

COUNCIL OF THE TOWN OF BLADENSBURG

WORK SESSION AGENDA - DRAFT

December 12, 2022 @ 5:30PM

Public Access Virtual via live stream on the Town's Facebook and YouTube pages

Or Zoom (access info below).

This meeting will be entirely virtual (Zoom)

- | | |
|---|--------|
| I. CALL TO ORDER | 1 min |
| II. APPROVAL OF AGENDA | 1 min |
| III. APPROVAL OF MINUTES | 2 min |
| November 14, 2022 Work Session Minutes | |
| IV. APPEARANCES | |
| V. OLD BUSINESS | |
| a. Bostwick House Update | 10 min |
| b. PEPCO PILOT Program: EV Charging Stations | 10 min |
| VI. NEW BUSINESS | |
| a. Live Well Day Health Fair | 5 min |
| b. New Server Proposal from Town IT Consultant | 10 min |
| c. Letter of Support: Walkable Watershed Education and Stewardship | 5 min |
| d. Letter of Support: Dueling Creek Bridge located in Cottage City | 5 min |
| e. Metropolitan Washington Council of Governments Appointments for 2023 | 10 min |
| VII. ADJOURNMENT | |

Meeting Access Information

<https://zoom.us/j/97463669358?pwd=QkNNKzRDNFJUK3pWL0ZGc0E0NDdGZz09>

Meeting ID: 974 6366 9358 Passcode: 930725

Join by phone: One tap mobile

+13017158592,,97463669358#,,,,*930725# US (Washington D.C)

Calendar Link: [https://zoom.us/meeting/tJMpcequqDlpH9ytHXCuoJtxlyirS-](https://zoom.us/meeting/tJMpcequqDlpH9ytHXCuoJtxlyirS-4fnxy1/ics?icsToken=98tyKuCvqj0pHNKcsxyPRowEBo_ob-7wplhegvpEiDfdIDVcSBfuH_tLIIEyRN7e)

[4fnxy1/ics?icsToken=98tyKuCvqj0pHNKcsxyPRowEBo_ob-7wplhegvpEiDfdIDVcSBfuH_tLIIEyRN7e](https://zoom.us/meeting/tJMpcequqDlpH9ytHXCuoJtxlyirS-4fnxy1/ics?icsToken=98tyKuCvqj0pHNKcsxyPRowEBo_ob-7wplhegvpEiDfdIDVcSBfuH_tLIIEyRN7e)

DRAFT

**COUNCIL OF THE TOWN OF BLADENSBURG
DRAFT COUNCIL MEETING AGENDA**

December 12, 2022 7:00pm

**Public Access Virtual via live stream on the Town's Facebook and YouTube pages
Or Zoom (access info below).**

This meeting will be entirely virtual (Zoom)

- | | |
|---|--------|
| I. CALL TO ORDER | 1 min |
| II. OPENING PRAYER | 2 min |
| III. PLEDGE OF ALLEGIANCE | 1 min |
| IV. APPROVAL OF AGENDA | 1 min |
| V. APPEARANCES | |
| A. Eva Webb, CPA, Principal with the firm Linton, Shafer, Warfield, and Garrett, Public Accountants (LSWG): FY22 Audit Presentation and Audit Approval | 20 min |
| B. Samuel L. White Jr.: Bladensburg Market and Feasibility Study by Prince George's County Planning Department | 20 min |
| VI. APPROVAL OF MINUTES | |
| November 14, 2022 Regular Meeting Minutes | 2 min |
| VII. PUBLIC COMMENTS | |
| Written comments can be submitted prior to meeting to be read into the record. Comments can be submitted to Clerk@BladensburgMD.gov and DGriffin@BladensburgMD.gov | |
| VIII. UNFINISHED BUSINESS | |
| A. Ordinance Adoption: Comcast Cable Franchise Agreement | 10 min |
| IX. FINANCIAL BUSINESS | |
| A. Ordinance Adoption: ARPA Budget Amendment | 5 min |
| B. Annual Leave Carryover Policy | 5 min |
| C. Resolution related to Ambulance Transfer to Fire Department | 5 min |
| D. Municipal Tax Duplication Presentation | 10 min |
| X. NEW BUSINESS | |
| A. New Server Proposal from Town IT Consultant | 5 min |

- | | |
|--|-------|
| B. Letter of Support: Walkable Watershed Education and Stewardship | 5 min |
| C. Letter of Support: Dueling Creek Bridge located in Cottage City | 5 min |

XI. STAFF REPORTS (3 minutes each)

Treasurer; Public Safety & Code Enforcement; Town Clerk & Interim Town Administrator;
Public Works

XII. MAYOR AND COUNCIL REPORTS (3 minutes each)

Council Member Route– Ward 1
Council Member Brown – Ward 1
Council Member McBryde – Ward 2
Council Member Blount – Ward 2
Mayor James

XIII. ADJOURNMENT

Meeting Access Information via Zoom

<https://zoom.us/j/97463669358?pwd=QkNNKzRDNFJUK3pWL0ZGc0E0NDdGZz09>

Meeting ID: 974 6366 9358

Passcode: 930725

Join by phone:

One tap mobile

+13017158592,,97463669358#,,,,*930725# US (Washington D.C)

Calendar Link:

https://zoom.us/meeting/tJMpcequqDIpH9ytHXCuoJtxlyirS-4fnxy1/ics?icsToken=98tyKuCvqiOpHNKcsxyPRowEBo_ob-7wplhegvpEiDfdIDVcSBfuH_tLIIEyRN7e

WS
V. b.



EXHIBIT A *Public Charging - Site Proposal*

Site Information

Name: **Bladensburg Town Hall Parking Lot**

Address: 4229 Edmonston Rd, Bladensburg, MD 20710

Jurisdiction: Town of Bladensburg, Prince George's County

Contact:

Contact email:

Proposal

Parking Spaces Requested: 3

Charging Station Type: 1 DCFC, 2 L2's, and Meter Cabinet

Pictures

Legend:

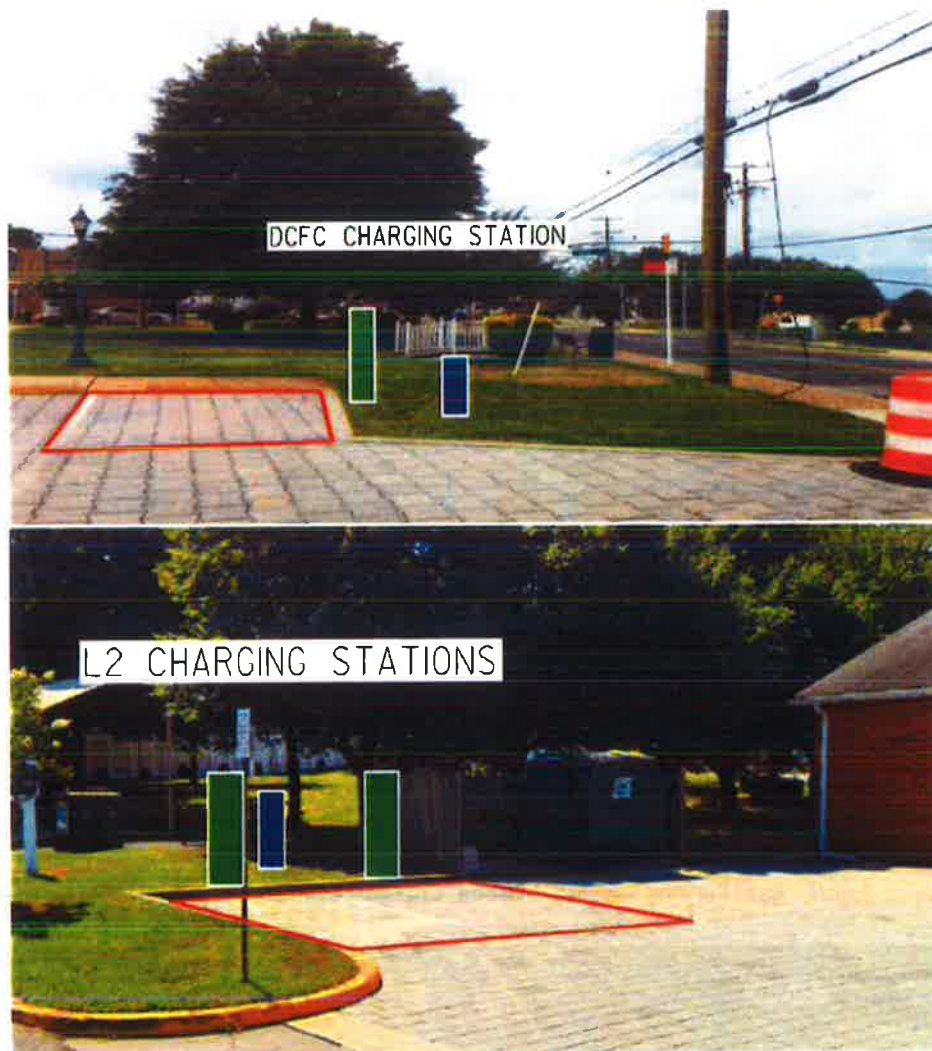
Yellow: Service Points

Red: Parking Spaces

Green: Charging Station

Blue: Meter Cabinet





Reviewed & Approved by

Site Representative:	Date:
Pepco representative: Barbara M. Gonzalez	Date: August 31, 2021



Amesbury, MA 01921



Public Charging - Site Proposal

Site Information

Name: **4500 57th Ave Street Parking - Bladensburg**

Address: 4500 57th Ave, Bladensburg, MD 20710

Jurisdiction: Town of Bladensburg, Prince George's County

Contact:

Contact email:

Proposal

Parking Spaces Requested: 3

Charging Station Type: 3 L2's and Meter Cabinet

Pictures

Legend:

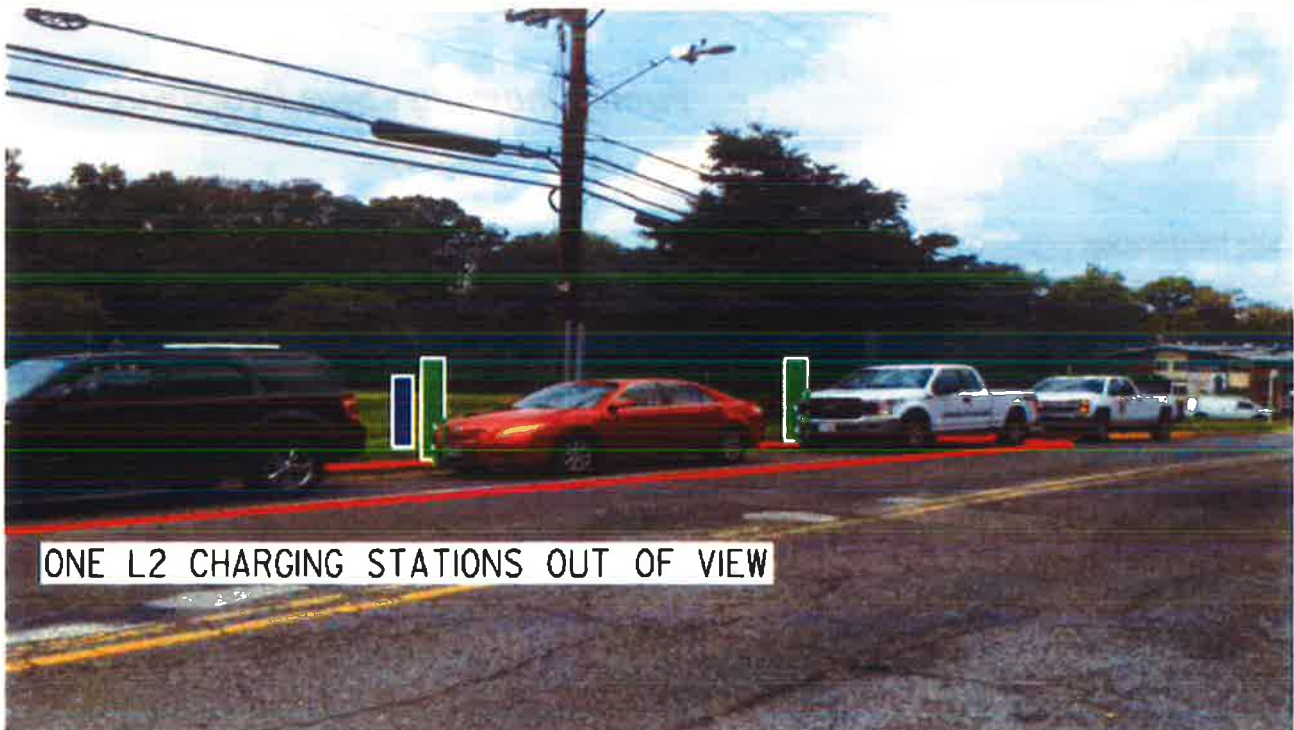
Yellow: Service Point

Red: Parking Spaces

Green: Charging Station

Blue: Meter Cabinet





Reviewed & Approved by

Site Representative:	Date:
Pepco representative: Barbara M. Gonzalez	Date: August 31, 2021

From: Council Member Jocelyn Route <jroute@bladensburgmd.gov>
Sent: Monday, December 5, 2022 2:14 PM
To: Richard Charnovich
Subject: Fwd: Health Fair Jan 6th 2023. Seeking to post info in Community email
Attachments: Live Well Heart Health Fair color.pdf; Untitled attachment 00008.htm; Live Well 2023 Health Fair (1).png; Untitled attachment 00011.htm

Follow Up Flag: Follow up
Flag Status: Flagged

I would like to add this to the Work Session Agenda.

Jocelyn Route
Council Member, Ward 1
Town of Bladensburg
[4229 Edmonston Road](#)
[Bladensburg, Maryland 20710](#)
Office: [301-927-7048](#)
Cell: 202-391-7599
jroute@bladensburgmd.gov

Begin forwarded message:

From: Kristopher Boswell <bozwellness@gmail.com>
Date: November 21, 2022 at 9:33:45 AM EST
To: clerk@bladensburgmd.gov
Cc: dgriffin@bladensburgmd.gov, jroute@bladensburgmd.gov
Subject: Health Fair Jan 6th 2023. Seeking to post info in Community email

Hello Town Leaders,

Hope all is well on your end. First off thanks for all you do to take care of the beautiful neighborhood. You all are doing a great job.

I am reaching out because I would like to set up an event that would be beneficial for our community. Bladensburg, Hyattsville and Cheverly have a lot to offer, and some people don't even know what is here. My goal is to put the health and wellness services people offer in front of our neighbors, and help people start off 2023 with a health-first mindset.

Almost three years ago, 1/6/2020 I put together a health fair called "Live Well Day." I collaborated with many neighborhood health and fitness professionals, and clubs (Fitness instructors, personal trainers, yoga instructors, nurses, doctors, physical therapist, massage therapist, mental health specialist, chefs, adult rowing club and so on) and we got together and held demo classes, guest speakers, information tables, raffles, DJ with live music and so on.

The event turned out great, everyone who came enjoyed it. The only problem was it didn't get as much promo as it could have. I had a vision of making this an annual event, but Covid rained on that parade. But now I think it's time to bring it back! The event will be completely free to all!

The event is set for Friday evening, January 6th, 2023 from 5:30-8pm or Saturday morning January 7th, 2023 11am-2pm, and am seeking some promo in the community billboard/ weekly email. I believe the people of Bladensburg would benefit from this greatly.

Thank you for taking the time to read and consider this request.

Kristopher Boswell
NASM- Certified Personal Trainer
(301)704-5918
www.bozwellness.com

" The few who do are the envy of the many that watch" Jim Rohn



LIVE WELL Health Fair 2023

Come and experience all
that Cheverly has to offer!

**JANUARY 6TH, 2023
5:30-8PM | TOWN GYM**

**START THE NEW YEAR BY PUTTING YOUR HEALTH
FIRST! CHEVERLY HAS A WEALTH OF TALENT AND
OPPORTUNITIES TO IMPROVE YOUR HEALTH
RANGING FROM DANCE CLASSES, TO BOOT CAMP
CLASSES, YOGA TO PHYSICAL THERAPY... WE'VE
GOT IT ALL.**

**PLEASE JOIN US TO SAMPLE AND LEARN MORE
ABOUT ALL OF THE OFFERINGS AND LOCAL
EXPERTS & TEACHERS IN TOWN AND FIND THE
PERFECT FIT FOR YOUR HEALTH NEEDS AND
PREFERENCES!**



7230 Lee Deforest Drive, Suite 106
Columbia, MD 21046
(301) 306-0790
www.nowtechs.com

Town of Bladensburg
4910 Tilden Rd
Bladensburg, MD 20710

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Date	16-Nov-22
Page	1 of 1
Quote #	TB20221116

ITEM	QTY	PART #	DESCRIPTION	PRICE	EXTENDED
1	1	210-BBOP	Dell PowerEdge R250 Server (Specs Attached)	\$ 7,624.00	\$ 7,624.00
2	1	634-BSFE	Microsoft Windows Server 2019 Standard (OS)	\$ 979.00	\$ 979.00
3	6	634-BSFS	10-Pack of Windows Server 2019 User CALs (Licensing)	\$289.00	\$ 1,734.00
4	1	770-BBHI	2/4 -Static Post Static Rails	\$49.00	\$ 49.00
Quote valid for 14 days <u>THIS IS NOT AN INVOICE</u>				Total	\$10,386.00
				Tax	Exempt
				Est. S&H	\$178.00
				Est. Labor	\$6,250.00
				Grand Total	\$16,814.00

Category	Description	Code	SKU	ID
Trusted Platform Module	Trusted Platform Module 2.0 V3	GGX1VDO	[461-AAIG]	1574
Chassis Configuration	3.5" Chassis with up to x4 Hot Plug Hard Drives with Backplane	GNRXB1Y	[321-BG XK]	1530
Processor	Intel® Pentium G6405T 3.5GHz, 4M Cache, 2C/4T, No Turbo (35W), 2666 MT/s	GXM5YO2	[338-CDBX]	1550
System Monitoring Tools	Heatsink for 80W or less CPU	GH5K9IL	[412-AAPW]	1697
Memory Configuration Type	Performance Optimized	GH9QBEI	[370-AAIP]	1562
Memory DIMM Type and Speed	3200MT/s UDIMM	GCM520L	[370-AGNY]	1561
Memory Capacity	(2) 32GB UDIMM, 3200MT/s, ECC	GXU7R1P	[370-AGRY]	1560
RAID Configuration	C4, RAID 5 for 3 or more HDDs or SSDs (Matching Type/Speed/Capacity)	GQEH61Y	[780-BCDP]	1540
RAID/Internal Storage Controllers	PERC H755 Adapter LP	GESBYH3	[405-AAYY]	1541
Hard Drives	(4) 960GB SSD SATA Mix Use 6Gbps 512 2.5in Hot-plug AG Drive, 3.5in HYB CARR, 3 DWPD,	GL0EBG9	[400-AZTW]	1570

Category	Description	Code	SKU	ID
BIOS and Advanced System Configuration Settings	Power Saving BIOS Setting	GEARJ9V	[384-BBBH]	1533
Advanced System Configurations	UEFI BIOS Boot Mode with GPT Partition	GSFTG4Y	[800-BBDM]	1534
Power Supply	Single, Cabled Power Supply, 450W Bronze	G4J581I	[450-AKWN]	1620
Power Cords	NEMA 5-15P to C13 Wall Plug, 125 Volt, 15 AMP, 10 Feet (3m), Power Cord, North America	G749Q3L	[450-AALV]	1621
PCIe Riser	PCIe Riser with Fan with 1 x16 and 1 x8x Slots	GCK4L72	[330-BBWL] [384-BCZG]	1510
Motherboard	PowerEdge R250 Motherboard with Broadcom 5720 Dual Port 1Gb On-Board LOM	GGIJ6TA	[329-BGIQ]	1536
Embedded Systems Management (Multi)	iDRAC9, Enterprise 15G	G4NWS93	[385-BBQV]	1520
Additional Network Cards	On-Board Broadcom 5720 Dual Port 1Gb LOM	GZ7VTNS	[542-BBBP]	1514
Bezel	Standard Bezel	GZFVTG6	[325-BCHH] [350-BCGO]	1532
Password	iDRAC,Factory Generated Password, No OMQR	G61PYE9	[379-BCRG]	1693
Group Manager	iDRAC Group Manager, Disabled	GTVA94K	[379-BCQY]	1692

Category	Description	Code	SKU	ID
Server Accessories	Keyboard and Optical Mouse, USB, Black, English	GD82BYJ	[570-AAKV] [580-ADJC]	1630
Internal Optical Drive	DVD +/-RW, SATA, Internal for Hot Plug Chassis	G6AEUGY	[429-ABHN]	1600
System Documentation	No Systems Documentation, No OpenManage DVD Kit	GVRYSM7	[631-AAACK]	1590
SHIPPING	PowerEdge R250 Shipping	GE128XK	[340-CWTS]	1500
Shipping Material	PowerEdge R250 Shipping Material	GS9LCDM	[481-BBFQ]	1690
Regulatory	PowerEdge R250 CCC Marking, No BIS or CE Marking	G8BAHOM	[389-DYHB] [389-EBRS]	1507
Base	PowerEdge R250 Server	GOJY18W	[210-BBOP]	1
Services: Hardware Support	Basic Next Business Day 12 Months, 12 Month(s)	GFI0D19	[709-BBFD]	29
Extended Service	Basic Next Business Day, 60 Month(s)	G0SA8U7	[865-BBLH]	30
Enterprise Deployment Services	No Installation	NOINSTL	[900-9997]	200437

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rcharnovich@bladensburgmd.gov

From: rcharnovich@bladensburgmd.gov
Sent: Tuesday, December 6, 2022 2:28 PM
To: rcharnovich@bladensburgmd.gov
Subject: FW: Walkable Watershed update and request

Mayor James and Council Members,

This is the background material for the Walkable Watershed Letter of Support Item that will be on the December 12, 2022 Council Meeting Agenda. Michelle gave us an extension to get the letter to her until after the December 12 Council Meeting, if it is approved.

Richard Charnovich
Town Clerk/Interim Town Administrator
Town of Bladensburg
301-927-7048
RCharnovich@BladensburgMD.gov

From: Michelle R Kokolis <mkokolis@umd.edu>
Sent: Tuesday, November 8, 2022 12:48 PM
To: Rodney Barnes <rbarnes@edmonstonmd.gov>; Wanda Wheatley <ward3commissioner@cottagecitymd.gov>; Robert McGrory <rmcgrory@bladensburgmd.gov>; J Goodall <jacquelinegoodall@msn.com>; grantmanager <grantmanager@cottagecitymd.gov>; Rich Charnovich <rcharnovich@bladensburgmd.gov>; Carol Richardson <townmanager@cottagecitymd.gov>; mcasanas@colmarmanor.org; Takisha James <tjames@bladensburgmd.gov>
Subject: Walkable Watershed update and request

Good afternoon!

A quick project update -

The funder reached out to us asking for some updated financial documents that were not available at the time of the original proposal submission. We have submitted all the requested information and things are moving forward and should have a signed agreement in hand shortly. Once we have this, we can proceed.

In the meantime, an opportunity for additional funding (through MDE) related specifically to community education and stewardship has presented itself. While the original proposal does include a significant amount of community engagement, it is largely focused on hearing from residents about concerns, wants, needs, and engaging them in the planning process, and less on education and stewardship activities. This new opportunity is specifically for education and stewardship events related to climate change, land use, stormwater, etc. In other words, all of the things that will go into the Walkable Watershed plan. We think this new funding would be an excellent way to design dedicated education events and hands-on stewardship activities to work in conjunction with all the things that are already built into the Walkable Watershed project. Our proposal will include community outreach, education, and activities that include children and adults, as well as funds for the creation of educational flyers/brochures and some small projects/hands-on activities. We feel that we have a leg up with this proposal because we can directly relate it to the Walkable Watershed project as well as initiatives that are identified in Prince George's Climate Action Plan.

Proposals are due at the end of November. Because of the nature of the proposal, we would need letters of support from all of the communities that are participating in the Walkable Watershed project. Our only ask of you in terms of

project related tasks would be helping to advertise/recruit for the activities and possibly the use of space, both things that you have already committed to for the larger Walkable Watershed project.

If I rework the letters that you have already given me for the original proposal so that they are focused on this new opportunity, would you all be willing and able to get them on letterhead, signed, and back to me by the end of the month? I should be able to get the new letters to you by the end of this week.

Please let me know if there are any questions and thank you in advance for your assistance with this!

Michelle

Michelle Kokolis | Program Manager
Environmental Finance Center | University of Maryland
(301) 405.3577 (office) | (804) 304.3098 (mobile)
efc.umd.edu | mkokolis@umd.edu



December 9, 2022

Maryland Department of Natural Resources
Chesapeake and Coastal Service
580 Taylor Avenue
Annapolis, MD 21401

To Whom It May Concern,

I'm writing on behalf of **INSERT TOWN NAME** in support of the Environmental Finance Center's (EFC) proposal: *Developing A Community-led Environmental Awareness, Literacy, and Stewardship Program for the Port Towns Walkable Watershed Project, Prince George's County, MD.*

The Port Town communities of Bladensburg, Colmar Manor, Cottage City, and Edmonston have a long history of promoting environmentally sound practices to protect the Anacostia River and the Chesapeake Bay watersheds. We know how to work collaboratively to improve the region, including educating and empowering our citizens to be stewards of the environment. The power of collective action is one of the reasons that the Port Towns chose to partner with EFC on the *Walkable Watershed* project. The *Walkable Watershed* is a two-year National Fish and Wildlife Foundation funded project aimed at improving collaboration among the Port Towns and regional partners by focusing on the interrelationship between better water quality, improved community health, and revitalized neighborhoods. It will build upon the existing relationships to scale-up restoration, resilience, and stormwater management projects.

The proposed environmental education project will build upon the *Walkable Watershed*, using it as a springboard to develop a comprehensive education and hands-on stewardship program that works in conjunction with the community engagement efforts that will already be underway. Together, these two projects will provide an all-encompassing, cohesive approach to *educating and engaging* Port Towns residents of all ages, youth through adult.

As a key partner in this project, **INSERT TOWN NAME** is committed to promoting the projects educational and stewardship activities to residents and providing space for community meetings and events.

As a small municipality, **INSERT TOWN NAME** does not have the capacity or technical staff to take on this level of community engagement. We rely on entities such as EFC to provide the technical assistance necessary to offer our residents these unique opportunities because in the end, the town benefits from having well educated, environmentally pro-active residents. That is why **INSERT TOWN NAME** encourages the Maryland Department of Natural Resources to fund this proposal.

Sincerely,

rcharnovich@bladensburgmd.gov

From: Carol Richardson <townmanager@cottagecitymd.gov>
Sent: Wednesday, November 16, 2022 1:06 PM
To: gholcomb@colmarmanor.org; rcharnovich@bladensburgmd.gov;
rbarnes@edmonstonmd.gov
Subject: Port Towns letter to SHWA re repairs for the Dueling Creed Bridge in Cottage City
Attachments: LettertoSHAreDuelCrk-PortTowns.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Everyone,

As you all know, the south side of the Dueling Creek Bridge has been in disrepair for some years. We have learned that funding has been allocated for design only and it will take up to 2.5 years for completion. No funding has been allocated for construction. One lane of this bridge is currently blocked by barriers which creates traffic and safety hazards. We are asking for the support of the Port Towns by signing the attached letter. If you have any questions do not hesitate to contact me.

Carol Richardson
Town Manager

Town of Cottage City, MD

301-779-2161 Office

townmanager@cottagecitymd.gov

December 9, 2022

Tim Smith
Administrator
Maryland Department of Transportation
State Highway Administration
707 North N. Calvert St
Baltimore, MD 21202

Dear Administrator Smith:

We are writing as the elected leaders of the Port Towns which are located in Prince George's County and situated along the Anacostia River. The matter we want to bring to your attention is the need to fund the construction necessary to repair the southbound side of the Dueling Creek Bridge that is located in the Town of Cottage City.

The ongoing disrepair of the Dueling Creek Bridge has created pedestrian and traffic hazards. The sidewalk and right lane along the southbound side of the bridge have been unusable for two years due to barricades that were put in place two years ago as a result of safety concerns. This was done after the southbound side of the bridge was closed completely for one year prior. Pedestrians are forced to walk in the street or cross the street. The barricade creates a bottleneck which in turn causes traffic back-ups and delays on Bladensburg Rd. which is a major roadway to and from the District of Columbia. Due to the congestion on Bladensburg Rd, 38th Ave, which is a feeder street, traffic backs up at times for up to a quarter of a mile.

Our community has had to contend with the unsafe conditions on Dueling Creek Bridge for a minimum of three years. Prior to that time, the bridge was slated for repairs that were delayed for several years. Due to the delay in repairing the bridge, more deterioration occurred which caused the need for more extensive repairs. Prince George's originally had funding and began to replace the structure in 2021 but slope failure in the vicinity of the piers was so extensive the priority was shifted to stabilization of the embankment. Prince George's County DPW&T could not proceed with their planned design due to the erosion of the slope caused by a drainage issue which must be addressed by the Maryland Department of Transportation.

In its present state, the southbound section of the Dueling Creek Bridge is in such a state of disrepair that a new bridge must be designed and 50-plus feet of slope repair is needed. It is our belief that the deterioration of this bridge would not have been as extensive if the necessary repairs were done years ago. Due to this neglect, the work necessary to restore the bridge has escalated.

We were recently informed that work may not begin until 2024. In addition, only the design of a new bridge is funded and no funding for construction has been budgeted. This is unacceptable. Given the state of the bridge, we believe that the southbound side of Dueling Creek Bridge must be given priority consideration regarding the timing and allocation of funding.

If you have any questions or desire more information, you may contact Carol Richardson the Town Manager for Cottage City. Her email address is townmanager@cottagecitymd.gov and her contact number is 301-779-2161.

Signed,

Wanda Wheatley
Commissioner Chair
Cottage City

Takisha James
Mayor
Bladensburg

Tracy Gant
Mayor
Edmonston

Monica Casanas
Mayor
Colmar Manor

cc: Senator Augustine
Delegate Fennell

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rcharnovich@bladensburgmd.gov

From: Monica Beyrouti Nunez <mbeyrouti@mwkog.org>
Sent: Wednesday, December 7, 2022 1:19 PM
To: tjames@bladensburgmd.gov
Cc: rcharnovich@bladensburgmd.gov; rmcgrory@bladensburgmd.gov
Subject: COG 2023 Committee Appointments Request
Attachments: 2023 COG Board Policy Committee Meetings Calendar.docx; COG Boards and Committees Descriptions.doc; Town of Bladensburg 2023.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon:

The Metropolitan Washington Council of Governments (COG) is asking that you make your appointments to the COG boards and policy committees for the 2023 calendar year.

To make appointments for your jurisdiction, complete the attached chart and return by email. The attached appointment chart lists your government's current board and policy committee appointments from 2022. Please review and submit individuals/alternates to serve in 2023.

We encourage you to select individuals who have a strong interest in the subject matter covered by the board or committee, who are able to act as a representative for the city or county, and who are able to make a commitment to actively participate. COG's effectiveness depends on engaged members and your continued leadership and support are deeply appreciated.

Please submit your completed COG 2023 Board and Committee appointments as soon as possible following your jurisdiction's council approval or organizational meeting. If you have these appointments on an upcoming council or board agenda, please let me know the date you expect to have the appointments finalized.

Attachments:

- Your jurisdiction's 2023 appointment chart – needs to be completed and returned
- Descriptions of COG Board and Policy Committees
- 2023 Board and Policy Committee Meeting Dates

Please contact me if you have any questions about the appointment process or specific boards/committees.

Thank you,

Monica Beyrouti Nuñez
Government Relations Manager
Metropolitan Washington Council of Governments
Office (202)962-3212
Cell (727)686-9997

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
2023 SCHEDULE OF BOARDS AND POLICY COMMITTEE MEETINGS**

COMMITTEES	Start Time	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COG BOARD	12:00 PM	11	8	8	12	10	14	14-15 Annual Retreat	No meeting	13	11	8	13 Annual Meeting
TPB	12:00 PM	18	15	15	19	17	21	19	No meeting	20	18	15	20
MWAQC	12:00 PM		22			24				27			6
FARM	11:00AM		10		14		9		11		13		8
CEEPC	10:00 AM	25		22		24		21		27		15	
CBPC	10:00 AM	20		17		19		21		15		17	
RFC	11:00 AM	27			28			28			27		
HSPC	12:00 PM	13		10		12		14		8		3	

Draft as of 12.07.22 - Meeting dates are subject to change.

COG BOARDS AND POLICY COMMITTEES

COG is comprised of three independent policy boards and various supporting advisory and technical committees.

INDEPENDENT POLICY BOARDS

COG Board of Directors

The Board of Directors is COG's governing body and is responsible for its overall policies, functions, and funds. The board acts on committee or staff recommendations, discusses current and emerging multi-jurisdictional problems, and receives briefings on issues facing the region as a whole. Policy items on the agenda are normally generated from COG's policy and technical committees; business or administrative items are usually generated from staff. The COG Board meets monthly on the second Wednesday of the month.

Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the region and plays an important role as the regional forum for transportation planning. With participation from the District of Columbia and State Departments of Transportation and the region's local governments, the TPB prepares intermediate-range and long-range plans and programs that permit federal transportation funds to flow to the metropolitan Washington region. The TPB meets monthly on the third Wednesday of the month.

Metropolitan Washington Air Quality Committee

The Metropolitan Washington Air Quality Committee (MWAQC) is the entity certified by the mayor of the District of Columbia and the governors of Maryland and Virginia to prepare an air quality plan for the region and ensure compliance with the Federal Clean Air Act. MWAQC coordinates air quality planning activities among COG and other entities, including the Transportation Planning Board; reviews policies; resolves policy differences; and forges a regional air quality plan for transmittal to the District of Columbia, Maryland, and Virginia and, ultimately, to the Environmental Protection Agency. MWAQC meets bi-monthly on the fourth Wednesday of the month.

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. CBPC regularly prepares position statements in response to state and federal legislation affecting the Bay. CBPC meets bi-monthly on the third Friday of the month.

Climate, Energy, and Environment Policy Committee

The 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. 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. CEEPC meets bi-monthly on the fourth Wednesday of the month.

Food and Agriculture Regional Member Policy Committee

The Food and Agriculture Regional Member Policy Committee (FARM) supports development of long-term regional direction and collaboration toward a more resilient, connected food and farm economy (food system) across urban, suburban and rural communities in the metropolitan Washington region. FARM meets bi-monthly on the second Friday of the month.

Human Services Policy Committee

The Human Services Policy Committee (HSPC) advises the COG Board on a variety of issues including housing, homelessness, public health, foster care, child welfare, mental health, and substance abuse. Recent actions have included reports on homelessness in the region. HSPC is composed of elected officials, department managers, and directors from the local and state levels. HSPC meetings bi-monthly on the second Friday of the month.

Region Forward Coalition

The Region Forward Coalition oversees the next steps recommended in Region Forward and advises the COG Board on future comprehensive regional planning and implementation activities. The Coalition's primary responsibilities include 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 includes members from public, private, and nonprofit sectors which all have a role in helping the region meet its goals. RFC meets quarterly on the last Friday of the month.

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
Solicitation for Appointments: Town of Bladensburg

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Climate Energy and Environment Policy Committee (Appoint 1 member and 1 alternate)	Member Name: Takisha James Alternate: Robert McGrory	Member Name: Email: Alternate Name: Email:
Chesapeake Bay and Water Resources Policy Committee (Appoint 1 member and 1 alternate)	Member Name: Trina Brown Alternate: Shaun Rinehart	Member Name: Email: Alternate Name: Email:
Food and Agriculture Regional Member Policy Committee (Appoint 1 member and 1 alternate)	Member Name: Carrol McBryde Alternate: Vacant	Member Name: Email: Alternate Name: Email:

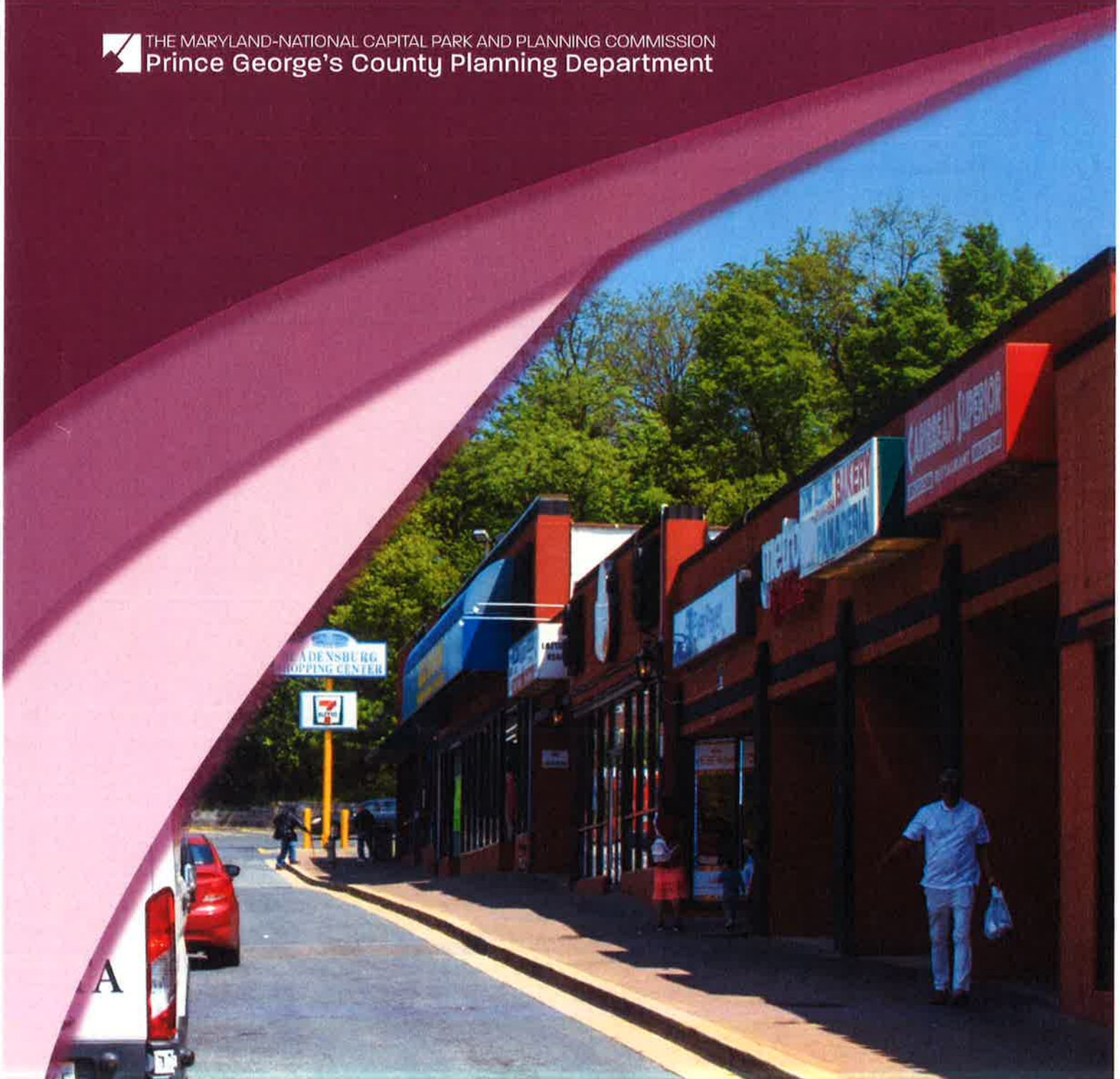
BLADENSBURG

MARKET FEASIBILITY AND ECONOMIC ANALYSIS

MAY 2022



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department



Abstract

Date	May 2022
Title	Bladensburg Market Feasibility and Economic Analysis
Author	The Maryland-National Capital Park and Planning Commission
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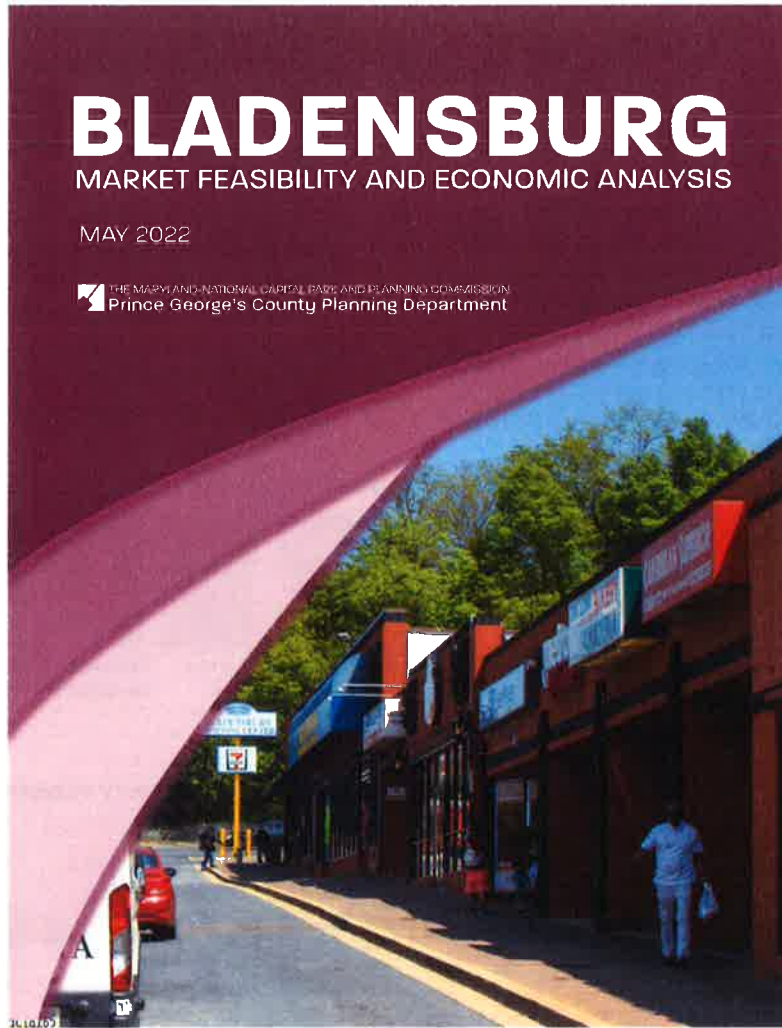
The subject of this analysis (the "study area") comprises 17.36 acres of approximately 67.5 acres in the Town of Bladensburg in Prince George's County, Maryland, that was identified in the 2009 *Approved Port Towns Sector Plan* as the Town Center Character Area. This market feasibility and economic analysis explores if there is a market for mixed-use development in the study area, then tests if redevelopment is financially feasible from a private investor's perspective. Feasibility is then tested under the County's prior Zoning Ordinance and the Zoning Ordinance that went into effect April 1, 2022. The analysis has 10 sections. The executive summary summarizes the findings and makes recommendations for next steps. The initial sections describe existing conditions and trends, regional dynamics impacting market potential, and Bladensburg's strengths and weaknesses. The market analyses follow these sections. Development scenarios are tested for financial feasibility in the final section.

BLADENSBURG

MARKET FEASIBILITY AND ECONOMIC ANALYSIS

MAY 2022

 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department



May 2022

The Maryland-National Capital Park and Planning Commission

Prince George's County Planning Department

14741 Governor Oden Bowie Drive

Upper Marlboro, MD 20772

www.pgplanning.org

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The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Planning Department:

- Our mission is to help preserve, protect and manage the County's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision makers, citizens, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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Executive Summary

Bladensburg's location in the Washington, D.C. Metropolitan region is advantageous. Greater Washington, D.C. is one of the country's loci of high-paying jobs and has a scarcity of affordable housing.

However, the competitive landscape is challenging for Bladensburg. Bladensburg lacks a well-defined identity or brand making it a difficult location to market. Many other locations in the County are better known and better branded such as Metro transit-oriented areas, the Gateway Arts District, the Innovation Corridor, and neighborhoods surrounding the Purple Line light rail stations.

To be competitive, a mixed-use redevelopment project in Bladensburg will need to "bend" the market by offering affordable rents and leveraging the town's locational assets. The residential market analysis concludes that, over the next five years, the market can support a rental residential project of 133 to 158 units in the study area. This conclusion assumes an average rent of \$1,905 per month or \$2.50 per leasable square foot. To stay affordable, smaller unit sizes have been assumed with an average unit size of 762 square feet. This assumes a mix of 20 percent studios, 60 percent one-bedroom units, and 20 percent two-bedroom units.

The retail market analysis concludes that the market can support additional convenience and discount retail, and fast-food and take-out restaurants. National credit tenants in these categories can afford the \$25 per-square-foot, triple-net rent likely required for newly constructed space.

The retail market analysis notes that Bladensburg's existing ethnic, independently operated retail and eating-and-drinking establishments are distinctive. If a future mixed-use redevelopment project can leverage public subsidy there may be an opportunity to target a portion of the commercial space to local independent stores at below-market rents. Such an initiative would help to reinforce Bladensburg's brand as a dynamic and diverse community.

The development feasibility analysis concludes that

subsidy will be required to realize any redevelopment and that subsidy is required under both the prior zoning ordinance and zoning ordinance that went into effect April 1, 2022. In 2024, the 2009 Port Towns Sector Plan is scheduled for an update, which will offer an opportunity to revisit the vision and zoning for the study area.

Although market and redevelopment economics are challenging, there are a variety of near-term initiatives Bladensburg could consider to improve its competitive position. One opportunity is to better leverage the town's unique assets such as the waterfront, independently operated food and shopping establishments, and historic assets. Events that incorporate and showcase these assets will expose Bladensburg to the broader market.

Creative placemaking initiatives could be employed in the near term as well. Cleaning up the streets, introducing art, free Wi-Fi access, programming, and branding are just a few initiatives communities have used to generate interest and activity. In Bladensburg, one such intervention could include better wayfinding signage between the study area and the waterfront. Another intervention could be the creative lighting of the pedestrian tunnels under MD 201 (Kenilworth Avenue).

Bladensburg has several outstanding assets:

- It is well-located.
- It has a waterfront.
- It is home to a diverse population.
- It has historic resources.
- It has unique and viable independent businesses.
- It has great access.

Now is the time to think creatively about how to make the larger region aware of the Town of Bladensburg and its many assets. Programming events and a branding strategy will not only result in community development, but economic development. Enhanced market recognition could bring the Bladensburg closer to realizing its vision of the study area as a town center.

Study Background

The focus of this analysis is the Town of Bladensburg (2020 population: 9,657) located in Prince George's County, Maryland, approximately eight miles west of Washington, D.C.

Bladensburg was established in 1742 by an act passed by the Maryland General Assembly and named for colonial governor Thomas Bladen. In 1747, Bladensburg was designated as an inspection site for tobacco; by 1776, Bladensburg exported more tobacco than any other Maryland port on the Chesapeake's western shore.

The Hilleary-Magruder House (Historic Site 69-005-07) was visited by George Washington in 1787. In the early nineteenth century, Bladensburg was the site of pitched battles with the British during the War of 1812. By the mid-nineteenth century, the town had evolved from a bustling port to one that included several churches, shops, and dwellings.

As the Anacostia River silted up, the river became unnavigable for larger ships carrying tobacco and supplies. This caused trade and shipping in Bladensburg to decrease as Baltimore became the primary port because of its accessibility to farmers, merchants, and larger ships. In the early twentieth century, the expansion of the streetcar system connected Bladensburg and other communities to Washington, D.C.

From the early twentieth century through the mid-twentieth century, several subdivisions were platted on the northeastern edges of the historic town primarily because of the accessibility to this public transportation system. Bladensburg developed and has continued to be an active suburban community in Prince George's County since the early twentieth century. Although the town has undergone many changes, it retains several historic buildings that recall the town's character and importance from the colonial era onward.

Bladensburg is a bustling community, bisected by MD 450 (Annapolis Road) and MD 201 (Kenilworth Avenue). Commercial resources are largely concentrated along these major streets.¹

The total area of the Town of Bladensburg is approximately one square mile (640 acres). The 2009 *Approved Port Towns Sector Plan* established approximately 67.5 acres in the Town of Bladensburg as the Bladensburg Town Center Character Area,² one of six such areas comprising the Port Towns Development District Overlay Zone. The character area straddles MD 450 (Annapolis Road) east of MD 201 (Kenilworth Avenue) and is bordered to the north by Upshur Street, to the south by Quincy Street, to the west by MD 201 (Kenilworth Avenue) (but includes Historic Site 69-005-07, the Hilleary-Magruder House), and to the east by the Port of Bladensburg Shopping Center.³

The goal of the development district standards regulating the Bladensburg Town Center Character Area is "[t]o promote a mixed-use, pedestrian-friendly boulevard that serves as a vibrant and walkable civic core featuring restored and fully integrated historic resources."⁴ To facilitate this goal, the parcels on either side of MD 450 (Annapolis Road) were rezoned from C-S-C (Commercial Shopping Center) to M-X-T (Mixed-Use Transportation Oriented).⁵ Development along the MD 450 (Annapolis Road) spine of the planned town center currently features strip shopping centers, individual businesses, a public library (under construction), restaurants, and automotive uses. Although some of the commercial buildings abut the roadway, others are set back from it by parking lots, obstructing the goal of a walkable civic core. Despite the superimposition of the 2009 development district overlay zone, redevelopment has yet to occur.

The 2014 *Plan Prince George's 2035 Approved General Plan's* vision for updating the County's development codes was realized in October 2018, when a new Zoning Ordinance and Subdivision Regulations were adopted by the County Council. These were necessary to create regulations that support the County's vision for smart growth, economic development, and improved quality of life. The Countywide Map Amendment placing the new zones was approved in November 2021 and took effect April 1, 2022. Application may be made for permission to utilize the prior Zoning Ordinance for development up to two years from this date.⁶

Map 1. Bladensburg Town Center Character Area



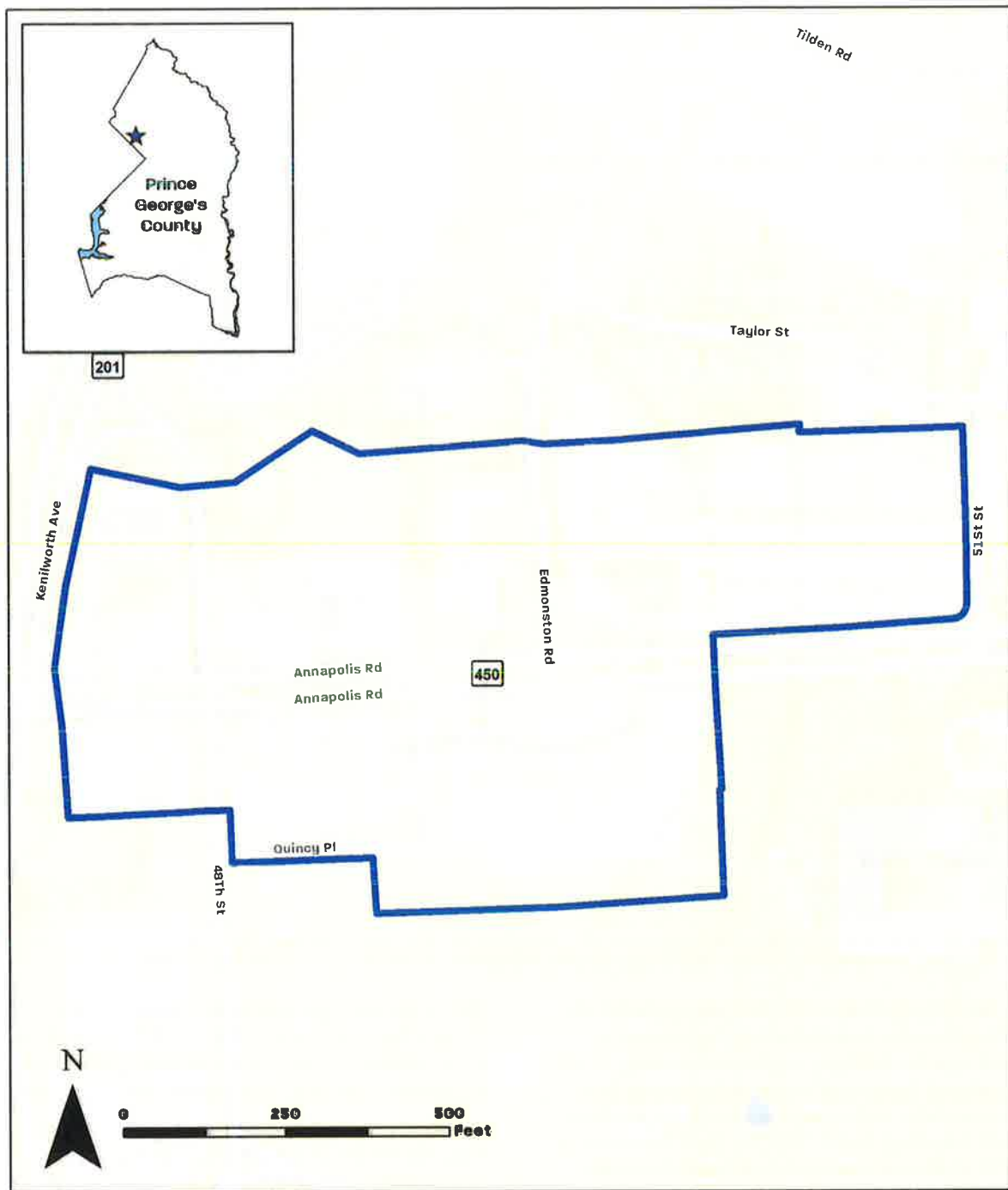
Source: Port Towns Development District Standards *Approved Port Towns Sector Plan and Sectional Map Amendment*, October 2009, Development District Overlay Zone Development Review Checklist, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission, 2010), n.p.

In fall 2019, the Town of Bladensburg applied to the Prince George's County Planning Department to fund a market feasibility and economic analysis. The purpose of the analysis was to determine the best uses available under the prior zoning and zoning that went into effect April 1, 2022, for the redevelopment of 17.36 acres of commercial and publicly owned property in the Bladensburg Town Center Character Area on both sides of MD 450 (Annapolis Road), from MD 201 (Kenilworth Avenue) to 51st Street on the north, and up to, but not including, Bladensburg Elementary School to the south. This is the study area for the purposes of this analysis. Funding for

the project was approved by the Prince George's County Planning Board on May 28, 2020, through the Community Planning Division's Planning Assistance to Municipalities and Communities (PAMC) program.

The Prince George's County Planning Department retained W-ZHA, LLC to conduct the analysis determining whether there is a market for mixed-use development in the study area, then test if redevelopment is financially feasible from a private investor's perspective. Feasibility was then tested under the County's prior Zoning Ordinance and the Zoning Ordinance that went into effect April 1, 2022.

Map 2. Bladensburg Town Center Market Feasibility and Economic Analysis Study Area

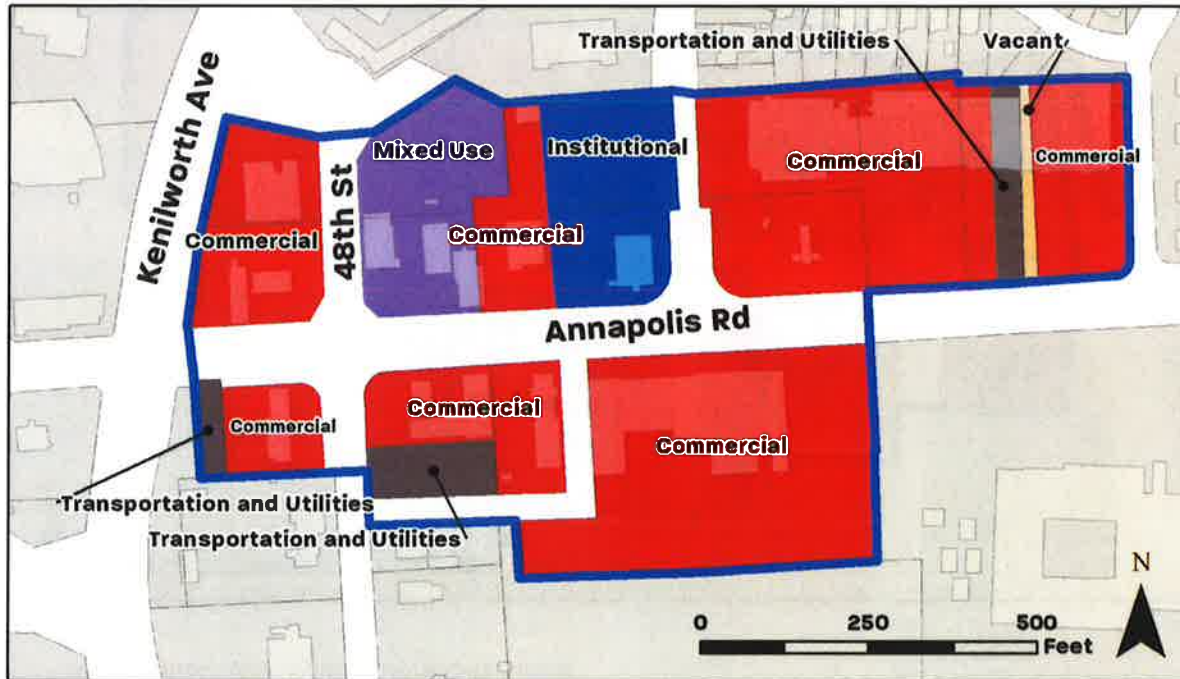


Source: PGAtlas.com; base map courtesy of OpenStreetMap.

Existing Conditions

Map 3. Study Area Land Use

The majority (12) of the 20 parcels composing the study area are Commercial in use, three are Transportation and Utilities, two are Mixed Use, two are Institutional, and one is classified as Vacant.¹⁴



Source: PGAtlas.com

Land Use

With two shopping centers totaling over 130,000 square feet, as well as stand-alone commercial establishments, the study area functions in part as a neighborhood shopping destination. Locally owned businesses with culturally diverse offerings include apparel and home goods, eating and drinking, grocery, banking, automobile, and laundry services.

Access

MD 450 (Annapolis Road) bisects the study area east to west and is classified as an arterial⁷ with an average

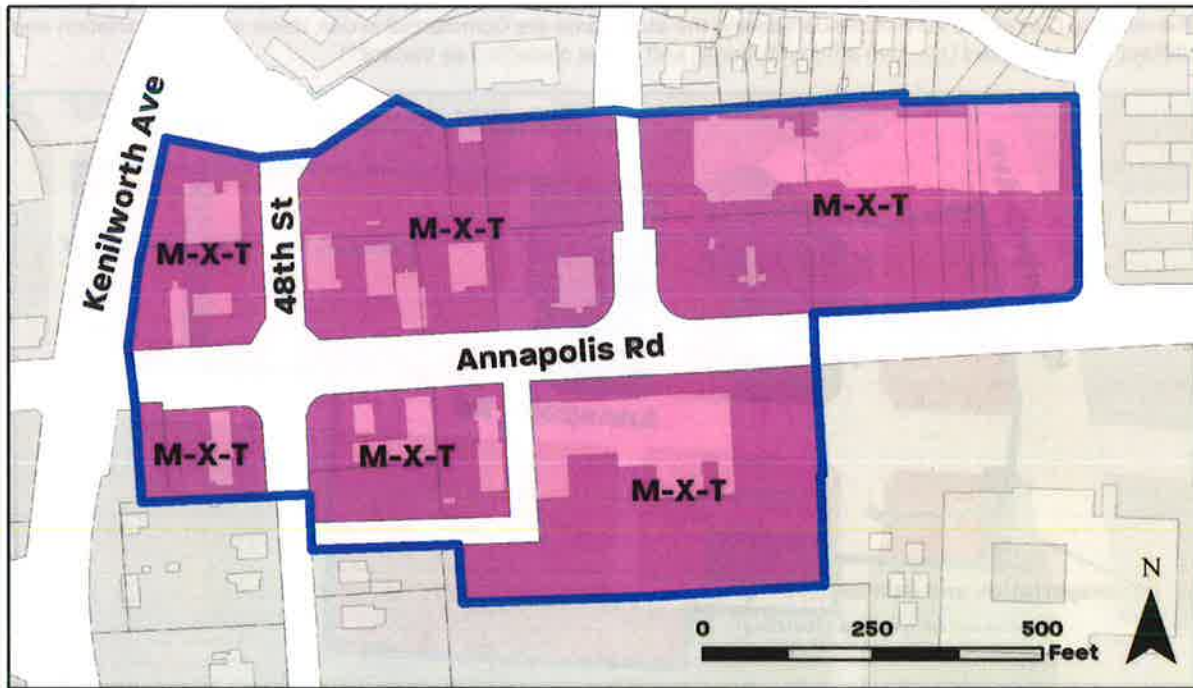
daily traffic count of 33,100.⁸ Many people commute to and from Washington, D.C. on MD 450 (Annapolis Road).⁹ Within the Town of Bladensburg there is comparatively little truck traffic.¹⁰

Edmonston Road runs south one mile from Hamilton Street to the center of the study area and is classified as a primary road.¹¹ MD 201 (Kenilworth Avenue) constitutes the western boundary of the study area and is classified as an arterial¹² carrying an annual average of more than 33,000 vehicles per day. Forty percent of that is truck traffic.¹³

The study area can also be accessed via Metrobus and Prince George's County's TheBus.

Zoning

Map 4. Study Area Prior Zoning

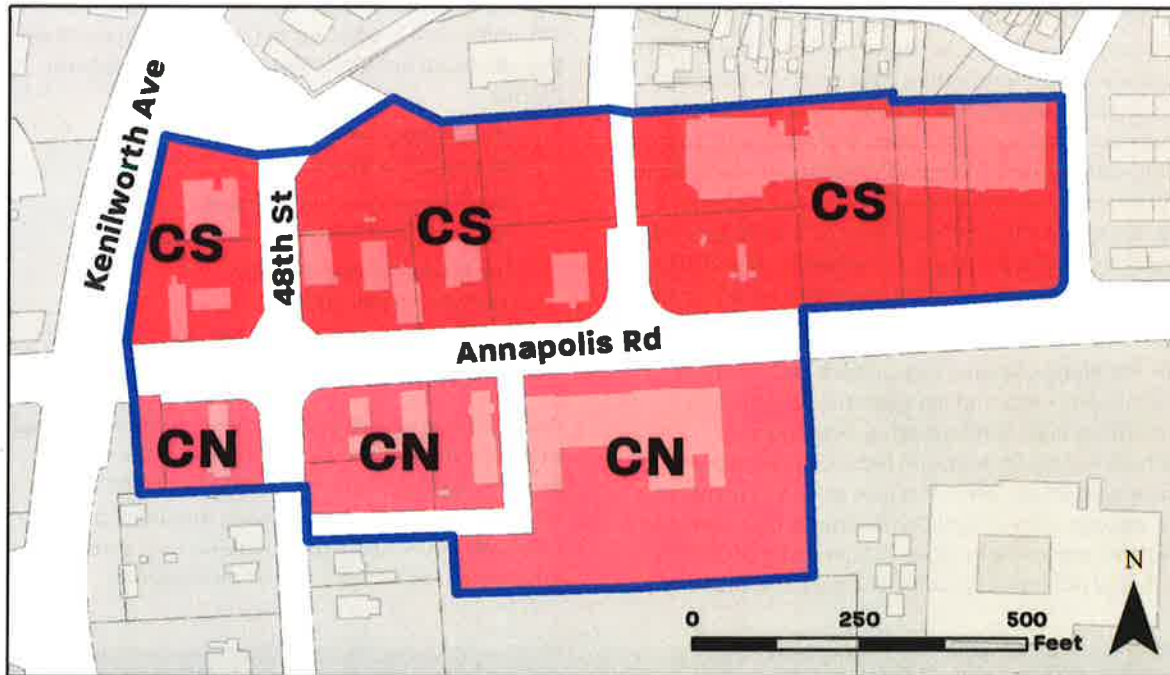


Prior Zoning (2009–2024)

All properties in the study area were zoned M-X-T (Mixed-Use Transportation Oriented) in 2009.¹⁵ M-X-T Zoning provides for a variety of residential, commercial, and employment uses.¹⁶ Redevelopment of these properties must also conform to the Port Towns Development District Overlay Zone standards for the Bladensburg Town Center Character Area.¹⁷ The Development District Overlay Zone standards ensure that aspects such as building height,

streetscape elements, and façade treatments are consistent with the desired town center character. The maximum FAR (floor area ratio) in the M-X-T Zone is 0.4. More development capacity is allowed if amenities are provided. For example, projects with 20 or more residential units are granted a 1.4 FAR (approximately 60 dwelling units per acre). With additional amenities, FAR can increase to a maximum of 8.0.¹⁸ Application may be made for permission to utilize the prior Zoning Ordinance for development up to two years from April 1, 2022.¹⁹

Map 5. Study Area Zoning as of April 1, 2022



Zoning

On October 23, 2018, the Prince George's County Council adopted a new Zoning Ordinance and Subdivision Regulations. The Countywide Map Amendment implementing the new zones was approved on November 16, 2021 and took effect April 1, 2022. Properties north of MD 450 (Annapolis Road) in the study area were reclassified into the CS (Commercial, Service) Zone. The purposes of the CS Zone are "A) To provide for a concentration of retail sales and services (including auto-oriented commercial uses), office, and eating or drinking establishments, and B) Accommodate medium- to moderately high-density residential development as part of mixed-use development."²⁰ For mixed-use development, the FAR is 20 units per acre of net lot area. The maximum FAR applies to the residential uses above ground-level commercial uses.

Properties south of MD 450 (Annapolis Road) in the study area were reclassified into the CN (Commercial, Neighborhood) Zone. The purposes of the CN Zone are "(A) To provide lands for a range of small-scale, low intensity retail and service commercial development that provides goods and services primarily serving the daily needs of residents of the immediately surrounding neighborhoods; and (B) To ensure uses, development intensities, and development forms that are consistent with a pedestrian-friendly and neighborhood-scale, traditional main street character, that are well-connected to and compatible with surrounding areas, and that do not attract significant traffic from outside the surrounding neighborhoods."²¹ The CN Zone allows for single-family, townhouse, and multifamily development. The maximum density is 12 units per acre of net lot area and this density applies to any residential that is above a ground floor commercial use. The maximum height is 50 feet (4–5 stories).

Characteristics

Two important community anchors in, or adjacent to, the study area are the Bladensburg Branch Library and the Bladensburg Elementary School. The library, a resource for many in the community, is currently housed in a temporary location; a new facility is under construction at the corner of Annapolis and Edmonston Roads. The new 22,000-square-foot library will be three times the size of the previous library and have “meeting and study spaces, a computer lab ... makerspace and a small cafe when it opens.”²² The elementary school abuts the study area on the south side of MD 450 (Annapolis Road) at its eastern edge.

The Maryland-National Capital Park and Planning Commission owns and manages the Bladensburg Waterfront Park. With a marina, boat tours, recreational equipment, and events, the park is a major community asset. It is also an access point to the Anacostia River Trail (hard surface) that connects Bladensburg to Washington, D.C., the City of College Park, and other destinations. The park is approximately

700 feet to the southwest of the study area.

The study area is adjacent to five County historic sites that are listed on the National Register of Historic Places:

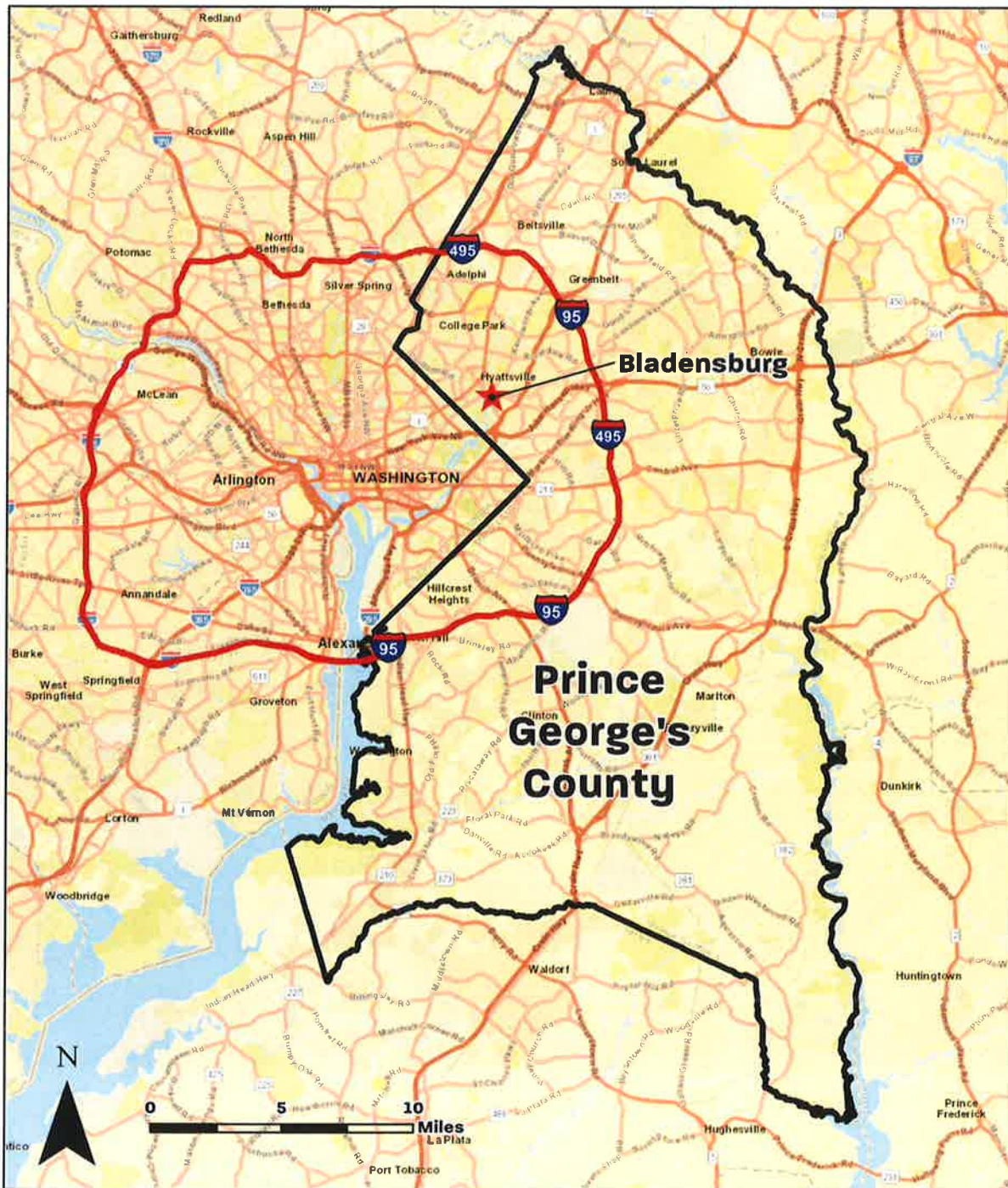
- The George Washington House (Historic Site 69-005-02)
- The Hilleary-Magruder House (Historic Site 69-005-07)
- The Market Master’s House (Historic Site 69-005-08)
- Bostwick (Historic Site 69-005-09)
- The Peace Cross (Historic Site 69-005-16)

Bostwick’s expansive property, with mature trees and excellent views, abuts the study area to the south. St. Paul’s Baptist Church (Historic Site 69-005-06) is of particular significance to African American history. Although noteworthy, these sites do not currently function as meaningful tourist destinations.



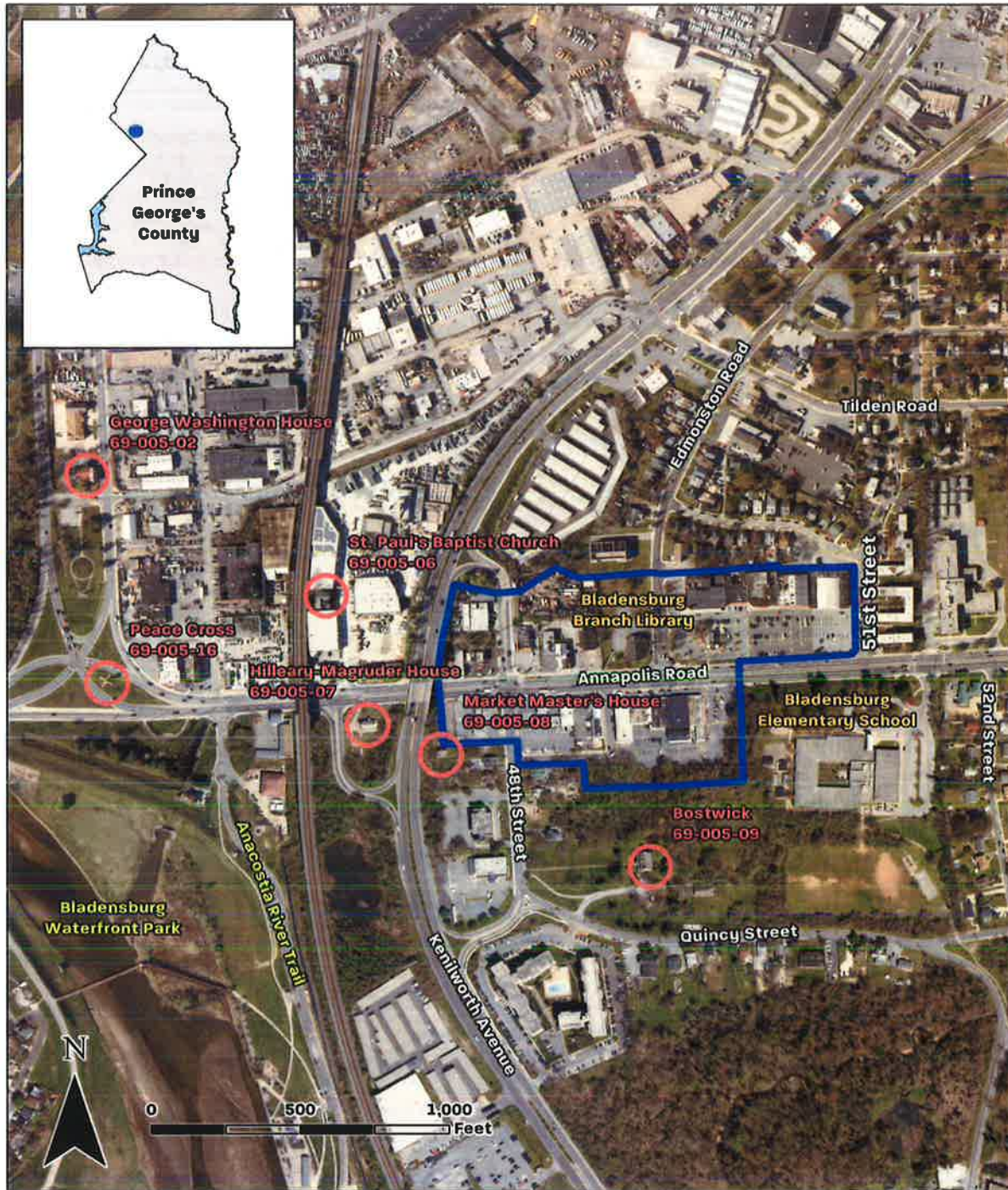
Map 6. Study Area Location Within Inner Beltway

Located on the Anacostia River, the Town of Bladensburg is a 15- to 20-minute drive from the District of Columbia. The Baltimore-Washington Parkway is within a three-minute drive and the Capital Beltway is a 10-minute drive. Although bus transit is available, there is no Metrorail stop within walking distance from the study area; however, there are several Metro stations within an eight-minute drive.



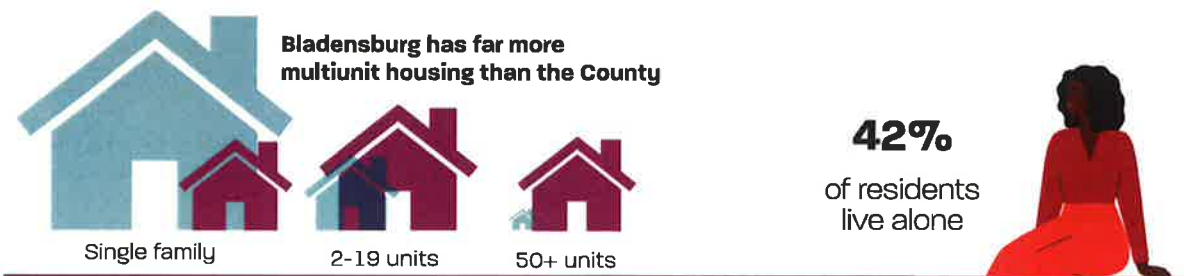
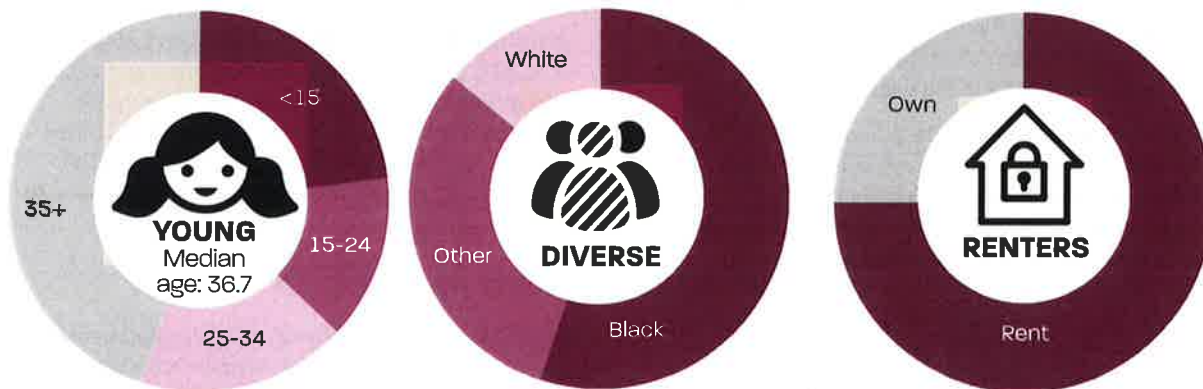
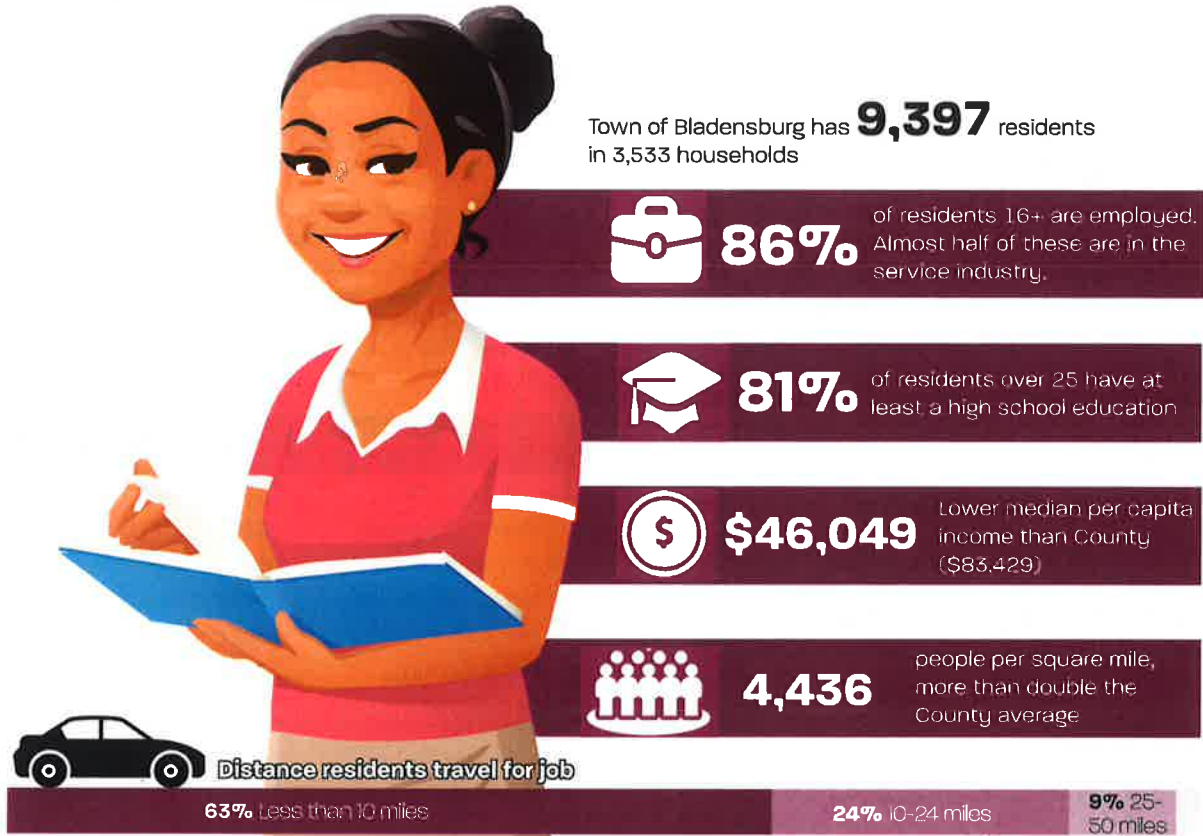
Source: PGAtlas; Roads data courtesy of U.S. Census TIGER database.

Map 7. Amenities, Public Facilities and Historic Sites



Source: PGAtlas.

WHO WE ARE



SOURCES: American Community Survey, 2018 5-Year Estimates, Esri, and US Census Longitudinal Employer-Household Dynamics (LEHD)

Regional Influences

Washington Metropolitan Area Dynamics

Bladensburg's future prospects are influenced by the dynamics of Washington, D.C.'s metropolitan area (the National Capital Region), which has one of the strongest economies in the nation. In 2018, the area ranked fifth among all United States' metro areas in terms of gross metropolitan product.²³ While the federal government still plays an important role, the National Capital Region's economy continues to diversify.

EMPLOYMENT FORECASTS

Employment growth within the National Capital Region over the next 10 years will put greater pressure on the housing market. Much of the job growth will occur in industries that employ highly skilled knowledge workers who prefer living in urban areas near their workplace. The Town of Bladensburg offers such a location.

Public Policy Framework

The 2014 *Plan 2035 Prince George's County Approved General Plan* (Plan 2035) guides future development within the County. Plan 2035's Strategic Investment Map identifies where the County intends to spend most of its resources in the near- to mid-term.

The Strategic Investment Map identifies three Downtowns (yellow diamonds), an Innovation Corridor (purple), and six Neighborhood Reinvestment Areas (orange). The three Downtowns are at the Prince George's Plaza Metro, the New Carrollton Metro, and the Largo Planned Town Center Metro. The Innovation Corridor runs from Brentwood to Beltsville to Greenbelt. The six Neighborhood Reinvestment Areas are all inside the Beltway. Bladensburg is not included on Plan 2035's Strategic Investment Map. To the extent that redevelopment requires County resources, a Bladensburg project may not be a priority. However, according to interviews with individuals at the Revenue and Redevelopment Authorities of Prince George's County, Bladensburg's Inner Beltway location is an advantage.²⁴ In addition, Bladensburg is part of the Port Towns Local Center

Table 1. Employment Forecasts Washington Metropolitan Area 2020-2030

Employment growth within the National Capital Region over the next 10 years will put pressure on the housing market. Much of the job growth will occur in industries that employ highly skilled knowledge workers who prefer living in urban areas near their workplace. The Town of Bladensburg offers such a location.

	2020	2030	Growth rate
Central Jurisdictions	1,173.3	1,303.5	1.1%
District of Columbia	846.3	937.9	1.0%
Inner Suburbs	1,631.4	1,808.2	1.0%
Montgomery County	543.5	604.5	1.1%
Prince George's County	349.0	375.7	0.7
Fairfax County	701.7	787.2	1.2%
Outer Suburbs	555.9	661.8	1.8%

SOURCE: Metropolitan Washington Council of Governments, "Round 9.1 Growth Trends to 2045," October 2018.

identified on the Plan 2035 Growth Policy Map. Local Centers are focal points for development and civic activity based on their access to transit or major highways, and the plan contains recommendations for directing medium to medium-high residential development, along with limited commercial uses, to these locations.²⁵

Metro Transit

Investors often see transit-oriented development as an attractive investment opportunity: sites within walking distance to a Metro station have market advantages. As stated previously, knowledge workers prefer urban locations with transit and other mobility options. In Prince George's County there is still an abundance of development opportunities around Metro stations. Redevelopment in Bladensburg must compete with existing and future transit-oriented projects.

Map 8. Strategic Investment Map

DOWNTOWN PRINCE GEORGE'S

PGP Prince George's Plaza

NC New Carrollton

LTC Largo Town Center

Innovation Corridor

Neighborhood Reinvestment Area

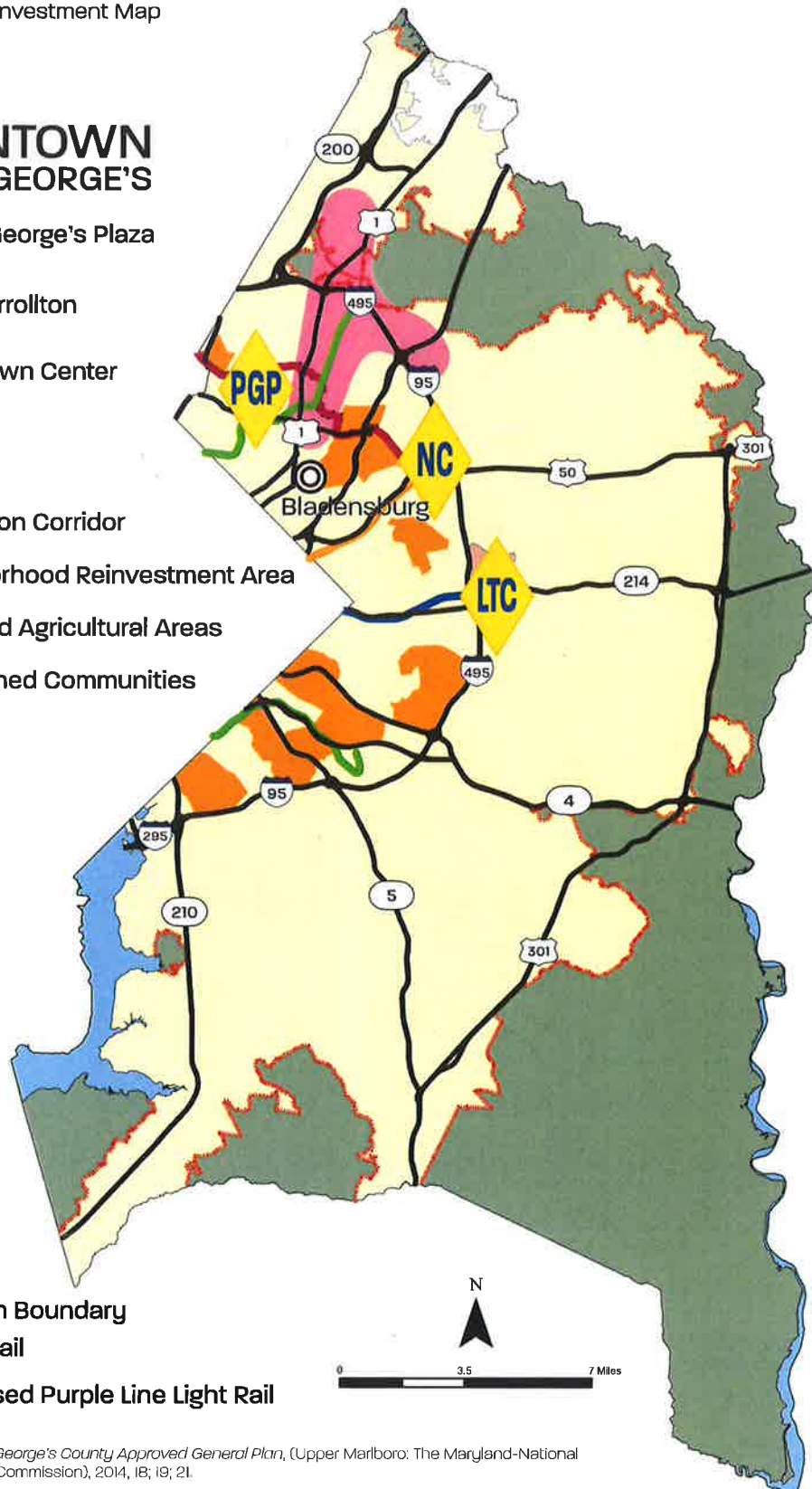
Rural and Agricultural Areas

Established Communities

Growth Boundary

Metrorail

Proposed Purple Line Light Rail



Source: *Plan 2035 Prince George's County Approved General Plan*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission), 2014, 18; 19; 21.

SWOT Analysis

S

STRENGTHS



Vibrancy: Week-long, 24-hour activity contributes to a shared sense of community. Businesses offer a variety of goods and services, many of which are one-of-a-kind establishments targeting the Latin and African markets.



Diversity: Bladensburg has a diverse population from a variety of cultures. Diversity is attractive to many markets, particularly millennials.



Community Amenities: The Waterfront Park, the Bladensburg Branch Library, historic sites, and trails are market assets that could be better leveraged.

W

WEAKNESSES



Infrastructure: The study area looks dated. It does not feel like a place with recognized potential.



Untested Market: There have not been any recent major commercial or residential projects in Bladensburg.



Property Values: The high cost of property (\$860,000–\$1 million or more per acre) will challenge a redevelopment project's financial feasibility.



Not Pedestrian Friendly: Although the traffic volume on MD 450 (Annapolis Road) is attractive to commercial land uses, it is not pedestrian friendly.

O

OPPORTUNITIES



MD 450 (Annapolis Road): With a traffic count of over 30,000 vehicles per day, Annapolis Road is an attractive and valuable location for retail, eating and drinking, and service establishments.



Proximity to Washington, D.C.: The nation's capital, a center of employment, culture, dining, and shopping, is within a 10-minute drive.



Road and Bus Access: MD 450 (Annapolis Road) and MD 201 (Kenilworth Avenue) are arterials connecting Bladensburg to the greater Washington Metropolitan economy via the Baltimore-Washington Parkway, US 50 (John Hanson Highway), and the Capital Beltway. The study area can be accessed via Metrobus and Prince George's County's TheBus.

T

THREATS



Lack of Transit: Bladensburg is not within walking distance of a Metro or light rail Purple Line station. Any new residential project would compete with many nearby transit-oriented projects.



Brand: Bladensburg lacks a brand, other than that of "Port Town," that would help to define and publicize its attributes.



Not a Plan 2035 Designated Strategic Investment Area



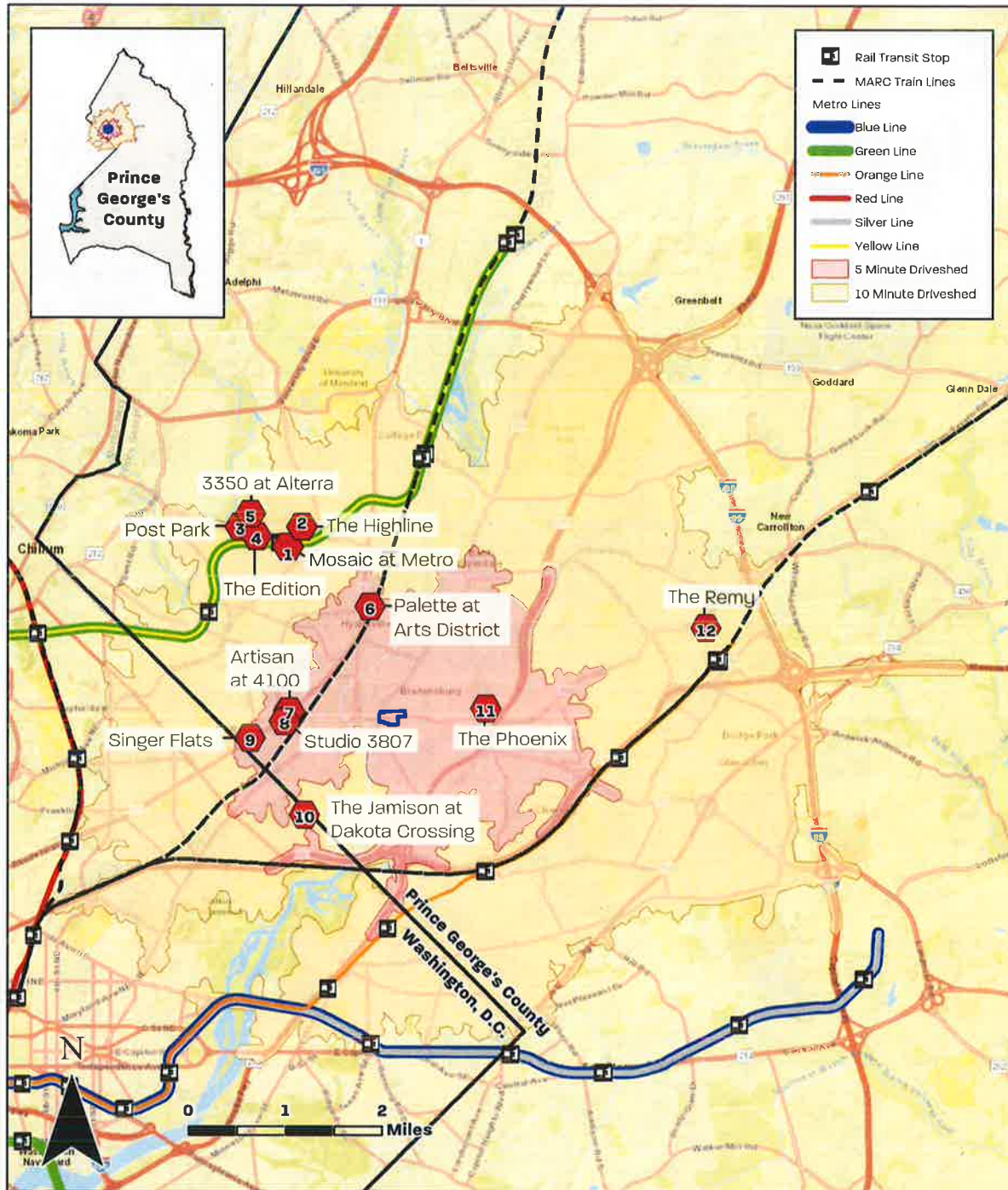
Market Master's House
(Historic Site 69-005-08)

PHOTO BY PRINCE GEORGE'S COUNTY
PLANNING DEPARTMENT

Residential Market

Renters seeking housing in Bladensburg have similar options with similar amenities and options in a 5- to 10-mile drive—the Residential Primary Trade Area (or Residential Market Area).

Map 9. Bladensburg Residential Primary Trade Area and Competitive Apartment Projects



Sources: PGAtlas; Rail data courtesy of D.C. Open Data and Maryland Open Data.

Residential Primary Trade Area

There are 12 competitive projects within Bladensburg's Residential Primary Trade Area. Most of the newer apartments are found northwest of the study area. There are also new apartments nearby in Fort Lincoln and in Lanham.

Table 2. Existing Competitive Projects and Asking Rents

Project	Town	Year built	Units	Rents	Studio	One bedroom	Two bedroom
Mosaic at Metro	Hyattsville	2020	84				
The Highline	Hyattsville	2019	236				
Post Park	Hyattsville	2018	147				
The Edition	Hyattsville	2018	351				
3350 at Alterra	Hyattsville	2017	248				
Palette at Arts District	Hyattsville	2014	283				
Artisan at 4100	Brentwood	2012	243				
Studio 3807	Brentwood	2010	402				
Singer Flats	Mount Rainier	2008	260				
The Jamison at Dakota Crossing	Washington, D.C.	1971	447				
The Phoenix	Bladensburg	2019	337				
The Remy	Lanham	2018	11				

Sources: Apartments.com and project websites.



PHOTO BY PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

Existing Conditions and Trends

It is estimated that there were 69,242 households in the Residential Primary Trade Area in 2020 where the median household income is \$65,240. This is below the County average of \$83,430.

The Trade Area lost 3,334 households over the previous 10 years and all these households were homeowners at almost every income level except households earning \$200,000 or more per year. The number of homeowners earning \$200,000 or more per year grew quickly, with a compound average annual growth rate of 5.9 percent.

The decline in home ownership is likely because units are being converted to rental properties. Renter households increased by approximately 5.6 percent over the past decade.

In general, the number of renter households earning less than \$60,000 per year declined. This decline may be because rental rates rose to levels too high for those households.

The number of renter households with incomes over \$60,000 increased by over 30 percent between 2010 and 2020. Households earning \$60,000 or more can generally afford to pay market rents.

Among renters, one- and two-person households accounted for 83 percent of growth over the past decade. Renter household growth was driven by

households with incomes of \$60,000 or more. From 2010–2020, households in this income bracket grew by 31.3 percent.

MARKET POTENTIAL

Residential Primary Trade Area households are projected to increase by 1,933 over the next five years. Growth is projected to occur for both renter and homeowner households.

Given the character of the study area, multifamily rentals are the most appropriate residential product type for the location. Therefore, the following analyses targets the residential rental market.

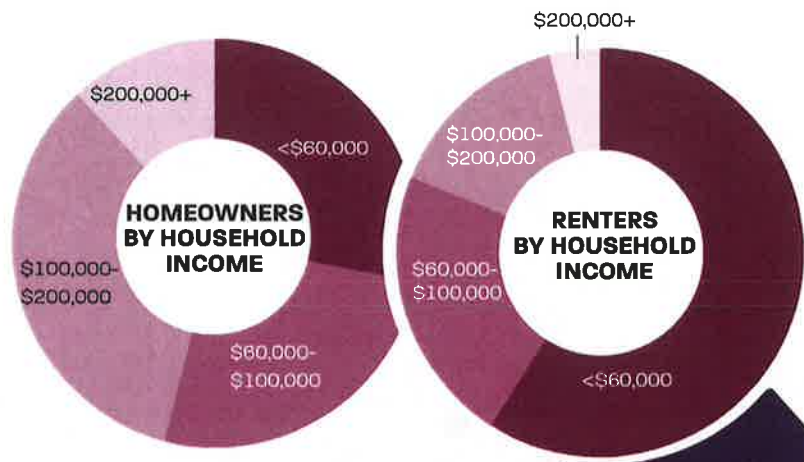
Households with incomes less the \$60,000 are projected to decline, likely because there will be fewer units available that are affordable to those in that bracket. Households with incomes above \$60,000 are projected to increase by over 2,100 over the next 5 years.

The new renter households will be mostly one- and two-person. For the 2,107 households with incomes over \$60,000, approximately 53 percent will be one- or two-person. Approximately 17 percent of the additional households will be three people and 30 percent will be households with four or more people.

The potential market for a new multifamily project in the study area is indicated by household growth among renter households and existing households moving within the Residential Primary Trade Area.

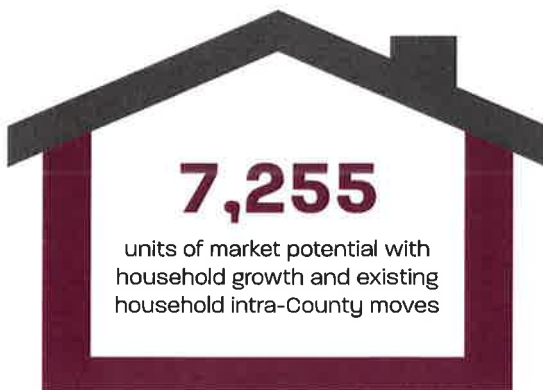
RESIDENTIAL PRIMARY TRADE AREA

NUMBER OF HOUSEHOLDS



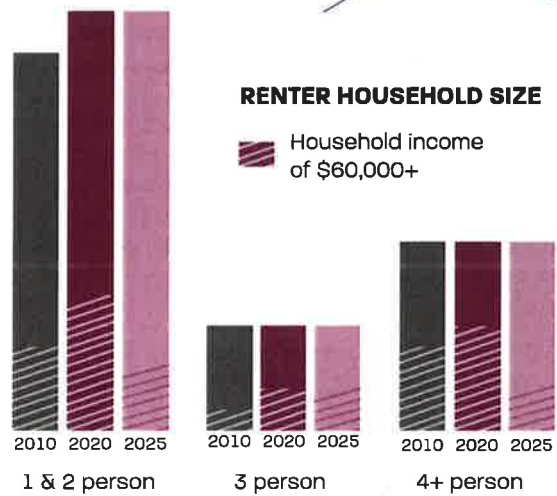
5,148

renter households with an income of \$60,000+ in the Residential Primary Trade Area move to another location within the County in a given year



RENTER HOUSEHOLD SIZE

Household income of \$60,000+



Source: Ribbon Demographics, US Census, Claritas, Inc.



PHOTO BY PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

CONSIDERATIONS

Within the Residential Primary Trade Area there are over 1,500 units slated for development within the next five years. This amounts to 75 percent of the residential market created by household growth. Planned projects with development approval include Canvas Apartments in Hyattsville on Baltimore Avenue and two new apartment buildings at Riverdale Park Station, both of which will offer desirable locations and amenities. New apartment buildings are also planned at Belcrest and Toledo Roads near the Prince George's Plaza Metro Station and in the New Carrollton Transit District. There are also projects planned in College Park that, although outside of the Residential Primary Trade Area, may compete for a portion of that market.

Residential rental projects in Bladensburg would have difficulty competing with amenity- and transit-

rich projects in other locations. Bladensburg lacks a clear identity or brand, making it a difficult location to market. To succeed, a developer would need to “bend” the market by offering relatively low rents* and leveraging Bladensburg’s locational assets, such as its proximity to Washington, D.C. In addition, Bladensburg’s quality of life assets (the waterfront, an employment base, bike trails, green spaces, and ethnic food) are all valuable to the residential market.

CONCLUSION

The study area can support a rental residential project of 133–158 units with an average rent of \$1,905 per month or \$2.50 per leasable square foot. To stay affordable, smaller unit sizes have been assumed with an average size of 738 square feet. This assumes a unit mix of 20 percent studios, 60 percent 1 bedrooms, and 20 percent 2-bedrooms.

* When compared to other new construction apartment rents in the County.

Retail Market

The retail market analysis examines the market for general retail, eating and drinking establishments, and neighborhood services. The analysis determines whether there will be market support for the businesses that may be anticipated as part of a mixed-use redevelopment project.

Definitions

Regional Shopping Center: Typically, regional shopping centers are enclosed malls or large outdoor shopping centers anchored by two to three department stores and are 500,000 or more square feet. These centers are dominated by comparison goods stores (see definition below) and draw patronage from up to a 20-minute drive time.

Comparison Goods: Regional shopping centers have stores that offer comparison goods—those goods for which consumers generally travel farther to compare variety, price, and quality. Typically included in this category are general merchandise, apparel and accessories, home furnishings and equipment, and miscellaneous items including sporting goods, stationery, jewelry, toys, games, gifts and novelties, souvenirs, luggage/leather goods, sewing, and optical goods.

Community Shopping Centers: Community shopping centers provide both convenience goods (see definition below) and services as well as a small selection of comparison goods. These centers often include a supermarket as well as discount apparel, some specialty shops, and sometimes entertainment such as movie theaters. Most of the sales generated at these centers come from residents and workers within a 10-minute commute. Because these centers target day-to-day shopping needs, they tend to be located in highly visible locations within easy access of their customer base.

Convenience Goods: Convenience goods are goods purchased in stores convenient to a shopper's dwelling or workplace. Food for home consumption and housekeeping supplies make up the largest portion of convenience goods. The category also includes prescription and over-the-counter drugs, personal care items, and health-and-beauty aids. Tobacco products, newspapers and magazines, flowers, and pet supplies are also considered convenience goods.

Neighborhood Centers: Neighborhood centers provide convenience goods to the immediate neighborhood surrounding them. These centers are typically less than 60,000 square feet. They are often anchored by a food market or drugstore with personal services such as banking, laundry, barbershops, and eating and drinking establishments filling out the remainder of the center. The primary trade area for a neighborhood center is residents and workers within a five-minute travel time. The Port of Bladensburg and Bladensburg Shopping Centers are neighborhood centers.

Eating and Drinking Establishments: Eating and drinking establishments include fast food, fast casual, and full-service restaurants; take-out restaurants; and bars.

In-Line Store/Retail: This term refers to the smaller stores that are located between the anchors in a shopping center.

National Credit Tenants: National credit tenant stores are owned by large, usually publicly traded companies. These companies have investor-grade bond ratings. National credit tenants have an established brand and hundreds or even thousands of outlets. As such, they generally provide cash flow reliability to a project. Examples of national credit tenants include Walgreens, Family Dollar, and Walmart.

Independent Stores: Sometimes referred to as “mom and pop” stores, an independent retailer is one who builds a business without the help of an established brand. These stores are privately owned and operated by entrepreneurs. These tenants can offer unique products but are considered risky from an investor's perspective.



Port of Bladensburg Shopping Center

Nearby Regional and Community Shopping Centers

The Mall at Prince George's (3500 East West Hwy, Hyattsville, MD 20782): The Mall at Prince George's is a 914,000-square-foot enclosed mall anchored by Target and Macy's across from a Metro station. Adjacent to the Mall is University Town Center, a project with a mix of office, retail, and residential uses. There has been considerable transit-oriented residential and retail development around the mall.

The Shops at Dakota Crossing (2438 Market St. NE, Washington, DC 20018): At 430,000 square feet, the Shops at Dakota Crossing is best characterized as a power center anchored by Costco, Lowe's, and Dick's Sporting Goods, and contains other in-line tenants. It is easily accessed via US 50 (John Hanson Highway).

The Shoppes at New Carrollton and others (7710 Riverdale Road, New Carrollton, MD 20784): There are many community shopping centers near the intersection of I-495 and MD 410 (Annapolis Road). The Shops at New Carrollton is a 253,600-square-foot strip center anchored by Lowe's, Staples, and Safeway. Enterprise Plaza is a 190,000-square-foot

center anchored by TJ Maxx and Aldi. Other adjacent shopping centers include Carrollton Shopping Center (51,000 square feet), Defense Shopping Center (74,200 square feet), and the Plaza 30 Shopping Center.

Although some of these centers are located near the New Carrollton Metro Station, they are automobile-centric and not transit-oriented.

Capital Plaza (6200 Annapolis Road, Landover Hills, MD 20784): Capital Plaza is five-minute drive from the study area. New outparcel development includes Walmart, a new Royal Farms, a Capital One bank, and a small multitenant retail building.

Other retail and eating/drinking destinations include Hyattsville and the Queens Chapel/Hamilton Road area where a transit station, major streetscape improvements, and a new Aldi have transformed the area. Restaurants and service establishments now occupy older storefronts. Mixed-use redevelopment in Hyattsville has created an attractive, walkable environment along US 1 (Baltimore Avenue). This area contains a Busboys and Poets restaurant/bookstore, a Yes! Organic Market, Franklins (a brewpub), and several fast-casual restaurants such as Chipotle and Elevation Burger.



PHOTO BY PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

Nearby and Study Area Neighborhood Centers

Save a Lot Shopping Center (5416 Annapolis Road, Bladensburg, MD 20710): Close to the study area, this 44,600-square-foot center contains a grocery store and an Advance Auto Parts store. The shopping center was observed to be 95 percent occupied in September 2020.

The Parkway Shopping Center (5640 Annapolis Road) and Capital Plaza (6200 Annapolis Road) are to the west and east, respectively, of the I-295 (Baltimore-Washington Parkway). These centers are occupied by independent retail and service establishments. There are few national credit tenants in these centers. Just to the south at the MD 202 (Landover Road) and I-295 (Baltimore-Washington Parkway) interchange are a new Aldi supermarket (6524 Landover Road) and Walgreens drugstore (6498 Landover Road).

Port of Bladensburg Shopping Center (4900-4960 Annapolis Road, Bladensburg, MD 20710): Within the study area, the 43,000-square-foot center is anchored by the Village Thrift Store, Americana Grocery, and an AutoZone. A Checker's fast-food restaurant occupies a pad site in the parking lot of the center. Most of the tenants in this center are

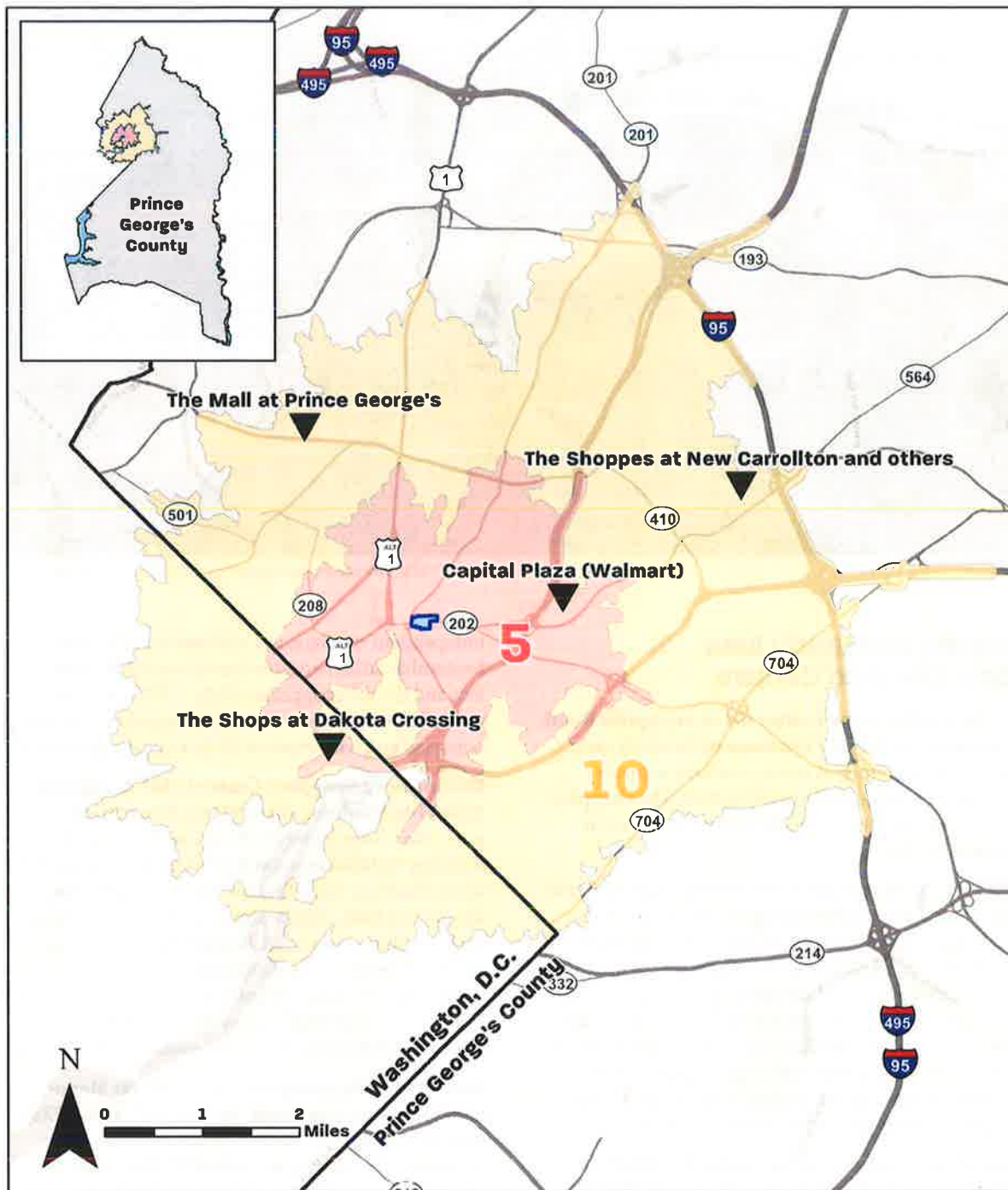
independent retailers, not national credit tenants. In September 2020, two storefronts, one 4,500 square feet and the other approximately 1,700 square feet, were vacant. The center is approximately 85 percent occupied and was observed to be typically quite busy.

Bladensburg Shopping Center (4821 Annapolis Road, Bladensburg, MD 20710): Also in the study area, this center totals 53,581 square feet, which includes rentable space in the basement and second story. There are 33,834 square feet of leasable space on the ground level. This center is anchored by Gussini Fashion-Shoes, Furnish & Beyond, and a 7-Eleven convenience store. As of September 2020, one 2,021-square-foot storefront was vacant in this center. The ground-level retail is over 90 percent occupied and many of the tenants are independent businesses.

Port Towns Shopping Center at Colmar Manor (3601 Bladensburg Road, Brentwood, MD 20722): West of the Peace Cross, this center is anchored by a Compare Foods grocery and a CVS Pharmacy. As of September 2020, none of the storefronts in this 56,000-square-foot center were vacant. Adjacent to this center are McDonald's, KFC, and Burger King fast-food restaurants.

Other retail and services in the study area include a

Map 10. Regional and Community Shopping Centers 5-10 Minute Drive Time from the Study Area



Map 11. Neighborhood Shopping Centers within a 5-Minute Drive of the Study Area

From the Peace Cross east, MD 450 (Annapolis Road) features stand-alone commercial establishments, neighborhood, and community centers. Most of the commercial buildings on Annapolis Road are several decades old and there has been little new construction except at highway interchanges. Notwithstanding, as of September 2020, there were few vacancies observed in the MD 450 (Annapolis Road) commercial buildings between the study area and the Baltimore-Washington Parkway.





Laundromat, a SunTrust bank, a gas station, a hair salon, a barber school, a Boost Mobile, a vacant auto service station, a stand-alone restaurant offering African food (Mango Café), and a stand-alone restaurant offering Mexican food (La Cochita).

Retail in the Study Area Today

The study area contains approximately 138,000 square feet of neighborhood-serving commercial space. There are relatively few vacancies. Study area establishments serve residents and local workers. Many of the stores and restaurants target the diverse market that is Bladensburg, and the study area is a busy place during business hours.

The Bladensburg Shopping Center's storefronts are on the sidewalk off an access lane, but most of the buildings in the study area are automobile-oriented, fronted by parking lots. Generally, access to the study area's retail establishments is not pedestrian-friendly.

Interviewees did not disclose rental rates for the commercial spaces. However, according to the owner, the Port of Bladensburg Shopping Center (4900-4960 Annapolis Road) charges below-market rents (under \$25 per square foot) to allow independent retailers to be successful. Rents at the Bladensburg Shopping Center (4821 Annapolis Road) are reportedly above \$25 per square foot. The vacant auto store at the corner of 48th Street is advertised at \$19 per square foot. Although the building stock is older, the study area is an attractive location for certain types of retail establishments.

The Study Area's Retail Positioning as of 2020

Retail in Bladensburg is targeting the neighborhood market and nearby workers. The Retail Primary Trade Area (from which approximately 70 percent of sales are derived) is the five-minute drive time. Bladensburg tenants are oriented toward the international market, the lunchtime crowd, and the discount shopper. The shopping environment is stop-and-go-oriented, a product of the tenant mix as well as a physical environment that is not conducive to a longer stay.

The assessed value of property in the study area is high at approximately \$1 million per acre; the Port of Bladensburg Shopping Center owner indicated that he has had offers to purchase the shopping center for

RETAIL, EATING, DRINKING, AND SERVICES SUPPLY

Center/Establishment	Square Feet
Port of Bladensburg Shopping Center	55,763
Hair Salon Brenje	3,443
Bladensburg Barber School	2,219
A&A Transmission Service	2,870
La Cocita Restaurant	4,324
Vacant auto-oriented	1,710
Mango Cafe	2,971
Shell Gas Station	2,204
SunTrust Bank	4,780
Bladensburg 24-Hour Wash & Dry	4,080
Bladensburg Shopping Center	53,581
Total	137,945

more than its assessed value.* The value of the study area from a market perspective is evident in property sale prices and assessed values. The 4,780-square-foot SunTrust bank property (4805 Annapolis Road) is currently for sale for \$2.8 million. As advertised on LoopNet, SunTrust holds a triple-net (NNN) lease.** The property generates a net operating income of \$182,000. This translates into a rent of \$38 per square foot triple-net, which is impressive.

Characteristics of Neighborhood Market

DEMOGRAPHIC INDICATORS

The Retail Trade Area's density of population and households is satisfactory to most national tenants. From 2010–2020, the Retail Trade Area's population grew at a rate slightly higher than that of the County's Inner Beltway communities. Household growth over this period was slightly slower. The Retail Trade Area is projected to grow more slowly than the Inner Beltway area over the next five years. Incomes and education attainment are relatively low in Bladensburg's trade area, which may preclude some affluent lifestyle tenants such as Starbucks and table-service restaurants. The Retail Trade Area is well-positioned for fast food and discount retail, however. The census's Diversity Index is very high in the Retail Trade Area.

* Telephone interview by Sarah Woodworth with José Rodríguez of Lubian, LLC, July 29, 2020.

** A triple net lease is a lease agreement whereby the lessee pays all the expenses of the property, including real estate taxes, building insurance, and maintenance.

RETAIL TRADE AREA



DIVERSITY INDEX

This index shows the probability that two people chosen at random will be from different race and ethnic groups.



COMPOUND AVERAGE ANNUAL GROWTH RATE OF HOUSEHOLDS

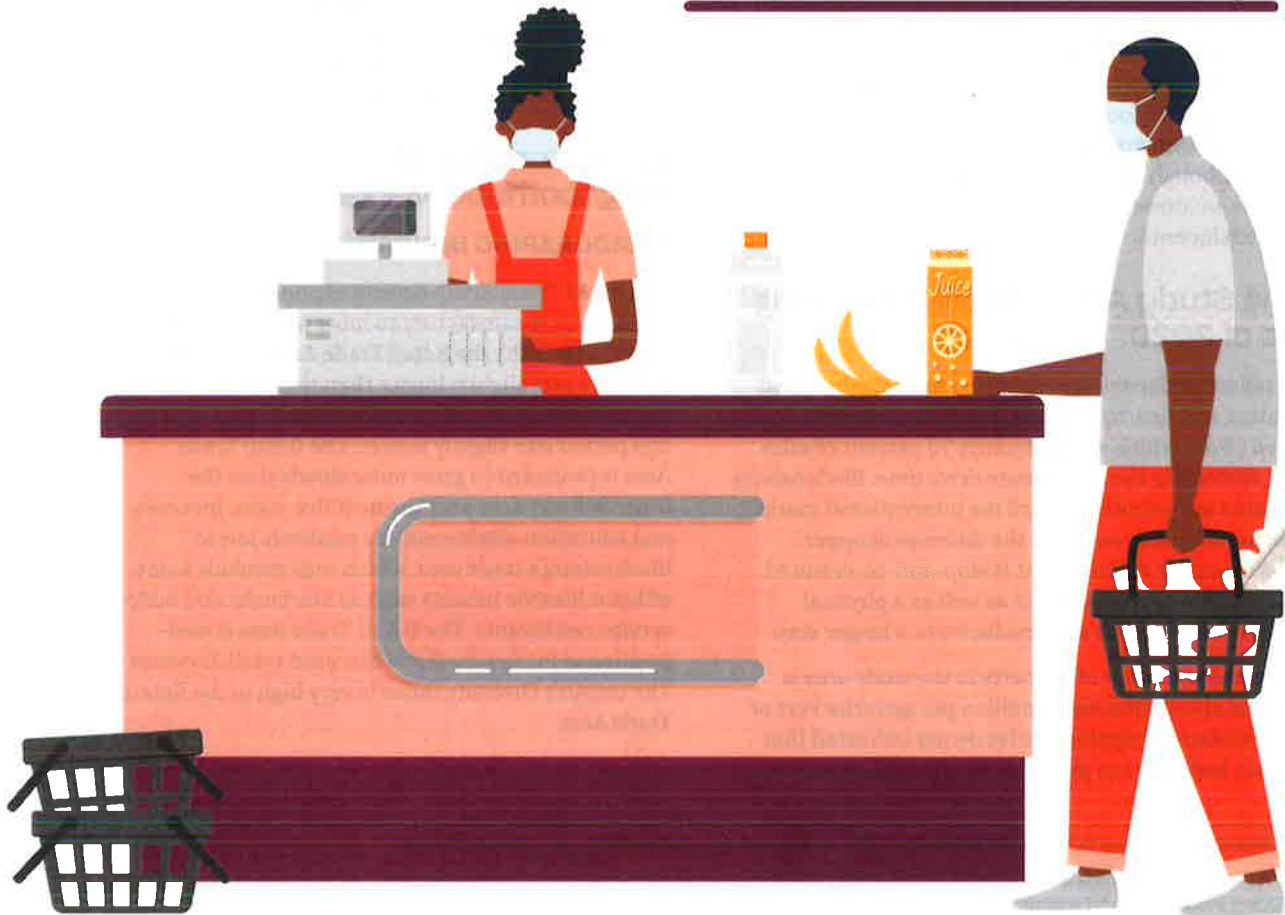
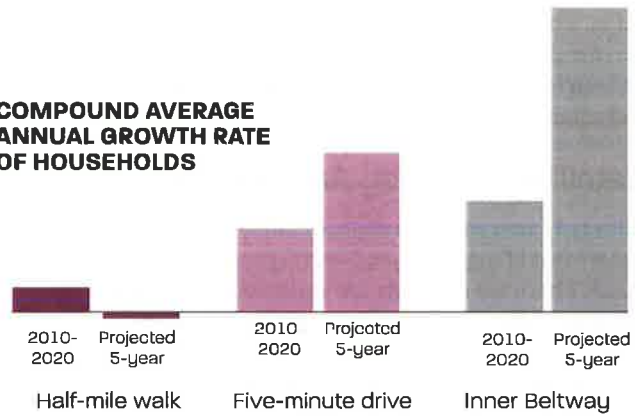


Figure 1. Retail Trade Area Tapestry Segmentation Profile

Esri's Tapestry Segmentation geodemographic system classifies United States households into 14 LifeMode groups and 67 unique lifestyle segments. The segments are based on demographic, socioeconomic, and lifestyle characteristics. Lifestyle characteristics are a function of where people live, how they spend their money, and their household age. The top five lifestyle segments in the Retail Trade Area are NeWest Residents, City Lights, Urban Villages, American Dreamers, and International Marketplace. Households in these segments account for two-thirds of the trade area's households. In general, the Retail Trade Area comprises young households, many of which are foreign-born. Households range from middle-income to low-income. Because of their incomes and the presence of children, most households are price-conscious shoppers. Households are also likely to shop at ethnic-specialized stores and restaurants.

Lifestyle Segment	Share	Characteristics	Spending Potential Index			Shopping Characteristics/Store-Types
			Food	Apparel	Entertainment/Recreation	
NeWest Residents	16.8%	Younger households; family-oriented; new immigrants; low income	60	59	50	Discount; Ethnic
City Lights	16.6%	Mix of singles and families; above average incomes; work hard; savvy	105	110	106	Price Savvy; Value Quality Brands; Macy's
Urban Villages	11.7%	Families; multicultural and multi-generational	94	100	95	Trendy, Fashion- and Status-Conscious; Target
American Dreamers	11.3%	Young married couple and grandparents; diverse; below median income	78	79	77	Necessity Shopping; Warehouse Club; Walmart
International Marketplace	9.7%	Young households and families; Hispanic; foreign-born; language barriers; hard working	81	84	74	Price-Conscious; Ethnic

RETAIL POTENTIAL

The study area is not well-positioned for national credit, non-discount comparison goods stores. These types of tenants seek locations where there is higher disposable income and a sufficient number of other stores to allow for comparison shopping. The community shopping nodes within a 10-minute drive of the planned town center are better positioned to attract these store types.

The study area is well-positioned for convenience-oriented retail. The Retail Trade Area's high population density coupled with MD 450 (Annapolis Road) traffic volume makes it a logical location. The retail, however, will likely be discount-oriented given trade area demographics. Because of the high traffic

volume on MD 450 (Annapolis Road) and its visibility to the site, discount national credit tenants in these store categories would likely invest in the study area as part of a mixed-use redevelopment at market-rate rents that the new construction would require.

REDEVELOPMENT CONSIDERATIONS

The paradox of redevelopment for community betterment is that the high cost of new construction virtually requires high rental rates. High rates may preclude independent retailers and restaurants—the very establishments that contribute to the study area's character and serve the local population. The community may want to consider conditioning any redevelopment subsidy upon below-market commercial space rents.

Figure 2. Site Selection Criteria, Select Restaurant Types

Location criteria for certain restaurant types. Rather than full-service restaurants, dining options will likely be take-out or fast-food oriented.

Restaurant-Type	Example	Store Size	Average Daily Traffic	Demographics/Psychographics
Coffee/Casual Food	Starbucks, Panera Bread	1,700 -2,700	20,000	Educated, strong population density and/or job density, \$90,000 income, morning side of street*
Fast Food	McDonald's; Burger King	3,000	25,000	
Casual Restaurant	Zoës Kitchen	2,200 -2,500	20,000	Daytime population 20,000; median income \$70K; 60% college-educated
Full-Service Restaurant	Olive Garden	7,500 -8,500	**	Prime regional location; 100,000 people in trade area (approx. 15 minutes)

* The side of the street used by workers when commuting to work in the morning.

** The Olive Garden does not list a traffic count in their location criteria.

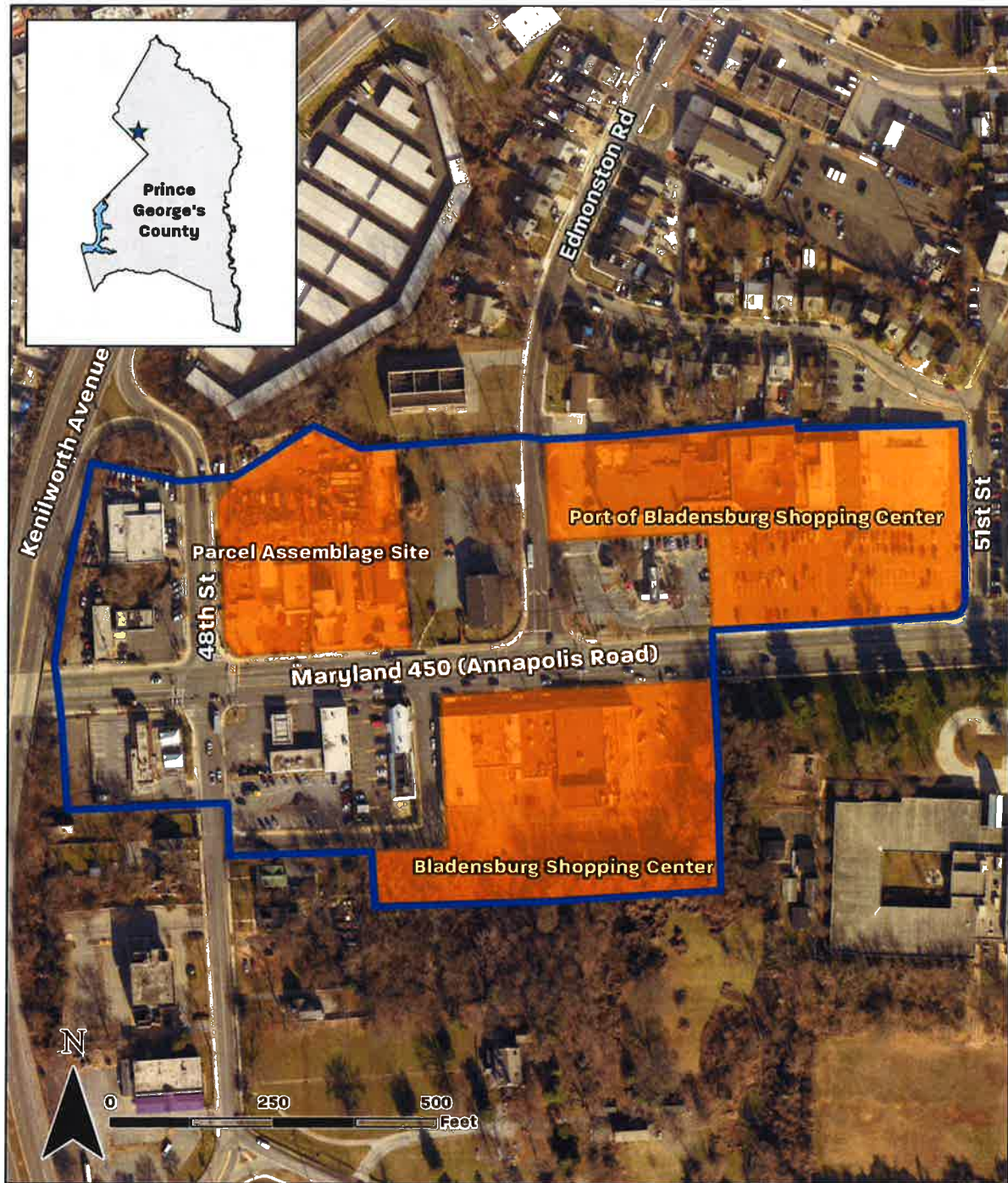
Source: W-ZHA, LLC.

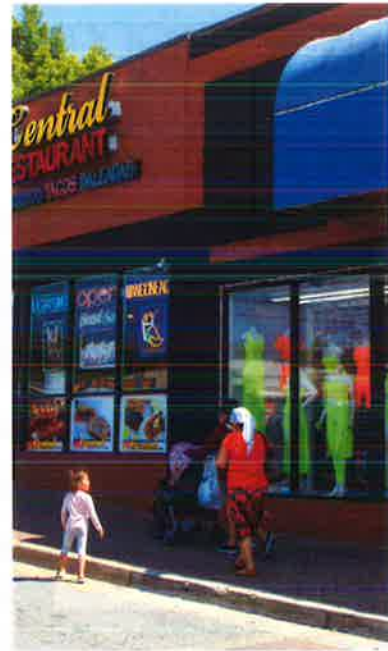
PHOTO BY PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



Redevelopment Scenarios

Map 12. Study Area Potential Redevelopment Sites





PHOTOS BY PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

Potential Redevelopment Sites

Redevelopment feasibility was tested on three sites: the Port of Bladensburg Shopping Center site; the parcels between the library site and 48th Street; and the Bladensburg Shopping Center site. Feasibility was tested for all sites under the prior M-X-T (Mixed-Use Transportation Oriented) Zone; the CS (Commercial, Service) Zone for properties north of MD 450 (Annapolis Road) and the CN (Commercial, Neighborhood) Zone for properties south of MD 450 (Annapolis Road).

Development Programs

The development programs were created by estimating net land area and applying a density factor. The maximum density is a function of zoning and how much parking can be accommodated on the site. Surface or tuck-under parking was assumed, rather than structured or below-grade. Market and risk are important determinants of a site's ultimate development program; sites are not always redeveloped to the maximum allowable capacity.

Figure 3. Development Programs for Redevelopment Sites

Site	Zoning	Total Sq Ft	Retail Sq Ft	Residential Sq Ft	Residential Units
Port of Bladensburg Shopping Center*	M-X-T	154,857	19,900	134,957	147
	CS	75,902	19,900	56,002	61
Parcel assemblage off 48th Street	M-X-T	75,819	8,800	70,019	73
	CS	47,359	8,800	38,559	42
Bladensburg Shopping Center	M-X-T	98,781	13,400	85,381	93
	CN	47,369	13,400	33,969	37

* Does not include the Checkers drive-thru restaurant, which has a long-term lease

OPERATING ASSUMPTIONS

In all scenarios, residential market rent is assumed to be \$1,905 per month or \$2.50 per leaseable square foot per month. The average unit was assumed to be 762 net square feet. Retail rent is assumed to be \$25 per square foot, triple net (NNN).

Residential

Monthly Rent	\$1,905
Stabilized Vacancy	5%
Other Income (-% of Rental Revenue)	3%
Parking Fee Income*	\$75.00
Operating Expenses (of Revenue)	40%

Commercial

Rent NNN	\$25.00
Vacancy	10%
Other Operating Expenses (-% of Revenue)	5%

*One parking space per bedroom is free. Charge on additional spaces.

Source: W-ZHA

DEVELOPMENT COST

This analysis assumes that the developer is not the landowner but must acquire the property. If shopping center owners were to redevelop their own sites, project feasibility could improve. The properties acquisition price was assumed to be equal to their assessed value—the actual acquisition price could be higher. On the site where property assemblage must occur, a 20 percent land acquisition premium was applied.

Existing long-term leases or leases with options to extend the term of the lease add costs to a project. In some cases, when tenants do not want to cooperate, lease buy-out costs can become prohibitive. On the shopping center sites, the redevelopment cost includes a \$1 million allowance for existing lease buyouts. The real cost could be higher or lower. Because the likelihood of long-term leases is lower for the assembled property scenario, the buy-out allowance is also lower.

* PricewaterhouseCoopers, "PwC Real Estate Investor Survey: Fourth Quarter 2020."

REDEVELOPMENT COST ASSUMPTIONS

Stick-built construction over a concrete podium was assumed for all the scenarios. The hard cost per square foot for this type of construction assumption is derived from Marshall and Swift CoreLogic cost estimating service for Bladensburg's ZIP code (20710) plus \$5.00 per square foot for furniture, fixtures, equipment, and amenities. Parking is a significant cost to all urban redevelopment projects. Different parking solutions have higher or lower cost. The market rent of \$1,905 per month for a residential unit is not high enough to cover the cost of structured parking.

Cost Item	Assumption
Land Acquisition Price	Property's Assessed Value Property's Assessed Value plus 20% for 48th St. Assemblage
Lease Buy-Out Allowance	\$1 Million for Shopping Centers; \$250,000 for 48th Street Assemblage
Building Demolition	\$7.00 /Sq Ft
Hard Cost + FF&E*	\$150 /Gross Sq Ft
Soft Cost	20% of Hard Cost
Retail Tenant Fit-Out Allowance	\$75.00 /Sq Ft
Parking Cost	\$2,500 /Surface Space; \$15,000 /Tuck-Under Space
Contingency	5% of Hard Cost and Parking Cost
Financing	3.5% of Development Cost

* Fixtures, Furniture and Equipment

Source: Marshall & Swift CoreLogic; developer interviews.

Financial Feasibility by Site

A project was considered feasible if the capitalized net operating income covers the project's development cost plus a 10 percent developer profit. The capitalization rate was assumed to be 5.73 percent, which is the average for multifamily rental projects in the Mid-Atlantic region.*



PHOTO BY PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

PORT OF BLADENSBURG SHOPPING CENTER REDEVELOPMENT

The Port of Bladensburg shopping center site is 4.38 acres and slopes down to the northwest. At the corner of 51st Street and MD 450 (Annapolis Road) the site is at a 70-foot elevation. At Edmonston Road the site is at a 42-foot elevation—advantageous for tuck-under parking. Therefore, the redevelopment program assumes a mix of surface parking and parking under the building. Among the three sites, given its size, topography, and parking constraints, the Port of Bladensburg Shopping Center site has the greatest redevelopment capacity. Given market rents and the development cost assumptions, however, redevelopment is infeasible under both the prior M-X-T (Mixed-Use Transportation Oriented) Zone or the CS (Commercial, Service) Zone. Regardless of zoning, public subsidy will be required to attract a third-party developer.



PHOTO BY PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

PARCELS BETWEEN THE LIBRARY SITE AND 48TH STREET REDEVELOPMENT

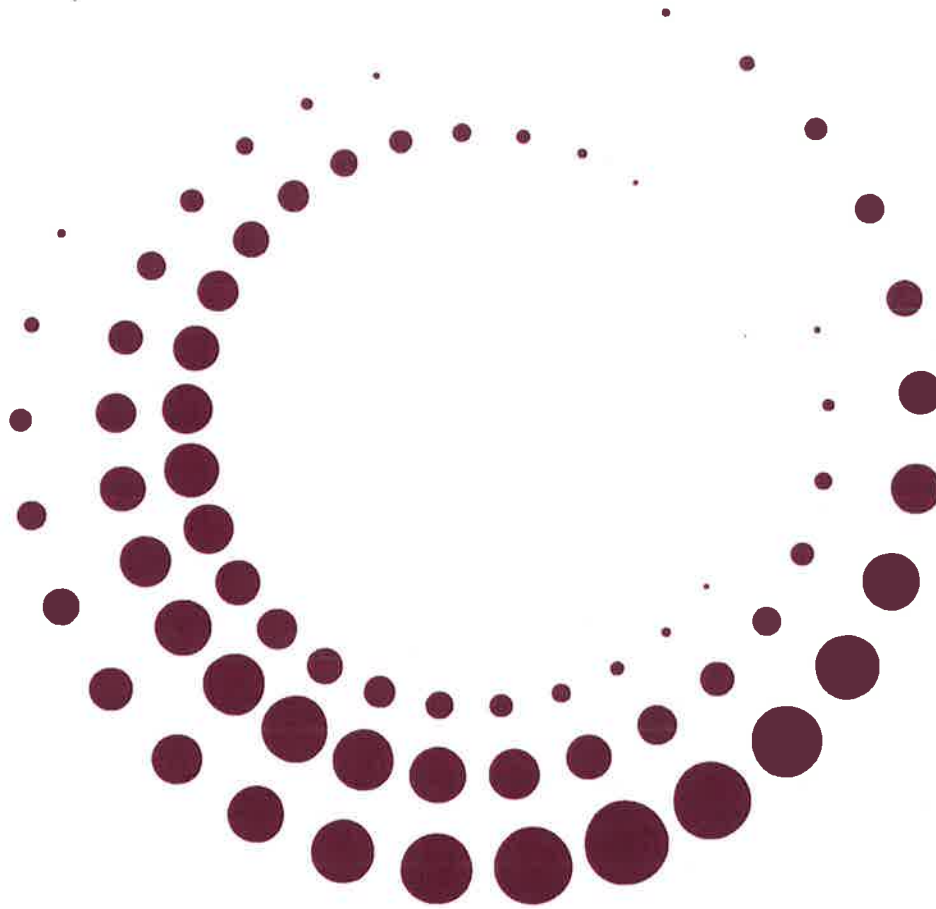
Meaningful redevelopment would require the assemblage of that five independently owned parcels. Together these sites total approximately 2.4 acres and have an assessed value of \$2.34 million. Land assembly typically increases property acquisition cost because the developer needs to negotiate with multiple owners. A land acquisition cost premium of 20 percent was applied to reflect this reality. A \$250,000 allowance for existing lease buyouts was assumed. This lease buyout allowance is lower than the shopping centers because it was assumed that many of the tenants in these older buildings do not have long-term leases. Although property acquisition and lease buyout costs are lower on this site, subsidy is still required to make redevelopment feasible under both the prior M-X-T (Mixed-Use Transportation Oriented) Zone or the CS (Commercial, Service) Zone.



PHOTO BY PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT

BLADENSBURG SHOPPING CENTER SITE REDEVELOPMENT

The southeast, wooded portion of this site has steep slopes, which reduces the area available for redevelopment. Surface parking is assumed. Public subsidy would be necessary to realize redevelopment. The cost of the property and lease buy-out costs make redevelopment challenging on this site under both the prior M-X-T (Mixed-Use Transportation Oriented) Zone or the CN (Commercial, Neighborhood) Zone.



Feasibility Analysis Conclusions

As is the case with many urban redevelopment projects not served by transit, parking drives development programming and economics. Bladensburg is an untested market for new multifamily development. For this reason, the analysis concluded that a project might be successful with relatively low rents. This competitive rent, however, will not support structured parking. Therefore, much of the density allowed by the M-X-T (Mixed-Use Transportation Oriented) Zone cannot be utilized.

Public-sector gap funding will be necessary to incentivize the redevelopment of all three potential sites, and subsidy is required under both the prior and current zones. The Port Towns Sector Plan is scheduled for an update in fiscal year 2024, which will offer an opportunity to revisit the vision and zoning for the study area. Over this period the market could change, clearing a path for new opportunities.

Endnotes

- 1 Adapted from the 2010 *Approved Historic Sites and Districts Plan for Prince George's County, Maryland* (Upper Marlboro: The Maryland-National Capital Park and Planning Commission) 2010, 221-222.
- 2 Each character area has its own set of development district standards. Depending on the area, certain uses are permitted or prohibited by the overlay zone established by the 2009 *Approved Port Towns Sectional Map Amendment*.
- 3 2009 *Approved Port Towns Sector Plan*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission, 2009), 45.
- 4 2009 *Approved Port Towns Sector Plan*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission, 2009), 150. "The town center area is also distinguished by a collection of historic properties—the Bostwick House, Market Master's House, Hilleary-Magruder House, and Free Hope Baptist Church." Source: 2009 *Approved Port Towns Sector Plan*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission, 2009), 45.
- 5 2009 *Approved Port Towns Sectional Map Amendment*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission, 2009), 136-137.
- 6 "Development proposals for properties in zones other than LCD, LMUTC and LMXC may apply for permission to utilize the prior Zoning Ordinance for development up to two years absent further extension by legislative act of the District Council." Prince George's County Zoning Ordinance, Sections 27-1901; 27-1903.
- 7 2009 *Approved Countywide Master Plan of Transportation*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission) Map 11, 85.
- 8 Maryland State Highway Administration, Traffic Volume Maps 2019; https://data.imap.maryland.gov/data/sets/3f4b959826c34480be3e4740e4ee025f_1?geometry=-77.012%2C38.931%2C-76.854%2C38.954&selectedAttribute=CUTRUCK_AADT_PCT_TRUCK
- 9 Source: consultant's interviews with community stakeholders, 2019-2020.
- 10 Average annual daily traffic count by Vehicle Type: Car: 23,784; Pickup Truck: 2,789; Motorcycle: 104; Bus: 156; Truck (Single Unit): 724; Truck (Combination Unit): 65. Source: MDOT Annual Average Daily Traffic (AADT) Locator <https://www.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d>.
- 11 2009 *Approved Countywide Master Plan of Transportation*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission) Map 11, 85.
- 12 2009 *Approved Countywide Master Plan of Transportation*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission) Map 11, 85.
- 13 2020 data indicates between 18,500 and 28,000 vehicles per day travel on MD 201 (Kenilworth Avenue) in the vicinity of the study area according to the Maryland Department of Transportation Annual Average Daily Traffic (AADT) Locator. <https://www.arcgis.com/apps/webappviewer/index.html?id=223148a698214294a7b43ed612a4e67d>.
- 14 Parcel 200, about 21 feet at its widest, is actually occupied by a parking lot and part of a commercial building but carries the Vacant classification.
- 15 2009 *Approved Port Towns Sectional Map Amendment*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission, 2009), 136-137.
- 16 Sec. 27-542 of the Prince George's County Zoning Ordinance states: The purposes of the M-X-T Zone are: (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment

and living opportunities for its citizens; (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment; (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use; (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area; (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously; (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity; (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects; (9) To permit a flexible response to the market and promote economic vitality and investment; and (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning (CB-84-1990; CB-47-1996; CB-78-2006).

- 17 2009 *Approved Port Towns Sector Plan*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission, 2009), 149-200.
- 18 2009 *Approved Port Towns Sectional Map Amendment*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission, 2009), 217.
- 19 “Development proposals for properties in zones other than LCD, LMUTC and LMXC may apply for permission to utilize the prior Zoning Ordinance for development up to two years absent further extension by legislative act of the District Council.” Prince George’s County Zoning Ordinance, Sections 27-1901; 27-1903.
- 20 27-4203(c) Commercial, Service (CS) Zone; Zoning Ordinance, 27-4—58.
- 21 27-4203(b) Commercial, Neighborhood (CN) Zone; Zoning Ordinance, 27-4—54.
- 22 Alison Beckwith, “Construction Underway on New Bladensburg Public Library,” *The Hyattsville Wire*, October 5, 2021, <https://www.hyattsvillewire.com/2021/10/05/bladensburg-library/>.
- 23 Source: Statistica.com. Gross metropolitan product (GMP) is a monetary measure of the value of all final goods and services produced within a metropolitan statistical area during a specified period (e.g., a quarter, a year). GMP estimates are commonly used to compare the relative economic performance among such areas.
- 24 Telephone interviews by Sarah Woodworth with Steve Paul, May 5, 2020 and Peter Shapiro, July 31, 2020.
- 25 *Plan 2035 Prince George’s County Approved General Plan*, (Upper Marlboro: The Maryland-National Capital Park and Planning Commission), 2014, 18; 19; 21.

Acknowledgments

This project was funded and managed by the Planning Assistance to Municipalities and Communities (PAMC) program, Prince George's County Planning Department.

Andree Green Checkley, Esq.	Planning Director
Derick Berlage, ACIP	Acting Deputy Director of Operations
Suzann King	Deputy Director of Administration
Kipling Reynolds, ACIP	Chief, Community Planning Division

Project Team

Frederick Stachura, JD	Supervisor, Neighborhood Revitalization Section, Community Planning Division
Daniel Sams	Planner III, PAMC Program Manager, Neighborhood Revitalization Section, Community Planning Division
*Wendy Irminger	Planner III, PAMC Program Manager, Neighborhood Revitalization Section, Community Planning Division
Samuel L. White II	Project Manager, Planner II, Neighborhood Revitalization Section, Community Planning Division
Zachary Banham	GIS Specialist, Placemaking Section, Community Planning Division

Technical and Administrative Assistance

Daniel Hartmann	Publications, Web, and Office Services Manager, Management Services Division
Carly Brockinton	Senior Public Affairs and Marketing Specialist, Publications and Graphics Section, Management Services Division
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*Ted Kowaluk	Planner III, Countywide Planning Division, Special Projects Section

Consultants

Sarah Woodworth	W-ZHA, LLC
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Special thanks to:

Town of Bladensburg:

Mayor Takisha D. James; City Councilmembers, Ward 1: Cris Mendoza, Jocelyn Route; Ward 2: Marilyn Blount, Carletta Lundy; Staff: Cecile K. Cunningham, Robert McGrory, Debi Sandlin, Vito Tinelli

Redevelopment Advisory Group:

Maria K. Day-Marshall, David Harrington, Stephen Paul, Brendan Quinn, Barry Stanton, Peter A. Shapiro, Ebony Stocks

* Former employee



 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Prince George's County Planning Department

pgplanning.org

**TOWN OF BLADENSBURG
4229 Edmonston Road
Bladensburg, Maryland**

**ORDINANCE NO. 02-2023
OF THE MAYOR AND COUNCIL OF THE TOWN OF BLADENSBURG
GRANTING A RENEWAL OF THE CABLE FRANCHISE TO COMCAST OF
MARYLAND, LLC AND AUTHORIZING A FRANCHISE AGREEMENT**

WHEREAS, pursuant to §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, the Town of Bladensburg (hereinafter, the “Town”) has the power to pass such ordinances as it deems necessary to protect the health, safety and welfare of the citizens of the municipality;

WHEREAS, the Mayor and Council have the power under §5-204(d) of the Local Government Article, Annotated Code of Maryland to grant non-exclusive cable franchises; and

WHEREAS, the Mayor and Council have adopted a cable ordinance to govern cable franchises that are located within the Town and

WHEREAS, the Town entered into a cable franchise agreement with Comcast of Maryland, LLC which ended in 2015, but has been extended during the negotiation of the renewal of the franchise agreement; and

WHEREAS, the Mayor and Council authorized the negotiation of the renewal of the franchise agreement with Comcast of Maryland, LLC and said proposed agreement has been prepared and presented to the Mayor and Council; and

WHEREAS, the Mayor and Council have determined that it is in the public interest to renew the cable franchise with Comcast of Maryland, LLC, within the corporate limits of

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the Town, on condition that Comcast of Maryland, LLC. enter into a franchise agreement in substantially the form as attached to this Ordinance.

Section 1. NOW THEREFORE, BE IT ORDAINED AND ENACTED, by the Mayor and Council of the Town of Bladensburg the renewal of the non-exclusive right to construct and operate a cable television system along the public rights of way in the Town of Bladensburg is hereby granted to Comcast of Maryland, LLC, subject to the provisions of Chapter A125 of the Town Code and a franchise agreement between the Town and Comcast Cable, LLC in a form substantially similar to that attached to this Ordinance. The Town of Bladensburg Town Council is authorized to endorse the franchise agreement on behalf of the Town.

Section 2. BE IT FURTHER ORDAINED AND ENACTED by the Mayor and Council of Bladensburg that upon formal introduction of this proposed Ordinance, which shall be by way of a motion duly seconded and without any further vote, the Town Clerk shall distribute a copy to each Council member and shall maintain a reasonable number of copies in the office of the Town Clerk and shall post at Town Hall, to the official Town website, to the Town-maintained e-mail LISTSERV, and on the Town cable channel, and if time permits, in any Town newsletter, the proposed ordinance or a fair summary thereof together with a notice setting out the time and place for a public hearing thereon and for its consideration by the Council.

The public hearing, hereby set for December 12, 2022, shall follow the publication by at least seven (7) days, may be held separately or in connection with a regular or special Council meeting and may be adjourned from time to time. All persons interested shall have an opportunity to be heard. After the hearing, the Council may adopt the proposed ordinance with or without amendments or reject it. That this Ordinance shall become effective ten days after adoption

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provided that, as soon as practicable after adoption, the Town Clerk shall post a fair summary of the Ordinance and notice of its adoption at Town Hall, to the official Town website, to the City-maintained e-mail LISTSERV, on the Town cable channel, and in any Town newsletter. If any section, subsection, provision, sentence, clause, phrase or word of this Ordinance is for any reason held to be illegal or otherwise invalid by any court of competent jurisdiction, such invalidity shall be severable, and shall not affect or impair any remaining section, subsection, provision, sentence, clause, phrase or word included within this Ordinance, it being the intent of the Town that the remainder of the Ordinance shall be and shall remain in full force and effect, valid and enforceable.

INTRODUCED by the Mayor and Council of the Town of Bladensburg at a regular meeting on the 14th day of November, 2022.

ADOPTED by the Mayor and Council of the Town of Bladensburg at a regular meeting on the 12th day of December, 2022.

EFFECTIVE the 22nd day of December, 2022.

ATTEST:

CITY/TOWN

By: _____
_____, Town Clerk

By: _____
_____, Mayor

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

Town Attorney

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IX
A.

**TOWN OF BLADENSBURG
4229 Edmonston Road
Bladensburg, Maryland**

**EMERGENCY ORDINANCE NO. 03-2023: FISCAL YEAR 2023 BUDGET
AMENDMENT**

**AN ORDINANCE TO AMEND THE OPERATING BUDGET OF THE
TOWN OF BLADENSBURG, MARYLAND FOR THE 2023 FISCAL YEAR (JULY
1, 2022 THROUGH JUNE 30, 2023).**

WHEREAS, the Town Administrator of the Town of Bladensburg has made a recommendation to the Mayor and Town Council to amend the FY 2023 Budget to reallocate funds as part of this Fiscal Year; and

WHEREAS, the Mayor and Town Council of the Town of Bladensburg have determined that it is in the best interest of the Town to pass this as Budget Amendment Ordinance at the December 12, 2022 Town Council meeting.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the Mayor and Town Council of the Town of Bladensburg that the following amendments are made to the general operating budget for Fiscal Year 2023:

1. Allocate \$117,000 of ARPA Funding for the buttress repair project and archaeological project at the Bostwick House and grounds
2. Transfer \$30,000 from the Town Administrator Compensation line item to a Public Safety Capital Purchase Line Item for the purpose of purchasing a mobile police camera
3. Allocate \$500,000 of additional ARPA funding for the rental and mortgage housing assistance program

AND BE FURTHER ENACTED AND ORDAINED that upon passage this Ordinance shall be authenticated by the signature of the Mayor and Town Clerk and shall be recorded in a book kept for that purpose. In addition, this Ordinance shall be published by posting a certified copy of it in the Town Hall for ten (10) days following its adoption pursuant to Article II, Section 209 of the Charter of Town of Bladensburg, Maryland and will be effective the 22nd day of December, 2022.

ATTEST:

By Order of the Mayor and Town Council

Richard Charnovich, Town Clerk

Takisha James, Mayor

First Reading: December 12, 2022
Second Reading: December 12, 2022
Adopted: December 12, 2022
Effective: December 22, 2022

From: rcharnovich@bladensburgmd.gov
Sent: Friday, December 9, 2022 4:35 PM
To: rcharnovich@bladensburgmd.gov
Subject: Annual Leave Carryover Policy, Agenda item IX. B

Mayor James and Council Members,

I would like to request that the Annual Leave Carryover Policy, Agenda item IX. B be tabled until at least the January 2023 Council Meeting. The Town Administrator is able to extend the opportunity to use annual leave up to 90 days after the end of the calendar year. This would take us to approximately the end of March, 2023.

Please see attached section of the Personnel Manual that references this.

I would like to request some additional time to work on a leave usage plan with the Department Heads for 2023.

Thank you for your consideration.

Richard Charnovich
Town Clerk/Interim Town Administrator
Town of Bladensburg
301-927-7048
RCharnovich@BladensburgMD.gov

SECTION III—Employee Benefits

Leave Time

A. Annual Leave

- a) Accumulation of Annual Leave
 - a. Permanent full-time employees will earn annual leave at the rate of 4 hours per 80-hour work period (104 hours per year)
 - b. Permanent, part-time employees will earn annual leave at the same rate proportionate to the number of hours worked.
 - c. Annual Leave will begin to accrue from the first full pay period of employment and will accumulate concurrently with the employees' continuous service. The accumulation of annual leave each year will end on the last pay period ending in December. Any leave earned past the last pay period will be credited to the New Year.
 - d. Annual leave will not be earned if the employee is in a non-work status, e.g. leave without pay, suspension, and absent without leave, and workmen's compensation or disability leave over three days, for any portion of a pay period.
 - e. The maximum amount of annual leave, which can be carried over one calendar year to the next, will be 360 hours. The Town Administrator has the authority to extend by 90 days the opportunity to use annual leave over 360 hours at the end of the year to employees who, for a legitimate reason, could not do so during the calendar year.
 - f. Earning rate based on years of service. Annual leave is accumulated as follows:

Length of Employment	Hours	Hours
	(per annum)	(per pay period)
0 to 3 years	104	4
After 3 years	120	4.62
After 6 years	136	5.23
After 9 years	153	5.85
After 12 years	168	6.46



From: vtinelli@bladensburgmd.gov
Sent: Tuesday, October 18, 2022 12:36 PM
To: rcharnovich@bladensburgmd.gov
Subject: End of year annual leave
Attachments: Leave Report PPE 10-8-22.pdf

Hi, Rich. Below is what is stated in our Personnel Policies for Annual Leave (pg. 23):

- e. The maximum amount of annual leave, which can be carried over one calendar year to the next, will be 360 hours. The Town Administrator has the authority to extend by 90 days the opportunity to use annual leave over 360 hours at the end of the year to employees who, for a legitimate reason, could not do so during the calendar year.

The Mayor and Council extended this two years ago to 440 hours through the end of this year per the minutes below:

Excerpt from December 2020 Council Meeting Minutes

Annual accrued leave limit - several employees are over the maximum carryover of 360 hours since we were on a leave hold during state of emergency and difficult to take off due to staffing vacancies. Motion made by CM Route to increase maximum to 440 hours to end of 2022, CM Mendoza seconded it, motion carried.

We only have two employees exceeding the balances and they are Chief and TC, have them highlighted in the attached report.

Let me know if you have any questions. Thanks.

Vito

Cm
IX.
C.

RESOLUTION
OF THE MAYOR AND COUNCIL OF THE TOWN OF BLADENSBURG TO
TRANSFER OWNERSHIP OF

WHEREAS, pursuant to §5-201 *et seq.* of the Local Government Article, Annotated Code of Maryland, the Town of Bladensburg (hereinafter, the “Town”) has the power to pass such ordinances as it deems necessary to protect the health, safety and welfare of the citizens of the municipality;

WHEREAS, the Town purchased a 2022 Model Year Freightliner M2 ambulance chassis on 12/15/2020 for \$78,665 through the CARES Act Funds; and

WHEREAS, the Town also provided for a Liquid Suspension option for \$8,567 on 3/17/21 to add to the chassis of the ambulance chassis before taking delivery; and

WHEREAS, the ambulance body to be manufactured to be placed on the ambulance chassis has been ordered and will be paid for by the Bladensburg Volunteer Fire Department (“BVFD”) with expected completion in December 2022; and

WHEREAS, the Town has not yet taken ownership or delivery of the ambulance chassis; and

WHEREAS, the ambulance chassis is of no use to the Town or its residents without the ambulance body; and

WHEREAS, the ownership of the ambulance body is proposed to be transferred to the Bladensburg Volunteer Fire Department for the consideration that the ambulance will be used and maintained by the BVFD for the health and protection of the Town’s residents; and

WHEREAS, the Mayor and Council have determined that it is in the public interest to transfer the interest of the Town in the ambulance chassis to the Bladensburg Volunteer Fire Department.

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Section 1. NOW THEREFORE, BE IT ORDAINED AND ENACTED, by the Mayor and Council of the Town of Bladensburg that the ownership of the 2022 Model Year Freightliner M2 ambulance chassis be and it is hereby transferred to the Bladensburg Volunteer Fire Department, and that the Manufacturer's Certificate of Origin may be issued to the Bladensburg Volunteer Fire Department.

INTRODUCED by the Mayor and Town Council of the Town of Bladensburg, at a regular meeting on November 14, 2022 and thereafter this Ordinance was prominently posted in the Town Hall and available for inspection by the public.

ADOPTED by the Mayor and Council of the Town of Bladensburg at a regular meeting on the _____ day of November, 2022.

EFFECTIVE the _____ day of _____, 2022.

ATTEST:

TOWN OF BLADENSBURG

By: _____
Richard Charnovich, Town Clerk

By: _____
Takisha D. James, Mayor

**APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:**

Suellen M. Ferguson, Town Attorney

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Department of Public Works
Report for November 2022



Submitted By
Purnell Hall

Public Works activities for November, 2022:

During the month of November, Public Works worked on the following activities:

1. Public Works assisted Chief Collington with removing all items out of the Pod in the Town Hall parking lot.
2. Mr. Hall has been working with WSSC, due to sub grade deteriorating in the 5400 block of Taussig Road.
3. Public Works assisted with the Veterans' Day event at the Peace Cross.
4. Assisted Mayor James with the turkey giveaway at the Bladensburg High school.
5. Due to the holiday season, Public Works put up Christmas decorations at the Town Hall and in the Gazebo.
6. Made sure janitor had all supplies as needed to complete her job task.
7. Public Works has started prepping winter equipment for the season.
8. Replaced ceiling tiles in the administrative offices in the Town Hall.
9. The leaf vacuum has collected about 23 tons of leaves from residents' piles and along the curb line in Town.
10. Public Works remove mattresses dump at the Post Office in Town.
11. Due to a vehicle striking the stop sign at Upshur Street and Baltimore Avenue. Public Works replaced the stop sign and pole.



Dump Runs

Tonnage

Brush	
Building material	1.43
Condominium bulk pick up	3.86

Ground Maintenance:

The Public Works crew is committed to keeping the Town clean and beautiful and as a result we have picked up litter in the following areas of the Town.

- a. Annapolis Road Pedestrian Tunnel
- b. The Industrial Area
- c. The alley-way in between 55th Ave. and 56th Ave.

Meetings:

1. Department Head meeting
2. Council meeting

Tips for residents during snow events:

1. During snow events please treat snow plow truck operating in the Town like "Emergency Vehicles". ↓



2. Park all vehicles as close to the curb as possible, so snow plow trucks can operate safely.

3. While cleaning off or around your vehicles, please don't shovel your snow back into the street. Best place to put the snow is in front or behind the vehicle that you're cleaning off or ←around.

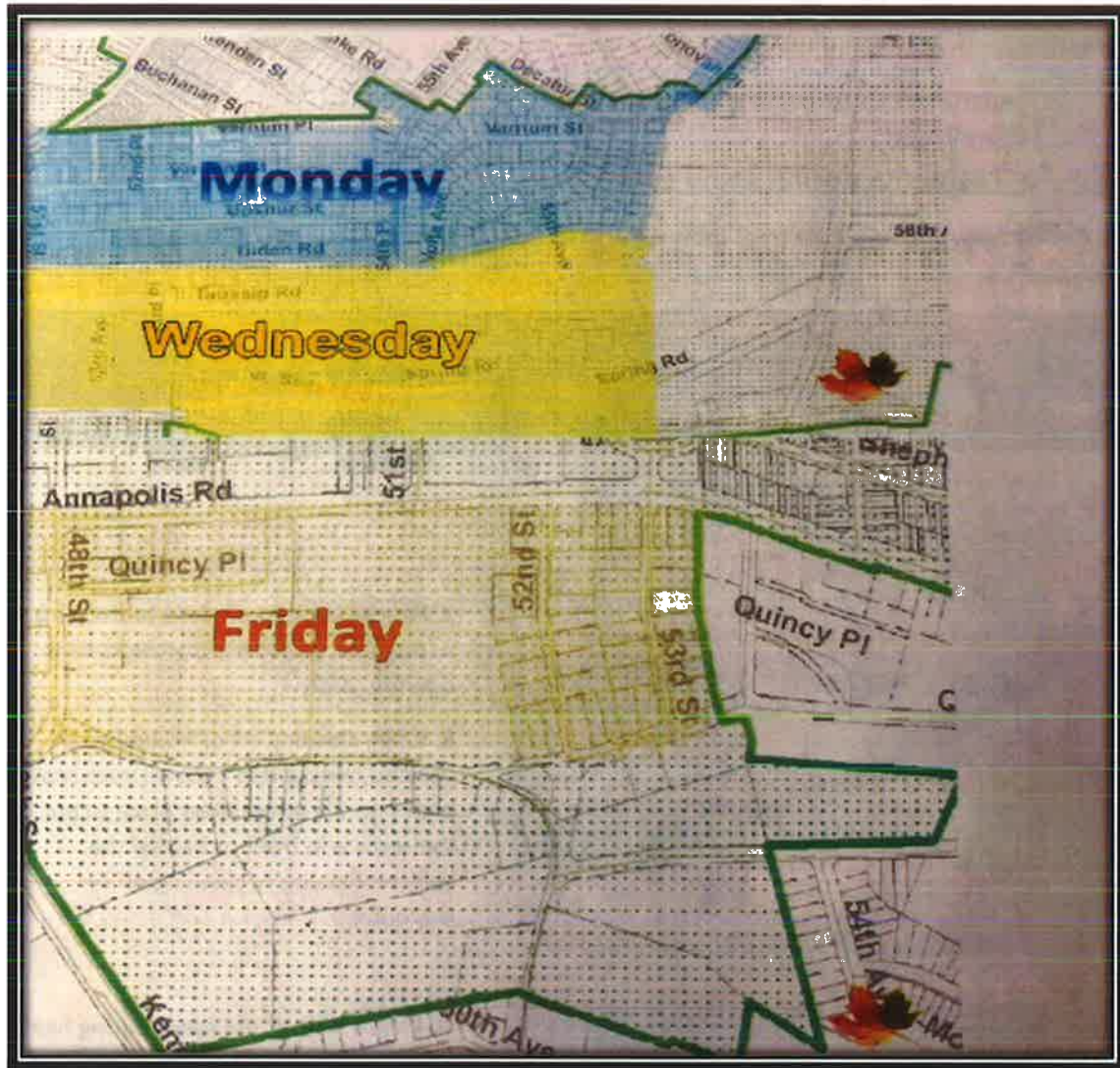
4. Please stay off the roads during heavy snow falls, over 50 percent of roads in town have steep or minor incline. Which will cause the vehicles to lose ←traction.

5. I would advise residents not to try and drive late at night. Roads can be tricky, and slippery. →



Town of Bladensburg 2022-2023 Leaf Vacuum Schedule

Starting November 14, 2022-January 6, 2023



- Please rake leaves to the curb line, and away from cars and storm drains. The leaf vacuum cannot reach around cars. Remove tree limbs, rocks, trash, and other debris from leaves piles to be collected. They can damage the equipment and cause delays.
- Your service will occur weekly according to the scheduled day for your area, (please see the maps above). There will be NO collections on holidays.
- Noise and dust may be noticeable. Dry conditions generate more dust.
- If you bag your leaves, please use paper yard waste bags. **ONLY PLACE LEAF BAGS OUT ON Sunday for Monday pick up.**
- **Please DO NOT park cars on piles. Public Works will not be able to vacuum the pile.**



Treasurer's Report – November FY23

December 12, 2022 Mayor and Council Meeting

Attached are the financial statements through November for along with accompanying schedules. Key financial highlights are below:

Revenues: The Town has recognized more revenue as compared to budget and also compared to this same time last year.

- **Tax Collections** –
 - **Real Estate Taxes** – The Town has received almost 80% of the budgeted real estate taxes remitted to us by the County for this fiscal year. Most of these paid to the County by the due date of 12/31 with small amounts in collections received after this date.
 - **Business Personal Property** – This continues to exceed projections with assessments exceeding budget through November. Assessments are coming in much higher than anticipated and we still have a new tax year of 2023 assessments to be received after the start of the calendar year.
- **ARPA Funding** – This is revenue recognized for expenses incurred for the ARPA program. The Town has received full funding of the American Rescue Plan Act in the amount of \$4,933,972 and has earned interest of almost \$32K on these funds. Transfers of ARPA funds are recognized as revenues to offset ARPA expenditures. The Town has recognized/expensed 72% of the budgeted funds for the year which is primarily due to the acceleration of the rental assistance program.
- **State/County Funding** – We have received one half of the total State Police Aid funding for the year and the first draw for the Highway User Revenues.
- **Other Revenues** – Interest income is much higher than anticipated since interest rates are at the highest point in 20 years. Interest income is almost \$80K for the first five months of this year vs. \$4K budgeted when rates were much lower. The Town also received \$14K of insurance reimbursements for vehicle damage and \$14K of rental income.
- **Revenue Summary** – The Town has received 68% of the budgeted revenues through the first third of the fiscal year. This was from the accelerated tax collections and activity with the ARPA Rental Assistance Program.

Expenses by Department for through November – Expenditures are slightly above budget with notable departmental highlights below:

- **Mayor and Council** – Slightly ahead of budget through November resulting from planned Community Events for the July 4th Celebration, Senior Gathering, David Harrington Memorial Service, 280th Town Anniversary Celebration, and the Senior Gala.
- **Town Administrator** – Performing under budget due to the vacancy of the Town Administrator position. These funds may be utilized elsewhere through a proposed budget amendment.
- **Town Clerk and Finance** – both departments are within budget through November since fully staffed.
- **Public Safety** – This is the largest part of the Town's operations and is slightly ahead of budget. Overtime is still the main driver to compensate for shift coverages for being down several positions for officers out on leave.

- ARPA– The Town has expended just over \$1M this fiscal year through November and almost \$1.4M of the total \$4.9M allocation since last fiscal year. This is 28% of the total ARPA allocation given to the Town. Major investments this fiscal year include:
 - \$190K for Salary improvements
 - \$25K for the Shot Spotter initial payment
 - \$206K for police cruisers and equipment installed on these and police radios.
 - \$47K for school trauma kits
 - Community Assistance of \$488K to include:
 - \$553K of Rental Assistance
 - \$17K for food assistance
 - \$5K for other/tuition assistance
- Revenues are exceeding Expenses by \$1.5M which is slightly better than this time last year and we hope this continues through the winter.

Please contact myself or Christina Daves in our Finance Office if you should have any questions.
Thank you.

Vito Tinelli

Vito Tinelli
Town Treasurer
vtinelli@bladensburgmd.gov

December 9, 2022

Town of Bladensburg Financial Summary

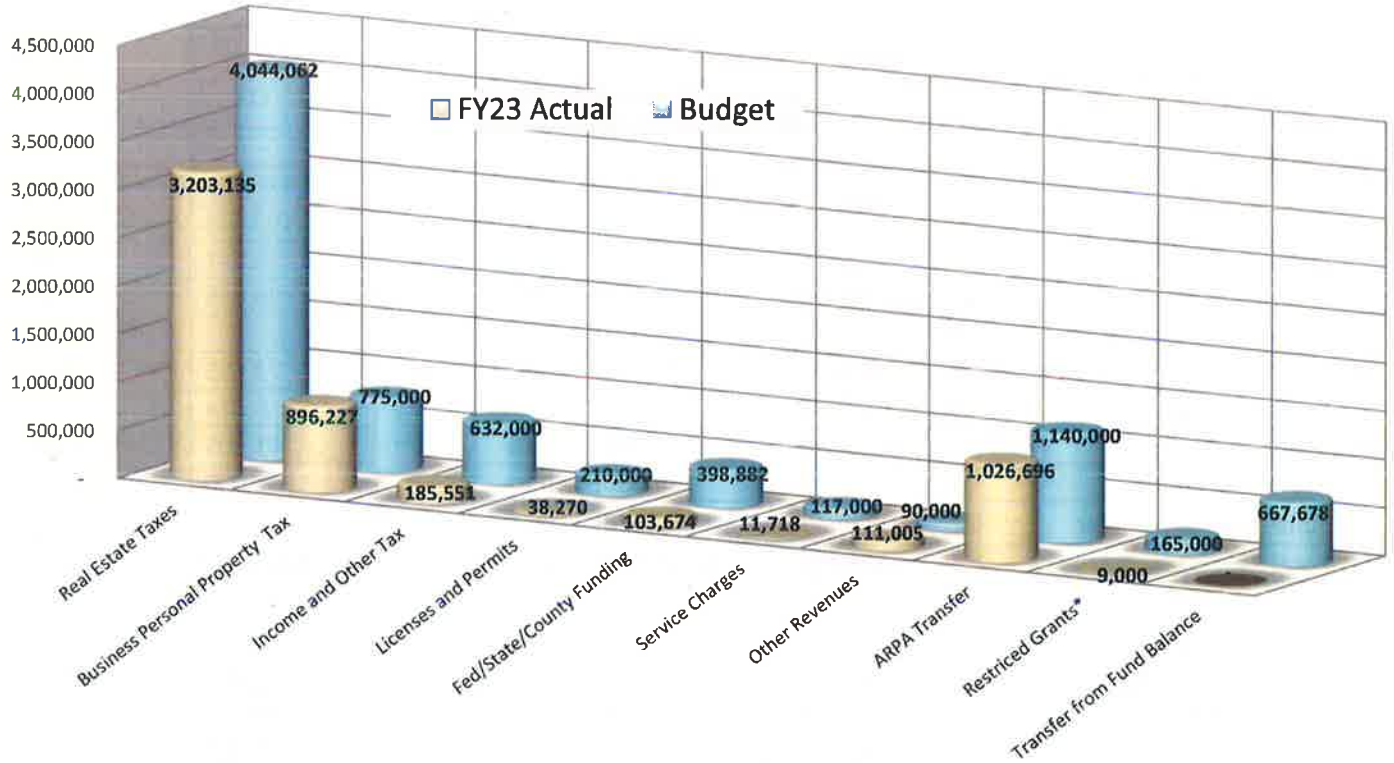
Nov-22

Financial Summary	FY23 Nov YTD	Budget	Variance
Revenues			
Property Tax	3,203,135	4,044,062	79%
Personal Property Tax	896,227	775,000	116%
Income and Other Tax	185,551	632,000	29%
Licenses and Permits	38,270	210,000	18%
Federal funding - ARPA	1,026,696	1,140,000	90%
State and County Funding	103,674	398,882	26%
Service Charges	11,718	117,000	10%
Other Revenues	111,005	90,000	123%
Restricted Grants	9,000	165,000	0%
Fund Balance Transfer	-	667,678	0%
Total Revenues	5,585,276	8,239,622	68%
Expenses by Dept.			
Mayor and Council	115,294	219,635	52%
Town Administrator	33,734	357,922	9%
Town Clerk	140,801	319,298	44%
Finance	156,876	378,087	41%
Public Safety	2,126,231	4,491,355	47%
Public Works	421,397	1,168,325	36%
ARPA Projects	1,030,731	1,140,000	90%
Grants	3,000	165,000	2%
Total Expenses	4,028,064	8,239,622	49%
Surplus / (Deficit)	1,557,212	-	

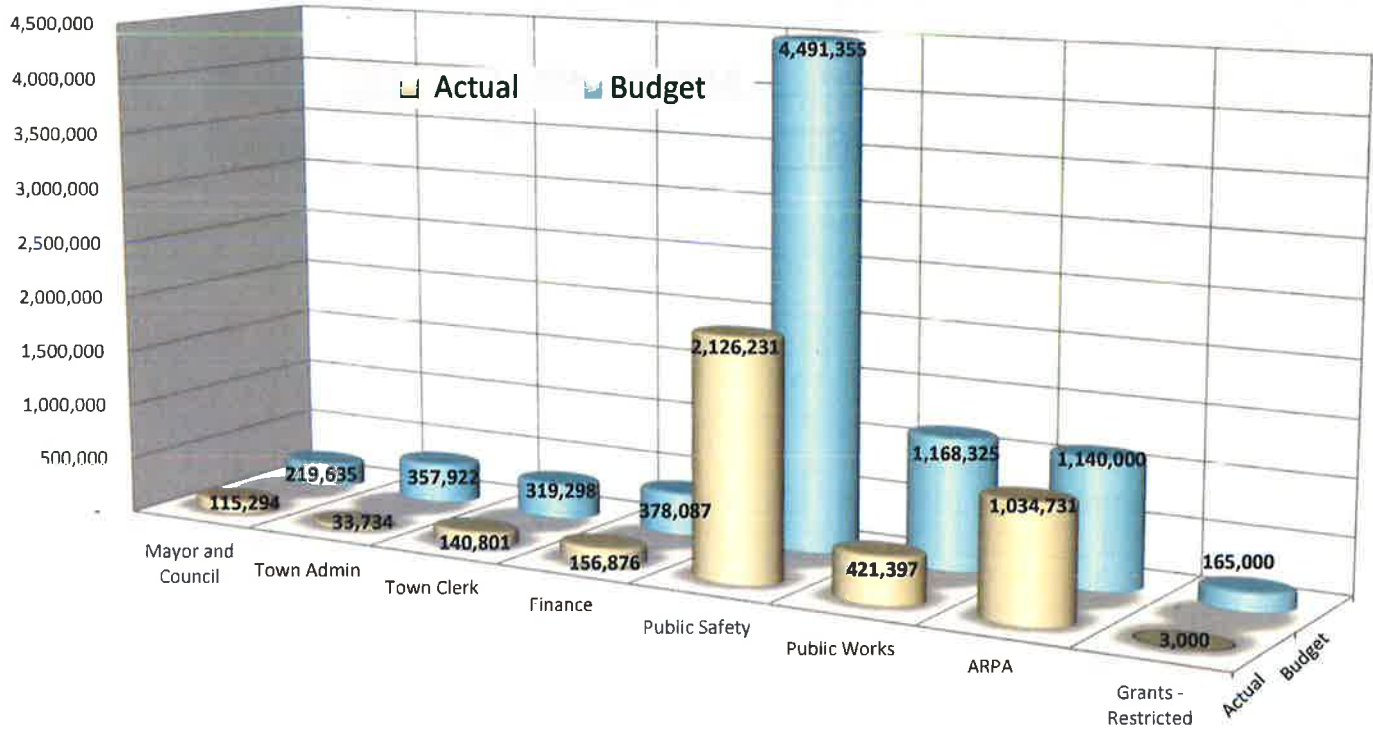
Last Fiscal FY22 YTD	Change since prior year
2,979,425	8%
590,639	52%
226,641	-18%
96,835	-60%
-	
73,659	41%
6,814	
41,309	169%
1,000	
-	0%
4,016,322	39%
70,638	63%
84,152	-60%
106,628	32%
184,946	-15%
1,810,539	17%
316,960	33%
-	
39,675	-92%
2,613,538	54%
1,402,784	11%

Interim Financials, Subject to Change

Revenues vs Budget - Nov FY23



Expenditures vs Budget by Department - thru Nov FY23



Town of Bladensburg
Mayor and Council
FY23 YTD Actuals vs Budget

	<u>Jul - Nov 22</u>	<u>Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	20,308	48,000	42%
6030 · FICA	1,476	3,672	40%
6040 · Health Insurance	14,499	37,084	39%
6050 · Pension	2,000	5,079	39%
6060 · Workers Comp		2,000	
Total 6000 · Compensation	<u>38,283</u>	<u>95,835</u>	<u>40%</u>
6140 · Professional Development			
6145 · Council Business Development	7,495	15,000	50%
6140 · Professional Development - O...			
Total 6140 · Professional Development	<u>7,495</u>	<u>15,000</u>	<u>50%</u>
6160 · Employee Recognition	1,455	8,000	18%
6210 · Council Projects		2,500	
6225 · Community Grants			
6226 · Fire Department Donation	7,500	30,000	25%
6225 · Community Grants - Other			
Total 6225 · Community Grants	<u>7,500</u>	<u>30,000</u>	<u>25%</u>
6230 · Community Events	37,970	39,000	97%
6235 · Senior Citizen Projects	4,500	4,500	100%
6255 · Town Meetings	3,425	4,000	86%
6320 · Wireless Communications	1,600	4,800	33%
6550 · Insurance - Liability	1,045	3,000	35%
6620 · Fuel			
6640 · Vehicle Repairs and Maintenance			
6825 · Membership	12,022	13,000	92%
Total Expense	<u>115,294</u>	<u>219,635</u>	<u>52%</u>
Net Ordinary Income	<u>-115,294</u>	<u>-219,635</u>	<u>52%</u>
Other Income/Expense			
Net Income	<u><u>-115,294</u></u>	<u><u>-219,635</u></u>	<u><u>52%</u></u>

Town of Bladensburg
Town Administration Budget
July through November 2022

	Jul - Nov 22	Budget	% of Budget
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	15,125	125,000	12%
6020 · Overtime			
6030 · FICA	1,157	9,563	12%
6040 · Health Insurance	-1,168	14,686	-8%
6050 · Pension	4,000	13,213	30%
6060 · Workers Comp		500	
Total 6000 · Compensation	19,115	162,962	12%
6110 · Tuition Remibursement		1,000	
6140 · Professional Developm...		4,000	
6150 · Payroll Service			
6240 · Memorials			
6255 · Town Meetings	15	1,000	1%
6260 · Transportation	510	60,000	1%
6270 · Historic Promotion			
6320 · Wireless Communicati...		960	
6420 · Computer Expense			
6460 · Software Contract			
6510 · Audit			
6520 · Bank Charges			
6530 · Bad Debts			
6540 · Insurance - Other			
6560 · Legal	1,888	25,000	8%
6570 · Equipment Lease			
6580 · Contractual Services	6,695	70,000	10%
6620 · Fuel			
6810 · Advertising	5,512	25,000	22%
6820 · Website		4,000	
6825 · Membership		1,000	
6835 · Travel		3,000	
6850 · Office Supplies			
6855 · Postage			
6880 · Election Costs			
6890 · Utilities			
Total Expense	33,734	357,922	9%
Net Ordinary Income	-33,734	-357,922	9%
Other Income/Expense			
Other Expense			
6950 · Debt Service			
6960 · Debt Service - Interest			
Total 6950 · Debt Service			
Total Other Expense			
Net Other Income			
Net Income	-33,734	-357,922	9%

2:29 PM
12/09/22
Accrual Basis

Town of Bladensburg
Town Clerk
FY23 Actuals vs Budget

	<u>Jul - Nov 22</u>	<u>Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	95,501	205,920	46%
6020 · Overtime	3,980	3,000	133%
6030 · FICA	7,610	15,980	48%
6040 · Health Insurance	8,493	17,700	48%
6050 · Pension	6,800	29,376	23%
6060 · Workers Comp		1,000	
Total 6000 · Compensation	<u>122,385</u>	<u>272,976</u>	<u>45%</u>
6110 · Tuition Rembursement		2,000	
6140 · Professional Developm...	2,500	3,000	83%
6240 · Memorials	310	2,000	16%
6270 · Historic Promotion		2,402	
6320 · Wireless Communicati...	640	1,920	33%
6460 · Software Contract		8,000	
6570 · Equipment Lease	2,033	5,000	41%
6825 · Membership		500	
6835 · Travel	108	1,500	7%
6850 · Office Supplies	4,310	8,000	54%
6855 · Postage	112	3,000	4%
6880 · Election Costs	5,765	3,000	192%
6890 · Utilities	2,638	6,000	44%
Total Expense	<u>140,801</u>	<u>319,298</u>	<u>44%</u>
Net Ordinary Income	<u>-140,801</u>	<u>-319,298</u>	<u>44%</u>
Net Income	<u>-140,801</u>	<u>-319,298</u>	<u>44%</u>

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12/09/22
Accrual Basis

Town of Bladensburg
Finance
FY23 Actuals vs. Budget

	<u>Jul - Nov 22</u>	<u>Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	82,034	193,877	42%
6020 · Overtime	452		100%
6030 · FICA	6,287	14,832	42%
6040 · Health Insurance	5,483	12,425	44%
6050 · Pension	9,689	20,493	47%
6060 · Workers Comp		500	
Total 6000 · Compensation	<u>103,945</u>	<u>242,127</u>	<u>43%</u>
6110 · Tuition Rembursement		2,000	
6140 · Professional Developm...	185	3,000	6%
6150 · Payroll Service	2,262	6,000	38%
6320 · Wireless Communicati...	320	960	33%
6400 · Computer			
6460 · Software Contract		2,000	
6510 · Audit	10,000	12,000	83%
6520 · Bank Charges	1,476	5,000	30%
6530 · Bad Debts	0	6,000	0%
6550 · Insurance - Liability	4,557	10,000	46%
6825 · Membership		500	
6835 · Travel		1,500	
Total Expense	<u>122,745</u>	<u>291,087</u>	<u>42%</u>
Net Ordinary Income	<u>-122,745</u>	<u>-291,087</u>	<u>42%</u>
Other Income/Expense			
Other Expense			
6950 · Debt Service			
6960 · Debt Service - Interest	2,328		100%
6965 · Debt Service - Principle	31,803	87,000	37%
Total 6950 · Debt Service	<u>34,131</u>	<u>87,000</u>	<u>39%</u>
Total Other Expense	<u>34,131</u>	<u>87,000</u>	<u>39%</u>
Net Other Income	<u>-34,131</u>	<u>-87,000</u>	<u>39%</u>
Net Income	<u>-156,876</u>	<u>-378,087</u>	<u>41%</u>

Town of Bladensburg
Public Safety
FY23 YTD Actuals vs Budget

	<u>Jul - Nov 22</u>	<u>Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	1,071,591	2,396,493	45%
6020 · Overtime	174,990	225,000	78%
6030 · FICA	93,085	200,544	46%
6040 · Health Insurance	224,758	494,971	45%
6050 · Pension	92,283	288,347	32%
6060 · Workers Comp	93,800	225,000	42%
Total 6000 · Compensation	1,750,506	3,830,355	46%
6110 · Tuition Rembursement	3,085	20,000	15%
6120 · Uniforms	28,099	46,000	61%
6130 · Recruitment	4,072	16,000	25%
6140 · Professional Development	21,490	20,000	107%
6160 · Employee Recognition		4,000	
6230 · Community Events	9,612	15,000	64%
6310 · Telephone	12,769	27,000	47%
6320 · Wireless Communications	17,975	46,000	39%
6330 · Communications Contracts		34,000	
6340 · Interoperability		2,000	
6350 · Internet Access	3,338	5,000	67%
6360 · Data Fees	1,786	1,500	119%
6420 · Computer Expense			
6440 · IT Support	14,677	30,000	49%
6460 · Software Contract	14,554	8,000	182%
6545 · Insurance - Auto	24,903	45,000	55%
6550 · Insurance - Liability	19,570	55,000	36%
6570 · Equipment Lease	3,226	9,000	36%
6580 · Contractual Services	6,753	15,000	45%
6590 · Automated Traffic Enforcement	75	60,000	0%
6620 · Fuel	48,616	75,000	65%
6640 · Vehicle Repairs and Maintena...	17,879	40,000	45%
6650 · Vehicle Body Repairs	29,694	15,000	198%
6670 · Equipment Maintenance		2,000	
6680 · Weapon Repairs and Supplies	12,749	20,000	64%
6710 · Building Maintenance			
6825 · Membership	745	1,500	50%
6835 · Travel	933	5,000	19%
6850 · Office Supplies	5,813	15,000	39%
6855 · Postage	1,935	3,000	64%
6865 · Supplies	9,859	4,000	246%
6885 · Finger Printing	411	1,000	41%
6890 · Utilities	7,527	21,000	36%
Total Expense	2,072,651	4,491,355	46%
Net Ordinary Income	-2,072,651	-4,491,355	46%
Other Income/Expense			
Other Expense			
6970 · Capital Outlay	53,580		100%
Total Other Expense	53,580		100%
Net Other Income	-53,580		100%
Net Income	-2,126,231	-4,491,355	47%

Town of Bladensburg
Public Works
July through November 2022

	<u>Jul - Nov 22</u>	<u>Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	114,317	368,702	31%
6020 · Overtime	5,270	10,000	53%
6030 · FICA	9,051	28,971	31%
6040 · Health Insurance	24,921	85,052	29%
6050 · Pension	14,000	41,800	33%
6060 · Workers Comp	11,725	33,000	36%
Total 6000 · Compensation	179,284	567,525	32%
6110 · Tuition Rembursement		3,500	
6120 · Uniforms	665	3,000	22%
6140 · Professional Development		2,000	
6350 · Internet Access	661	2,000	33%
6420 · Computer Expense		1,800	
6620 · Fuel	8,966	20,000	45%
6640 · Vehicle Repairs and Maintena...	7,740	15,000	52%
6670 · Equipment Maintenance	1,275	6,000	21%
6710 · Building Maintenance	15,488	50,000	31%
6720 · Grounds Maintenance	11,050	20,000	55%
6740 · Street Lights	23,007	50,000	46%
6750 · Sanitation Contract	117,026	200,000	59%
6760 · Landfill Fees	6,378	16,000	40%
6770 · Building Supplies	4,897	8,000	61%
6790 · Janitorial Services	12,083	30,000	40%
6835 · Travel		500	
6860 · Shop Supplies	1,081	3,000	36%
6890 · Utilities	7,799	20,000	39%
Total Expense	397,399	1,018,325	39%
Net Ordinary Income	-397,399	-1,018,325	39%
Other Income/Expense			
Other Expense			
6970 · Capital Outlay			
6979 · Highway User Projects	23,998	150,000	16%
6970 · Capital Outlay - Other			
Total 6970 · Capital Outlay	23,998	150,000	16%
Total Other Expense	23,998	150,000	16%
Net Other Income	-23,998	-150,000	16%
Net Income	-421,397	-1,168,325	36%

Town of Bladensburg
ARPA Funding
FY23 YTD Actuals vs Budget

	<u>Jul - Nov 22</u>	<u>Budget</u>	<u>% of Budget</u>
Ordinary Income/Expense			
Expense			
6000 · Compensation			
6010 · Regular Pay	165,636	433,134	38%
6020 · Overtime		45,000	
6030 · FICA	12,807	36,565	35%
6040 · Health Insurance		12,034	
6060 · Workers Comp	11,725	20,000	59%
Total 6000 · Compensation	190,168	546,733	35%
6120 · Uniforms	1,664	3,000	55%
6220 · Community Initiatives	553,100	281,267	197%
6235 · Senior Citizen Projects	3,000	3,000	100%
6420 · Computer Expense	6,859	20,000	34%
6580 · Contractual Services	24,750	50,000	50%
6865 · Supplies	45,255		
Total Expense	824,795	904,000	91%
Net Ordinary Income	-824,795	-904,000	91%
Other Income/Expense			
Other Expense			
6970 · Capital Outlay	205,936	236,000	87%
Total Other Expense	205,936	236,000	87%
Net Other Income	-205,936	-236,000	87%
Net Income	-1,030,731	-1,140,000	90%

American Rescue Plan Act (ARPA) Dashboard

11/30/22

Funding

Interest Earned (not part of ARPA reporting)

4,933,972
32,340

	Prior fiscal year Budget	Prior year actuals
Compensation (\$100/month plus PW and Police add'l inc.)		94,840
Rental/Community Assistance/Grants/scholarships		138,633
Trauma Kits (Supplies and Uniforms)		3,055
Computer Expense (workstations and MS 365 email)		31,521
Contractual Services (Engineering and ShotSpotter)		7,453
Covid Supplies (part of grants)		13,111
Reverse 911 System contract year (part of grants)		4,516
Senior Citizen Projects (inc. \$1,000 per building)		49,331
Capital - Police SUV outfitted		
Totals	350,000	342,460
		98%

FY23 - Current Year

Compensation - ARPA Manager, (2) part time cadets, payroll taxes, 20% increase to Police Officers, and 10% increase to Public Works Uniforms for Cadets
Senior Citizen Projects
Computer Expense - equipment replace and MS 365
Contractual Services - Shot Spotter Annual
Capital Outlay - (4) vehicles outfitted @ \$50K, and (9) police radios
Community Assistance

Current Year Budget

Current YTD Actuals

Compensation - ARPA Manager, (2) part time cadets, payroll taxes, 20% increase to Police Officers, and 10% increase to Public Works Uniforms for Cadets	546,733	190,168	35%
Senior Citizen Projects	3,000		0%
Computer Expense - equipment replace and MS 365	3,000	3,000	100%
Contractual Services - Shot Spotter Annual	20,000	6,859	34%
Capital Outlay - (4) vehicles outfitted @ \$50K, and (9) police radios	50,000	24,750	50%
Community Assistance	236,000	205,936	87%
Rental Assistance - original budget - expended by October	100,000	100,000	100%
Rental Assistance - budget amendment to be used as needed	300,000	430,307	143%
Mortgage Assistance	50,000		0%
Business/Non-profit Assistance	50,000	5,485	11%
Utility Assistance	21,267		0%
Trauma Kits	40,000	46,919	117%
Food Assistance	20,000	17,308	87%
Total ARPA FY23	1,440,000	1,030,732	72%

553,100 Total FY23

Cumulative Budgeted	Cumulative Spent YTD
1,790,000	1,373,192
36%	28%

Cumulative Totals (% of total \$4,933,972)

Quick Snapshot - Community Assistance Cumulative Total FY22/23

686,248

Town of Bladensburg
Budget Summary
FY22 YTD vs Budget

	Jul - Nov 22	Budget	% of Budget
Ordinary Income/Expense			
Income			
4000 · Property Taxes			
4020 · Real Estate Taxes	3,203,135	4,044,062	79%
4040 · Business Personal Property Tax	896,227	775,000	116%
Total 4000 · Property Taxes	4,099,362	4,819,062	85%
4100 · Income Tax	165,621	600,000	28%
4200 · Other Local Taxes			
4220 · Admissions and Amusement Tax	19,930	32,000	62%
Total 4200 · Other Local Taxes	19,930	32,000	62%
4300 · Licenses and Permits			
4310 · Local Business Licenses	32,325	80,000	40%
4320 · County Traders License	5,720	10,000	57%
4370 · Cable Franchise Fees		120,000	
4300 · Licenses and Permits - Other	225		
Total 4300 · Licenses and Permits	38,270	210,000	18%
4400 · Federal Funding		1,140,000	
4500 · State Funding			
4510 · Highway User Revenues	25,171	222,026	11%
4520 · Police Aid	72,882	152,000	48%
Total 4500 · State Funding	98,053	374,026	26%
4600 · County Funding			
4620 · County Disposal Fee Rebate	5,621	22,484	25%
4640 · Bank Stock		2,372	
Total 4600 · County Funding	5,621	24,856	23%
4700 · Service Charges			
4720 · Local Fines/Fees	10,433	13,000	80%
4730 · Copier Fees	928	3,000	31%
4740 · Fingerprinting	358	1,000	36%
4770 · Automated Traffic Enforcement		100,000	
Total 4700 · Service Charges	11,718	117,000	10%
4800 · Other Revenues			
4810 · Insurance Reimbursement	13,707	35,000	39%
4820 · Bus Shelter Advertising	1,238		
4830 · Property Rental	14,000	42,000	33%
4840 · Vehicle Deployment	2,425	7,000	35%
4870 · Misc. Revenues	315	2,000	16%
4880 · Interest Earned	79,320	4,000	1,983%
Total 4800 · Other Revenues	111,005	90,000	123%
4900 · Restricted Revenues			
4910 · ARPA Funded Projects	1,026,696		100%
4950 · Community Legacy - Restricted		165,000	
4970 · Other Grants	9,000		100%
Total 4900 · Restricted Revenues	1,035,696	165,000	628%
4999 · Transfer from Fund Balance		667,678	
Total Income	5,585,276	8,239,622	68%
Gross Profit	5,585,276	8,239,622	68%
Expense			
6000 · Compensation			
6010 · Regular Pay	1,564,512	3,771,126	41%
6020 · Overtime	184,692	283,000	65%
6030 · FICA	131,472	310,127	42%
6040 · Health Insurance	276,986	673,952	41%

Town of Bladensburg

Budget Summary

FY22 YTD vs Budget

	Jul - Nov 22	Budget	% of Budget
6050 · Pension	128,772	398,308	32%
6060 · Workers Comp	117,250	282,000	42%
Total 6000 · Compensation	2,403,684	5,718,513	42%
6110 · Tuition Rembursement	3,085	28,500	11%
6120 · Uniforms	30,427	52,000	59%
6130 · Recruitment	4,072	16,000	25%
6140 · Professional Development			
6145 · Council Business Development	7,495	15,000	50%
6140 · Professional Development - Other	24,175	32,000	76%
Total 6140 · Professional Development	31,670	47,000	67%
6150 · Payroll Service	2,262	6,000	38%
6160 · Employee Recognition	1,455	12,000	12%
6210 · Council Projects		2,500	
6220 · Community Initiatives	553,100	281,267	197%
6225 · Community Grants			
6226 · Fire Department Donation	7,500	30,000	25%
Total 6225 · Community Grants	7,500	30,000	25%
6230 · Community Events	47,582	54,000	88%
6235 · Senior Citizen Projects	7,500	7,500	100%
6240 · Memorials	310	2,000	16%
6255 · Town Meetings	3,440	5,000	69%
6260 · Transportation	510	60,000	1%
6270 · Historic Promotion		2,402	
6310 · Telephone	12,769	27,000	47%
6320 · Wireless Communications	20,535	54,640	38%
6330 · Communications Contracts		34,000	
6340 · Interoperability		2,000	
6350 · Internet Access	3,998	7,000	57%
6360 · Data Fees	1,786	1,500	119%
6420 · Computer Expense	6,859	21,800	31%
6440 · IT Support	14,677	30,000	49%
6460 · Software Contract	14,554	18,000	81%
6510 · Audit	10,000	12,000	83%
6520 · Bank Charges	1,476	5,000	30%
6530 · Bad Debts	0	6,000	0%
6545 · Insurance - Auto	24,903	45,000	55%
6550 · Insurance - Liability	25,172	68,000	37%
6560 · Legal	1,888	25,000	8%
6570 · Equipment Lease	5,259	14,000	38%
6580 · Contractual Services	38,198	135,000	28%
6590 · Automated Traffic Enforcement	75	60,000	0%
6620 · Fuel	57,581	95,000	61%
6640 · Vehicle Repairs and Maintenance	25,619	55,000	47%
6650 · Vehicle Body Repairs	29,694	15,000	198%
6670 · Equipment Maintenance	1,275	8,000	16%
6680 · Weapon Repairs and Supplies	12,749	20,000	64%
6710 · Building Maintenance	15,488	50,000	31%
6720 · Grounds Maintenance	11,050	20,000	55%
6740 · Street Lights	23,007	50,000	46%
6750 · Sanitation Contract	117,026	200,000	59%
6760 · Landfill Fees	6,378	16,000	40%
6770 · Building Supplies	4,897	8,000	61%
6790 · Janitorial Services	12,083	30,000	40%
6810 · Advertising	5,512	25,000	22%
6820 · Website		4,000	
6825 · Membership	12,767	16,500	77%
6835 · Travel	1,042	11,500	9%
6850 · Office Supplies	10,124	23,000	44%
6855 · Postage	2,046	6,000	34%
6860 · Shop Supplies	1,081	3,000	36%
6865 · Supplies	55,114	4,000	1,378%
6880 · Election Costs	5,765	3,000	192%
6885 · Finger Printing	411	1,000	41%

Town of Bladensburg

Budget Summary

FY22 YTD vs Budget

	Jul - Nov 22	Budget	% of Budget
6890 · Utilities	17,964	47,000	38%
6900 · Grants - Restricted			
6920 · Community Legacy		165,000	
6935 · Other Grants	3,000		100%
Total 6900 · Grants - Restricted	3,000	165,000	2%
Total Expense	3,710,419	7,766,622	48%
Net Ordinary Income	1,874,856	473,000	396%
Other Income/Expense			
Other Expense			
6950 · Debt Service			
6960 · Debt Service - Interest	2,328		100%
6965 · Debt Service - Principle	31,803	87,000	37%
Total 6950 · Debt Service	34,131	87,000	39%
6970 · Capital Outlay			
6979 · Highway User Projects	23,998	150,000	16%
6970 · Capital Outlay - Other	259,516	236,000	110%
Total 6970 · Capital Outlay	283,514	386,000	73%
Total Other Expense	317,645	473,000	67%
Net Other Income	-317,645	-473,000	67%
Net Income	1,557,211		100%

