vote was down by 556 from the last election(2017), about 21%. The turnout in each District was generally proportionate to the overall reduction except in District 3 which was down 319, about 36%. It is the Board's belief that this was due to the absence any "student" candidate and low turnout by student voters. Voter rolls do not show occupation so the exact number of undergraduate students registered to vote cannot be precisely determined. However, a rough estimate can be made based on a voter's age. Of the 16,642 voters registered on October 16th, there were 1,396 under 22 years of age or about 8%. Between

August 13th and registration closing 168 persons age 22 or under registered to vote. Of the 1,396 about 57 voted or about 4%.

A total of 445 people registered to vote between August 13th and registration closing.

The number of voters broken down by age range is shown on the following chart.



Cost of Election

Election Year	Polling Locations	Number of Ballots Cast	Total Cost	Cost Per Ballot
2013	2	1,568	\$7,798	\$4.97
2015	2	2,222	\$23,575	\$10.61
2017	2	2,648	\$28,118	\$10.61
2019	4	2,092	\$67,171	\$32.11

Note: Early Voting cost was \$4,753

2013 Election Setup: Two polling locations. No electronics. Locally produced (not made for machine scanning) paper ballots were used and ballots hand counted.

2015 Election Setup: Two polling locations. Partial Electronics consisting of two electronic ballot scanners, electronically scannable ballots, and one handicap voting device at each poll.

2017 Election Setup: Two polling locations. Enhanced Electronics consisting of three electronic pollbooks, two electronic ballot scanners, electronically scannable ballots, one handicap voting device at each poll.

2019 Election Setup: Four polling locations (including Early Voting). Voting Center concept. Total Electronics consisting of electronic interconnection to central poll book, electronic summarization of scanner voter counts. Three electronic pollbooks, two electronic ballot scanners, electronically scannable ballots, one handicap voting device at each poll.

Also note the that the 2019 total personnel cost of \$12,832 was about 15% (\$1,925) greater than normal. The Supervisors overstaffed each poll as there was no way to determine which polls the voters would use and it was decided to ensure sufficient staff at each location to preclude long lines.

Future Elections:

A number of decisions need to be made by the Council:

- 1) Continue with two on-campus locations (Ritchie and Stamp) or just have one location
- 2) Continue with the Voting Center Concept –Voter may vote anywhere
- 3) Continue with Early Voting

These decisions interact. In order to have more than two polling locations Voting Center capabilities must exist as all polls must be tied together electronically.

Assumption: The new City Hall will not be available as a poll location for the 2021 Election. Davis and Ritchie will be used as they were in 2019.

At the time the Supervisors recommended creating the Stamp location City Hall was a valid voting site. Due to the closure of City Hall the Supervisors had to find another site easily accessible to District 2 and 3 voters. Ritchie was selected. However, we had already begun advertising Stamp as a location and decided to keep it and Ritchie as polling locations. Both are on-campus. Stamp is more central, but Richie has free parking on Election Day, while Stamp does not.

If the Council wishes to keep Stamp along with Richie and Davis Hall, we must use the Voting Center concept to link the three locations, the most expensive option. Just using Davis and Richie allow setting up similar to the 2017 Election.

Using current prices the 2021 election would cost about \$60,000 with Stamp (Voting Center) and \$41,000 without Stamp (Non-Voting Center).

Early Voting can be added to either approach for about \$4,800.

Depending on the availability of the 2020 US Census results and the speed with which the City re-districts, new District boundaries may exist in time for the 2021 election. When re-districting does occur, a Voting Center capability may be desirable to preclude many voters going to the wrong polling location.

The State's voting center capability, previously conditionally planned for City use, had to be withdrawn as the State Board had to plan for and implement a new same-day registration requirement in time for the 2020 elections, a massive undertaking. However, it is quite possible that the City will be able to piggyback on that new system in 2021, greatly lowering the cost of using a City Voting Center approach. The Supervisors would probably be able to determine whether or not the State would support the City in time for the 2021 budget process. Thus, the Council could make a decision to have the Supervisors plan to take one approach if State support (and expected much lower cost) were available versus a no State support approach.

Qualification for Candidacy

City Code requires that to run for office a candidate must have been a registered voter in the City for one year prior to Election Day. In the past election a young person, recently turned 18, did not meet that requirement and therefore could not run. The Supervisors believe that the restriction needs to be changed to accommodate residents of the City who have lived in the City for a year or more before an Election to run, but were unable to register. The Supervisors request that the Charter be changed to allow qualification under other circumstances than now stated. The Charter states:

a current registered voter in the City so registered for at least one year immediately preceding the date of election.

In order to provide for such residents the Supervisors believe changing the Charter to read something like the following will be required:

a current registered voter in the City so registered for at least one year immediately preceding the date of election or a person demonstrating residency for one year preceding the date of the election to the Election Supervisors using criteria established by the Supervisors

Based on discussions with other election personnel no comprehensive set of rules can be created. However, once authorized by the Charter change, general rules such as the following would be established:

- a) An affidavit signed by two witnesses who are City registered voters of at least one year's duration and who do not reside in the same house.
- b) School records.
- c) Tax records.
- d) Official mail received: bank statements, utility bill, etc.
- e) Driver's License
- f) Other means acceptable to the Supervisors by unanimous vote

Any challenges to proof of residency by a registered voter would be reviewed by the Board.

Same Day Registration

At this time any same day registration would require a voter to vote by Provisional ballot. It is unlikely that the County Election Board would be able to validate that ballot in time for it to count in our election. The County and possibly the State would need to change their practices and procedures to allow true same day registration. As stated above, the State is in the process of implementing Same Day Registration. This will also involve the County. The Supervisors recommend deferring any formal action by the Mayor and Council until after the 2020 Statewide elections. At that time the State's process should be known and a report given to the Council on the feasibility of implementing Same Day registration at the City level.

- Parking seems scarce; I could have come at a less busy time if I had known
- Great option – I am out of town election week and it was too late for absentee
- It's a better way to go for busy people
- The districts aren't clear on the one voting machine (ExpressVote), it says "Ballot 2" not "District 2"
- A larger room is needed
- Because I'm older, it is much easier for me to vote early
- Please continue to every election
- I would need to take time off from work to vote on election day
- Made it possible for me to vote this election cycle
- Sunday is good

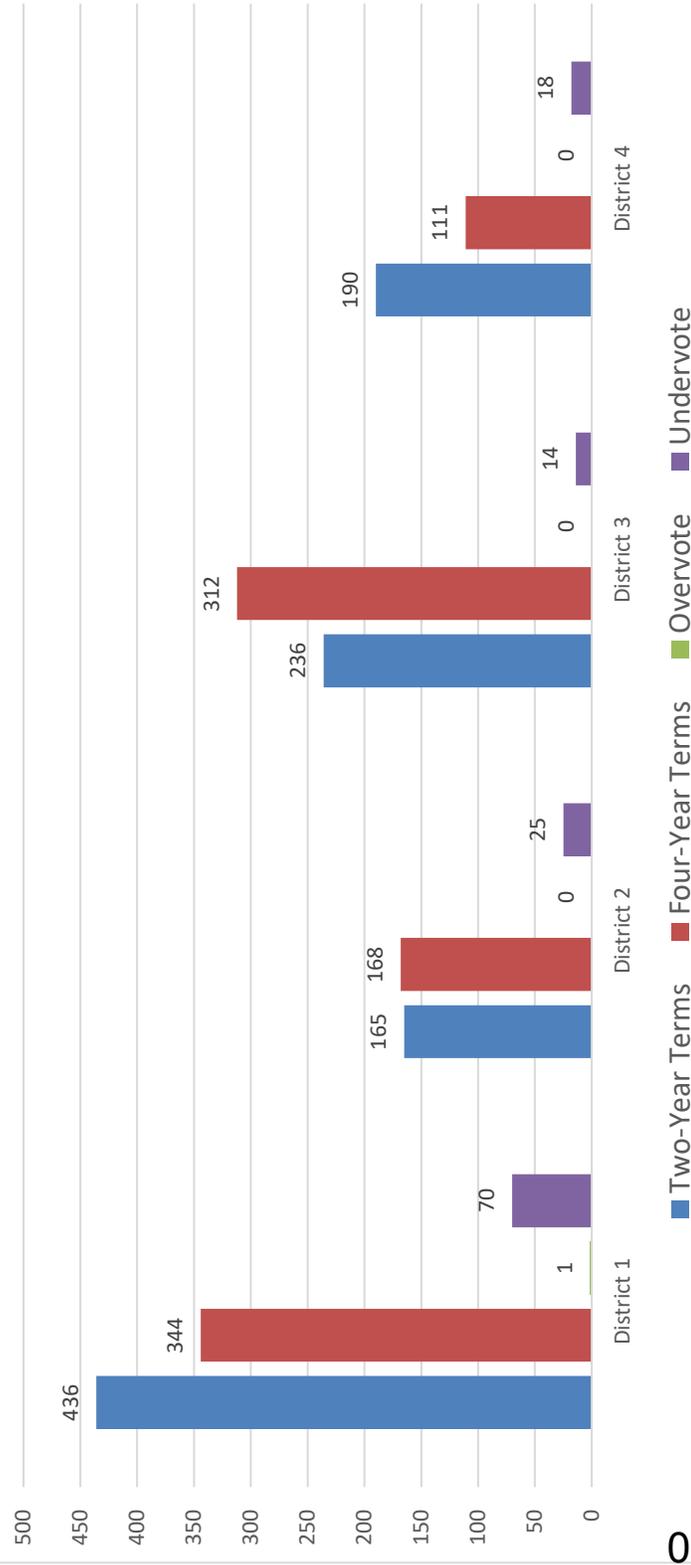
Item	General Election Expense	Early Voting	Davis Hall Poll	Ritchie Coliseum Poll	Stamp Student Union Poll	Voting Center Concept	Grand Total
ES&S: Coding and media	\$ 1,757						\$ 1,757
ES&S: Ballots	\$ 912						\$ 912
ES&S: ePollbooks, printers			\$ 1,525	\$ 1,525	\$ 1,525		\$ 4,575
ES&S: DS200 tabulators and Express Vote machines		\$ 1,045	\$ 4,500	\$ 4,500	\$ 4,500		\$ 14,545
ES&S: ElectionWare Tabulation Software (ERM) and laptop	\$ 4,175						\$ 4,175
ES&S: 4 days on-site support (Training, L/A, EV and ED)	\$ 5,100	\$ 1,700					\$ 6,800
ES&S: CentralPoint Software License and Hosting for Voting Centers						\$ 3,875	\$ 3,875
ES&S: Professional Services for Voting Centers						\$ 6,800	\$ 6,800
Supplies (voting booths, stickers, signs)	\$ 750						\$ 750
Payment to Election Judges	\$ 1,584	\$ 2,008	\$ 3,080	\$ 3,080	\$ 3,080		\$ 12,832
Staff Overtime	\$ 300						\$ 300
Part-time Election Clerk	\$ 5,872						\$ 5,872
Election Day meals for pollworkers	\$ 565						\$ 565
Parking at Stamp Student Union					\$ 646		\$ 646
Voter Notification Cards mailed to voters by Prince George's County	\$ 2,767						\$ 2,767
	\$ 23,782	\$ 4,753	\$ 9,105	\$ 9,105	\$ 9,751	\$ 10,675	\$ 67,171

City of College Park November 5, 2019

Two- or Four-Year Term Question / Vote For One

Districts	Two-Year Terms	Four-Year Terms	Overvote	Undervote	Totals by District
District 1	436	344	1	70	851
District 2	165	168	0	25	358
District 3	236	312	0	14	562
District 4	190	111	0	18	319
Total Votes For	1027	935	1	129	2092

City of College Park November 5, 2019
Two- or Four-Year Term Question / Vote For One



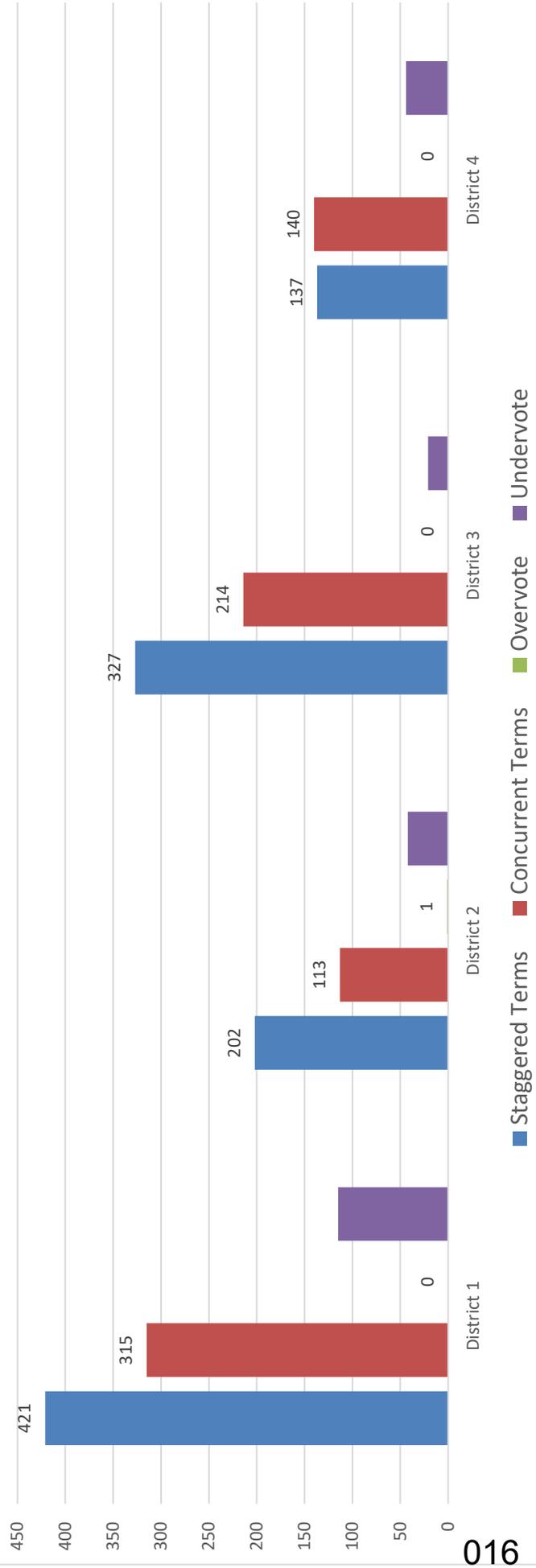
City of College Park November 5, 2019

If terms are four years, do you prefer staggered or concurrent terms

Districts	Staggered Terms	Concurrent Terms	Overvote	Undervote	Totals by District
District 1	421	315	0	115	851
District 2	202	113	1	42	358
District 3	327	214	0	21	562
District 4	137	140	0	44	321
Total Votes For	1087	782	1	222	2092

City of College Park November 5, 2019

If terms are four years, do you prefer staggered or concurrent terms



2

Review
Hollywood
Streetscape
Plan



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Prepared By: Terry Schum, Planning Director **Meeting Date:** January 21, 2020

Presented By: Terry Schum

Proposed Consent Agenda: No

Originating Department: Planning, Community and Economic Development

Issue Before Council: Presentation of 60% Design Plans for Hollywood Commercial District Streetscape

Strategic Plan Goal: Goal 3: High Quality Development and Reinvestment

Background/Justification:

Wallace Montgomery, Engineers, working with Floura Teeter, Landscape Architects, have completed 60% design-level plans for the Hollywood Commercial District Streetscape project. This project includes improvements along Rhode Island Avenue between Muskogee Street and Ontario Road for pedestrian, bicycle and bus stop access, safer intersections, enhanced landscaping and street lighting. It also includes the conversion of a portion of the service roads to linear parks (parklets) to provide public gathering space and create a sense of place for the commercial area. A trail is proposed along the north side of Muskogee Street as well as additional pedestrian connections to the Hollywood Shopping Center. A feasibility study for the potential daylighting of the piped stream along Narragansett Parkway was also completed as part of this project.

A public meeting was held on November 18, 2019 to present the plans and solicit feedback from the community. A meeting targeted to the commercial businesses and property owners was held on January 17, 2019. Many comments on the project were received and the consultants have worked to address as many of them as possible. A copy of the public presentation is attached for your information and will be updated for the Council meeting.

Semi-final cost estimates for the project have been updated by the consultants as various options have been considered and the plans refined. The current construction cost estimate by plan element is as follows:

Muskogee Path and Gateway Plaza	\$ 203,500
Rhode Island Avenue Bike Lanes, Streetscape & Bus Stops	453,000
Service Lane Reconstruction to Parklets	1,212,000
Intersection Changes at Rhode Island Avenue and Niagara Road	110,000
Edgewood Road Traffic Calming	32,000
Narragansett Path	16,000
Construction General Conditions, Sediment Control and Maintenance of Traffic	300,000
Contingency	<u>200,000</u>
TOTAL	<u>\$ 2,526,500</u>

The remaining tasks in this phase are: complete 100% design plans, apply for permits and prepare construction bid documents. Staff is seeking comments from Council and direction to complete this phase of the project.

Fiscal Impact:

There is \$1,300,000 in the City Capital Projects Fund for this project including a \$150,000 State bond bill. Additional funding needs to be identified to complete the project in its entirety. It is also possible to construct certain elements of the project in phases based on priorities and funding availability.

Council Options:

1. Provide feedback on the design elements and authorization to proceed to 100% design documents.
2. Eliminate or modify elements of the design proposal.
3. Put the project on hold.

Staff Recommendation:

#1

Recommended Motion:

None at this time.

Attachments:

1. Consultant design presentation
2. Feasibility Study for Stream Daylighting



HOLLYWOOD COMMERCIAL DISTRICT STREETSCAPE REVITALIZATION

CITY COUNCIL MEETING College Park, Maryland

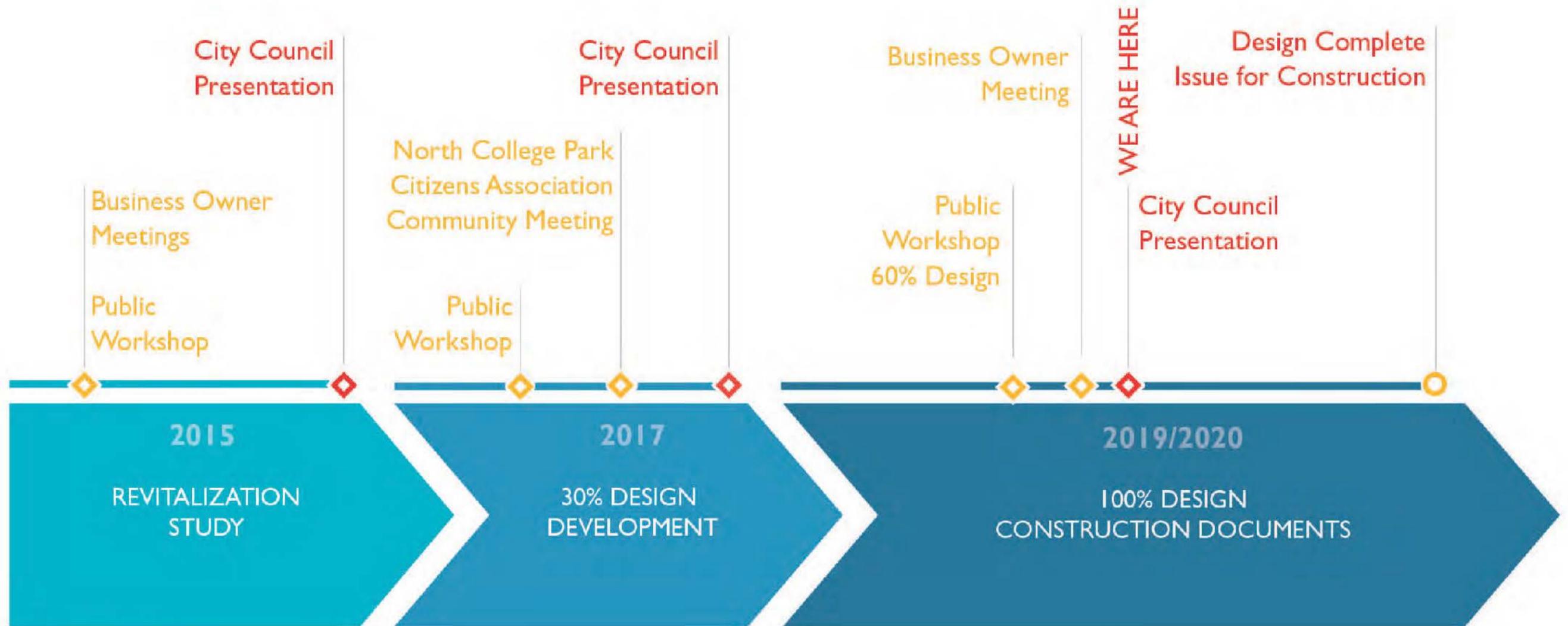
JANUARY 21 2020



PROJECT GOALS

- VISUALLY UNIFY THE STREETSCAPE
- ESTABLISH AN IDENTITY FOR THE COMMERCIAL DISTRICT
- STRENGTHEN CONNECTIONS
- PROVIDE SAFE ROUTES FOR PEDESTRIANS AND CYCLISTS OF ALL AGES
- ENHANCE AND CREATE VALUE
- STRENGTHEN EXISTING BUSINESSES AND ATTRACT NEW RETAIL USES
- IMPROVE ENVIRONMENTAL AND PUBLIC HEALTH





LEGEND

- ◇ Community Meeting
- ◆ City Council Meeting
- Design Complete / Issue For Construction

HOLLYWOOD COMMERCIAL DISTRICT: PROJECT TIMELINE



PROJECT ELEMENTS

- RHODE ISLAND AVE BIKE LANE IMPROVEMENTS:
 - 6' BIKE LANE, PAINTED SEPARATION
 - REFLECTIVE BOLLARD POSTS
 - GREEN CONTRAST SURFACING
- BUS SHELTER IMPROVEMENTS
- TRAFFIC CALMING
 - NARRAGANSETT / EDGEWOOD RD
- INTERSECTION SAFETY IMPROVEMENTS
 - NIAGARA RD / RHODE ISLAND AVE
- PEDESTRIAN CIRCULATION IMPROVEMENTS:
 - WIDENED SIDEWALKS
 - HIGH VISIBILITY CROSSWALKS
 - PEDESTRIAN REFUGES
 - SIDEWALK TO SHOPPING CENTER
 - FORMALIZED DESIRE PATHS TO SHOPPING CENTER
 - MUSKOGEE STREET TRAIL
- GATEWAY PLAZA
- LINEAR PARKLETS

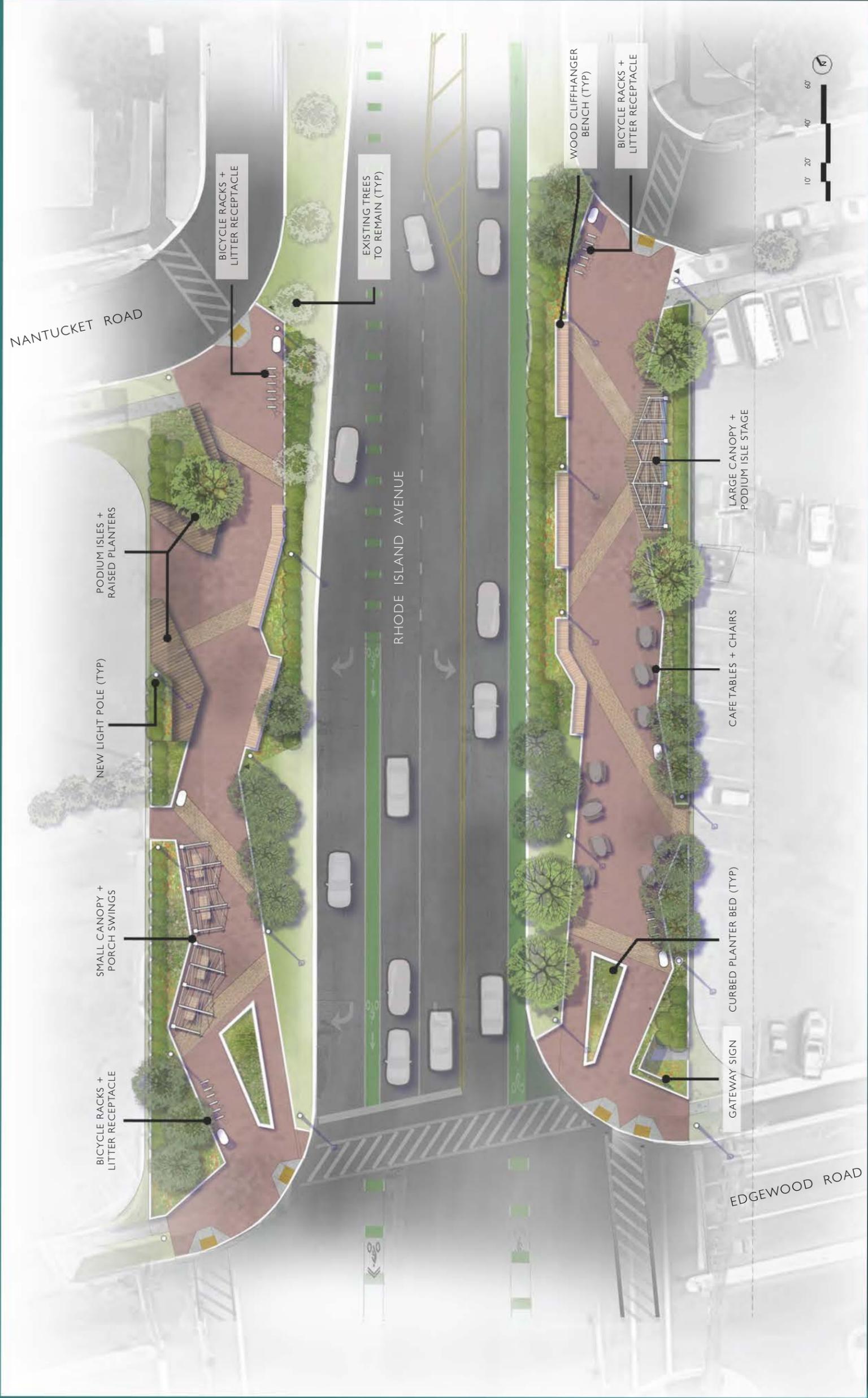


HOLLYWOOD COMMERCIAL DISTRICT: REVISED 60% DESIGN

GATEWAY PLAZA:

- GATEWAY INTO THE COMMERCIAL DISTRICT
- ACCOMMODATES GATHERING AT THE INTERSECTION OF MULTIPLE PEDESTRIAN NETWORKS
- TRAFFIC CALMING / VISUAL CUE TO SLOW DOWN



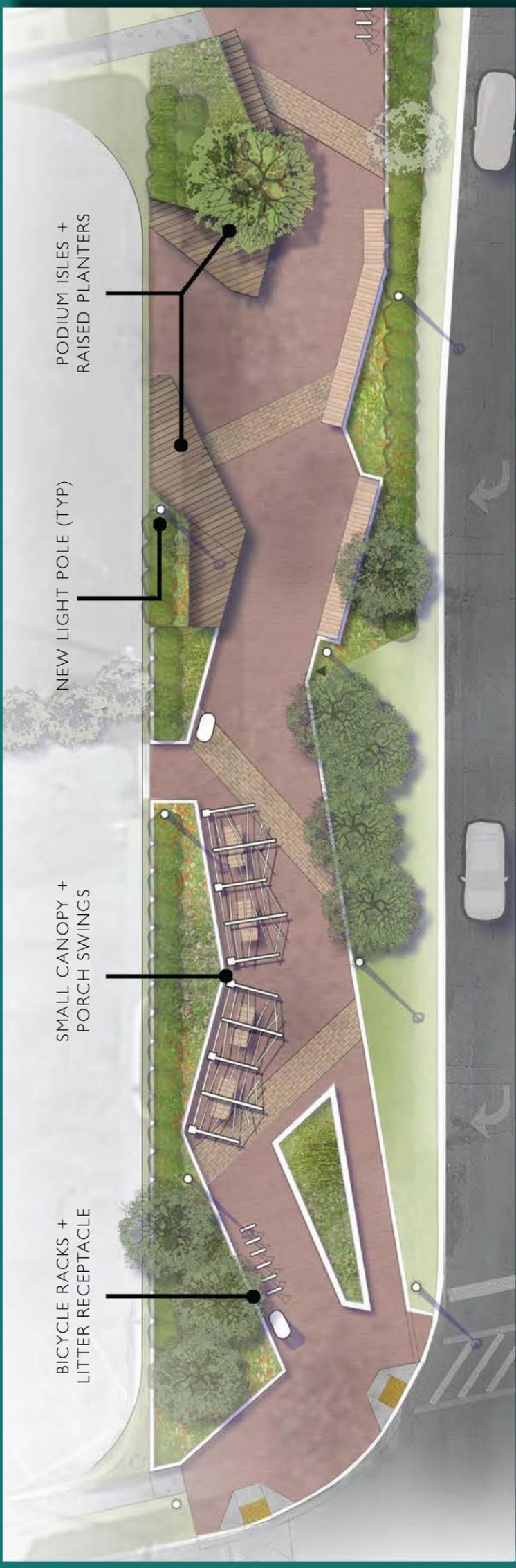


REVISED 60% DESIGN: LINEAR PARKLETS

WEST PARKLET:

- CONVERTS A VEHICULAR ROAD TO A PEDESTRIAN ORIENTED PARK
- DEFINES THE CORE OF THE COMMERCIAL DISTRICT
- CREATE SPACE FOR COMMUNITY INTERACTION & GATHERING
- DIRECT CONNECTION TO YOUTH & FAMILY SERVICES



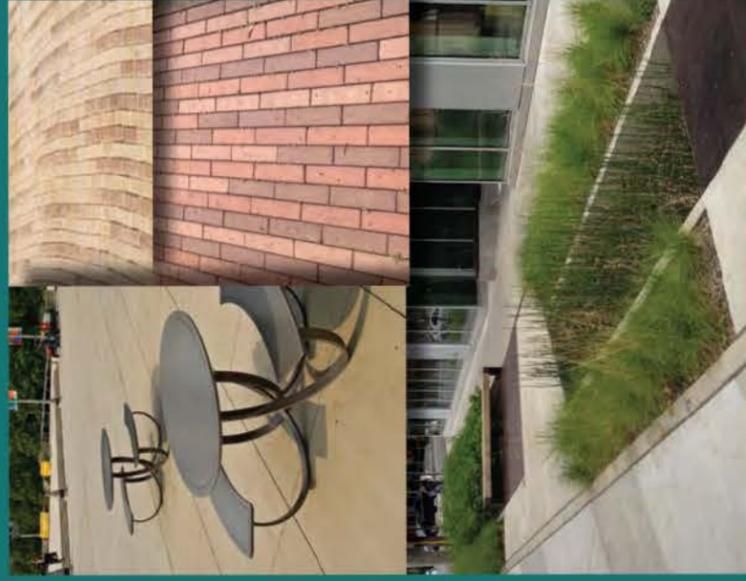
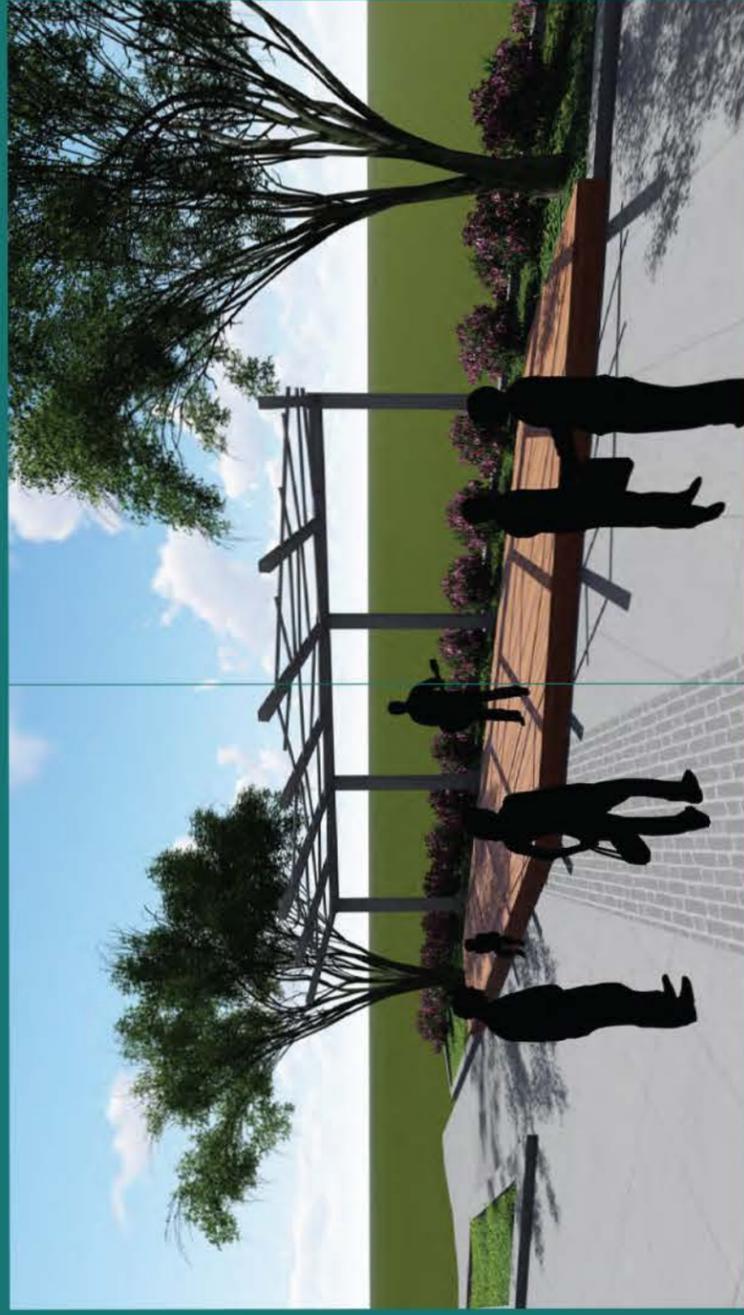


REVISED 60% DESIGN: WEST PARKLET

EAST PARKLET:

- CONVERT A VEHICULAR ORIENTED ROAD TO A PEDESTRIAN ORIENTED PARK
- INCORPORATES CUSTOM SIGNAGE SUPPORTING THE COMMERCIAL DISTRICT IDENTITY
- SUPPORTS ADJACENT RESTAURANTS & RETAIL
- INCORPORATES A PERFORMANCE STAGE

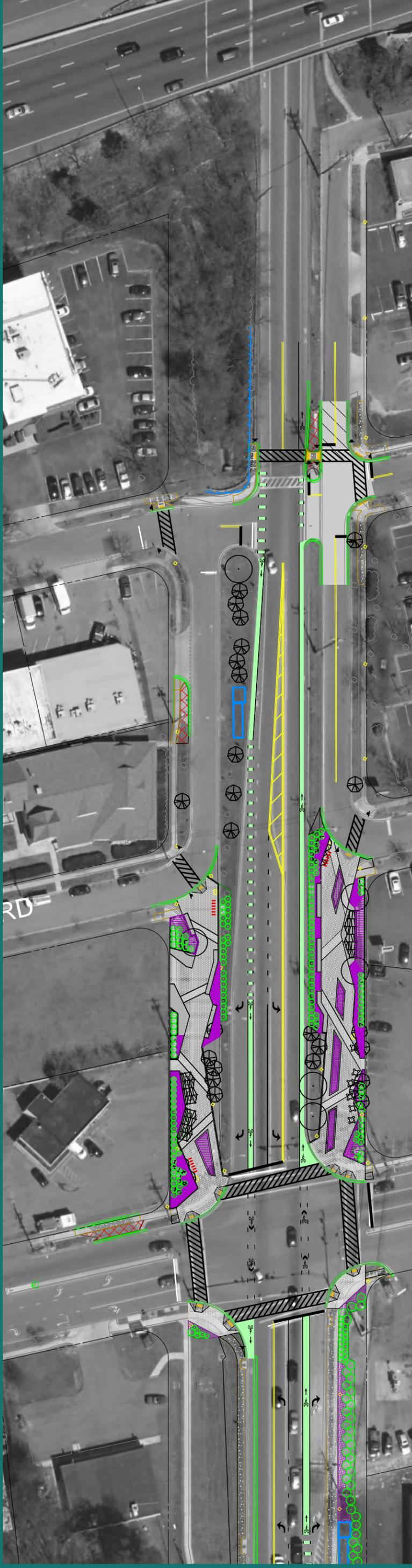




REVISED 60% DESIGN: EAST PARKLET



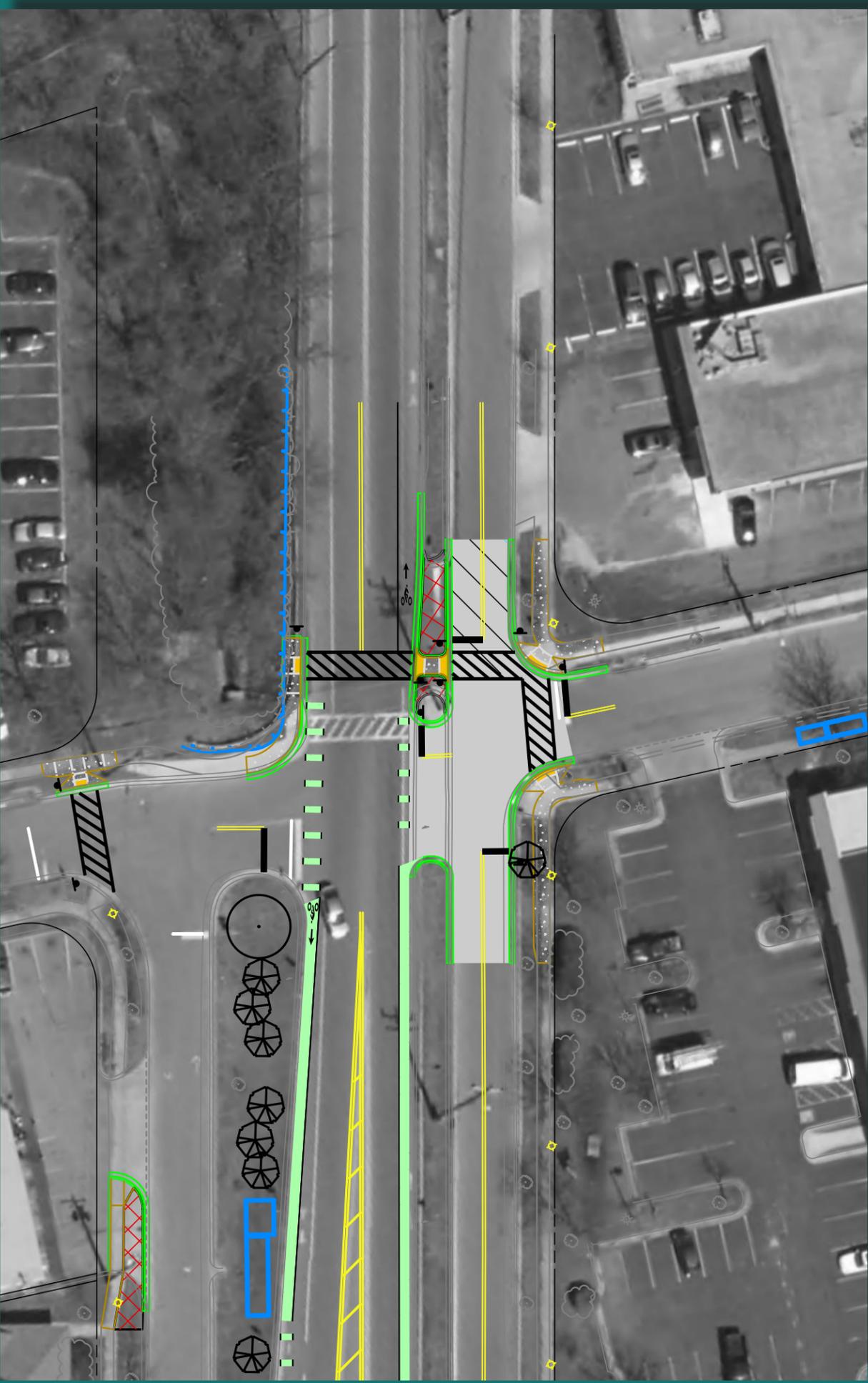
RHODE ISLAND AVENUE: MUSKOGEE STREET TO EDGEWOOD ROAD



RHODE ISLAND AVENUE: EDGEWOOD ROAD TO NIAGARA ROAD

INTERSECTION IMPROVEMENTS NIAGARA ROAD:

- REALIGN INTERSECTION TO MINIMIZE UNSAFE VEHICLE TURNING MOVEMENTS
- ESTIMATED COST \$110,000



REVISED 60% DESIGN: INTERSECTION IMPROVEMENTS RHODE ISLAND AVENUE at NIAGARA ROAD

NIAGARA ROAD CONSTRUCTION PHASING CIRCULATION:

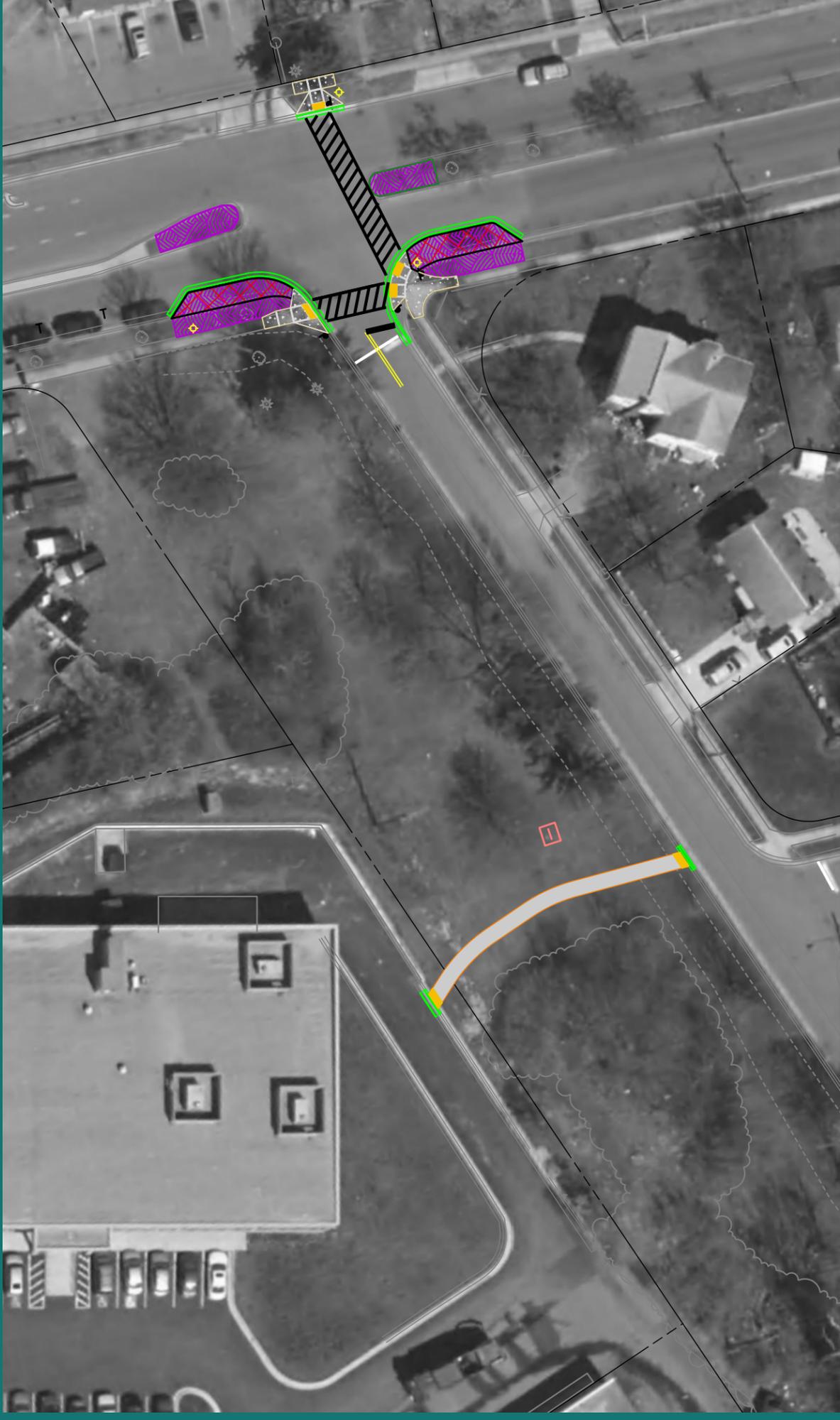
- RHODE ISLAND AVENUE ACCESS TO REMAIN OPEN WITH TRAFFIC REDIRECTED TO ONTARIO ROAD
- MAINTAIN ONEWAY TRAFFIC
- NO ACCESS TO RHODE ISLAND AVENUE FROM NIAGARA ROAD OR NANTUCKET ROAD
- TEMPORARY TWO WAY TRAFFIC
- TEMPORARY PARKING RESTRICTION ONE SIDE ONLY



REVISED 60% DESIGN: INTERSECTION IMPROVEMENTS RHODE ISLAND AVENUE at NIAGARA ROAD

TRAFFIC CALMING:

- CURB BUMP OUTS
 - DEFINE ON STREET PARKING SPACES
 - SHORTENS CROSSWALK DISTANCES
- NEW CROSSWALKS
- NEW PERENNIAL PLANTINGS
- NEW PEDESTRIAN CONNECTION TO SHOPPING CENTER; 4' WIDE ASPHALT TRAIL



MUSKOGEE STREET TRAIL

- 8' WIDE ASPHALT TRAIL TO CONNECT GATEWAY PLAZA AND EXISTING MUSKOGEE PLAYGROUND
 - REQUIRES REMOVAL OF 30 TREES
 - 40% OF TREE TO BE REMOVED ARE IN POOR OR DEGRADED CONDITION
- 4' WIDE ASPHALT TRAIL SHORTCUT TO SHOPPING CENTER
 - REQUIRES REMOVAL OF 5 TREES
- NEW TREE & SHRUB PLANTINGS TO REPLACE REMOVALS AND ENHANCE VEGETATIVE SCREENING BETWEEN ASPHALT TRAIL AND SHOPPING CENTER



COMMUNITY MEETING NOVEMBER 2019: 50+/- ATTENDEES
BUSINESS OWNER MEETING JANUARY 2020: 10+/- ATTENDEES

- Strong desire to expedite construction
- Concern with disruption of access to businesses during the construction of Niagara Road intersection. Consider time restrictions be imposed on contractor with penalty if in non-compliance
- Prefer to include separate bike and pedestrian facilities along both sides of Rhode Island Avenue
- Concern that the existing concrete median located at the shopping center entrance is too wide and a hazard
- Interest for physical separation of bike lanes
- Request to formalize additional desire paths into the shopping center
- Request to include recreation trail along Narragansett
- Request to incorporate shade trees into the linear parks
- Request to provide solid roof surface to canopy in linear parks to provide protection from sun and rain

COST ESTIMATE BREAKDOWN:

PREVIOUS	DESIGN CHANGES	CURRENT	DESCRIPTION
\$200,000	+ \$1,500 (Gateway Plaza Design Change) + \$2,000 (Muskogee Path Design Change)	\$203,500	Gateway Plaza Muskogee Path
\$475,000	- \$4,000 (Remove Concrete Barriers Bike Lanes) - \$18,000 (Sidewalk Design Changes)	\$453,000	Rhode Island Avenue Bike Lanes Streetscape & Bus Stop Enhancement
\$1,200,000	- \$20,000 (Parklets Design Change) +\$32,000 (Add Alt. Cafe Table Umbrellas)	\$1,212,000	Parklets Service Lane Reconstruction
\$35,000	- \$3,000 (Edgewood Traffic Calming Design Change) +\$16,000 (New Connection to Shopping Center)	\$32,000	Edgewood Traffic Calming
\$110,000	No Change (Niagara Road Reconstruction)	\$110,000	Niagara Road Reconstruction
\$250,000	- \$50,000 (Contingency)	\$200,000	Contingency
\$330,000	- \$30,000 (Construction General Conditions, Erosion & Sediment Control, Maintenance of Traffic)	\$300,000	Construction General Conditions, Erosion & Sediment Control, Maintenance of Traffic
\$2,600,000	TOTAL PREVIOUS ESTIMATE	\$2,500,000	TOTAL CURRENT ESTIMATE

NEXT STEPS:

- City Council Presentation
Revised Design Reflective of Community Feedback **January 2020**
- Complete Construction Documents to 100% /Acquire Permits: **May 2020**
- Bid Process: **August 2020 (3 months)**
- Construction: **September 2020 - September 2021 (1 year)**

Hollywood Commercial District Streetscape

Stream Daylighting Feasibility Study

City of College Park

October 2019

Prepared By:



Table of Contents

1.0 Introduction 1

2.0 Site Assessment..... 3

 2.1 Historic Land-Use 3

 2.2 Existing Conditions 3

 2.3 Utilities Investigation 3

 2.4 Environmental Features..... 5

3.0 Hydrologic and Hydraulic Computations 6

 3.1 Hydrology 6

 3.2 Hydraulics..... 6

4.0 Results 7

 4.1 Alternative Alignment A (Straight Channel) 7

 4.2 Alternative Alignment B (Meandering Channel)..... 8

 4.3 Utility Impacts 8

 4.4 Right-of-Way..... 9

 4.5 Permitting Needs 9

 4.6 Cost Analysis..... 9

5.0 Conclusions.....10

Appendix A – Schematic Design

Appendix B – Hydraulics Analysis Report

Appendix C – Major Quantities Estimate

Appendix D – Restoration Reach Photos

1.0 Introduction

This report presents the findings of Wallace Montgomery’s (WM’s) feasibility assessment for removing a stream from a segment of underground stormwater pipe system and restoring some of the form and function of its previous open-channel geometric alignment. The study area includes an unnamed tributary to Indian Creek that is currently within a piped stormwater conveyance system that flows parallel to Narragansett Parkway, between Edgewood Road and Muskogee Street, in College Park, Maryland (**Figure 1**). This assessment also includes an estimate cost to construct versus the benefits of daylighting this segment of stream. The following stream alignments were considered for feasibility:

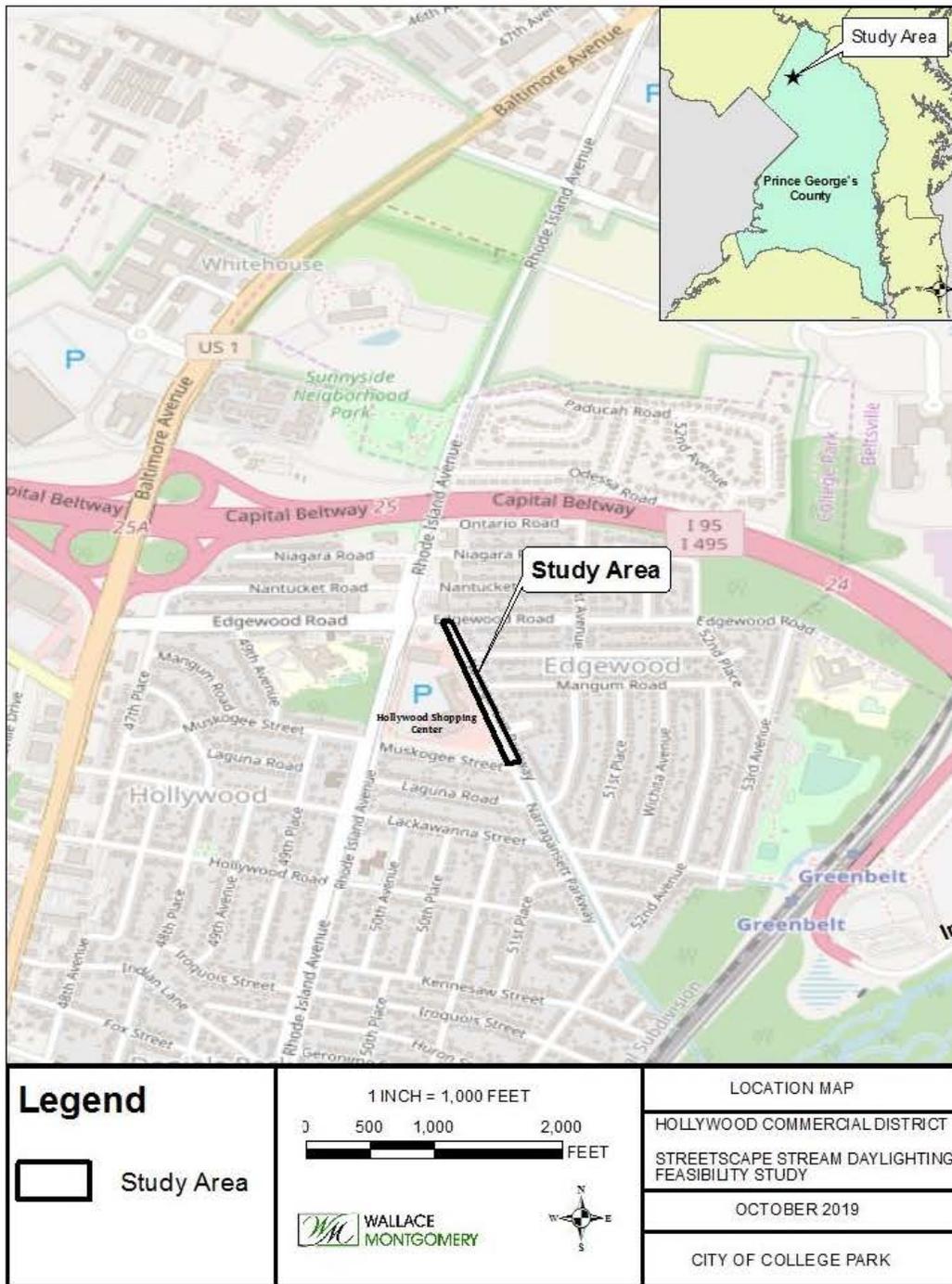
Alternative Alignment A: Daylight channel and provide simple straight channel geometry to allow for future sidewalk expansion / addition along Narragansett Parkway.

Alternative Alignment B: Daylight channel and provide a “meandering” stream by adding sinuosity.

To determine feasibility, specific objectives first had to be met to make appropriate recommendations. The specific objectives of this report include:

1. Reviewing available historic data and determining the existing conditions of the watershed and stream system.
2. Determination of potential constructability issues.
3. Recommending design options that promote long-term stability within the project reach.

Figure 1 - Project Location Map



2.0 Site Assessment

The data collection and field assessment efforts included the collection of historic data, general hydrologic analysis, and visual site investigations analysis. Photos of the restoration reach are provided in **Appendix D**.

2.1 Historic Land-Use

Based on historical topographic and aerial maps, the surrounding drainage basin consisted of primarily forestland and farmland prior to the 1950's. Most of the development within this drainage area occurred between 1955-1965; which consisted of residential housing, commercial buildings, and construction of Interstate 495 (I-495). Historical maps show the channel as straight and in the same general location that it is today. Sometime in the 1970's the potential restoration stream reach became part of a piped stormwater conveyance system. This occurred about the same time as some buildings were added to the Hollywood Shopping Center.

2.2 Existing Conditions

A visual site assessment was conducted within the study area to identify and document the existing site conditions and to assess the potential for restoration. The proposed restoration reach is within the Indian Creek subwatershed, which is located within the Anacostia River watershed (MDE 8-digit 02140205). The tributary to Indian Creek is a perennial stream classified as a Use I waterway. As such, in-stream work is typically prohibited from March 1st through June 15th, inclusive. Maryland Department of the Environmental (MDE) has identified the Indian Creek watershed in the state's 303(d) list for the following impairments: ions, lack of riparian buffer, and stream modifications. The surrounding watershed characteristics are summarized in **Table 1**.

Table 1: Watershed Context Summary Table

Drainage Area (ac)	333
Impervious Area (ac)	123
Percent Impervious (%)	37%
Primary Land Use (%)	Urban (100)
Secondary Land Use	Road right-of-way
Physiographic Province	Atlantic Coastal Plain

The stream channel enters the underground stormwater system at a concrete headwall located off the west side of Rhode Island Avenue at its intersection with Niagara Road. The stream enters a single 66" reinforced concrete pipe (RCP) that parallels Rhode Island Avenue for approximately 200 ft. before crossing below Rhode Island Avenue, as well as the parking lot at 9901 Rhode Island Avenue. The pipe continues southeast before reaching the intersection of Edgewood Road and Narragansett Parkway. At this location, stormwater is conveyed by two 21" RCPs that converge into a second 60" RCP. The two 60" pipes parallel each other along Narragansett Road for approximately 1,150 ft. before exiting a concrete endwall at the intersection of Narragansett Parkway and Muskogee Street. At this location, the stream enters an open trapezoid channel, lined with Class II riprap, and is conveyed downstream approximately 0.3 miles before reaching its confluence with Indian Creek. Both banks and streambed are armored with riprap and appear to be in stable condition.

2.3 Utilities Investigation

A Class C Utility Delineation and field survey was performed to identify existing utilities and determine potential utility impacts. Subsurface utility data indicates the presence of drinking water, sanitary

sewer, stormwater, and natural gas pipes that encroach within the potential study area (**Figure 2**). Two stormwater best management practices (BMP) are also present within the study area.

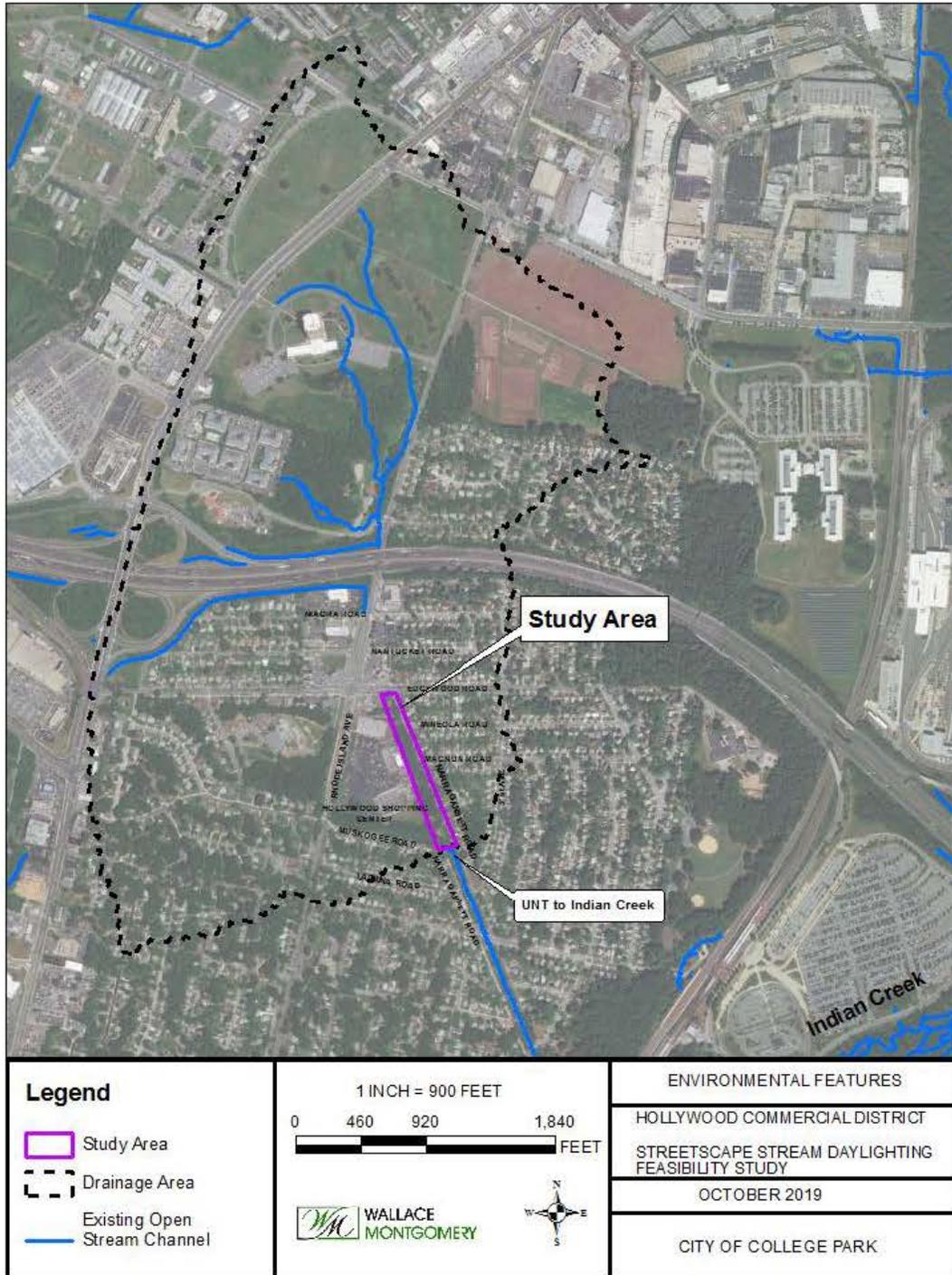
Figure 2 - Utilities delineated within the study area



2.4 Environmental Features

Maryland’s Environmental Resources and Land Information Network (MERLIN) was used to identify locations with possible environmental features within the potential study area (**Figure 3**).

Figure 3. Environmental Features



Based on data obtained from MERLIN, no wetlands, conservation areas, or any other environmentally sensitive areas were identified within the study area. Because the stream is piped underground, no existing Federal Emergency Management Agency (FEMA) 100-year floodplain data is available upstream of Muskogee Street. The Maryland Inventory of Historic Properties does not identify any historic properties within the study area.

Further investigations should be conducted during design to verify these findings, including formal correspondence with the Maryland Historical Trust, Maryland Department of Natural Resources, Wildlife & Heritage Division, US Fish and Wildlife, Maryland Department of Environment, Environmental Review Unit and Waterway Resources, and U.S. Army Corps of Engineers. This future effort should include formal wetlands and Waters of the US delineations.

3.0 Hydrologic and Hydraulic Computations

3.1 Hydrology

A hydrologic analysis was performed to determine peak flows through the study area (**Table 2**). The USGS StreamStats analytical tool was used to delineate the drainage area, provide basin characteristics and estimates of flow statistics. The total drainage area to the restoration reach is approximately 333 acres. This area has approximately 37% impervious land cover. Note that a more detailed hydrologic analysis should be conducted during final design for the selected alternative.

Table 2: Downstream Discharge Summary Table

Storm Event (years)	Discharge (cfs)
2	129
10	359
25	585
50	812
100	1,120

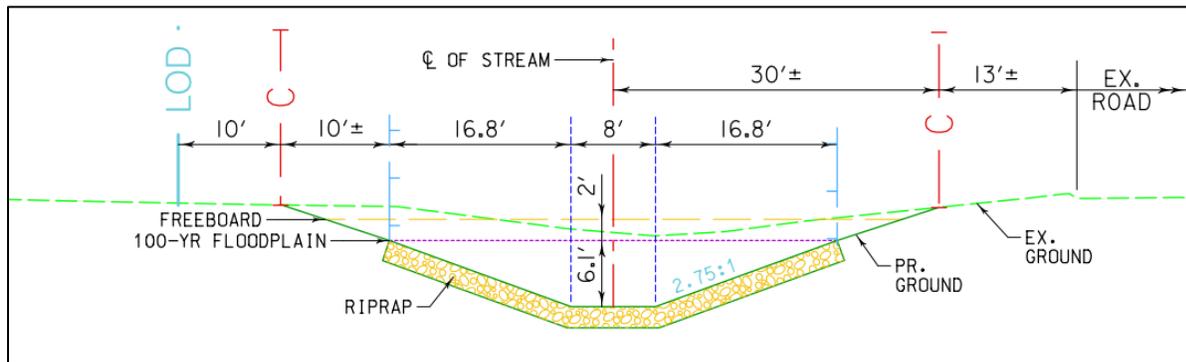
3.2 Hydraulics

Because the stream does not have an open channel within the study area, an analog method for assessment was used for the hydraulic analysis. A cross section was surveyed immediately downstream from the existing endwall structure and the channel dimensions taken in the field were used as a reference for the new open channel geometry throughout the proposed restoration reach. The study reach is pinned between Narragansett Parkway and an elevated shopping center. Dense residential housing is located on the opposite site of the roadway. The ability to withstand and contain high flow events as well as preventing lateral movement of the channel were critical elements considered for the design alternatives. Taking these elements into account, the 100-year storm event was used for the design discharge. The “typical” section was assessed using Hydraulic Toolbox for the 100-year storm and is displayed in **Figure 4**. A summary of hydraulic parameters for the downstream channel is provided in **Table 3**.

Table 3. Hydraulic Summary Table (100-yr Storm Event)

Parameter	Value
Discharge (cfs)	1,120
Flow depth (ft)	6.1

Figure 4. Proposed "Typical" Cross Section for Both Alternatives



4.0 Results

4.1 Alternative Alignment A (Straight Channel)

Due to the various utility constraints, proximity to Narragansett Parkway, and proximity to residential housing, this design incorporates a threshold channel design approach. This approach specifically considers tractive forces acting on sediment particles on the channel boundaries. The channel is designed to hold a 100-year storm event to ensure the design does not cause adverse impacts upstream or downstream. Water depth within the channel at peak flow would be approximately 6.1 ft. As illustrated in **Figure 4**, the channel geometry provides more than the 2.0 ft minimum requirement of freeboard. This will assume that the channel cross section and slope is uniform, the bed is flat, and bed material transport is negligible. A plan view of the straight channel alternative is provided in **Appendix A**.

The D_{50} stone size of the channel bed material was determined at the threshold of motion based on Shields Equation. Shear stress, from the 100-year storm, was used for the analysis. The D_{50} is determined iteratively until the critical shear stress was greater than the calculated shear stress. Based on the equation, it was determined that the minimum stone size for bed material should have at least a D_{50} of 70mm; however, field observations revealed that the channel immediately downstream from the existing outfall pipes is armored with Class II riprap (**Appendix D, Photo 2**). This class of riprap begins at a D_{50} of 405mm. For this alternative, hydraulic calculations were based on using Class II riprap for both channel bed material and side slopes. This will provide an additional margin of safety, to ensure channel material remains immobile during a 100-year storm event.

Based on the proximity of the new 60" pipe outfalls to Narragansett Parkway, high flow events would be directed towards the roadway embankment eventually causing major scouring to occur along the left bank. To reduce this erosive energy and maintain bank stability, a cast-in-place concrete wall would be necessary to deflect stream flow to the center of the new channel. A City park and playground is located at the southern end of the study area near the existing endwall. While still within City ROW, it is anticipated that impacts to this park are unavoidable. To reduce the footprint of these impacts, the channel alignment would be shifted closer to Narragansett Parkway, at the downstream end. To accommodate this shift in channel alignment, an additional concrete wall would be used to fortify the roadway embankment to ensure channel stability. These walls are also necessary to keep the limits of disturbance contained within the existing ROW and eliminate impacts to Narragansett Parkway. A small area at the upstream end of the reach may require an easement or temporary right

of entry due to grading outside of the ROW; however, the property impact is minor and not anticipated to cause significant issues.

There is currently a paved pedestrian path that provides public access to Hollywood Shopping Center from Narragansett Parkway. The pedestrian path extends from Narragansett Parkway to Muskogee Street and through the City park. Because the pedestrian path is located within the proposed grading limits of this design alternative, the path would need to be removed entirely or relocated.

4.2 Alternative Alignment B (Meandering Channel)

The design goal for Alternative Alignment B is to add sinuosity to the design, creating a meandering channel. The same cross section geometry used for Alternative Alignment A was used for this analysis. It was determined that the area required to accommodate a more sinuous stream channel exceeded the limits of the existing City ROW. Adding sinuosity to the channel would require tight meanders and require encroachment onto private property or Narragansett Parkway. Tight meanders with a small radius of curvature are often unstable due to high erosive stresses on the outer banks of the meanders. Based on this design constraint, incorporating sinuosity into a design would not be feasible.

4.3 Utility Impacts

Both Alternative Alignment A and B require utility relocations or the need to make concerted design efforts to avoid impacts to these utilities. It is recommended that formal utility designations and test pitting be performed to confirm the location of the existing utility lines.

Water

There is an 8" water line that crosses the restoration reach in the vicinity of 9741 Narragansett Parkway. Relocation of this water line would be necessary to restore the stream.

There is a water line in the vicinity of 9809 Narragansett Parkway that crosses the proposed restoration reach. It is unknown what the pipe size is. Further investigation is needed to determine impacts.

Sanitary Sewer

An 8" sanitary sewer line crosses the restoration reach in the vicinity of 9721 Narragansett Parkway. WSSC records indicate that the pipe is located within 1 ft. from the 60" pipes. Further investigation is needed to determine if the sewer line crosses above or below these pipes.

Natural Gas

A 4" natural gas line is located in the vicinity of 9809 Narragansett Parkway that encroaches into the City ROW. The pipe is within 50 ft. of the 60" pipes. Due to the proximity to the 60" RCPs, further investigation is recommended to determine the exact location.

Stormwater Facility

There are two small bioretention facilities that appear to be recently installed across from 9725 and 9719 Narragansett Parkway. Both facilities are located within 10ft of the concrete pipes. To accommodate for 2.75:1 side slopes, the bioretention facilities would need to be relocated or removed. There are also four separate stormwater pipes that have connections with the existing 60"

RCPs. It would be necessary to modify these connections so that they outfall to the newly restored channel.

4.4 Right-of-Way

Land surveyed property boundary data indicates the piped stream lies within City-owned right of way (ROW). Based upon the schematic plan design, the limits of disturbance could not be fully contained within the existing ROW without the use of retaining walls.

4.5 Permitting Needs

The following permits are anticipated for the proposed work:

<u>Required</u>	<u>Permit/Approval</u>	<u>Comments/Status</u>
Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Roadside Tree Permit	Required for tree removal in public road right-of-way
Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	Forest Conservation Act Permit	Forest impacts less than 1.0 ac
Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	E&S Control Permit	E&S approval will be required for all alternatives.
Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	SWM Permit	SWM report to address needs.
Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	NPDES General Permit	> 1.0 ac disturbance expected for all alternatives.
Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Joint Permit Application (JPA)	JPA for Wetlands, WUS, and floodplain impacts.
Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	Individual Permit Application (IPA)	JPA sufficient
Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	General Waterway Construction Permit	GWCP not applicable
Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Regional Letter of Authorization	Wetlands, WUS, and floodplain impacts
Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	100-Year DPIE Floodplain Study	Required by Prince George’s County Department of Permitting, Inspection, and Enforcement
Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	U.S. Coast Guard Permit	No waterway involvement

4.6 Cost Analysis

A feasibility-level Major Quantities Estimate was prepared, and the results are summarized in **Table 4** below. A detailed estimate is included in **Appendix C**.

Table 4: Anticipated Cost Summary

Construction (Excludes Utilities)	Total Cost (with 40% Contingency)
\$2,068,000	2,895,200

5.0 Conclusions

The purpose of this study was to examine the feasibility of daylighting a 1,150 ft. segment of tributary to Indian Creek along Narragansett Parkway. Two stream design concepts were evaluated. Alternative Alignment A would have the same straight planform as the existing open channel, immediately downstream. Alternative Alignment B would provide more sinuosity resulting in a meandering stream channel. Based on the analysis, Alternative Alignment A is the only alignment that will fit within the limits of the existing ROW.

Daylighting projects, although expensive, can be a cost-effective investment when evaluating the full range of multiple benefits provided. Depending on the scope of the project and length of stream being daylighted, the cost will vary. An average stream daylighting project would cost \$1,000 per constructed linear feet (LF) of daylighted stream, but could range from \$500 to \$5,000 per LF. Based on the engineers estimate, the cost per LF for Alternative Alignment A would be approximately \$2,518. Almost all the restoration work would be within City ROW and construction accessibility would not be a problem. These two factors would help reduce construction costs.

Once the stream is returned to an open channel, there would be potential for flooding in areas that have not been susceptible to flooding in the past.

Based on the amount of utility impacts that would be associated with the construction of the new channel, it is anticipated that utility relocation costs could be relatively high.

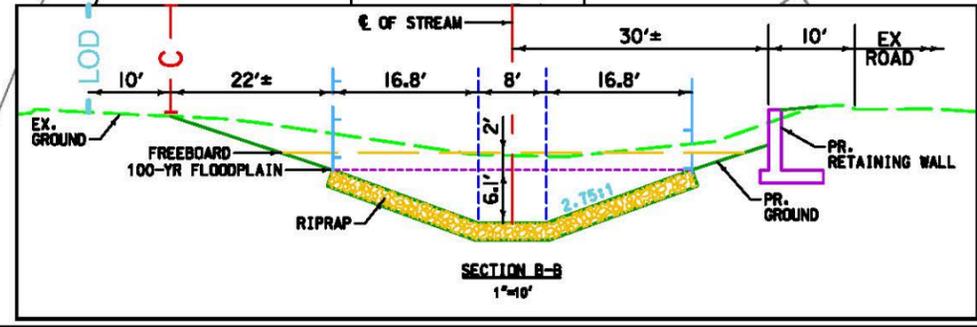
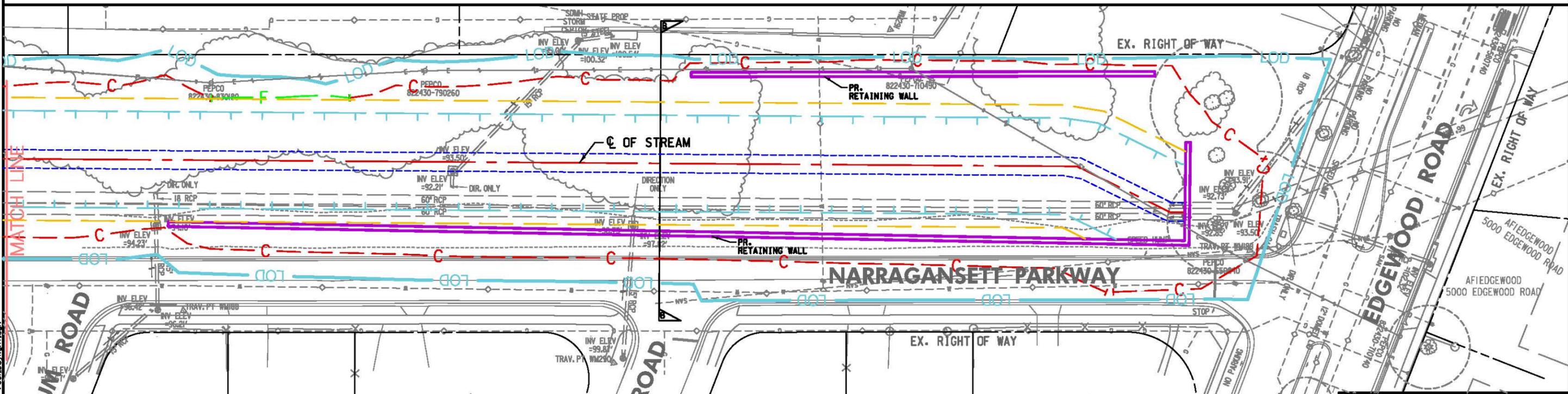
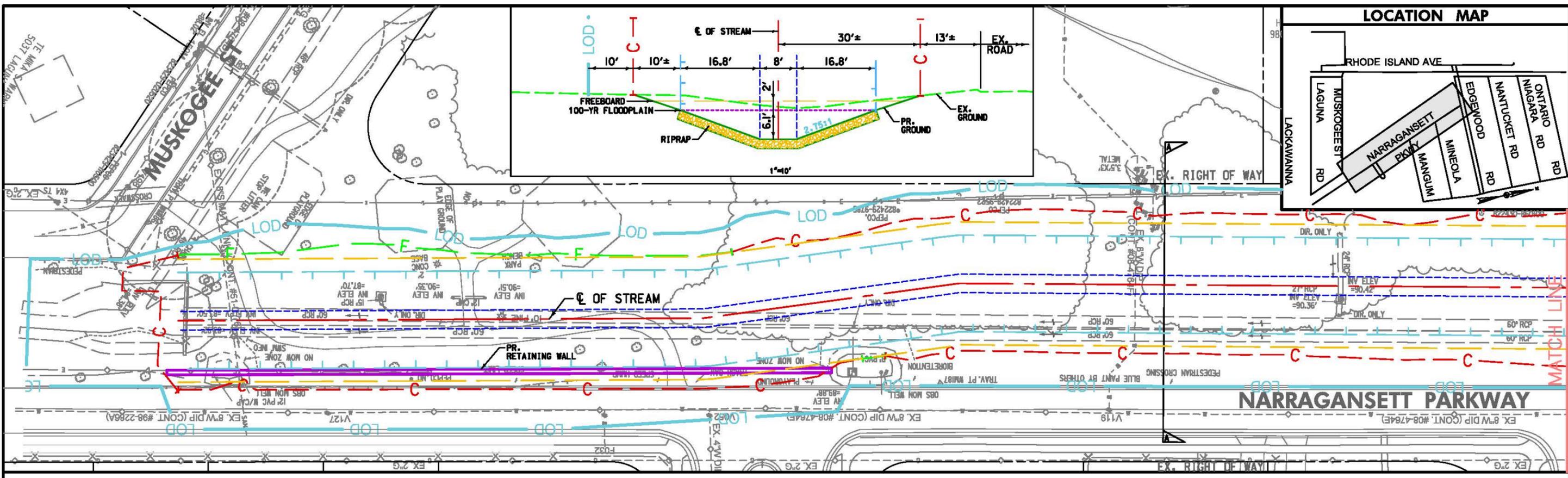
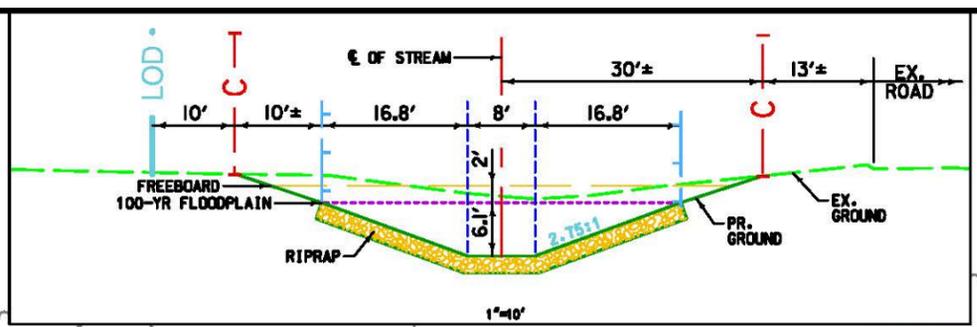
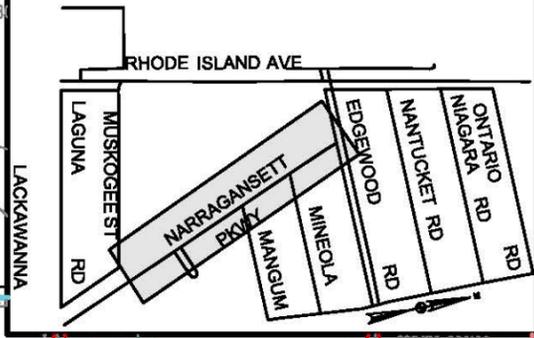
Daylighting the stream channel and re-establishing its original location in the landscape would provide water quality benefits and additional aquatic habitat. While not providing as much ecological benefit as a natural meandering stream channel, it would still provide a measurable amount of nutrient retention. Re-establishing the channel would also increase the available hydraulic storage capacity.

The Hollywood Commercial District Streetscape Project, currently in design phase, proposes to add a paved pedestrian path adjacent to Muskogee Road, from Rhode Island Avenue to the existing paved pedestrian path adjacent to Narragansett Parkway. Most of the existing paved pedestrian path adjacent to Narragansett Parkway would be removed during construction.

Appendix A

Schematic Design

LOCATION MAP



LEGEND

	PR. RETAINING WALL		EX. RIGHT OF WAY
	EX. STREAM DRAIN PIPE		STREAM BED
	EX. RIGHT OF WAY		TOP OF EXCAVATION
	OWNER OF THE U.S.		BOTTOM OF FILL
	STREAM FLOODPLAIN		LOD
			100-YEAR FLOODPLAIN

CITY OF COLLEGE PARK
 PRINCE GEORGE'S COUNTY, MARYLAND
 HOLLYWOOD COMMERCIAL DISTRICT
 STREETSCAPE
 STREAM DAYLIGHTING STUDY

SCALE: 1" = 20'

APPROVED _____ DATE _____

DESIGNED: S.A.A. CHECKED: S.A.A. APPROVED: _____

CONTRACT NO. XXXX ROAD NO. XXXX JOB NO. XXXX FILE NO. 051

NOT FOR CONSTRUCTION
 DATUM: NAD 83/91 Horizontal
 NAVD 88 Vertical

WALLACE MONTGOMERY
 ENGINEERS-PLANNERS-SURVEYORS-CONSTRUCTION MANAGERS
 10150 York Road, Suite 200
 Hunt Valley, Maryland 21030
 410.494.9093 Tel / 410.667.0925 Fax
 www.WallaceMontgomery.com
 A Limited Liability Partnership

BY: edonington, September 25, 2019 AT 11:01 AM
 DATE: Wednesday, September 25, 2019 AT 11:01 AM
 FILE: M:\PROJECTS\2191008\000\Highways\Coord_NDST-FPOI_Daylight.dgn

Appendix B

Hydraulics Analysis Report

StreamStats Report - Hollywood Streetscape

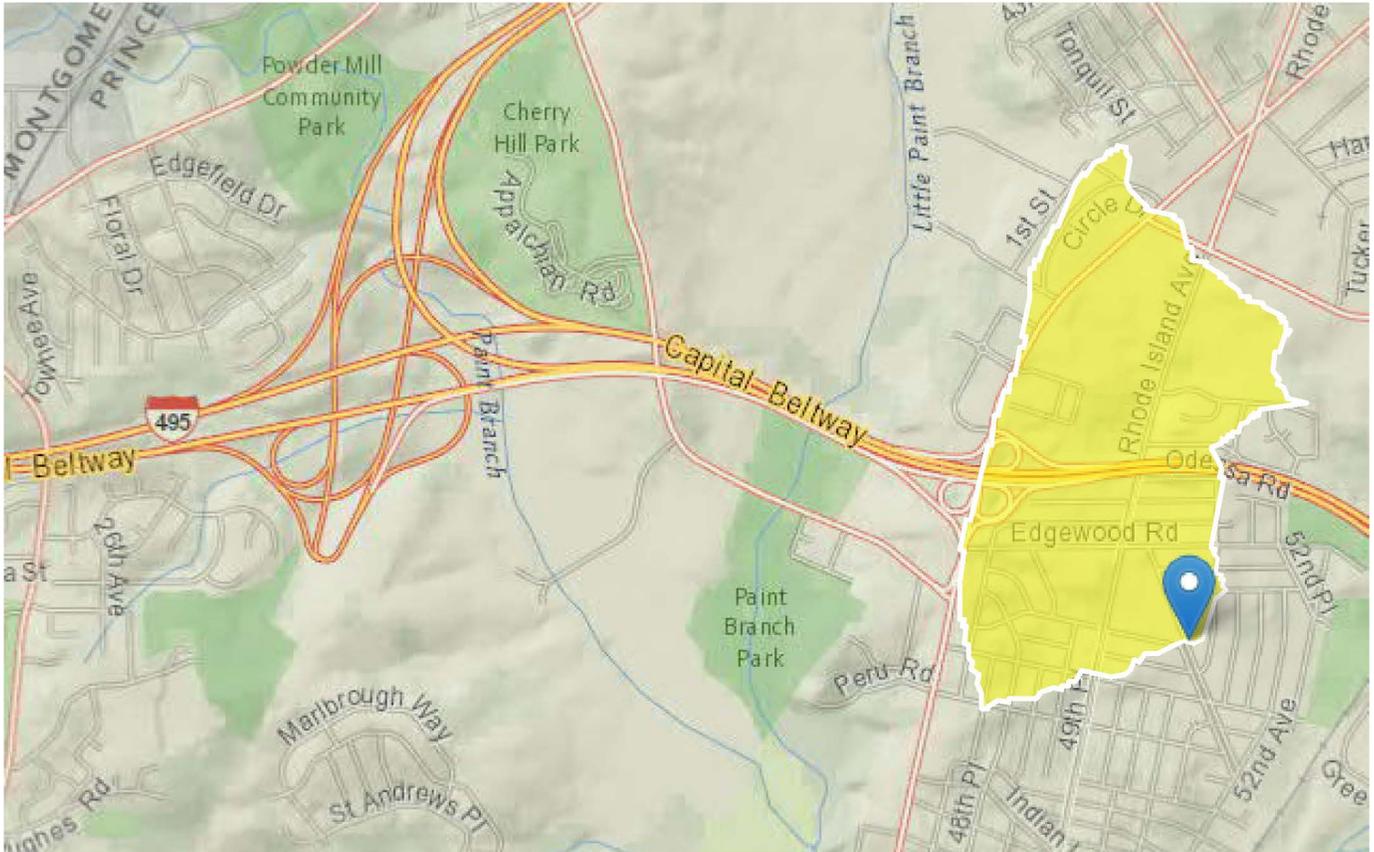
Stream Daylighting

Region ID: MD

Workspace ID: MD20190627160338920000

Clicked Point (Latitude, Longitude): 39.01306, -76.91822

Time: 2019-06-27 12:04:01 -0400



Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	0.52	square miles
SOILCorD	Percentage of area of Hydrologic Soil Type C or D from SSURGO	60.8	percent
IMPERV	Percentage of impervious area	36.7	percent
ADJCOEFF	Coefficient to adjust estimates for percentage of carbonate rock in Western Maryland	0	dimensionless
BSLDEM10ff	Mean basin slope computed from 10 m DEM in feet per foot	0.0389	foot per foot
FOREST	Percentage of area covered by forest	1.88	percent
FOREST_MD	Percent forest from Maryland 2010 land-use data	5.19	percent
LC11DEV	Percentage of developed (urban) land from NLCD 2011 classes 21-24	99.1	percent
LC11IMP	Average percentage of impervious area determined from NLCD 2011 impervious dataset	32.8	percent
LIME	Percentage of area of limestone geology	0	percent
PRECIP	Mean Annual Precipitation	44.2	inches
SSURGOA	Percentage of area of Hydrologic Soil Type A from SSURGO	0.45	percent
STATSGOA	Percentage of area of Hydrologic Soil Type A from STATSGO	1.15	percent
STATSGOD	Percentage of area of Hydrologic Soil Type D from STATSGO	8.63	percent

Peak-Flow Statistics Parameters^[Peak Western Coastal Plain 2010 AHMMD]

Parameter Code	Parameter Name	Value	Units	Min Limit	Max Limit
DRNAREA	Drainage Area	0.52	square miles	0.41	349.6
SOILCorD	Percent SSURGO Soil Type C or D	60.8	percent	13	74.7
IMPERV	Percent Impervious	36.7	percent	0	36.8

Peak-Flow Statistics Flow Report^[Peak Western Coastal Plain 2010 AHMMD]

Statistic	Value	Unit	Equiv. Yrs.
1.25 Year Peak Flood	72.6	ft ³ /s	3.6
1.5 Year Peak Flood	98.2	ft ³ /s	3.6
2 Year Peak Flood	129	ft ³ /s	4.6
5 Year Peak Flood	243	ft ³ /s	6.7
10 Year Peak Flood	359	ft ³ /s	8.2
25 Year Peak Flood	585	ft ³ /s	10
50 Year Peak Flood	812	ft ³ /s	11
100 Year Peak Flood	1120	ft ³ /s	11
200 Year Peak Flood	1520	ft ³ /s	10
500 Year Peak Flood	2220	ft ³ /s	10

Peak-Flow Statistics Citations

Thomas, Jr., W.O. and Moglen, G.E., 2010, An Update of Regional Regression Equations for Maryland, Appendix 3 in Application of Hydrologic Methods in Maryland, Third Edition, September 2010: Maryland State Highway Administration and Maryland Department of the Environment, 38 p.
http://www.gishydro.umd.edu/HydroPanel/hydrology_panel_report_3rd_edition_final.pdf

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological

Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

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USGS Product Names Disclaimer: Any use of trade, firm, or product names is for descriptive purposes only and does not imply endorsement by the U.S. Government.

Application Version: 4.3.8

Hydraulic Analysis Report

Project Data

Project Title:

Designer:

Project Date: Wednesday, September 11, 2019

Project Units: U.S. Customary Units

Notes:

Channel Analysis: Channel Analysis

Notes:

Input Parameters

Channel Type: Trapezoidal

Side Slope 1 (Z1): 2.7500 ft/ft

Side Slope 2 (Z2): 2.7500 ft/ft

Channel Width: 8.0000 ft

Longitudinal Slope: 0.0079 ft/ft

Manning's n: 0.0412

Flow: 1120.0000 cfs

Result Parameters

Depth: 6.1294 ft

Area of Flow: 152.3512 ft²

Wetted Perimeter: 43.8714 ft

Hydraulic Radius: 3.4727 ft

Average Velocity: 7.3514 ft/s

Top Width: 41.7117 ft

Froude Number: 0.6779

Critical Depth: 5.0888 ft

Critical Velocity: 10.0067 ft/s

Critical Slope: 0.0181 ft/ft

Critical Top Width: 35.99 ft

Calculated Max Shear Stress: 3.0215 lb/ft²

Calculated Avg Shear Stress: 1.7119 lb/ft²

Stone Sizing for Channel Bed Material

Allowable shear stress can be determined using a hydraulic analysis or mathematically, where:

Calculated Shear Stress: $\tau_o = \gamma RS$

γ = specific weight of water (9.80 kN/m³)
 R = hydraulic radius (m)
 S = channel slope (m/m)

The 100-yr (or worst case scenerio) inputs should be used for analysis.

Hydraulic Radius (m)	=	1.06	Calculated Shear Stress (kg/m ²)	=	2.55
Channel Slope (m/m)	=	0.002	Calculated Shear Stress (lb/ft ²)	=	0.52
			Shear Stress from hydraulic analysis (lb/ft ²)	=	1.70

Sizing of channel bed material above the threshold of motion is based on the modified Andrew's Equation and the Shield's Equation, where:

Andrew's Equation: $\tau_c^* = 0.0376 \left(\frac{d_i}{d_{s50}} \right)^{-0.872}$

Shield's Equation: $\tau_c = \tau_c^* (\rho_s - \rho) g * d_{50}$

τ_c^* = dimensionless Shield's parameter
 d_i = threshold grain size (mm)
 d_{s50} = d₅₀ from pebble count or field observation (mm)
 τ_c = critical shear stress of the design flow (kg/m²)
 d_{50} = median sediment size (m)
 ρ_s = density of the sediment (2,600 kg/m²)
 ρ = density of water (1,000 kg/m²)
 g = gravitational acceleration (9.81 m/s²)

Critical shear stress must be greater than the calculated shear stress to ensure channel bed material does not move. If critical shear stress is less than or equal to the calculated shear stress, modify the median sediment size until the critical shear stress is greater than the calculated shear stress.

Using Andrew's Equation:

d50 from field observation (mm)	=	335
Threshold grain size (mm)	=	335
Dimensionless Shield's Parameter	=	0.083

Using a modified Median Sediment Size in Shield's Equation:

Calculated Shear Stress (lb/ft ²)	=	1.70	Critical Shear Stress (kg/m ²)	=	9.34
Median Sediment Size (mm)	=	70	Critical Shear Stress (lb/ft ²)	=	1.91
			Median Sediment Size (ft)	=	0.23
			Use (ft) ₁	=	0.48
			Stone Type	=	Class 0 Riprap

Is modified channel bed material sufficient: YES
 $\tau_o < \tau_c$

Note: Only input fields that are highlighted in green. Cells highlighted in grey are metric units to be converted to english units.

(1) Stone size based on MDOT 2017 Standard Specifications For Construction and Materials.

Appendix C

Major Quantities Estimate

MAJOR QUANTITIES ESTIMATE

DATE: September 15, 2019
 PROJECT: Hollywood Streetscape
 JOB DESCRP: Stream Daylight Study

CATEGORIES	DESCRIPTION	QUANTITY	UNIT	UNIT COST	TOTAL	GRAND_TOT
CATEGORY 1:	PRELIMINARY ITEMS	25%		[% OF CATGR 2,4,5,6,7]		\$ 389,000
CATEGORY 2:	EARTHWORK AND GRADING					\$ 721,000
	CLASS 1 EXCAVATION > 15' WIDE	19,250	CY	\$ 28	\$ 539,000	
	CLASS 1-A EXCAVATION OF UNSUITABLE MATERIAL	500	CY	\$ 50	\$ 25,000	
	SELECT BORROW RETAINING WALL BACKFILL	250	CY	\$ 75	\$ 18,750	
	RIP RAP STREAM STABILIZATION	2,750	CY	\$ 50	\$ 137,500	
CATEGORY 3:	DRAINAGE ITEMS	15%		[% OF CATGR 2,4,5,6,7]		\$ 123,000
CATEGORY 4:	STRUCTURES					\$ 738,000
	RETAINING WALL CAST IN PLACE	5,900	SF	\$ 125	\$ 737,500	
CATEGORY 5:	PAVING					\$ 22,000
	ASPHALT SURFACE 2" HOT MIX ASPHALT FOR SURFACE	60	TON	\$ 105	\$ 6,300	
	ROADWAY ASPHALT BASE 4" HOT MIX ASPHALT FOR BASE	90	TON	\$ 100	\$ 9,000	
	GRADED AGGREGATE BASE 6" GRADED AGGREGATE BASE	490	SY	\$ 12	\$ 5,880	
CATEGORY 6:	LANDSCAPING ITEMS	2%		[% OF CATGR 2,4,5]		\$ 30,000
CATEGORY 7:	UTILITY ITEMS	3%		[% OF CATGR 2,4,5]		\$ 45,000
	SUBTOTAL					\$ 2,068,000
	CONTINGENCY FACTOR (40%)					\$ 827,200
	NEAT CONSTRUCTION COST					\$ 2,895,200

REMARKS:

Appendix D

Restoration Reach Photos



Photo 1. Downstream limits of study area. Existing twin 60" RCP outfall to existing riprap lined channel.



Photo 2. Facing downstream, from existing twin 60" RCP outfall at area where reference cross section was surveyed. outfall channel. Riprap lined channel and vegetated side slopes in good condition.



Photo 3. Facing south from upstream limit of proposed new channel outfall.

3

On-street parking for owners of townhouses on Cherokee Street



**CITY OF COLLEGE PARK, MARYLAND
COUNCIL WORK SESSION AGENDA ITEM**

Prepared By: Robert W. Ryan,
Public Services Director and
James Miller, Parking Enforcement Manager

Meeting Date: 01/17/2020

Presented By: Robert W. Ryan
Public Services Director

Consent Agenda: No

Originating Department: Public Services, Parking Enforcement Division

Action Requested: Discussion of on-street parking for owners of townhouses on Cherokee Street.

Strategic Plan Goal: Goal #1: One College Park

Background/Justification:

At its January 5, 2016 meeting the Mayor and Council discussed the new property development, 'Metropolitan' later renamed 'The Boulevard at 9091', scheduled for construction at the intersection of Cherokee Street and Baltimore Avenue. Council asked that a survey be sent to property owners on the neighboring streets to gather feedback as to whether a residential parking permit area should be created in advance of this construction.

Following the results of this survey, the Council approved a new residential permit parking zone on September 25, 2018 (18-G-124) for all streets east of Baltimore Avenue to Rhode Island Avenue, and from Blackfoot Road north to, but not including, Delaware Street. Residents of the new townhouses are excluded from obtaining parking permits in this zone. The days and hours of enforcement for new permit zone 4A were set at seven (7) days a week from 7:00 p.m. to 7:00 a.m. by permit only. Notice of this decision was then mailed to all property owners in the affected area to advise them of this matter, to include that upon completion of all sign installation a fourteen (14) day grace period would begin.

Following two (2) separate incidents of major vandalism to both sign poles and signs in June and August 2019, work was completed on October 2, 2019., The installation started the fourteen (14) day grace period and enforcement of the new requirement began October 28, 2019.

By agreement with, and funding by the developer, the cost of residential permits is free to residents for the first year. Unless the Council eliminates annual residential parking permit fees, residents of this zone will begin paying \$10 per year per vehicle permit beginning one year from the start of the current permit period on October 1, 2020.

Shortly after enforcement started, staff began receiving resident concerns over available guest parking for residents of the new townhouses. Original plans for a multifamily building and parking structure along Baltimore Avenue have been delayed and may be revised. These plans included additional visitor off-street parking for the townhouse residents in the garage. The townhouses are constructed to meet the minimum of two off street parking spaces per unit

A grace period along Cherokee Street adjacent to the townhouses was granted over the Thanksgiving and Christmas holidays pending Council discussion of whether these properties should be entitled to resident and visitor permits for on-street parking. The Declaration of Covenants between the City and the developer does not entitle properties in the development to permits for residents or visitor permits for on-street parking. As noted, visitor parking was to have been provided on-site by the developer. At this time on street parking and visitor permits are not being issued to townhouse residents.

Fiscal Impact:

Parking permit and ticket revenue.

Council Options:

- #1. Discuss options to allow on street parking by townhouse residents and visitors.
- #2. Maintain the current conditions.
- #3. Decide other options in this zone.

Staff Recommendation:

Staff will take direction from Council.

Recommended Motion:

N/A

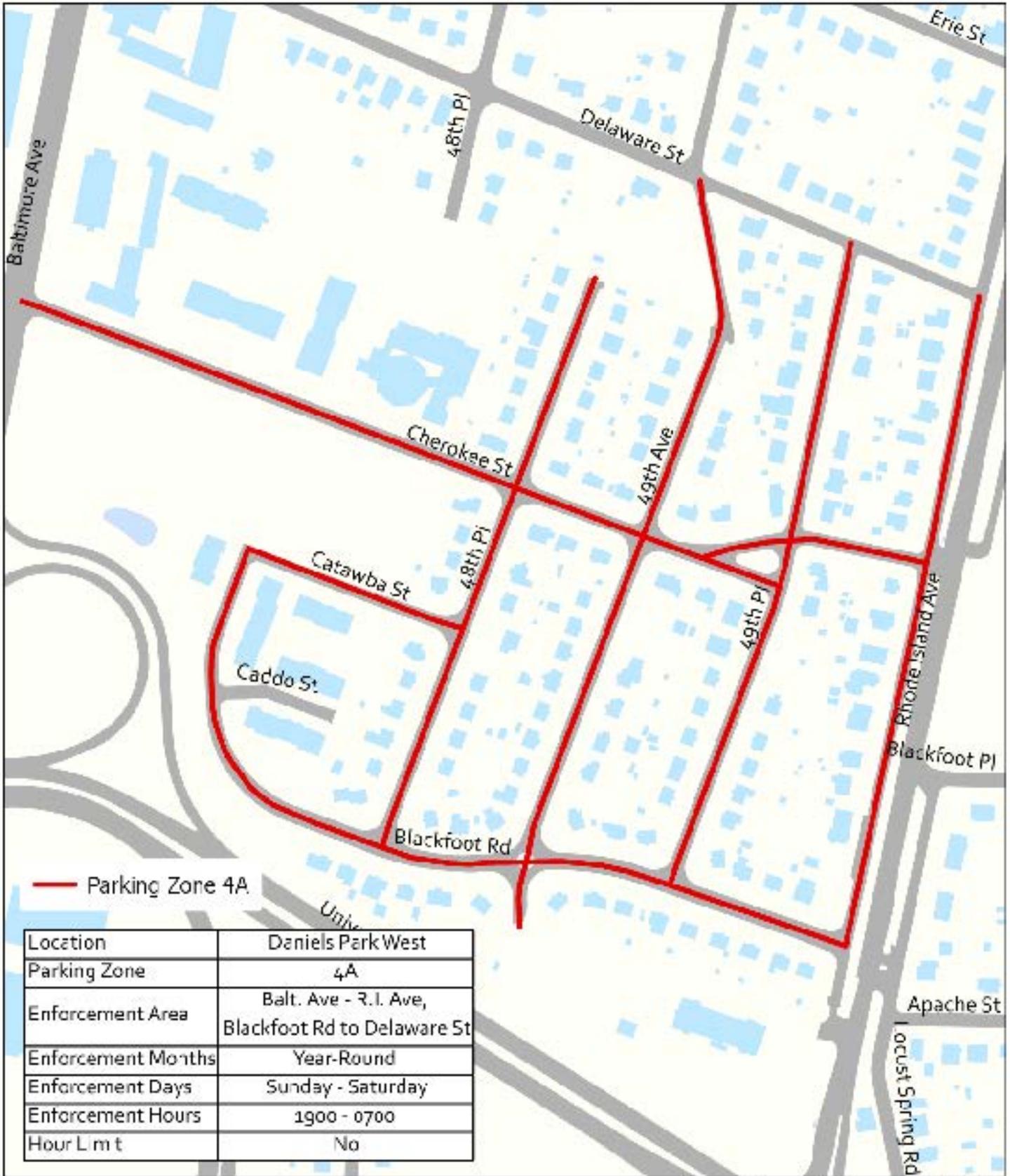
Attachments:

1. Map of all streets within residential permit zone 4A

City of College Park Parking Map

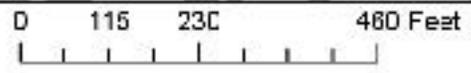
Zone 4A

Created by: College Park Engineering
 Source: College Park GIS, MNCHPC
 Created: 1/15/2020



— Parking Zone 4A

Location	Daniels Park West
Parking Zone	4A
Enforcement Area	Balt. Ave - R.I. Ave, Blackfoot Rd to Delaware St
Enforcement Months	Year-Round
Enforcement Days	Sunday - Saturday
Enforcement Hours	1900 - 0700
Hour Limit	No



4

Comments on MDOT Consolidated Transportation Program (CTP)



**CITY OF COLLEGE PARK, MARYLAND
WORKSESSION AGENDA ITEM**

Prepared By: Terry Schum, Planning Director **Meeting Date:** January 21, 2020

Presented By: Terry Schum **Proposed Consent Agenda:** No

Originating Department: Department of Planning, Community and Economic Development

Issue Before Council: Maryland Department of Transportation (MDOT) Draft FY 2020-2025 Consolidated Transportation Program (CTP)

Strategic Plan Goal: Goal 3: High Quality Development and Reinvestment

Background/Justification:

MDOT's six-year draft CTP includes detailed information on minor and major capital projects across all agencies in the Department and will be submitted to the State Legislature in January for approval in April. The full document can be reviewed at <http://www.ctp.maryland.gov>.

Staff from MDOT updated the Council on City projects at the January 14 Council meeting. In addition to what was reported, staff notes the following from the CTP:

- A significant change to the US 1, Baltimore Avenue project from College Avenue to MD 193 (Segment 1) is the \$1.7 million increase in construction costs for the addition of pedestrian lighting and geometric changes at Campus Drive.
- Reconstruction of US 1 from MD 193 to the Capital Beltway (Segments 2 & 3) remains unfunded beyond the completed planning phase and there is no timeline associated with funding for design or construction.
- A study of capacity improvements on MD 201 Extended (Edmonston Road) and US 1 (Baltimore Avenue) from the Capital Beltway to Muirkirk Road remains on hold.
- The construction of a full interchange along I-95/I-495 at the Greenbelt Metro Station remains on hold.
- The I-495 and I-270 Managed Lanes study (Traffic Relief Plan) is moving forward with the first section to be delivered under Phase 1 which is along I-495 from south of the George Washington Memorial Parkway to I-270 and along I-270 from I-495 to I-370 (see attached press release). The contact for the project has confirmed that the Draft Environmental Impact Statement (DEIS) due this spring will cover the entire limits of the Managed Lanes study not just the first section.
- A funding commitment was made by Governor Hogan to provide \$3.8 million for the Bikeways Network Program in FY2021 and 2022 (see attached press release). The City has benefited from this program in the past and will continue to look for opportunities to obtain grant funds for the implementation of Complete Streets and trail projects in the City.
- The Baltimore-Washington Superconducting Maglev Project is funded for planning through FY 2021 and an Environmental Impact Statement (EIS) is underway. Construction is proposed by a private company.

Fiscal Impact:

There is no direct impact on the City's budget.

Council Options:

1. Submit a letter to MDOT Secretary Slater with City comments on the draft CTP.
2. Do not provide comments on the CTP.

Staff Recommendation:

#1

Recommended Motion:

I move that the City Council send a letter to the Secretary of the Maryland Department of Transportation with comments on the draft Consolidated Plan of Transportation for 2020- 2025.

Attachments:

1. Traffic Relief Plan Press Release
2. Maryland Bikeways Funding Press Release
3. 2018 Letter to Secretary Rahn

Contact Us:

For Contact Information Click here

News You Can Use

For Immediate Release:

January 8, 2020

Contact:

Shareese Churchill

410-974-2316

“Monumental and Historic Achievement”: Board of Public Works Votes to Advance Transformative Traffic Relief Plan Will Address Second-Worst Traffic Congestion in America, Solve Number One Problem in The Washington Capital Region, Dramatically Improve Quality of Life

ANNAPOLIS, MD – The Maryland Board of Public Works (BPW) today voted to advance the transformative Traffic Relief Plan to ease traffic congestion for hundreds of thousands of commuters every day, and dramatically improve quality of life in the Washington Capital Region region for decades to come. The Board approved amendments to the conditional Public-Private Partnership (P3) designation for the plan, including implementing Maryland and Virginia’s historic ‘Capital Beltway Accord’ to build a new American Legion Bridge.

"I'm so pleased that we are here today to advance our transformative traffic relief plan which will finally address the second-worst traffic congestion in America and begin to solve what has been the number one problem in the Washington Capital Region for decades," said Governor Hogan. "With this vote, we will be moving forward on a bipartisan, common sense interstate agreement that has eluded elected leaders throughout the region for many decades."

The Washington Capital Region has the second-worst traffic congestion in the United States. Congestion increasingly limits the economic growth and competitiveness of the region—particularly along these vital corridors—and diminishes our quality of life. Left unaddressed, the amount of time that area commuters will spend sitting in traffic would increase by 74 percent by 2040. Moreover, Maryland faces a looming estimated \$1.7 billion in unfunded system preservation and improvements for these corridors.

“At a time when many of America’s roads and bridges are crumbling, and at a time of divisiveness and dysfunction in our politics today, this project is a testament to the balanced, all-inclusive approach Maryland is taking to improving and modernizing our infrastructure,” said Governor Hogan. “This is truly a monumental and historic achievement, not just for Maryland but for the entire Capital Region. I think it is very fitting that on this first day of the legislative session, we are beginning by advancing a major, bipartisan, common sense agreement that will dramatically improve the quality of life every single day for hundreds of thousands of area residents and commuters for decades to come.”

Today's vote approves a dedicated investment in regional transit service improvements and delivery of the P3 Program through a phased approach, allowing further minimization of impacts and design concept collaboration with communities and stakeholders within the delivery process of the various phases. The first section to be delivered under Phase 1 will be along I-495 from south of the George Washington Memorial Parkway to I-270 and along I-270 from I-495 to I-370. The remaining phases will be solicited at a later date.

Traffic Relief Plan Timeline

July 2016: Governor Hogan, joined by then-Montgomery County Executive Ike Leggett, announces the Innovative Congestion Management Project to ease traffic backups along the heavily-congested I-270/I-495 corridor and on local roads in Montgomery County.

September 2017: Delivering on his commitment to provide innovative transportation solutions for Maryland, Governor Hogan announces the details of the Traffic Relief Plan for I-270 and I-495.

2017-19: The state holds more than 200 engagements as part of an aggressive public outreach plan for the project, including meetings with at least 27 different elected officials, as well as community association meetings, legislative briefings, landowner meetings, workshops, and open houses.

June 2019: The Board of Public Works approves a conditional Public-Private Partnership (P3) designation for the Traffic Relief Plan, and the state agrees to engage in additional discussions with Montgomery County officials.

November 2019: At a regional transportation forum in Washington, DC, Governor Hogan and Virginia Governor Ralph Northam announce the 'Capital Beltway Accord' to build a new, state-of-the-art American Legion Bridge and add capacity on both sides of the Potomac River, addressing one of the most notorious bottlenecks on the East Coast.

January 2020: The Board of Public Works again votes to advance the transformative Traffic Relief Plan, and implement the 'Capital Beltway Accord.'

###

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7201 Corporate Center Drive, Hanover, Maryland 21076

Contact Us:

For Contact Information Click here

News You Can Use

For Immediate Release:

December 20, 2019

Contact:

Erin Henson, 410-865-1025
ehenson@mdot.maryland.gov

Jim Joyner, 410-865-1030
jjoyner2@mdot.maryland.gov

Governor Hogan Makes \$3.8 Million Available for Maryland Bikeways in 2020

Allocation Honors Longtime Bikeways Advocate Kim Lamphier

HANOVER, MD (December 20) – Governor Larry Hogan announced today that his administration will make \$3.8 million available in each of the next two years for the Bikeways Network Program, a state initiative that provides funding for bikeways across Maryland. The Bikeways Network Program is administered by the Maryland Department of Transportation (MDOT). The governor made the funding commitment in honor of the late Kim Lamphier, a member of Bike Maryland and cycling advocate who passed away in August of cancer at age 52.

“The Bikeways Network Program assures us that Marylanders will have access to a safe, inter-connected bicycle network for generations to come,” said Governor Hogan. “This critical investment further bolsters our transportation network and honors a dedicated advocate in Kim Lamphier.”

The bikeways program provides funding to jurisdictions and organizations for projects that support the goals of the Maryland Bike and Pedestrian Master Plan. The program helps improve connections to transit, work, schools, shopping and other destinations, and supports economic development, environmental stewardship and the quality of life in local communities.

“The bikeways program is a great way to enhance safe infrastructure throughout the state, and the ability to use these resources will make a huge impact,” said MDOT State Highway Administration (MDOT SHA) Administrator Greg Slater. “I’m thankful for the unwavering efforts of Kim Lamphier, and the action of Governor Hogan to make this funding available. Kim was a fierce advocate for safe cycling and I can see her smiling face as the state confirms its commitment to this funding.”

Administrator Slater, an avid cyclist who was tapped this month to become Maryland's next transportation secretary, said he is committed to restoring funding for the bikeways program for years to come. The FY 2020-2025 Consolidated Transportation Program being released in January will reflect that initial commitment for fiscal years 2021 and 2022, with sustainable funding levels to be reflected in future CTPs.

Outreach for the annual bikeways program is underway, with MDOT currently accepting letters of intent from eligible applicants for project funding. MDOT will host workshops in February and March, with applications due in May.

Kim Lamphier, a longtime resident of the Catonsville area of Baltimore County, was an avid cyclist and a member of several bicycle clubs in the region. She grew up in Montgomery County, and Rock Creek Park was among her favorite places to ride. She was a tireless advocate for bike safety and a strong voice of support for legislation in Annapolis that guarantees funding for Maryland's bikeway network.

"Kim's legacy will live on through the Bikeways Network Program and the various projects that will create safer and more enjoyable cycling conditions for Marylanders," said Nate Evans, multimodal transportation planner with the MDOT Office of Planning and Capital Programming.

Since the 2011 launch of Maryland's Bikeway Network Program, 110 projects have been completed. For more information about program and the application process, contact Nate Evans at 410-865-1304 or nevans1@mdot.maryland.gov. Additional information is also available at mdot.maryland.gov/newMDOT/Planning/Bike_Walk/Bikeways.html

###

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Office of the Mayor
and City Council
4500 Knox Road
College Park, MD 20740

Mayor

Patrick L. Wojahn
5015 Lackawanna Street
240-988-7763

Councilmembers

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Fazlul Kabir
9817 53rd Avenue
301-659-6295

Kate Kennedy
9730 51st Avenue
202-400-1501

District 2
P. J. Brennan
4500 Knox Road
202-288-5569

Monroe S. Dennis
8117 51st Avenue
301-474-6270

District 3
Robert W. Day
7410 Baylor Avenue
301-741-1962

John B. Rigg
6809 Dartmouth Avenue
443-646-3503

District 4
Dustyn Kujawa
9238 Limestone Place
240-620-2105

Denise Mitchell
4500 Knox Road
301-852-8126

November 20, 2018

Pete K. Rahn, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive, POB 548
Hanover, Maryland 21076

Re: Draft Consolidated Transportation Program (CTP) 2019-2024

Dear Secretary Rahn:

The City of College Park has reviewed the current Draft CTP and has comments on several projects that have a direct impact on College Park. We would also like to support the goals, objectives and strategies in the 2040 Maryland Transportation Plan (MTP) and our Planning staff has submitted online comments on the update to the Bicycle and Pedestrian Master Plan.

The City also appreciates the progress being made by the P3 Team on construction of the Purple Line and the community outreach that is continuing. We are pleased that a varied array of artwork will be incorporated into the station designs. Dedicated annual funding for WMATA for the Metrorail system is also an important MDOT commitment that the City supports.

The College Park City Council and staff work closely with your staff from across agencies and we look forward to an even more collaborative relationship as the projects listed below move forward in the design and construction phases.

US 1, Baltimore Avenue from College Avenue to MD 193 (Segment 1)

The City looks forward to the start of construction of this long-awaited segment. At a recent presentation by the Project Manager, the City was given an updated six-year schedule for construction. It's our understanding that utility work has begun but has an extremely long lead time. The City would appreciate the SHA working closely with the utility companies to find creative ways of facilitating this work to reduce the duration of this phase. Anticipating the disruption to our community when roadway construction begins, the City asks that SHA consider night work and wayfinding for alternate routes to help minimize this disruption.

US 1, Baltimore Avenue from College Avenue to MD193 (Segments 2 & 3)

Continuing pedestrian, safety and operational upgrades on US 1 is listed as a priority in the MTP and the City believes funding for these segments is a critical component to realizing this goal. Given the long time frames for project engineering, the City requests that design and engineering funding be programmed in the CTP in order to avoid a large gap between the construction of segment 1 and segments 2 & 3.

I-270, Eisenhower Memorial Highway and I-495, Capital Beltway

This "Managed Lanes" project stands to have a major impact on the residents of College Park. In selecting the alternatives to be carried forward in the Draft Environmental Impact Study, the City strongly urges that any alternative involving the widening of the Beltway beyond its existing footprint be dropped from consideration. In addition to the direct impact to approximately 45 single-family homes, the resulting increase in capacity would be detrimental to US 1 traffic as well as to the City's street network.

Beyond the Bus

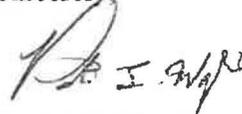
The City supports this new program and recommends that both the College Park and Greenbelt MARC stations be considered for improved amenities based on their high level of use.

Transportation Enhancement Program, Bikeways Network Program and Sidewalk Program

These programs have proved to be an important resource for the City in its efforts to implement Complete Streets and the City supports their continued funding.

Thank you for this opportunity to provide input on the 2019-2024 Draft CTP.

Sincerely,



Patrick L. Wojahn
Mayor

cc: State Senator James Rosapepe and 21st District Delegates
Prince George's County Council Member Dannielle Glaros
Prince George's County Council Member Mary Lehman
UMD Vice President for Administration and Finance Carlo Colella
Victor Weissberg, Prince George's County Department of Public Works and Transportation

5

Legislation

Memorandum

TO: Bill Gardiner, Assistant City Manager
City of College Park

FROM: Leonard L. Lucchi, Esquire
Eddie L. Pounds, Esquire
City Lobbyists

DATE: January 17, 2020

RE: Weekly Report #1

The first full week of the Maryland General Assembly is at a close. Here is a list of pertinent issues:

The Budget – The Governor announced his \$47.9 billion budget proposal for FY 2021 on Tuesday, January 14, 2020, which focuses on public safety, education, the environment and transportation. In our next report, we will breakdown the impact of the Governor’s proposed budget on the City.

Here is a listing of other bills of interest that we will be tracking this legislative session for the City:

- 1. PG 108-20** M-NCPPC – Summer Math, Reading, and Science Pilot Program – For the purpose of creating a Summer Math, Reading, and Science Pilot Program. M-NCPPC is to coordinate with the Prince George’s County public school system to integrate academic content into summer parks and recreation programs.
- 2. PG 303-20** Prince George’s County – Alcoholic Beverages – Shopping Center – Authorization of a Class B-SC (Shopping Center) 7-day beer, wine, and liquor license.
- 3. PG 308-20** Prince George’s County – Alcoholic Beverages – Licenses for Supermarkets – Authorizes Class A beer and light wine license for use in a supermarket.
- 4. PG 401-20** Prince George’s County – Authority to Impose Fees for Use of Disposable Bags – Authorizes the County to impose a fee on retail establishments for the use of disposable bags.

5. **PG 402-20** Prince George's County – State Highways – Toll Facilities – Prohibits a State agency, including the Maryland Transportation Authority, from acquiring or constructing any toll road, toll highway, or toll bridge in Prince Georges County unless authorized by Prince George's County by local law.
6. **HB 42 (SB 67)** Public Information Act - Applications for Inspection – Responses and Time Limits - Decreasing the time periods within which a custodian is required to grant or deny a certain application to inspect a public record and produce a public record in response to an approved application; altering the circumstances under which and the time period within which a custodian is required to indicate certain information in writing or by e-mail; decreasing from 10 to 5 working days. **Senate Bill will be heard in the Senate Educ, Health & Envir. Affairs Committee on January 21, 2020 at 1:30 p.m.**
7. **HB 52** Local Government – Lemonade Stands – Prohibition on Regulation by Local Law - Prohibiting a municipality, a county, or any other political subdivision from adopting or enforcing a local law prohibiting or regulating the sale of lemonade or other nonalcoholic beverages by individuals under the age of 18 from a stand on private property. **Bill will be heard in he House Environ & Tran. Committee on Jan. 28, 2020 at 1 p.m.**
8. **HB 70** Vehicle Laws – Intersections – Prohibited Acts - Prohibiting a vehicle facing a circular green signal, a green arrow signal, or a steady yellow signal from entering an intersection if the vehicle is unable to safely and completely proceed through the intersection. **Bill will be heard in the House Environ & Trans. Committee on January 30, 2020 at 2 p.m.**
9. **SB 03** Electronic Smoking Devices, Other Tobacco Products, and Cigarettes – Taxation and Regulation - Applying certain provisions of tax law regulating the sale, manufacture, distribution, possession, and use of cigarettes and other tobacco products to certain electronic smoking devices; altering the definition of "other tobacco products" to include certain consumable products and the components or parts of those products and to exclude certain other products.
10. **SB 109** Disabled Active Duty Service Members, Disabled Veterans and Surviving Spouses – Exemption from Property Tax and Other Charges and Refunds - Exempting certain dwelling houses owned by a disabled active duty service member, disabled veteran, or surviving spouse from certain governmental or taxing authority charges; requiring the State, a county, or a municipal corporation to pay a certain refund to a disabled active duty service member, disabled veteran, or surviving spouse under certain circumstances; requiring the State, a county, or a municipal corporation to pay interest on the refund under certain circumstances.
11. **SB 128** Local Government Animal Control Facilities – Adoption Fee Waiver for Veterans (Pets for Vets Act of 2020) - Requiring an animal control facility operated by a county or municipality to waive the adoption fee for a dog or cat for a veteran who presents a valid driver's license or identification card that includes a notation of veteran status; authorizing an animal control facility to limit the number of adoption fee waivers granted to an individual

under the Act to one dog and one cat within a 6-month period.

F:\Clients\C\City of College Park\Weekly Report #1_2020.doc

6

Agenda items for
January 30
Four Cities
Meeting

7

Appointments to Boards and Committees

City of College Park
Board and Committee Appointments

Shaded rows indicate a vacancy or reappointment opportunity.
The date following the appointee's name is the initial date of appointment.

Advisory Planning Commission			
Appointee	Represents	Appointed by	Term Expires
Larry Bleau 7/9/02	District 1	Mayor	02/22
Llatetra Brown Esters 06/18	District 2	Mayor	06/21
Christopher Gill 09/24/13	District 1	Mayor	10/22
James E. McFadden 2/14/99	District 3	Mayor	01/20
Ben Flamm 01/02/18	District 2	Mayor	08/21
Santosh Chelliah 01/02/18	District 4	Mayor	09/22
Stephanie Stulich 01/02/18	District 3	Mayor	02/22
<p>City Code Chapter 15 Article IV: The APC shall be composed of 7 members appointed by the Mayor with the approval of Council, shall seek to give priority to the appointment of residents of the City and assure that there shall be representation from each of the City's four Council districts. Vacancies shall be filled by the Mayor with the approval of the Council for the unexpired portion of the term. Terms are three years. The Chairperson is elected by the majority of the Commission. Members are compensated. Liaison: Planning.</p>			

Airport Authority			
Appointee	Resides in	Appointed by	Term Expires
James Garvin 11/9/04	District 3	M&C	02/22
Jack Robson 5/11/04	District 3	M&C	10/20
Anna Sandberg 2/26/85	District 3	M&C	09/22
Gabriel Iriarte 1/10/06	District 3	M&C	01/20
Christopher Dullnig 6/12/07	District 2	M&C	02/20
David Kolesar 04/28/15	District 1	M&C	12/21
Dave Dorsch 08/11/15	District 3	M&C	12/21
<p>City Code Chapter 11 Article II: 7 members, must be residents and qualified voters of the City, appointed by Mayor and City Council, for three-year terms. Vacancies shall be filled by M&C for an unexpired portion of a term. Authority shall elect Chairperson from membership. Not a compensated committee. Liaison: City Clerk's Office.</p>			

Animal Welfare Committee			
Appointee	Resides in	Appointed by	Term Expires
Dave Turley 3/23/10	District 1	M&C	04/22
Patti Stange 6/8/10	Nonresident	M&C	04/21
Taimi Anderson 6/8/10	Nonresident	M&C	09/22
Suzie Bellamy 9/28/10	District 4	M&C	04/21
Kathy Rodeffer 11/24/15	Nonresident	M&C	03/23
Kennis Termini 03/26/19	District 1	M&C	03/23
Bram Turner 04/09/19	District 1	M&C	04/23

Christine Nagle 10/22/19	District 1	M&C	10/22
Lisa Ealley 10/22/19	District 1	M&C	10/22
Marcia Booth 11/12/19	District 1	M&C	11/22
Stephanie Butler 12/10/19	District 1	M&C	12/22
Resolution 15-R-26, 10-R-20: Up to fifteen members appointed by the Mayor and Council for three-year terms. Not a compensated committee. Liaison: Public Services.			

Board of Election Supervisors			
Appointee	Represents	Appointed by	Term Expires
John Robson (Chief) 5/24/94	Mayoral appt	M&C	03/21
Lisa Williams 10/23/18	District 1	M&C	03/21
Diane Ligon 02/26/19	District 2	M&C	03/21
John Payne 04/25/17	District 3	M&C	03/21
Yousuf Jaleel 10/01/19	District 4	M&C	03/21
Cameron Thurston 03/26/19	Mayoral appt	M&C	03/21
City Charter C4-3: The Mayor and Council shall, not later than the first regular meeting in March of each year in which there is a general election, appoint and fix the compensation for six qualified voters as Supervisors of Elections, one of whom shall be appointed from the qualified voters of each of the four election districts and two of whom shall be appointed by the Mayor with the consent of the Council. The Mayor and Council shall designate one of the six Supervisors as the Chief of Elections. This is a compensated committee; compensation is based on a fiscal year. Per Council action (item 19-G-46) effective July 1, 2019: For each of the next two years, the Chief Election Supervisor will receive \$960/fiscal year and the Supervisors will receive \$720/fiscal year. Liaison: City Clerk's office.			

College Park City-University Partnership			
Appointee	Represents	Appointed by	Term Expires
Carlo Colella	Class A Director	UMD President	06/30/21
Edward Maginnis	Class A Director	UMD President	06/30/21
Ken Ulman	Class A Director	UMD President	06/30/22
Brian Darmody	Class A Director	UMD President	06/30/20
Patrick L. Wojahn (01/12/16)	Class B Director	M&C	06/30/20
Maxine Gross	Class B Director	M&C	06/30/21
Senator James Rosapepe	Class B Director	M&C	06/30/22
Stephen Brayman	Class B Director	M&C	06/30/20
David Iannucci (07/15/14)	Class C Director	City and University	06/30/20
Dr. Richard Wagner (Chair)	Class C Director	City and University	06/30/22
The CPCUP is a 501(c)(3) corporation whose mission is to promote and support commercial revitalization, economic development and quality housing opportunities consistent with the interests of the City of College Park and the University of Maryland. The CPCUP is not a City committee but the City makes appointments to the Partnership. Class B Directors are appointed by the Mayor and City Council; Class C Directors are jointly appointed by the Mayor and City Council and the President of the University of Maryland.			

College Park Seniors Committee			
Appointee:	Represents:	Appointed by:	Term Expires
Arelis Pérez 11/14/17	Resident, District 1	M&C	12/21
Manuel Guevara-Cordova 03/28/17	Resident, District 3	M&C	11/21
Rosemary Peticari 04/11/17	Resident, District 1	M&C	04/21
Mary Anne Hakes 04/11/17	Resident, District 3	M&C	04/21
Jackie Kelly 05/23/17	Resident, District 1	M&C	05/19
Darlene Nowlin 08/08/17	Resident, District 4	M&C	08/21
Bonnie McClellan	Resident, District 4	M&C	06/20
Victoria Evans 01/15/19	Resident, District 2	M&C	01/21
Robert Thurston 03/12/19	Resident, District 2	M&C	03/21
Lynn Topp 04/23/19	Non-Resident	M&C	04/21
Ann Bolduc 09/10/19	Resident, District 1	M&C	09/21
Resolution 16-R-33 adopted December 13, 2016. Resolution 17-R-29 adopted November 28, 2017 increased membership. Resolution 19-R-07 adopted April 9, 2019 removed the Councilmember designation and increased membership. Up to 11 members, with the goal of at least one resident per Council district. Two-year terms. The Committee shall appoint a Chair and Vice Chair each with a term of one year from among the members of the committee. Not a compensated committee. Liaison: Youth, Family and Senior Services.			

Committee For A Better Environment			
Appointee	Resides in	Appointed by	Term Expires
Suchitra Balachandran 10/9/07	District 4	M&C	06/20
Alan Hew 01/12/16	District 4	M&C	02/22
Daniel Walfield 02/23/16	District 1	M&C	02/19
Todd Larsen 03/22/16	District 2	M&C	03/22
Caroline Wick 02/12/19	District 3	M&C	02/22
Alexa Bely 02/12/19	District 3	M&C	02/22
Oscar Gregory 02/26/19	District 2	M&C	02/22
Cameron Thurston 02/26/19	District 2	M&C	02/22
Pablo Regis de Oliveria 03/12/19	District 3	M&C	03/22
Andrea McNamara 03/12/19	District 3	M&C	03/22
Matt Dernoga 03/26/19	District 1	M&C	03/22
Chunyang Ding 01/14/20	District 1	M&C	06/20
City Code Chapter 15 Article VIII: No more than 25 members, appointed by the Mayor and Council, three year terms, members shall elect the chair. Not a compensated committee. Liaison: Planning.			

Complete Count Committee	
Appointee:	Suggested Composition / Slot filled:
Robert Day 12/11/18	Councilmember – Liaison to full Council
Denise Mitchell 12/11/18	Councilmember – Liaison to full Council

Heidi Biffl 12/11/18	UMD Dept of Fraternity & Sorority Life
Gloria Aparicio-Blackwell 12/11/18	UMD Office of Community Engagement
Michael Glowacki 12/11/18	UMD Dept of Resident Life
Jim Nealis 02/12/19	Resident
John Payne 02/12/19	Neighbors Helping Neighbors
Lupi Quinteros-Grady 02/26/19	Latino community liaison
Melissa Sites 12/11/18	Community Association – CPAE
Andy Miller 02/12/19	PGPOA / landlord representative
Branson Cameron 04/23/19	UMD Student
Areliis Perez 08/13/19	Resident
Resolution 18-R-14 adopted 10-09-2018; Resolution 19-R-06 adopted 04-09-2019: Composed of up to 12 members appointed by the Mayor and Council. Target representation shown above. Members shall be representative of a cross-section of residents willing to serve until the completion of the 2020 Census. Committee will be discharged after a report summarizing their goals and achievements is presented to Council at the conclusion of the 2020 Census. The committee shall select a Chair from among the members. A quorum for purposes of conducting business shall be a majority of appointed members. Not a compensated committee. Liaison: Planning.	

Education Advisory Committee			
Appointee	Represents	Appointed by	Term Expires
Melissa Day 9/15/10	District 3	M&C	05/21
Carolyn Bernache 2/9/10	District 4	M&C	02/21
Stacy Currie 01/29/19	UMCP	UMCP	01/21
Dawn Powers 1/26/16	District 2	M&C	05/21
David Toledo 04/25/16	District 1	M&C	04/21
Rose Greene Colby	District 3	M&C	02/21
Doris Ellis 08/08/17	District 4	M&C	08/21
Tessie Aikara 05/14/19	District 4	M&C	05/21
Resolutions 97-R-17, 99-R-4, 10-R-13, 15-R-25, and 17-R-09: At least 9 members who shall be appointed by the Mayor and Council: at least two from each Council District and one nominated by the University of Maryland. All except the UMCP appointee shall be City residents. Two year terms. The Committee shall appoint the Chair and Vice-Chair of the Committee from among the members of the Committee. Not a compensated committee. Liaison: Youth and Family Services.			

Ethics Commission			
Appointee	Represents	Appointed by	Term Expires
Nora Eidelman 11/24/15	District 1	Mayor	11/21
Joe Theis 05/12/15	District 2	Mayor	09/21
Rachel Gregory	District 3	Mayor	05/20
Gail Kushner 09/13/11	District 4	Mayor	05/20
Robert Thurston 9/13/05	At Large	Mayor	05/20
Alan C. Bradford 1/23/96	At-Large	Mayor	11/21

Frank Rose 05/08/12	At-Large	Mayor	05/20
City Code Chapter 38 Article II: Composed of seven members appointed by the Mayor and approved by the Council. Of the seven members, one shall be appointed from each of the City's four election districts and three from the City at large. 2 year terms. Commission members shall elect one member as Chair for a renewable one-year term. Commission members sign an Oath of Office. Not a compensated committee. Liaison: City Clerk's office.			

Housing Authority of the City of College Park			
Bob Catlin 05/13/14		Mayor	05/01/24
James McFadden 10/09/18		Mayor	05/01/23
Theresa Keeler 09/17/19		Mayor	05/01/24
Arelis Perez 04/10/18		Mayor	05/01/20
VACANT	Attick Towers resident	Mayor	05/01/22
The College Park Housing Authority was established in City Code Chapter 11 Article I, but it operates independently under Division II of the Housing and Community Development section of the Annotated Code of Maryland. The Housing Authority administers low income housing at Attick Towers. The Mayor appoints five commissioners to the Authority; each serves a five year term; appointments expire May 1. Mayor administers oath of office. One member is a resident of Attick Towers. The Authority selects a chairman from among its commissioners. The Housing Authority is funded through HUD and rent collection, administers their own budget, and has their own employees. The City supplements some of their services.			

Martin Luther King, Jr. Tribute Committee			
Appointee	Represents	Appointed by	Term Expires
Lilla Sutton 09/27/16	District 2	M&C	05/22
Dottie Chicquelo	Non-resident	M&C	10/22
Jordan Schakner 10/10/17	District 1	M&C	10/20
Anita Wolley 11/14/17	District 2	M&C	11/20
VACANT		M&C	
Resolution 16-R-11 adopted 06-14-2016. Purpose is to plan, organize and execute an annual event in honor of Dr. King. Between five and nine members, appointed by the Mayor and Council for three-year terms. The Committee shall appoint the Chair and Vice-Chair from among their membership annually. A quorum will consist of a majority of the appointed members. The Committee may work with partners such as the University of Maryland, the Maryland National Capital Park and Planning Commission, local schools and faith communities, and others as appropriate, in planning the event. Liaison: Public Services.			

Noise Control Board			
Appointee	Represents	Appointed by	Term Expires
Mark Shroder 11/23/10	District 1	Council, for District 1	09/23
Harry Pitt, Jr. 9/26/95	District 2	Council, for District 2	04/20
Alan Stillwell 6/10/97	District 3	Council, for District 3	09/20
Suzie Bellamy	District 4	Council, for District 4	12/20

Adele Ellis 04/24/12	Mayoral Appt	Mayor	08/20
Larry Wenzel 3/9/99	Alternate	Council - At large	02/18
Aaron Springer 10/09/18	Alternate	Council – At large	10/22
City Code Chapter 138-3: The Noise Control Board shall consist of five members, four of whom shall be appointed by the Council members, one from each of the four election districts, and one of whom shall be appointed by the Mayor. In addition, there shall be two alternate members appointed at large by the City Council. The members of the Noise Control Board shall select from among themselves a Chairperson. Four year terms. This is a compensated committee. Liaison: Public Services.			

Recreation Board			
Appointee	Lives In	Appointed by	Term Expires
Sarah Araghi 7/14/09	District 1	M&C	06/22
Barbara Pianowski 3/23/10	District 4	M&C	11/20
Judith Oarr 05/14/13	District 4	M&C	08/22
Christina Toy 01/09/18	District 1	M&C	01/21
Jane Hopkins 1/23/18	District 4	M&C	01/21
Janice Bernache 02/13/18	District 3	M&C	02/21
Santosh Chelliah 10/09/18	District 4	M&C	10/21
Jane Miller	District 3	M&C	08/22
Domini Artis 10/08/19	District 4	M&C	10/22
Mark Mullauer 11/12/19	District 3	M&C	11/22
City Code Chapter 15 Article II: Effective 2/2/16: 10 members appointed by the Mayor and Council for three-year terms with a goal of representation from each district. The Chairperson will be chosen from among and by the district appointees. Not a compensated committee. Additional participants include the University of Maryland liaison and the M-NCPPC liaison. Liaison: Public Services.			

Tree and Landscape Board			
Member	Represents	Appointed by	Term Expires
Christine O'Brien 08/11/15	Citizen	M&C	04/21
James Meyer 10/24/17	Citizen	M&C	10/19
Todd Reitzel 04/09/19	Citizen	M&C	04/21
Rashawna Alfred 04/09/19	Citizen	M&C	04/21
Janet Wagner 04/09/19	Citizen	M&C	04/21
Todd Larsen (or an alternate)	CBE Chair Liaison		
John Lea-Cox 1/13/98	City Forester	M&C	04/21
Planning Representative	Planning Director		
Brenda Alexander	Public Works Director		
City Code Chapter 179-5: The Board shall have 9 voting members: 5 residents appointed by M&C, the CBE Chair or designee, the City Forester or designee, the Planning Director or designee and the Public Works Director or designee. Two-year terms. Members choose their own officers. Not a compensated committee. Liaison: City Clerk's office.			

Veterans Memorial Committee			
Appointee	Represents	Appointed by	Term Expires
Joseph Ruth 11/7/01	VFW	M&C	01/19
Blaine Davis 10/28/03	American Legion	M&C	01/19
Rita Zito 11/7/01		M&C	12/18
Seth Gomoljak 11/6/14		M&C	11/17
Mary Cook 02/12/19		M&C	02/22
Lisa Fischer 02/26/19		M&C	02/22
VACANT			
VACANT			
VACANT			
<p>Resolution 15-R-27, 01-G-57: Board comprised of 9 to 13 members including at least one member from American Legion College Park Post 217 and one member from Veterans of Foreign Wars Phillips-Kleiner Post 5627. Appointed by Mayor and Council. Three year terms. Chair shall be elected each year by the members of the Committee. Not a compensated committee. Liaison: Public Works.</p>			

8

Future Agenda Items



TO: Mayor, City Council, City Manager and Department Directors

FROM: Janeen S. Miller, City Clerk

DATE: January 15, 2020

RE: Future Agendas

The following items are tentatively placed on future agendas. This list has been prepared by the City Manager and me and represents the current schedule for items that will appear on future agendas.

TUESDAY, JANUARY 28, 2020 REGULAR MEETING

Presentation on FY '19 Audit – Lindsey + Associates, auditors

Public Hearings on Ordinance 20-O-01 Special Trash, Yard Waste and Recycling, and Ordinance 20-O-02, Bulk Trash Collection Fees

Presentation - Quarterly Financial report – Gary Fields, Director of Finance

Consent Agenda: Approval of a task order under the on-call engineering contract for design of Princeton Avenue – Terry Schum, Director of Planning

Approval of FY 2021 budget direction, including Homestead Tax Credit

Approve a change order/agreement for the City Hall Project – Scott Somers, City Manager

Adoption of Ordinance 20-O-01 Special Trash, Yard Waste and Recycling

Adoption of Ordinance 20-O-02, Bulk Trash Collection Fees

TUESDAY, FEBRUARY 4, 2020 WORKSESSION

Discussion with the EAC regarding public school education grant to Buck Lodge Middle School – Kiaisha Barber, Director of Youth, Family and Senior Services and Carolyn Bernache, Chair Education Advisory Committee (15)

Discussion of a City rebate program for installation of residential security technology – Bob Ryan, Director of Public Services (30)

Discussion on plans for the City's 75th anniversary celebration on June 6 – Gabi Wurtzel, Event Planner (20)

Discussion on City events – Gabi Wurtzel, Event Planner (30)

Discussion of Mayor and Council Rules and Procedures (45)

Review of Legislation

Information Report on the feasibility of a City tax credit for residents to purchase flood insurance – request of Councilmember Rigg (Suellen Ferguson, City Attorney)

2:40

TUESDAY, FEBRUARY 11, 2020 REGULAR MEETING

Public Hearing on traffic calming in the 9700 block of Narragansett Parkway between Laguna Road and Muskogee Street

Public Hearing on the petition request for traffic calming on Muskogee Street between 48th Place and 49th Avenue

Public Hearing on the petition request to install residential permit restricted parking for the 9600 block of 51st Place

Presentation: State of the City report – Scott Somers, City Manager

Presentation: Results of the 2019 Community Survey – Ryna Quinones, Communication Coordinator

Council Action on the traffic calming and permit parking requests listed above

Introduction of Ordinances and adoption of Resolutions required to implement the Committee on Committees recommendations – Suellen Ferguson, City Attorney

Proposed Consent: Annual review of liquor licenses for City establishments prior to County renewal

TUESDAY, FEBRUARY 18, 2020 WORKSESSION

12-6-19: Discussion on installing “No Unpermitted Solicitation” signs strategically in our neighborhoods – Bob Ryan, Director of Public Services (15)

12-11-19: Complete Streets Proposed CIP presentation (60)

07-02-19: Discussion of an ordinance for City trails addressing eScooters and eBikes (45)

01-08-20: Discussion of Community Services Grants (if needed) - Gary Fields, Director of Finance

Review of Legislation

2:30

TUESDAY, FEBRUARY 25, 2020 REGULAR MEETING

Presentations of ceremonial checks for public school education grants to Hollywood Elementary, Paint Branch Elementary and Greenbelt Middle – Education Advisory Committee

Presentations by Washington Gas and by WSSC on upcoming projects in the City – Steve Halpern, City Engineer (30)

Approval of FY '20 Community Services Grants

TUESDAY, MARCH 3, 2020 WORKSESSION

07-02-19: Review standards for review/appeal of parking tickets – request of Mayor Wojahn (20)

10-01-19: Discussion of special event/party permit/registration (30)

10-15-19: Discussion of the City's security camera program and vendor (30)

Review of Legislation

1:40

TUESDAY, MARCH 10, 2020 REGULAR MEETING

Annual Review/Renewal of Insurance Contracts

TUESDAY, MARCH 17, 2020 WORKSESSION

08-08-19: Discussion of establishing a Youth Advisory Council – Kiaisha Barber, Director of Youth, Family and Senior Services (15)

Discussion of government alliance on race and equity policy and project – Bill Gardiner, Assistant City Manager and Kiaisha Barber, Director of Youth, Family and Senior Services (30)

Discussion of MOU with UMPD for live-monitoring of certain security cameras in the City – Bob Ryan, Director of Public Services (30)

Discussion of County proposed Comprehensive Map Amendment – Terry Schum, Director of Planning (60)

Review of Legislation

2:30

TUESDAY, MARCH 24, 2020 REGULAR MEETING

03-20-19: Award of contract for construction for Hollywood Dog Park – Scott Somers, City Manager

Proposed Consent: Approval of a three-year contract for city-wide grass cutting – Robert Marsili, Director of Public Works

TUESDAY, APRIL 7, 2020 WORKSESSION

TUESDAY, APRIL 14, 2020 REGULAR MEETING

TUESDAY, APRIL 21, 2020 WORKSESSION

TUESDAY, APRIL 28, 2020 REGULAR MEETING

ANNUAL ITEMS

January, early: Discussion of Homestead Tax Credit Rate (currently at 0%) (must certify by March 25 to change rate)

January, after an election: Review and adoption of Council Rules and Procedures

IFC/PHA Annual meeting with Council (when is best?)

March: Annual Review/Renewal of Insurance Contracts

March: Annual farmers market debrief

March: Annual Economic Development Report

April and September: Comments on the M-NCPPC budget

September 2020: Review of nuisance ordinance 19-O-13 adopted in September of 2019

October, first regular meeting: Proclamation for Indigenous Peoples' Day

Early Fall: Annual presentation from SHA on projects in the City (schedule prior to CTP discussion)

Fall: Annual police agency presentation

November, first regular meeting: Proclamation for Small Business Saturday

December: Approval of Annual Retreat agenda

MASTER LIST

2020 Quarterly Financial Presentations: January 28, April 28, August 11, October 27

01-23-19: Information Report: Actions taken to mitigate the discharge of sump pump water runoff – Steve Halpern, City Engineer

08-14-18: Discussion of City-wide parking (45)

02-05-19: Council approval of any decisions relating to reducing the speed limit, removing traffic calming or removing stop signs on Calvert Road relating to Purple Line construction impacts

04-10-19: County Comprehensive Rezoning Discussion – Terry Schum, Director of Planning

Discussion of security at City buildings and cyber security – Scott Somers, City Manager

Future Worksessions requested at the FY20 Budget Worksession:

- 1) Performance Measures – how we use them and how we set them
- 2) Update on the Sustainability Plan

07-09-19: Input from staff and the Airport Authority about the GAO study on helicopters in the City and helicopter noise in the region (15)

Discussion and approval of a contract for a new phone system – Bill Gardiner, Assistant City Manager

08-14-19: Discussion of City Charter requirement that a candidate for elected office must have been a registered voter for one year immediately preceding the date of the election and of alternative means of proving residency (schedule after opinion from the BOES has been received)

Approval of a Joint Development Agreement with the University of Maryland for the City Hall project – Scott Somers, City Manager

Discussion with Park and Planning and Riverdale Park about bicycle and pedestrian safety on Old Calvert Road and the increased cut-through traffic

10-01-19: Discussion of signing on to the principles of the Maryland Advocates for Sustainable Transportation

10-15-19: Greater utilization of APC to review projects that are coming to Council and discussion of self-imposed “no ex-parte communications” rules

10-22-19: Discussion with VeoRide representatives about program start-up concerns

11-06-19: Discussion of a Trash to Treasure pilot program

Discussion of additional roadway connectivity between City neighborhoods - AND –
Find options to reduce traffic on our major roadways (include Complete Streets) (40)
Terry Schum, Director of Planning; Steve Halpern, City Engineer; Robert Marsili,
Director of Public Works

11-20-19: Update to the City Manager's contract

01-07-20: Award of contract for final design of Duvall Field – Terry Schum, Director of
Planning