

City Council of Hyattsville, Maryland

AGENDA

**City Council Regular Meeting
Monday, December 18, 2017
7:30 PM**



**Council Chambers
Hyattsville Municipal Building
4310 Gallatin Street, 3rd Floor
Hyattsville, MD 20781
(301) 985-5000 www.hyattsville.org**

CITY COUNCIL

[Mayor Candace B. Hollingsworth](#)

[Bart Lawrence, Ward 1](#)

[Kevin Ward, Ward 1](#)

[Robert S. Croslin, Ward 2](#)

[Shani N. Warner, Ward 2](#)

[Carrianna Suiter, Ward 3](#)

[Thomas Wright, Ward 3](#)

[Edouard Haba, Ward 4](#)

[Paula J. Perry, Ward 4](#)

[Joseph Solomon, Ward 5](#)

[Erica Spell, Ward 5](#)

ADMINISTRATION

Tracey E. Nicholson, City Administrator

Laura Reams, City Clerk, 301-985-5009, lreams@hyattsville.org

WELCOME TO THE CITY OF HYATTSVILLE CITY COUNCIL MEETING! Your participation at this public meeting is valued and appreciated.

Agenda/Packet: The Agenda/Packet is available for review at the Hyattsville Municipal Building and online at www.hyattsville.org prior the scheduled meeting (generally available no later than the Friday prior to the scheduled Monday meeting). Please note, times given for agenda items are estimates only. Matters other than those indicated on the agenda may also be considered at Council discretion.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in this meeting or other services in conjunction with this meeting, please contact the City Clerk's Office at (301) 985-5009. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Audible Devices: Please ensure all audible devices are turned off or otherwise not audible when the City Council is in session. Thank you.

Consent Agenda: Items listed on the Consent agenda are considered to be routine in nature, and are normally approved by one motion. Please note that most items on the Consent agenda have been discussed at a previous meeting. If a Councilmember wishes to comment on a particular item, that item shall be removed from the Consent agenda to "action" to allow for additional discussion.

Public Input: If you wish to address the Council during the Public Comment period, please submit an Audience Participation Form to the City Clerk prior to the beginning of the meeting. Matters identified during Public Comment that are not on that meeting's agenda will be referred to staff for follow-up or considered on a future agenda. Issues that require a response will be addressed publically at the next regular Council meeting. Speakers are requested to keep their comments to no more than two (2) minutes per speaker. Written comments or supporting documents may be turned in to the City Clerk for distribution to the Mayor and Council.

Ways to Watch the Meetings Live: City Council meetings are broadcast live on cable television channel 71 (Comcast) and channel 12 (Verizon). You may also view meetings live online at hyattsville-md.granicus.com/MediaPlayer.php?camera_id=2

Replay Schedule: The meetings will be re-broadcast on cable television, channel 71 (Comcast) and channel 12 daily at 7:00 a.m., 1 p.m., and 8 p.m. Meetings are also able for replay online at www.hyattsville.org/councilagendas.

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1. Call to Order and Council Roll Call

2. Pledge of Allegiance to the Flag

3. Approval of Agenda

4. Motion to Close (7:30 p.m.)

4.a) Motion to Close (7:30 PM, 45 minutes)

HCC-157-FY18

I move that the Mayor and Council close the Council Meeting of December 18, 2017 in order to consult with the City Attorney to obtain legal advice, to discuss contract negotiations, and to consider the investment of public funds.

This session will be closed under the authority of the Annotated Code of Maryland State Government General Provisions Article Section 3-305(b) (5) to consider the investment of public funds, (7) consult with counsel to obtain legal advice, and (14) to discuss, before a contract is awarded or bids are opened, a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process.

N/A

Lead: At the Request of the City Administrator

Co Sponsors: N/A

5. Approval of the Minutes

5.a) Approval of the Minutes

HCC-128-FY18

I move that the Mayor and Council approve the Council Meeting Minutes for the Regular Council Meetings of (1) July 17, 2017 and (2) November 20, 2017.

Lead: At the Request of the City Administrator

Co Sponsors: N/A

[July 17 2017 minutes final.pdf](#)

[Nov 20 2017 Minutes.pdf](#)

6. Public Comment (8:20 p.m. – 8:30 p.m.) Limit 2 minutes per speaker

7. Presentations (8:30 p.m. - 9:05 p.m.)

7.a) FY-2016 and FY-2017 Audit Update (5 minutes)
HCC-104-FY18

Lead: At the Request of the City Administrator
Co Sponsors: N/A

7.b) Ager Road Green-Complete Streets Project Update (15 minutes)
HCC-127-FY18

Lead: At the Request of the City Administrator
Co Sponsors: N/A

7.c) Sacred Heart Home Redevelopment (DSP-17053) (15 minutes)
HCC-158-FY18

Lead: At the Request of the City Administrator
Co Sponsors: N/A

[SacredHeart_DSP-17053.pdf](#)

8. Consent Items (9:05 p.m. - 9:10 p.m.)

8.a) CCTV Yearly Maintenance and Support Contract
HCC-142-FY18

I move that the Mayor and Council authorize the expenditure of \$30,000.00 for the yearly maintenance and support contract with J & M Security Solutions.

Lead: At the Request of the City Administrator
Co Sponsors: N/A

[Memo to Council J & M Security Year 4 12 5 2017.docx](#)

8.b) Council of Governments Policy Committee Appointments
HCC-154-FY18

I move that the Mayor and Council make the following appointments to the Council of Governments Policy Committees for a term of one-year, beginning on January 1, 2018:

- Region Forward Coalition: Mayor Candace B. Hollingsworth, with staff alternate Jim Chandler
- Human Services & Public Safety Policy Committee: Mayor Candace B. Hollingsworth, with staff alternate Jake Rollow
- Climate Energy & Environment Policy Committee: Mayor Candace B. Hollingsworth, with staff alternate Lesley Riddle
- Cheasapeake Bay & Water Resources Policy Committee: Mayor Candace B. Hollingsworth, with staff alternate Lesley Riddle

Lead: At the Request of the City Administrator
Co Sponsors: N/A

[MWCOCG Policy Committees.pdf](#)

**8.c) Re-Appointment to Police and Public Safety Citizens' Advisory Committee
HCC-155-FY18**

I move that the Mayor and Council re-appoint Irma Echeverria (Ward 5) to the Police and Public Safety Citizens' Advisory Committee for a term of 2 years, ending on December 31, 2019.

Lead: Perry

Co Sponsors: Spell

[Redacted Application Echeverria.pdf](#)

**8.d) Re-Appointment to Code Compliance Advisory Committee
HCC-156-FY18**

I move that the Mayor and Council re-appoint Jeff Moulton (Ward 1) to the Code Compliance Advisory Committee for a term of 2 years, ending on December 31, 2019.

Lead: Lawrence

Co Sponsors: N/A

[Redacted Application Moulton.pdf](#)

**8.e) Bigbelly Waste and Recycling System Expansion
HCC-162-FY18**

I move that the Mayor and Council authorize the City Administrator to amend the existing contract with Bigbelly Solar for Bigbelly to expand the existing program for a one-time fee of \$10,551 and a monthly service fee increase of \$3,168. Annually, the cost of the program will increase by \$34,536, making the total annual investment a cost NTE \$73,000, upon the review and approval by the City Attorney for legal sufficiency.

Lead: At the Request of the City Administrator

Co Sponsors: N/A

9. Action Items (9:10 p.m. - 9:45 p.m.)

9.a) Hyattsville Ordinance 2017-06: Payment in Lieu of Taxes (PILOT) Montgomery Housing Partnership (5 minutes)

HCC-124-FY18

I move that the Mayor and Council introduce Hyattsville Ordinance 2017-06, Ordinance whereby the City of Hyattsville establishes a payment in lieu of taxes for Parkview Manor Apartments in order to secure affordable housing within the City of Hyattsville. (FIRST READING)

Lead: Hollingsworth

Co Sponsors: Spell, Solomon, Haba, Ward

[HO-2017-06 MHP Parkview Manor Ordinance 7-506.1 - Adoption.docx](#)

9.b) Hyattsville Ordinance 2017-07: Updating the City Code Section - 114-6. School Zones (5 minutes)

HCC-29-FY18

I move that the Mayor and Council introduce Hyattsville Ordinance 2017-07, an ordinance whereby the City of Hyattsville establishes a school zone around Edward M. Felegy Elementary School and the Chelsea School within the City of Hyattsville, eliminates two school zones that are no longer necessary, and adjusts the codification accordingly (FIRST READING).

Lead: Spell

Co Sponsors: N/A

[Edward M. Felegy School Zone Ordinance EIC edits 12.5.17 1437.docx](#)

9.c) Community Survey Firm Selection (15 minutes)**HCC-160-FY18**

I move that the Mayor and Council authorize the City Administrator to negotiate a contract for a community survey at a cost not to exceed \$25,000 with Canete Medina Consulting Group, Inc., upon the review and approval of the City Attorney for legal sufficiency.

Lead: At the Request of the City Administrator

Co Sponsors: N/A

[Firm Selection Memo.docx](#)

9.d) Capital Bikeshare – Cost Summary for Additional Stations (10 minutes)**HCC-163-FY18**

I move that the Mayor and Council authorize the City Administrator to execute an agreement with Prince George's County to provide one (1) additional Capital Bikeshare docking station in the City of Hyattsville for a total cost not to exceed \$50,000.

Lead: Executive Committee

Co Sponsors: N/A

[Memo - Capital Bikeshare Additional Station Costs.docx](#)

[Capital Bikeshare - Implementation Fee Schedule.pdf](#)

10. Discussion Items (9:45 p.m. - 10:35 p.m.)**10.a) Race & Equity Task Force (10 minutes)****HCC-125-FY18**

I move that the Mayor and Council establish a Race & Equity Task Force as an ad hoc committee to develop an equity plan for the City of Hyattsville. This plan should include recommendations to advance equity in the city in administration, public services, and community development to further support our goals of being an inclusive community. The committee may be adopted as a formal and permanent Task Force at the conclusion of its ad hoc period upon approval of the council.

Lead: Hollingsworth

Co Sponsors: Lawrence, Spell, Suiter

[Future of Equity in Cities 2017.pdf](#)

10.b) Electric Vehicle Charging Stations (10 minutes)

HCC-165-FY18

I move that the City Council authorize the City Administrator to execute a contract for services with The Electric Vehicle Institute to furnish and install electric charging stations on City owned property at no cost to the City, upon review for legal sufficiency by the City Attorney.

Lead: At the Request of the City Administrator

Co Sponsors: N/A

[Memo - Electric Vehicle Institute.docx](#)

[Lot 2 EV Charging Stations 12132017.pdf](#)

[Grant Agreement - Hyattsville 12-12-17 \(1\).pdf](#)

[Lot 1 EV Charging Stations 12132017.pdf](#)

[Lot 3 EV Charging Stations 12132017.pdf](#)

10.c) Special Event Street Closure Permit (10 minutes)

HCC-36-FY18

Lead: At the Request of the City Administrator

Co Sponsors: N/A

[Guidelines and Procedures for Special Event Permits 121217.docx](#)

[Block Party Application 071717 edits.docx](#)

[Block Part Request Form 2009.PDF](#)

10.d) Parks and Recreational Facilities - Modification (10 minutes)

HCC-38-FY18

I move that the Mayor and Council direct the City Attorney to draft an ordinance amending Chapter 84 of the Hyattsville Charter and Code to a) modify the hours of operation for parks to the hours between 5:00am and 11:00pm, b) indicate that the hours of operation for individual parks may vary, c) require posting of hours of operation in public view, d) modify reference to "Parks and Recreation Committee" to "Health, Wellness, and Recreation Committee", e) striking the second full sentence of §84-2, f) modifying "Director of Parks and Recreation" to "Director of Community Services", g) change any references to "his" or "her" to "their," h) modify section §84-7 and §84-8 with recommendation from the Director of Community Services or their designee, i) striking the last full sentence of section §84-18, and j) striking the last full sentence of section §84-20.

Lead: Hollingsworth

[Chapter 84 Parks and Recreational Facilities .pdf](#)

10.e) Noise Ordinance - Modification (10 minutes)

HCC-37-FY18

I move that the Mayor and Council direct the City Attorney to draft an ordinance amending Chapter 79 of the Hyattsville Charter and Code to allow for an extension of nighttime hours to 11pm for events that have obtained a special events permit from the City of Hyattsville. This extension is applicable to events held in any of the City's parks and commercial districts. Approval for other locations is to be determined on a case-by-case basis at the discretion of the City Administrator.

Lead: Hollingsworth

Co Sponsors: N/A

[Chapter 79 Noise.pdf](#)

11. Council Dialogue

12. Community Notices and Meetings

12.a) City Calendar: December 19, 2017 - January 8, 2018

HCC-164-FY18

Lead: At the Request of the City Administrator

[Main City Calendar December 19, 2017- January 8, 2018.docx](#)

13. Motion to Adjourn



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Laura Reams

Submitting Department: Community & Economic Development

Item Type: Legislative

Agenda Section: Motion to Close (7:30 p.m.)

SUBJECT

Motion to Close (7:30 PM, 45 minutes)

HCC-157-FY18

Recommendation:

I move that the Mayor and Council close the Council Meeting of December 18, 2017 in order to consult with the City Attorney to obtain legal advice, to discuss contract negotiations, and to consider the investment of public funds.

This session will be closed under the authority of the Annotated Code of Maryland State Government General Provisions Article Section 3-305(b) (5) to consider the investment of public funds, (7) consult with counsel to obtain legal advice, and (14) to discuss, before a contract is awarded or bids are opened, a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

Summary Background:

N/A

Next Steps:

N/A

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Approval

Community Engagement:

N/A

Strategic Goals:

N/A

Legal Review Required?
Complete.



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017
Submitted by: Nicola Konigkramer
Submitting Department: City Clerk
Item Type: Legislative
Agenda Section: Approval of the Minutes

SUBJECT

Approval of the Minutes

HCC-128-FY18

Recommendation:

I move that the Mayor and Council approve the Council Meeting Minutes for the Regular Council Meetings of (1) July 17, 2017 and (2) November 20, 2017.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[July 17 2017_minutes final.pdf](#)

[Nov 20 2017_Minutes.pdf](#)

Summary Background:

See attached.

Next Steps:

Upon approval, final minutes will be posted on the City's website.

Fiscal Impact:

N/A

City Administrator Comments:

N/A

Community Engagement:

N/A

Strategic Goals:

Goal 1 - Ensure Transparent and Accessible Governance

Legal Review Required?

N/A



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1) Call to Order and Council Roll Call

Mayor Hollingsworth called the council meeting to order at 8:07 p.m.

Present: Candace Hollingsworth, Mayor
Edouard Haba, W4 (Council Pres.)
Kevin Ward, W1 (Council VP)
Bart Lawrence, W1
Robert Croslin, W2
Shani Warner, W2
Carrianna Suiter, W3
Thomas Wright, W3
Paula Perry, W4
Erica Spell, W5
Joseph A Solomon, W5

Absent: None

Also present were the following City staff members:

City Administrator Tracey E. Nicholson
Assistance City Administrator & Director of Community & Economic Development James Chandler
City Treasurer Ronald Brooks
Police Chief Douglas Holland
Director of Public Works Lesley Riddle
City Clerk Laura Reams
Assistance City Clerk Lillie Littleford

2) Pledge of Allegiance to the Flag

A moment of silence was held in honor of Lidia Ann Jones, mother of Hyattsville Police Captain Amal Awad.

3) Approval of Agenda

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Perry
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Warner, Suiter, Wright, Perry, Spell, Solomon
ABSENT:	None

4) Approval of the Minutes

4.a Approval of the Minutes I move that the Mayor and Council approve the Council Meeting Minutes for the following meetings: (1) Council Work Session of January 18, 2017, (2) Council Meeting of January 23, 2017, (3) Council Work Session of February 1, 2017, (4) Council Meeting of February 6, 2017, and (5) Council Meeting of February 15, 2017.

[Minutes_Jan 18_FINAL.pdf](#) 
[Minutes_Jan 23_FINAL.pdf](#) 
[Minutes_Feb 1 2017_FINAL.pdf](#) 



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD JULY 17, 2017

[Minutes_Feb 6 2017_FINAL.pdf](#) 
[Minutes_Feb 15 2017_FINAL.pdf](#) 

Councilmember Wright noted a minor correction to the February 6, 2017 minutes regarding the date of a referenced court case. Mayor Hollingsworth said the date would be verified and corrected as needed prior to the publication of the minutes.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Solomon
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Warner, Suiter, Wright, Perry, Spell, Solomon,
ABSENT:	None

5) **Public Comment (8:10 p.m. – 8:20 p.m.) Limit 2 minutes per speaker**

Daniel Broder, a Ward 2 resident, addressed the Mayor and Council in support of the proposal for rent stabilization and renter protection ordinance.

Alison Mendoza-Walters, a Ward 3 resident, addressed the Mayor and Council as a member of the Washington Area Cycle Association and the City's Health Wellness and Recreation Advisory Committee to advocate for the completion of the Trolley Trail.

6) **Presentations (8:20 p.m. - 8:25 p.m.)**

6.a FY-2015, 2016 and 2017 Audit Update (5 minutes)

[Cover Page](#) 

City Treasurer Ron Brooks briefed the Mayor and Council on the status of the FY-2015 audit, noting that the City was at the threshold of completion and awaiting confirmation letters from various stakeholders. Councilmember Wright thanked Treasurer Brooks for his work on the audit.

7) **Consent Items (8:25 p.m. - 8:30 p.m.)**

7.a Motion #: HCC-1-FY18 FY-2018 Budget Amendment: Share our Strength - Nutrition Assistance Grant I move that the Mayor and Council amend the FY-2018 budget to appropriate the remaining fund balance of \$5,028 from the Share our Strength - Nutrition Assistance Grant previously approved in FY-2017.

[Cover Page](#) 

7.b Motion #: HCC-2-FY18 FY18 Budget Appropriation: \$1K Grant from the Target Corporation for 2017 National Night Out Against Crime I move that the Mayor and Council accept and appropriate into the FY2018 Police Department budget a grant from the Target Corporation in the amount of \$1,000.00 to support the 2017 National Night Out Against Crime celebration.

[Cover Page](#) 
[Target Grant NNO 2017.pdf](#) 

7.c Motion #: HCC-3-FY18 Service Agreement with Motorola for the Radio Communications Dispatch System, and Portable and Mobile Radios I move that the Mayor and Council authorize the expenditure of



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\$28,831.60 for the service agreements for the Motorola Communications Dispatch System and Motorola portable and mobile radios.

[Cover Page](#)

[Motorola Contract.pdf](#)

[Motorola Maintenance Contract Memo.docx](#)

7.d Motion #: HCC-4-FY18 Anacostia Trails Heritage Area, Inc. (ATHA) Governing Board Appointment I move that the Mayor and Council appoint Councilmember Bart Lawrence to serve as the City's representative on the Anacostia Trails Heritage Area, Inc. (ATHA) Governing Board and submit a letter to ATHA confirming the appointment.

[Cover Page](#)

7.e Motion #: HCC-5-FY18 Information Technology Server Replacement Project I move the Mayor and Council authorize the City Administrator to execute a Purchase Agreement with Dataprise Inc., in an amount not to exceed \$60,000 for the purpose of replacing the City's existing information technology (IT) server network.

[Cover Page](#)

[Memo - IT Server Replacement.pdf](#)

[Dell-PowerEdge-M630-Spec-Sheet.pdf](#)

7.f Motion #: HCC-6-FY18 Purchase of one Chevrolet Bolt Electric Vehicle and one Zero DPS Electric Police Motorcycle. I move that the Mayor and Council authorize FY2018 Police Department expenditures in the amount of \$42,783.99 to purchase one Chevrolet Bolt Electric Car from Criswell Chevrolet and \$19,677 to purchase one Zero DSP Electric Police Motorcycle from Chesapeake Cycles.

[Cover Page](#)

[Memo Electric Car and Motorcycle Purchase.docx](#)

[Electric Car and Motorcycle Quotes.pdf](#)

7.g Motion #: HCC-7-FY18 Ward 5 Council Discretionary Funds to Support Teen Club I move that the Mayor and Council approve the appropriation and disbursement of \$150.00 from the Ward 5 Council Discretionary Fund to provide support for meals offered by the Teen Club program.

[Cover Page](#)

7.h Motion #: HCC-8-FY18 Prince George's Stormwater Stewardship Grant - Letter of Support I move the Council authorize the Mayor to send a letter of support to Chesapeake Bay Trust Prince George's Stormwater Stewardship Grant in support of the City's partnership with the Environmental Finance Center to develop a pet waste management outreach plan in the City of Hyattsville.

[Cover Page](#)

[Chesapeake_Bay_Trust_Pet_Waste_Grant_-_Draft.pdf](#)

7.i Motion #: HCC-9-FY18 Proclamation Declaring July 15 a Day for Art and Pizza I move that the Mayor and Council declare July 15, 2017 a Day for Art and Pizza in Hyattsville.

[Cover Page](#)

[Art Works Now and Pizzeria Paradiso.docx](#)



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD JULY 17, 2017

7.j Motion #: HCC-10-FY18 Cable Studio Renovation Labor Cost - National Capitol Contracting I move that the Mayor and Council authorize payment for labor by National Capitol Contracting to install equipment in and renovate the cable studio at a cost not to exceed \$15,000.

[Cover Page](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Solomon
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Warner, Suiter, Wright, Perry, Spell, Solomon
ABSENT:	None

8) **Action Items**

8.a Motion #: HCC-12-FY18 Ward 2 Council Discretionary Funds to Support Teen Club I move that the Mayor and Council approve the appropriation and disbursement of \$150.00 from the Ward 2 Council Discretionary Fund to provide support for meals offered by the Teen Club program.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Croslin
SECONDER:	Spell
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Warner, Suiter, Perry, Spell, Solomon, Wright
ABSENT:	None

9) **Discussion Items (8:30 p.m. - 9:50 p.m.)**

9.a University Hills Sidewalk and Street Renovation Construction Funds (10 minutes)

[Cover Page](#)

[Memo - University Hills Funding Request FY18.docx](#)

Director of Public Works Lesley Riddle briefed the Mayor and Council on the status of the University Hills sidewalk and street renovation construction funds. Director Riddle said the construction phase started in 2015, noting that Phases 1 and 2 of the project were complete and the funding request was for the 3rd phase. Director Riddle said Phase 3 included the completion of streets and low impact design work on Wells Boulevard and Rosemary Lane.

Councilmember Wright asked if the design elements for Phase 3 would be shared with the residents. Director Riddle confirmed that there would be an upcoming community meeting to update residents on the project. Councilmember Wright inquired if improvements to the green space located between Hitching Post Lane and Rosemary Lane would be a separate project or included in Phase 3. Director Riddle said it would be a separate project and confirmed that the intention was to keep the area as green space and to improve the trail and grading to the land in that area.

Mayor Hollingsworth confirmed that the item would come back to the Council for approval on August 7, 2017.

9.b 37th Street Sidewalk Installation (10 minutes)

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Director of Public Works Riddle reviewed resident feedback and recent traffic analysis concerning pedestrian safety and the amount of traffic on 37th Street. Director Riddle said staff supported the sidewalk installation to provide pedestrian refuge and safety on 37th Street and confirmed that budgeted funds were available. Councilmember Solomon expressed his support for the proposal and noted that vehicular and pedestrian traffic had increased on 37th Street in the last several years.

9.c Pet Waste Ordinance (15 minutes)

[Cover Page](#) 

[Pet Waste Ordinance - 2017.docx](#) 

[MM to JChandler Re Pet Waste 7.10.17.pdf](#) 

[MinutesrMarch_15_17_Approved.doc](#) 

[Code Committee Recommendation - June 21, 2017.doc](#) 

Assistant City Administrator Chandler provided an update to the Council on the proposed Pet Waste Ordinance. Assistant Administrator Chandler noted outstanding questions regarding the placement of the ordinance in the Code, how the ordinance handled feral animals, and enforcement of the ordinance. He noted that the Code Compliance Advisory Committee was in favor of the ordinance in conjunction with a public education campaign. Regarding enforcement, Assistant Administrator Chandler noted that the ordinance was predicated primarily on voluntary compliance and enforcement would be challenging. Assistant Administrator Chandler asked the Council for additional direction on how to proceed and provided information on a proposed timeline for adoption.

Councilmember Wright said he believed there were two (2) separate issues: pet waste and enforcement. Councilmember Wright asked for language in the ordinance to protect ear-tipped feral cats in accordance with County regulations. There was a discussion regarding defining ownership of feral cats. Mayor Hollingsworth clarified that ownership in the ordinance should apply to pets that are purchased, adopted, or otherwise formally owned, not those that individuals may care for in a community. Mayor Hollingsworth said the Council would request the City Attorney to ensure that distinction was included in the ordinance. Some Councilmembers expressed the opinion that the term “domesticated” was sufficient for the distinction.

There was a discussion regarding enforcement of the proposed ordinance and the entity currently responsible for enforcement of animal control issues. A brief history of the City’s Animal Control Officer position was shared by Councilmember Perry who noted that one of the challenges with the position was that the City did not have a shelter for animals.

Mayor Hollingsworth noted that the ordinance was introduced on behalf of residents who wanted to have an ordinance to refer to when dealing with issues of irresponsible pet waste disposal. Regarding enforcement, Mayor Hollingsworth said it was within the purview of the Code Compliance Department, adding that she hoped a signage and education campaign would be forthcoming. Mayor Hollingsworth and Councilmember Lawrence said they believed the ordinance should be placed in Chapter 65. City Administrator Nicholson acknowledged that enforcement of the ordinance would be challenging and provided information on the educational campaign.

9.d Hyattsville Rent Stabilization and Renter Protection Ordinance (45 minutes) I move that Mayor and Council authorize the City Attorney to prepare a rent stabilization and renter protection ordinance as defined in the attached Memo titled Hyattsville Comprehensive Rent Stabilization and Renter Protection Ordinance.



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[Rent Stabilization and Tenant Protect Ordinance Memo v20170713.pdf](#)

[Rent Stabilization Financial Impact Estimates-Rent Stabilization Foregone Revenue Estimate.pdf](#)

[Rent Stabilization Financial Impact Estimates-Short Term Rental Revenue Estimate.pdf](#)

[Takoma Park - UMD Rent Control Analysis_Final Report_January 2005.pdf](#)

[College_Park-Sage_Policy_Group_Report_Rent_Stabilization2012.pdf](#)

[Chicago Vacation Rental Ordinance.pdf](#)

[College_Affordability_for_Low-Income_Adults.pdf](#)

Councilmember Solomon introduced the item by stating that the proposed ordinance was aimed at protecting the City's affordable housing stock for new residents and long-term residents who were facing the possibility of being priced out of their homes. Councilmember Solomon elaborated that the goals of the ordinance included providing reasonable rent stabilization measures, defining short-term agreements and proposing limited regulations to offer a means of offsetting possible revenue losses because of rent stabilization, and creating a funding source for future affordable housing investment. Councilmember Solomon noted that the proposed ordinance also included tenant protections through first right of refusal and common fair leasing practices.

Councilmember Solomon thanked Mr. Broder for his remarks during public comment and added that the proposed ordinance was intended to protect seniors, military veterans, individuals with disabilities, and college students who file with independent status. Councilmember Solomon then provided additional details on the specific parameters of the proposed ordinance.

Councilmember Wright noted that there were multiple elements of the proposal and asked if they could be separated out, noting that he was in favor of some portions but expressed reservations about others, specifically the rental control aspect. Councilmember Solomon provided information on the differences between rent stabilization and rent control and impacts on markets. Councilmember Wright asked if the City had completed an analysis of the financial impact to the City of the program, noting upcoming capital expenses. Councilmember Solomon stated that he was agreeable to splitting the ordinance into parts, if it made sense to the body, but said he had linked the items together to cover the revenue portion through the short-term rental revenues. Councilmember Solomon reviewed his analysis of the revenue estimations.

Councilmember Wright asked if the ordinance targeted multi-family apartments homes or single-family homes for the rent stabilization portion. Councilmember Solomon confirmed that the rent stabilization was aimed toward multi-family buildings and cited the definition section located in Chapter 96 of the Hyattsville City Code. Councilmember Wright asked for clarification on the length of a short-term lease to which Councilmember Solomon stated that a short-term lease was one that was 30 days or less.

Mayor Hollingsworth asked about the qualifications for individuals to obtain rent stabilized units and the process for applications. Mayor Hollingsworth clarified that the proposal did not increase the City's affordable housing inventory but made housing affordable for certain classes of individuals. Mayor Hollingsworth asked if short-term rentals included transitional housing and Councilmember Solomon said it was not his intent to include transitional housing. Mayor Hollingsworth also inquired what mechanism the City would use to collect taxes on short-term rentals. Councilmember Solomon responded that the City would need to pass enabling legislation to collect revenues under a hotel tax.

Councilmember Warner indicated an interest in the proposal but was concerned that the program was costly, would require additional staff, may dissuade developers from building apartments in the City, and could result in discriminatory rental practices. She added that she was in favor of taking on a smaller portion of the ordinance now and adding to it in the future.



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD JULY 17, 2017

Councilmember Solomon thanked Council for the initial feedback and said he was open to scaling the legislation down. Councilmember Solomon shared his thoughts on how the proposed rent stabilization commission would work and information on how other cities approached similar boards. Councilmember Solomon said he did not include compensation for the board members because the model he used from a neighboring jurisdiction had not found it necessary. Councilmember Solomon reiterated his reasons to advocate for licensing and regulations for short-term rentals.

Council Vice President Ward said that the inclusion of the City Attorney on a commission or a board may be cost prohibitive for the City. Council Vice President Ward asked Councilmember Solomon how multi-family buildings would be included in rent stabilization, specifically if the building would automatically be included in rent stabilization upon adoption of the ordinance, if a building could self-select to be included, or if buildings were included by tenant application. Councilmember Solomon clarified that units would be set at market rate by the property owner and individual tenants would need to apply for rent stabilization.

Councilmember Lawrence expressed concerns for unintended consequences and encouraged resident feedback on the proposals within the ordinance. Councilmember Lawrence specified his concern for the use of data surveyed at a national level and suggested that the financial impact would be different than anticipated, and would include the addition of a part-time position. Councilmember Solomon stated that the numbers before the Council presented a worst-case scenario, but that there would be any normal margin of error.

Councilmember Wright asked for a deeper analysis or an inventory of housing for low-income families, in order to establish a definite need for an ordinance. Councilmember Wright then asked for staff input on how the ordinance would affect current staffing and procedure. Councilmember Lawrence referenced the two estimates for revenue loss and revenue gained and asked for clarification on the revenue loss for year five (5). Councilmember Solomon provided more details for current rental rates and added that the plan would include a commission that would anticipate additional inventory.

Councilmember Suiter stated a concern for the financial impact on residents through the potential Airbnb tax, and recalled conversations with neighbors that were using the rented space to make ends meet. Councilmember Suiter expressed concerns for having higher rates on Airbnb's than other rentals. Councilmember Suiter added that there would need to be public discussions on the matter. Councilmember Solomon stated that the City would host community meetings on the matter and added that there was a potential for an online forum on Speak Up HVL. Councilmember Solomon acknowledged that the proposal was more aggressive on inspections of Airbnb properties than traditional apartment complexes, but noted other State and federal guidelines and inspections that apartment properties had to meet.

Councilmember Spell stated support for the fund and added that it would force the City to think long-term. Councilmember Spell said she looked forward to seeing how the proposed fund could be protected and whether current affordable housing developments could tap into that fund. Mayor Hollingsworth highlighted Councilmember Wright's request for more details on the current inventory and added that she would like to see a more detailed financial plan for the program. Councilmember Solomon stated that questions would be addressed, and staff would provide feedback at the September Council Meeting. Councilmember Croslin stated support for the item but cautioned Council from moving too quickly, and asked his colleagues to take their time to give proper direction to staff.

Assistant Administrator Chandler addressed the clarifying questions regarding the fee and inspection schedules for rentals in the proposal. Assistant Administrator Chandler stated that the City Treasurer and Councilmember Solomon had talked through a framework, but the number of short-term rentals in Hyattsville was unknown. Assistant Administrator Chandler continued to state that staff viewed the short-term rentals as high-turnover use, which would require more frequent inspections.



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Council President Haba thanked Councilmember Solomon for bringing the item to Council. Council President Haba echoed comments that the process would be lengthy because there were a lot of moving parts. Council President Haba addressed Assistant Administrator Chandler and asked whether there would be a fee associated with each inspection or if there would be an annual fee. Assistant Administrator Chandler stated that fees would mirror current practices and that the licensing would be equal to the level of effort.

10) **Council Dialogue (9:50 p.m. - 10:00 p.m.)**

Reminders and announcements were made for several upcoming events.

Councilmember Spell thanked her Ward 2 colleagues for matching the discretionary funding for the Teen Club, thanked Sergeant Johnson for her work with the club, and provided meeting details for the club. colleges for matching the fund for the teen club. Several other Councilmembers also offered thanks to Sergeant Johnson. Councilmember Wright thanked individuals who participated in recent clean up events in University Park. He also thanked the Police Department for recently presenting the colors at the Maryland Municipal League Conference.

11) **Community Notices and Meetings**

10.a City Calendar: July 18 - August 7, 2017

[Main City Calendar_July 18-August 7 2017.docx](#)

12) **Motion to Close**

11.a Motion #: HCC-11-FY18 Motion to Close (Please note that the Council will not return to Open Session)

I move that the Mayor and Council close the Council Meeting of June 5, 2017 in order to discuss contract negotiations and to consider the investment of public funds.

This session will be closed under the authority of the Annotated Code of Maryland State Government General Provisions Article Section 3-305(b) (5) to consider the investment of public funds, and (14) to discuss, before a contract is awarded or bids are opened, a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process.

[Cover Page](#)

[Memo - UIP MOU Terms - 7.7.2017.pdf](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Ward
AYES:	Hollingsworth, Haba, Ward, Lawrence, Croslin, Warner, Suiter, Wright, Perry, Spell, Solomon
ABSENT:	None

Pursuant to the requirement of the Annotated Code of Maryland State Government Article 3-306(C)(2); this statement is included in these minutes:

A closed session of the Council of the City of Hyattsville was held at 10:23 p.m. on Monday, February 6, 2017, in the City of Hyattsville Municipal Building, Third Floor Council Chambers.



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD JULY 17, 2017

In addition to the City Council, the following staff members were present: City Administrator Tracey E. Nicholson, Assistant City Administrator Jim Chandler, City Treasurer Ron Brooks, and City Clerk Laura Reams.

The authority under which the session was closed was the Annotated Code of Maryland State Government General Provisions Article Section 3-305(b) (5) to consider the investment of public funds and (14) to discuss, before a contract is awarded or bids are opened, a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process.

Topics Discussed: A proposal for a non-binding memorandum of understanding (MOU) with Urban Investment Partners (UIP).

Action Taken: Councilmember Lawrence moved motion # HCC-11A-FY18: I move that the City council authorize the City Administrator to enter into a non-binding MOU with Urban Investment Partners (UIP) to include the existing city owned property located at 4307 Jefferson Street for the purpose of development of structured parking garage for redevelopment along Baltimore Avenue. The motion was seconded by Councilmember Solomon and approved unanimously by the Council.

Councilmember Croslin made a motion to adjourn, which was seconded by Councilmember Perry and approved unanimously by the Council. The meeting adjourned at 10:33 p.m.



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD NOVEMBER 20, 2017

Present: Candace Hollingsworth, Mayor
Edouard Haba, W4 (Council President)
Kevin Ward, W1 (Council Vice President)
Shani Warner, W2
Thomas Wright, W3
Paula Perry, W4
Joseph A Solomon, W5

Absent: Bart Lawrence, W1
Robert Croslin, W2
Carrianna Suiter, W3
Erica Spell, W5

Also present were the following City staff members:

City Administrator Tracey E. Nicholson
Assistant City Administrator, Dir. of Community and Economic Development Jim Chandler
City Treasurer Ron Brooks
Director of Human Resources Vivian Snellman
City Clerk Laura Reams
Deputy City Clerk Nicola Konigkramer

1) [Call to Order and Council Roll Call](#)

Mayor Hollingsworth called the meeting to order at 8:04 p.m.

2) [Pledge of Allegiance to the Flag](#)

3) [Approval of Agenda](#)

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Ward
AYES:	Hollingsworth, Haba, Ward, Warner, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Lawrence, Croslin, Suiter, Spell

4) [Approval of the Minutes](#)

4.a Approval of the Minutes **HCC-113-FY180**

I move that the Mayor and Council approve the Council Meeting Minutes for the Regular Council Meetings of (1) April 26, 2017, and (2) June 5, 2017.

Lead: At the Request of the City Administrator
Co Sponsors: N/A

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[Minutes_Apr 26 2017_SCM FINAL.pdf](#) 

[Minutes_June 5 2017_Final .pdf](#) 

RESULT:	APPROVED [UNANIMOUS]
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REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD NOVEMBER 20, 2017

MOVER:	Haba
SECONDER:	Solomon
AYES:	Hollingsworth, Haba, Ward, Warner, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Lawrence, Croslin, Suiter, Spell

5) [Public Comment \(8:10 p.m. – 8:20 p.m.\) Limit 2 minutes per speaker](#)

Ronald W. Wineholt, Vice President of Government Affairs, Apartment and Office Building Association (ABOA), addressed the Mayor and Council. Mr. Wineholt explained that he represented apartment and office owners within the Metro area, including: The Palette at Arts District, Prince George's Apartments, Top of the Park, Hyattsville House Apartments, Mosaic at Metro Apartments, Madison Park Apartments, and Kirkwood Apartments. Mr. Wineholt referenced the July 17, 2017 Council Meeting and stated that members of the previously stated entities had significant issues regarding rent control and landlord-tenant issues. Mr. Wineholt provided details of ABOA's assistance and contact information.

Deni Taveras, Prince George's County Councilmember, District 22 addressed the Mayor and Council regarding various items on the agenda. Councilmember Taveras stated that she was happy to see the Endorsement of Purple Line Community Development Agreement and the Payment in Lieu of Taxes (PILOT) Request for the Montgomery Housing Partnership items on the agenda. Councilmember Taveras expressed concerns for the Prince George's Plaza Branding & Marketing Strategy item, stating that many individuals outside of Hyattsville's City limits made the Mall profitable, but that their input was not included in the branding process.

6) [Presentations \(8:20 p.m. - 8:45 p.m.\)](#)

6.a City Administrator Update (5 minutes) **HCC-117-FY18**

Lead: At the Request of the City Administrator
Co Sponsors: N/A

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Administrator Nicholson provided a brief City Administrator Update, beginning with a response to public comment from the November 6, 2017 Council Meeting. Administrator Nicholson stated that the Board of Supervisors of Elections was aware of the stated concerns regarding the May Election and were currently reviewing the Election Code. Administrator Nicholson added that the Board of Supervisors of Elections met on the first Tuesday of the month at 4:00 p.m. and that residents unable to attend could send comments to electionboard@hyattsville.org.

Administrator Nicholson applauded the Police Department for a successful Commission on Accreditation for Law Enforcement Agencies (CALEA) evaluation, noting that only two (2) areas were identified for clarification or correction. Administrator Nicholson offered thanks to residents who attended the open public hearing and to Sergeant Patrick O'Hagan, Accreditation Manager. Councilmember Wright provided additional praise to the Police Department.

6.b FY-2016 and FY-2017 Audit Update (5 minutes) **HCC-104-FY18**

Lead: At the Request of the City Administrator



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Co Sponsors: N/A

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Treasurer Brooks updated the Council on the completed FY-2015 Audit, noting that there were three (3) audit findings that would be presented to Council at an upcoming Council Meeting. Treasurer Brooks stated that the FY-2016 Audit was ahead of schedule, with an anticipated completion by the end of January 2018. Treasurer Brooks added that the FY-2017 Audit would begin toward the end of January 2018. Councilmember Perry thanked Treasurer Brooks and his staff for their hard work in completing the overdue audits.

6.c Prince George's Plaza Branding & Marketing Strategy (15 minutes) **HCC-122-FY18**

Lead: At the Request of the City Administrator

Co Sponsors: N/A

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[Memo - Prince George's Plaza Branding & Marketing Strategy Presentation.docx](#)
[171005_PGPNaming - Council Presentation.pdf](#)

Assistant Administrator Chandler provided a brief background for the Prince George's Plaza Branding and Marketing Strategy, noting that the project began in the late Spring to early Summer of 2017 and would be a 16 to 17-month long process. Assistant Administrator Chandler stated that several stakeholder workshops were held between the various property owners and resident stakeholders. Assistant Administrator Chandler said the workshops were designed to reach a marketing strategy that creatively distinguished and celebrated the area.

Assistant Administrator Chandler presented the name "Hyattsville Crossing" (HVX) and noted that it drew from commercial and geographical elements of the area. Assistant Administrator Chandler added that the Prince George's Plaza ownership was supportive of the proposed name. Assistant Administrator Chandler said a concept package, with visual elements such as benches and banners, would be completed by early 2018. Assistant Administrator Chandler stated the name would start to be incorporated in existing infrastructure, and that Washington Metropolitan Area Transit Authority (WMATA) could potentially incorporate the branding into Metro mapping. Assistant Administrator Chandler noted the visual elements would return to Council in February or March of 2018 and opened the floor for questions.

Mayor Hollingsworth expressed appreciation for City staff's work with Streetsense to retool the process. Mayor Hollingsworth added that the process involved many different voices from the community and property owners. Councilmember Wright reminded Council that there were approximately 12 options for consideration, and stressed the and that the process was an intentional effort. Assistant Administrator Chandler recalled a statement from the work sessions that "the name would reveal itself," and stated that the name chosen did exactly that among the other names presented.

7) [Consent Items \(8:45 p.m. - 8:50 p.m.\)](#)

7.a Red Light Camera Agreement - 1-Year Extension **HCC-112-FY18**

I move that the Mayor and Council authorize the City Administrator to sign the Third Amendment to Agreement between Hyattsville, Maryland and American Traffic Solutions, Inc. to continue the Red Light Camera program for a term of one-year, beginning on January 1, 2018 and ending on December 31, 2018.



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Lead: At the Request of the City Administrator

Co Sponsors: N/A

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[Memo_to_City Administrator ATS_10_6__2017.docx](#) 

[HYATTSVILLE Amendment Renewal 2018.docx](#) 

7.b 2018 Council Regular & Budget Meeting Calendar

HCC-115-FY18

I move that the Mayor and Council adopt the 2018 Council Meeting Schedule and the FY-2018 Budget Meeting Schedule, as presented.

Lead: At the Request of the City Administrator

Co Sponsors: N/A

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[2018 Council Meeting Calendar_DRAFT](#) 

7.c Schedule Council Budget Work Session: FY19 Council Budget Priorities

HCC-116-FY18

I move that the Mayor and Council schedule a Council Work Session to be held on Monday, December 11th at 8:00 p.m. to discuss Council Budget Priorities for FY-2019.

Lead: At the Request of the City Administrator

Co Sponsors: N/A

7.d Dedication of Public Safety Surcharges

HCC-40-FY18

I move that the Mayor and Council dedicate all public safety surcharges received on property developed in the City of Hyattsville to satisfy debt service on the development of the public safety facility at 3505 Hamilton Street. I further move that the Mayor and Council direct the Treasurer to establish—as a threshold—a disbursement request equivalent to the annual differential for Community Safety approved by Prince George’s County. I further move that the Mayor and Council direct the City Administrator or her designee to issue a report to the Council on surcharges received no less than semi-annually.

Lead: Hollingsworth

Co Sponsors: N/A

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7.e Endorsement of Purple Line Community Development Agreement

HCC-118-FY18

I move that the Mayor and Council authorize the City Administrator to submit an endorsement on behalf of the City of Hyattsville for the Purple Line Community Development Agreement.

Lead: Hollingsworth

Co Sponsors: Haba, Ward

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[PLCommunityDevelopmentAgreement.pdf](#) 



REGULAR MEETING OF THE CITY COUNCIL, HYATTSVILLE MD NOVEMBER 20, 2017

7.f PEPCO Lighting Retrofit

HCC-119-FY18

I move that the Mayor and Council approve the expenditure of funds from the FY-18 Capital Improvements Budget to allow PEPCO to retrofit the existing lighting to LED lighting in the Phase Two project area of Hyattsville, costs not to exceed \$160,000.00.

Lead: At the Request of the City Administrator

Co Sponsors: N/A

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7.g Surplus of City Equipment and Furnishings

HCC-120-FY18

I move that the Mayor and Council approve the sale of various surplus equipment and office furnishings from the departments of Public Works and Code Compliance at public auction, all proceeds from the sale will be posted to General Fund Revenues.

Lead: At the Request of the City Administrator

Co Sponsors: N/A

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[Memo - Parking Surplus Items.docx](#) 

[171116 - Memo - 3505 Surplus Items.pdf](#) 

Mayor Hollingsworth noted that the Budget Meeting Calendar Motion should have stated FY-2019 instead of FY-2018.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Haba
SECONDER:	Perry
AYES:	Hollingsworth, Haba, Ward, Warner, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Lawrence, Croslin, Suiter, Spell

8) [Discussion Items \(8:50 p.m. - 9:15 p.m.\)](#)

8.a) Prince George's County Zoning Ordinance & Subdivision Regulations Comprehensive Review Draft (15 minutes)

HCC-123-FY18

Lead: At the Request of the City Administrator

Co Sponsors: N/A

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[Memo - Comprehensive Review Draft Comments - Final.docx](#) 

Assistant Administrator Chandler introduced Community Planner, Katie Gerbes. Ms. Gerbes summarized changes in the extensive Zoning Ordinance and Subdivision Regulations that were most relevant to the City, which included: building restriction lines or set back/build to lines, private streets/easements following County standards, removal of the "call-up" provision, mixed uses for evaluating roadway services, public



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facility financing, dedication of park space beyond a certain number of units, percentage of lots covered by impervious service, drive-throughs not allowed in transit oriented zones, and public notice of variances extending to 30 days. Ms. Gerbes stated that the Planning Committee would review the recommendation and that the item would return to Council on December 4, 2017 on the Action Agenda.

Councilmember Solomon thanked staff for their work and noted that the input provided would be helpful for the County Council. Councilmember Solomon noted that he was glad to see County Council support for the building restriction line piece.

Council President Haba referenced the proposed noise ordinance and asked how it would factor into the City's existing noise ordinance. Assistant Administrator Chandler stated that the County would acknowledge that not all noise was the same, depending on whether it was occurring in business or residential zones. Assistant Administrator Chandler added that the City would have to review the local noise ordinance after the Zoning Plan's adoption.

Council President Haba asked what stance the City took on urban farming, to which Assistant Administrator Chandler responded that the City had numerous comments, but tried to focus on the top 25 items that were of real concern to the Council. Assistant Administrator Chandler stated the Zoning Plan acknowledged urban farming as a use and gave it some structure, adding that staff would look further into that item and provide more comments. Ms. Gerbes stated that backyard chickens were a topic of conversation at many of the meetings and Council President Haba asked how the City would respond to that issue. Assistant Administrator Chandler stated that the City would have to verify if existing Code was in compliance with the County and respond accordingly.

Councilmember Wright stated that he was looking forward to the Planning Committee's comments and asked if the plan had any impact on the County TDDP. Ms. Gerbes clarified that the overlay zone would be replaced with the new zoning plan, but the standards, goals, policies and procedures would remain. Councilmember Wright inquired about the details of the Maryland Court of Appeals case (Zimmer) from August 2017. Assistant Administrator Chandler stated that the case was ongoing and explained why the City agreed with the recommendation to remove the call-up practice.

Councilmember Solomon asked to confirm that current development projects would not be impacted by mixed-use (M-U-TC) zoning. Assistant Administrator Chandler stated that anything with a submitted detailed site plan would not be subjected to the new provisions. Assistant Administrator Chandler added that the goal was to not impact anything that was already in the queue.

8.b) Payment in Lieu of Taxes (PILOT) Request: Montgomery Housing Partnership Ordinance (10 minutes) HCC-124-FY18

Lead: Hollingsworth

Co Sponsors: Spell, Solomon, Haba, Ward

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[Memo - MHP Affordable Housing PILOT Ordinance - Discussion - 11.16.2017.docx](#) 

[MHP Parkview Manor Ordinance - Discussion 11.20.2017.docx](#) 

[MHP-PV Organizational Chart.pdf](#) 

Assistant Administrator Chandler provided an overview of the proposed ordinance for the Payment in Lieu of Taxes (PILOT) request from Montgomery Housing Partnership (MHP). Assistant Administrator Chandler introduced Stephanie Roodman, Senior Project Manager and Legal Counsel for MHP, who was available for any remaining questions. Assistant Administrator Chandler added a minor revision and said that he



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expected the First Reading of the Ordinance would come back to Council on December 4, 2017. Mayor Hollingsworth stated that Council would expect an edited version for the First Reading.

8) [Discussion Items \(8:50 p.m. - 9:15 p.m.\)](#)

9) [Council Dialogue](#)

The Mayor and Council wished residents a Happy Thanksgiving.

Councilmember Perry stated that Ruth Ann Frazier was not able to attend the meeting, but wanted to extend thanks to staff and residents who participated in the Heroes Bowl. Council Vice President Ward noted that Municipal Government Works Month was ending, and thanked staff for their hard work. Council President Haba echoed Council Vice President Ward's remarks. Councilmember Solomon added that the Prince George's County Municipal Association's (PGCMA) Legislative Dinner would take place on December 7, 2017 and that Senator Chris Van Hollen would be the guest speaker.

10) [Community Notices and Meetings](#)

[Main City Calendar_November 21 - December 4, 2017.docx](#) 

11) [Motion to Adjourn](#)

The meeting adjourned at 8:58 p.m.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Perry
SECONDER:	Ward
AYES:	Hollingsworth, Haba, Ward, Warner, Wright, Perry, Solomon
NAYS:	None
ABSENT:	Lawrence, Croslin, Suiter, Spell



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Ron Brooks

Submitting Department: Finance

Item Type: Audit

Agenda Section: Presentations (8:30 p.m. - 9:05 p.m.)

SUBJECT

FY-2016 and FY-2017 Audit Update (5 minutes)

HCC-104-FY18

Recommendation:

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

Summary Background:

The FY-2016 audit is still proceeding through the review and analysis stage - no change from previous report.

- * Finish the administrative review and analysis of all funds by the last week of December 2017 - no change from previous report.

- * Complete the Financial Statements for the document by the second week of January 2018 - no change from previous report.

- * Final 2016 audit report signed off by CohnReznick, management letter and all closing documents to City Council by the third week of January 2018 - no change from previous report.

- * File the final 2016 audit with the State of Maryland Department of Administrative Services by the January 26th, 2018 - no change from previous report.

Additionally, we expect to begin the FY-2017 audit track work the second or third week of January 2018.

Next Steps:

Continue to work through all of the audit stages until final completion.

Fiscal Impact:

Late audit filings can result in loss of State Grants and loss of revenues from the State of Maryland.

City Administrator Comments:

See summary background above.

Community Engagement:

N/A

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

N/A



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Nicola Konigkramer

Submitting Department: City Clerk

Item Type: Presentation

Agenda Section: Presentations (8:30 p.m. - 9:05 p.m.)

SUBJECT

Ager Road Green-Complete Streets Project Update (15 minutes)

HCC-127-FY18

Recommendation:

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

Summary Background:

Erv T. Beckert, Chief, Highway and Bridge Design Division will present an update on the Ager Road Green-Complete Streets Project. The last Council Presentation on this project was in April 2015. A copy of the presentation will be provided at the Council meeting.

Next Steps:

N/A

Fiscal Impact:

N/A

City Administrator Comments:

See summary background above.

Community Engagement:

N/A

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

N/A



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Presentation

Agenda Section: Presentations (8:30 p.m. - 9:05 p.m.)

SUBJECT

Sacred Heart Home Redevelopment (DSP-17053) (15 minutes)

HCC-158-FY18

Recommendation:

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[SacredHeart_DSP-17053.pdf](#)

Summary Background:

The Ministry of Sisters Servants of Mary Immaculate are preparing to submit a detailed site plan for the redevelopment of Sacred Heart Home, located at 5805 Queens Chapel Road, Hyattsville.

The 8.91-acre property is located within the Gateway Arts District – Traditional Residential Neighborhood (TRN) Character Area with an underlying zoning of R-55 (Single-Family Detached Residential Use).

The existing 74,545 sq.ft. facility includes 100-residential beds with a Nursing and Convent use. The owners are proposing to replace the existing facility and construct a new 60,242 sq.ft. nursing home facility with 44-beds and a 9,188 sq.ft. convent facility as detailed in the attached presentation.

The ownership evaluated the renovation of the existing building and determined that renovations would not meet the organization's programmatic needs.

Next Steps:

Staff anticipates this item will be referred to the Hyattsville Planning Committee for review and comment at the January 16, 2017.

Fiscal Impact:

N/A

City Administrator Comments:

Presentation Only

Community Engagement:

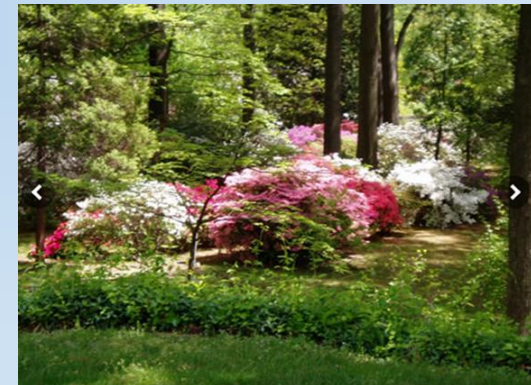
N/A

Strategic Goals:

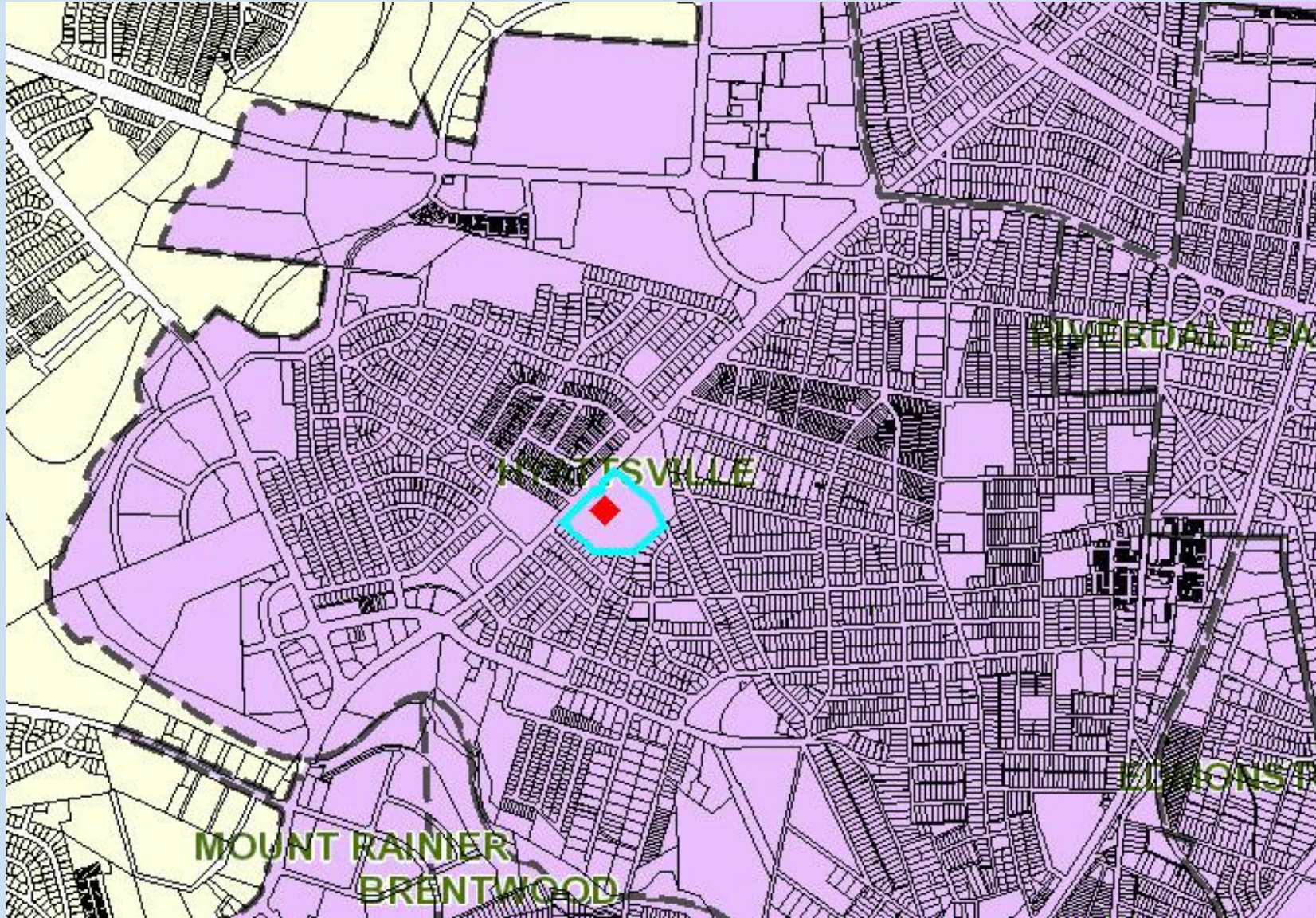
Goal 2 – Ensure the Long-Term Economic Viability of the City

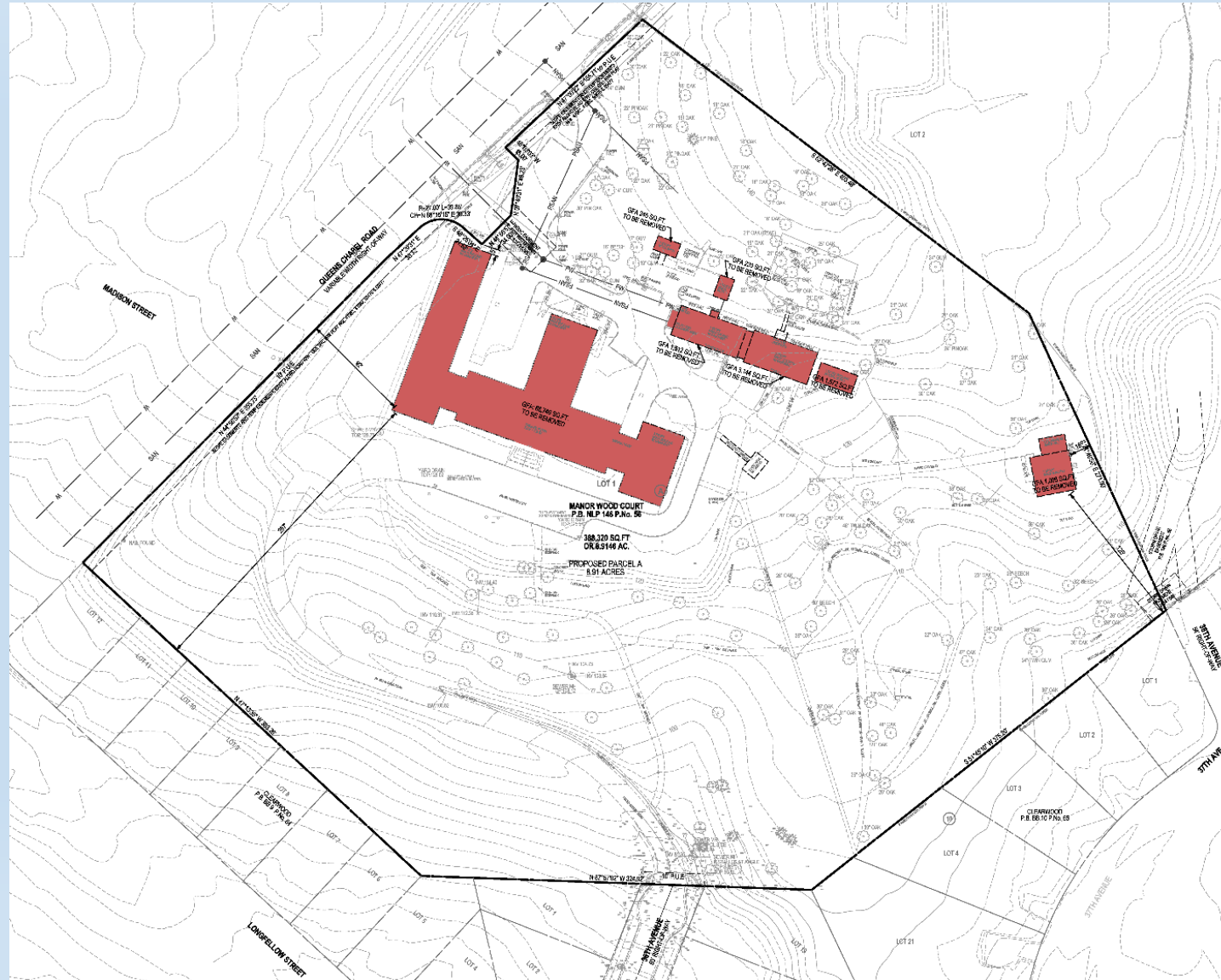
Legal Review Required?

N/A

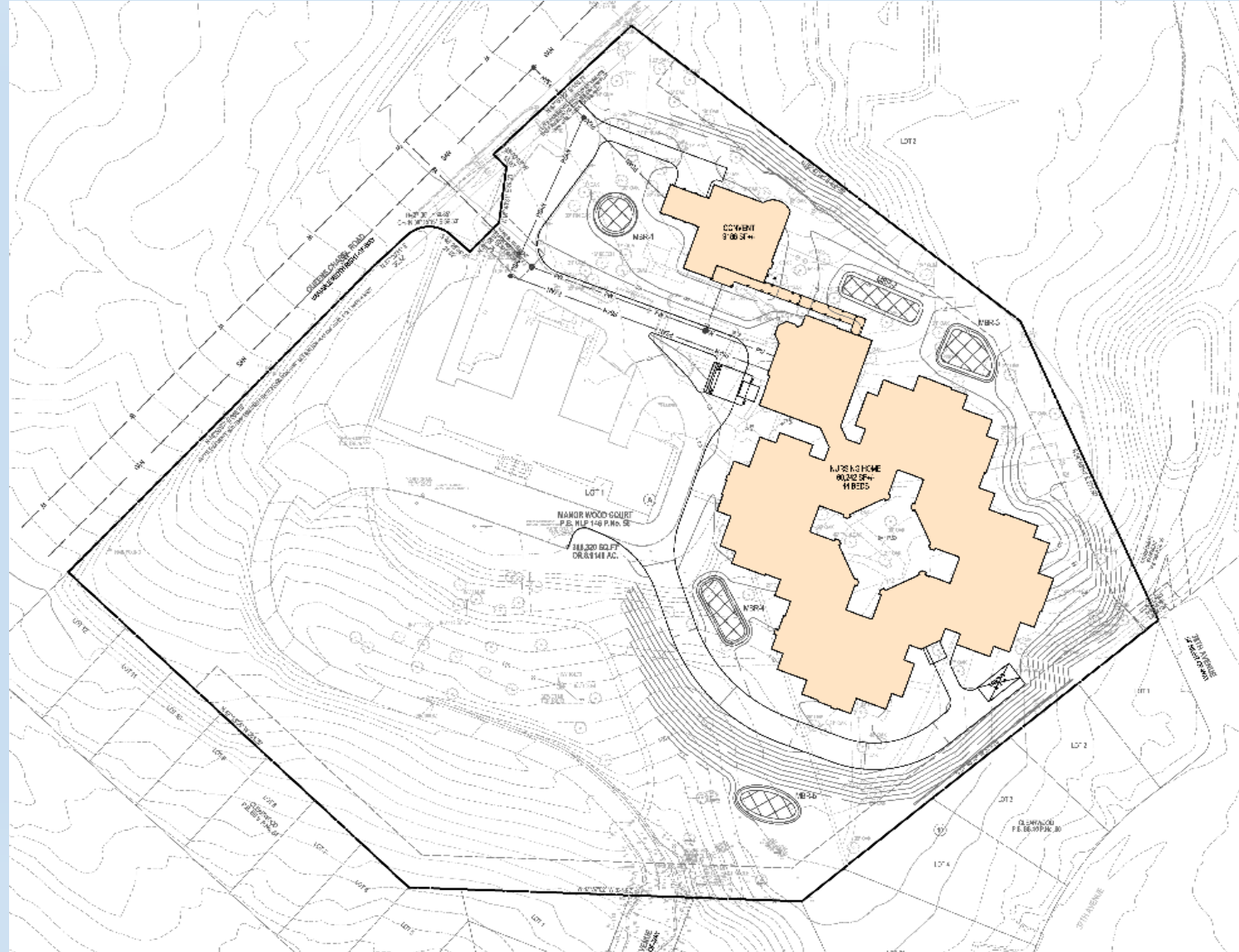








Existing Site & Buildings



Proposed Site-New Nursing Home and Convent

DSP-17053

Existing Acreage:

8.91 Acres

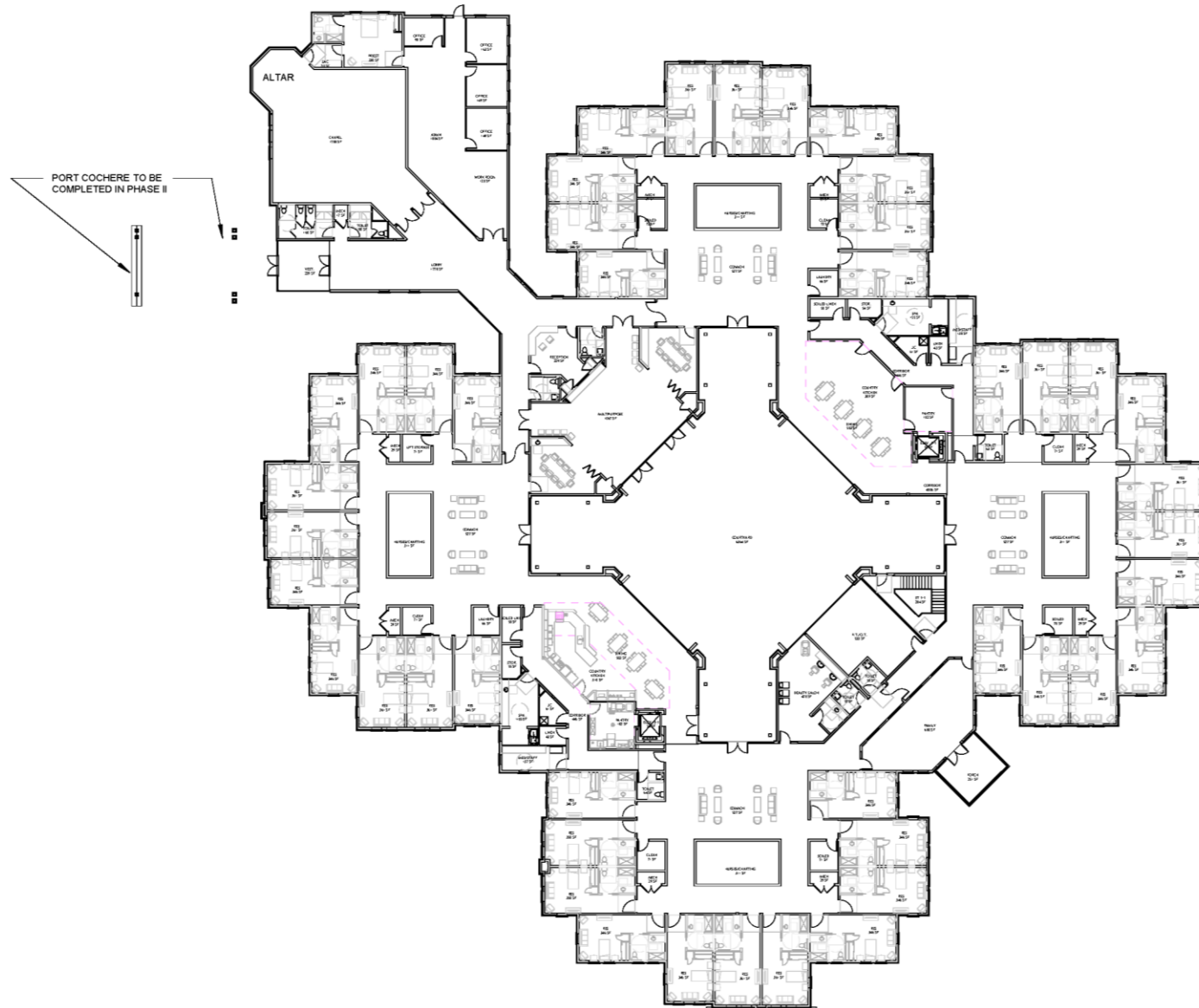
Existing Zoning:

R-55

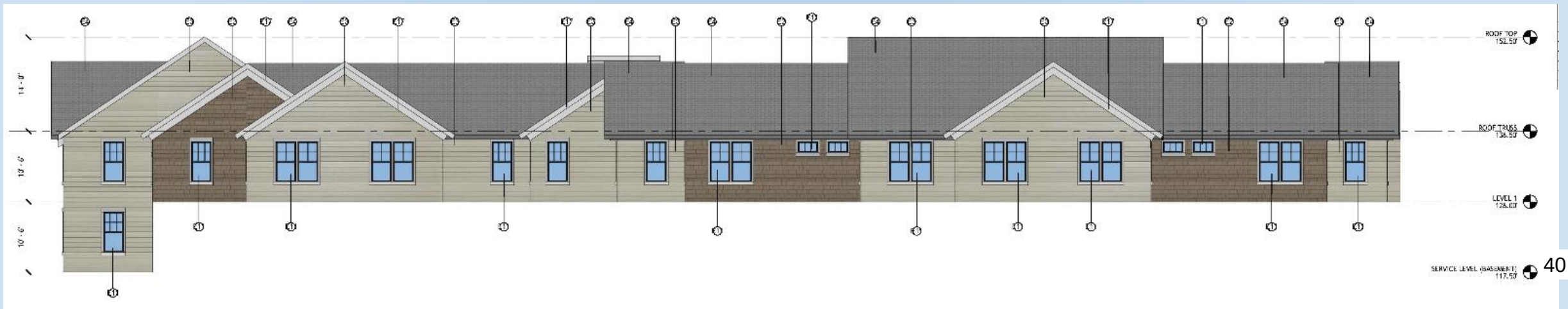
Sector Plan:

Gateway Arts-Traditional
Residential Neighborhood

Existing Use:	Nursing Home & Convent	Proposed Use:	Nursing Home & Convent
Number of Beds:	100 Beds	Number of Beds:	44 Beds
Existing SF:	74,545 sf.	Proposed SF:	69,430 sf.
			Convent: 9,188 sf Nursing Home: 60,242 sf



Nursing Home First Floor Plan





① NURSING HOME EAST ELEVATION
1/32" = 1'-0"



② NURSING HOME NORTH ELEVATION
1/32" = 1'-0"

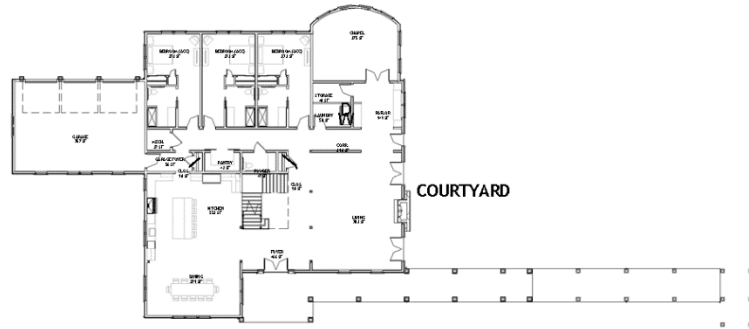




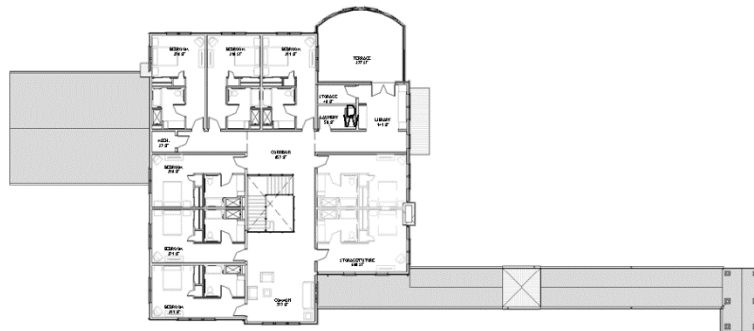
① NURSING HOME SOUTH ELEVATION
1/32" = 1'-0"



② NURSING HOME WEST ELEVATION
1/32" = 1'-0"



① CONVENT LEVEL 1
1/32" = 1'-0"



② CONVENT LEVEL 2
1/32" = 1'-0"



⑤ SOUTH ELEVATION Copy 2
1/32" = 1'-0"



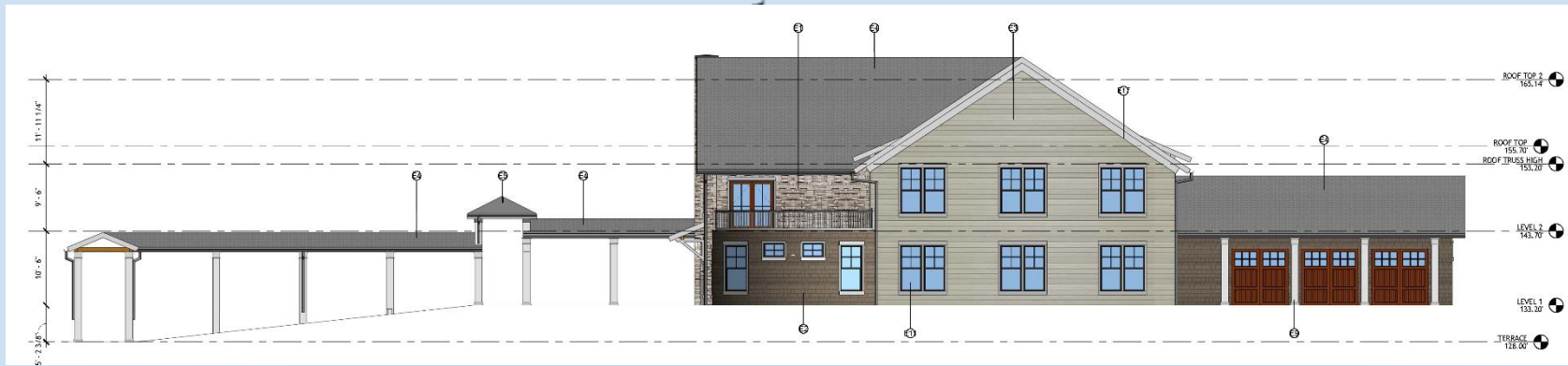
⑥ WEST ELEVATION Copy 2
1/32" = 1'-0"



③ CONVENT EAST ELEVATION
1/32" = 1'-0"



④ NORTH ELEVATION Copy 2
1/32" = 1'-0"



Convent Elevations



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Douglas Holland

Submitting Department: Police Department

Item Type: Contract

Agenda Section: Consent Items (9:05 p.m. - 9:10 p.m.)

SUBJECT

CCTV Yearly Maintenance and Support Contract

HCC-142-FY18

Recommendation:

I move that the Mayor and Council authorize the expenditure of \$30,000.00 for the yearly maintenance and support contract with J & M Security Solutions.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo to Council J & M Security Year 4 12 5 2017.docx](#)

Summary Background:

The City of Hyattsville entered into an agreement with J & M Security Solutions on January 20, 2015, to provide maintenance and support on our existing Closed Circuit Television System (CCTV). The four year contract was reviewed and approved by the council. This year is the forth year of the four year contract. The contract covers maintenance and support of all existing CCTV equipment and maintenance and support of any additional equipment purchased throughout the term of the contract.

Next Steps:

Approve the contract according to the City's procurement policy and approval of the City treasurer

Fiscal Impact:

NTE \$30,000

City Administrator Comments:

Recommend Approval

Community Engagement:

N/A

Strategic Goals:

Goal 3 – Promote a Safe and Vibrant Community

Legal Review Required?

Complete



Memo

To: Mayor and Council
From: Lt. Chris Purvis
Administrative Services Division
Date: December 5, 2018
Re: J & M Security Solutions Contract / Payment

Purpose

The purpose of this memorandum is to provide the Mayor and Council Members a brief overview of the four year contract we have with J & M Security Solutions (Attached) and to approve \$30,000 to fulfill year number four of our four year contract.

Background

The City of Hyattsville entered into an agreement with J & M Security Solutions on January 20, 2015, to provide maintenance and support on our existing Closed Circuit Television System (CCTV). The four year contract was reviewed and approved by the council. The contract covers maintenance and support of all existing CCTV equipment and maintenance and support of any additional equipment purchased throughout the term of the contract.

The expenditures have been approved for FY18. The total cost for year four (4) is \$30,000. All expenditures in excess of \$10,000 require Mayor and Council approval.

Legal Review

The contract has been reviewed and approved by Skip Cornbrooks on December 6, 2017.

Recommendation

It is recommended that the Mayor and Council approve the \$30,000 expenditure to pay for the fourth year of our four year maintenance and support contract with J & M Security Solutions.



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Nicola Konigkramer

Submitting Department: City Clerk

Item Type: Legislative

Agenda Section: Consent Items (9:05 p.m. - 9:10 p.m.)

SUBJECT

Council of Governments Policy Committee Appointments

HCC-154-FY18

Recommendation:

I move that the Mayor and Council make the following appointments to the Council of Governments Policy Committees for a term of one-year, beginning on January 1, 2018:

- Region Forward Coalition: Mayor Candace B. Hollingsworth, with staff alternate Jim Chandler
- Human Services & Public Safety Policy Committee: Mayor Candace B. Hollingsworth, with staff alternate Jake Rollow
- Climate Energy & Environment Policy Committee: Mayor Candace B. Hollingsworth, with staff alternate Lesley Riddle
- Chesapeake Bay & Water Resources Policy Committee: Mayor Candace B. Hollingsworth, with staff alternate Lesley Riddle

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[MWWCOG Policy Committees.pdf](#)

Summary Background:

The Council joined the Metropolitan Washington Council of Governments in October 2016. Membership to COG provides the opportunity for Elected Officials and Staff members to participate in COG Policy Committees. The term of the appointment will be for one-year. Appointments are required to be submitted to COG by January 2018.

Next Steps:

Upon approval by the Council, the appointments will be submitted to COG and the City will begin participating in meetings.

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Support. Appointment does not preclude other staff members from participating.

Community Engagement:

N/A

Strategic Goals:

Goal 4 - Foster Excellence in all City Operations

Legal Review Required?

N/A

MWCOG POLICY COMMITTEES

POLICY COMMITTEES

Policy committees are advisory committees of the COG Board.

Chesapeake Bay and Water Resources Policy Committee

Chesapeake Bay and Water Resources Policy Committee (CBPC) advises the COG Board on Bay-related policies and tracks developments under the federal-state Chesapeake Bay Program for implications to local governments. It also considers questions of potable water supply and waste water treatment. The CBPC regularly prepares position statements in response to state and federal legislation affecting the Bay.

Climate, Energy and Environment Policy Committee

Climate, Energy and Environment Policy Committee (CEEPC) advises the COG Board on climate change, energy, green building, alternate fuels, solid waste and recycling policy issues, and other environmental issues as necessary. The CEEPC is responsible for managing implementation of the COG Climate Change Report adopted by the COG Board on November 12, 2008. This responsibility includes development of a regional climate change strategy to meet the regional greenhouse gas reduction goals adopted by the Board.

Human Services and Public Safety Policy Committee

The Human Services and Public Safety Policy Committee (HSPSC) advises the COG Board on a variety of issues including affordable housing, homelessness, child welfare, crime control and prevention, and traffic safety. Recent actions have included reports on homelessness and crime trends in the region as well as a foreclosure summit to address the significant increase in home foreclosures across the region.

Region Forward Coalition

Regional Forward Coalition is to oversee the next steps recommended in Region Forward and advise the COG Board on future comprehensive regional planning and implementation activities. The Coalition's primary responsibilities includes overseeing the Region Forward performance Baseline analysis and future regional progress reports; use Region Forward as a guide to update the Regional Activity Centers; and create clear strategies and initiatives to support the transformation of regional centers into Complete Communities. The Coalition will provide cross-cutting regional policy capacity and long-range regional planning recommendations to the COG Board. The Coalition includes members from public, private and nonprofit sectors which all have a role in helping the Region meet its goals.



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017
Submitted by: Nicola Konigkramer
Submitting Department: Legislative
Item Type: Appointment
Agenda Section: Consent Items (9:05 p.m. - 9:10 p.m.)

SUBJECT

Re-Appointment to Police and Public Safety Citizens' Advisory Committee

HCC-155-FY18

Recommendation:

I move that the Mayor and Council re-appoint Irma Echeverria (Ward 5) to the Police and Public Safety Citizens' Advisory Committee for a term of 2 years, ending on December 31, 2019.

Sponsor(s):

Perry

Co-Sponsor(s):

Spell

ATTACHMENTS

[Redacted Application_Echeverria.pdf](#)

Summary Background:

See attached application.

Next Steps:

Upon appointment, the staff liaison will reach out to the appointee to inform them of their reappointment. Please note all meetings of the committee are open to the public.

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Support

Community Engagement:

Agendas for the Police and Public Safety Advisory Committee Meetings will be posted on the City's website. Meetings are open to the public and all are encouraged to attend.

Strategic Goals:

Goal 1 - Ensure Transparent and Accessible Governance

Action 1.1 - Provide information and opportunities for resident participation in civic endeavors.

Legal Review Required?

N/A

Board, Committee and Commission Application

Profile

Irma

First Name

Echeverria

Last Name

Email Address

Street Address

City

Suite or Apt

State

Postal Code

To find your City Ward, click on this link! <http://www.hyattsville.org/538/Residency-Verification-Page>

Ward *

☒ Ward 5

Primary Phone

Alternate Phone

Which Boards would you like to apply for?

Police & Public Safety Citizens' Advisory Committee: Submitted

Referred By:

Biographical Statement

request for re-appointment



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017
Submitted by: Nicola Konigkramer
Submitting Department: Legislative
Item Type: Appointment
Agenda Section: Consent Items (9:05 p.m. - 9:10 p.m.)

SUBJECT

Re-Appointment to Code Compliance Advisory Committee

HCC-156-FY18

Recommendation:

I move that the Mayor and Council re-appoint Jeff Moulton (Ward 1) to the Code Compliance Advisory Committee for a term of 2 years, ending on December 31, 2019.

Sponsor(s):

Lawrence

Co-Sponsor(s):

N/A

ATTACHMENTS

[Redacted Application_Moulton.pdf](#)

Summary Background:

See attached application.

Next Steps:

Upon appointment, the staff liaison will reach out to the appointee to inform them of their reappointment. Please note all meetings of the committee are open to the public.

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Support

Community Engagement:

Agendas for the Code Compliance Committee Meetings will be posted on the City's website. Meetings are open to the public and all are encouraged to attend.

Strategic Goals:

Goal 1 - Ensure Transparent and Accessible Governance

Action 1.1 - Provide information and opportunities for resident participation in civic endeavors.

Legal Review Required?

N/A

Board, Committee and Commission Application

Profile

Jeff

First Name

Moulton

Last Name

Email Address

Street Address

City

Suite or Apt

State

Postal Code

To find your City Ward, click on this link! <http://www.hyattsville.org/538/Residency-Verification-Page>

Ward *

☒ Ward 1

Primary Phone

Alternate Phone

Which Boards would you like to apply for?

Code Compliance Advisory Committee: Submitted

Referred By:

Biographical Statement

request for re-appointment



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Lesley Riddle

Submitting Department: Public Works

Item Type: Purchase

Agenda Section: Consent Items (9:05 p.m. - 9:10 p.m.)

SUBJECT

Bigbelly Waste and Recycling System Expansion

HCC-162-FY18

Recommendation:

I move that the Mayor and Council authorize the City Administrator to amend the existing contract with Bigbelly Solar for Bigbelly to expand the existing program for a one-time fee of \$10,551 and a monthly service fee increase of \$3,168. Annually, the cost of the program will increase by \$34,536, making the total annual investment a cost NTE \$73,000, upon the review and approval by the City Attorney for legal sufficiency.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

Summary Background:

Bigbelly is a solar powered, rubbish-compacting bin for use in public spaces. They leverage renewable solar energy and information technology to improve waste and recycling operations in many cities throughout the U.S. and over 47 countries worldwide.

The City of Hyattsville currently has 16 Bigbelly duo stations (recycling and waste units) at various locations throughout the City. The pilot program has been very successful providing the City a expanded capacity, a savings in vehicle usage, staff hours, and mitigating trash in our parks and on City streets. The staff, based on the units performance, recommends the City expand the existing program to include an additional 22 duo-stations with recycling and waste units.

The continued success of the pilot program, coupled with our ongoing and future Litter Campaign efforts makes the expansion of the existing program both fiscally and environmentally beneficial. The cost to expand this program is a one-time fee of \$10,551 and a monthly service fee increase of \$3,168. Annually, the cost of the program will increase by \$34,536, making the total annual investment a cost NTE \$73,000.

Next Steps:

With Council approval Bigbelly will continue to provide service to the existing 16 Bigbelly units and 22 additional duo-stations will be added at various locations around the City. The locations on the attached diagram are proposed based on current volumes and will be reviewed and coordinated prior to final placement decisions.

Fiscal Impact:

The FY 18 Capital Improvements Budget has funding for the current program and funds for expanding the existing program. 55

City Administrator Comments:

Recommend Approval

Community Engagement:

The installation of additional Bigbelly units will continue to support the City's community environmental initiatives, reduce costs and assist with keeping our streets and neighborhoods free of litter.

Strategic Goals:

Promote a Safe and Vibrant Community

Legal Review Required?

Pending



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Ordinance

Agenda Section: Action Items (9:10 p.m. - 9:45 p.m.)

SUBJECT

Hyattsville Ordinance 2017-06: Payment in Lieu of Taxes (PILOT) Montgomery Housing Partnership (5 minutes)

HCC-124-FY18

Recommendation:

I move that the Mayor and Council introduce Hyattsville Ordinance 2017-06, Ordinance whereby the City of Hyattsville establishes a payment in lieu of taxes for Parkview Manor Apartments in order to secure affordable housing within the City of Hyattsville. (FIRST READING)

Sponsor(s):

Hollingsworth

Co-Sponsor(s):

Spell, Solomon, Haba, Ward

ATTACHMENTS

[HO-2017-06 MHP_Parkview_Manor_Ordinance_7-506.1_-_Adoption.docx](#)

Summary Background:

At the City Council meeting on October 16, 2017, the City Council adopted HCC-78-FY18 - Payment in Lieu of Taxes (PILOT) Ordinance a motion directing the City Attorney, in consultation with the City Treasurer and Director of Community & Economic Development, to draft an enabling ordinance authorizing the City Council to consider a Payment in Lieu of Taxes (PILOT) to support a request by Montgomery Housing Partnership (MHP) the renovation of Parkview Manor Apartments, an affordable housing property, located at 5040 38th Avenue, Hyattsville, Maryland 20782.

The cost of these renovations is estimated at just over \$73,000 per unit, for a total direct investment of over \$3.88 million into the complex. MHP has provided a full list of the necessary renovations, which is attached to this memo.

Units in Parkview Manor are structured as follows:

- Six (6) units are set aside for residents making less than 30% AMI (\$32,400);
- Forty (40) units are reserved for residents making less than 50% AMI (\$54,000);
- Seven (7) units are reserved for residents making less than 60% AMI (\$64,800).

After the renovation is complete, rents for residents qualifying with 60% AMI will be \$875/month for a one-bedroom unit, \$950/month for a two-bedroom unit and \$1,040/month for a two-bedroom townhouse. Rents for the 30% and 50% AMI groups would be lower to account for their lower income.

The City Attorney has provided the attached ordinance for adoption by the City Council.

Next Steps:

A second reading and adoption of the ordinance is scheduled for consideration at the City Council meeting on December 18, 2017.

Fiscal Impact:

Approval of this item will create a annual fiscal impact of \$15,000 for a 15-year term, not to exceed a total value of \$225,000.

City Administrator Comments:

Recommend approval.

Community Engagement:

The City of Hyattsville conducted a public hearing for this item Payment in Lieu of Taxes (PILOT) Request: Montgomery Housing Partnership HCC-78-FY18' on October 2, 2017 at 7:30 PM. This ordinance was discussed by the City Council at the meeting on November 20, 2017.

Strategic Goals:

Goal 2 – Ensure the Long-Term Economic Viability of the City

Legal Review Required?

Complete

**CITY OF HYATTSVILLE
ORDINANCE 2017-06**

An Ordinance whereby the City of Hyattsville establishes a payment in lieu of taxes for Parkview Manor Apartments in order to secure affordable housing within the City of Hyattsville.

WHEREAS, MHP Parkview Manor LLC, a Maryland limited Liability Company, is the current owner of Parkview Manor Apartments, a 53-unit rental property located at 5040 38th Avenue Hyattsville, Maryland (hereinafter the “Property”); and

WHEREAS, MHP Parkview Manor LLC, represents that it is a Maryland limited liability company consisting of a managing member and an investor member; and

WHEREAS, MHP Parkview Manor LLC, represents that it is managed by MHP Art LLC, a Maryland limited liability company, consisting of Montgomery Housing Partnership, Inc., a Maryland nonstock nonprofit corporation and Carlyn Springs/Foxcroft Terrace Development Corporation a Virginia nonstock nonprofit corporation; and

WHEREAS, MHP Parkview Manor represents that its investor member is Wincopin Circle LLLP, which is controlled by Wincopin GP, LLC; and

WHEREAS, MHP Parkview Manor LLC intends to renovate the Property and convert it into affordable rental housing; and

WHEREAS, MHP Parkview Manor LLC represents to the City that it is a qualifying entity under Maryland Code, section 7-506.1 of the Tax-Property Article for a payment in lieu of taxes (“PILOT”) because it is engaged in constructing or operating housing structures or projects, the Property is used for a housing structure or project that is constructed or substantially rehabilitated under a federal, State, or local government program that funds construction, insures financing in

1 whole or in part, or provides interest subsidy, rent subsidy, or rent supplements, and MHP
2 Parkview Manor LLC, has entered into or is in the process of entering into a PILOT with Prince
3 George's County for the Property; and

4 **WHEREAS**, MHP Parkview Manor LLC, represents that it intends to maintain the
5 Property as rental housing for lower income persons, comply with all governmental program
6 requirements, and agrees to renew any annual contributions contract or other agreement for rental
7 subsidy or supplement; and

8 **WHEREAS**, MHP Parkview Manor LLC, represents that it does not intend to utilize the
9 Property for service facilities as that term is used in section 7-506.1; and

10 **WHEREAS**, MHP Parkview Manor LLC, requests that the City approve a PILOT
11 Agreement worth \$225,000 allocated over fifteen years equaling \$15,000 per year; and

12 **WHEREAS**, the Council support the provision and protection of affordable housing in the
13 City, and

14 **WHEREAS**, the Council finds that a PILOT Agreement with MHP Parkview Manor LLC
15 for, 5040 38th Avenue Hyattsville, Maryland, serves a public purpose and promotes the peace,
16 health, and general welfare of the City and its residents by preserving affordable housing for
17 residents with low and moderate incomes.

18 **NOW, THEREFORE, BE IT ORDAINED** by the City Council of the City of Hyattsville
19 in regular session assembled that Article III be added to Chapter 108 of the City of Hyattsville
20 Code and read as follows:

21

ARTICLE III

Payments in Lieu of Taxes

§ 108-5 Parkview Manor Apartments Payment in Lieu of Taxes.

A. For Tax Levy Years 2018 (tax period 7/1/2018 to 6/30/19) through 2033 (tax period 7/1/33 to 6/30/34), MHP Parkview Manor LLC shall have a \$15,000 abatement of City real property taxes for Parkview Manor Apartments located at 5040 38th Avenue Hyattsville, Maryland; and

B. A minimum of 100% of the rental units at Parkview Manor Apartments, located at 5040 38th Avenue Hyattsville, Maryland, shall be occupied by low or moderate income households (*i.e.*, households with incomes at or below 60% of the Washington Metropolitan Statistical Area (“WMASA”) median income).

C. The City Administrator is authorized to enter into a PILOT Agreement on behalf of the City with MHP Parkview Manor LLC under the provisions of Maryland Code, section 7-506.1 of the Tax Property Article, and to take such actions and execute such documents as are necessary in order to carry out the purposes of this Ordinance.

AND BE IT FURTHER ORDAINED that if any provision of this Ordinance or the application thereof to any person or circumstance is held invalid for any reason, such invalidity shall not affect the other provisions or any other applications of the Ordinance which can be given effect without the invalid provision or applications, and to this end, all the provisions of this Ordinance are hereby declared to be severable;

AND BE IT FURTHER ORDAINED that this Ordinance shall take effect twenty (20) days from the date of its adoption;

1 **AND BE IT FURTHER ORDAINED** that a fair summary of this ordinance shall
2 forthwith be published twice in a newspaper having general circulation in the City and otherwise
3 be made available to the public.

4 **INTRODUCED** by the City Council of the City of Hyattsville, Maryland, at a regular
5 public meeting on December 4, 2017.

6 **ADOPTED** by the City Council of the City of Hyattsville, Maryland, at a regular public
7 meeting on December 18, 2017.

Adopted: _____

Attest:

Laura Reams, City Clerk

Candace B. Hollingsworth, Mayor

8
9 Effective Date: January 7, 2018

10 [-] indicate deletions

11 Underline indicates additions

12 Asterisks * * * Indicate matter retained in existing law but omitted herein



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Erica Spell

Submitting Department: Legislative

Item Type: Ordinance

Agenda Section: Action Items (9:10 p.m. - 9:45 p.m.)

SUBJECT

Hyattsville Ordinance 2017-07: Updating the City Code Section - 114-6. School Zones (5 minutes)

HCC-29-FY18

Recommendation:

I move that the Mayor and Council introduce Hyattsville Ordinance 2017-07, an ordinance whereby the City of Hyattsville establishes a school zone around Edward M. Felegy Elementary School and the Chelsea School within the City of Hyattsville, eliminates two school zones that are no longer necessary, and adjusts the codification accordingly (FIRST READING).

Sponsor(s):

Spell

Co-Sponsor(s):

N/A

ATTACHMENTS

[Edward M. Felegy School Zone Ordinance EIC edits 12.5.17 1437.docx](#)

Summary Background:

The current list of schools in the City Charter Section 114-6. School zones does not include Felegy Elementary School. Concordia Lutheran School at 3799 East West Highway and Concordia Lutheran School 3705 Longfellow Street are no longer in operation and can now be removed from the ordinance. Per Council discussion on December 4, Chelsea School was added to the ordinance.

Next Steps:

First reading scheduled for December 18. Adoption scheduled for January 8, with an effective date of January 28, 2018.

Fiscal Impact:

N/A

City Administrator Comments:

Recommend Support.

Community Engagement:

N/A

Strategic Goals:

Goal 4 – Foster Excellence in all City Operations

Legal Review Required?

N/A

**CITY OF HYATTSVILLE
ORDINANCE 2017-07**

An Ordinance whereby the City of Hyattsville establishes a school zone around Edward M. Felegy Elementary School and the Chelsea School within the City of Hyattsville, eliminates two school zones that are no longer necessary, and adjusts the codification accordingly.

WHEREAS, the Council has the power to pass all such ordinances it may deem necessary for the preservation of peace and good order, for securing persons and property from violence, danger or destruction, and for the protection and promotion of the health, safety, comfort, convenience, welfare and happiness of the residents of the City and visitors thereto; and

WHEREAS, the City of Hyattsville is authorized pursuant to Maryland Code, section 28-803.1 of the Transportation Article to establish school zones within the City's boundaries; and

WHEREAS, pursuant to section 114-6 of the City of Hyattsville Code, there are currently eleven designated school zones within the City limits; and

WHEREAS, two schools no longer exist within the City of Hyattsville's municipal boundaries: Concordia Lutheran School at East West Highway and Concordia Lutheran School at Longfellow Street, and

WHEREAS, Edward M. Felegy Elementary School is within the City of Hyattsville's municipal boundaries, but is not currently one of the eleven designated school zones; and

WHEREAS, the Chelsea School is within the City of Hyattsville's municipal boundaries, but is not currently one of the eleven designated school zones; and

1 **WHEREAS**, the Council finds that there is no longer a need to maintain a school zone
2 around schools that do not exist within the City limits and it also finds that establishing a school
3 zone around Edward M. Felegy Elementary School and the Chelsea School will help preserve
4 peace and good order, secure persons and property from danger or destruction, and protect and
5 promote the health, safety, comfort, convenience, welfare and happiness of the residents of the City
6 and the visitors thereto.

7 **NOW, THEREFORE, BE IT ORDAINED** by the City Council of the City of Hyattsville
8 in regular session assembled that section 114-6 of the City of Hyattsville Code be amended to
9 eliminate both Concordia Lutheran school zones, designate a school zone for Edward M. Felegy
10 School, and adjust the subparagraphs to reflect the amendments:

11 **§ 114-6. School zones.**

12 The following areas in the City and all roadways within a one half mile radius of the named schools
13 or campuses are designated as school zones:

- 14 A. The University of Maryland at College Park,
- 15 B. Northwestern High School at 7000 Adelphia Road,
- 16 C. Prince George's Community College at University Town Center at 6505 Belcrest
17 Road,
- 18 D. Rosa Parks Elementary School at 6111 Ager Road,
- 19 E. Nicholas Orem Middle School at 6100 Editors Park Drive,
- 20 ~~F. Concordia Lutheran School at 3799 East West Highway,~~
- 21 ~~G. Concordia Lutheran School 3705 Longfellow Street,~~
- 22 H.F. Hyattsville Middle School at 6001 42nd Avenue,
- 23 I.G. Dematha Catholic High School at 4313 Madison Avenue,

- 1 ~~J.H.~~ St. Jeromes School at 5207 42nd Place,
2 ~~K.I.~~ Hyattsville Elementary School at 5311 43rd Avenue,
3 ~~L.J.~~ Edward M. Felegy Elementary School,
4 K. Chelsea School at 2970 Belcrest Center Drive #300, and
5 L. Any other areas designated by a resolution of the City Council as a school zone
6 pursuant to State law (currently §21-803.1 of the Transportation Article).

7 **AND BE IT FURTHER ORDAINED** that if any provision of this Ordinance or the
8 application thereof to any person or circumstance is held invalid for any reason, such invalidity
9 shall not affect the other provisions or any other applications of the Ordinance which can be given
10 effect without the invalid provision or applications, and to this end, all the provisions of this
11 Ordinance are hereby declared to be severable;

12 **AND BE IT FURTHER ORDAINED** that this Ordinance shall take effect twenty (20)
13 days from the date of its adoption;

14 **AND BE IT FURTHER ORDAINED** that a fair summary of this ordinance shall
15 forthwith be published twice in a newspaper having general circulation in the City and otherwise
16 be made available to the public.

17 **INTRODUCED** by the City Council of the City of Hyattsville, Maryland, at a regular
18 public meeting on December 18, 2017.

19 **ADOPTED** by the City Council of the City of Hyattsville, Maryland, at a regular public
20 meeting on _____, 2017.

Adopted: _____

Attest: _____
Laura Reams, City Clerk

Candace B. Hollingsworth, Mayor

1

2 { } indicate deletions

3 Underline indicates additions

4 Asterisks * * * Indicate matter retained in existing law but omitted herein

5 Effective Date: January 28, 2018



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Jake Rollow

Submitting Department: Community Services

Item Type: Legislative

Agenda Section: Action Items (9:10 p.m. - 9:45 p.m.)

SUBJECT

Community Survey Firm Selection (15 minutes)

HCC-160-FY18

Recommendation:

I move that the Mayor and Council authorize the City Administrator to negotiate a contract for a community survey at a cost not to exceed \$25,000 with Canete Medina Consulting Group, Inc., upon the review and approval of the City Attorney for legal sufficiency.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Firm Selection Memo.docx](#)

Summary Background:

City Council appropriated \$30,000 in the FY18 budget for a community survey. The attached memo details the ensuing RFP process and a recommendation for firm selection.

Next Steps:

Select a firm to conduct the survey.

Fiscal Impact:

\$25,000

City Administrator Comments:

Recommend Approval

Community Engagement:

The community survey is a community engagement endeavor.

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

N/A



Memo

To: Mayor and Council
From: Jake Rollow, Community Services Director
CC: Tracey Nicholson, City Administrator
Ron Brooks, City Treasurer
Date: December 13, 2017
Re: Community Survey Firm Selection

This memo provides information and a recommendation to the Mayor and Council regarding the selection of a firm to conduct the City's 2018 resident quality of life survey.

Request for Proposals

In October of 2017 the City released a request for proposals by firms that could conduct a resident quality of life survey that included the following scope of work:

1. Provide assistance in developing a statistically valid survey tool that can be repeated on a regular basis and which builds upon the City's 2011 and 2015 surveys, so that previous results can serve as a baseline;
2. Assist with structuring the survey to capture key concerns and interests, including substantive sections on policing and health;
3. Identify an appropriate sampling frame and sample set that will result in an achieved response of at least 650 randomly selected residents that are representative of the city's diversity in age, race/ethnicity, language, income, and geographic location;
4. Conduct the survey with an option for English or Spanish responses, and in a way that is sensitive to cultural and legal issues among the foreign-born population;

5. Collect and tabulate responses;
6. Benchmark the results against comparable communities throughout the United States;
7. Analyze findings to identify potential areas of concern and/or top priorities for future work by the City;
8. Provide data for GIS mapping and map all survey responses by neighborhood;
9. Provide cross-tabulations by age, race and ethnicity;
10. Present findings to City Council in a Public Meeting at the survey's conclusion.

Proposals and Interviews

Three firms submitted proposals. Staff reviewed them and determined that two merited interviews with the submitting firms – Econometrica, based in Bethesda, and Canete Medina, based in Evanston, Illinois. Both those proposals suggested logical ways to achieve the scope of work for just under \$30,000, but also prompted some questions from staff. The third proposal was found to be insufficient by comparison.

The following information was elicited in the interviews.

- Both firms said they would work with the City to create a 2018 survey that can be compared to responses from 2015 and 2011 while also including new and revised questions, particularly on the topics of community policing and health.
- Both firms suggested using a multi-media approach to survey dissemination (as was used in 2015).
 - o Canete Medina suggested first mailing a bilingual postcard that would direct residents to take the survey online or by phone. A second mailing, to those who had not responded, would be the actual survey in English. And final mailings would be postcards reminding residents to fill out the survey.
 - o Econometrica suggested mailing out the survey in English only, with a bilingual cover letter that offered the opportunity to fill out the survey online or by phone.
- Both firms also said they would collect a minimum of 650 responses and tabulate those responses.
 - o Canete Medina that they would collect more than that number, in order to ensure the sample used was representative (proportionate) of the number of people who live in each of the five wards, and the racial/ethnic makeup of the City.
 - o Econometrica said they would also seek to ensure a representative sample, but suggested weighting responses if not enough surveys from one/some groups were returned.

- Canete Medina said their sample set would be 1,600-2,000 households, while Econometrica said theirs would be 1,100.
 - o Econometrica said they could enlarge their sample set if they did not mail any surveys, and instead mailed postcards asking residents to take the survey online or by phone.
- Neither firm had a way to ensure responses from Spanish-speaking residents, and neither is willing to mail the survey bilingually to all households in the sample set, due to costs.
 - o Econometrica suggested hosting a Spanish language/immigrant focus group, that would provide information that could be used as an appendix to the survey report. (It would have too much selection bias to use responses in it as part of the survey results.)
 - o Canete Medina suggested that the City would need to do outreach to community partners – churches, schools – to make sure the Spanish speaking population knows what the survey is, that it's anonymous, and the importance of participating.
- Neither firm has access to the national benchmarking data that the previous contractor uses (which is likely proprietary).
 - o Econometrica's benchmarking suggestion was for the City to find comparable cities and pull their data or ask them if they want to form a consortium to compare data.
 - o Canete Medina's suggestion was that they'd give us a list of comparable cities for us to select 1-5 from, and then they'd pull the data and make the comparisons.
- Finally, both firms offered to provide analysis similar and different from how we received it from the previous contractor, and said they would be willing to work with us on how we'd like the analysis.

Price Comparison

Econometrica - \$29,382

Canete Medina - \$25,000

The majority of costs in both proposals are for labor. However, Canete Medina proposes 364 hours of labor and Econometrica proposes 270. Because of Canete Medina's lower labor rates, and a discount they offer in their price breakdown, their labor cost and total cost are lower.

Selection Recommendation

Based on the information above, staff recommends that the Mayor and Council authorize the City Administrator to negotiate a contract with Canete Medina. This is for three primary reasons:

1. Canete Medina proposed a larger sample set, and that they would expand the sample set if needed to achieve representation. Econometrica's proposals of weighting some surveys and/or hosting a focus group for Spanish speaking residents both have the potential to give distorted results.
2. While both firms proposed similar plans for benchmarking the City's results, Canete proposed that they would carry out that process, while Econometrica said that would be the City's responsibility.
3. Canete Medina's price is lower, and offers more labor hours dedicated to the project.



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Jim Chandler

Submitting Department: Community & Economic Development

Item Type: Planning & Development

Agenda Section: Action Items (9:10 p.m. - 9:45 p.m.)

SUBJECT

Capital Bikeshare – Cost Summary for Additional Stations (10 minutes)

HCC-163-FY18

Recommendation:

I move that the Mayor and Council authorize the City Administrator to execute an agreement with Prince George's County to provide one (1) additional Capital Bikeshare docking station in the City of Hyattsville for a total cost not to exceed \$50,000.

Sponsor(s):

Executive Committee

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo - Capital Bikeshare Additional Station Costs.docx](#)

[Capital Bikeshare - Implementation Fee Schedule.pdf](#)

Summary Background:

In October 2017, representatives from Prince George's County DPW&T presented the City Council with a project overview of the Capital Bikeshare (CaBi) system, scheduled for Phase I implementation in Spring 2018.

The City Council inquired about the feasibility of additional stations. DPW&T advised that due to budgetary constraints, Hyattsville is limited to eight (8) stations as part of the initial rollout, but the City can request to cover the cost of additional stations.

Next Steps:

Staff is awaiting comments from DPW&T to determine if the City elects to fund an additional station, it would be included in Phase 1 or Phase 2 of the project roll-out.

Fiscal Impact:

The adopted FY2017 City Budget includes funding to support bikeshare implementation: \$28,000 the operating budget of CED - Parking Compliance and \$83,000 in the Capital Improvement Plan (CIP).

City Administrator Comments:

For discussion

Community Engagement:

Community Sustainability Plan Goal 10: Implement a bike share program within the City, connecting major destinations and transportation links. The City should partner with an existing program, such as Capital Bikeshare or the University of Maryland's mBike to plan and implement a critical mass of stations and users, key elements to a successful bike share network.

Strategic Goals:

Goal 2 – Ensure the Long-Term Economic Viability of the City

Legal Review Required?

Pending



Memo

To: Mayor and Council
From: Jim Chandler, Director, Community and Economic Development
CC: Tracey Nicholson, City Administrator
Katie Gerbes, Community Planner
Date: December 14, 2017
Re: Capital Bikeshare – Cost Summary for Additional Stations

In October 2017, representatives from Prince George's County DPW&T presented the City Council with a project overview of the Capital Bikeshare (CaBi) system, scheduled for Phase I implementation in Spring 2018.

The City Council had inquired about the feasibility of additional stations. DPW&T advised the City that due to budgetary constraints, Hyattsville is limited to eight (8) stations as part of the initial rollout.

City Staff followed up with DPW&T and we have received the attached cost summary for additional stations within the City of Hyattsville. Staff is awaiting comments from DPW&T to determine whether the additional City funded station(s) would be included in Phase 1 or Phase 2 of the project roll-out.

Capital Bikeshare Implementation Fee Schedule			
Description	Capital	Installation	O&M (annual)
13-dock station w/7 bikes	\$41,000	\$3,200	\$15,000
15-dock station w/8 bikes	\$45,000	\$3,200	\$17,000
17-dock station w/9 bikes	\$49,000	\$3,200	\$20,000
*Note: These approximate prices reflect Buy America provisions and assumes a Bulk Rate until 6/30/18. Costs will increase by approximately 8% if ordered independent of large a order. Costs will decrease if private entity were to purchase and not subject to BAA pricing.			



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Candace Hollingsworth, Mayor

Submitting Department: Legislative

Item Type: Legislative

Agenda Section: Discussion Items (9:45 p.m. - 10:35 p.m.)

SUBJECT

Race & Equity Task Force (10 minutes)

HCC-125-FY18

Recommendation:

I move that the Mayor and Council establish a Race & Equity Task Force as an ad hoc committee to develop an equity plan for the City of Hyattsville. This plan should include recommendations to advance equity in the city in administration, public services, and community development to further support our goals of being an inclusive community. The committee may be adopted as a formal and permanent Task Force at the conclusion of its ad hoc period upon approval of the council.

Sponsor(s):

Hollingsworth

Co-Sponsor(s):

Lawrence, Spell, Suiter

ATTACHMENTS

[Future of Equity in Cities 2017.pdf](#)

Summary Background:

The City has adopted a strategic goal of "strengthening the city's identity as a diverse, welcoming, and creative community" and has made significant efforts to communicate this goal. These efforts, however, have moved forward without a shared and adopted roadmap. The committee shall be initially tasked with answering the following questions:

- 1) What policies, programs, and/or practices should the City of Hyattsville adopt within the next 5 years to help maintain its racial, ethnic, and socioeconomic diversity?
- 2) What are the top five issues facing low to moderate income families and individuals living in the City of Hyattsville? What new programs should the City consider to support economic mobility? How can/should the City of Hyattsville redesign existing programs to better support equity goals?
- 3) How should the city measure its progress towards these goals?

Attachment: Future of Equity in Cities (2017) - National League of Cities

Next Steps:

The council will authorize the development of the ad hoc committee and shall appoint up to eight (8) members within 60 days of authorization.

Fiscal Impact:

TBD

City Administrator Comments:

Staff will conduct analysis in accordance with Council direction.

Community Engagement:

TBD

Strategic Goals:

Goal 5 – Strengthen the City’s Identity as a Diverse, Creative, and Welcoming Community

Legal Review Required?

N/A

The

FUTURE OF EQUITY

In Cities



ABOUT THE NATIONAL LEAGUE OF CITIES

The National League of Cities (NLC) is the nation's leading advocacy organization devoted to strengthening and promoting cities as centers of opportunity, leadership, and governance. Through its membership and partnerships with state municipal leagues, NLC serves as a resource and advocate for more than 19,000 cities and towns and more than 218 million Americans. NLC's Center for City Solutions provides research and analysis on key topics and trends important to cities, creative solutions to improve the quality of life in communities, inspiration and ideas for local officials to use in tackling tough issues, and opportunities for city leaders to connect with peers, share experiences, and learn about innovative approaches in cities.

ABOUT THE AUTHORS

Nicole DuPuis is the Principal Associate of Urban Innovation; **Elias Stahl** is a Research Assistant; and **Brooks Rainwater** is Senior Executive and Director of the Center for City Solutions.

ACKNOWLEDGEMENTS

The authors would like to acknowledge **Soren Messner-Zidell & JoElla Straley**, who designed the report and visualizations; and **Courtney Bernard** for editing the report. **Freddy Trejo** designed the cover. We are also grateful to all of the city officials, thought leaders, and experts that took the time to speak to us about equity and cities.



The

FUTURE OF EQUITY

In Cities

NLC NATIONAL
LEAGUE OF CITIES 82

CENTER FOR CITY SOLUTIONS

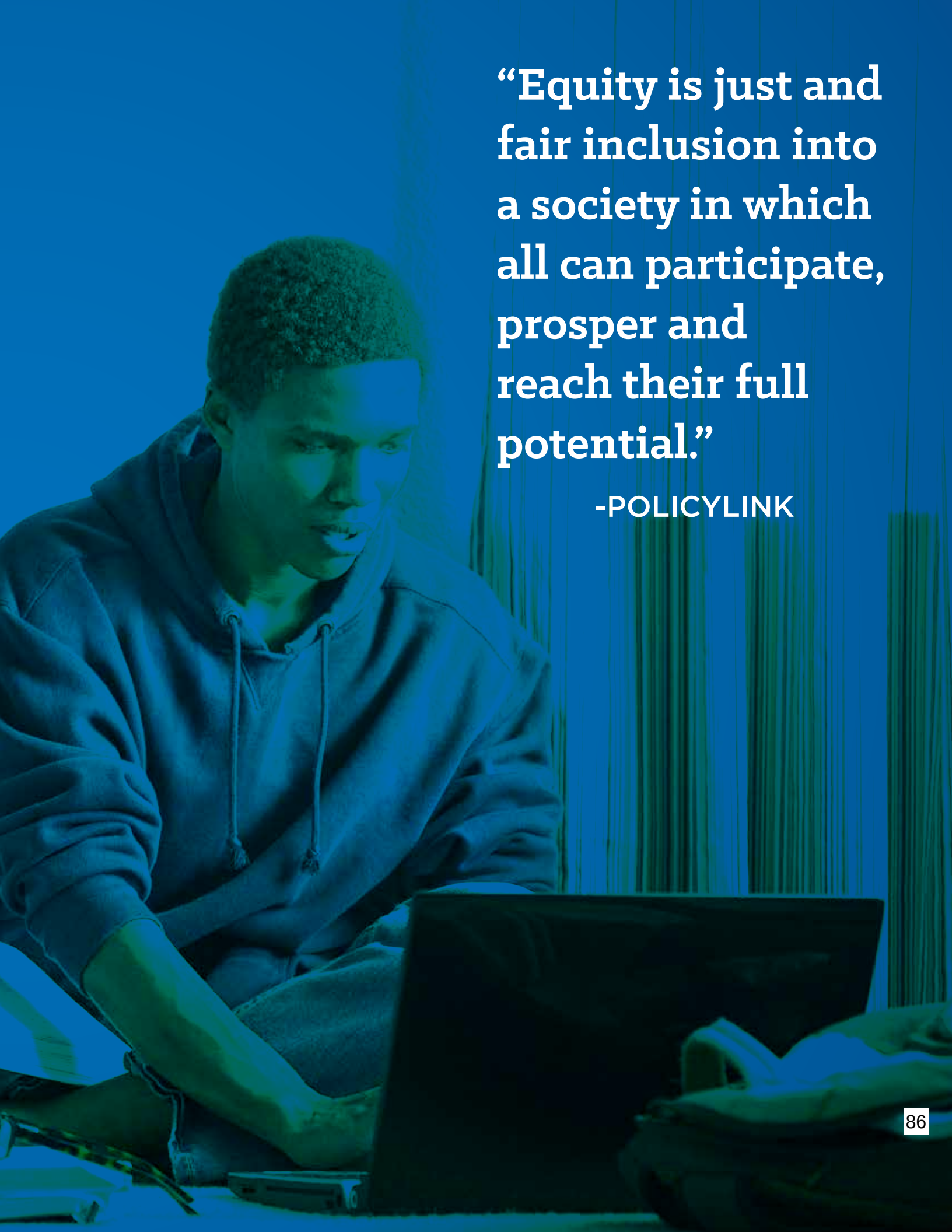
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- 1** Introduction: Why Is Equity Important?
- 7** Infrastructure - autonomous vehicles, road pricing and more
- 19** Economic Development - equitable growth
- 31** Public Safety - predictive policing, community engagement
- 41** Conclusion



The background of the slide features a photograph of an acoustic guitar and several open books, all rendered in a monochromatic blue color scheme. A semi-transparent light blue rectangular box is centered over the image, containing the title text in white.

INTRODUCTION: WHY IS EQUITY IMPORTANT?



“Equity is just and fair inclusion into a society in which all can participate, prosper and reach their full potential.”

-POLICYLINK

Cities are shaping the story of America.

The success we have seen in our nation's cities is clear, but the future of our urban places will be defined by how we work together to lift all members of our communities in the future. Great places don't rise from a blank slate — they use unique assets to build up what's special about the community, rather than seeking to recreate success from elsewhere. As cities continue to grow, equity and inclusion will be ever-more pressing.

While many cities feel the immediate positive outcomes from wealth flooding into metropolitan regions, they also feel the negative impact on community members of varying income levels — particularly, those at the bottom that face increased housing prices, greater need for social services and growing concern for community safety. The income inequality and wealth gaps are at

outsized levels, with the richest 0.1 percent holding the same amount of wealth as the bottom 90 percent. And when examined through a racial equity lens, the disparities become even starker; on average, white families have six times the wealth of African American and Hispanic families. This is where we are now. Unfortunately, the current policy environment at the national level isn't focused on alleviating these inequities—cities are.

It is clear that our nation's cities cannot only be defined by the growth of the tech and the creative sectors. Instead, we must act deliberately for growth of any kind to be truly sustainable. As the tide of innovation in cities rises, local leaders must work assiduously to lift all boats by planning for inclusive economic development.

The income inequality and wealth gaps are at outsized levels, with the richest 0.1 percent holding the same amount of wealth as the bottom 90 percent.

Bottom 90 percent

Richest 1/10th of a percent



EQUAL AMOUNT OF WEALTH



As the tide of innovation in cities rises, local leaders must work assiduously to lift all boats by planning for inclusive economic development.

The National League of Cities (NLC) seeks to help city leaders lead. Our annual *State of the Cities* research analyzes the key issues that matter to mayors and cities. For a number of years now the top issues that matter are: economic development, infrastructure, and public safety. *The Future of Equity in Cities* seeks to take these core issues and forecast the opportunities and challenges to come in cities not just today, but in the decades to come through an analysis of long-range planning, an examination of on-the-ground programming of inclusive economic growth, and by seeking to better understand the public safety challenges that cities will face far into the future.

Infrastructure - autonomous vehicles, road pricing and more

Mobility is critical to humanity's growth in the urban environment. It is one of the major facilitators of human settlement and success. Where an individual goes, how they get there, and the resources they have access to have the potential to influence nearly every other element of their lives. As mobility and

adequate infrastructure have become more widely regarded as civil rights, central to inclusion and critical to individuals' capacity to participate and prosper in the modern-day economy, they have simultaneously been impacted by the rise of technological forces.

New technology is promising a hyper-connected future for cities in which driverless cars and smart city applications have the potential to improve services, efficiency and quality of life. We can imagine a not too distant future in which every consumer product and piece of infrastructure increasingly has the ability to sense surrounding stimuli, to communicate with other devices and people, and to draw on the computing and storage power of the cloud. However, along with all of these exciting advances come a bevy of new questions about equity. With current demographic shifts, generational preferences, wealth creation and other factors pointing toward the continued growth of cities, the importance of mobility and infrastructure is ever-present. The recognition that equity is driven and sustained by these forces presses city officials to ask new questions and prepare for a new future.

98%

of growth in the 100 largest cities since 2000 was from growth in minority populations.



Economic development - equitable growth

Cities are becoming more diverse, but simultaneously more segregated and inequitable. Ninety-eight percent of growth in the one hundred largest cities since 2000 was from growth in minority populations. A Brookings Institution analysis of the 2011-2015 American Community Survey found that despite this increased diversity in cities, racial segregation has only moderately declined.¹ Dominantly white neighborhoods in cities were 79 percent white in 2000 and 72 percent white in 2015, despite the overall white population in cities having dropped from 64 percent to 56 percent during the same period. For neighborhoods outside of

large metropolitan areas, this reduction was even smaller, from 84 percent to 80 percent.

As a nation, higher birth rates for racial minorities are projected to make the aggregate minority population a majority of the country by 2043.² In the majority of cities, the fastest growing employment sectors are high-skill and high wage, but unfortunately these sectors are not likely to add the same number of aggregate jobs as much larger and lower-skilled sectors like retail, food service, and office and administration. This spatial mismatch of employment and wages will only be amplified by future growth trends in cities and will reinforce inequities. It is imperative that cities work to counteract these trends now.

Public safety - predictive policing, community engagement

As urban populations become more diverse, so are police departments.

Police departments are becoming more representative of the populations they protect. Many cities are recognizing that prioritizing equity and diversity in making hiring decisions for public safety agencies is critical to establishing trust between citizens and the officers that serve them. In addition to becoming more representative of their communities, more police departments are also adopting the tenets of community policing in their mission statements, with nearly 70 percent of departments emphasizing community policing values as of 2013. Public safety agencies are also more frequently establishing problem-solving partnerships with local organizations



Many cities are recognizing that prioritizing equity and diversity in making hiring decisions for public safety agencies is critical to establishing trust between citizens and the officers that serve them.

that address specific challenges in their communities. These trends highlight a positive shift in police force composition and policing tactics toward approaches that focus on community trust, outreach, and cooperation.

Additionally, like cities, public safety institutions are moving toward data-driven applications. Increasingly, smart cities use data analytics to increase efficiency and transparency, developing metrics with which to measure municipal operations. As this trend accelerates nationwide, police departments are adapting and learning

from prior successes, developing their own crime metrics and using data analytics to forecast crime. Concepts like predictive policing and other data-driven public safety strategies will continue to attract debate, as they often rely on prior causal relationships between environments and past offenses. With such significant changes in how policing is administered in our cities, we must be cognizant of the nuances between communities and neighborhoods, and ensure a focus on equity is at the core of all public safety decision-making.

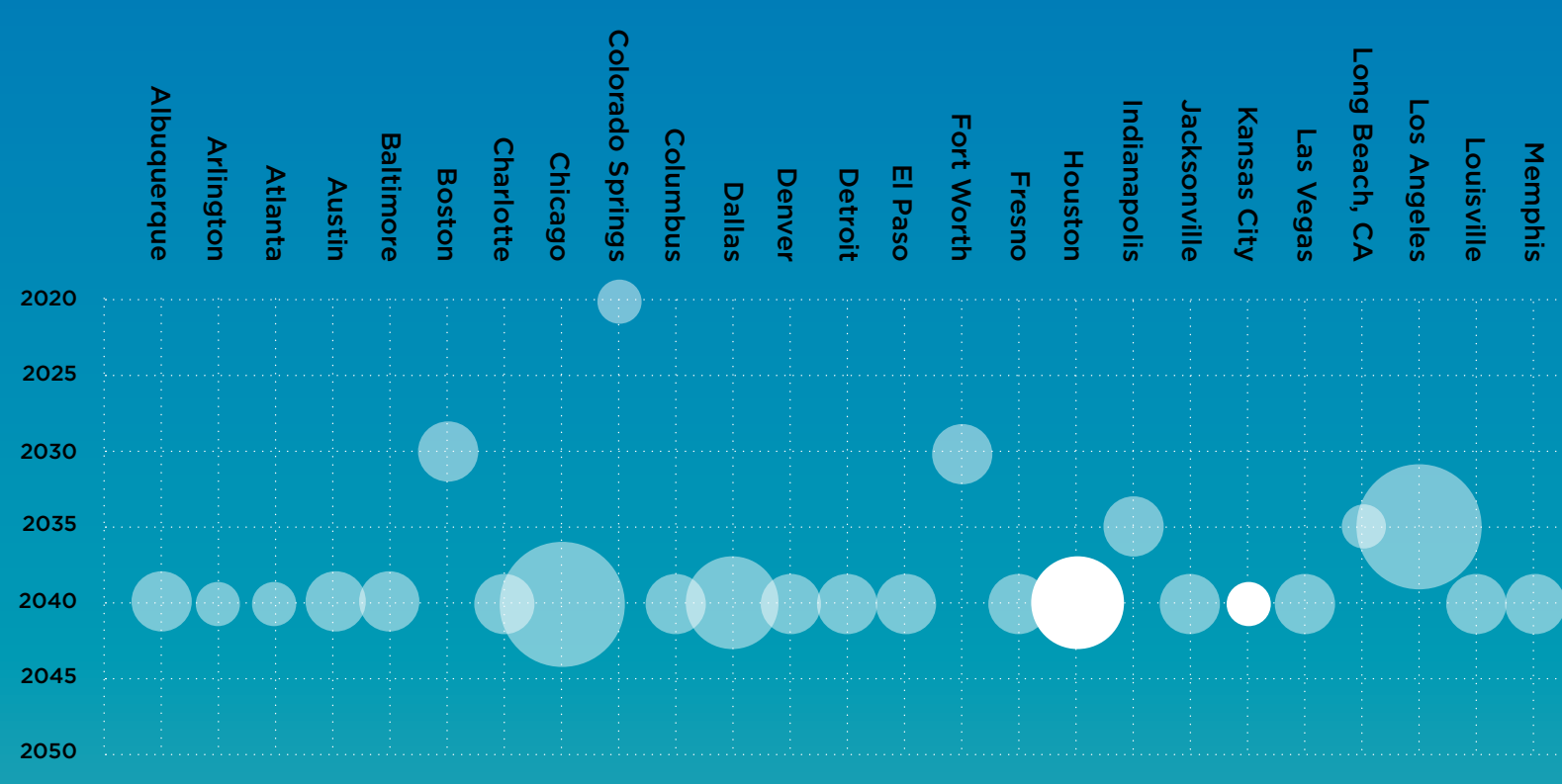
Cities are partnering more with the private sector, nonprofits and other intersectional partners in order to best approach these oncoming challenges. Only by working together can we effectively seize the opportunities to come. This is the century of the city and urbanity is the future of humanity. The future of cities is not something that can be predicted by simply looking into a crystal ball and pronouncing what will be next. Only through rigorous analysis of existing trends, working with city leaders and national experts, and forecasting what will impact cities can we collectively succeed—this report seeks to provide city leaders with a cogent analysis of what the future of cities will hold.

The background of the page is a photograph of a large concrete bridge structure, possibly a highway interchange, with a tall skyscraper visible in the distance. The entire image is covered with a semi-transparent blue overlay. A light blue rectangular box is centered on the page, containing the word 'INFRASTRUCTURE' in white, bold, uppercase letters.

INFRASTRUCTURE



LONG RANGE TRANSPORTATION PLANS



Our analysis found:

82%

of cities lay out explicit intentions or strategy around ITS investment.

38%

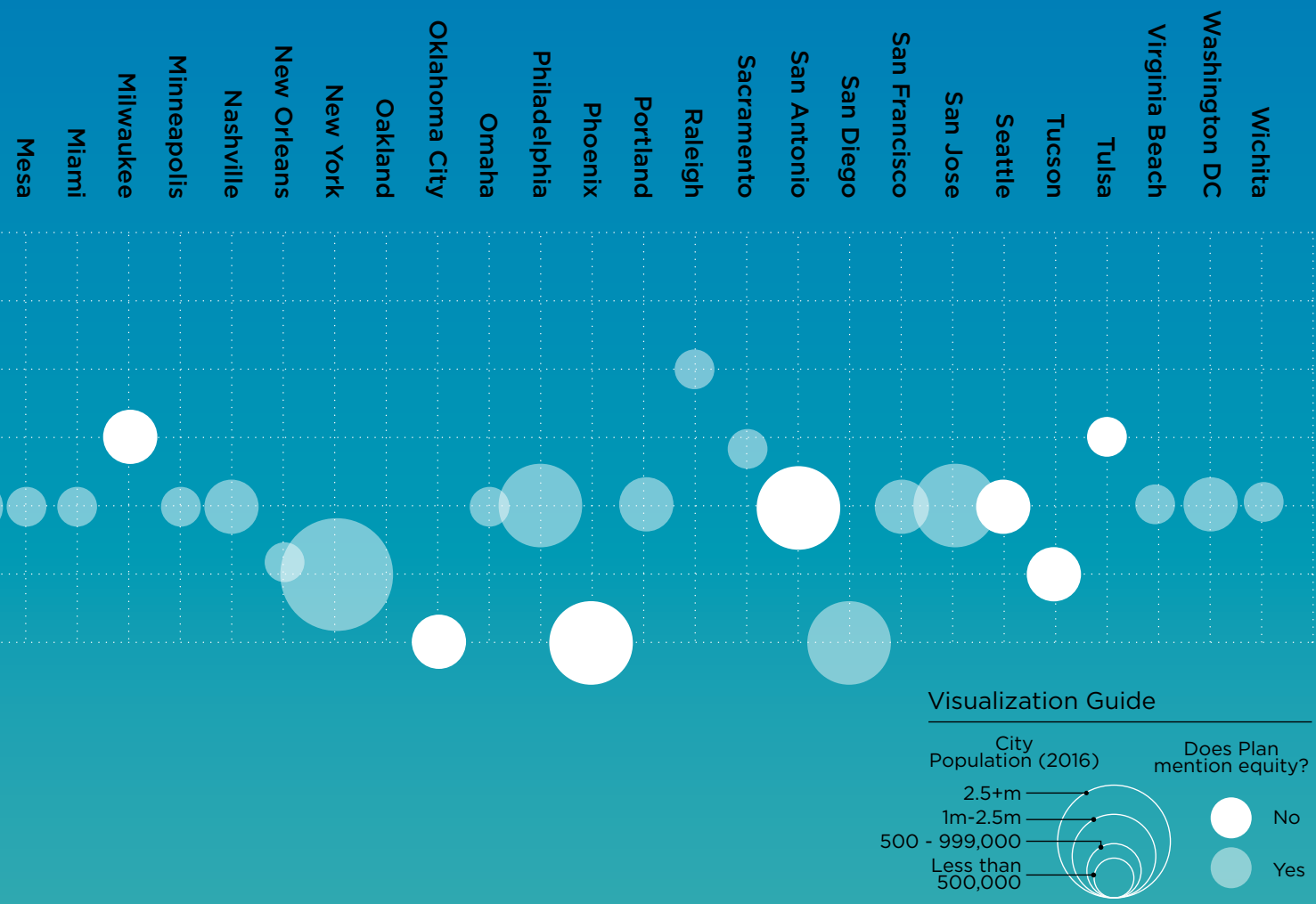
of cities mention autonomous vehicles.

30%

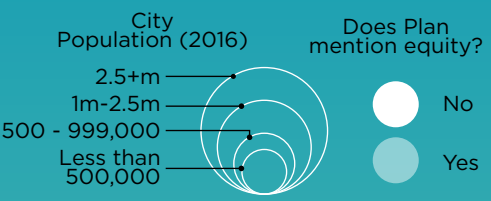
of cities address the impact of TNCs, despite the fact that they operate in all of the markets in the analysis.

In order to examine factors at the nexus of equity, mobility and technology, we analyzed long range transportation plans from the 50 largest U.S. cities. In 19 of these

cities, there were up-to-date (adopted after 2010) municipal transportation plans available. The remaining plans in the analysis are regional long-range transportation plans.



Visualization Guide



84%

of cities have a complete streets policy.

80%

of plans mention equity.

Mobility is critical to humanity's growth in the urban environment.

It is one of the major facilitators of human settlement and success. Where an individual goes, how they get there and the resources they have access to has the potential to influence nearly every other element of his or her life. As mobility and adequate infrastructure have become more widely regarded as civil rights, central to inclusion and critical to individuals' capacity to participate and prosper in the modern-day economy, they have simultaneously been significantly impacted by the overwhelming tide of technological forces.

Creating and sustaining a transportation network – a platform for commerce and human interaction – is one of the oldest and most important functions of government. However, as advancements in technology have occurred in concert with the development of new modes of transportation, this function has changed drastically.

New technology is promising a hyper-connected future for cities in which driverless cars and smart city applications have the potential to improve services, efficiency and quality of life. We can imagine a not too distant future in which every consumer product and piece of infrastructure increasingly has the ability to sense surrounding stimuli, to communicate with other devices and people, and to draw on the computing and storage power of the cloud.

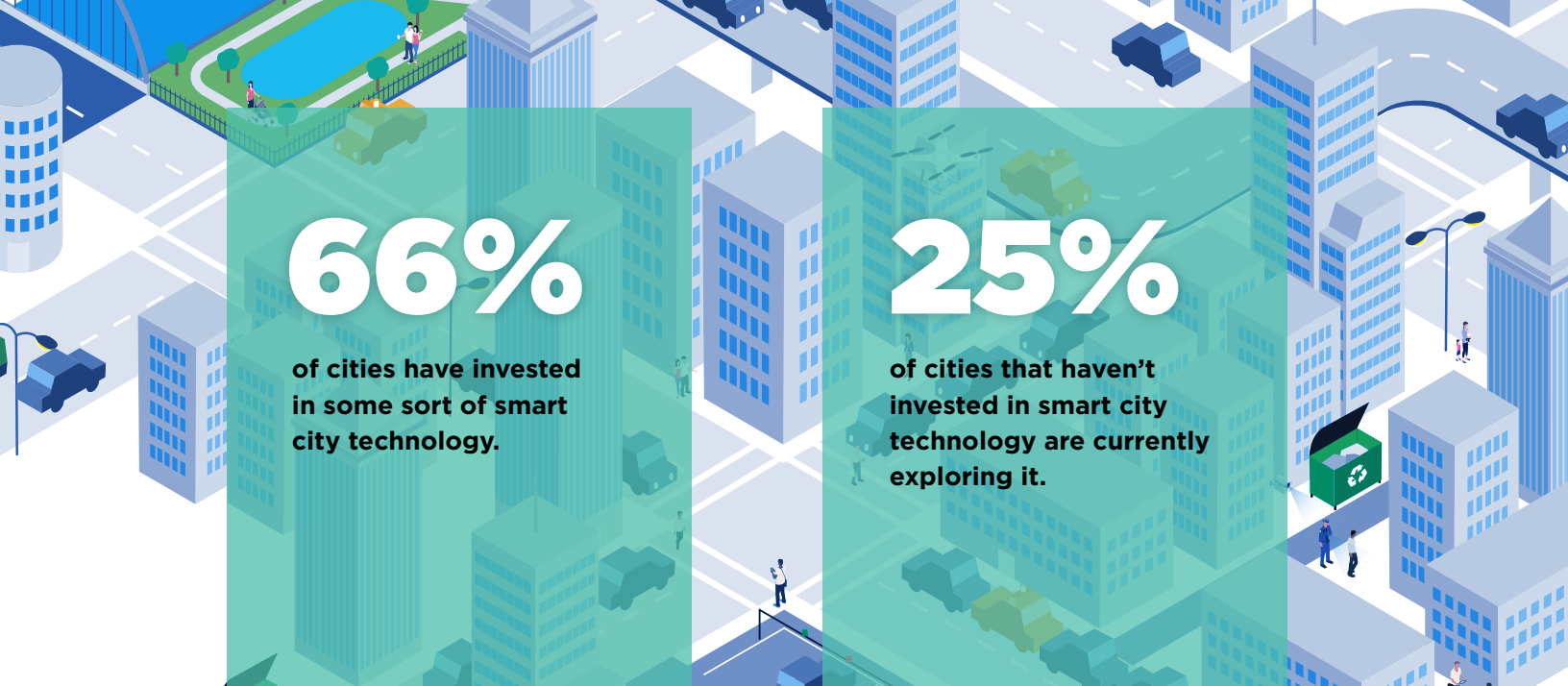
However, along with all of these exciting advances come a bevy of new questions about

equity. Will the technologically driven city and mobility network of the future serve everyone? Will individuals have digital autonomy? How will we protect privacy? As we experience this moment of seemingly monumental transition, how do we ensure that low income communities and communities of color are not left further behind? With current demographic shifts, generational preferences, wealth creation and other factors pointing toward the continued growth of cities, the importance of mobility and infrastructure is ever-present. Simultaneously, the recognition that equity is driven and sustained by these forces presses city officials to ask new questions and prepare for a new future.

Infrastructure: 2020

More communities will move toward accessibility and multi-modalism as communities across America invest in and build out their transit systems.

Even as the mobility sector continues to change drastically, communities of all sizes across the country continue to invest in more traditional transit. Citizens are more willing than ever to make investments in new and improved transit systems. In 2016 there were 77 local measures on the ballot that proposed voters paying taxes, fees, or other funding or financing mechanisms to pay for transit or transportation related projects. This was the highest number of transportation ballot



Source: NLC's 2017 report, "Cities and the Innovation Economy: Perceptions of Local Leaders"

measures in one calendar year to date, and 71 percent of these ballot measures were passed by voters. This data is consistent with previous years. Since 2000, there has been an overall 71 percent approval rate of these types of ballot measures, even during politically polarizing ebbs and flows dominated by anti-tax sentiment.³

Currently we see many cities embarking on new transit projects and building out existing systems, with bus-rapid-transit (BRT) and streetcar systems gaining momentum and support. In 2017 there will be 10 new BRT lines opening in cities across the county, and six projects beginning construction that will likely be in service within the next five years.⁴ There are also two new streetcar lines opening and four planned that will be either well underway or finished in this time frame.⁵

By 2020, expansion and improvement of transit systems and movement toward community design that favors accessibility and multi-modalism will enable more individuals to get to the places that they live, work, play, and pray without relying on the increasingly exorbitant expense of a single occupancy vehicle.

Smart city applications will be deployed in a more standardized and comprehensive way, and in cities of all sizes.

The conversation around smart cities has been largely driven by the private sector and aimed toward large cities with the organizational and budget capacities to do expansive projects. However, small and medium sized cities are beginning to see that smart city solutions can and should be deployed in an iterative manner and in a way that is consistent with their objectives. Context sensitivity is a primary consideration in the deployment of smart cities and small and mid-sized cities don't necessarily face the same problems as large cities.

As cities of all sizes begin to implement and explore smart city solutions, context and scale are front of mind for local leaders. A recent NLC survey asked cities whether they had invested in any sort of smart city technology, and 66 percent of city officials surveyed said yes. When asked about which types of smart city solutions they had adopted, they cited smart meters for utility management, intelligent traffic signals, e-governance applications, wifi kiosks and RFID sensors in pavement, among many others. Of the 34 percent of cities without any smart city systems in place, a quarter said their cities

VIEWPOINTS ON EQUITY

Anita Cozart, PolicyLink

Anita Cozart is a central figure in the equity movement. She is a senior director at PolicyLink and she oversees the organization's work across a number of issues, including transportation, housing, and equitable development. While all of the issues that she works on are directly linked to federal policy, PolicyLink's work is grounded in the impact it can make around policy change at the local level. "Much of what we do is to try to create links between innovation and ideas that are really advancing equity for low income people and communities of color at a local level. We also want to ensure that those great ideas and programs have an opportunity for scale, learning, and implementation at a national level," says Cozart.

As PolicyLink has worked in this space, it has found that cities are prioritizing equity as they think about their programs, policy and constituency services. So much so that the organization has launched the All-In Cities¹³ initiative, which helps city officials, community advocates, and other local leaders work together to advance racial economic inclusion and equitable growth.

The equity movement has changed and broadened enormously over the last decade, and there is a likelihood that it will continue to evolve. Anita added that "over the past 10-15 years since we began talking about equity, we've seen a lot of uptake in the advocacy

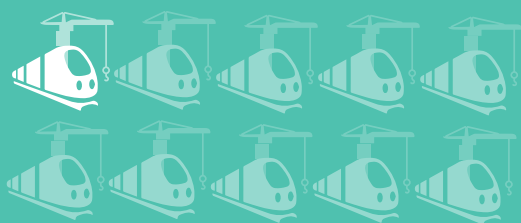
space and in the non-profit and government sectors. There are also emerging leaders in the philanthropic and business sectors who are embracing the agenda." As the movement grows, and new sectors join the conversation, we may see some different language used to describe equity outcomes.

Technological forces have proven to have the potential to both enhance and hinder equity. If the focus is on delivering the highest degree of technology or producing the intervention that meets the needs of the technology company, then the outcome is more likely to hinder equity. If there is an attempt to use technological interventions to solve challenges for the most vulnerable

We can apply these principles to home-sharing, job-sharing, and ride-sharing, as well as to autonomous vehicles, and all kinds of technology including that which is being imagined and hasn't even been introduced yet.



Nearly 1 in 10 jobs in America is a transportation or infrastructure related job.



populations, there arises an opportunity to enhance equity. Solving problems for vulnerable populations, also improves conditions for a whole host of other people, creating cascading benefits (think the ‘curb cut effect’).¹⁴ This is the approach that is necessary when we think about integrating technology into our cities.

In thinking specifically about how equity applies to transportation and infrastructure, Cozart identifies the most pressing issues as access, affordability and employment.

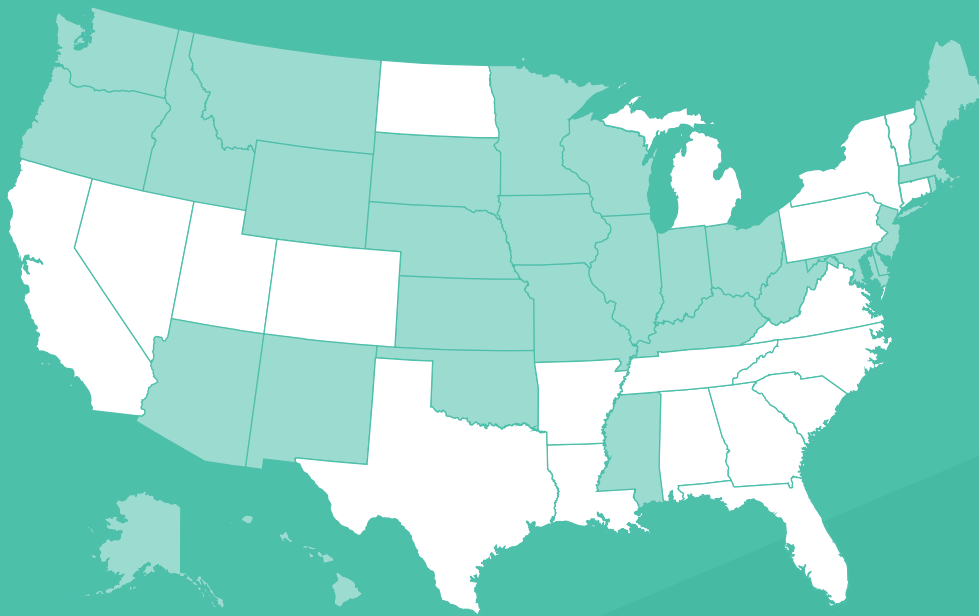
“On the access side, there are national and local level studies that talk about the disparate access by income and race. When you couple that with affordability and see that the bottom 90th percentile of income earners are spending twice as much on transportation as the top 10 percent, it becomes evident that

these two issues combine to create significant mobility hurdles for a majority of Americans.”

An additional challenge is employment – nearly 1 in 10 jobs in America is a transportation or infrastructure related job, but the underrepresentation of women and people of color in these sectors compared to their overall participation in the workforce is cause for concern.

“In addition to harming minority communities, this underrepresentation threatens the viability of the transportation industry and the prospects of sustaining it with the skilled employment necessary.” When we seek to solve these challenges, and begin to think about them from the perspective of people of color and low-income communities, the result will be a stronger, more resilient, and prosperous economy for everyone.

20 states have passed legislation related to autonomous vehicles.



were currently exploring implementing some sort of smart city application.⁶

As these technologies become more commonplace in cities of all sizes and geographies, they have the potential to bridge some of the divides that exist between communities and their municipal government officials. In many cases, smart city solutions automatically inform city departments of deficiencies or areas where attention is needed rather than relying on communication or reporting from individuals who might not be comfortable interfacing with government institutions.

To date, one of the challenges related to deployment of smart city infrastructure is the lack of interoperability. Though not yet fully implemented, the National Institute of Standards and Technology (NIST) is working in conjunction with a number of other organizations on a framework for smart city development.⁷ The framework is designed to address two main concerns: the interoperability and portability of information

and communications technology (ICT) development across cities, and the need for standard architectural principles. Their goal is to establish enough standardization that systems can be integrated across cities, without standardizing so much as to create an obstacle for further innovation.⁸ With some of the interoperability challenges removed, more cities and regions will be able to continuously roll out new smart city applications to make the lives of their residents easier and more seamless. By 2020, smart city applications and systems might look different, but ultimately, they will be more commonplace, seamless, and effective across locales.

Autonomous vehicle pilots will exist in all 50 states and fleets will be deployed in many communities.

Over the course of a few years, there has been significant policy movement toward autonomous vehicle (AV) testing. Twenty states have thus far passed legislation related to AVs.⁹ Additionally, governors in Arizona, Massachusetts, Washington

and Wisconsin have issued executive orders related to the operation, testing or regulation of autonomous vehicles.¹⁰ In January of 2017, the Department of Transportation (USDOT) announced 10 proving grounds to move autonomous vehicles testing from controlled to real world vehicle operating environments, with a focus on developing best practices for data sharing as well as future policy guidance.¹¹

In addition to initiating testing programs, some cities, are deploying fleets of AVs. The introduction of autonomous Uber fleets in cities like Pittsburgh, Pennsylvania, and Tempe, Arizona, has gained significant attention. Between federal, state and local level action, some sources predict that driverless car pilots might be deployed in up to 30 cities by the end of 2017.¹² We can expect that several other cities will invite similar testing fleets and programs into their jurisdictions by 2020. In addition to pilot programs focused on ridesharing or single-occupancy use, we can also expect to see testing in the transit and freight sectors. Cities' usage of autonomous and connected vehicle technology in service fleets will also become much more common over the next 3-5 years.

This will have significant equity implications, as these pilots will set in motion any regulatory efforts that take place around AVs in these jurisdictions in the years to come.

Infrastructure: 2030

Roadways will be maintained via Vehicle Miles Traveled (VMT) or mileage based user fees.

Given the insolvency of the nation's Highway Trust Fund, and dwindling funding streams

from federal and state level partners, policy makers are looking to alternate methods of paying for transportation infrastructure. VMT fees, also called mileage-based user fees (MBUF), are gaining traction as a plausible mechanism to fund transportation infrastructure. As cities continually move toward alternate financing mechanisms for infrastructure, mileage based user fee models will become more commonplace. MBUF require drivers "to pay based on distance driven and, perhaps other costs of road use, such as wear and tear on roads, traffic congestion, and air pollution."¹⁵ Several states have completed large-scale pilot programs exploring the feasibility of charging drivers per mile traveled. The federal government recently committed to providing individual states and a coalition of sixteen states plus the District of Columbia (I-95 Corridor Coalition) with funding to support additional pilot programs.

Although no tax or fee program can be entirely equitable, there are pertinent concerns related to equity that arise with the prospect of instituting MBUF. Concerns include the ways in which this system could disproportionately affect rural and low income drivers. One of the solutions to the challenges faced by individuals in rural areas is to structure the fee system into aggregate zones that separate rural and urban roads and to charge fees according to which zone the travel occurred. A portion of revenue from MBUF could also be devoted to improvement of rural transit and public mobility options.¹⁶ Other equity challenges might include the electronic billing of those who are unbanked, and the additional burden placed on low income and rural drivers that drive older, less fuel-efficient vehicles. Even with these concerns about social equity, there are plenty of policy options in an MBUF

system to address them. Future MBUF systems could be structured in a progressive manner or even be eliminated for drivers who live in households under a specified income level.¹⁷

Employers will be much more conscious of job sprawl and locating their offices in desirable and accessible places.

Younger entrants into the workforce are showing increasing preference for offices located in city centers, and at the very least, in close proximity to different mobility modes. As Millennials are eschewing cars and showing preferences for other modes of transportation like biking and walking, it is hard to imagine that they will suddenly feel the urge to purchase cars and start driving to work.^{18, 19} This means that offices will need to be located in proximity to all of these transportation options, as well as to the metropolitan areas that this generation prefers in order to attract the best workers.²⁰

Employers addressing the demands of a generation that prefers to work in a transit friendly, metropolitan area is another example of a rising tide that lifts all boats. In addition to making their companies more competitive, it also addresses the issue of job sprawl. Job sprawl is defined as “low-density, geographically spread-out patterns of employment growth,” in which a majority of jobs in a metropolitan region are located in the suburbs versus the region’s city center.²¹ Job sprawl is a symptom of urban sprawl, and often results in a phenomenon called spatial mismatch. Spatial mismatch refers to instances in which low income communities and communities of color are unable to easily access jobs, as a result of increasing job sprawl and limited transportation options. Low

income households are disproportionately affected by job sprawl, and the rising cost of transportation impacts these households more severely.²² A Brookings Institution study indicates that for working-poor homeowners, nearly 25 percent of their household income is consumed by housing and commuting expenses alone. This is comparable to 15.3 percent, on average, for other households. For those working-poor individuals who rent, 32.4 percent of their household income is consumed by these costs.²³

As more cities and employers actively embrace the equity movement, they will recognize that locating jobs in areas that are accessible to transit and other mobility options is good for the economy as a whole. It bolsters the tax base and benefits everyone in the region, especially low income households and communities of color that are overwhelmingly disadvantaged by inequitable job locales. By 2030, the majority of jobs will be located in cities’ central business districts once again.

Autonomous technology will be commonplace in our mobility networks.

Fully autonomous vehicles will be deployed first in major cities, but by 2030 they will

By 2030, the majority of jobs will be located in cities’ central business districts once again.



Fully autonomous vehicles will be deployed first in major cities, but by 2030 they will likely be ubiquitous with everyday life in cities of all sizes and geographies.

likely be ubiquitous with everyday life in cities of all sizes and geographies. City officials and regulators will continue to confront significant issues related to regulation, traffic management, and safety of AVs. This will be exacerbated by the continued promise of deployment on our roads and the increased commingling of varying levels of automated vehicles with varying levels of connected vehicles and traditional non-autonomous vehicles. To date, nearly every major car manufacturer has set a deadline of producing fully autonomous cars by 2021, with China's Baidu aiming for 2019 and Tesla aiming for the end of 2017.^{24, 25} Outside of major metropolitan areas where pilot projects are already taking place, the adoption of driverless cars will be determined largely by the private sector, requiring local leaders to anticipate and adapt as the sole means of transportation for their citizens and a significant portion of their local economy changes in the span of a few years.

The first transportation sectors likely to see mainstreamed use of autonomous vehicle technology include the freight/trucking industries and the transit industry. Even before trucking becomes fully automated, single truck drivers will have the ability to lead caravans of trucks that are remotely linked to a lead driver

for long-haul trips. Eventually, this will threaten the jobs of millions of professional truck drivers (between 2 and 3.5 million, depending on the source).²⁶ The change will ripple through countless small towns with cottage service industries that rely heavily on the working-class incomes that truck drivers receive today.²⁷

Transit agencies will also be among the first to adopt autonomous technology. Honolulu is already running the first fully automated rail line in the nation, and bus fleets are ripe for automation as well. There are a number of companies providing automated shuttle service that might serve first/last mile and closed route trip needs such as Local Motors, Navya, 2GetThere and EasyMile.²⁸ Other discussions surrounding automated transit have suggested fixed route busing, platooning BRT, and paratransit.²⁹ While there is a great deal of potential to expand transit service, there are equity concerns inherent in the elimination of professional driving and transit operation jobs, which have historically had relatively low barriers to entry. Cities will need to consider the impact of adopting these new technologies on their local economies.



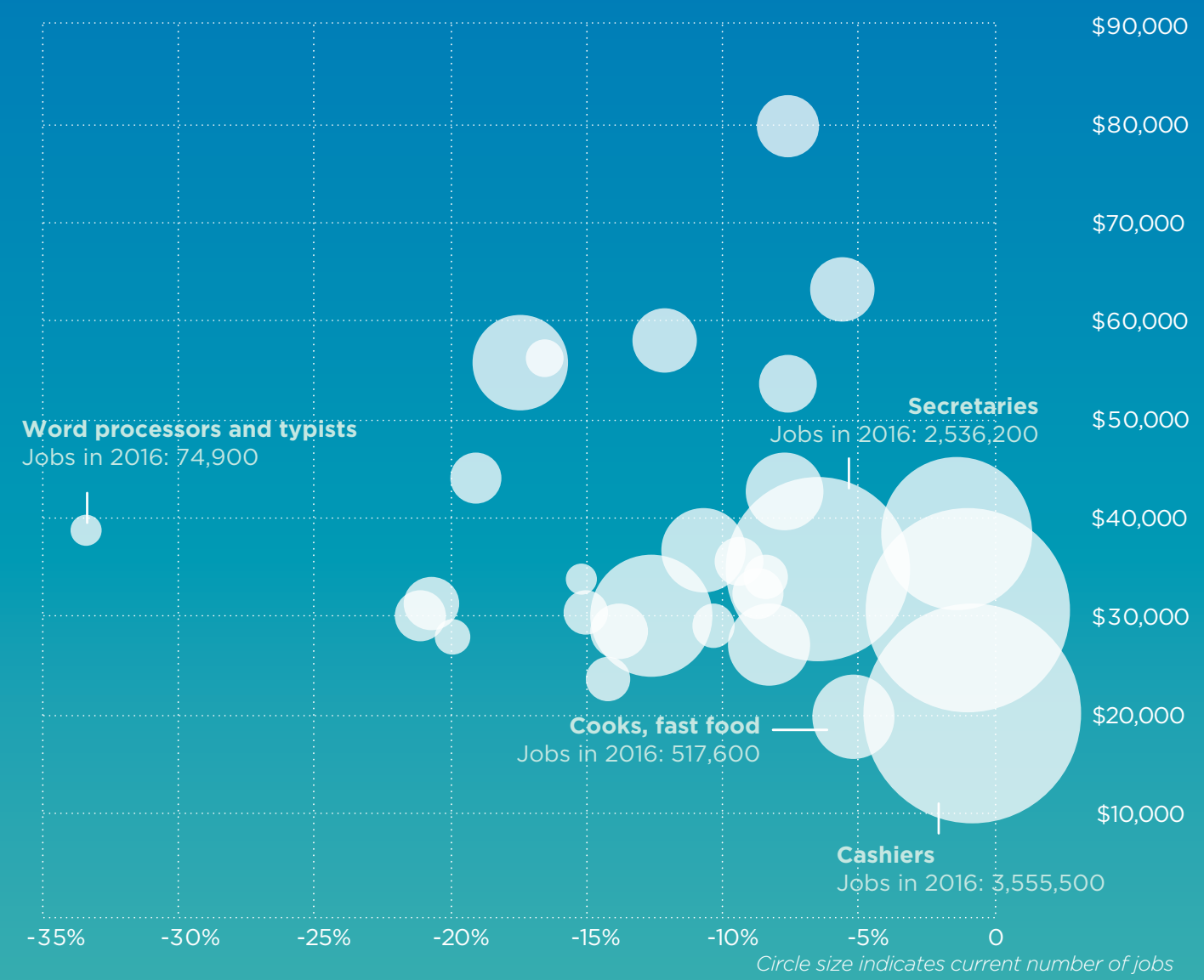
ECONOMIC DEVELOPMENT



FUTURE EMPLOYMENT TRENDS

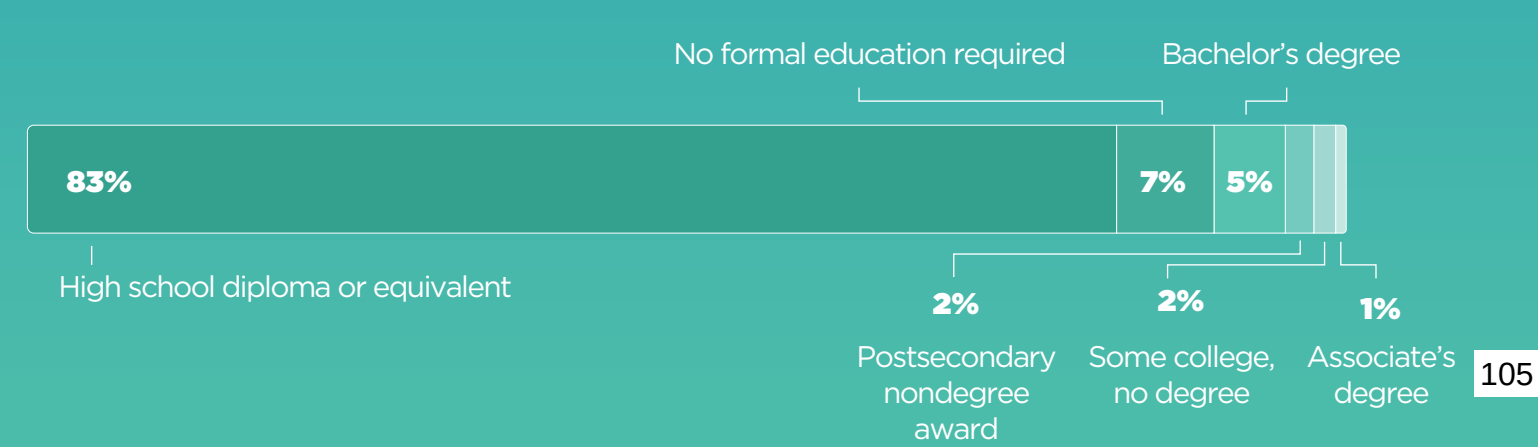
Ten Year Projections, 2016-2026

OCCUPATIONS EXPECTED TO DECLINE



DECLINING OCCUPATIONS IMPACT HIGH SCHOOL EDUCATED MOST ACUTELY

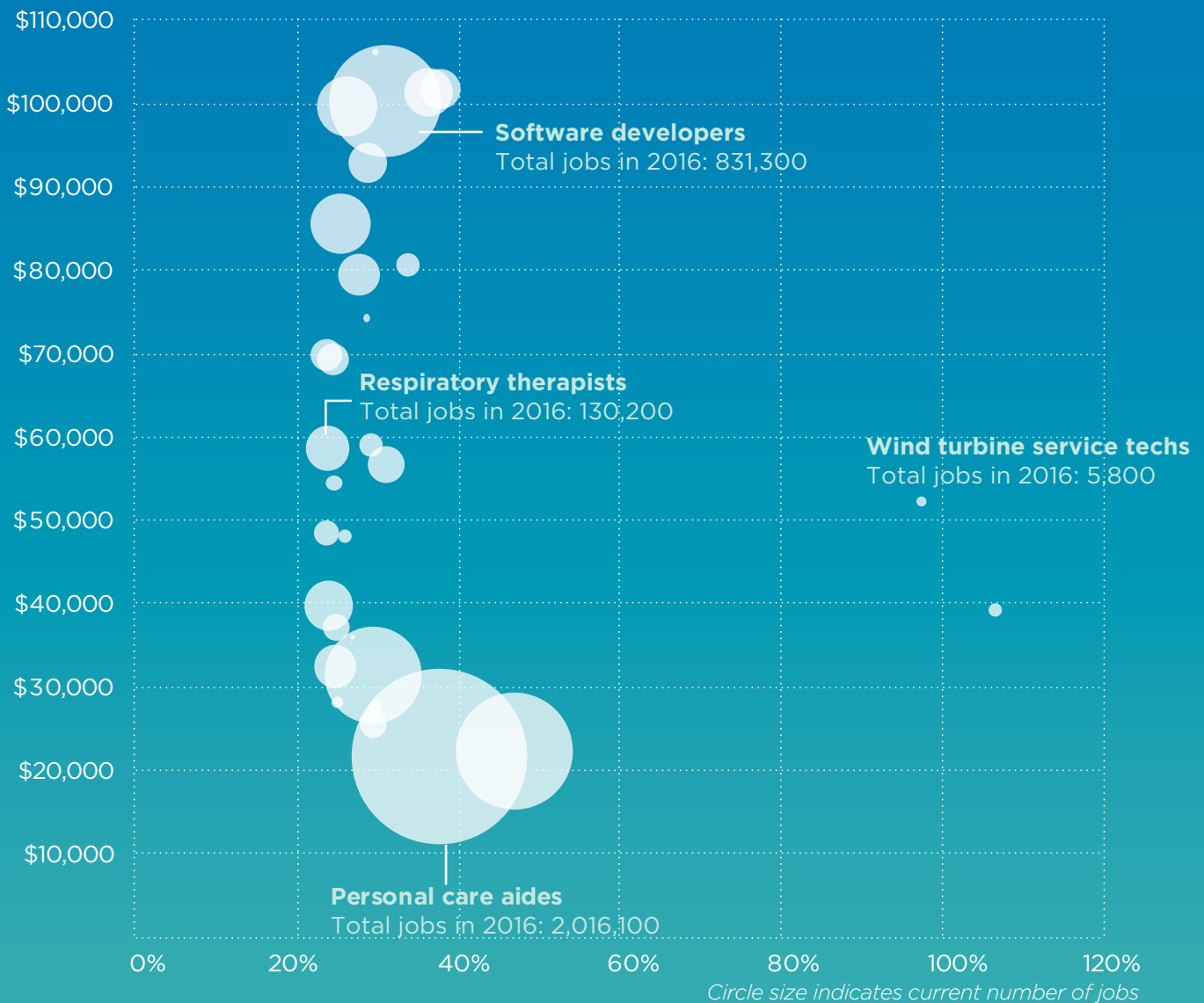
Percent of jobs lost by level of education required



Source: Bureau of Labor Statistics "Employment Projections: 2016-26"

OCCUPATIONS EXPECTED TO GROW

Few New Jobs Likely for Middle Income Occupations



FASTEST GROWING OCCUPATIONS WILL NOT CREATE JOBS EQUALLY

	PERCENT CHANGE (2016-2026)	NUMBER OF JOBS (2016-2026)
Solar photovoltaic installers	105%	11,900
Wind turbine service techs	96%	5,500
Home health aides	47%	425,600
Personal care aides	37%	754,000
Physician assistants	37%	39,700
Nurse practitioners	36%	56,000
Statisticians	33%	12,400
Physical therapist assistants	31%	27,200
Software developers	31%	253,400
Bicycle repairers	29%	3,700

Cities are becoming more diverse, but simultaneously more segregated and inequitable.

Ninety-eight percent of growth in the hundred largest cities since 2000 was from growth in minority populations. A Brookings Institution analysis of the 2011-2015 American Community Survey found that despite this increased diversity in cities, racial segregation has only moderately declined.³⁰ Dominantly white neighborhoods in cities were 79 percent white in 2000 and 72 percent white in 2015, despite the overall white population in cities having dropped from 64 percent to 56 percent during the same period. For neighborhoods outside of large metropolitan areas, this reduction was even lower, from 84 percent to 80 percent. While these are national trends, there remained a marked difference in diversity between large coastal metropolises and smaller, inland cities. Cities such as Las Vegas and Orlando became markedly more diverse due to increased migration as well, particularly in the American south and sunbelt. This phenomenon has made Houston the most diverse city in America, surpassing New York in 2010.³¹ As a nation, higher birth rates for racial minorities are projected to make the aggregate minority population a majority of the country by 2043.³²

The fastest growing urban employers are high-skill and high-wage, while the largest net growers of jobs are lower-skill and

lower-wage. There is an emerging cleavage between the largest urban employers and the fastest growing urban employers. In the majority of cities, the fastest growing employment sectors are high-skill and high wage, but unfortunately these sectors are not likely to add the same number of aggregate jobs as much larger and lower-skilled sectors like retail, food service, and office administration.

The majority of wage growth over the past quarter century has gone to high-wage workers, while low and middle-wage workers have seen their earnings grow by only 14.7 percent and 16.8 percent respectively.³³ This serves to exacerbate existing inequalities in educational attainment and economic access. Even more starkly, earned income growth was negative for the bottom 10th, 20th and 50th percentile of the workforce, while it reached 16.9 percent for the 90th percentile. In addition, the average median wage for people of color in the United States is more than 22 percent lower than the wage for white workers, making the lowest percentiles dominantly communities of color. Relationships like these are exacerbated by differences in educational attainment, where African-American and Hispanic Americans are 15 percent less likely to hold a four-year degree.



Community Centers Offer Path to Economic Opportunity in Underserved Neighborhoods

In response to many of these community challenges, Neighborhood Centers, Inc., an outgrowth of the older settlement houses founded a century ago, has grown to become the largest non-profit human services provider in Texas, operating 75 service centers in the Houston area. These centers partner with other local service providers to offer cradle to career services focused on economic access. In 2010, the first federal

Promise Neighborhood planning grant in Houston was awarded to Neighborhood Centers, Inc. to develop the Gulfton Promise Project, a center in Houston's most densely populated and underserved neighborhood which now hosts a charter school, adult education, citizenship classes, expanded health services, an opportunity center for financial education, and other community spaces.

Economic Development: 2020

The fastest growing metropolitan areas will be responsible for the bulk of job and population growth, but also rising inequality.

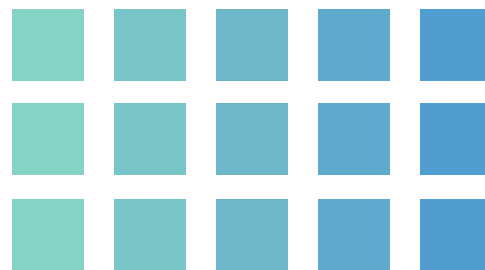
The fifteen fastest growing metropolitan areas have already been responsible for over half of new jobs and three-quarters of births from 2000 – 2014.³⁴ This incredible growth has also created challenges, as much of the population growth is from immigrant communities who face barriers to equal economic access. In an Urban Institute white paper, Pendall and Turner used growth, job quality, cost of living, diversity, and disparities in economic opportunity as indicators with which to cluster the largest 99 metropolitan areas of the country. Some of the main barriers to economic access in America's cities include language barriers, affordable child care and healthcare, and access to public transportation.

Urban economies will be more segregated, and health and personal services will be the fastest growing employers.

As our economy becomes more segregated, cities will be no exception. In many cases, this segregation will be more severe in urban markets where rising real estate prices have outpaced wage growth. While it is difficult to say what the economy of the future will look like, there are indicators that will become more prominent and pervasive by 2020. The hollowing out of mid-skill and mid-wage employment will continue, albeit varied across geographic regions. While some urban centers will attract younger populations of high-earners, others will attract older populations, often supported

FROM 2000-2014

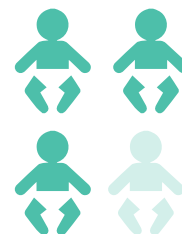
The fifteen fastest growing metropolitan areas have already been responsible for



**over half of
new jobs**



**three-quarters
of births**



by a low and mid-wage service industry. Cities that are experiencing the greatest demographic growth, will continue to grow a mixed economy, likely proving to be the most resilient over time. While cities will experience greater segregation between them, they will also see inequality grow within them. Cities that put in place policies that encourage the growth of a middle class, equal access to education and infrastructure (including financial and digital), and a floor for those most vulnerable will be the cities that encourage a diverse population and economy.

Economic Development: 2030

Rising inequity will threaten the long-term social stability of urban economies.

Cities are for everyone, but they haven't always been. Historically, the populations in cities have changed over time, adapting themselves to changing social, technological, and workforce shifts. In the urban economies of pre-war America, cities were centers of industrial production centered along strategic trade routes. This made them crowded, dirty, and impoverished. At that time, the emerging middle class of doctors, lawyers, financiers and public servants earned only slightly more than industrial laborers and artisans. The real wealth of the Gilded Age was in huge family fortunes, often held in estates in the countryside or wealthy city manors. Following two world wars, social and policy shifts as well as incredible economic growth altered the preferences and settlement patterns of many Americans. As a strong middle class emerged, cities became increasingly impoverished and neglected due to the fact that highways and trains along with the unfortunate social ills of "white flight" encouraged many to relocate from the city to the suburbs. This culminated in some cities experiencing challenges and, in some cases, the collapse of certain urban economies in the 1980s.

Today, an urban renaissance is occurring as high-earners and populations of all ages return to large cities. Cities are once again an exciting and diverse mix of industries and populations. But as wealth returns to cities that are now confined by zoning and health and safety codes, the growing population is

contributing to gentrification, higher rents, and rising inequality. Poorer residents are being priced out and cities are becoming emptied of middle-income jobs.

If this trend is brought to its ultimate conclusion, cities will become increasingly segregated, with entirely different economies found within a few miles of each other. This will have profound implications for economic access, as opportunities are increasingly only available in the most expensive cities, which debt-burdened students or lower-income families will not be able to afford. Cities must decide how they will offer economic access to their most vulnerable populations through affordable housing, access to education and workforce development. Cities that establish partnerships with public universities, such as those offering free tuition like CUNY and SUNY in New York, are providing the best kind of start to their younger residents, and are encouraging entrepreneurship from students who finish their degrees debt-free. There are many innovative approaches cities and their states can take to ensure equal economic access to all of their residents in the future, but this issue will only increase in importance over the coming decades.

Cities' populations will age rapidly.

As a nation, and within our cities, our population is aging. The number of Americans over 65 will double between 2000 and 2040, while the number of adults over 85 will quadruple over that period.³⁵ Over the next two decades, elder Americans over 65 will make up 20 percent of the population.³⁶ Declining fertility rates, longer life expectancy and the increasing ease of aging



Equitable Economic Development

FELLOWSHIP

National League of Cities' (NLC) Equitable Economic Development (EED) Fellowship offers case studies and municipal tools for increasing equitable economic access. Launched in 2016 through a partnership between NLC, the Urban Land Institute and PolicyLink, the EED Fellowship selects six cities

Boston

- Restructuring its existing Boston Youth Options Unlimited to serve as a worker co-operative incubator.
- Ensuring worker co-ops can access existing city services while finding new sources of investment for them.
- Requiring Business Investment Grant recipients to recruit from the aforementioned database.
- Establishing a funding mechanism for workforce development and small business capacity-building programs.

Charlotte

- Creating a pilot workforce development program in partnership with Goodwill and its regional Urban League.
- Implementing a recruiting database in cooperation with workforce development partners.
- Enhancing the CharlotteBusinessResources.com web portal with consistent evaluation, preventing duplication of services and connecting larger employers with small local businesses for contracting and procurement.



across America and works with them over a year on an action plan to spur equitable economic development. Below is a summary of some of the tools used by last year's cities.

Houston

- Creating an incentive program to attract large employers to east Houston that will provide jobs that align with the community's skill and education-level.
- Collaborating with the city's Office of Business Opportunity to focus on the development and support of small businesses in east Houston.

Memphis

- Inaugurating the Bluff City Match Program, that creates incentives for owners of vacant or under-utilized commercial space in targeted areas to match their properties with small and minority-owned businesses and entrepreneurs.

Milwaukee

- Launching a project to identify partnerships to match city owned and managed mixed-use properties with small entrepreneurs to service communities lacking economic activity.
- Exploring a local commercial real estate training program that attracts people of color to the commercial real estate development field.

Minneapolis

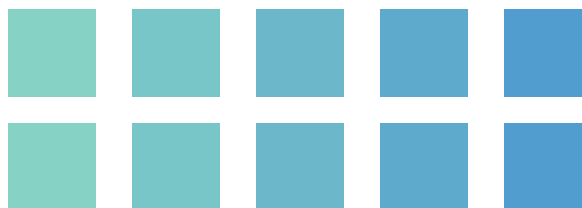
- Piloting a capital access project for disadvantaged businesses in north Minneapolis that are not of a similar small business profile already targeted by the city's Business Technical Assistance Program.

in place will mean urban populations will age significantly in this period. The median age in Houston, for example, will increase from 33 in 2010 to 38 by 2040.³⁷ In New York City, the overall population is projected to increase by 13.9 percent from 2010 to 2030 while the elderly population is expected to increase by 44.2 percent. In contrast, the school-age population of children in New York is expected to decline from 17.5 percent of the city in 2000 to 15.4 percent in 2030.³⁸ These trends are iconic of the way our cities are changing, and will cause challenges for how cities plan and evolve to meet their residents' needs. School systems, health care, mobility and the housing markets will all be impacted, and the aggregate effect of these demographic changes on urban economies will be substantial.

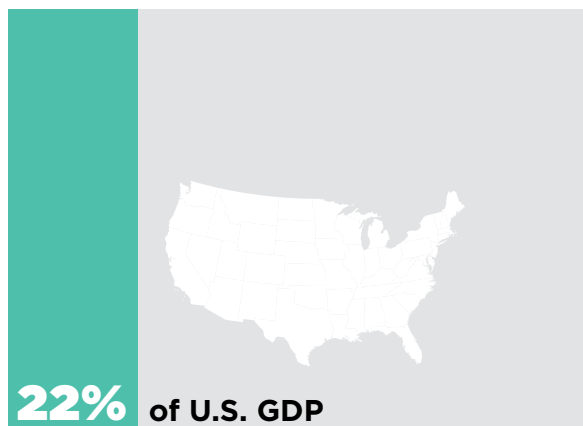
Urban aging populations will drive growing sectors with low productivity growth, such as healthcare, and become main drivers of urban consumption.

As cities become older in population, demand for healthcare and personal care services will increasingly be the drivers of urban economies. These sectors have lower productivity and wage growth than others, and may weigh on urban economies. In addition, consumption is a key driver of urban economies. Consumption as a fraction of U.S. GDP grew to 68 percent in 2015.³⁹ The ten largest cities in America already account for just over \$4 trillion in consumption, or over 22 percent of U.S. GDP.⁴⁰ A McKinsey Global Institute (MGI) report argues that elderly and retired consumption will generate 51 percent of urban consumption growth by 2030.⁴¹

The ten largest cities in America already account for just over \$4 trillion in consumption



Also equal to



While much of the future job growth may be in healthcare, MGI found that the elderly and retired will contribute more than 40 percent of consumption growth in housing, transport, and hospitality sectors. The demographic shifts that will occur in urban centers over the next decades will impact our urban economies, with significant growth in service sectors. While the elderly population tends to be at its peak in terms of wealth, there are many who have not adequately saved to prepare them for the expenses of increased life expectancy and aging in place. Unfortunately, MGI predicted that this trend will exacerbate already latent inequalities.

New technologies like blockchain will increase financial access and reshape urban economies.

While bitcoin and other cryptocurrencies have garnered much of the attention this year, the technological platform over which they operate promises trustless and secure peer-to-peer exchanges. This has the opportunity to revolutionize urban economies. Blockchain is already powering nascent experiments in local producer-consumer power generation, where homeowners install solar panels on their homes and sell their excess power to their neighbors. As local economies transform, residents will be increasingly empowered to produce, sell and buy in their neighborhoods, making larger investments like a car or solar panels financially viable. Bitcoin and other cryptocurrencies also have the potential to

revolutionize the financial sector by reducing or eliminating the role of the intermediary and increasing access to financial accounts, financing, and investment. This may have an outsized impact for equitable economic access in communities across America. The FDIC estimated in 2015 that 7 percent, or approximately 9 million households in the U.S., were unbanked entirely. An additional 19.9 percent, or around 24.5 million households, were underbanked.⁴² By contrast, the Pew Research Center found that nearly 90 percent of American adults are online and over three-quarters owned smartphones.⁴³ Families that have virtual wallets rather than accounts at traditional banks could exchange value for much lower costs, and face no minimum balance requirements, credit checks, or prohibitive fees.



While bitcoin and other cryptocurrencies have garnered much of the attention this year, the technological platform over which they operate promises trustless and secure peer-to-peer exchanges.

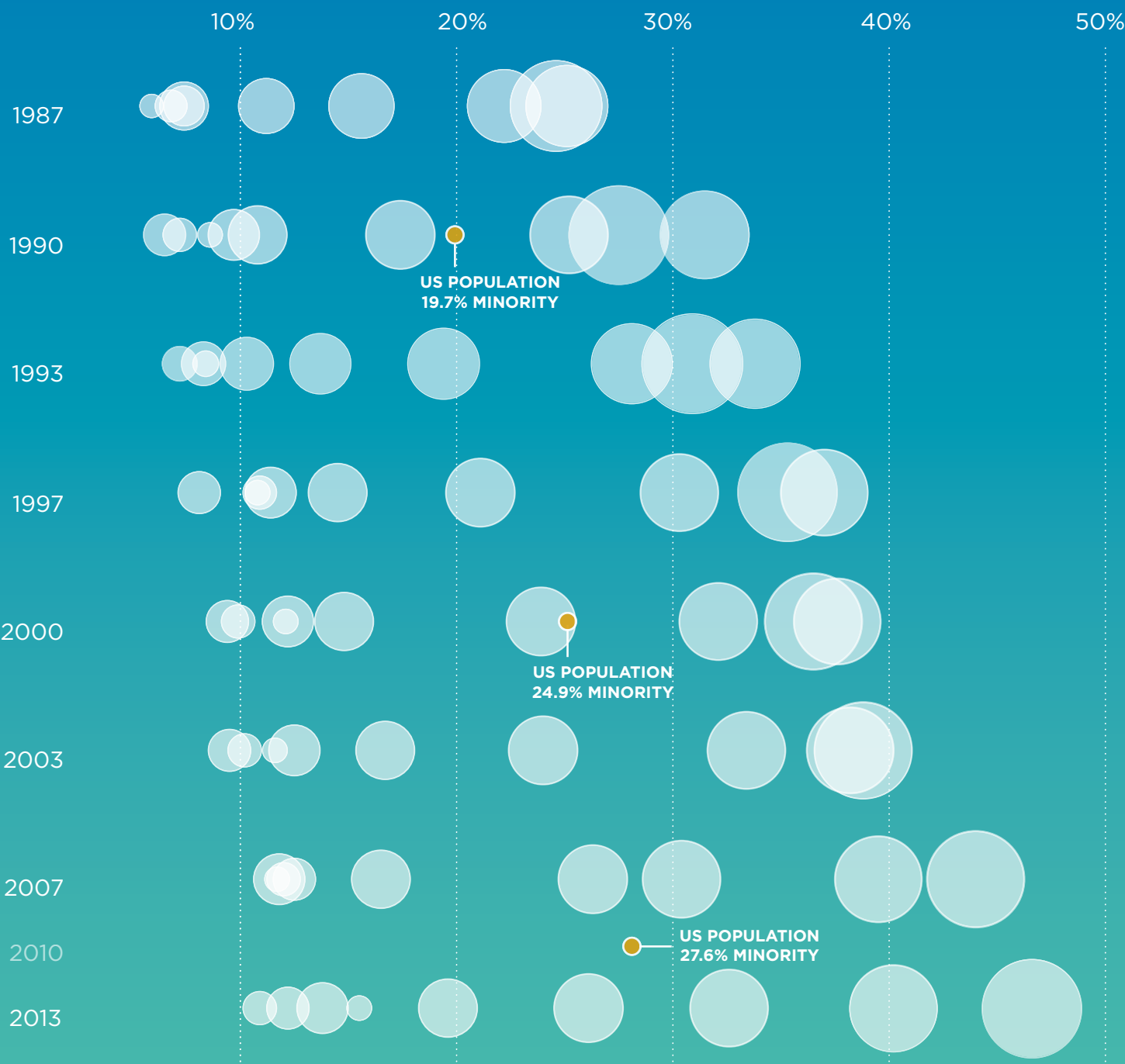


PUBLIC SAFETY



DIVERSITY IN AMERICA'S POLICE DEPARTMENTS

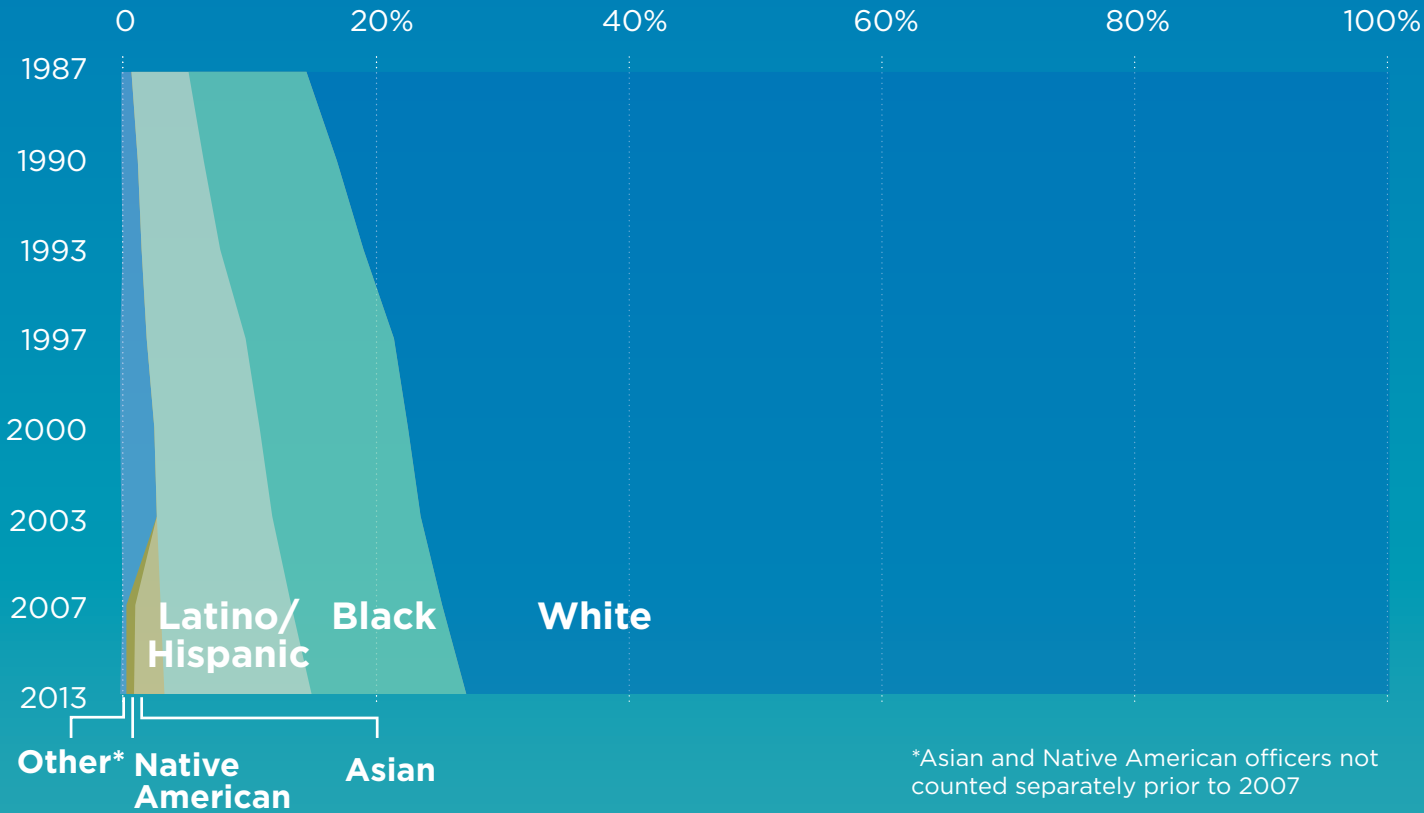
PERCENT MINORITY OFFICERS BY POPULATION SERVED, 1987-2013
Larger Cities Have More Diverse Police Forces



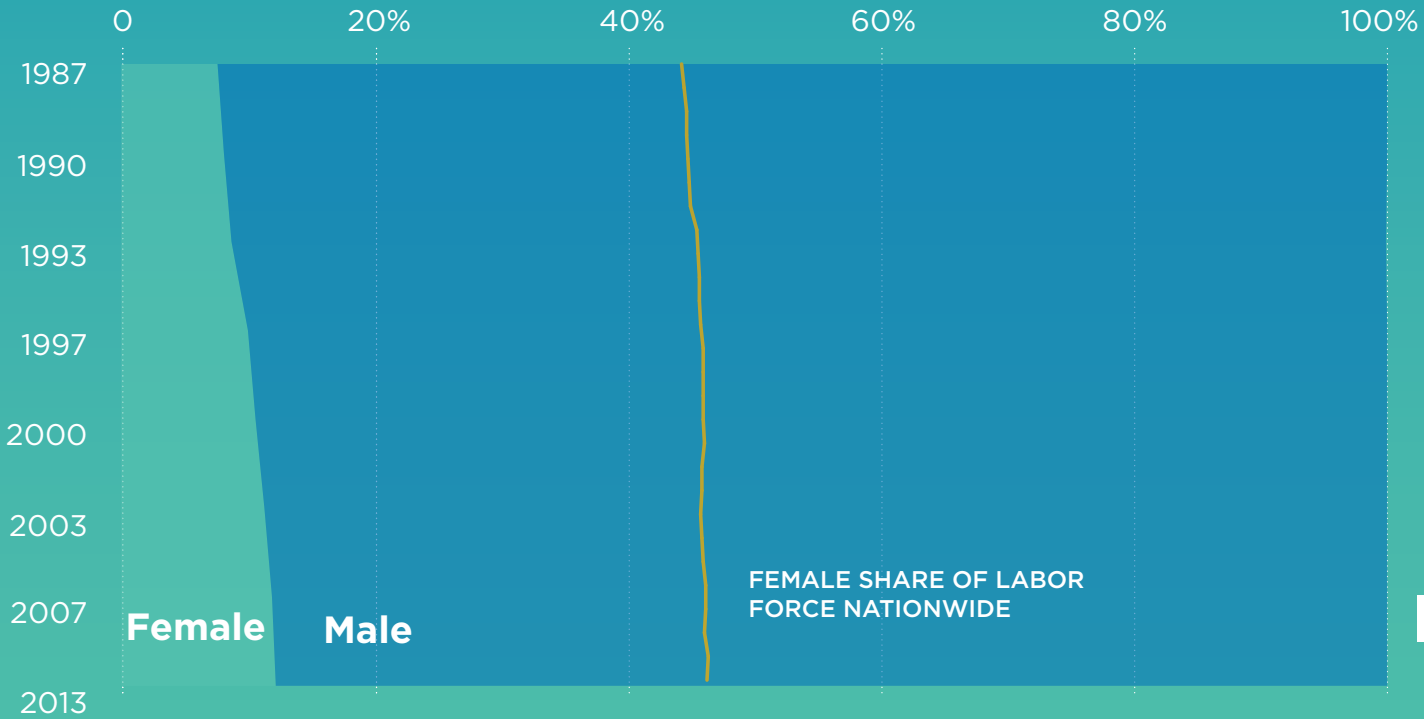
Averaged percent minority shown for communities of different size categories:



RACE OF OFFICERS NATIONWIDE



SEX OF OFFICERS NATIONWIDE



Police departments are beginning to better reflect the urban populations they serve.

Our cities are becoming more diverse and police departments are becoming more representative of the populations they protect. In 1987, only 8 percent of officers were female, while in 2013 women make up 12 percent of forces.⁴⁴ Also in that year, less than 15 percent of police officers were from a racial or ethnic minority, while in 2013 27 percent are. This trend is more pronounced in larger and more diverse cities. As police departments become more representative of their surroundings, they have also become more likely to adopt community policing in their mission statements, with nearly 70 percent of departments emphasizing community policing as of 2013. In departments serving populations of 25,000 or more, this ballooned to 90 percent. The same can be said for police departments that have problem-solving partnerships with local community organizations. While a majority of police departments serving populations of 25,000 or more have formed these partnerships, 86 percent of departments who serve over 1 million residents have these partnerships. These trends highlight a shift in policing tactics toward approaches that focus on community outreach and cooperation. However, this shift is primarily occurring in larger jurisdictions first.⁴⁵

Public safety institutions moving toward data driven applications. Increasingly, cities are using data analytics to increase efficiency and transparency, developing metrics with which to measure municipal operations. As

this trend accelerates nationwide, police departments are also adapting and learning from prior successes, developing their own crime metrics and using data analytics to forecast crime. Philadelphia has been one of the most forward-leaning cities in this space. A team of researchers from the Temple University Center for Security and Crime Science examined U.S. Census and crime data from the Philadelphia Police Department within a two-week period. They found that these factors combined with community characteristics and crime counts from the previous year, generated the best prediction of how likely it is for a specific type of crime to occur in a certain area. The university then partnered with a civic geospatial software and data company called Azavea to develop software that will predict future crime risk potential along with a visual and statistical report, which is offered free to police departments.⁴⁷

Concepts like predictive policing and other data driven public safety strategies will continue to attract debate, as they often rely on prior causal relationships between environments and past offenses. While broad aggregate statistics show a strong relationship between heat waves and violence, for instance, it remains to be seen how robust the relationship is at a more micro level. And while predictive policing may be possible in large cities such as Philadelphia, it is challenging to scale in smaller jurisdictions that lack robust crime

A police officer wearing a helmet and uniform is riding a motorcycle. The image has a strong blue color overlay. The officer is looking forward, and the motorcycle's handlebars and controls are visible in the foreground. The background is blurred, suggesting motion.

Community Policing

Community policing is the concept that trust and mutual respect between police and the communities they serve is critical to public safety. It is a law enforcement strategy that emphasizes the systematic use of community engagement, partnerships and problem-solving techniques to proactively address conditions that cultivate crime and social disorder. Community policing emphasizes a “guardians not warriors” mindset that can significantly benefit both police officers and the communities they serve. Collaborating with community members to identify needs, establish best practices and provide feedback for law enforcement is common practice. Community policing requires cooperation among police, citizens and local decision-makers in order to forge effective partnerships that combat criminal activity. While cities have made tremendous progress through the adoption of community policing strategies for positive, proactive engagement with the public, there is much more to be done. Although it is down nationally, in many cities across the country crime continues to be a significant barrier to individual and family safety, quality of life, and social cohesion, particularly in racially diverse and disadvantaged neighborhoods.⁴⁶

history. With such significant changes in how policing is administered in our cities, we must be cognizant of the nuances between communities and neighborhoods, and ensure a focus on equity is at the core of all public safety decision-making.⁴⁸

Public Safety: 2020

Body-worn cameras, Automated License Plate Readers and other recording technologies will become nearly ubiquitous in public safety agencies.

Body-worn cameras are becoming widely adopted with positive results. While the national debate over police transparency continues, police departments are moving ahead. In 2015, the U.S. Department of Justice announced \$20 million in aid to local agencies purchasing these cameras. Today, at least 35 states are passing or have passed funding bills specifically for body-worn cameras (BWCs).

Today, at least 35 states are passing or have passed funding bills specifically for body-worn cameras (BWCs).

As police departments nationwide adopt BWCs, episodes of police brutality and misconduct are becoming more publicized, provoking controversy. While these episodes erode community trust, the subsequent adoption of BWCs aims to increase internal and external transparency. In a year-long study on the impact of BWCs in Mesa, Arizona, officers who did not wear body cameras performed 9.8 percent more stop-and-frisks and made 6.9 percent more arrests. Officers who did wear body cameras in turn issued 23.1 percent more citations, initiated 13.5 percent more interactions than those without the cameras, and were 25.2 percent more likely to perceive the camera as helpful during interactions with the public.⁴⁹ Officers in this study were less aggressive in their encounters with the public, feeling reassured by the presence of body cameras. This ultimately led to a wider acceptance of BWCs by officers who had used them, a reduction in arrests and an increase in interactions.

Another year-long study in Rialto, California, showed a 59 percent reduction in use-of-force incidents and an 87 percent reduction in civilian complaints following the adoption of BWCs.⁵⁰ A more recent study conducted with the Orlando Police Department between March 2014 and February 2015 showed a 53 percent drop in response-to-resistance incidents among the officers with BWC, as well as a significant reduction in civilian and officer injuries. The report also showed initial reluctance on the part of the police officers to wear body cameras, but a recognition of its utility afterwards, citing improved evidence collection, report writing and individual reviews.⁵¹

In addition to BWCs, police departments will also be able to use an interconnected web



Challenges with Predictive Policing

As policing becomes more reliant on data and moves steadily toward predictive policing models, it may increasingly focus on certain racial groups or income classes. Furthermore, as departments become increasingly equipped with advanced technology and their intelligence gathering widens, there are significant threats to privacy. The data police departments are already gathering could be used to determine individual identities and their movements in public space. Strong public oversight and transparency is an essential prerequisite to such powerful tools being used for policing communities. It is important that police departments always move to interact rather than intervene in their communities, relying on community relationships and interpersonal intelligence and not solely datasets to reduce crime.

of sensors, such as those already deployed by ShotSpotter, to reduce response times and increase their intelligence gathering. Automated License Plate Readers (ALPR) are another example of a growing sensor technology that enables police departments to read and process up to 1,800 license plates a minute. A 2011 Police Executive Research Forum survey of over 70 departments found that 71 percent already use ALPR technology, and 85 percent expect to acquire or use it in the next five years.⁵² Clearly, as computing moves to the fringes more generally, creating a connected internet of things, police departments will be no exception.

Police officer culture will grow to accept BWCs.

As police departments increasingly adopt body-worn cameras, preliminary studies

indicate that these cameras will bring positive benefits to both police officers and the communities they police. The previously mentioned study with the Orlando Police Department found that 74.4 percent of officers thought that all front-line police officers should be equipped with BWCs. Further, 25.6 percent of officers found that their own behavior was directly impacted by the camera, and 28.2 percent found that the cameras impacted the behavior of the residents they encountered. Interestingly, 41 percent of officers perceived that BWCs influenced their fellow officers' behavior, meaning officers were less likely to admit their behavior was influenced by BWCs than their compatriots. An overwhelming majority of officers found that BWCs improved their evidence collection, recollection of events, and reporting, while 69.2 percent found that it made them better police officers.⁵³

Police departments will increase their data collection and analysis workforce, and more funding will go towards advanced technology and updating their data centers.

Police departments are already moving funds towards their data science departments while also taking advantage of federal grants to purchase drones, body-worn cameras and other advanced technology. With an increase in data collection and the general trend of the public sector relying on data to support policy decisions, police departments will increasingly invest in data collection, analysis and possibly even begin to hire data scientists.

Public Safety: 2030

Police departments will increasingly leverage technology to increase efficiency.

Much of the current movement toward data collection is not targeted towards specific activity, but rather collecting data indiscriminately and using computer algorithms and databases to detect an expired registration or the sound of a gunshot. The data collected today is governed, in most cases, by state law, and some states have moved to exempt such data from public records law. The lack of public oversight and broad reach of the data collected is concerning to privacy advocates who call for more transparency, stricter public oversight, and data use policies that ensure privacy and equity.

As smart policing increases, the data collection capabilities of police departments will become less inclined toward wide-

ranging data collection and more reliant on historical relationships in datasets and smart algorithms. While this trend is a potential boon to understaffed and resource-starved departments, allowing them to more easily and efficiently monitor their jurisdictions and respond to incidents, this shift also has equity implications. One such implication is a gradual move toward predictive policing, or the reliance on historical crime patterns as well as community indicators such as income and education, which are often highly correlated with race and ethnicity.

While predictive policing focuses on more efficient deployment of police officers, the debate over the effect of increased police presence continues. A 2015 report from the Brennan Center for Justice at the New York University School of Law sought to identify the factors which caused the decline in crime in the past two decades from its height in 1991. While the report did not find that increased incarceration rates led to a reduction in crime in the 2000s, and only a 6 percent reduction in crime in the 1990s, it identified the use and adoption of CompStat as responsible for a 5-15 percent reduction in crime.

CompStat is the progenitor of today's predictive policing, first adopted in New York City to find patterns in subway crime in the 1980s.⁵⁴ While these trends are positive, it is essential for police departments to put in place the correct policies for using and storing the data they are collecting. Data has privacy implications and clear policies for the storage, use, and destruction of that data must exist before it can be used.

Data use will be coupled with effective police training, in which there will be a greater emphasis on equity.

Today, the conversations surrounding data and technology, use of force, and policing approaches are wracked with tension. This tension continues to be stoked by a series of violent use-of-force incidents between police officers and civilians, and the social activism of equity focused groups like Black Lives Matter. While new tools such as BWCs and predictive policing models may help to move public safety agencies toward more effective and efficient policing, it is ultimately the training and policies of these police departments that will determine how they support their communities.

Effective public safety requires a strong partnership between communities and the police that protect them. This requires police officers to focus on community partnerships, problem-solving and de-escalation. Currently, police recruits spend an average of 58 hours on firearms training, but only 16 hours on de-escalation and crisis intervention training.⁵⁵ Officers are encountering mental illness, addiction, domestic violence and terrorism in their communities, each of which requires a unique set of skills and responses. As police officers find themselves in a diverse set of demanding situations, training and local partnerships are essential for understanding their own community's unique needs and challenges. By 2030, equity will be central to public safety institutions' values and policies. While technology will empower our police departments, they will need to keep pace in training and evaluation in order to ensure that new tools are used responsibly and to benefit the entire community.

A low-angle, upward-looking photograph of several modern skyscrapers with glass and steel facades. The image is heavily tinted with a teal or cyan color. A large, semi-transparent teal rectangle is centered over the middle of the image, containing the word "CONCLUSION" in white, bold, sans-serif capital letters.

CONCLUSION



As cities embrace a future that is increasingly permeated by technological forces, local leaders will need to continually reassert and revisit community values, and ensure that they remain the foundation of new plans, policies, and programs.

As cities take advantage of new, disruptive technologies, they also need to get serious about equity. This means comprehensively defining it, determining what it means and how it might benefit the community, and ensuring it is a priority in every facet of their administrations, including partnerships with other sectors and outside organizations.

New technological interventions can offer significant value to cities. There is always an opportunity to channel the forces of new tech to solve challenges for the most vulnerable populations. Solving problems for these populations often improves life for everyone in a community, as public problems tend to be collective. Policymakers should remember that technology is a means rather than an end in and of itself. New technology initiatives must be aligned with community values and they should be accessible and advantageous to all populations in a jurisdiction. Furthermore, we must remember that technological forces are not inherently neutral, and that sometimes their reliance on market forces means that they impact different communities in different ways. An autonomous vehicle might be groundbreaking and exciting in a dense urban area and simultaneously wipe out a prominent sector of the economy in a remote, rural area. For this reason, an acknowledgement of values and priorities must precede adoption.

Finally, cities should begin with an honest evaluation of how their city is performing across all departments, programs and policies. As they adopt new technologies and smart city systems, they should think about whether those new interventions might improve or hinder existing inequities and biases. Cities are uniquely positioned to lead the nation toward more equitable outcomes.

In summary

- **Incorporate equity as a core tenet** of future plans while also remaining flexible to take advantage of new, disruptive technologies;
- **Embrace technology**, but realize it's not inherently neutral; and
- **Actively ensure** new technologies don't reinforce inequity or bias.

Addressing and prioritizing equity takes a great deal of intentionality and sometimes courage on the part of city leaders. As cities move toward a new era of technology and governance, there awaits of great deal of opportunity. Prioritizing equity in city government is a step toward building a stronger, more resilient and prosperous community for everyone.

Endnotes

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Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Jim Chandler

Submitting Department: Administration

Item Type: Contract

Agenda Section: Discussion Items (9:45 p.m. - 10:35 p.m.)

SUBJECT

Electric Vehicle Charging Stations (10 minutes)

HCC-165-FY18

Recommendation:

I move that the City Council authorize the City Administrator to execute a contract for services with The Electric Vehicle Institute to furnish and install electric charging stations on City owned property at no cost to the City, upon review for legal sufficiency by the City Attorney.

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Memo_-_Electric_Vehicle_Institute.docx](#)

[Lot 2_EV Charging Stations_12132017.pdf](#)

[Grant Agreement - Hyattsville_12-12-17 \(1\).pdf](#)

[Lot 1_EV Charging Stations_12132017.pdf](#)

[Lot 3_EV Charging Stations_12132017.pdf](#)

Summary Background:

The City of Hyattsville was recently contacted by The Electric Vehicle Institute (EVI) about an opportunity to receive several Electric Vehicle Charging Stations funded by the State of Maryland at no cost to the City. Staff is requesting authorization from the City Council to execute an agreement with EVI to install electric charging stations on City owned property.

Next Steps:

Upon authorization, Staff anticipates EVI to install stations in early 2018.

Fiscal Impact:

The contractor will be furnishing equipment at no cost to the City of Hyattsville.

City Administrator Comments:

Staff will conduct analysis in accordance with Council direction.

Community Engagement:

Community Sustainability Plan Goal #15C: Add Electric Vehicle (EV) charging stations in City parking lots and in commercial corridors. Encourage residents to use/purchase electric vehicles by having free, convenient parking available for their use.

Strategic Goals:

Goal 4 – Foster Excellence in all City Operations

Legal Review Required?

Complete



Memo

To: Mayor and City Council

CC: Tracey Nicholson, City Administrator
Richard Hartnett, Technical Services Sergeant, Police Department
Lesley Riddle, Director, DPW

From: Jim Chandler, Assistant City Administrator

Date: December 14, 2017

Re: Electric Vehicle Charging Stations

The City of Hyattsville was recently contacted by The Electric Vehicle Institute (EVI) about an opportunity to receive several Electric Vehicle Charging Stations funded by the State of Maryland at no cost to the City. Staff is requesting authorization from the City Council to execute an agreement with EVI to install electric charging stations on City owned property.

Background

Sgt. Hartnett was recently contacted by EVI about an opportunity to receive Level 2 and Level 3 (quick charge) stations that had been assigned to another Maryland community, but the community could no longer support the units. EVI representatives met with Hyattsville staff to conduct a site analysis and identified several locations that met the programmatic and site feasibility requirements. The locations are identified on the attached map. The City Attorney has completed a legal review and is satisfied with the terms and conditions.

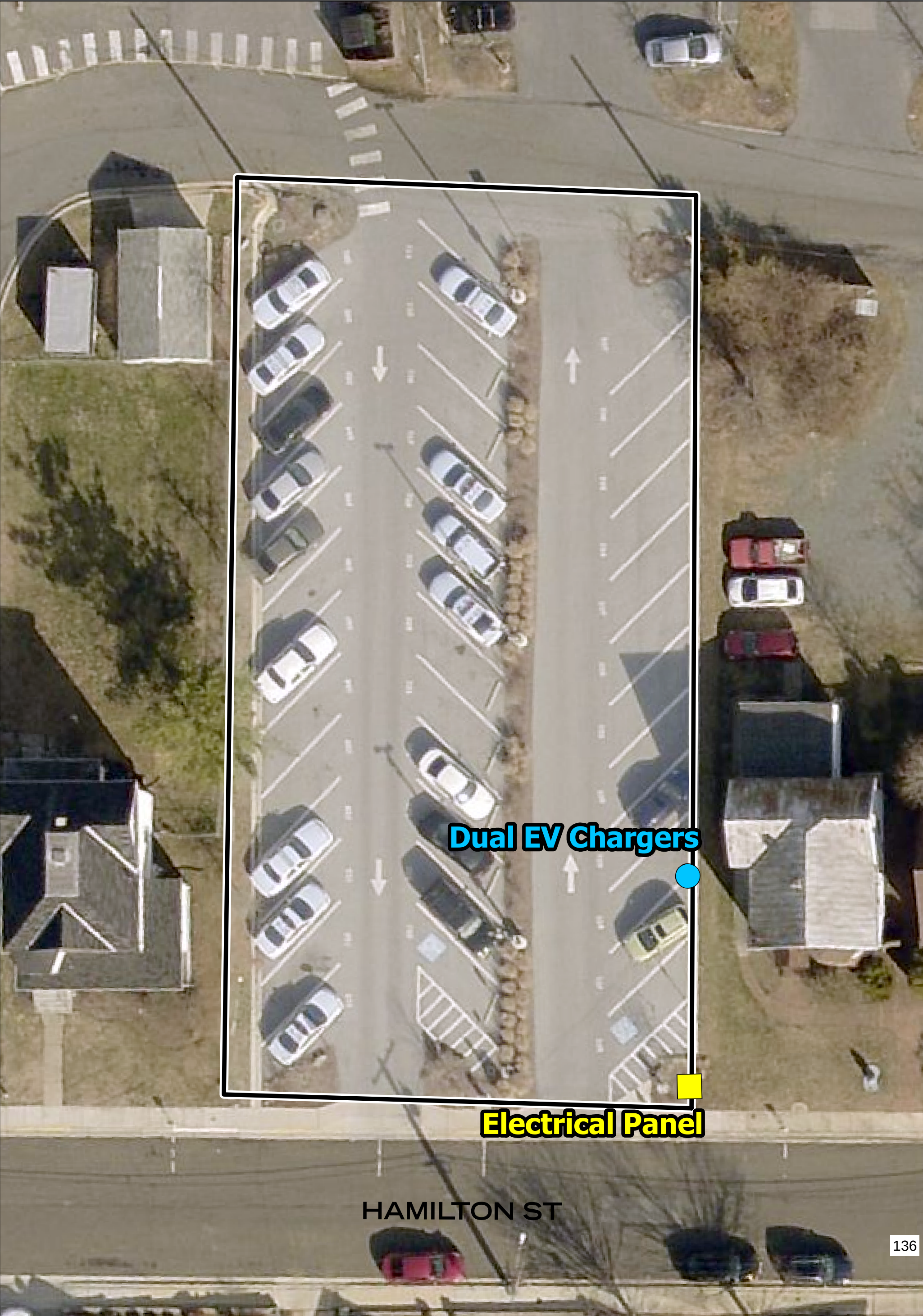
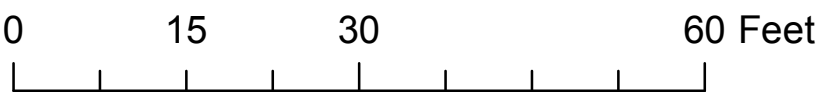
The program is completely funded by the State of Maryland, however one of the locations will require an upgrade to the existing power source to support a Level 2 electric vehicle charging station. The Staff is soliciting electric upgrade quotes and we anticipate the total cost not to exceed \$10,000.

In addition to the units provided by EVI, the City will be siting and scheduling the installation of two additional units with grant funds awarded to the City by the Maryland Energy

Administration. The location of the two additional stations have not been selected. Staff anticipates providing location options to the City Council in February 2018.

Parking Lot 2

City of Hyattsville



Dual EV Chargers

Electrical Panel

HAMILTON ST

**ELECTRIC VEHICLE CHARGING STATION
GRANT AGREEMENT**

THIS GRANT AGREEMENT (the “Agreement”), is entered into this ____ day of ___, 2017,
by and between

ELECTRIC VEHICLE INSTITUTE
1120 North Charles Street, Fourth Floor
Baltimore, MD 21201
Hereinafter “Grantor”

And

CITY OF HYATTSVILLE
4310 Gallatin Street
Hyattsville, MD 20781
Hereinafter “Grantee”

PREMISES

The RS Automotive Inc. (GRANTEE) has initiated efforts to promote electric vehicle adoption and use by its staff and members. The Electric Vehicle Institute (EVI) is a Maryland-based electric vehicle supply equipment company that provides electric vehicle (EV) charging station development and installation, EV battery maintenance and reclamation, fleet development and management, customized architecture layout for EV facilities, and EV implementation and maintenance plans. As such a company, and based in Maryland, EVI wishes to promote EVs and provide support of GRANTEE’s EV infrastructure and initiatives through providing material, technical, and labor support to develop a network of EV chargers. EVI has received private grant funds, which it wishes to use to support GRANTEE’s EV infrastructure through the installation of EVI electric vehicle charging stations (the “Project”).

NOW, THEREFORE, for and in consideration of these premises and the mutual covenants herein contained, it is agreed by and between the parties hereto as follows:

I. Purpose of Grant

The purpose of this Grant Agreement is to establish a framework for EVI to provide electric vehicle charging infrastructure and service through the deployment of EVI Level 2 and Level 3 electric vehicle charging stations on a no-cost, turnkey basis to GRANTEE, which will include technical and labor support as well as five (5) years of maintenance and repair of the stations.

II. Payments and Source of Funding

The installation of the Project shall be funded solely by EVI and GRANTEE shall not be billed anything by EVI. The Project shall include a five-year repair and maintenance plan of the stations.

III. The Grant

The Grant is for the turnkey installation with five (5) years of maintenance of EVI Level 2 and Level 3 Electric Vehicle Chargers in the parking areas of GRANTEE. Prior to installation at each location, finalized technical documentation and service manual will be delivered to GRANTEE.

IV. Term

The term of this Agreement shall commence upon execution by all parties and last for a period of five (5) years beyond the completion of the electric vehicle charging station deployment.

V. Termination

If through any cause, EVI fails to fulfill in a timely and proper manner its obligation under this Agreement, or if EVI violates any of the terms and conditions of this Agreement, GRANTEE shall thereupon have the right to terminate this Agreement, after giving written notice to EVI, of its intent to terminate the Agreement and specifying the grounds of termination.

EVI shall have sixty (60) days from receipt of notice of termination to cure the said default. If the default is cured within the stated time, the Agreement shall continue, as if no default had occurred. But, if EVI has not cured the default within the said sixty (60) days, the Agreement may terminate without further notice.

GRANTEE shall have the right to terminate this Agreement, without cause and further obligation, upon thirty (30) days written notice to EVI.

VI. Representations and Warranties

EVI is a corporation duly organized, validly existing, and in good standing under the laws of Maryland, with full power and authority to conduct its business as it is now being conducted, to own or to use the properties and assets that it purports to own or use, and to perform all of its obligations under this Agreement.

VII. Indemnification

Notwithstanding any other provisions in the agreement, EVI shall indemnify, defend, and hold harmless GRANTEE, its elected/appointed officials, departments, employees, agents and volunteers (collectively, “the Indemnified Parties”) from any and all claims, demands, suits and actions, including reasonable attorney’s fees and court costs connected therewith, brought against the Indemnified Parties (“Claims”) arising as a result of any direct or indirect, willful, or negligent act or omission of EVI, its employees, agents, and volunteers in the performance of the Project, except for Claims arising out of the direct or indirect, willful, or negligent act or omission of the Indemnified Parties.

VIII. Notice

All notices required or permitted hereunder to be given by either party to the other shall be in writing and shall be sent via United States certified mail, return receipt requested, or hand delivered to the parties at the addresses below:

To GRANTEE:

CITY OF HYATTSVILLE
4310 Gallatin Street
Hyattsville, MD 20781

To EVI:

Matthew Wade, CEO
ELECTRIC VEHICLE INSTITUTE
1120 North Charles Street, Fourth Floor
Baltimore, MD 21201

IX. General Provisions

(a) The design/deployment of the Project shall be at location(s) chosen at the sole discretion of the Grantee.

(b) The EVI Level 2 and Level 3 electric vehicle charging stations shall be covered by a five (5) year repair and maintenance program providing all necessary maintenance by EVI.

(c) EVI will manage and monitor the use of the electric vehicle charging stations for a five (5) year period. After which time, EVI shall provide a final Project report to GRANTEE and cease all monitoring, unless given written permission by GRANTEE. Such written permission may include the payment of fees.

(d) The individuals executing this Agreement on behalf of the parties hereto, certify that to the best of that person's knowledge and belief, he or she is authorized to sign this Agreement on behalf of the his/her respective party and to commit his/her party to the obligations set forth herein.

X. Maryland Law Prevails

The law of Maryland shall govern the interpretation and enforcement of this Agreement.

XI. Agreement Binding on Successors and Assigns

This Agreement shall bind the respective successors and assigns of the parties.

XII. Amendments to the Grant

No amendment to this Agreement is binding unless it is in writing and signed by both parties.

XIII. Merger

This Agreement and any terms and conditions expressly incorporated by reference herein embody the whole agreement of the parties. There are no promises, terms, conditions, or obligations referring to the subject matter other than those contained herein or incorporated herein by reference.

XIV. Severability

If any provision of this Agreement is deemed unlawful or unenforceable, all remaining provisions of this Agreement shall continue in full force and effect.

XV. Party Representatives

The following individuals shall have the authority to act under this Agreement for their respective parties, subject to all necessary approvals:

Matthew Wade, CEO
Electric Vehicle Institute

Sgt. Richard Hartnett
Hyattsville City Police Department

(Or any other person as may be designated in writing)

(The remainder of this page intentionally left blank)

IN WITNESS WHEREOF, the parties hereby evidence their Agreement to the above terms and conditions by having caused this Agreement to be executed, sealed and delivered the day and year first above written.

ATTEST/WITNESS:

ELECTRIC VEHICLE INSTITUTE

By: _____
Matthew Wade, CEO

ATTEST/WITNESS:

CITY OF HYATTSVILLE

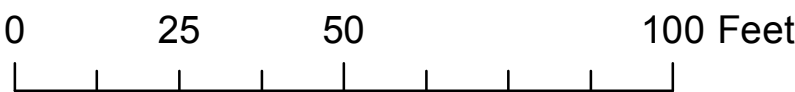
By: _____

Approved for Form and Legal Sufficiency
this _____ day of _____, 2017

By: _____

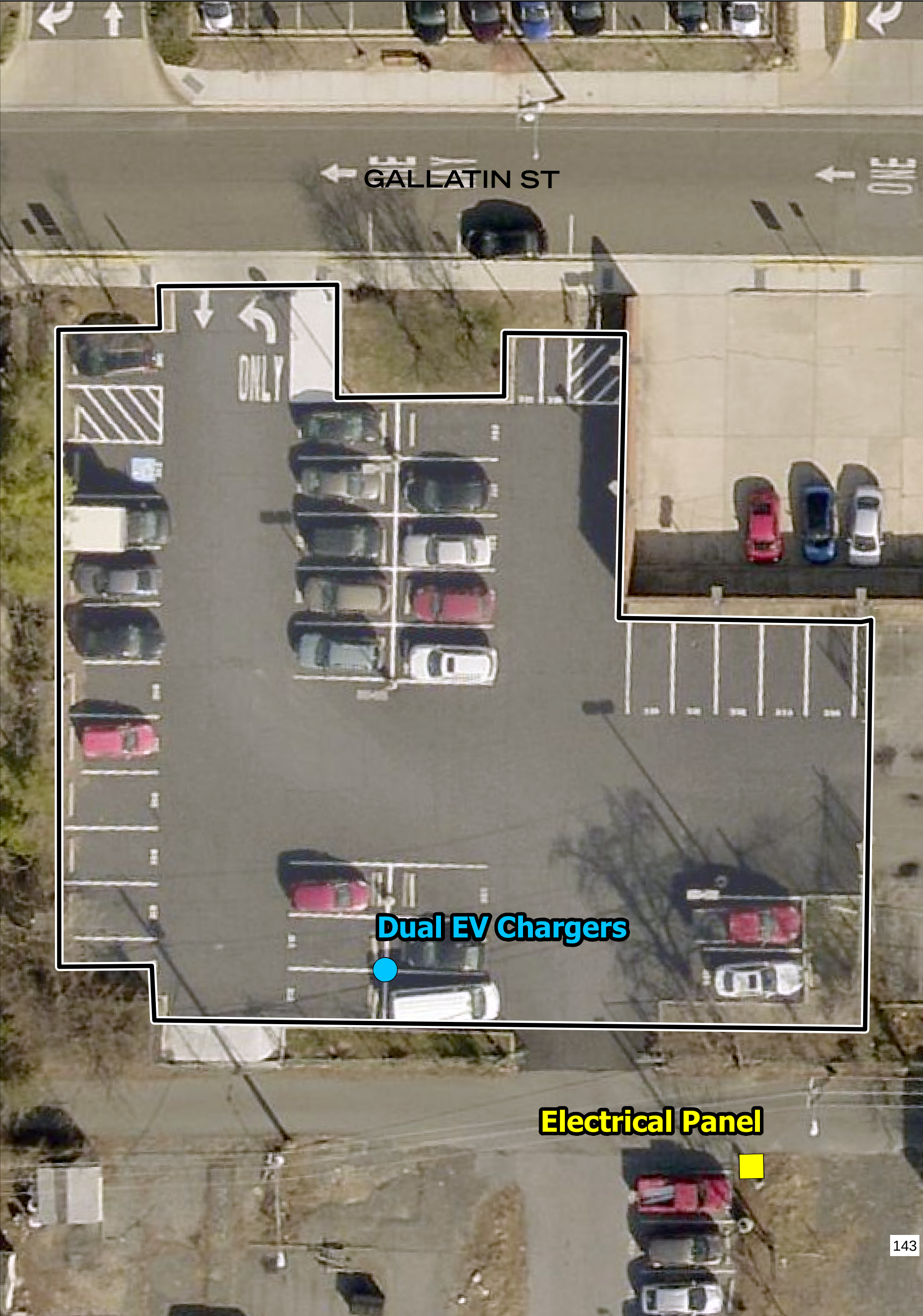
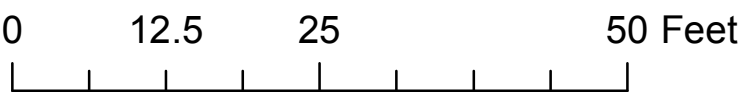
Parking Lot 1

City of Hyattsville



Parking Lot 3

City of Hyattsville





Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Laura Reams

Submitting Department: Administration

Item Type: Policy

Agenda Section: Discussion Items (9:45 p.m. - 10:35 p.m.)

SUBJECT

Special Event Street Closure Permit (10 minutes)

HCC-36-FY18

Recommendation:

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

N/A

ATTACHMENTS

[Guidelines_and_Procedures_for_Special_Event_Permits_121217.docx](#)

[Block Party Application_071717 edits.docx](#)

[Block Part Request Form 2009.PDF](#)

Summary Background:

The staff drafted a Special Event and Street Closure policy and updated the current Block Party - Request for Street Closure Form. The new policy clarifies terms and outlines the process for requesting approval of special events requiring street closure, use of City resources supplies, or other needs. The application form has been expanded to require additional and relevant information.

A copy of the existing form from 2009 is attached for reference.

Next Steps:

Upon Council approval, and legal review, the staff will implement the new policy and associated application form.

Fiscal Impact:

Legal review.

City Administrator Comments:

Recommend Support

Community Engagement:

TBD

Strategic Goals:

Goal 4 – Foster Excellence in all City Operations

Legal Review Required?

Pending

SPECIAL EVENT STREET CLOSURE PERMITS

The following administrative guidelines and procedures will be used to issue Special Event Street Closure permits. Special Event Street Closure Permits authorize groups or individuals to use City streets for public events, parades, parties, and more. City services will not be used for private events.

PURPOSE

The purpose of this policy is to encourage and support neighborhood and community events by clarifying the process for requesting special events requiring street closures.

DEFINITIONS

Special Event: Any organized for-profit or nonprofit activity having its purpose entertainment, recreation, and/or education on public property. These may require special services from the City. Special events include, but are not limited to; fairs, tours, races, assemblies, festivals, and holiday celebrations. Private social gatherings which will make no use of City streets other than for lawful parking are not included. Garage sales, lawn sales, or any similar events are not included and are governed by Chapter 99 of the Hyattsville City Code.

Neighborhood Block Party: A block party is a general term used when neighbors have a party and request the closing of a public street or other city owned property. If a Block Party is completely on private property, a Special Event permit is not required. However, if you are going to close a section of a residential street, or use the sidewalk, a Special Event Permit is required. For profit events are not considered to be neighborhood block parties.

Parade/Procession: A group or number of people or vehicles, or the combination thereof, consisting of five (5) or more vehicles and ten (10) or more persons, or a combination of three (3) or more vehicles and five (5) or more persons, proceeding or moving as a body or in concert along the streets or sidewalks of the City.

EXCLUSIONS

STREETS THAT CANNOT BE CLOSED FOR SPECIAL EVENTS

Not all streets in the City of Hyattsville can be closed for a special event due to the impact on the public and emergency vehicles. These streets can include main arterial streets and streets used for ingress or egress for emergency vehicles. Additionally, some streets located in the City are under the jurisdiction of State Highway Administration, Prince George's County Department of Public Works and Transportation, or may be privately owned and under the jurisdiction of a homeowner's association. These streets are not within the City's authority to close.

ACTIVITIES

The following activities shall not be considered special events that require a special events permit.

1. A public event hosted by the City of Hyattsville.
2. An event conducted pursuant to a contract with the City of Hyattsville.
3. Funeral processions by a licensed mortuary.

APPLICATION PROCESS

Policies / Procedures

Reference Date: July 18, 2017

Requests for special events (including neighborhood block parties) that require the closing of any public street, sidewalk, and/or require assistance from the City of Hyattsville, must be submitted to the City Clerk's office on Form HVL10 within 14 calendar days, unless otherwise specified on the form. The application will be posted on the City website and available as a paper copy.

Applications must include the following information.

1. Name, date, hours, and description of event;
2. Event organizer contact information;
3. Type of event and requested location;
4. Special Event Petition with the minimum required approval signatures;
5. Estimated number of attendees;
6. Indicate if the event is open to the public;
7. Indicate if the event is for profit;
8. Indicate if amplified sound is part of the event;
9. Indicate if the event includes selling and/or consumption of alcohol;
10. Indicate if the event will include selling of food;
11. Include a diagram/sketch of the event set up;
12. Permit fee, if applicable.

Applications are reviewed and approved on a first-submitted basis and residents are encouraged to submit their application form in advance of the minimum requirement.

All applications and requests to reserve a date for a special event must be submitted using the application form.

PERMIT FEES

Fees for special event permits are listed on the application form. There are no fees for a neighborhood block party. Payment in the form of a check should be made out to the City of Hyattsville and accompany the submitted application. Applications submitted without fee payment will be considered incomplete and returned to the applicant.

Events that require on-site City staffing or expanded use of City services and/or personnel may require additional fees and/or reimbursement for such services. Examples include staff overtime, equipment, and services. A determination will be made at the time of application review. Any additional fees will be communicated to the applicant via letter prior to the event.

APPROVAL PROCESS***APPROVAL BY RESIDENTS***

Since a special event that would close a public street will impact persons residing on the street and access to their home, the application must be accompanied by a completed Special Event Petition. The petition should demonstrate approval by a minimum percentage of residents on the block as prescribed below.

Approval Requirement by Type of Event

- Neighborhood Block Party – 51% approval
- Special Event, Parade/Procession – 75% approval

CONDITIONS OF APPROVAL/DENIAL

Policies / Procedures

Reference Date: July 18, 2017

The Chief of Police and/or their designee will review all street closure special event permits.

Grounds for denial could include the following:

1. Incomplete application.
2. Special Event Petition does meet minimum requirements.
3. Information contained in the application is incorrect.
4. The application does not satisfy the requirements of the administrative guidelines for special event permits.
5. An application for another event to be held on the same day has been previously filed or approved, and the other event is so close in time and location to the event proposed as to cause undue traffic congestion, inability to provide required City resources or public safety concerns.
6. The time, route, or size of the event will substantially interrupt the safe and orderly movement of traffic contiguous to the site or route, or disrupt the use of a street at peak traffic time.
7. The application was submitted after the deadline.
8. The proposed event is prohibited by law.
9. Lack of available Public Safety Officials and/or City resources required to support the event.

The City Clerk's Office will notify the applicant in writing of the decision. Should the application be denied, the letter will include a statement of grounds for the denial. If a change in time or location of the proposed event would allow approval of the application, the letter will indicate such.

APPEALS PROCESS

The applicant may appeal the denial of a permit to the City Administrator by filing a written request stating the reasons for the appeal. The City Administrator, or designee shall render a decision no later than five (5) business days after the filing of the appeal.

APPLICANT RESPONSIBILITIES FOR EVENT**GENERAL SAFETY/BARRICADES/EMERGENCY ACCESS**

Applicants must ensure that property owners and residents within the street closure area have access to their residence at all times.

Traffic control devices will be provided by the City, typically in the form of traffic cones. These traffic control devices shall be placed at both ends of the street. Vehicles may not be used as barricades. City staff will drop off the traffic control devices at the address for the primary contact prior to the event. City staff will collect the traffic control devices at the designated street address, the first working day following the event. Damaged or unreturned devices will be subject to replacement costs as determined by the Department of Public Works.

The applicant is responsible for setting out the traffic control devices on the day of the event to close the street. The street is to be opened to normal traffic immediately upon completion of the event. The center 16 feet throughout the street must be free of obstruction so that emergency vehicles may pass if necessary. The applicant must also ensure that at least three (3) feet clearance is provided around all fire hydrants.

If during an event, the City determines there is a public safety hazard or if there is a violation of any permit condition, the event can be terminated immediately.

DISPLAY OF PERMIT

Applicant is to keep the permit on site and available for inspection during the event.

ALCOHOL

For sale of alcoholic beverages, the applicant must obtain a County permit and provide a copy of this permit with their application to the City.

FOOD VENDORS

Food vendors must obtain a County permit and provide a copy of this permit with their application to the City.

NOISE

Special events that have amplified music or sound are required to follow the conditions outlined in the City's Noise Ordinance, Chapter 79, NOISE. The event must follow the time restrictions and be staged between 8 AM and 11 PM. The City of Hyattsville Police Department and Office of Code Compliance will make any determination of noise in excess of the limits stated in the ordinance. Permits may be revoked if sound exceeds the noise ordinance.

CLEAN-UP

Upon completion of the special event, the applicant is responsible for closing the event, ensuring participants vacate the premises, removing street barricades, and supplies and coordinating the clean-up. Clean-up should include removal of all trash, litter, and debris resulting from the special event.

USE OF CITY NAME/LOGO IN ADVERTISING

The use of the City name/logo is prohibited unless the event is officially sponsored by the City of Hyattsville.



City of Hyattsville
4310 Gallatin Street
Hyattsville, Maryland 20781
Special Event Street Closure Permit

Event Information

Event Name: _____

Date: _____

Time: From: _____ To: _____

Street: _____

Hundred Block: From: _____ To: _____

Please provide a diagram of the location as an attachment to this form.

Event Type: (Select One)

- ☐ Block Party
☐ Parade/March/Procession
☐ Special Event

Timeline:

- 14 Calendar Days
- 28 Calendar Days
- 28 Calendar Days

Fee:

- No Cost
- \$50.00
- \$50.00

*May include/not limited to: Fairs,
Tours, Races, Demonstrations,
Assemblies, Festivals, Holiday
Celebrations*

Is This a Public Event? ☐ Yes ☐ No

Is This Event For-Profit? ☐ Yes ☐ No

Please note: large scale events may require additional fees and/or reimbursement for City services.

Event Description: _____

Number of Attendees: _____

Will Amplified Sound be Utilized at the Event? ☐ Yes ☐ No

Alcohol is being: ☐ Sold (County License Required) ☐ N/A

Food from Food Vendors is being: ☐ Sold (County License Required) ☐ N/A



City of Hyattsville
4310 Gallatin Street
Hyattsville, Maryland 20781
Special Event Street Closure Permit

Applicant Information

Primary Point of Contact

Secondary Point of Contact

Name: _____

Name: _____

Company: _____

Company: _____

Address: _____

Address: _____

Phone: _____

Phone: _____

Email: _____

Email: _____

Internal Use Only

Date Received: _____

Signature: _____

Date Approved: _____

Signature: _____

Event Location Diagram Provided _____

Filing Fee Submitted _____

County Alcoholic Beverage License Provided _____



City of Hyattsville
4310 Gallatin Street
Hyattsville, Maryland 20781
Special Event Street Closure Petition

Name	Address	Email or Telephone	In Favor? (Circle Yes or No)
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No
			Yes No



City of Hyattsville
4310 Gallatin Street
Hyattsville, Maryland 20781

301-985-5000 (Administrative Office) ■ 301-985-5007 (Fax) ■ www.hyattsville.org
301-985-5060 (Police, Non-emergency) ■ 301-985-5039 (TTY) ■ www.hyattsvillepolice.org

Block Party - Request for Street Closure Application Form

► Date of Block Party _____
(Please note: application must be made a minimum of two (2) weeks prior to the date of closure)

► Time of Block Party: From: _____ To: _____

► Street: _____

► Hundred Block: From (street address): _____ To (street address): _____

A petition with a minimum of fifty percent (50%) of signatures of residents supporting the request must be attached with this form.

Primary Point of Contact

Name: _____

Address: _____

Telephone: _____

Secondary Point of Contact

Name: _____

Address: _____

Telephone: _____

Signature: _____

Date: _____

**See back for important requirements BEFORE authorization
for street closure can be granted.**

For Official Use Only:

Date Received: _____ Initials: _____
(must be received two weeks prior to closure date)

Approved: _____
(signature - Police Chief or designee)

Original to: City Clerk _____

Copies to: Police Chief _____
Police - Chief Records Clerk/Supervisor Communications _____
City Administrator _____
Mayor & Ward Council Representatives _____
Director, Department of Public Works _____
Fire Department _____

City of Hyattsville, Maryland Block Party - Request for Street Closure

Before authorization is granted, applicant must:

1. Provide dates, times and hundred block(s) for street closure no less than two (2) weeks prior to date of closure.
2. Provide petition/signatures of residents within the closed area with at least 50% approval for closure request.
3. Notify all residents within the boundary of the date and times of the closure no less than one week prior to closure.

During/After Block Party, applicant must:

4. MUST keep street clearance wide enough for emergency vehicle access (police, fire, ambulance).
5. MUST NOT block fire hydrants.
6. Set up and take down the City-owned barricades at the beginning and end of the stated times.
7. Provide name, address and telephone number of primary and secondary contact persons responsible for all of the above.

The Department of Public Works will deliver the necessary cones/barricades within 24 hours to the primary point of contact (or his / her designee) of the scheduled event.

Completed application form may be delivered to:

**Hyattsville Police Dispatcher - 4310 Gallatin Street (2nd floor)
24 hours a day, seven days a week**

**Hyattsville Administrative Office, City Clerk - 4310 Gallatin Street (3rd floor)
Monday - Friday, 8:30 a.m. to 5:00 p.m.**

Signatures of Residents in Favor of Block Party (street closure)
Minimum of 50% required

[illegible]

Signatures of Residents in Favor of Block Party (street closure)
Minimum of 50% required

[illegible]



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Candace Hollingsworth, Mayor

Submitting Department: Legislative

Item Type: Charter Amendment

Agenda Section: Discussion Items (9:45 p.m. - 10:35 p.m.)

SUBJECT

Parks and Recreational Facilities - Modification (10 minutes)

HCC-38-FY18

Recommendation:

I move that the Mayor and Council direct the City Attorney to draft an ordinance amending Chapter 84 of the Hyattsville Charter and Code to a) modify the hours of operation for parks to the hours between 5:00am and 11:00pm, b) indicate that the hours of operation for individual parks may vary, c) require posting of hours of operation in public view, d) modify reference to "Parks and Recreation Committee" to "Health, Wellness, and Recreation Committee", e) striking the second full sentence of §84-2, f) modifying "Director of Parks and Recreation" to "Director of Community Services", g) change any references to "his" or "her" to "their," h) modify section §84-7 and §84-8 with recommendation from the Director of Community Services or their designee, i) striking the last full sentence of section §84-18, and j) striking the last full sentence of section §84-20.

Sponsor(s):

Hollingsworth

Co-Sponsor(s):

ATTACHMENTS

[Chapter 84 Parks and Recreational Facilities_.pdf](#)

Summary Background:

This modification will formally allow for expanded use of the park and its unenclosed amenities as may be supported by lighting or other public safety improvements. This modification makes minor changes to language, updates the role of the committee, and updates certain sections pertaining to the use of the parks and issuance of permits for consistency with practice.

Next Steps:

The city attorney will draft the ordinance for discussion and action by the Mayor and Council in consultation with the Directors of Community Services and Public Works.

Fiscal Impact:

Legal Review.

City Administrator Comments:

Recommend Approval.

Community Engagement:

TBD

Strategic Goals:

Goal 3 – Promote a Safe and Vibrant Community

Legal Review Required?

Pending

Chapter 84

PARKS AND RECREATIONAL FACILITIES

- § 84-1. Definitions.
- § 84-2. Responsibilities of Parks and Recreation Committee.
- § 84-3. Authority of police officers.
- § 84-4. Area designations for William Pickney Magruder Park.
- § 84-5. Use of parks by residents and nonresidents of City; fees.
- § 84-6. Hours of operation.
- § 84-7. Application and issuance of permits.
- § 84-8. Determination of controversies as to priority of permits.
- § 84-9. Use of parks for baseball or softball restricted.
- § 84-10. Operation and parking vehicles.
- § 84-11. Conduct warranting removal from park; revocation of permit.
- § 84-12. Conduct of spectators at games held in parks.
- § 84-13. Sale of articles and/or merchandise for personal gain prohibited; exceptions.
- § 84-14. Soliciting prohibited.
- § 84-15. Washing, waxing, or other vehicle maintenance prohibited in or near parks.
- § 84-16. Carrying of firearms prohibited; exception.
- § 84-17. Maintenance of open fires restricted.
- § 84-18. Young children to be accompanied by adult; other restrictions.
- § 84-19. Running at large of dogs and other animals prohibited.
- § 84-20. Special permit required for use of alcoholic beverages.
- § 84-21. Use of glass beverage containers prohibited.
- § 84-22. Violations and penalties.

[HISTORY: Adopted by the Mayor and Council of the City of Hyattsville 12-1-69. Sections 84-1, 84-4, 84-6A and C, 84-7A, C and D, 84-9, 84-13 and 84-19 amended at time of adoption of Code; see Ch. 1, General Provisions, Art. I. Other amendments noted where applicable.]

GENERAL REFERENCES

- Municipal Infractions - See Ch. 20.
- Police Department - See Ch. 30.
- Alcoholic beverages - See Ch. 38.
- Dogs and other animals - See Ch. 52.
- Peace and good order - See Ch. 87.
- Peddling and soliciting - See Ch. 90.

§ 84-1. Definitions.

For the purposes of this chapter, the following words and terms shall have the meanings respectively ascribed to them by this section:

LIBRARY - The William Pickney Magruder Memorial Library Branch of the Prince George's County Library System. **[Added 12-19-83 by HB No. 15-83]**

PARKS - All property owned, leased or operated by the City for park, playground or recreational purposes and shall include all the property described in the deed from William P. Magruder and wife, dated April 11, 1927, as the same is recorded in Liber 279 at Folio 447 in the land records of prince George's County, Maryland, and which is known as the "William Pickney Magruder Park."

PUBLIC PROPERTY - All buildings, fountains, public conveniences or other improvements to the parks and all equipment used for the recreational activity and for the increase of the enjoyment of the

parks, whether the same may have been purchased, acquired or owned by the City, as well as any property donated by any individual, group of individuals, firm or corporation to the City for use in the parks and for recreational activity and enjoyment of such parks.

VEHICLE - All conveyances, whether drawn by horse or other beast of burden, bicycles or any motor vehicle or conveyance propelled by machinery, whether gasoline, steam or electricity.

§ 84-2. Responsibilities of Parks and Recreation Committee. [Amended 3-3-75]

The Parks and Recreation Committee shall make recommendations to the City Council for improvements to parks and recreation and shall carry out orders and directions of the City Council respecting same. Such Committee shall see that the parks and recreation budget is sufficient for improvements and maintenance and that the provisions thereof are properly carried out. Such Committee shall also see that the provisions of this chapter are complied with.

§ 84-3. Authority of police officers.

All police officers of the City and all county police, state police, sheriffs and deputy sheriffs having police authority in the City shall have police authority throughout the parks and may enter parks at any time for the purpose of maintaining peace and order, enforcing the provisions of this chapter and for other police purposes and may arrest and remove from parks any person violating the provisions of this chapter or any other ordinance or law applicable to the City.

§ 84-4. Area designations for William Pickney Magruder Park. [Repealed and Reenacted on 2-16-99 by HB 99-02]

A. For the purpose of this chapter, the Department of Parks and Recreation shall be responsible for submitting a plan designating permitted uses and areas of such permitted uses in William Pickney Magruder Park to the City Council. The City Council shall approve the plan, subject to any modifications or changes deemed necessary and proper by the City Council.

B. From time to time, as deemed necessary, changes to designated uses and areas of such uses incorporated in the plan may be initiated by the Department of Parks and Recreation and submitted to the City Council in the form of a resolution for the Council's approval.

C. A listing of uses and the designated areas of uses for William Pickney Magruder Park, as set forth in the plan shall be maintained by the City Clerk and shall be made available to the public upon request.

D. Set aside for the availability of use of the fields of William Pickney Magruder Park will be extended in order of priority as defined below. First priority for use of available fields shall be given to the City of Hyattsville for City use and activities. Second priority for the use of available fields shall be given to organizations which predominately serve the youth of the City of Hyattsville. A list of those organizations which are currently meeting that criteria will be maintained by the Department of Parks and Recreation. All other organizations can obtain permits for field time, if at the time requested fields are available for use; and, at the sole determination of the Department of Parks and Recreation, they will not be damaged from overuse.

§ 84-5. Use of parks by residents and nonresidents of City; fees. [Amended 9-21-87 by No. 9-87 and 4-19-93 by HB No. 2-93]

A. The right to use parks for the purpose of recreation is hereby reserved for the residents of the City, provided that the parks may be used by persons not residing in the City when no permit for a

particular area has been issued for the use thereof to a resident so long as the hours for which the use is desired do not conflict with permits issued.

B. Fees charged for the use of the pavilion area within Magruder Park shall be set by resolution of the City Council who may exempt charitable or non-profit organizations from this fee.

§ 84-6. Hours of operation. [Amended 9-20-71; 3-3-75]

A. The parks shall be open for general use by the public between the hours of sunrise and sunset, except where the use of any part thereof has been granted to a person or group of persons pursuant to a permit issued therefor by the Director of Parks and Recreation. [Amended 12-19-83 by HB No. 15-83]

B. It shall be unlawful for any person to enter within the parks between the hours of sunset and 12:00 midnight, with or without a vehicle, without a permit to do so.

C. It shall be unlawful for any person to enter upon the parks between the hours of 12:00 midnight and sunrise. [Amended 12-19-83 by HB No. 15-83]

§ 84-7. Application and issuance of permits. [Amended 3-3-75]

A. Upon application thereof, the Director of Parks and Recreation shall issue a permit to any persons or organization for the exclusive use of any one of the areas designated for such purposes for a period not exceeding two (2) hours twice a week, provided that no other application has theretofore been received by the Director of Parks and Recreation for the use of such area at the same time. Any group of persons or any organization or church society may secure the exclusive use of two (2) areas in the parks for a period not exceeding six (6) hours, once each calendar year. Nothing herein contained shall prevent any such group of persons, organizations or church societies from securing a permit for the use of one (1) area for two-hour periods at other times during the year when a permit has not been previously issued for the same time. Whenever a group of persons, organization or church society shall hold a permit for the exclusive use of two (2) areas in the parks as herein before provided, the remainder of the parks may be used by the general public in accordance with this chapter. [Amended 12-19-83 by HB No. 15-83]

B. Whenever the Director of Parks and Recreation shall receive an application for the use of any area in the parks for which a permit has previously been issued, the Director of Parks and Recreation shall advise the applicant of the outstanding permit and shall refuse the application for the succeeding permit for that particular area.

C. The Director of Parks and Recreation shall consider first all requests of applications for the use of Area Nos. 12, 13, 14, 15, and 16 in William Pickney Magruder Park for league games, and permits shall be issued by the Director of Parks and Recreation, and the calendar of William Pickney Magruder Park activities shall show that the dates are closed for the time when such league games are to be played. [Amended 12-19-83 by HB No. 15-83]

D. All permits issued for any area are subject to revocation at any time if, in the opinion of the Director or Chairman of the Parks and Recreation Committee, the weather is unfavorable or the condition of the area is such as not to be usable.

§ 84-8. Determination of controversies as to priority of permits. [Amended 3-3-75]

In a controversy concerning the priority of permits issued as provided in §84-7 or the right to use any area in the parks and in the case of a difference of opinion arising between various persons respecting

the use of any such area, the Director of Parks and Recreation shall be notified to settle the dispute, and his ruling shall be final.

§ 84-9. Use of parks for baseball or softball restricted. [Amended 9-20-71]

No person shall use any part of William Pickney Magruder Park for baseball or softball, except Area Nos. 12, 13 and 14, and no person shall bat at any ball except on the diamond.

§ 84-10. Operation and parking of vehicles.

No vehicle shall be driven or operated in the parks except upon the roads therein provided for vehicular traffic, and no vehicle shall be operated over such roadways at a greater rate of speed than fifteen (15) miles per hour. No vehicle shall be parked or left standing in the parks except in the areas set aside in the parks for parking purposes. Whenever the area set aside for parking is filled so as not to permit the parking of additional vehicles, such vehicles shall be taken from the parks.

§ 84-11. Conduct warranting removal from park; revocation of permit. [Amended 3-3-75]

In any park, any person who shall cause any unnecessary damage to City property or shall engage in any boisterous conduct or use any vulgar or profane language or be disorderly in any manner or who shall fail to exhibit a permit for the use of a particular area in a park whenever requested shall be subject to immediate removal from the park. Any person or group of persons who shall so conduct himself or themselves as to warrant immediate removal from the park shall not be entitled to a permit to use any part of the parks at any time in the future, and, if permits have already been issued for future use of the parks by such person or group of persons, the same shall be revoked without notice by the Director of Parks and Recreation.

§ 84-12. Conduct of spectators at games held in parks.

Spectators at games in the parks shall stay off the diamonds or areas in which the game in question is in progress and shall not interfere with the rights of any permit holder.

§ 84-13. Sale of articles and/or merchandise for personal gain prohibited; exceptions.

No person shall sell or offer for sale for personal gain any article or merchandise whatsoever within the parks; provided, however, that the City Council may, by concession, sell the right or privilege to sell merchandise in the parks under such terms and upon such conditions as the City Council may fix.

§ 84-14. Soliciting prohibited.

No collections, contributions or solicitations for personal gain shall be permitted in the parks.

§ 84-15. Washing, waxing or other vehicle maintenance prohibited in or near parks.

It shall be unlawful for any person to wash, polish, wax, or in any way work upon any automobile or other vehicle within the confines of any park or on Fortieth Avenue bordering on William Pickney Magruder Park.

§ 84-16. Carrying of firearms prohibited; exception.

The carrying of firearms or any other dangerous weapon in the parks is prohibited, except by duly authorized police.

§ 84-17. Maintenance of open fires restricted.

No person shall ignite any fire at any place in the parks except in the fireplaces provided for that purpose, and such fires shall be extinguished by the persons lighting the same before leaving the park in question.

§ 84-18. Young children to be accompanied by adult; other restrictions.

No child less than six (6) years old shall be permitted in the parks unless accompanied by a parent or some responsible person. No child with a contagious disease or skin infection shall be permitted in the parks.

§ 84-19. Running at large of dogs and other animals prohibited.

No dogs or domestic pets shall be permitted to run at large in the parks.

§ 84-20. Special permit required for use of alcoholic beverages. [Amended 3-3-75]

No whiskey, beer, wine, spirituous or malt liquor or any intoxicating drink of any kind shall be kept, carried or consumed at any time within the confines of the parks except by special permit. The Parks and Recreation Committee shall review all special permits before approval is granted.

§ 84-21. Use of glass beverage containers prohibited. [Added 10-20-75]

No glass beverage containers shall be kept, carried or used at any time within the confines of the parks.

§ 84-22. Violations and penalties. [Added 11-3-80 by HB No. 21-80; Amended 8-2-82 by HB No. 14-82]

Violations of §§84-16 and 84-20 of this chapter shall be punishable as a misdemeanor. All other violations of this chapter, with the exception of §84-10, shall be punishable as a municipal infraction as provided in Chapter 20 of this Code. The fine for any single initial violation shall be twenty dollars (\$20.00), and the fine for each repeat of that offense shall be forty dollars (\$40.00).



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017

Submitted by: Candace Hollingsworth, Mayor

Submitting Department: Legislative

Item Type: Charter Amendment

Agenda Section: Discussion Items (9:45 p.m. - 10:35 p.m.)

SUBJECT

Noise Ordinance - Modification (10 minutes)

HCC-37-FY18

Recommendation:

I move that the Mayor and Council direct the City Attorney to draft an ordinance amending Chapter 79 of the Hyattsville Charter and Code to allow for an extension of nighttime hours to 11pm for events that have obtained a special events permit from the City of Hyattsville. This extension is applicable to events held in any of the City's parks and commercial districts. Approval for other locations is to be determined on a case-by-case basis at the discretion of the City Administrator.

Sponsor(s):

Hollingsworth

Co-Sponsor(s):

N/A

ATTACHMENTS

[Chapter 79 Noise.pdf](#)

Summary Background:

This amendment is intended to allow for special events to be held in the City of Hyattsville that promote evening arts and entertainment experiences held in suitable locations across the City.

Next Steps:

The city attorney will draft a revision to the city code for discussion and action by the Mayor and Council.

Fiscal Impact:

Legal review.

City Administrator Comments:

Discussion Only

Community Engagement:

TBD

Strategic Goals:

Goal 5 – Strengthen the City's Identity as a Diverse, Creative, and Welcoming Community

Legal Review Required?

Pending

Chapter 79

NOISE

- § 79-1. Definitions.
- § 79-2. Noise standards.
- § 79-3. Loud and unnecessary noise prohibited.
- § 79-4. Responsibility of property owner.
- § 79-5. Violations and penalties.

[HISTORY: Adopted by the Mayor and Council of the City of Hyattsville 12-1-69. Section 79-1 amended at time of adoption of Code; see Ch. 1, General Provisions, Art. 1. Other amendments noted where applicable]

GENERAL REFERENCES

Municipal infractions - See CH. 20.
Amusements and entertainment - See Ch. 40.
Dogs and other animals - See Ch. 52.
Peace and good order - See Ch. 87.

§ 79-1. Definitions. [Amended 2-2-83 by HB No. 3-83; 12-19-83 by HB No. 15-83]

For purposes of this chapter, the following words or terms shall have meanings ascribed to them:

ANSI - American National Standards Institute or its successor bodies.

CONSTRUCTION - Any site preparation, assembly, erection, repair, alteration or similar activity.

DAYTIME HOURS - 8:00 a.m. to 8:00 p.m., local time.

DBA - Abbreviation for the sound level in decibels determined by the A-weighting network of a sound level meter or by calculation from octave band or one-third (1/3) octave band data.

DECIBEL (dB) - A unit of measure equal to ten (10) times the logarithm to the base ten (10) of the ratio of a particular sound pressure squared to a standard reference pressure squared. For the purpose of this chapter, twenty (20) micropascals shall be the standard reference pressure.

DEMOLITION - Any dismantling, destruction or removal activities.

EMERGENCY - Any occurrence or set of circumstances involving actual or imminent physical trauma or property damage which demands immediate action.

NIGHTTIME HOURS - 8:00 p.m. to 8:00 a.m., local time.

NOISE - The intensity, frequency, duration and character of sound, including sound and vibration of sub-audible frequencies.

NOISE POLLUTION - The presence of noise of sufficient loudness, character and duration, which, whether from a single source or multiple sources, is, or may be predicted with reasonable certainty to be, injurious to health or which unreasonably interferes with the proper enjoyment of property or with any lawful business or activity.

PERSON - Any individual, group of individuals, firm, partnership, voluntary association or private, public or municipal corporation, or political subdivision of the state.

SOUND LEVEL - In decibels, the weighted sound pressure level measured by the use of a sound level meter satisfying the requirements of ANSI S1.4 1971 Specifications for Sound Level Meters. "Sound Level" and noise level are synonymous. The weighting employed shall always be specified.

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SOUND LEVEL METER - An instrument, meeting ANSI S1.4 1971 Specifications for Sound Level Meters, comprising a microphone, an amplifier, an output meter and frequencyweighting network(s) that is used for the measurement of sound pressure levels in a specified manner.

ZONING DISTRICT - The general land use category as designated and defined in Subtitle 27, Zoning, of the Prince George's County Ordinances.

§ 79-2. Noise standards. [Amended 2-23-83 by HB No. 3-83]

A. No person shall cause or permit the following noise/sound levels measured at points on or within a property line or reasonably adjacent thereto of the source of said noise above the maximum permissible levels in a designated zoning district. Levels exceeding said permissible levels are prohibited.

Land Use	Day- or Night-Time Hours	Level (dBA's)
Industrial	Day	75
	Night	75
Commercial	Day	67
	Night	62
Residential	Day	60
	Night	50

B. Exceptions:

- (1) Construction or demolition activities shall be permitted during daytime hours, provided that such activity shall not exceed a level of ninety (90) dBA's.
- (2) Household tools and portable appliances in normal usage.
- (3) Lawn care and snow removal equipment (daytime only) when used and maintained in accordance with the manufacturer's specifications.
- (4) Agricultural field machinery when used and maintained in accordance with manufacturer's specifications.
- (5) Blasting operations for demolition, construction and mining or quarrying (daytime only).
- (6) Motor vehicles on public roads.
- (7) Aircraft.
- (8) Motor vehicles or boats on state lands or waters.
- (9) Emergency utility operations.
- (10) Pile-driving equipment during the daytime hours of 8:00 a.m. to 5:00 p.m.
- (11) Sound not electronically amplified created by sporting, amusement and entertainment events and other public gatherings operating according to terms and conditions of the appropriate local jurisdictional body. This includes but is not limited to athletic contests, amusement parks, carnivals, fairgrounds, sanctioned auto racing facilities, parades and public celebrations.

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(12) Rapid rail transit vehicles and railroads.

(13) Any activity causing noise if a variance for such activity and the noise resulting there from has been obtained from the environmental health administration of the Maryland Department of Health and Mental Hygiene or is being processed pursuant to the rules and regulations of that Department. This exception shall apply only to the extent of any such variance so granted or being processed.

(14) Use of any machinery or vehicles by personnel of the State of Maryland or any political subdivision thereof.

§ 79-3. Loud and unnecessary noise prohibited. [Amended 2-23-83 by HB No. 3-83]

It shall be unlawful for any person to make, continue or cause to be made or continued any of the following noises, which are hereby declared to be loud and unnecessary.

A. The sounding of any horn or signaling device on any automobile, motorcycle or other vehicle on any street, way, avenue or alley or other public place of the City, except as a danger warning; the creation by means of any such signaling device of any unreasonably loud or harsh sound; the sounding of any such device for any unnecessary or unreasonable length of time; the use of any signaling device except one operated by hand or electricity; the use of any horn, whistle or other device operated by engine exhaust; and the use of any such signaling device when traffic is for any reason held up.

B. Use of radios, phonographs and musical instruments.

(1) The using of, operating of or permitting to be played, used or operated any radio receiving set, musical instrument, phonograph or other machine or device for the producing or reproducing of sound in such manner as to disturb the peace, quiet and comfort of the neighboring inhabitants or at any time with louder volume than is necessary for convenient hearing for the person or persons who are in the room, vehicle or chamber in which such machine or device is operated and who are voluntary listeners thereto.

(2) The using of, operating of or permitting to be played, used or operated any radio receiving set, musical instrument, phonograph or other machine or device for the producing or reproducing of sound between the hours of 12:00 midnight and 7:00 a.m. in such a manner as to be plainly audible at a distance of fifty (50) feet from the building, structure or vehicle in which it is located.

C. Yelling, shouting, hooting, whistling and singing.

(1) Yelling, shouting, hooting, whistling or singing on the public streets or from private property at any time or place so as to annoy or disturb the quiet, comfort or repose of persons in any dwelling, hotel or other type of residence or any persons in the vicinity.

(2) Yelling, shouting, hooting, whistling or singing on the public streets or private property at any time or place in such a manner as to be plainly audible at a distance of fifty (50) feet from the building, structure or vehicle from which the noise emanates.

D. The operation of any vehicle equipped with any broadcasting, record-playing or amplification system when any music, the human voice or any other noise shall be broadcast from said vehicle.

§ 79-4. Responsibility of property owner. [Amended 2-23-83 by HB No. 3-83]

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Any owner of property who shall permit loud and unnecessary noise or noise which is in violation of the level established by this chapter shall be subject to the penalties hereof.

§ 79-5. Violations and penalties. [Added 3-3-80 by HB No. 6-80; Amended 8-2-82 by HB No. 13-82, Amended 6-1-98 by HR 98-03, Amended 7-16-01 by HB No. 01-03, Amended 12-3-07 by HO-2007-14]

Violations of this chapter shall be punishable as a municipal infraction as provided in Chapter 20 of this Code. The fine for any single initial violation shall be one hundred dollars (\$100.00), and the fine for each repeat of that offense shall be two hundred dollars (\$200.00).



Hyattsville City Council Agenda Item Report

Meeting Date: December 18, 2017
Submitted by: Nicola Konigkramer
Submitting Department: City Clerk
Item Type: Community Notices
Agenda Section: Community Notices and Meetings

SUBJECT

City Calendar: December 19, 2017 - January 8, 2018

HCC-164-FY18

Recommendation:

Sponsor(s):

At the Request of the City Administrator

Co-Sponsor(s):

ATTACHMENTS

[Main City Calendar_December 19, 2017- January 8, 2018.docx](#)

Summary Background:

N/A

Next Steps:

N/A

Fiscal Impact:

None

City Administrator Comments:

N/A

Community Engagement:

N/A

Strategic Goals:

Goal 1 – Ensure Transparent and Accessible Governance

Legal Review Required?

N/A

Main City Calendar: December 19, 2017 – January 8, 2018

Weekly Program Offerings

Ageless Grace Senior Exercise Classes

Wednesdays and Fridays, 10:00 AM @ City Municipal Building

Creative Minds

Tuesdays and Thursdays, 10:00 AM @ Magruder Park Recreation Center

Call-A-Bus Grocery Trips

Our Call-a-Bus takes seniors and residents with disabilities to grocery stores located in the City of Hyattsville each week. Call (301) 985-5000 to join a trip or add yourself to our Call-A-Bus calendar mailing list.

City Calendar: December 19, 2017 – January 8, 2018

Code Compliance Advisory Committee Meeting

December 20, 2017, 7:00 PM – 9:00 PM @ City Municipal Building, 1st Floor Multipurpose Room

Education Advisory Committee Meeting

December 21, 2017, 6:30 PM – 8:00 PM @ City Municipal Building, 2nd Floor Prangley Room

NO CLASS TODAY: AGELESS GRACE

December 22, 2017, All Day

Health, Wellness, and Recreation Advisory Committee Meeting

December 28, 2017, 7:00 PM – 8:30 PM @ City Municipal Building, 3rd Floor Inner Conference Room

NO CLASS TODAY: AGELESS GRACE

December 29, 2017, All Day

Council Meeting

January 8, 2018, 8:00 PM – 10:00 PM @ City Municipal Building, 3rd Floor Council Chambers