MEMORANDUM

TO: City Council

FROM: Daniel J. Mears
Assistant City Manager

SUBJECT: ***Status Report*** DATE: November 26, 2020

Status Report

1. Chase ATM at Collington Plaza
   On November 25, 2019, the Bowie City Council conducted a public hearing on a Detailed Site Plan (DSP) application, which proposed installing an ATM (automatic teller machine) in the parking lot of Collington Plaza on U.S. Route 301 southbound. Under the Annexation Agreement for this property, the City has final site plan approval authority. At the conclusion of its hearing, the Council voted to approve the DSP with conditions. The City has received a revised DSP for this project, which proposes to relocate the ATM and related improvements five parking rows to the east on the property. The request has been submitted to reduce a project cost overrun related to bringing power to the specific ATM site. There will be no appreciable difference in relocating the ATM and its related improvements to the east, as the project will be within the same footprint as the approved project. There will be sufficient vehicle queuing and circulation. Staff sent a letter to the applicant approving the request, with the same conditions attached to the 2019 approval.

2. Plant One Tree on Us program update
   In late September, Planning staff officially kicked off the city-wide Plant One Tree on Us program. This is the expansion of the pilot phase in Meadowbrook and Collington Station in 2018-2019. The goal of this program is to increase residential tree canopy and help meet City Council's 45% canopy goal (R-56-12). Residents can request a native tree from an approved list to be planted in their yard by a City contractor. In the two months this new program has been active, 56 tree requests have been received. This is the most successful tree-planting initiative undertaken since Council's 2012 goal. Staff look forward to continuing this successful program in FY22 and eventually meeting the canopy goal. For more information, visit www.cityofbowie.org/PlantOneTree or contact Tiffany Wright (301-809-3043, twright@cityofbowie.org).

3. FY21 Traffic Signal Battery Back-Up
   The City has contracted with Lighting Maintenance, Inc. to replace the battery back-up for the traffic signal at Northview Drive & Nottinghill Drive. The work is expected to begin the week of November 30, 2020 (weather permitting). All work will take place between 9am and 2pm. This will not require any lane closures, but the signal will be dark for a short amount of time while switching power over to the new battery back-up. Traffic flaggers will be on site during the power switch.

4. Development Review Policies Revisions
   Attached are the draft revisions made by staff to the existing City Development Review Policies. The revisions respond to comments provided by Councilmembers during the three agenda discussions held this fall, as well as to public comments received to date. Staff will post the revisions on the City website and invite public comments through the end of December. In early 2021, a City Council public hearing will be scheduled for Council's review of the revisions and any public comments received. Please contact the Planning Director if you should have any questions.

DJM: lfr
Attachments

LAND USE

ESTABLISHED COMMUNITIES

1. Any redevelopment of the Bowie racetrack (Bowie Training Center) should only be with ~~single-family, low-density residential uses~~ public recreational uses, green space, parkland and open space.

2. The historic viewshed of the Jesuit property associated with Sacred Heart Church should be preserved by returning the entire property on both sides of MD 450 to the Rural Tier (Rural Preservation Area) and downzoning the land to the lowest density residential zone.

3. A Residential Neighborhood Conservation Area and zoning district should be established to protect the original Levitt sections and conserve the City's older neighborhoods. This zoning tool should establish uniform zoning standards, such as lot coverage standards, and should also prohibit unwanted special exception uses from encroaching on the established neighborhood character. Policies should be developed in the new Bowie, Mitchellville and Vicinity Area Master Plan to address preservation of the character of existing retail shopping centers.

Mixed Use Activity Centers

4. Higher-density and mixed-use development should be concentrated within the Bowie Local Center (and the Bowie/MARC Center) while encouraging only low- ~~and medium~~ density development and revitalization of existing centers in the Established Communities.

5. Additional focus should be placed on redevelopment in the MD Route 450 Mainstreet area that converts this area from a through arterial to a true main street design, with narrower streets and on-street parking. Appropriate design standards should be adopted in conjunction with ~~a Sector Plan for the Bowie Mainstreet Activity Center~~ the update of the Bowie, Mitchellville and Vicinity Area Master Plan. The boundaries of the Bowie Mainstreet mixed-use activity center should be expanded to include the civic uses on MD 450 (Bowie High School, Bowie Center for the Performing Arts, the public library and racquet club), the Bowie Community Center, the Levitt model homes on Sussex Lane, the adjacent townhouse communities on Millstream Drive, Marquette Lane and Scarlet Oak Terrace and the funeral home and church located east of Race Track Road. A mixture of uses should be encouraged at the Bowie Mainstreet's three shopping center properties, as well as the commercial use area along Superior Lane. These areas should be designated as the "core" of the Bowie Mainstreet mixed-use activity center. The three "core" properties should be designated as preferred sites for small-lot, affordable residential development.

6. Pedestrian-oriented, mixed-use development should be encouraged within the existing commercial district of Old Town Bowie. Opportunities to develop a wider range of compatible housing choices in Old Town Bowie via the Comprehensive Design Zone technique are generally supported. The concept of creating an arts or cultural center in Old Town Bowie should be explored in the next Master Plan update.

7. The development concept for West Bowie Village should be limited to basically non-residential uses within the existing business district, except that live-work units should be specifically included as an allowed residential dwelling type within the commercial district.

8. The Pointer Ridge mixed-use activity center is supported, however, no vehicular access, including indirect access via parking lots, should be allowed to Pointer Ridge Drive.

US 301/MD 3 Median

6. Existing properties in the MD 3/US 301 median should be retained in the R-R zone. Expansion of existing commercial uses should be discouraged, as they will further contribute to an already over-burdened transportation system and create the potential for increased vehicular conflicts. Any future commercial rezoning of residential properties to commercial zones is discouraged.

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7. The consolidation of existing commercial properties in the MD 3/US 301 median should be encouraged to provide more coordinated and attractive development.

8. Any improvement to median properties should include adequate turning lanes and acceleration/deceleration lanes.

RURAL AND AGRICULTURAL AREAS

1. Properties located in the R-O-S, O-S and R-A zones (or any equivalent new zoning districts) should not be served by public water and sewer facilities. ~~unless it can be demonstrated that their development is not feasible through any other method~~.

2. The portion of the planning area east of US Route 301, south of US Route 50 should be recommended only for permanent low-density development, with the exception of the area north of the Mill Branch Road intersection.

3. ~~The historic viewshed of the Jesuit property associated with Sacred Heart Church should be preserved.~~ The historic viewshed of the Jesuit property associated with Sacred Heart Church should be preserved by returning the entire property on both sides of MD 450 to the Rural Tier (Rural Preservation Area) and downzoning the land to the lowest density residential zone.

4. The zoning pattern should be adjusted to permit R-A zoning on the more developable land within the Rural Tier, especially east of Route 301 where the east-west direction of stream valleys separates the land into more developable high ground suitable for the R-A zone and lowland areas that should be zoned O-S.

5. Development of properties in the Rural and Agricultural Areas should address the following:
   - protection of agricultural uses;
   - minimization of lot coverage and building bulk to avoid overly imposing new structures;
   - the use of conservation and wildlife habitat landscaping and avoidance of non-native plants;
   - preservation or creation of meadows and woodlands;
   - restrictions in sizes of lawns around all structures; and
   - use of aesthetically pleasing vinyl and aluminum siding.

6. The use of signalized intersections should be avoided in favor of traffic circles at higher volume intersections.

7. Rural road design standards that allow for bikeable shoulders and pervious surfaces should be created.

8. Agricultural easements should be given priority where agricultural uses are located outside of the Green Infrastructure Network.

BOWIE LOCAL CENTER

1. Commercial and office development should be concentrated in the Bowie Local Center.

2. The boundaries of the Bowie Local Center should be determined using the Growth Policy Map in Plan Prince George's 2035 and expanding it to include the more intensely developed and densely populated portions of the City. The boundaries of the Bowie Local Center should be adjusted to include all of the property in the original Bowie New Town Center (BNTC) Comprehensive Design Plan (CDP) area, a mixed use retail/residential/office development. Further, to add to the variety of housing types of the Bowie Local Center's residential component and to reflect the synergy and proximity of this area to the core sub area of the retail portion of the BNTC, the boundary of the Bowie Local Center should expanded

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to include additional land uses, such as: the Bowie Health Center campus (including adjacent facilities); the Bowie Crossing development and adjacent County Park-and-Ride lot; the Heather Hills residential community; the M-A-C and R-S zoned lands between MD Route 197 and Old Collington Road; Enfield Chase; the Northview Elementary School property and the portion of the "Northview" section north of that property; Pin Oak Village and Covington; the Longleaf cluster subdivision; and, Prince George's Stadium.

3. The more intense development described in the Bowie and Vicinity Area Master Plan should not occur until the necessary transportation facilities are in place to support it. Recommendations should be made for staging the Master Plan's land use recommendations into short-range, medium-range and long-range (ultimate) proposals tied to provision of necessary infrastructure (e.g completion of the US 301/MD 197 interchange, establishment of a transit center, etc.).

EMPLOYMENT AREAS*

1. The City should facilitate development of employment land uses at Melford, Bowie Gateway Center, ~~and~~ Bowie Town Center, Bowie Office Park, 3000 Mitchellville Road and other office building locations.

2. Continued employment and office development is encouraged within the designated Employment Area.

3. Melford is recognized as a key employment feature of the Bowie Local Center.

* *As defined by the Prince George's County General Plan, Plan Prince George's 2035, and any future amendments.*

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ECONOMIC PROSPERITY

Commercial land uses, including employment uses, are a measure of the economic viability of the community. Both the location of commercial zoning and the way in which these sites develop can greatly influence the image of the City. Commercial activities should be convenient, yet unobtrusive. Impacts on neighboring residential properties and transportation users must be thoroughly assessed and mitigated. Site plan approval should only be granted for those proposals meeting applicable regulations, standards and policies. A revitalization plan for Old Town Bowie is directing preservation and revitalization efforts in that portion of the City.

1. Compatible commercial development, employment uses and mixed-use development, including live-work dwelling units, should be promoted in designated centers.

2. Auto service centers or related commercial uses should be directed to highway-oriented sites on the periphery of the community.

3. Strip commercial development, particularly single-use or pad site configuration, should be discouraged. Commercial development should be located in planned or designated centers rather than on isolated, scattered sites.

4. Redevelopment of older centers is encouraged before development of sites in new locations.

5. Commercial and office development should be concentrated in the Bowie Local Center.

6. Existing commercial centers should be preserved, rehabilitated or redeveloped.

7. A planning area-wide fiscal impact analysis should be undertaken before any additional commercial zoning intensity is approved.

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TRANSPORTATION AND MOBILITY

The area's transportation system is one of the most critical elements of infrastructure needed to sustain the City's quality of life as well as to accommodate growth and development both within the City and in the region. The transportation needs of the Planning Area are multi-modal. Regional access must be facilitated, but not to the detriment of existing or planned neighborhoods. Overall, transportation systems planning and adherence to sound engineering principles should guide the review of development proposals to ensure safe and efficient access and circulation. Any disruptive impacts of future improvements to the existing transportation network and quality of life should be minimized. The integrity of non-highway transportation facilities must be protected and enhanced. Walkability, biking and public transportation are key components of a truly integrated transportation system.

Regional Approach

1. A comprehensive ongoing review of a balanced transportation network for the City and its Planning Area, the Washington Metropolitan region, as well as the Statewide system is supported. This review should include not only an analysis of the operational capabilities of the existing and anticipated road network, but also the need to ensure that a multi-modal approach is taken in providing for current and future transportation needs. All modes of transportation, including, but not limited to rail, bus, High Occupancy Vehicles (HOV), bicycling and walking should be included in any analysis.

2. The City should support the study of new ways to fund all modes of transportation on a region-wide basis. This study should focus on such issues as advanced protection of right-of-way for not only highways, but also transit lines.

3. A feasibility assessment of a new roadway linking MD 197 near Bowie State University with MD 3 in Anne Arundel County should be undertaken as part of the Bowie, Mitchellville and Vicinity Master Plan update..

Bikes, Trails and Pedestrians

4. Implementation of the Complete Streets Policy and City Trails Master Plan should proceed as quickly as possible. The installation of on-road bike route signage (including "Bikes May Use Full Lane" signs, where applicable) should be used as an interim means of identifying streets for an on-road bike route system on City streets until those roads have been permanently improved to include either a wide shoulder for use by cyclists or the construction of an adjacent off-road, multi-use trail.

NEW Development of The Bowie Byway trail system as described in the Trails Master Plan is a priority, and it represents an important goal for connecting major destination points in the City along a north-south transect that crosses major highways.

5. A new trail within the alignment of the former PT-1 corridor should be constructed to connect Church Road to Northview Drive, in order to link residential areas within the Church Road corridor with the new Northview Elementary School and Bowie Local Center.

6. The development of an uninterrupted linear trail network (including a bridge to Anne Arundel County in the vicinity of the WB & A Trail) for pedestrians, bicyclists and equestrians along the Patuxent River corridor should be a priority.

NEW A route for a new Patuxent River footpath trail should be identified. This trail will serve as a recreational and educational resource highlighting this important natural watershed defining the eastern boundary of the City.

7. As part of the expansion of the trail system throughout the County, the development of service/rest areas and enhanced access to existing communities should be provided along the network.

8. The planned Bowie Heritage Trail system, including construction of trails from the WB & A Spur Trail to the Bowie State MARC Station and connections to the main WB & A Trail, should be

completed as soon as possible. An on-road trail should be identified between Tanglewood Park and the Bowie Heritage Trail trailhead at 12th Street and connect with ~~new~~ the proposed trails between Old Town Bowie and Bowie State University/MARC Station.

9. Construction of a pedestrian crossing of US 50 (bridge or underpass) connecting Melford to Governor Bridge Road should be evaluated in the next Master Plan update.

NEW Construction of an elevated pedestrian crossing of MD 214 should be completed in order to connect The Bowie Byway trail into the South Lake development and County Master Plan Trail extending to Upper Marlboro.

10. Interim use of existing, but unimproved, rights-of-way for trails is encouraged where links to major trail systems can be provided to enhance access to these systems.

11. Planning for alternative uses for the publicly owned portions of the former A-44 right-of-way, such as for preservation of wildlife corridors and installation of needed trails and recreational facilities, should begin immediately. Use of this right-of-way for hiker-biker trails is recommended as per the Trails Master Plan.

12. The overall non-motorized transportation goal of the City shall be to make it possible for residents to walk or bike anywhere in the City, safely separated from vehicular traffic, where possible. The City will be a pedestrian- and bike-friendly community. Generally, all new development will be designed as such.

Transit

13. ~~The City should work to increase use of available public transportation facilities, such as the Northview Drive Park-and-Ride Lot, Metrobus, and MARC train service. To provide better transit options for City residents, consideration should also be given to enhancing public transportation service within the City, including either alteration of existing bus routes or creation of new ones, or both. In addition, the City should increase its advocacy for more on-demand transit service providers and paratransit service for City residents.~~

The following specific improvements and enhancements be made to the transit systems serving the City:

1. *Initiate County bus (TheBus) transit service in Old Town Bowie to connect it to other cultural and business attractions, including Bowie State University. (Short Term)*

2. *Ensure the establishment of a regional transit route from Annapolis to Laurel via the Northview Park-and-Ride lot in the next several years. (Mid-Term)*

3. *Evaluate County bus (The Bus) service between the 450 Mainstreet area and the City of Greenbelt. (Long Term)*

4. *Evaluate County bus (The Bus) service between Bowie Town Center and Largo Town Center, including service along Woodmore, Mount Oak and Mitchellville Roads. (Long Term)*

5. *Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301. (Long Term)*

6. *Designate the US 50 corridor as a Priority Transit Corridor on all future County plans. (Long Term)*

7. *Continue to advocate for efficiency improvements to WMATA bus service. (Ongoing)*

Future Road Expansion

14. Any improvements to the transportation network in and around the City and its Planning Area should maximize traffic flow and operational efficiency, while minimizing disruptive impacts on public transit users, pedestrians and safe cycling operations.

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15. To the greatest extent possible, no new highways should be constructed. Continued highway expansion should not be the sole means of accommodating new growth. The City supports a system of multi-modal radial corridors consisting of such alternatives as rail; exclusive bus service; High Occupancy Vehicle lanes; bikeways, etc. Innovative techniques such as Transportation Systems Management (TSM) should be used to improve the efficiency of existing and future transportation improvements. These corridors include the WB&A trail system, Amtrak Line, US Route 50, and MD Route 214, and a specific transit corridor serving the Bowie area, along with, and supplemented by, the establishment of a circumferential transit corridor. The preferred transit corridor would extend Metrorail from New Carrollton to Bowie and Annapolis via the right-of-way of US Route 50.

16. With the exception of US Route 50, MD Route 214, US Route 301, and the portion of Mitchellville Road north of Northview Drive, the City opposes the upgrading of all major roadways to six (6) "through" lanes.

17. All upgrades to the above roads should include HOV lanes/exclusive bus lanes (within the same lane).

18. With the exception of those roads identified herein, finite highway capacity limits of a four-lane road network should be used as the basis for setting the residential density and commercial intensity levels in the planning area.

19. The City should continue to work toward finding a means, such as the existing pedestrian/bicycle bridge over US Route 50 that was actively sought by the City, to minimize the physical separation of residential communities caused by major roadways such as US Route 50, US Route 301, MD Route 450, MD Route 214 and MD Route 197.

MD 197 Policy

20. MD Route 197 should be designed to accommodate a maximum of four (4) lanes for that portion of MD Route 197 between Kenhill Drive and relocated MD Route 450. Except where added width is needed at intersections, a continuous 8- to 12-foot wide median should run between the northbound and southbound lanes of MD Route 197 between the intersection of MD Route 197 with Tulip Grove Drive, and the intersection of MD Route 197 and Lerner Place. The alignment of the road should be configured for minimal roadbed and minimum disturbance of foliage on both sides of the new roadway, and minimal disturbance of the bike trail on the east side of the existing road. Safe pedestrian crossing from the Long Ridge Section to Foxhill Park is also a goal.

MD 450 Policy

21. ~~Between High Bridge Road and MD Route 3, MD Route 450 shall have no more than four (4) through lanes of traffic. Breakdown lanes not to exceed seven (7) feet in width may be placed on the outside of the through lanes. Medians shall not exceed 16 feet within the City limits, except at intersections where the width of the median may be adjusted to accommodate left-turn lanes. An eight (8) foot wide path shall be located along the entire northern side of the road to accommodate non-motorized travel. In general, left- and right-turn lanes shall be provided as required. Traffic signals shall remain at all intersections currently signalized. MD Route 450 between Highbridge Road and MD Route 3 shall be landscaped based on a design plan agreed to by the City, SHA and impacted residents.~~
-Additional focus should be placed on redevelopment in the MD Route 450 Mainstreet area that converts this area from a through arterial to a true main street design, with narrower streets and on-street parking. Appropriate design standards should be adopted in conjunction with the update of the Bowie, Mitchellville and Vicinity Area Master Plan. The roadway design should slow vehicular traffic, be bicycle-compatible and include upgraded pedestrian crossings.

US 301 Policy

22. The City supports the ongoing efforts by the Maryland State Highway Administration to develop acceptable alternates for the upgrade of US Route 301 in Bowie. The continued growth and development of this corridor, combined with increased volumes of regional through traffic, has substantially increased the degree of traffic congestion and accidents and will continue to do so in the future.

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- Advanced land acquisition for all Master Plan roads is encouraged to protect the integrity of the local and regional transportation networks.

- The State should budget added funds for advanced land acquisition and access controls to protect future right-of-way and median properties from development.

- Growth should occur in compact locations adjacent to major interchanges to promote reduced burdens on public infrastructure, conserve farmland, and to preserve existing woodlands and wetlands.

- Interchanges on US Route 301 in the Bowie and Vicinity Planning Area should be limited to the Collington Corporate Center and at MD Routes 214 and 197.

- Frontage roads should be located on the east and west sides of US Route 301, where necessary, to provide access to existing roads and to maintain the viability of local business areas. (e.g. MD Route 450/3 intersection design).

The grade-separated interchange should provide options and/or a reasonable alternative path for bicycle access through the interchange.

MD 3 Policy

23. The City supports a completely grade separated interchange (Option A) at the intersection of MD Route 450 and MD Route 3 to encourage drivers destined for points west of Bowie to use US Route 50 as opposed to MD Route 450. Regarding the upgrading of MD Route 3, the City supports the Boulevard Concept (Alternate #3) with the following modifications:

    - Eliminate proposed right-in, right-out at Columbian Way.
    - Eliminate proposed cul-de-sac from Sylvan Drive to median residence.
    - Lower roadbed for upgraded MD Route 3 between existing Columbian Way connection points.
    - Connect Columbian Way to Forest Drive using bridge over MD 3.
    - Construct half diamond for access to MD Route 3 on the south side of Columbian Way/Forest Drive bridge.
    - Install 2-way stop on service road at Forest Drive and install stop signs at Sylvan Drive and Whitemarsh Park.

    The grade-separated interchange should also accommodate east/west and north/south bicycle traffic through the interchange.

New Interchange on US 50/MD 193

24. In order to prevent the expansion of MD Routes 450 and 197 beyond four (4) lanes through the City, and to provide another north-south connection to MD Route 450, an interchange should be provided on US Route 50 between MD Route 197 and MD Route 704.

25. ~~An interchange should be constructed at US Route 50 and MD Route 193. MD Route 193 should be upgraded to a multi-lane divided roadway with an enhanced landscape package similar to that developed for MD Route 450 between MD Route 193 and Stonybrook Drive. An off-road, hiker-biker trail, with connections to existing and future planned multi-use trails, should be provided for the entire length of MD Route 193.~~

Rural and Scenic Roads

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26. Preservation of existing rural and scenic roads should be supported whenever feasible. Rural and scenic roads should not be designed as main arterials. A list of scenic roads shall be developed and used during review of development proposals. These roads should also be classified by their function, i.e., local, collector, etc. The number of lanes should be minimized. Open section designs are acceptable for these roads. If designed as a rural collector, these roads may need to be designed to have a wider right-of-way and a landscaped median.

Traffic Management Techniques

27. Alternatives such as traffic calming techniques will be considered to slow traffic speeds where speeding has been documented to be a problem. The City's petitioning process should be further refined.

28. The use of state-of-the-art technological devices, such as speed cameras and red light cameras, is encouraged to enhance safety on area roads.

29. An inter-jurisdictional corridor congestion management system should be investigated as soon as possible, as a means to eventually alleviate heavy regional traffic on certain highways, such as US 50, US 301, MD 3 and the segment of MD 450 between MD 3 and Race Track Road.

30. New subdivision lots with individual or shared driveway access directly to Church Road should be prohibited.

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NATURAL ENVIRONMENT

The natural environment is one of our most precious resources. Without proper guidance and management, development sprawl can overcome and destroy the community's irreplaceable natural assets. Monitoring natural ecosystems, such as 100-year floodplain, steep slopes, wetlands, wooded areas and critical habitat areas on a watershed wide basis, creation of a sustainable approach to development, establishment of performance standards, and preservation of significant open space and forested lands through conservation efforts and pollution prevention measures demonstrate a commitment to the long-term protection and enhancement of the natural environment.
Climate change has become a critical challenge to the health of the natural and man-made environment and all decisions on land use and development should be considered according to their potential impact on climate. Will the actions improve, maintain or degrade elements of the natural environment?

Overall Policy

1. The local environment comprising the City of Bowie and surrounding community is worthy of preservation, protection and enhancement for the benefit of current residents and future generations. The City is committed to preserving and creating green space, habitat corridors, "green" parks, tree planting areas, etc.

2. The Patuxent River is recognized as being a valuable environmental resource within close proximity to the City of Bowie. This resource has a rich heritage dating back to pre-historic and Colonial times and is worthy of protection efforts from local government, residents and the business community. The network of environmental assets related to the Patuxent ecosystem includes "Sensitive Areas", such as 100-year floodplain, wetlands, steep slopes, and other natural characteristics.

3. The protection and enhancement of the Chesapeake Bay and its tributaries are endorsed. Furthermore, it is recognized that efforts to preserve and protect the local environment are essential in the successful joint restoration of the Chesapeake Bay.

Preservation

4. The Belt Woods should be preserved, protected and restored to perpetuate natural old growth forest habitat with its indigenous ecological community and aboriginal/native species.

5. The protection and preservation of open space to protect environmentally sensitive areas are strongly encouraged.

6. The Residential Agriculture (R-A), Open Space (O-S) and Reserved Open Space (R-O-S) zones (or any equivalent new zoning districts) should be expanded where possible to protect environmentally sensitive areas.

7. The preservation and protection of stream valleys, tracts of land with pristine environmental characteristics and a system of interconnecting greenways are primary objectives.

Woodland and Water Conservation

8. Recognition is given to the value of forested lands and wooded areas in the local environment. Trees play a vital role in the infrastructure of our community, contributing to the scenic beauty, the landscape and the overall quality of the natural as well as built environment. Trees support numerous ecosystems, including songbirds, small forest animals, wildflowers and smaller understory trees, improve air quality by removing pollutants and particulates and releasing oxygen. Trees reduce the amount of stormwater runoff at a development site and save thousands of dollars that would have been spent on drainage ditches and other solutions. Trees also play an important role in deadening noise pollution, contributing to overall energy conservation efforts and enhancing property values throughout our community. ~~Woodland conservation/tree preservation efforts and corresponding Tree Conservation Plans (TCPs) that exceed County and State thresholds are encouraged within the Planning Area.~~ The City supports a "no net loss" approach to Woodland Conservation reviews associated with development projects.

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9. Conservation landscaping methods are encouraged in all new development and renovation/restoration projects. Water conservation techniques that reduce water consumption and re-use harvested rainwater are encouraged.

Sustainable Actions

10. Broad-based efforts, including public education and awareness programs, should be conducted regarding sustainable land use practices and pollution prevention measures to enhance the protection, preservation and restoration of the Chesapeake Bay and its tributaries.

11. The City encourages the use of native, non-invasive plants by residents, businesses and the development community and endorses BayScapes, a regional, environmentally sound landscape program promoted by the U.S. Fish and Wildlife Service (Chesapeake Bay Field Office).

12. Development proposals are encouraged to incorporate Green Building and Environmental Design techniques to the fullest extent possible as the Federal, State and City governments have all adopted Green Building policies. In order to prevent pollution and increase energy efficiency in buildings, the State of Maryland created tax incentives that benefit developers who build "green".

NEW The City recognizes the importance of protecting the climate as well as the natural terrestrial environment. Decisions related to land use, transportation, housing and urban design can significantly impact greenhouse gas emissions with long-term impacts on climate change. The City advocates for development policies that reduce greenhouse gas emissions and enhance climate resilience as described in the City Climate Action Plan.

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HOUSING AND NEIGHBORHOODS

Residential development makes up the largest single land use category in the City. In fact, the City is well known for its reputation as a bedroom suburb of Washington D.C. As population of the City becomes more diverse, its housing needs are also changing. It is important to provide a wide range of housing opportunities in the community and to guarantee that new subdivisions are designed with an identity and can be integrated into the City's existing neighborhoods. Residential land use policies should not only address the provision of housing, but should also provide guidance on the development of residential projects.

1. Preserve and enhance the quality of the residential character of the City by maintaining a majority of single-family, detached dwelling units throughout the community and balancing it with a choice of housing types, sizes and styles, including live-work dwelling units and housing for residents of all ages and incomes and for populations with special needs and/or disabilities. The single-family residential character of the Levitt sections of the City shall be preserved and maintained.

2. The inventory of housing opportunities for senior citizens, active adults (age 50+) and for persons with disabilities should be expanded.

3. To continue to provide a broad range of housing types and styles within the planning area, each builder within a new residential development is encouraged to provide at least one single-story unit type or a model which includes a first floor master bedroom in their architectural portfolio to address the needs of the active adult and senior population, persons with disabilities, and empty nesters.

4. Special Exception applications that significantly change the character of an undeveloped land parcel in a residential area are to be discouraged.

5. Housing opportunities for moderately low-, low- and very low-income families, as defined by the City's Consolidated Housing Plan, are encouraged. This housing should be distributed throughout the City so it is not concentrated in any particular area, and it should support nearby retail areas.

6. ~~Affordable~~ Workforce housing should be provided in all new residential development and redevelopment within the Bowie Local Center. A minimum of 10% of the dwelling units approved for all projects shall be provided as workforce housing units for individuals earning between 60%-80% of the area's average median income.

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COMMUNITY HERITAGE, CULTURE AND DESIGN

HISTORIC PRESERVATION *- Historic preservation is a valuable component of the development process as opportunities arise to protect or preserve historic properties and resources. Protection of historic resources, preservation of vistas, etc. are possible if they are considered early in the development review process. The City has a proud history and tradition that is evoked in its conservation of historic buildings such as the Belair Mansion and Stables and the presence of the railroad. A continuing commitment is necessary to guarantee that the many valuable historic properties in and around our community are respected as the area around them develops.*

1. Historic resources should be preserved or rehabilitated and be considered for adaptive reuse.

2. When possible, historic resources shall be relocated or rehabilitated, rather than demolished.

3. Historic resources should be surveyed for possible historic significance prior to any proposed demolition.

4. The Huntington section of the City (Old Town Bowie) should be considered a historic resource to be enhanced where possible.

5. A City-County-State collaboration to create an overall improvement plan that enhances the historic characteristics of Huntington (Old Town Bowie) is encouraged.

6. Historic viewsheds should be preserved and complemented by new development.

7. No historic designation, for either a Resource or a Site, should be implemented without the express consent of the property owner.

URBAN DESIGN *- Urban design is the process by which the principles and standards of good planning are put into practice. Thoughtful design that includes superior amenities and attention to details contributes to a sense of place by creating a distinctive identity within a community. Quality design should provide not only an attractive visual character, but should also facilitate physical movement and mental orientation creating a greater sense of safety and security. Citywide urban design policies are among the essential tools to guide the physical development of a community. They reflect the intended pattern of development on a planning area-wide scale and are helpful in articulating to developers and the public the City's desires for location of major land uses and character of development.*

Citywide Urban Design Policies

1. Growth should be directed such that Bowie becomes more of a full-service City.

2. Zoning designations should set density and intensity limits related to the Master Plan ultimate land use and should not be used as the basis for negotiation of higher densities.

3. A step-down pattern of densities for residential development throughout the planning area should be encouraged. The highest density of residential development should be limited throughout the planning area to areas within the centrally located Bowie Local Center. Master Plan Activity Centers should be designated as areas of ~~medium~~ only low-~~-~~density residential and/or commercial-retail-office type development. The remaining residential areas should be developed in a low-density pattern.

4. Development should occur in a pattern where the highest densities and intense commercial uses are concentrated within the Bowie Local Center. The overall Bowie Local Center should contain a range of uses, with a high quality pedestrian experience that incorporates existing natural features and parks as design features.

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5. The City should continue to pursue independent planning and zoning authority.

Site-Related Urban Design Policies

1. A hierarchy of street types based on a modified grid street network is preferred in large developments.

2. Visual attractiveness and continuity should be promoted through design approaches that are sensitive to the environment, energy resources, transportation systems, and adjacent land uses.

3. The placement of monopoles, cellular and other public utility towers should be sensitive to adjacent properties and should not occur in existing or planned residential neighborhoods.

4. Streetscape design should be unified and be similar or complementary to that of adjacent properties.

5. Administrative review of architectural revisions is permitted where the HOA or community has indicated its approval, and where the proposed square footage does not exceed what has previously been approved.

6. Existing residential subdivisions are encouraged to retrofit their communities with landscaped entrance features that include BayScaping techniques, in furtherance of the City's environmental enhancement objectives. Landscape features should be provided in the public spaces located at the entrances to communities that do not have Homeowners Associations.

7. Residential developments should be designed to employ specific techniques to reduce fear and incidence of criminal behavior and increase the perception of security in the community. These techniques may include, but are not limited to: street design to improve natural surveillance and gateway features to deter cut-through traffic; unobscured, pedestrian-friendly sidewalks; lighted parking areas, building/home entrances and yards; clearly delineated private and public areas; properly maintained landscaping to provide maximum visibility to and from the house. Building features should include windows on all sides to provide maximum visibility of property. The creation of blind spots or hiding places should be avoided; open public areas should be visible/observable from nearby homes; lots should be designed to encourage interaction between neighbors. All major development plans should be reviewed by the Police Department to ensure adherence to Crime Prevention Through Environmental Design (CPTED) principles and to strive to provide the safest possible situation from a public safety perspective.

8. Mixed use commercial buildings, such as those with retail on the ground floor and office or housing on upper floors are encouraged.

9. Ancillary commercial uses should be carefully planned as pedestrian-scale neighborhood centers.

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PUBLIC FACILITIES

The City has long-supported strong Adequate Public Facilities (APF) laws in Prince George's County. Timely provision of necessary facilities programmed in the County's Capital Improvement Program (CIP), the WSSC CIP, or State's Consolidated Transportation Program (CTP), or those funded by developers in accordance with the County's APF Ordinance, is essential to keeping pace with growth in the community. 100% of the construction funding for such facilities should be committed for a facility to be considered in any APF test, and projects should be staged to coincide with the actual availability of the services those facilities provide.

Public water and sewer facilities are essential to support new growth, as well as the needs of existing development. The City operates its own wastewater treatment plant and water system within the Levitt sections of Bowie. WSSC provides such services elsewhere. The Prince George's County Ten-Year Water and Sewer Plan is a development management tool that establishes a timing mechanism for providing such service within the County to assure that water and sewer facilities are not overburdened. Amendments to the Plan must be approved to initiate project development dependent upon public water and sewer facilities. The City makes recommendations on proposed amendments, based upon the City's development review policies, the Master Plan, and County criteria. The provision of public water and sewer greatly influences the development character of an area.

The City provides and maintains recreation facilities and parks for its residents. These facilities are in addition to, and not a substitute for, those facilities needed by the community that are provided by MNCPPC. Having a wide variety of recreational opportunities for all age groups and providing parkland for passive recreation or open space preservation adds significantly to the quality of life and attractiveness of the City.

1. All developments should be staged to coincide with the actual availability of required public facilities (such as schools, roads, libraries, fire and rescue services, etc.).

2. No project should be recommended for approval unless the necessary adequate public facilities, including but not limited to roads and related improvements, are either in place or will be constructed simultaneously with the project itself. Funds approved for public facilities improvements in the latter years of an adopted Capital Improvements Program should not be considered to fulfill this requirement.

3. In general, use of fee-in-lieu to satisfy APF requirements should not be supported. However, pro-rata contributions, where the entire cost of the facility is known is divided between a number of developers, such as road clubs, can be used to satisfy APF requirements provided they contain sufficient enforcement ability. "School clubs" should be investigated as a means of developer funding of needed school facilities. When fee-in-lieu is used, money collected should be used solely for facilities determined necessary to support the specific development that causes the impact.

4. School facilities in excess of 100% of their design capacity should be deemed overcrowded. The County is urged to take the necessary actions to achieve a school system where enrollments do not exceed available capacity.

5. The City encourages major developers to participate in the Partners with Education Program.

6. Public improvements via capital improvement documents should be sized to accommodate only the level of development envisioned by the adopted Master Plan, and should not be used to initiate new development in excess of those levels envisioned by the adopted Master Plan.

7. When performing traffic studies, developers shall be required to analyze accident data and safety relationships, in addition to traffic capacity issues. Safe access should be an integral part of determining whether or not a project should be recommended for approval.

8. Amendments to the 10-year Water and Sewer Plan should not be used to support any change in zoning.

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9. City-owned recreation facilities are "in addition to and not a substitute for" County facilities.

10. New developments should provide recreation facilities**,** including smaller recreational parks for younger children. These facilities should be located and constructed so that impacts (e.g. traffic circulation, environmental impacts, such as tree and wetland loss) are minimized. Developers should also provide open space with parks, walks, gardens, natural exploration areas, etc. and make connections to the trails network wherever the network abuts any such developer's property.

11. Recreational facilities (i.e. tot lots, etc.) and hiker/biker trails and their access points should be completed and useable prior to the issuance of the first Use and Occupancy Permit for the adjacent buildings or residential units the facilities and/or trails are intended to serve.

12. Recreation facilities, including those constructed by developers on property to be dedicated to a homeowner's association, shall meet or exceed the City's minimum recreational design standards maintained by the City's Department of Community Services.

13. Additional opportunities for water-related recreation, including lakes, ponds, streamside parks, and a water trail should be encouraged.

14. The areas along the Patuxent River should be the focus of the County's efforts for acquisition, via either the land development review process or a purchase program, for the preservation of environmentally sensitive lands, protection of habitat corridors and the development of a linear trail network for pedestrians and equestrians.

15. Public/private partnerships are encouraged as a means of achieving innovative financing options for construction of public facilities.

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