

MARYLAND PLANNER



American Planning Association
Maryland Chapter
Making Great Communities Happen

A Publication of the Maryland Chapter of the American Planning Association

Fall 2013

In this Issue:

- Planning for the Food System
- The Baltimore Red Line - Light Rail to Sustainable Future
- The Sustainable Growth and Agricultural Preservation Act of 2012: MDP's Perspective
- A tribute to Malcolm D. Rivkin
- Chapter Executive Committee Members' Bios
- Executive Committee Contact Information

Newsletter Editorial Team

Parag Agrawal, AICP Editor
Natalie Latham, AICP
Jim Noonan, AICP

President's Message

by Jackie Seneschal, AICP



Few days back there was a news story pointing out that the human brain is hard-wired to be concerned about today. Life has been short, uncertain and brutish for much of the existence of our species. Individual and community survival has depended on getting enough to eat, finding shelter and avoiding injury, illness and predators today. Thought leaders such as business people are focused on the outcome this month, or this quarter. Elected officials are focused on the next election. Then, along come planners like us, who think in terms of activities and consequences that occur years or decades in the future. The time horizon in which we think is longer than that of many of the citizens whose lives we are affecting. So the planner's job is sometimes hard.

To cope with challenging times we need to be part of a professional community that shares our struggles and provides the knowledge that makes us better planners. The job of the APA Maryland Chapter is to provide that support and education to our members. The Executive Committee is renewing its commitment to provide services to planners throughout Maryland through communications, social events and educational opportunities. Take the time to visit the Chapter website (<http://marylandapa.org>), "like" the Facebook page and join us on LinkedIn. Read the emails sent through the listserv. The sites are up-to-date and you can help keep them that way. Post to the sites with events and ideas that might interest the rest of us. Thanks to so many of you who offered to help out with the newsletter. It promises to be more useful than ever.

In response to numerous requests, we are planning more social events, beginning with the celebration of National Community Planning Month at Boordy Vineyard on October 18. We are touring the vineyard, learning about agribusiness and there is even a bike ride afterwards through beautiful northern Baltimore County. Watch for a holiday event in coming months, as well as tours of other interesting places. The successful tradition of Local Government Exchanges in Western and Southern Maryland is expanding into Central Maryland and onto the Eastern Shore.

Continued on Page # 8

APA Maryland Chapter

Planning for the Food System

by Dan Rosen and LaVerne Gray

Innovations in the food system continue to promote healthy communities and economic growth by improving access to locally produced, high quality, nutritious food. Since the publication of the Maryland Department of Planning's (MDP) Models and Guidelines Report #28, Planning for the Food System, we have heard of many successful projects. MDP is blogging about what has been accomplished recently by those whose best practices are described in the report: farmers and other entrepreneurs; not-for-profit organizations; governments; and schools, hospitals, and other institutions that work to improve the food system (production, processing, marketing, distribution, consumption, and waste management). Readers can access the Food System Report by clicking at <http://planning.maryland.gov/PDF/OurProducts/Publications/ModelsGuidelines/mg28.pdf>

Howard County

The pilot program for curbside pickup of compostable food waste in Howard County was mentioned on pages 97 and 98 of Planning for the Food System. In March 2013, a ¾ acre site at the county's Alpha Ridge Landfill started accepting compostable material. This state-of-the-art operation is designed to compost yard trim and food scraps in aerated, covered piles. The waste from homes in Ellicott City and Elkridge is supplemented by material directly hauled by residents and contractors to Alpha Ridge. According to the county's website, "A computer-controlled blower keeps the material saturated with oxygen, which accelerates decomposition and manages moisture levels. The cover system retains heat and high-nutrient materials while managing potential odors." For more information, see Howard County's Pilot Composting Facility and Food Scrap Recycling Compost Production at Howard County's Alpha Ridge Landfill. For more information please click at: <http://www.howardcountymd.gov/pilotcompost.htm>



Amanda Bebrens receives the SAG award for the Maryland Food System Map project from ESRI President Jack Dangermond

The Maryland Food System Map

Page 28 of Planning for the Food System displays the 2012 Baltimore City Food Environment map, which shows where food deserts, farmers markets, supermarkets, etc., are located. This map grew out of a partnership between the Johns Hopkins Center for a Livable Future (CLF) and the Baltimore City Office of Sustainability. The food environment map can be viewed at <http://mdfoodsystemmap.org/map/>

This summer, the CLF announced that their Maryland Food System Map received a Special Achievement in GIS Award at the Esri International User Conference in San Diego. The interactive map allows the user to see where many aspects of the food system are located in Maryland: food deserts, farmers markets, supermarkets and corner stores, land preservation easements of various types, dairy farms, organic farms, all farms, food processors of various types, etc. Demographic data and health indicators can also be displayed on the map.

Making Great Communities Happen

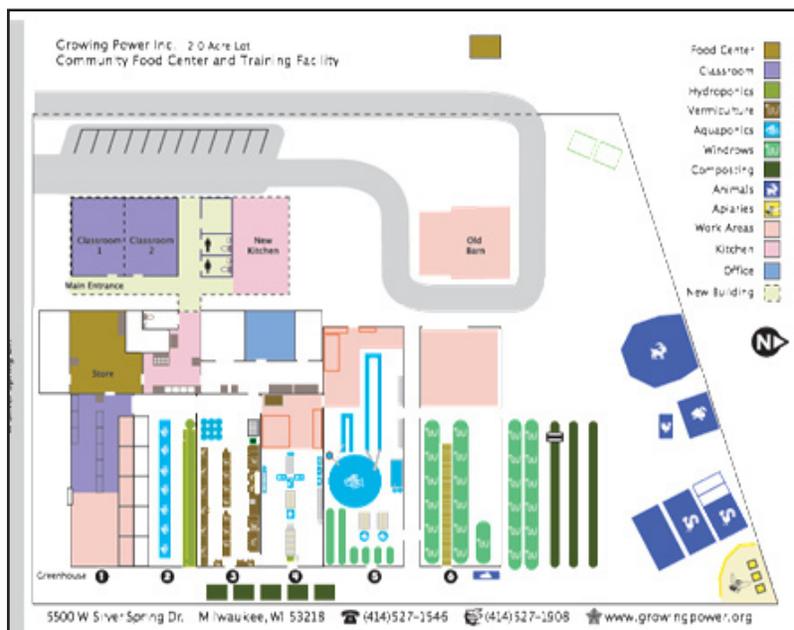
Growing Power: Urban Farming in Milwaukee

MacArthur “Genius Award” winner Will Allen is the founder and CEO of Growing Power, located in Milwaukee. Growing Power teaches inner-city youths about the rewards, challenges, and science of farming. The greenhouses that are located on a two-acre urban plot grow 40 tons of food a year by using a very intense and integrated food system. The farm also raises fish, bees, and mushrooms, and runs a composting operation. Growing Power’s ambitious plans include construction of a five-story urban farm (see Planning for the Food System Report, pages 42-44). Readers can learn more about the incredible work done by the Growing Power organization by visiting <http://www.growingpower.org/>

A recent email from Growing Power informs us that they have provided and installed 50 tomato gardens in Milwaukee daycare centers. Growing Power also produced the compost in which the tomato plants are growing. The children at the daycare centers water the gardens. When the tomatoes are harvested, the children will learn about tomatoes and why they are good to eat. Said Mr. Allen, “We want to instill healthy eating habits in these kids when they’re young. If you can get them thinking about it when they’re young, those habits last a lifetime.” Last September, the W.K. Kellogg Foundation awarded a five-year, \$5 million grant to Growing Power, “to develop and grow operations across the nation that will produce fresh, locally-grown food, train new farmers, and provide healthy produce for children and families in low-income neighborhoods and communities of color.”

Philadelphia’s Healthy Corner Store Initiative

Many of Philadelphia’s residents are poor and obese. Many of the markets close to them are corner stores filled with junk food. Page 81 of Planning for the Food System Report described the Healthy Corner Store Initiative, a project of The Food Trust, a not-for-profit organization in Philadelphia, to put healthier food in



Layout of Growing Power’s two-acre home farm

corner stores. The effort benefits both the community and store owners.

“Today, 680 store owners in the Philadelphia region participate in the Healthy Corner Store Initiative. They have agreed to stock at least four healthy new products, such as whole wheat bread, fresh fruits and vegetables, or yogurt, in their stores. They receive free marketing materials, like labels and recipe cards, to help push their new products, and free training on how to select, price, and display their new healthy offerings. The trust also works with youth leaders to engage and educate the community on healthy food choices....some stores received funding for infrastructural changes, like new shelves and a refrigerator case, investments of just a few thousand dollars that radically transformed their ability to stock fresh foods. These revamped stores, on average, now offer about 44 new, healthy food items, greatly improving community access to fresh foods.” To learn more about the Food Trust organization please visit <http://thefoodtrust.org/>

The Baltimore Red Line – Light Rail to Sustainable Future

by Shubha Adhikari, AICP, LEED GA

The Red Line is a new 14.1 mile long light rail transit line that will provide a much needed east west transit connection through Baltimore. The Red Line will run between the Woodlawn area of Baltimore County, through West Baltimore, Downtown, Southeast Baltimore, and ending at Johns Hopkins Bay View Campus taking only 44 minutes from end to end. This \$2.6 billion project is now in its engineering and design phase. The construction is expected to begin in 2015 and the system is expected to be up and running by 2021. As the only true east-west line, the Red Line is identified as the most important starting point for creating a comprehensive transit system envisioned for the Baltimore area.

The Red Line will serve more than 55,000 people per day on completion. It will provide a faster, convenient, and affordable transportation alternative to the city population that depends heavily on public transportation for commuting to work and for other trips. Approximately 30 percent to 45 percent of working population in the communities along the alignment use public transportation to commute to work. Almost a third of the population in the corridor does not have the access to personal vehicles which makes the need for a reliable transit line in the corridor significant. The



new line will also improve quality of life by providing better and safer access to employment as well as schools, libraries, parks, hospital, retail and entertainment to people of all ages and abilities.

The Red Line will support approximately 13,000 jobs mainly in the construction, operation, and maintenance of the system. Besides creating new jobs, it will improve access to major employers in the Baltimore area including Center for Medicare and Medicaid Services, Social Security Administration, University of Maryland, Johns Hopkins Medical Center Campus and other office centers in Downtown and Harbor East.

Baltimore Red Line



May 2013 **RED LINE**

Red Line Corridor Map

Making Great Communities Happen



Typical station design



Inner harbor station entrance rendering

In addition, it will bring more business ventures and local investments particularly in Uplands, Fells' Point, Harbor East, Canton Crossing, Brewer's Hill, and the West Baltimore area. It will also provide a convenient transportation alternative to leisure activities and destinations, such as Oriole Park at Camden Yards, M&T Bank Stadium, 1st Mariner Arena, Baltimore Convention Center, National Aquarium, the Hippodrome Theatre and Harbor Place. These activities, as well as other downtown destinations, attract more than 12 million people per year supporting the local economy.

Currently, Baltimore's existing transit systems do not connect with each other which makes transfers difficult. The Red Line will integrate existing systems by providing excellent connections and smooth transfers at different locations and help them function as part of one larger system. The Red Line will connect with the Central Light Rail at Howard Street/ University Center Station, with Baltimore Metro at Inner Harbor Station through a pedestrian tunnel and with MARC Train at

West Baltimore and the new Bayview MARC Station. To create a truly multimodal system, MTA, Baltimore County and Baltimore City are working together to improve bus, bicycle and pedestrian connections around the Red Line stations as well.

The Red Line will run mostly on the surface on a designated right of way. It will travel underground for 4.7 miles under Cooks Lane and Downtown. At several locations the tracks transition to an elevated viaduct to avoid major highways, roads and facilities. Among the 14 total stations, 5 are underground and 9 are on the surface. The Red Line is projected to run every eight minutes during peak hours and every ten minutes during non-peak hours. The cost of using the new service is expected to be comparable to the cost for using other existing transit system. The Red Line will be a more modern version of the existing Central Light Rail line from Hunt Valley to BWI. It will feature new shorter and narrower vehicle with quieter operation system. The low floors will allow the passengers to board the train without having to climb steps.

The Red Line sets a precedent for future transit projects in the Baltimore area by establishing a model for effective and meaningful community engagement and stewardship throughout the process. Public input was solicited not only during alternative selection but also in station design that supports community centered development needs, environmental design, and public art. It is an ongoing process and communities continue to provide input and be involved during final design and construction phases.

With recently announced \$519 million state funding to initiate construction of the Red Line, Baltimore is a step further ahead towards realizing its goal of creating a world class transit system. In addition to providing a sustainable transportation system, the Red Line will also be a driver for community development and neighborhood revitalization, a way to improve the environment across the city, and a model for responsiveness and civic engagement. For more information, please visit:

www.gobaltimoreredline.com

The Sustainable Growth and Agricultural Preservation Act of 2012: MDP's Perspective

by Rich Josephson, AICP

Following the article, “Analyzing the State’s Report of SB236 to the Maryland General Assembly,” published in the Spring APA newsletter (<http://www.marylandapa.org/newsletter.php>), the Maryland Department of Planning would like to point out the basis and benefits of the state’s landmark Septic Law, which we see as vital to protecting the health of the Chesapeake Bay.

The Sustainable Growth and Agricultural Preservation Act of 2012 was developed to limit major residential subdivisions served by septic systems. Under the law provisions, counties and municipalities identify current and future areas served by public sewer or septic systems within four growth tiers. Preventing major residential subdivisions on septic systems supports a more sustainable land use pattern in the long term, both for public services and agricultural continuity. Consider that development on septic systems has very real impacts: increased Chesapeake and Coastal Bay pollution, agricultural and forested land conversion, more stormwater runoff, greater lot consumption per household and more farmer-resident conflicts resulting from sprawling development adjacent to farm fields. While there are existing recorded lots on septic systems that the legislation will not affect, the article in the Spring APA newsletter uses the statewide non-sewered estimate before the law as a basis for suggesting the supply of septic-serviced lots is already so large that the law will be ineffective. However, the supply and demand for septic development across the diverse state of Maryland is highly variable and one estimate should not serve in perpetuity.

In addition, the article cites the historically low growth rates of 2008 and 2009 as an indicator of limited demand for septic development. Picking the lowest numbers on a long trend is not a good way to make assumptions about future growth. While it is clear that growth rates have been low for the last few years, it is safe to say, especially in a growing and compact state like Maryland, that development pressure for septic

and other types of growth will return, albeit perhaps not to the degree of seven to 10 years ago. The article also suggests that the Septic Law is flawed because it seeks to protect larger parcels of agricultural and forest land while driving development to relatively smaller parcels for septic development. In reality, the law borrows from some of the most effective rural zoning laws in Maryland—mostly from Worcester County—allowing only minor residential subdivisions served by septic systems to provide property owners some development rights while not allowing large rural parcels of land to be converted into major septic subdivisions.

Background

The Act was developed after much deliberation among a broad range of stakeholders about the disproportionate land and water resource impacts attributable to septic development. It recognizes that large-lot residential development on septic systems on a per-unit basis is the most damaging form of development. During the 2011 session, the Maryland General Assembly heard and debated House Bill 1107, which would have placed a statewide prohibition on residential major subdivisions using on-site septic systems. The result of that debate and discussion was the formation of the Governor’s Task Force on Sustainable Growth and Wastewater Disposal, which was established to explore reasonable limits on development using septic systems as well as to address many different stakeholder concerns. The Task Force met 10 times over five months in 2011, including twice with the Maryland Sustainable Growth Commission, and issued their final report to the Governor and General Assembly in December 2011.

The report included many recommendations, the most prominent of which was to ask Maryland counties and municipalities to identify areas being served by public sewer or septic systems within a system of growth tiers. The Task Force recommendations and the

Making Great Communities Happen

growth tier approach set the stage for Senate Bill 236, which passed during the 2012 session and was signed by Governor O'Malley on May 2, 2012.

Implementation

Twelve Maryland counties and the City of Baltimore have adopted tier maps limiting septic development in Tier IV areas. Counties that have not adopted tier maps cannot approve major residential subdivisions except in areas served by existing sewer systems. The creation of tier maps already has resulted in a significant reduction of the number of lots that can be developed on septic in major subdivisions.

Another benefit of the Septic Law is making the decision-making process at the local level more transparent for large lot development in Tier III. All major residential development applications in Tier III require public hearings with assessments of the impacts on public infrastructure and natural resources. When residents see that major septic development will have an impact on roads, schools, and other public services, they likely will press for further limits on plans and zoning. Additional transparency is provided through the comprehensive planning process, since to be considered adopted, tier maps must be incorporated into the next comprehensive plan update. This process will help residents recognize disparities between land use plan designations and tier map designations; for example, it will be evident where local governments have designated areas for agricultural use or natural resource protection in the land use plan but also have planned (in the tier map) for large lot development.

The Septic Law, by limiting new development to a minor subdivision of up to seven lots, will help preserve, not fragment, agricultural and natural resource lands. Worcester County's agricultural zoning has proven over the last 45 years that limiting residential development to no more than minor subdivisions has prevented sprawl and supported a thriving agricultural industry. The law supports implementation of local comprehensive plans, and is not expected to reduce agricultural land values. Sales data of agricultural land in counties with more restrictive agricultural zoning compared to counties with more permissive agricultural zoning

demonstrate that per-acre values are higher in counties that have greater restrictions.

Moving Forward

The Septic Law has set in motion a statewide effort to further connect land use choices and environmental protection, increase awareness of the link between future growth and water quality, and spur stronger rural conservation and environmental protection through planning and zoning.

We need to keep moving forward in the difficult and challenging effort to restore the Chesapeake and Coastal Bays. In addition to the Septic Law, we have seen many land use and preservation successes in Maryland: the 12 Planning Visions, Priority Funding Areas, Priority Preservation Areas and Rural Legacy Areas, Sustainable Communities and innovative funding tools like the Bay Restoration Fund. Planning and coordination between and among state and local governments continues to improve through initiatives like PlanMaryland and the Smart, Green and Growing legislation. The Septic Law is barely one year old. Time will tell whether we should seek ways to strengthen the law. We believe the Septic Law is a landmark achievement that prevents significant amounts of pollution and land consumption and will have positive impacts to the overall water quality of Maryland waterways, particularly the Chesapeake Bay.

APA Maryland Chapter

2013 Annual Samuel J. Lefrak Lecture

Dr. Martin Wachs

“Taking Charge: Taxes, Tolls and the Crisis in Transportation Finance.”

When: Wednesday, October 30, 2013, 8:00 pm to 9:45 pm:

Where: School of Architecture Auditorium, Planning, and Preservation, UMD

Free and open to the public with reception to follow

Dr. Wachs will examine the crisis of transportation finance in relation to planning and policy. He will review the current debate as to the role of taxes and tolls as a means to meet the challenges facing our current and future transportation network and infrastructure. Martin Wachs is a senior principal researcher at RAND and a professor at the Pardee RAND Graduate School. He formerly served as director of the RAND Transportation, Space, and Technology Program. Prior to joining RAND in 2005, he was professor of civil and environmental engineering and professor of city and regional planning at the University of California, Berkeley, where he was also director of the Institute of Transportation Studies. Prior to this, he spent 25 years at UCLA, where he served three terms as chairman of the Department of Urban Planning. Wachs served on the Executive Committee of the Transportation Research Board for nine years and was the TRB Chairman in 2000.

Sponsored by

Urban Studies and Planning Program

University of Maryland, College Park, MD

1.5 AICP CM credits (pending)

For further information

http://arch.umd.edu/planning/news_events/2013LefrakLecture.pdf

Continued from Page # 1 President's Message

This is possible through partnerships with the University of Maryland, financial support from the Chapter, and the volunteer efforts of speakers and organizers. Many of you are serving on the Steering Committees that make the events so useful. By now, you have also received an invitation to respond to the Chapter survey. We want to know what kinds of services you want from the chapter and how best to provide them. When you receive the request, please take a few minutes and let us know your thoughts and preferences. None of this could have happened without the dedicated efforts of the outgoing members of the Executive Committee; many thanks to all of them. And thanks to the members of the new Executive Committee. Your enthusiasm and commitment are helping all of us.

News from National APA

- A new advanced specialty certificate is coming soon for urban design professionals. The first exam is in Spring 2014
- Plan to attend the National Planning Conference in Atlanta, April 26-30, 2014. Find out more about Atlanta at the conference blog: <http://blogs.planning.org/conference/>
- APA is planning a membership survey in 2014
- APA is looking for examples of planning efforts with good economic outcomes. Contact Jackie Seneschal for more information (seneschaljm@pbworld.com)

Making Great Communities Happen

A tribute to Malcolm D. Rivkin

by Alan Feinberg



At the Fall, 2012 Regional Planning Conference in Columbia, I was given the privilege of honoring members who had passed in the last few years. We stand on the shoulders of many of these fine planners. I was fortunate enough to work for and with one of them -- Malcolm D. Rivkin.

Malcolm Rivkin has influenced many aspects of planning nationally and world-wide. His first professional experience was in institutional planning. His Master's thesis in planning school led to a position with the team planning University Circle in Cleveland, Ohio, and then to his appointment as the first Planning Officer of the Massachusetts Institute of Technology. His work has contributed much to shaping international agency assistance programs of the World Bank, USAID, and UN/Habitat in the fields of regional planning, urban infrastructure and secondary city development in developing countries. He was a pioneer in Coastal Zone

Management. His early work for the New Jersey Department of Environmental Protection led, among other things, to a highly practical administrative procedure in that state that has served essentially intact through four decades, as well as to the Pine Barrens preservation program. Another major impact of his career has flowed from his early work in travel demand management. It is the national "commuter choice" program that defrays the costs of transit users.

Now there comes a new, posthumous, impact of Malcolm's skillful and effective approaches in the areas of negotiated development and environmental conflict resolution, widely recognized since the early 1970s. Few months back, a joint memorandum was issued by the Office of Management and Budget and the Council on Environmental Quality. The memo acknowledges the great value of environmental collaboration and conflict resolution and directs all Federal lead agencies to utilize these techniques.

Malcolm's outstanding international reputation and expertise have brought honor to the planning profession and to United States planners, both here and abroad. He published three books, many monographs and articles, and made contributions to curriculum development of numerous institutions. He developed zoning code updates, traveling seminars for foreign nationals in planning and even the APA's regional planning venture for Nantong, China. The numerous honors he received during his career included recognition by MIT which chose him to represent the alumni awarded their doctoral degrees in planning during the decade of the 1950s. The National Academy of Sciences selected him for their expert panel reviewing the court-ordered Florida Keys Carrying Capacity Study. USAID seconded him to the United Nations Economic and Social Commission for Asia and the Pacific to organize and manage Habitat's major study of human settlements for nations in that populous region of the world as well as to the Kissinger Commission's group preparing a report to the U.S. Congress on human settlements issues in Southern Africa. The U.S. Department of State appointed him to the team negotiating the emergence of the Republic of Palau, Western Carolines from that nation's post-World War II Trusteeship status. The Transportation Research Board selected him for a succession of expert panels on transportation topics. He came to be known for both practicality and creativity. Thus, when local governments and states, transportation agencies, private sector development interests and civic or environmental activists here in the U.S. have been faced with complex new issues, they called upon him to help structure a path of thinking their way through to a successful outcome. His warm, generous nature and unfailing sense of humor endeared him to scores of students and professionals around the globe.

APA Maryland Chapter

Chapter Executive Committee Members, 2013-2015



Jackie Seneschal, President

Jackie is a Senior Supervising Planner for Parsons Brinckerhoff in their Baltimore office. She has over 30 years of planning and policy management experience in both the public

and private sectors. Prior to joining PB, Ms. Seneschal served as a Director of Planning for Charles County Maryland and as Air Quality Planning Director for the Metropolitan Washington Council of Governments. Jackie is a native of Harford County, where she lives with her husband, Phil.

Rick Brace, Vice President

Rick is a CEO of Brace Land Use Choices LLC, a veteran-owned small business. Mr. Brace also worked for the Frederick County Planning Department for a number of years.



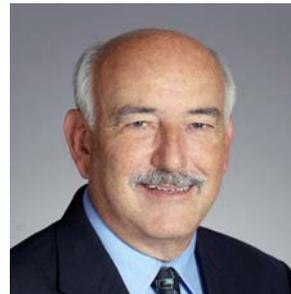
Parag Agrawal, President-Elect

Parag is a Senior Planner for the Montgomery County Planning Department. In the last 10 years, he has worked on a wide range of comprehensive Planning, urban revitaliza-

tion, development review and historic preservation projects. In his current position, Parag is involved with a number of planning studies, and also reviews development proposals in the County's more urban districts that are within the Washington, DC beltway. Prior to joining Montgomery County, Mr. Agrawal worked for the Office of Planning and Zoning in Anne Arundel County and for the City of Columbus Department of Development in Columbus, OH. Parag has a Master's degree in City and Regional Planning from the Ohio State University, Columbus and a Bachelor's degree in Architecture.

David Whitaker, Secretary

David currently works as the Manager - Grants and Staff Development for the Maryland Department of Planning. David specializes in transportation public policy, active living, bicycle and pedestrian access planning, complete streets and livable communities, MPO planning and school location planning.



James Noonan, Treasurer

Jim is the Director of Planning at Straughan Environmental, has 40 years of planning experience for public and private sector, including environmental and planning policy

development and environmental assessments for the State of Maryland. Prior to joining Straughan Environmental, Mr. Noonan worked for the State of Maryland for many years. In the past he has been involved with various public policy efforts including Smart Growth implementation, the Inter-County Connector Principals Plus 1 Committee; the Chesapeake Bay Restoration Task Force; and the Land Growth and Stewardship Subcommittee of the Chesapeake Bay Program.



Jacquelyn Rouse, Professional Development Officer

Jacquelyn works for the City of Annapolis Department of Planning and Zoning and has for the last 30 years. She is currently

the Planning Administrator and works on a variety of projects- developing legislation, annexations, special exceptions, site design, etc. One of the advantages of working in a small office is that you get to do just about everything!

Making Great Communities Happen



Rafe Subhani, Member-at-Large

Rafe is a Senior Transportation Planner/Engineer at Whitman, Requardt and Associates. Rafe has been involved in various transportation planning and traffic engineering assignments since 1999. His

planning experience involves travel demand modeling and forecasting for long range planning, preliminary engineering, environmental planning studies and multi-modal studies. Notable projects include U.S. 13/U.S. 113 Corridor Capacity Preservation Program for DelDOT, a Pennsylvania Statewide Travel Demand Model for the Pennsylvania DOT, development of the LUTSAM land use modeling tool for DelDOT, and traffic modeling for Environmental Planning studies at VDOT. Rafe also serves on a Traffic Impact Study Review Panel for the Office of Planning at Department of Transportation in Baltimore City.



Kyle Nembhard, Member-at-Large Metro Area

Kyle was born and raised in Westchester County, NY and moved to Baltimore Maryland after graduating from Drexel University with a degree in

Commerce & Engineering. While in Baltimore, Kyle attended Morgan State University to pursue a Masters in Urban and Regional Planning with an emphasis on Transportation. During his tenure at Morgan State University, Kyle served as the MSU Student Representative on the Maryland APA's executive committee. Kyle currently works for Parsons Brinckerhoff as Transportation Planner in the Baltimore Office.



David Dahlstrom, Member-at-Large, Eastern Shore

David is a Regional Planner for the Maryland Department of Planning and responsible for coordinating planning and review activities for

the Upper Eastern Shore Region. Mr. Dahlstrom also leads the Department's coordination efforts for Local Government Annual Reports and has a passion for form-based codes. Mr. Dahlstrom holds a Master's Degree and Certificate in Urban and Regional Planning from Florida State University.

Patricia Haddon

Member-at-Large, Southern Maryland

Pat is the Principal Planner at the Calvert County's Department of Planning & Zoning. Prior to joining Calvert County, Ms. Haddon worked for the Water Environment Research Foundation.

Megan Griffith

Student Rep – Morgan State University

Megan Griffith is entering her final year of graduate studies in Morgan State University's City and Regional Planning program. Her background awarded her a Bachelor of Fine Arts in Environmental Design from one of the nation's top art schools, the Maryland Institute College of Art. She's devoted to designing and contributing to places that are better for everyone — especially for those whose voices are not easily heard. This, and her love of nature, has led her to pursue a specialization in Urban Design and Sustainable Cities so that she may protect this planet's magnificent flora and fauna by encouraging dense, ecological development. She is absolutely thrilled to be a part of Morgan's premier APA-registered Planning Student Organization (PSO): the Morgan Association of Planning Students (MAPS)!

APA Maryland Chapter

Executive Committee Contact Information, 2013-2015

Jacquelyn Seneschal, AICP	President	seneschaljm@pbworld.com
Rick Brace	Vice President	rickbrace@hotmail.com
Parag Agrawal, AICP	President Elect	parag.agrawal@montgomeryplanning.org
James Noonan, AICP	Treasurer	jnoonan@straughanenvironmental.com
David Whitaker, AICP	Secretary	dwhitaker@mdp.state.md.us
Jacquelyn Rouse, AICP	PDO	jmr@annapolis.gov
Sharon Suarez, MPA, AICP	Past President	SharonK.Suarez@gmail.com

Members - At- Large

Rafey Subhani	Member-At-Large	rsubhani@wrallp.com
Vacant	Western Maryland	
David Dahlstrom, AICP	Eastern Maryland	ddahlstrom@mdp.state.md.us
Patricia Haddon, AICP	Southern Maryland	haddon@co.calver.md.us
Kyle Nembhard	Metro Area	nembhard@pbworld.com

Planning Schools Representatives

Siddhartha Sen, Ph.D. Morgan State University	Faculty Representative	siddhartha.sen@morgan.edu
Megan Griffith Morgan State University	Student Representative	morganplanning@gmail.com
Alex Chen, Ph.D. University of Maryland	Faculty Representative	achen@umd.edu
Aviva Brown University of Maryland	Student Representative	ahbrown@umd.edu

Planning Organization Contacts

Andrew Bernish Maryland Department of Planning	abernish@mdp.state.md.us
Robert Elliot Maryland Planning Commissioners Association	graphics_exchange@verizon.net