

MEMORANDUM

TO: City Council

FROM: Daniel J. Mears
Assistant City Manager

SUBJECT: ***Status Report***

DATE: September 9, 2021

Status Report

1. Bowie Master Plan Staff Report

Attached please find a copy of the Planning Department's staff report regarding the Preliminary Master Plan for Bowie, Mitchellville and Vicinity. The Bowie Advisory Planning Board (BAPB) will conduct a public hearing on the Preliminary Master Plan on Tuesday, September 14th at 7:00 p.m. at City Hall. The City Council public hearing is scheduled for September 20th, and the BAPB's recommendations will be transmitted to you in next week's Council package. The Virtual Joint Public Hearing of the Prince George's District Council and Planning Board will be held on Monday, October 4th at 5:00 p.m.

2. Economic Development Committee (EDC)

The Bowie EDC held their regular meeting Wednesday and received a report from the Bowie BIC on the results of the Bowie Business Recovery Program funded by a grant from the City of Bowie and delivered in a partnership between the Bowie BIC and the Greater Bowie Chamber of Commerce. The slides from the report presentation are include with this report. Bowie businesses served by the program numbered 138; the total number of businesses served numbered 1,130.

3. 2021 State of the Environment Report

Attached is a copy of the annual State of the Environment Report prepared by the Department of Planning and Community Development. The report tracks the major highlights of the Bowie Green Team Three-Year Action Plan, Sustainability Plan and Climate Action Plan. It also lists many other environmental and sustainability accomplishments achieved by the City in the last fiscal year. Please let us know if you have any questions.

DJM: lfr

Attachments- 3



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

MEMORANDUM

TO: Bowie Advisory Planning Board

FROM: Joseph M. Meinert, AICP *Joseph M. Meinert*
Director of Planning and Community Development

SUBJECT: Bowie, Mitchellville and Vicinity Preliminary Master Plan

DATE: September 7, 2021

I. Background

On your September 14th agenda is a public hearing on the Preliminary Master Plan for Bowie, Mitchellville and Vicinity, prepared by The Maryland-National Capital Park and Planning Commission (M-NCPPC), which is the Planning Department for Prince George's County. The Bowie Advisory Planning Board's recommendations will be provided via the Council package on September 16th. A City Staff Review of the Preliminary Plan's recommendations and a City Development Policies Comparison Table have been posted on the City's Master Plan Update webpage: [Bowie Master Plan Update | Bowie, MD - Official Website \(cityofbowie.org\)](http://Bowie Master Plan Update | Bowie, MD - Official Website (cityofbowie.org)).

Master plans provide specific recommendations on the environment, historic preservation, living areas and housing, commercial areas, employment areas, urban design, circulation and transportation (including highways and mass transit), and public facilities. Where appropriate, some plans may cover additional issues such as economic development and neighborhood revitalization. Master plans also address the adequacy of public facilities. Land use proposals are analyzed for their impact on schools, police, fire, rescue, libraries, health, parks, and trails. Recommendations are then made to correct any projected deficiencies of these public services and assets. In addition, an analysis of the balance between the proposed land uses and the proposed transportation system is undertaken. The master plans are the final authority on highway and mass transit right-of-way land reservations. The planned land uses become the basis for decisions on where new schools, fire stations, and other public facilities will be needed in the future. Master plans are also used to guide decisions on zoning change, special exceptions, and subdivision applications. Probably the most important function of the area master plans is that they are used as the basis for comprehensive rezoning (sectional map amendments).

City staff has reviewed the Preliminary Master Plan for conformance to current City policy. The September 7, 2021 City Staff Review of the Plan Elements lists the 340 strategy recommendations contained in the Plan and indicates where City policy conflicts are present or where a City Council position is needed. The columns on the right-hand side that are left blank are meant to indicate that staff agrees or has no objection to the proposed strategy.

MAYOR Timothy J. Adams

MAYOR PRO TEM Adrian Boafo

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Some of the Preliminary Master Plan's recommendations involving City facilities or services include:

- Use of urban street design standards and specific pedestrian improvements on City streets
- Establishing a Parking District in the Bowie Local Town Center and in Old Town Bowie
- New road designations in the Bowie Local Town Center and Old Town Bowie
- Traffic roundabout at MD 450/Millstream Drive
- City agreement to sponsor infill housing on public property in Old Town Bowie
- Specific recommendations for public art in the City
- Creation of a Business Improvement District/Main Street organization for Old Town Bowie
- Arts and Entertainment District in Old Town Bowie
- Allowing temporary "pop-up" uses on Chapel Avenue parking lot and Railroad Museum property
- Active recreation uses on City parcels in Bowie Gateway Center
- Public recreational facility on former Ice Arena relocation site on Church Road

There are also some major recommendations for which there is no clear City policy, including:

- Minimally expanded boundary of the Bowie Local Town Center
- Zug Road industrial zoning change to Commercial General Office
- Macy's adaptive reuse for entertainment venue
- A new, one-stop transit service from Bowie to Washington, DC
- Future interchange at US 301 and Mitchellville Road/Queen Anne Bridge Road
- Downgrading of MD 3 freeway designation to expressway
- Developing Archer Tract Park (between Freestate and Hilltop) with trails
- Proposed neighborhood park at northern end of Freestate Shopping center, with a trail connection to Meadowbrook subdivision

These are just some of the Preliminary Master Plan's highlights.

II. Strategy Recommendations that the City Should Specifically Support

The Preliminary Master Plan contains many strategy recommendations that align with current City policy. The items listed below are called out specifically because of their magnitude or apparent importance to the community. The City should enthusiastically support these recommendations of the Plan.

Land Use

1. Campus Center technology uses, such as data centers, in the northern portion of the BSU MARC Campus Center.
2. Relocation of office and flex space from Collington Employment Area to other office/flex hubs including Melford and the BSU MARC Campus Center.
3. Discouraging of commercial land use in the US 301 corridor, except at planned interchanges at MD 197 and MD 214.

Economic Prosperity

4. Constructing a Regional Agricultural Center (RAC) along US 301/MD 3.
5. Partnership between PGCEDC and Bowie State University to recruit employment anchors, particularly from Washington, D.C. and Baltimore, to use future office space at Bowie Local Town Center.

Transportation and Mobility

6. Use of urban street standards in commercial, multi-family and mixed-use situations.
7. Support bicycle/pedestrian mobility recommendations, including but not limited to:
 - Providing mid-block crossings in Centers and elsewhere in Established Communities where blocks are 1,000 feet or longer, bicycle parking spaces, wayfinding signage, sidewalks and bicycle facilities (such as shared-use paths) and in-road markings) near all schools, and constructing electric-assist bicycle and electric scooter infrastructure at BSU, the BSU MARC Campus Center, Bowie Local Town Center, Old Town Bowie, Free State Shopping Center/Bowie Marketplace, South Lake, and Collington Local Employment Area.
8. Evaluating the feasibility of operating one-stop transit between Bowie and Washington D.C.
9. The DPW&T proposal to use paratransit vehicles to provide first- and last-mile connections along MD 197 from Bowie to Laurel, on US 301 from Bowie to Upper Marlboro, and from Bowie Town Center to Largo Town Center.
10. Evaluating the feasibility of operating one-stop transit and micro-transit (ride- and bike-shares, electric scooters, and on-demand transit) between Melford and Bowie Town Center.
11. Developing a shared-use path implementation working group of key stakeholders for Bowie-Mitchellville and Vicinity, including SHA, DPR, DPW&T, and the City of Bowie.
12. Once the right-of-way is abandoned by the federal Surface Transportation Board, acquiring the CSX railroad property for a shared-use path along the former rail right-of-way.
13. Evaluating traffic calming measures to slow traffic and increase driver awareness along MD 450, MD 197, MD 564 and Mitchellville Road.
14. Supporting pedestrian-priority improvements at Mitchellville Road's intersections with Heritage Boulevard and Harbour Way.
15. Creating 10-foot-wide minimum shared-use paths in both directions along Church Road from Oak Grove Road to Old Church Road, and creating sidewalks and a shared roadway (sharrows) along Old Church Road from Church Road to Old Annapolis Road.
16. To maximize connectivity and cohesion within Bowie Local Town Center, implementing a variety of pedestrian enhancements to MD 197 (Collington Road) between US 50 (John Hanson Highway) and US 301 (Robert Crain Highway).
17. Constructing eight-foot-wide minimum sidewalks and separated bicycle lanes along Lemon Bridge Road from MD 197 to BSU MARC Campus Center with on-street parking, in keeping with The Bowie Heritage Trail concept.
18. Enhancing the existing pedestrian tunnel at the Bowie MARC train station with signage, lighting, accessibility, and routine maintenance and cleaning.
19. Constructing pedestrian and bicycle facilities along each side of the MD 197 (Laurel Bowie Road) overpass and safe, barrier-separated pedestrian facilities on the bridge over Amtrak.
20. Constructing a pedestrian overpass of the Northeast Corridor railroad at the Bowie State MARC Station. This overpass can be freestanding or can connect one or more buildings. In addition, constructing a second pedestrian overpass of the Northeast Corridor per the BSU MARC Concept Plan.

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21. Developing a more inviting Bowie State MARC Station by expanding amenities to include additional seating, restrooms, retail, restaurants, grocery, wayfinding, and active transportation connections to the BSU campus and surrounding community.
22. Redesigning the intersection of MD 450 (Annapolis Road) and Millstream Drive/ Stonybrook Drive as a roundabout to slow traffic and enhance a sense of place for travelers entering Free State Shopping Center and Bowie Marketplace.
23. Installing minimum 10-foot-wide shared-use paths along both sides of MD 450 (Annapolis Road) from MD 197 (Laurel Bowie Road) to Moylan Drive.
24. Installing minimum eight-foot-wide sidewalks and separated bicycle lanes in both directions along MD 450 (Annapolis Road) from Moylan Drive to Race Track Road.
25. Installing minimum 10-foot-wide shared-use paths along both sides of MD 450 (Annapolis Road) from Racetrack Road to MD 3.
26. Adding shared-use paths and designated bicycle lanes along Old Annapolis Road from MD 197 (Collington Road) to MD 450 (Annapolis Road).
27. Providing shared-use paths along A-61 as well as US 301 (F-10). Where US 301 (F-10) and A-61 abut, a single shared-use path can be provided between the roadways. In addition, constructing minimum 12-foot-wide shared-use paths in both directions with wide landscaping buffers to separate the shared-use path from motor vehicle traffic by at least 15 feet along US 301 (Robert Crain Highway) from Melford Boulevard to Leeland Road.
28. Until the freeway is constructed on US 301, improving existing crossings at Harbour Way and Ballpark Road to improve safety for pedestrians and cyclists.
29. Constructing all interchanges with, and crossings over and under, US 301/MD 3 (Robert Crain Highway) to include full pedestrian and bicycle amenities, including, but not limited to, barrier-separated shared-use paths and signalized crosswalks.
30. Constructing a complete interchange at Mitchellville Road/Queen Anne Bridge Road.

Natural Environment

31. Efforts to address Climate Change, including the City's Climate Action Plan and the work of Prince George's County's Climate Action Commission and developing at least one electric vehicle charging station for every eight fuel pumps at existing and new gas stations. Providing at least one electric vehicle charging station for every 100 parking spaces in commercial surface parking lots and one charging station for every 250 parking spaces in parking structures.

Housing and Neighborhoods

32. Constructing new market-rate, mixed-income, workforce and affordable multifamily housing, including affordable senior housing at Bowie Local Town Center, preferably near the Bowie park-and-ride lot on Northview Drive where residents have greater access to transit.
33. Working with Prince George's County Housing Authority to leverage the Bond Finance Program to assist with constructing or retrofitting buildings into affordable multifamily housing.

Heritage, Culture and Design

34. Strengthening community identity by recognizing Bowie's railroad, African-American, and horse racing history through interpretative signage for the listed Historic Sites, as well as Fletchertown and Duckettsville, to enhance and expand heritage tourism and stimulate the local economy.
35. In partnership with the Prince George's Arts and Humanities Council, installing public art at the intersection of MD 197 (Collington Road) and Kenhill Drive.

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36. Improving wayfinding signage in Old Town Bowie to guide visitors to and from historic resources and cultural sites as well as public parking facilities, parks, and trail facilities, including along WB&A Trail between Old Town Bowie and Bowie State University.
37. Pursuing Maryland Arts and Entertainment District designation for Old Town Bowie to increase economic development opportunities.

Healthy Communities

38. Reviving the Bowie Farmers Market in Old Town Bowie.

Public Facilities

39. Evaluating the potential of acquiring properties east of MD 3 (Robert Crain Highway) north of Forest Drive for the protection of the Patuxent River.
40. Exploring paved trail opportunities along the Patuxent River edge of the Bowie Race Track site to connect the WB&A Trail, and the M-NCPPC-owned Patuxent River Park facilities at Horsepen Branch Park and Saddlebrook East Park.
41. Adding 20,000 nonaquatic square footage to the Bowie Community Center (3209 Stonybrook Drive) and 20,000 nonaquatic square footage to the South Bowie Community Center (1717 Pittsfield Lane).
42. Constructing a new multigenerational facility on M-NCPPC property near Randall Farm (on Brown Station Road in Upper Marlboro) to meet Formula 2040 LOS needs for Park Service Area 6.
43. Carrying forward the recommendations of the 2008 *Approved Public Safety Facilities Master Plan* to construct a new Beechtree fire/ EMS facility near the intersection of US 301 (Robert Crain Highway) and Leeland Road.
44. Evaluating the feasibility of developing trail connections within Archer Tract Park to connect Free State Shopping Center and Hilltop Plaza along MD 450.
45. Amending the 2018 Prince George's County Water and Sewer Plan to reclassify the parcels in LU 2.3 and Table 6. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property to Water and Sewer Category 6: Well and Septic Service. (This should also include the Jesuit property ownership on the north side of MD 450.)
46. Constructing the planned Green Branch Multifield Sports Complex adjacent to Prince George's Stadium on M-NCPPC-owned land at 4101 Robert Crain Highway.

Recommendation: Staff recommends including the above items of support in the City position letter prepared for the Joint Public Hearing.

III. Analysis of Issues

Staff identified several specific items that City Council should address during the City's review of the Preliminary Master Plan.

A. Zoning for Multi-Family and Higher Density Residential

The Master Plan's Comprehensive Rezoning Element recommends zoning changes that will implement the Plan's recommendations. The recommendations for rezoning assume the zones in the Countywide Map Amendment will already be in place. While it has been Council's consistent policy to oppose the allowance of multi-family residential and other higher density residential uses within the City's shopping centers, this concern is not up for debate as part of the Preliminary Master Plan review, except where new locations for this type of development are proposed. The District Council, through approval of

the Zoning Ordinance Rewrite, has set the Countywide policy endorsing higher density residential within the commercial zones (such as the Commercial-General-Office, or CGO, zone). Notwithstanding this issue, there may be specific locations in the planning area where land might be downzoned to restrict the opportunities for higher density residential development. There are also locations, such as the Zug Road industrial area, where the Plan proposes zoning changes that will allow residential uses where they were not permitted previously. The City Council may choose to recommend new or alternative zoning changes that are consistent with Council's policy.

At a minimum, the City should oppose all policies and strategies that promote residential development or redevelopment in the shopping centers outside of the Bowie Local Town Center.

Recommendation:

Oppose rezoning Zug Road to CGO in the Comprehensive Rezoning Element (Policy CZ 10), except for Parcels 104, 111, 177, 218, 251 and 271, which are the properties nearest to Old Town Bowie and would assist in revitalization efforts, should they be redeveloped. The remaining land should be retained in industrial zoning (by retaining the IE Zone), so that opportunities for this type of land use in the City may continue.

To implement City policy, the references to residential development within shopping centers cited in the Preliminary Master Plan (other than in the Bowie Local Town Center) should be deleted. The County's Commercial-General-Office (CGO) zone will continue to permit multi-family and other residential development, but the Preliminary Master Plan should not encourage those uses with supporting policies and strategies. Oppose the following policies and strategies: LU 7; LU 19; LU 17.2; LU 20; HN 8; and, HN 9.

B. Need for Expansion of Bowie Local Town Center Boundary and a Plan Prince George's 2035 Assessment of the Revised Center

City staff has prepared a "Bowie Center Study Area" sequence of GIS maps featuring the characteristics and resources of an expanded Bowie Center. It should be noted that the 1991 Bowie-Collington-Mitchellville and Vicinity Area Master Plan identified the entire portion of the City, between US 50 and MD 214, as the "Urban Community". In recommendations for the 2006 Bowie and Vicinity Area Master Plan, City Council recommended enlarging the Center boundary depicted in the 2002 County General Plan.

The 2002 Prince George's County General Plan identified the limits of the "Bowie Regional Center" (see red dotted outline in Map 1/Attachment #1) to include the Bowie Town Center retail area, the Bowie Gateway Center, several properties on the east side of US 301 (Rip's, Home Depot, JB's, Governor's Green and the auto dealerships) and Melford (known as the Maryland Science and Technology Center at that time). The 2006 Bowie and Vicinity Area Master Plan dropped Melford and property south of Ballpark Road from the "Bowie Regional Center".

During review of the Master Plan in 2006, the City recommended expansion of the 2002 General Plan center boundary to include the deleted properties and other areas surrounding the Bowie Town Center retail parcel. The City also recommended a further expansion of the center boundary, including: the Bowie Health Center, the City Gymnasium and Senior Center, Northview Elementary School, the northern portion of the Northview subdivision, all of the Bowie New Town Center Comprehensive Design Zone consisting of Major Activity Center (M-A-C) and Residential Suburban (R-S) zones, Bowie Crossing, the Northview Park and Ride Lot, Heather Hills, Covington/Pin Oak Village, Collington Plaza, all of the land

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fronting on the east side of US 301, north of MD 197, Prince George's Stadium, the Longleaf subdivision and undeveloped land between Longleaf and US 50, and Melford (see pink outline).

The 2014 General Plan (Plan Prince George's 2035) re-inserted Melford into the 2006 Master Plan's Bowie Town Center boundary. The General Plan's Growth Policy Map shows the Bowie Center as a "Local Center" (#18) represented by a red dot at the intersection of US 50/US 301/MD 3. Also spanning this interchange area is a purple cloud, oriented southwest to northeast, representing one of several major "Employment Areas" in the County.

In recent years, the Metropolitan Washington Council of Governments (MWCOC) staff and City staff worked together to further refine the MWCOC Activity Center boundary for Bowie. The Master Plan center boundary was expanded for statistical reporting purposes. The MWCOC Activity Center is represented regionally by a dot at the intersection of US 50/US 301/MD 3, but the population, housing and employment estimates (and forecasts to 2040) are based on the Traffic Analysis Zones (TAZs) that comprise an area slightly larger than the 2006 City recommended boundary. We recommend further expansion, at this time, to include the entire Kenilworth section, the Nash Woods property and Princeton Square, in order to establish a comprehensive land use planning district within the City's mid-section (see blue outline).

The "Bowie Center Study Area" boundary shown in the blue outline expands the 2006 recommended boundary by including the areas noted immediately above as well as all of the Northview subdivision, Allen Pond Park, the residential communities of Allen Pond Townhouses, Oak Pond, North Oak, Oaktree and Glen Allen (north of Mount Oak Road), the proposed Mill Branch Crossing mixed use development at US 301/Mill Branch Road and the planned Green Branch Park, south of Governor Bridge Road, which abuts the Patuxent River.

The proposed redefinition of the Bowie Local Town Center boundary is in keeping with the horizontal mixed-use reality found in suburban town centers, such as Bowie. The book Edge City described the characteristics of emerging functional centers situated in suburban communities. Looking to the Preliminary Master Plan's planning horizon of the Year 2047, it is prudent to focus the planning for the City's future growth and development in the coming decades where the critical mass of density and diverse land uses already exists.

Recommendation: The expanded, recommended boundary (blue outline) shown on Map 1/Attachment 1 represents a logical delineation of the Bowie Local Town Center area for land use planning purposes. It is therefore recommended that Council support the redefinition of the Bowie Local Town Center as depicted by the blue outline on Map 1/Attachment #1.

A Plan 2035 assessment of the Bowie Local Town Center, using the Diagnostic Index formulated for analysis of the General Plan Centers, is overdue. Such an assessment will update the cursory analysis performed when the General Plan was approved in 2014 and will analyze the seven elements determined by the County to be important to the make-up of a "complete center"—defined as an economically viable and sustainable place positioned to attract new development, business and residents. Those elements include People, Walkability, Place, Transit and Access, Market, Leverage and Capacity. The assessment will address the 31 indicators cited in Appendix A of Plan 2035 and provide recommendations for raising the "Completeness Score".

Recommendation: Staff recommends that the Preliminary Master Plan include a Plan 2035 assessment of the expanded Bowie Local Town Center shown in Map 1/Attachment 1 and recommendations for fulfilling its potential as a Local Center, in an Appendix to the Master Plan.

C. Bowie Center Core Definition

Land Use strategy recommendation LU 5.2 recommends defining the “core” of the Bowie Local Town Center as the Bowie Town Center shopping center, as depicted on Map 21 on page 57. In addition, Land Use strategy recommendation 5.1 recommends expansion of the current Local Town Center boundary to include several properties located on the north side of MD 197, on both sides of Northview Drive, as depicted on Map 20 on page 56. While expansion of the current Local Town Center boundary has already been addressed in the recommendation above, the proposed “core” of the Local Town Center needs further refinement. This Master Plan update is the first opportunity to establish a core for the Center. According to the discussion of Mixed-Use Centers found on page 56 of the Preliminary Master Plan:

Walkable, mixed-use areas, including transit-oriented developments, are often roughly one-half mile in diameter and organized around a core and edge. An entry to a Metro station or another transit stop is often located at the center of the core, with the most dense and intense development growing out from this point. Best practices dictate employment and retail uses be concentrated in the core and that the edge include more of a residential mix with less of an emphasis on commercial uses.

Staff supports the proposed Center expansion that includes the properties on the north side of MD 197. However, it is recommended that the proposed expansion area be designated as part of the core. This will better align with the Mixed-Use Centers explanation given above, because of the presence of the Center’s two flagship office buildings (4201 Northview and the Inovalon building) and the transit hub at the Northview Park and Ride Lot. Because of the wide variety of land uses and high residential densities, as well as the presence of the Bowie Town Center pedestrian bridge over MD 197 and the regional hiker-biker trail spine that bisects this same area, staff recommends that the core area be further expanded to include all four quadrants of the MD 197/Northview Drive intersection, including all properties on Health Center Drive. This concept is reinforced by the Preliminary Master Plan’s recommendation to construct a mixed-use boulevard along the western edge of the Bowie Local Town Center (along Northview Drive, see Transportation and Mobility strategy TM 16.2).

In addition to the above core expansion recommendation, staff recommends extension of the Bowie Town Center shopping center core boundary eastward to include the Heather Ridge apartment parcel on the south side of MD 197, City owned properties on both sides of MD 197 and the entire Bowie Gateway Center. The Heather Ridge and City parcels might have potential for future redevelopment as an urban transit center, assuming the Northview Park and Ride facility were ever relocated. Siting a transit facility at this location would enhance public transit along Mitchellville Road, one of the main roads serving the expanded Local Town Center, and it would also take advantage of the improved accessibility provided by the future US 301/MD 197 interchange and its grade-separated connections to the service roads across US 301. Given the Master Plan’s planning horizon of Year 2047, staff believes this proposal has merit and is consistent with the County General Plan’s guidance for future growth.

It is also recommended that the Melford project’s two gateway, four-story office buildings, the hotel property and retail village be included in the definition of the Local Town Center core. These parcels are at the heart of the Melford mixed-use community and are only minutes away in driving time from the

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Northview Park and Ride Lot and Bowie Gateway Center. If operated in a clockwise direction starting at the Northview Park and Ride hub, a fixed-route transit system loop would provide quick and convenient access to Melford, and from Melford to the Bowie Gateway Center, tying the core area properties together. Such a system would integrate the horizontal mixed-use within the Bowie Local Town Center and help the core function as a cohesive unit.

Recommendation: Revise the core shown in Map 21 to include the expanded area described above and amend LU 5.1, LU 5.2 and Comprehensive Zoning strategy recommendations CZ 5.1 and 5.2 accordingly.

D. Superior Lane Boulevard Concept

Land Use strategy recommendation LU 17.3 recommends:

Redevelop Superior Lane as an active and lively tree-lined boulevard, with infill linear retail (restaurants and specialty shops in one- to two-story buildings) in the adjacent parking lots that stretches from Stonybrook Drive and extends northward toward Bowie Marketplace and crosses MD 450 into Free State Shopping Center (see Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan).

While not opposed to retail redevelopment of existing properties on Superior Lane, staff has concerns about the boulevard concept. Superior Lane does not have sufficient right-of-way to construct a boulevard cross-section. If this recommendation remains in the Master Plan, and adjacent properties redevelop, the owners may be forced to dedicate valuable commercial real estate for a future boulevard design. In addition, formalizing the recommendation for a boulevard concept extending into Freestate Shopping Center may be used as a justification for dense multi-family and townhouse development at the northern end of the shopping center, as shown in Figure 7.

Furthermore, Public Facilities strategy recommendation PF 15.2 recommends:

Provide a neighborhood park located on the northern end of Free State Shopping Center within the proposed multifamily housing development. Explore potential stream crossing connections from Free State Shopping Center to the existing neighborhoods north of the shopping center.

Staff has concerns with the creation of a public park and stream crossing into the existing Meadowbrook neighborhood at the location identified in Figure 7. A new park has not been reviewed for acceptability by the City's Community Services Department, and a trail crossing of the stream is not recommended by the City's Trails Master Plan. To staff's knowledge, a formal trail connection proposal has not been vetted with the community and appears to be redundant, given the existence of sidewalks on nearby Millstream Drive, which already provide pedestrian accessibility to the Meadowbrook section.

Recommendation: Oppose. A boulevard design is not practical given right-of-way constraints and may lead to unwanted residential development on the Freestate Shopping Center property. Oppose the recommendation for a new park and trail connection at the northern end of the Freestate Shopping Center property because new parkland at this location has not been reviewed by Community Services and a trail crossing of the stream is not recommended by the City's Trails Master Plan.

E. Bowie Gateway Center Recreational Uses

Public Facilities strategy recommendation PF 9.1 states:

Determine the feasibility of creating a linear active recreation park from Bowie Gateway (in Bowie Local Town Center) to Prince George's Stadium (in the Established Communities), including a pedestrian crossing of the F-10 freeway.

In addition Policy HC 4 and strategy recommendation HC 4.1 is to create a linear active recreation corridor between Bowie Gateway and Prince George's Stadium. A linear active recreation park is depicted on Figure 2 on page 59 of the Preliminary Master Plan. The Plan also recommends development of private recreational facilities and opportunities at Bowie Gateway Center. While staff does not object to a wide variety of uses, including private recreational uses within this portion of the Bowie Local Town Center, the use of City property dedicated for stormwater management purposes is not supported. This concept has not been reviewed or approved by the City.

Recommendation: Oppose PF 9.1, Policy HC 4 and HC 4.1 and delete from Preliminary Master Plan. The City has not reviewed or approved this concept.

F. Recommended Medium High Residential at Mitchellville Road/Peach Walker Drive

The Future Land Use Map identifies a Residential Medium High land use classification for a one-acre parcel (Parcel 90 on Tax Map 63) located at 1970 Mitchellville Road. A developer has expressed an interest in constructing a small townhouse community at this location. However, the land involved in the proposal also includes adjacent Parcels 39 and 40, which are still identified with a Residential Low land use. Staff sees this proposed development as a logical extension of the Lake Village Manor townhouse community which exists along the northern boundary of the proposed development site. Because clustering of attached dwelling units will help to preserve some of the site's environmental features, such as steep slopes and woodland, townhouse development is more appropriate than single-family detached development allowed under current zoning.

Recommendation: Support Residential Medium High Land Use at Mitchellville Road/Peach Walker Drive and recommend that the Future Land Use Map (Map 16) be revised to correctly identify all the parcels involved in the development proposal. (See #13 in City Staff Recommendation Table – Map 16 Future Land Use)

G. Connector Arterial Road North of Bowie State University

The Preliminary Master Plan does not address the need to conduct a feasibility study to further examine regional traffic congestion in the MD 450 corridor, east of Race Track Road, and the heavy volume of motorists who are projected to use MD 450, Race Track Road and Jericho Park Road in order to travel between Crofton and Laurel. The need to evaluate the operational and environmental feasibility of this roadway connection is recommended in both the Approved Prince George's County Master Plan of Transportation and the Approved Bowie State/MARC Station Sector Plan. Moreover, this facility will greatly enhance access to the planned, mixed-use Transit Oriented Development community charted for the Bowie State MARC Station area.

Recommendation: Revise the Transportation and Mobility Element to include a policy and strategies for a new arterial road north of Bowie State University connecting MD 197 to MD 424 in Anne Arundel County. Amend Appendix D to include this recommended arterial roadway.

H. Reclassify MD 214, between Jennings Mill Drive and US 301, from Expressway to Urban Arterial

This reclassification will greatly assist in implementing Complete Streets improvements within this section of the MD 214 corridor. The recently completed MD 214 Pedestrian Overpass Feasibility Study states:

M-NCPPC is in the process of updating the Bowie Sector Plan and is initiating an update to the Master Plan of Transportation. These plans both provide the opportunity to address street classification now that the South Lake Project along MD 214 is under development, the intersection is to be signalized, and the adjacent land is now within the City of Bowie municipal boundary. MD 214 through the City of Bowie should be treated more as an urban street and included with the applicable urban Complete Street guidance. Prince George's County's Complete Street Guidance currently does not reference MD 214 within the project area. As South Lake develops, the City of Bowie should coordinate with both MDOT SHA and Prince George's County to shift the classification of this section of roadway so that it reflects the urban conditions by reducing the speed limit and applying complete street concepts as appropriate.

Recommendation: Downgrade the segment of MD 214 between Jennings Mill Drive and US 301 from expressway to urban arterial.

I. City Development Review Guidelines and Policies Not Addressed

Some of the City Council's Development Review Policies have not been addressed in the Preliminary Master Plan. Many of the City's policies that were not included are internal policies or broad statements of intent. However, several other policies pertain directly to this Preliminary Master Plan and should be included:

- Residential Neighborhood Conservation (see Item I below)
- Revitalization of West Bowie Village
- Smart Cities/Smart Technology Solutions and Service Integration
- Proposed Trail in former PT-1 corridor
- Establishment of a regional transit route from Annapolis to Laurel via Northview Park and Ride Lot
- New interchange at US 50/MD 193
- Prohibition of new driveway access points onto Church Road

Recommendation: Staff recommends that policies and strategies addressing all these items be added to the Preliminary Master Plan.

J. Future Land Use Map Recommendations

The attached City Staff Recommendations Table – Future Land Use Map contains recommendations for specific properties or areas identified on Map 16 - Future Land Use Map. Staff noted numerous areas where clarification or revision to the map are necessary.

Recommendation: Staff recommends the revisions contained the Staff Recommendations Table regarding the Future Land Use Map.

K. Monitoring and Evaluation

Section XV of the Preliminary Master Plan identifies a total of seven metrics that would be used to measure progress from the date of approval of the master plan. Data would be collected regularly and reported as part of the County Planning Department's Master Plan Evaluation Program. This effort to monitor the Master Plan's impact on certain key variables is encouraging, and it is supported by staff. However, the methodology for measuring each indicator should be identified, as well as what data is currently available for the indicator. This information would document the existing situation and should be included in the final, approved version of the Master Plan.

Recommendation: Publish the methodology for measuring each of the seven indicators and what data is currently available for the indicator. This information should be included as a benchmark in the final, approved version of the Master Plan.

IV. Overall Staff Recommendation

Because staff finds many of the recommendations contained in the Preliminary Master Plan are consistent with City Council policies, staff recommends that the BAPB **SUPPORT** the proposed update to the 2006 Bowie and Vicinity Area Master Plan, along with the input and recommendations noted above.

However, to address numerous specific areas where the Preliminary Master Plan should be modified to be fully in conformance with the City's position, staff also recommends including the revisions to the Preliminary Master Plan identified in the tables below.

City Staff Recommendation Table – Preliminary Master Plan Strategies

Plan #	Strategy Recommendation	Staff Recommendation	BAPB Rec.
LU 2.1	Except for institutional land uses in existence on the date of approval of this master plan, recommend rural and agricultural land uses for all properties in the Rural and Agricultural Area.	Include Zehner Property in Bowie Local Town Center. Map 16 should be revised to show the McLaughlin property in green and PEPCO property on Lemon's Bridge Road in blue.	
LU 2.3	Carry forward the recommendation of the 2006 <i>Approved Master Plan for Bowie and Vicinity</i> to add the properties identified in Table 6. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property south of MD 450 (Annapolis Road) and west of MD 3 (Robert Crain Highway) to the Rural and Agricultural Area. Designate these properties for Rural and Agricultural land uses commensurate with the property's Agricultural-Residential (AR) Zoning (see Table 6. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property, PF 16.1, Map 24. Plan 2035 Growth Policy Map Amendments, and Appendix B. Plan 2035 and Functional Master Plan Amendments).	Expand Rural and Agricultural Area to include all the Jesuit property, including land located on the north side of MD 450. Revise Established Communities boundary on Map 16 to reflect these changes.	
LU 5.1	Expand the boundaries of Bowie Local Town Center to include the commercial properties north of MD 197 (see Map 19. Bowie Local Town Center—Policy Map Amendment, Center Boundary Expansion, Map 24. Plan 2035 Growth Policy Map Amendments, and Appendix B. Plan 2035 and Functional Master Plan Amendments for a list of affected properties and CZ 5.2).	Expansion should be much larger to include the area defined by City staff as the "Bowie Center Study Area". (See Map 1/Attachment #1)	
LU 5.4	Remove all properties east of US 301 (Robert Crain Highway) south of US 50/US 301 (John Hanson Highway) from the Bowie Local Town Center and put into the Established Communities policy area, so that mixed-use redevelopment can be concentrated west of the future F-10 freeway and automobile-oriented and service uses can be located east of the freeway (see CZ 4.1, 4.2, and 4.3; Map 24. Plan 2035 Growth Policy Map Amendments; and Appendix B. Plan 2035 and Functional Master Plan Amendments).	Oppose per LU 5.1 above. Expansion should include Mill Branch Crossing. Also oppose Policy CZ 4 and its related strategies.	
LU 5.5	In Map 16. Future Land Use, recommend Commercial, Residential Medium-High, or Residential Low Land Uses east of US 301	Oppose. Retain Plan 2035 recommendation for mixed use land use in this area.	

Plan #	Strategy Recommendation	Staff Recommendation	BAPB Rec.
	(Robert Crain Highway) south of US 50/301 (John Hanson Highway) on the properties removed from Bowie Local Town Center to strongly discourage mixed-use development outside of the Bowie Local Town Center.		
LU 14.2	Add limited retail, service, and eating and drinking establishments within Collington Local Employment Area to supplement those proposed at South Lake to serve employees within the employment center. The Legacy Comprehensive Design (LCD) Zone (the former Employment and Institutional Area Zone) applicable to the Collington Local Employment Area does not permit the range of eating and drinking and convenience service/retail establishments necessary to maximize this area's regional competitiveness. CZ 9.1 recommends reclassification of this property to the Industrial-Employment (IE) Zone.	Oppose adding retail, service and eating and drinking establishments, as additional retail might compete with South Lake retail, possibly affecting its viability. South Lake Special Taxing District approval did not anticipate any retail competition from adjacent development.	
LU 16.1	Transition, over time, the industrial properties at the interchange of the Amtrak Northeast Corridor and the CSX Pope's Creek Branch to a mix of arts-and-entertainment-related uses and makerspaces (see Map 16. Future Land Use, Appendix F. Zoning Recommendations, and Policy CZ 10).	Limit proposed change to Parcels 104, 111, 177, 218, 251 and 271 properties nearest to Old Town Bowie and retain industrial zoning for the remaining property on Zug Rd.	
LU 16.2	Activate vacant and underused parcels such as the parking lots at 8611 Chapel Avenue (Tax ID 5644348) and at 8614 Chestnut Avenue (Tax ID 1701341) and streets by allowing temporary uses such as pop-up retail, if viable, farmers markets, outdoor performance venues, food trucks, and other temporary placemaking uses.	The City owns these parcels. Support.	
LU 17.3	Redevelop Superior Lane as an active and lively tree-lined boulevard, with infill linear retail (restaurants and specialty shops in one- to two-story buildings) in the adjacent parking lots that stretches from Stonybrook Drive and extends northward toward Bowie Marketplace and crosses MD 450 into Free State Shopping Center (see Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan).	Oppose. Boulevard design is not practical given right-of-way constraints.	
LU 21.1	As US 301 is upgraded to a limited-access freeway (F-10), concentrate retail and service commercial development on the west side of planned interchanges at Leeland Road, MD 214, and MD 197 to reduce the burden on existing infrastructure and conserve sensitive environments, such as woodland, wetlands, and	Oppose. This is inconsistent with the 301/197 interchange design intent to unify both sides of US 301 with grade-separated overpasses and service roads. Support discouraging of commercial land use elsewhere in the US 301 corridor.	

Plan #	Strategy Recommendation	Staff Recommendation	BAPB Rec.
	farmland. Discourage commercial land use elsewhere along the corridor.		
EP 4.6	Modernize Bowie Town Center (15401-15455 Emerald Way) to help create a civic core and community focal point. Recommended interventions include: • Repurpose or redevelop commercial building (current Macy's) at 15300 Emerald Way (Tax ID 3324290) into an entertainment venue. • Increase outdoor seating options at eating and dining establishments. • Install amenities such as a public art, plaza, and public open space (HD 5.1 and PF 9.2).	Support entertainment as an alternative concept. Amenities should continue to be privately owned and maintained.	
TM 2.1	Design all streets in Bowie Local Town Center and the BSU MARC Campus Center to allow operation at LOS E or the appropriate Plan 2035 Center Level of Service.	Oppose LOS "E" for Bowie Local Town Center in favor of LOS "D".	
TM 6.3	Evaluate the feasibility of operating one-stop transit between Bowie and Washington D.C.	Support	
TM 6.8	Provide a minimum six-foot-wide sidewalk along any street that has a bus stop.	Support in commercial, multi-family and mixed-use areas only.	
TM 11.4	Evaluate the feasibility of parking districts as per Section 21A-306 of the County Code in Bowie Local Town Center, BSU MARC Campus Center, and Old Town Bowie.	Oppose, at this time, as they do not appear to be needed. There is no need to write this strategy into the Master Plan	
TM 15.4	Create a 12-foot-wide shared-use path from Loganville Street to Old Church Road, crossing the utility corridor.	Delete. Roadway already exists across power line parcel, and it is not practical to extend eastward due to stormwater facilities.	
TM 16.2	Construct a mixed-use boulevard New Road-B from the western edge of Bowie Local Town Center to New Road-D with eight-foot minimum sidewalks, separated bicycle lanes, and on-street parking.	Oppose. There is no anticipated need to plan for a road system on private property.	
TM 16.3	Construct a mixed-use boulevard New Road-D from New Road-B to MD 197 (Collington Road) with eight-foot-wide minimum sidewalks, separated bicycle lanes, and on-street parking.	Oppose. There is no anticipated need to plan for a road system on private property.	
TM 16.4	Construct a neighborhood connector, New Road-C from the western edge of the Bowie Local Town Center to New Road-D with eight-foot-wide minimum sidewalks, separated bicycle lanes, and on-street parking.	Oppose. There is no anticipated need to plan for a road system on private property.	

Plan #	Strategy Recommendation	Staff Recommendation	BAPB Rec.
TM 22.1	Construct New Road-F from 11 th Street to Railroad Avenue as a shared street with a 20-foot right-of-way.	Oppose. A new 20-foot wide public road is not needed.	
TM 25.3	Redesign the intersection of MD 450 (Annapolis Road) and Millstream Drive/ Stonybrook Drive as a roundabout to slow traffic and enhance a sense of place for travelers entering Free State Shopping Center and Bowie Marketplace.	Support, as this is consistent with recent position re: MD 450 Mainstreet area	
TM 26.1	Replace sidewalks with 12-foot-wide shared-use paths along MD 197 (Collington Road) from US 50 to Old Annapolis Rd.	Delete. There are no sidewalks in this section.	
TM 29.3	Construct complete interchanges at • Trade Zone Avenue/Claggett Landing Road • MD 214 (Central Avenue) (including interchange with A-61) • Mitchellville/Queen Anne Bridge Roads • MD 197 (Collington Road) Evaluate the potential for innovative interchange designs that minimize the need to acquire significant rights-of-way	Support interchange at Mitchellville/Queen Anne Bridge Roads	
TM 29.4	Evaluate the potential for partial access points at Governor's Bridge Road, Mill Branch Crossing, and Leeland Road.	Delete. US 301/MD 197 interchange design already addresses access to Governor Bridge Road and Mill Branch Crossing.	
TM 29.6	Amend the Countywide Master Plan of Transportation (MPOT) to truncate F-10 at the north end of its interchange with Belair Drive.	Oppose. No explanation given for this change.	
TM 29.7	Reclassify MD 3 (Robert Crain Highway) as an expressway north of this point.	Oppose. No explanation given for this change.	
TM 29.8	Delete P-304, a proposed primary road that was intended to provide access to properties along existing southbound MD 3 were F-10 constructed, from the MPOT.	Oppose. No explanation given for this change.	
NE 4.3	Increase City of Bowie's funding for the Emerald Ash Tree Borer Abatement Program	Delete. This is an internal City decision.	
HN 6.3	Work with the City of Bowie and Prince George's County Housing Authority to leverage the Bond Finance Program to assist with constructing affordable multifamily housing at the BSU MARC Campus Center	Location is outside City limits—no City involvement. Revise text.	
HN 7.1	In Old Town Bowie, construct new infill housing at several locations, including on City owned property.	Oppose. It is premature for the City to agree. The Railroad Museum property is not appropriate for housing.	

Plan #	Strategy Recommendation	Staff Recommendation	BAPB Rec.
HD 3.1	The City of Bowie in partnership with Prince George's Arts and Humanities Council should install public art at specific locations.	Oppose. It is premature for the City to agree to specific locations.	
HD 9.3	Explore the potential of a Business Improvement District or Main Street organization to manage Old Town Bowie community-building activities.	Oppose. It is premature to consider a Business Improvement District or Main Street organization, or whether the City should have a role.	
HD 9.4	Pursue Maryland Arts and Entertainment District designation for Old Town Bowie to increase economic development opportunities. Engage the Maryland State Arts Council, the City of Bowie, Bowie Connect, local artists, and the Bowie Arts Committee to apply for designation for Old Town Bowie, once other strategies have been implemented and the eligibility criteria has been met. Work with the City of Bowie to pursue other grants to incentivize local business growth.	Support. This examination is already underway.	
HN 11.1	In partnership with the Prince George's Arts and Humanities Council and the City of Bowie, install public art at the bus stop located on MD 197 and Kenhill Drive.	Delete. The City's Arts Committee will identify appropriate future opportunities for City action.	
HC 4.1	Add active outdoor recreation infill uses from Bowie Gateway (in Bowie Local Town Center) to Prince George's Stadium.	Oppose, as this would involve City owned property and the City has not reviewed or approved the concept.	
HC 6.1	Create a partnership between Prince George's County and public and private stakeholders to envision a new model of health, wellness, and recreation that includes temporary and permanent infrastructure installments (playground, planters, exercise equipment, climbing wall) over time at Bowie Local Town Center.	Oppose. There is no anticipated need to plan for additional infrastructure on private property, and the City has not reviewed or approved this concept.	
HC 6.2	Attract a recreation and wellness anchor at Bowie Gateway at 4400 Mitchellville Road (Tax ID 2976868) as part of a larger wellness and recreation trail to provide amenities for residents and draw regional visitors. This anchor should complement, but not compete with, nearby city and Commission facilities.	Oppose, as this would involve City owned property and the City has not reviewed or approved the concept.	
PF 7.2	Construct a public recreation facility on the City of Bowie's property at 4151 Church Road (Tax ID 3665791).	Delete. It is premature to recommend a specific project, which will require an internal decision by the City.	
PF 9.1	Determine the feasibility of creating a linear active recreation park from Bowie Gateway (in Bowie Local Town Center) to Prince George's Stadium (in the Established Communities),	Delete. The City has not reviewed or approved this concept.	

Memo re: Bowie Master Plan

Plan #	Strategy Recommendation	Staff Recommendation	BAPB Rec.
	including a pedestrian crossing of the F-10 freeway.		
PF 15.1	Evaluate the feasibility of developing trail connections within Archer Tract Park (Tax IDs 1571819, 1658590) to connect Free State Shopping Center and Hilltop Plaza along MD 450 (see Table 34. Recommended Parks, Recreation, and Open Space Improvements).	Support as part of effort to address connectivity in the Bowie Mainstreet Area, per City Trails Master Plan	
PF 15.2	Provide a neighborhood park located on the northern end of Free State Shopping Center within the proposed multifamily housing development. Explore potential stream crossing connections from Free State Shopping Center to the existing neighborhoods north of the shopping center.	Oppose. A new park has not been reviewed by Community Services and a trail crossing of the stream is not recommended by the City's Trails Master Plan.	

City Staff Recommendation Table – Plan 2035 and Functional Plan Amendments Appendix B

#	Topic	Property/Amendment	Staff Recommendation	BAPB Recommendation
1	LU 2.2	Belt Woods Rural Area	Support	
2	LU 2.3	Jesuit Property Rural Area Designation	Support, but expand to include Jesuit ownership on north side of MD 450	
3	LU 2.4	Amtrak Parcel near BSU – remove from Rural Area	No position	
4	LU 5.1	Expand BLTC Boundary	Modify to include all areas shown in Attachment 1	
5	LU 5.2	Define BLTC Core	Modify to include all four quadrants of MD 197 and Northview Drive, as well as Bowie Gateway Center and the segment of MD 197 between BLTC and BGC	
6	LU 5.3	Define BLTC Edge	Modify to include all areas shown in Attachment 1, except the redefined core	
7	LU 5.4	BLTC Properties East of US 301 – remove from Center	Oppose	
8	LU 8.2	BSU MARC Campus Center Boundary	No position	
9	LU 8.3	BSU MARC Campus Center Core	No position	
10	LU 8.4	BSU MARC Campus Center Edge	No position	
11	MPOT TM 29.2	F-10 (US 301 Freeway) relocated east of A-61 (two- way arterial service road)	Support	
	MPOT TM 29.8	Delete road P-304	Oppose. No explanation given for this change.	
	MPOT App. D	All road and trail recs in Appendix D	Support, except for those specific items raised herein	
12	Parks and Rec Formula 2040 Plan	All park, recreation and open space facilities recommended in Table 33	Support, except for those specific items raised herein	

Memo re: Bowie Master Plan

#	Topic	Property/Amendment	Staff Recommendation	BAPB Recommendation
13	COB New	Former Offen property e. side of US 301, s. of Mill Branch Rd	Move from Established Communities to Rural and Agricultural Area	
14	COB New	SE quad US 301 at Mill Br. Rd	Move from Established Communities to Rural and Agricultural Area	

City Staff Recommendation Table – High Priority Implementation Measures

#	Strategy	Subject	Timeframe	Staff Recommendation	BAPB Recommendation
1	LU 6.3	Infill res/retail and private sports at Bowie Gateway	Long Term	Support	
2	LU 9.1	BSU MARC Campus Center Housing	Short Term	No position	
3	LU 9.3	BSU MARC Center Land Acq.	Short Term	No position	
4	LU 10.1	BSU MARC mix of uses	Short Term	No position	
5	LU 15.1	Old Town Bowie Infill uses	Long Term	Support	
6	LU 15.2	Old Town Bowie Food uses	Long Term	Support	
7	LU 17.1	MD 450 commercial uses	Long Term	Support	
8	LU 17.2	Freestate residential uses	Long Term	Oppose	
9	LU 17.3	Superior Lane redevelopment	Long Term	Oppose	
10	EP 4.6(a)	Bowie Town Center entertainment uses	Long Term	Support	
11	EP 4.6(b)	Bowie Town Center eating establishments	Short Term	Support	
12	EP 4.6(c)	Bowie Town Center plaza	Short Term	Support	
13	EP 8.1	Private recreation uses Bowie Gateway Center	Long Term	Support	
14	EP 12.4	Old Town Bowie branding	Short Term	Support	
15	EP 12.5	Old Town Bowie food uses	Short Term	Support	
16	PF 10.1	BSU water/sewer	Mid Term	No position	

City Staff Recommendation Table – Map 16 Future Land Use

#	Location	Property Name	Future Land Use	Staff Recommendation	BAPB Rec.
1	Old Town Bowie (OTB)	8 th /Chestnut	Neighborhood mixed use	Residential Low	
2	Old Town Established Communities	(a) E. of Adnell Woods (b) S. of 12 th St and E. of Myrtle (c) Betw OTB and PEPCO	Rural Agricultural	Residential Low	
3	Old Town Bowie	11 th St	Institutional	Correct map. Lions Club parcels are on n. side of 11 th , not s. side	
4	N. of Rustic Hill Dr.	Former Montessori School prop.	Institutional	Residential Low	
5	Old Chapel/Race Track Road Intersection	Commercial land use	Residential Low	Commercial	
6	Sussex Lane City land	Sussex Lane Park	Neighborhood mixed use	Residential Low	
7	NW quadrant US 50/MD 197	Princeton Square Townhouses	Residential Low	Residential Medium	
8	S. Side of Old Stage Rd	Church	Residential Low	Institutional	
9	SW Quadrant US 50 and Church Road	Freeway Airport	Rural Agricultural	Residential Low Residential Medium	
10	Elder Oaks Boulevard	St. James Apartments	Commercial	Residential High	
11	US 301/Governor Br Rd	Governor's Green apartments	Residential Medium High	Residential High	
12	Evergreen Parkway at Excalibur Road	Bowie City Hall	Parks and Open Space	Institutional	
13	Mitchellville Road at Peach Walker Drive	Proposed townhouses	Residential Low	Residential Medium High	
14	Mitchellville Road n. of Everst Drive	Day Care	Commercial	Institutional	
15	At the end of Evensong Lane	8-plex, 12-plex community	Residential High	Residential Medium High	

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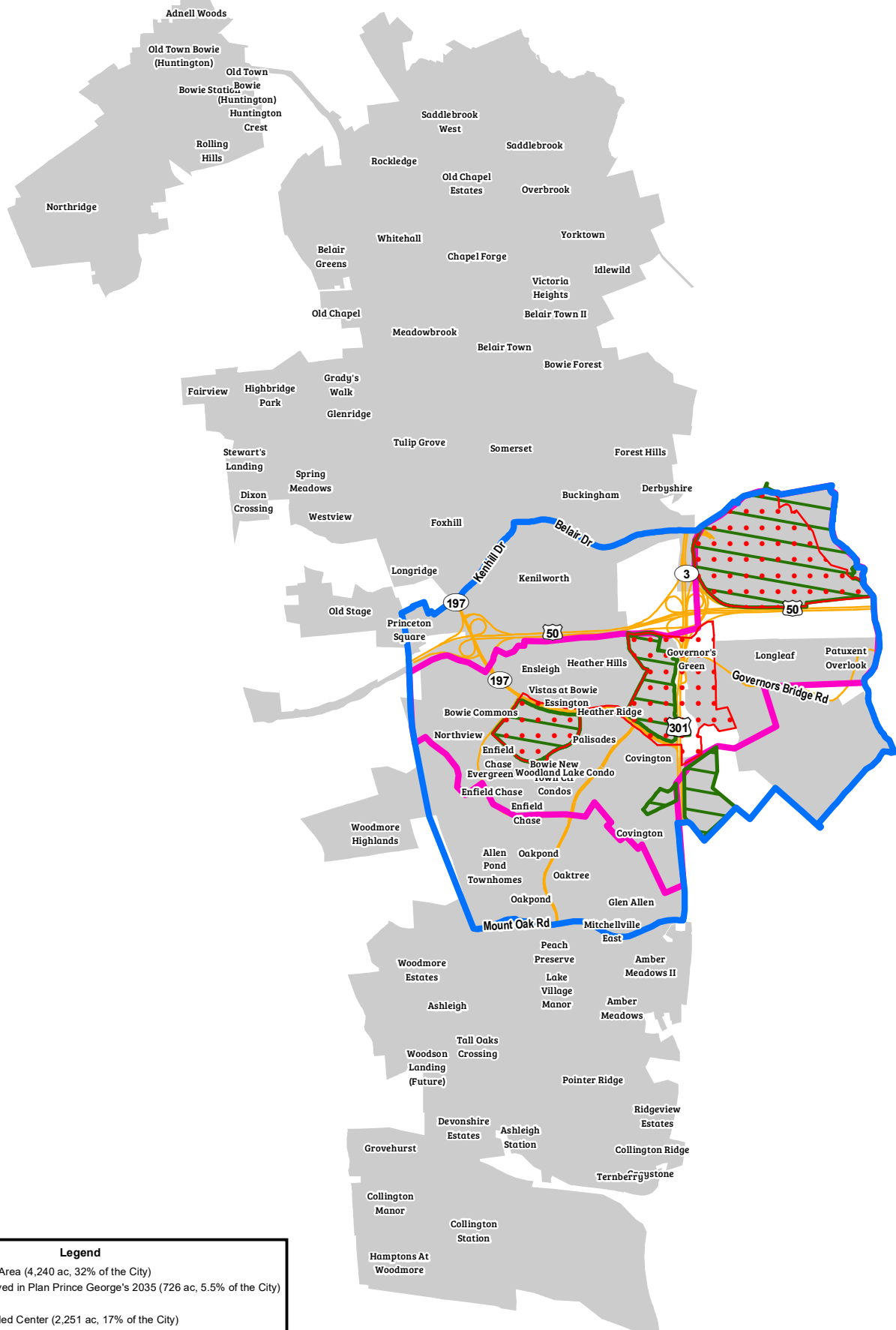
Bowie Center Study Area Maps

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Map 1: Bowie Center Study Area



1 inch = 5,000 feet

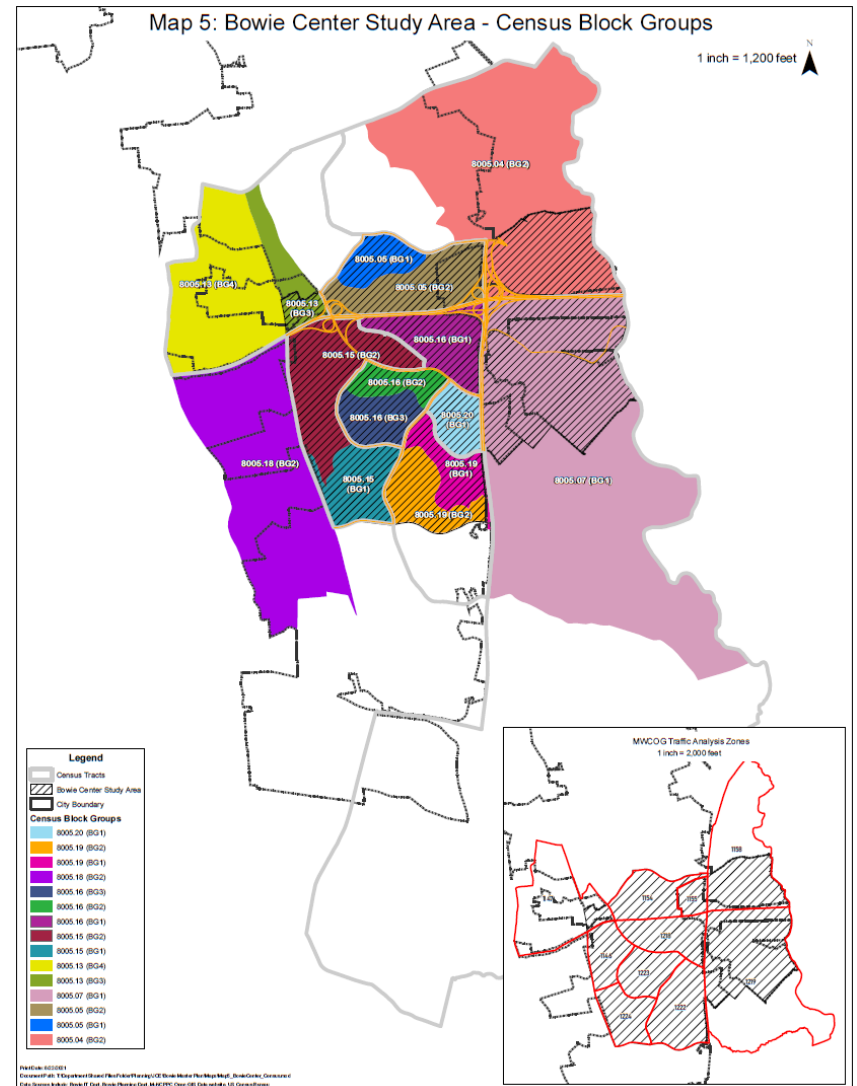
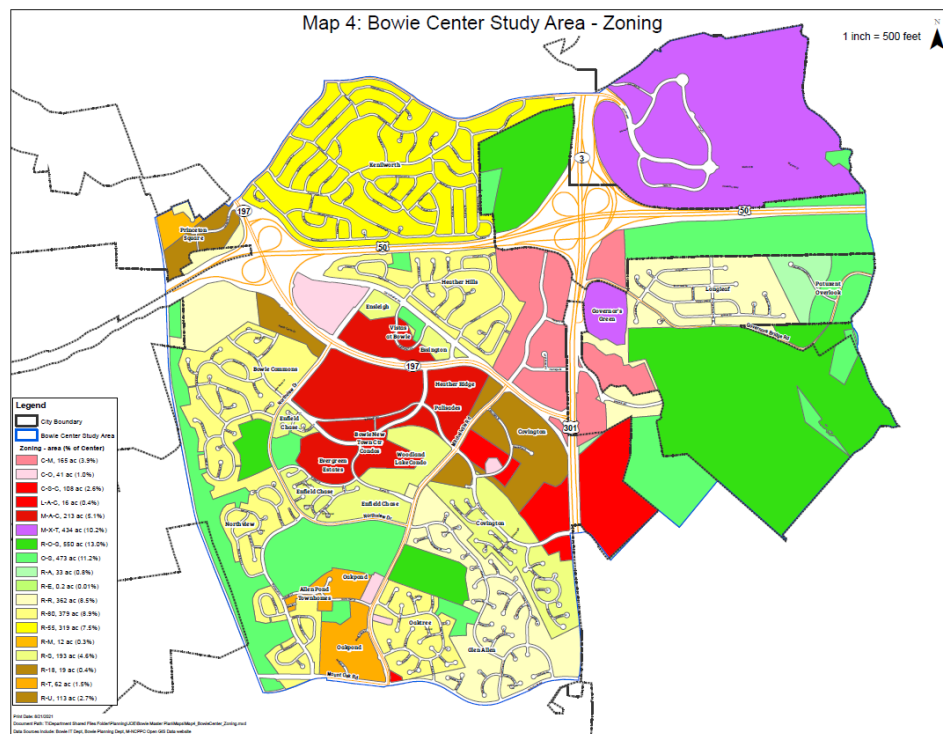


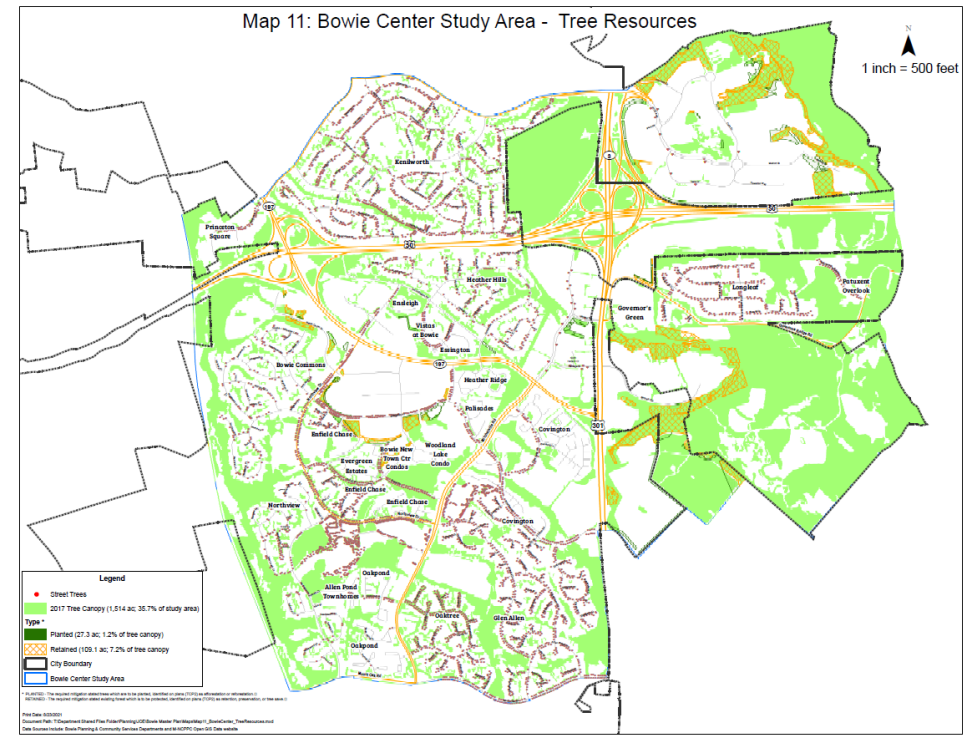
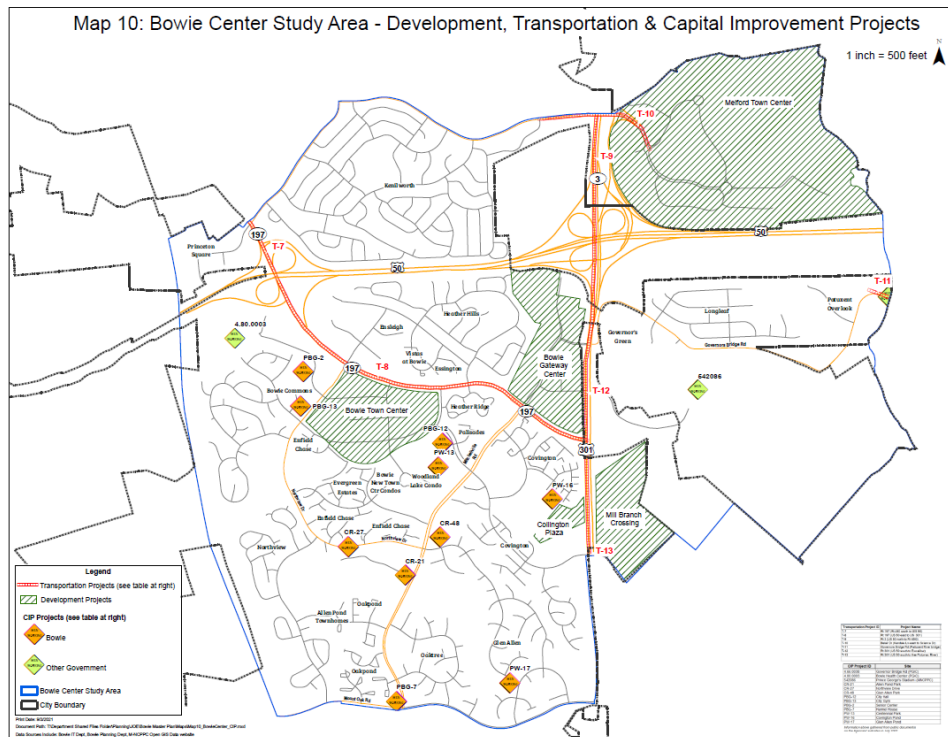
Legend

- Bowie Center Study Area (4,240 ac, 32% of the City)
- Bowie Center Approved in Plan Prince George's 2035 (726 ac, 5.5% of the City)
- Development Sites
- Council-Recommended Center (2,251 ac, 17% of the City)
- City Boundary (13,118 ac)

Print Date: 09/03/21

Data Sources Include: Bowie IT Dept, Bowie Planning Dept, M-NCPPC Open GIS Data website







Presentation to
City of Bowie Economic Development Committee
September 8, 2021

Bowie Business Recovery Program Goal

Deliver a coordinated online program of technical business assistance from January through July 2021, funded by the City of Bowie, to help businesses in the City of Bowie accelerate their economic recovery from the COVID-19 pandemic.

Program Collaboration

The Bowie Business Recovery Program
was delivered through a collaboration between:



Program Overview

Roundtables

Webinars

**“Open Door”
One-on-One
Technical Sessions**

Workshops

**Online Business
Resource Center**

**Archived Group
Session Zoom
Recordings**

Program Launch in January 2021



2021 Greetings!
**NEW YEAR
NEW RESOURCES**

Bowie
BUSINESS RECOVERY PROGRAM
Powered By
City of Bowie
Bowie Business Innovation Center
Greater Bowie Chamber of Commerce

**Just for
Bowie Businesses!**

Bowie COVID-19 Business Recovery
Assistance Program

www.bowiebusinessrecovery.com

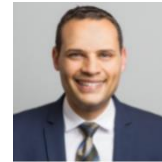
For more information: www.bowiebusinessrecovery.com

Program Promotion

- Program logo developed for branding
- Launch post card mailed to industry database
- BBR website designed with
 - *program calendar and information*
 - *registration capability*
 - *Zoom archive of all group session recordings*
- Individual event e-flyers for digital marketing
- Weekly THIS WEEK Event e-blasts
- Monthly City promo videos
- Promotional Partners

Speaker Highlights

- Rod Johnson, SBA
SBA Funding Updates
- Manny Cosme, CFO Services Group
Crash Courses on QuickBooks
- Toya Evans, Tropical Smoothie,
Business Pivoting Strategies & Franchising
- Stephen Auvil, MD TEDCO
TEDCO Funding Programs Update
- President Aminta Breaux & Steve Jost,
BSU Procurement Opportunities



Bowie Business Registration

(January through July 2021)

	Bowie - Main	Bowie - Other	Prince Georges	Other	Total
January	22	32	120	81	201
February	15	19	84	53	134
March	21	18	59	32	91
April	22	39	54	61	175
May	32	43	70	114	259
June	18	10	31	32	91
July	8	16	84	71	179
Total	138	177	502	444	1130

Event Totals by Month

	BIC	GBCC	Total # of
	Events	Events	Events
January	7	5	12
February	5	5	10
March	5	6	11
April	7	5	12
May	6	6	12
June	3	5	8
July	6	2	8
Total	39	34	73

Profile of Bowie Registrants

	<u>Bowie</u>
Professional Services	51.3%
Care Providers	10.3%
Education	7.7%
Transportation, Automotive	6.4%
Non-Profit, Social Services	3.8%
Construction, Home	3.8%
Personal Care	2.6%
Food Services	2.6%
Entertainment	2.6%
Non-Food Retail	1.3%

Annual Revenues of Bowie Registrants

	<u>Bowie</u>
Up to \$49,999	41%
\$50,000-\$99,999	15.4%
\$100,000-\$299,999	27%
\$300,000-\$499,999	6.4%
\$500,000-\$999,999	3.8%
1M-5M	2.6%
5M+	3.8%

Bowie Registrant Workforce

	<u>FULL TIME</u>	<u>PART-TIME</u>	<u>1099</u>
None	29.5%	64.1%	40.3%
1-9	64.1%	28.2%	54.5%
10-24	-	1.3%	-
25-99	1.3%	3.8%	3.0%
100+	5.1%	%	1.3%

Business Information Sought

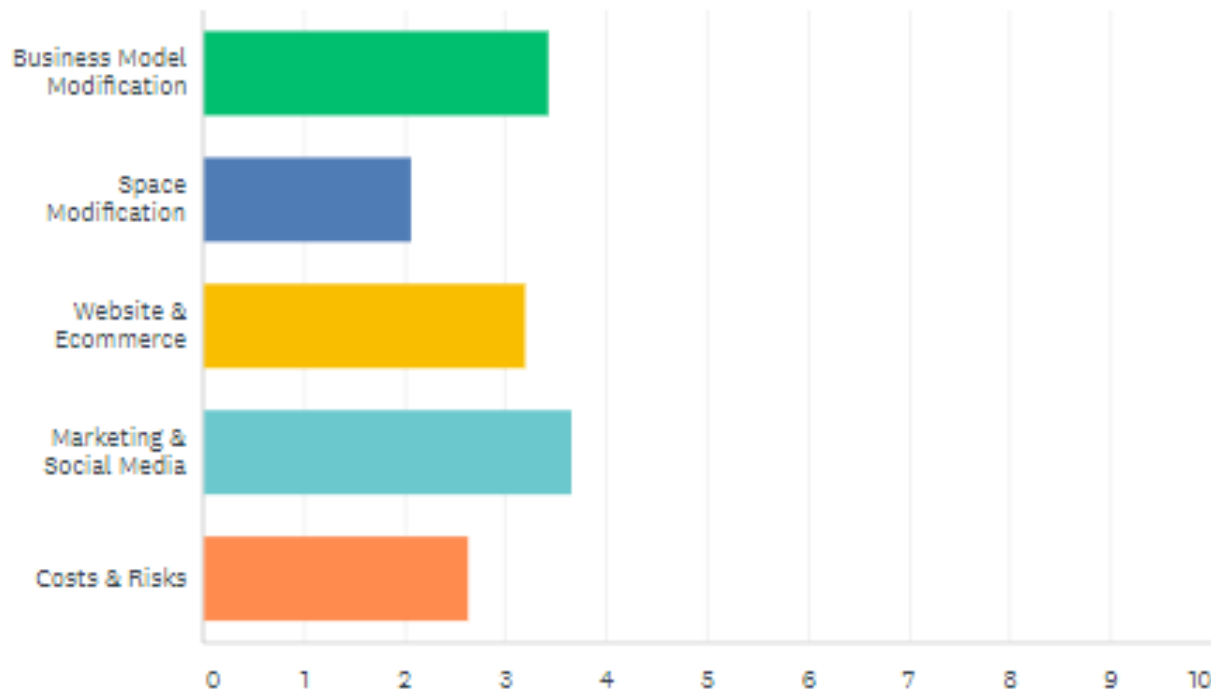
	<u>Bowie</u>
Training (Marketing)	44.5%
Training (Website)	21.9%
Guidance (Business Model)	18.8%
Guidance (Physical Space Modification)	6.3%

BBR programming was modified to reflect these interests, based on this information

Survey Responses

Rank the type of guidance and information that would be most helpful with your business growth following the COVID-19 pandemic? (starting with 1 being the most important)

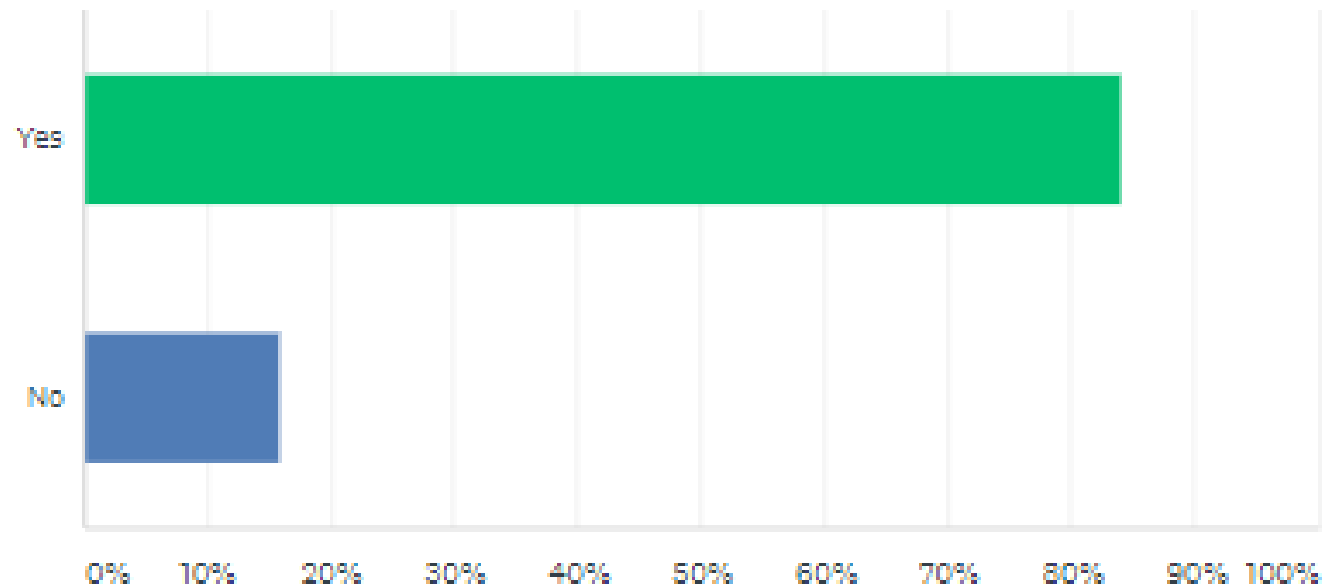
Answered: 30 Skipped: 0



Survey Responses

If yes, did you learn anything to help your business?

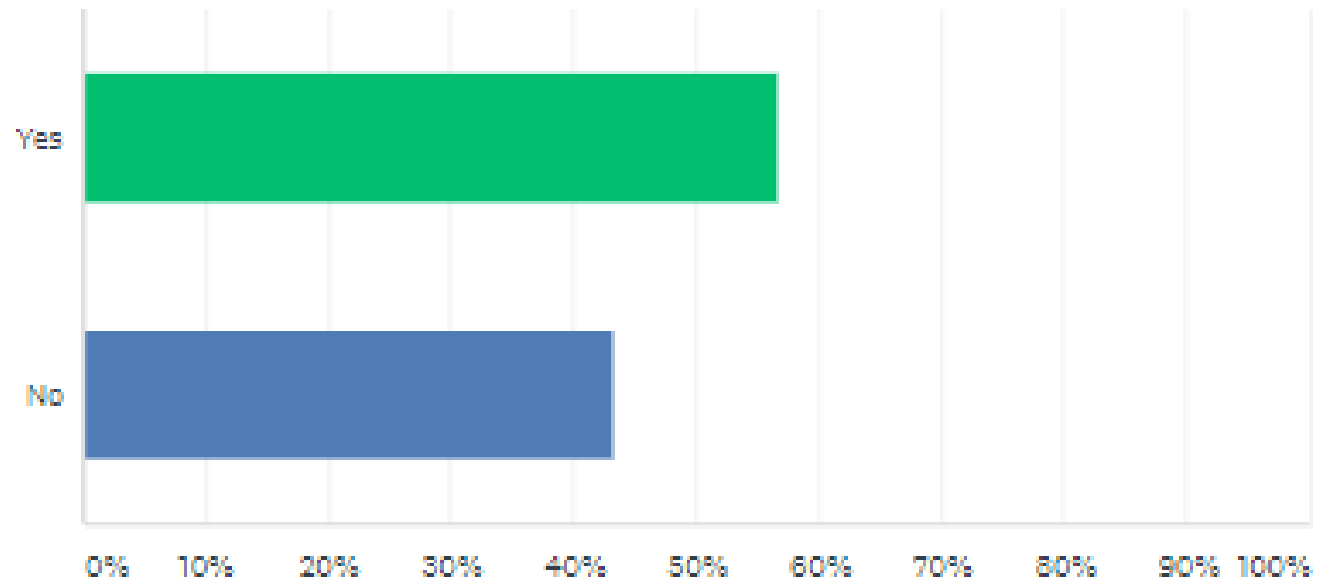
Answered: 25 Skipped: 5



Survey Responses

Is your business based out of your home?

Answered: 30 Skipped: 0



New Databases Created for City of Bowie

- Final BBR Statistical Report January through July 2021, with event tabs for full information on all registrations by event (address, email, phone revenues, # employees, etc.)
- Separate Excel database of all the “Bowie Main” registrants in the City per SDAT, which includes the same information (address, email, phone, # employees, size of company, etc.) as the BBR Statistical Report
- Separate database of City of Bowie companies that was compiled from other organizations (FSC First, SD3, MDOT) which we used for email promotion of BBR activities. While we had email information, we did not have the complete registration detail or company information and address, etc. that we compiled through event registration.
- Excel database for all BBR program registrants and their data, sorted by zip code

Success Stories

- **Meredith Kaunitz, ArtPlayLearn, LLC** participated in a BBR Open Door One-on-One session with Stephen Auvil at Maryland TEDCO. Based on that meeting she received a \$100,000 TEDCO Rural and Underserved Business Recovery from COVID-19 (RUBRIC) grant in July 2021. She is using the grant to develop an online registration dashboard for the learning management system she has created.

Success Stories

- **Arnele Maldonado, RHA Marketing,** expanded her client base for real estate industry services, such as notary public, following participation in BBR events. She picked up new clients worth \$8,000 over the last two months and anticipates her business will continue to increase.

Success Stories

- **Miriam Collins, Major Image Barber Shop** participated in online BBR marketing sessions to get specific ideas for improving digital marketing and online customer service for her barber shop. She is implementing initial changes now and believes that her new approach to digital marketing will lead to new customers and services.

Contact Information

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Executive Director

Bowie Business Innovation Center

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Bowie MD 27016

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CITY OF BOWIE

STATE OF THE ENVIRONMENT REPORT

FISCAL YEAR 2021

September 2021

Department of Planning
and Community Development

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Introduction

The 2021 City of Bowie *State of the Environment Report* is a summary of the City's environmental actions and sustainability initiatives for Fiscal Year 2021 (July 1, 2020 through June 30, 2021). The report provides performance measurements for environmental programs and activities, including actions related to the Green Team's 3-Year Action Plan, the Sustainability Plan, and the City's Climate Action Plan.

This report has three appendices: Appendix A provides an update on relevant City programs. Appendix B summarizes the current state of the City's Climate Action Plan, and Appendix C is the annual update on the City's Sustainability Plan.

The City continued full COVID-19 precautions for most of the fiscal year, which included cancellation of most City events and routine Green Bowie volunteer opportunities (e.g., weed warrior, stream cleanup, storm drain marking). As of the date of this report, weed warrior workdays have resumed, and all Green Bowie activities are back on track for FY22.

Accomplishments

This section is organized by some of the categories of the Green Team's 3-Year Action Plan. It includes accomplishments made by the Green Team, as well as City staff, the Environmental Advisory Committee, residents, and volunteers.

Natural Resources

- The City's Weed Warrior Program was able to hold two of the six planned workdays at Whitemarsh Park with a total of 36 volunteers. Since its inception, participants have removed English ivy from more than 400 trees at the park.
- The City was designated a "Tree City USA" community for the 29th consecutive year.
- The City planted 219 trees, including 200 along streets and 19 in parks.
- The Plant One Tree on Us program was opened City-wide, and 77 trees were planted for residents.
- Parks and Grounds addressed 4 acres of bamboo – 1.5 ac in White Marsh Park and 2.5 at a non-park property off Mitchellville Road.
- In August 2020, the City was recertified by the National Wildlife Federation as a Certified Community Wildlife Habitat. There are currently 257 habitats across the city.
- The Green Team's Green Schools Subgroup helped plant a garden at Northview.

Energy and Climate

- The City issued 78 lawn mower rebates, including 25 electric, 8 push, and 39 standard mulching mowers.
- The Energy Audit Program continued with five participants receiving a \$100 no-cost comprehensive energy audit through BGE's Home Performance with ENERGY STAR® program.
- Solar panels were installed at an additional 59 additional buildings.
- Solar cell phone charging stations were installed at Whitemarsh Park.
- The City broke ground on the 2.5-megawatt solar array at a City-owned property on Central Avenue.
- All City Code Compliance Officers now drive electric vehicles, and a second charging station was installed by the employee entrance.
- The City entered into an agreement with BGE for public electric vehicle charging stations to be placed at City Hall and Kenhill Center through the EVSmart Public Charging Program. Residents can pay to charge via credit card or Greenlots MobileApp.
- City Council adopted an updated Climate Action Plan, which requires a 50% reduction in greenhouse gas emissions from 2015 baseline levels by 2030.

Outreach

- Subscriptions to the monthly Green Bowie e-newsletter are up to 990.
- Staff continued posting about Green Bowie activities, events, and achievements to the City's Facebook page and @Green_Bowie Twitter account.
- Six of the 13 certified Green Schools received recertification by Maryland Association of Environmental and Outdoor Educators).
- The Green Team's Green Schools Subgroup helped plant a garden at Northview.
- Staff joined a virtual Girl Scout troop meeting to discuss potential environmental projects for Gold Award candidates.
- Sustainability Webinar Series was hosted by City staff and volunteers while social distancing was required. All eight are available on the City's YouTube channel: <https://www.youtube.com/channel/UCydiXmeCO7FNmfC1eC89qiQ>
- A teen completed his Eagle Scout project by creating a public service announcement for the City's social media channels. The video is available at <https://youtu.be/IsaQ35kSFwk>
- Staff developed the City's first Adopt-A-Road program, providing local businesses and community groups an opportunity to market themselves while improving their community and the environment by removing trash from along roads. Of the 15 eligible roads, one has been claimed by a business who will start cleaning in FY22.

Miscellaneous

- The Department of Planning and Community Development began recruiting a dedicated Planner to focus on multimodal transportation.
- Compost bin sales continued, with a total of 58 bins sold making a total of just over 700 bins since the beginning of the program in 2014.
- In December 2020, Keep Prince George's Beautiful recognized the City's food waste program as an exceptional achievement in recycling and waste diversion.
- Public Works held special recycling events in FY21 and collected:
 - 28.17 tons of paper from two shredding events
 - 20 pounds of expanded polystyrene from one collection event
 - 16.07 tons of electronics from two collection events
- The Police Department participated in both National Prescription Drug Take Back Days and collected over 1,557 pounds of unused prescription and over-the-counter medications.
- The Staff Sustainability Team continued meeting bi-monthly to discuss internal sustainability goals such as green purchasing and electric vehicles.
- The City continued to participate in PJM's Demand Response Program, which requires switching to generator power at three City facilities on days identified by the electric utility as high demand power days. The City received \$10,949.78 in rebates for FY21 (June 2020 through May 2021 reporting period).
- Council passed resolutions recognizing several significant initiatives, including Energy Efficiency Month (October), Earth Month (April), Earth Day (April 22), National Bike Month (May), Bike to Work Day (May 17), Chesapeake Bay Awareness Week (June 6-14), and Pollinator Week (June 22-28).
- The Information Technology Department recycled 2,452 pounds of City-owned electronics and 41 pounds of used toner and ink cartridges.

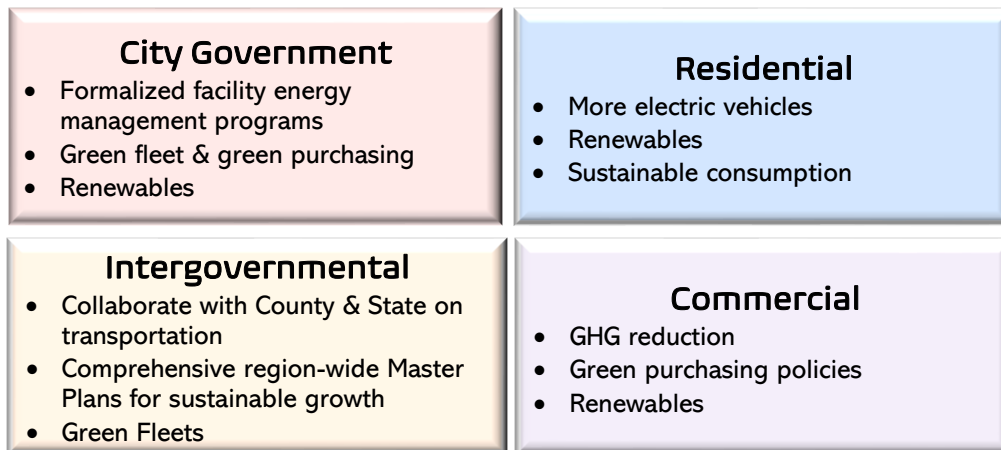
Appendix A: Additional Performance Indicators

Indicator	FY17	FY18	FY19	FY20	FY21
Number of...					
Buildings certified LEED®	4	2	0	0	0
Buildings that installed solar panels*	357	146	81	80	59
Certified NWF habitats	12	8	8	6	1
Energy audit rebates issued by City	100	64	71	15	4
Food waste program participants	83	62	67	20	6
Lawn mower rebates issued	73	116	239	72	78
Park trees planted	15	5	15	15	19
Rain barrels registered (self-reported)	31	9	27	4	7
Storm drains with “No Dumping” markers	354	140	26	176	event cancelled
Stream cleanup participants	44	69	100	event cancelled	event cancelled
Street trees planted	225	295	300	200	200
Trees planted with Plant One Tree on Us (pilot program started FY19)	N/A	N/A	13	54	77
Weed Warrior Volunteers	114	116	89	36 (four events cancelled)	all events cancelled
Trash/Recycling collected during cleanups (lbs)	1,130	960	1,775	event cancelled	event cancelled
Solid Waste Division Data					
Total number of tons collected	36,000	29,525	30,143	29,556	32,642
Number of tons land filled	20,300	20,589	20,645	20,267	22,189
Number of tons recycled	11,000	8,936	9,498	9,289	10,452
Percent of solid waste stream recycled	31	30	32	31	32
<i>*Starting in FY20, all buildings (homes, businesses, etc.) will be included in this number.</i>					

Appendix B: Climate Action Plan Progress

The City's first Climate Action Plan (CAP), adopted in 2015, called for a 20% reduction in greenhouse gas emissions from 2007 baseline levels. Most recent reporting (2018) from Metropolitan Washington Council of Governments (COG) showed a 13% reduction.

In July 2020, Council adopted a new CAP with a new baseline year of 2015 and a 50% emissions reduction goal. The next data update from COG will be in 2022. Until then, the City continues working on the four sectors and overall goals shown in the figure below. An increased focus on communication to residents about climate change and the City's climate efforts is also a priority. The table that follows summarizes the status of the CAP's action items; additional action items will be developed.



Sector	Goals and Actions	Status
City Government	A. Improve energy efficiency of City facilities	
	1. Establish metrics to track energy use and costs in all City facilities	Not yet started
	2. Conduct an energy audit to determine greatest needs and opportunities for energy reduction	Completed
	3. Develop an energy efficiency plan	Not yet started
	4. Explore new energy efficiency technologies	Underway
	5. Implement educational programs for City staff	Not yet started
	B. Adopt solar and other renewable energy options for meeting City electricity requirements	
	1. Complete installation of a solar farm on City property	Underway
	2. Obtain as much energy from utilities as possible from renewable sources	Underway
	C. Update the City green fleets policy & promote EV infrastructure	

Sector	Goals and Actions	Status
	1. Update and adopt a Green Fleet Policy to increase the proportion of hybrid and EVs in the City fleet	Underway
City Government (cont.)	2. Set an aggressive target for increasing the average gas mileage of all categories of City fleet vehicles	Not yet started
	3. Establish a decision-making framework for selection of vehicles that considers lifetime costs of vehicles	Not yet started
	4. Increase the availability of EV charging stations at City facilities	Underway
	D. Develop a green purchasing and zero-waste procurement policy	
	1. Adopt a green purchasing policy for acquisition of equipment and products required for City operations	Underway
	2. Develop a plan for applying reduce/reuse/recycle principles that considers life-cycle manufacturing requirements, packaging, and recycling potential of City materials	Underway
	3. Develop a plan for reusing, recycling, or composting discarded materials with zero waste as an aspirational target	Not yet started
	E. Expand the Bowie urban tree canopy	
	1. Develop a plan for regular measurement of the City tree canopy and assessment of compliance with the current City 45% urban tree canopy goal	Not yet started
	2. Replace trees as they die off along streets and in park areas	Not yet started
	3. Convert as much grass area as possible to trees and ecological landscaping that will reduce GHG emissions associated with turf management while promoting native species and food webs	Not yet started
	4. Develop a land use policy that preserves green infrastructure corridors and watersheds and encourages tree canopy establishment as a necessary part of commercial and residential development projects	Underway
	F. Develop a municipal resiliency plan	
	1. Identify climate impacts to which the City is most vulnerable (assess the vulnerability of critical transportation, communication, energy, drinking water, wastewater, and stormwater asset infrastructure)	Not yet started
	2. Develop a resiliency plan with strategies to address these impacts. Determine how energy and communication systems will be maintained and how public services will be provided	Not yet started
	3. Plan for emergency response protocols and public health interventions when needed	Underway
	4. Identify and address the needs of the most vulnerable populations in the City. Ensure the adoption of a climate equity policy	Not yet started
	5. Expansion of the tree canopy and ecological landscaping (as described in section E above) will provide for natural cooling and mitigate excess heat effects	Not yet started

Sector	Goals and Actions	Status
Residential	A. Increase residential energy efficiency and energy conservation	
	1. Increase residential home improvements that reduce energy use for cooling and heating	Underway
	2. Educate and encourage residents to make multiple changes in each sector of home energy use	Underway
	B. Increase installation and use of renewable sources for home energy	
	1. Increase the number of residential solar systems installed	Underway
	2. Promote selection of renewable energy sources from energy providers	Underway
	3. Publicize residential renewable energy adoption and metrics illustrating achievements	Underway
	C. Promote transportation choices that reduce GHG emissions	
	1. Promote the choice of electric and hybrid vehicles	Underway
	2. Encourage the use of public transportation by advertising and promoting mass transit options	Not yet started
	3. Increase connectivity of walking/biking trails with local shopping and recreation destinations to encourage walking and biking options	Not yet started
	D. Modify diet and food handling	
	1. Promote a diet rich in plant products and low in animal-based products	Underway
	2. Reduce food waste	Underway
	E. Promote sustainable consumption and use of goods and services	
	1. Educate residents to understand the life cycle GHG emissions of common household goods	Underway
	2. Use Reduce, Reuse, Recycle principles for purchasing and managing household products	Underway
Intergovernmental	A. Promote development of mass transit options within county and regional jurisdictions	
	1. Plan for expansion of metro rail along U.S. 50	Not yet started
	2. Expand MARC train for non-rush hour and mid-day use by part time workers and Bowie State students	Not yet started
	3. Develop improved bus transportation between municipalities within PG County and the region	Not yet started
	4. Increase the availability of micro-transit options within the Bowie area	Not yet started
	5. Use digital platforms to enhance convenience for using transit systems and to give riders real-time updates of vehicle location and arrival times	Not yet started
	B. Develop a comprehensive Master Plan that provides for sustainable land management and growth	

	C. Promote development guidelines that enhance energy efficiency of housing and transportation infrastructure
	D. Encourage fleet providers to make hybrid and EVs available at competitive prices
Commercial	A. Reduce commercial energy consumption
	B. Increase use of renewable energy sources in the commercial sector
	C. Advance the use of sustainable transportation options
	D. Move toward a green purchasing and zero-waste policy
	E. Create partnerships to promote green businesses and GHG reduction strategies

Appendix C: Sustainability Plan Annual Report

The annual update for the Sustainability Plan is a stand-alone document and is included here. It begins on the following page.



CITY OF BOWIE

SUSTAINABILITY

PLAN



ANNUAL REPORT
SEPTEMBER 2021

The Sustainability Plan

Sustainability may not have been a common word a few years ago, but its full meaning is increasingly acknowledged by more people and with greater urgency. There is a clearer understanding of the need to plan and provide for a truly sustainable future. The City's Sustainability Plan was created because the City's planners recognize that specific strategies are needed to address an array of issues beyond those in the existing Climate Action Plan. The Sustainability Plan builds upon the Climate Action Plan and all of the other work that has come before it.

The City of Bowie has a strong economy and an enviable quality of life for its citizens. As the City grows, its urbanization, diversity, and way of life will require adaptation, communication, and collaboration among all stakeholders. This plan is the result of a collaborative process with those stakeholders and reflects a commitment to implement a new vision for sustainability in the City of Bowie. The path to a sustainable future enhances what is already great about Bowie, and prepares the City and its residents to thrive in the face of change.

WHAT IS SUSTAINABILITY?

Experts define sustainability as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” Consisting of three pillars, sustainable development seeks to achieve, in a balanced manner, economic development, social development, and environmental protection. As part of the public input process, the Bowie community defines sustainability in a number of ways as shown in the word cloud below.

Vision for a Sustainable Bowie

Plan Vision

The City of Bowie will be a diverse and vibrant community that is committed to its citizens, economy, and natural environment. It will be a community that successfully unites and integrates its neighborhoods and one that communicates openly with all stakeholders. It will support efforts that protect resources, improve health, increase connectivity, advance education, and expand business in order to continue providing a place to live and thrive for future generations.

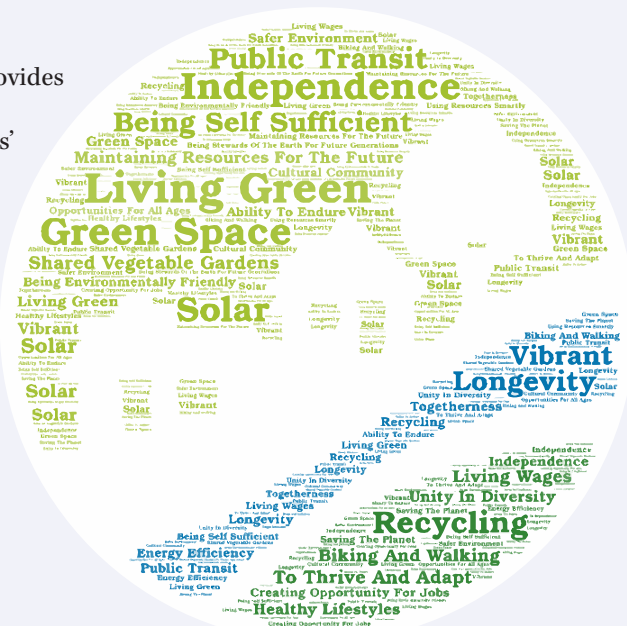
Mission for the City of Bowie

The City of Bowie, in partnership with the community, provides a cost-effective system of city services and facilitates compatible economic development that enhances citizens' quality of life within a positive and sustaining physical environment.

Vision for The City of Bowie

Bowie is a model city in partnership with state, county, and regional entities that:

- Nurtures a safe, united, and culturally diverse community in which to live, work, and play.
- Preserves the community's natural environment.
- Has economically vibrant commercial centers.
- Supports quality neighborhood schools.
- Has high-quality city services and infrastructure.





Breakdown:



25 Goals



57 Strategies



103 Actions

In total, there are 25 goals, 57 strategies, and 103 actions that are designated to be completed in the short-term (1–2 years), mid-term (3–5 years), or long-term (6 or more years) time frame.



Jobs and Business

A robust business community is one that creates local jobs and expands the city tax base, has businesses that provide goods and services needed by the community, employs people from the community, and, in many cases, has businesses managed or owned by individuals who live in the community. A community that supports an independent, diverse, and green-minded business network will help create a local economy that recycles a much larger share of revenue back into itself—enriching the whole community. The goals in this section focus on increasing commercial occupancy, supporting small businesses, and getting businesses to go green.

STRATEGIES IN PROGRESS: 4

Goals



Goal JB1: Achieve 100 percent occupancy of retail space and under 10 percent vacancy of office space in the City



Retail occupancy is 92.5 percent and office vacancy is 17.5 percent.



Goal JB2: Increase the number of businesses participating in Bowie Small and Independent Business Programs annually from 46 to 100



Over 200 businesses participating in Small and Independent Business Programs.



Goal JB3: Increase the number of participants in the Green Bowie Business Certification Program from 2 to 150.



There are 10 Green Bowie Businesses.

Highlights

- The City launched a COVID-19 Bowie Business Recovery Assistance Program, a collaboration between the Bowie Business Innovation Center and the Greater Bowie Chamber of Commerce.



Health and Wellness

An analysis of the USDA Agricultural Marketing Service's 1997 arrival data from the Jessup, Maryland terminal market found that the average pound of produce distributed at the facility traveled more than 1,685 miles, which suggests that your meal travels approximately that distance from farms to your plate. Though this varies based upon where you live, it is not uncommon to see strawberries from California in a store in Maryland. These "fresh foods" may be a few days old before they reach your grocery shelves. Local foods need not travel so many miles—they can often be harvested within a few hours or a day of being delivered to the farm stand, farmers market, or the grocery store's local produce section. Fresh food has a high nutritional value and a

high concentration of vitamins. You are likely to have more choices locally because more fragile varieties do not have to endure the trauma of shipping.

According to the County and state health departments and the Center for Disease Control and Prevention, the incidence of diabetes, heart disease, and obesity is higher in Prince George's County than in the State of Maryland and in the United States. These are conditions that can be controlled through policies, access to healthy food, and education. The goals in this section focus on participation in activities related to well-being, producing and consuming locally grown food, and health-related policies and programs.

STRATEGIES IN PROGRESS: 2

Goals



Goal FW1: Achieve 20 percent resident participation in programs that promote the production, distribution, purchase, and consumption of food that is sourced within 200 miles.



We continue to promote the farmers market, national farmers market week, and the new community garden.



Goal FW2: Increase participation in physical fitness and wellness programs and events by 20 percent.



The City was not able to host the 5k due to COVID-19.

Highlights

- Farmers markets continued in a socially distant manner.
- The Green Bowie e-newsletter promotes one plant-based recipe per month.



Nature and Wildlife

Protecting and maintaining the natural environment for the benefit of people, plants, and animals is an important element of a healthy, beautiful community. Creating or enhancing green spaces, parks, and trails, as well as cleaning up litter in the City, ranked in the top priorities of the community engagement voting activity conducted as a part of this plan preparation. This indicates that Bowie's natural environment contributes to an aspect of the City that many residents and visitors are attracted to and highly value.

Bowie's previous Green Infrastructure and Environmental Infrastructure Plans gave the City a head start protecting its natural resources in 2003 and 2007. In 2012 and 2013, studies were conducted to determine how to best manage and improve forest conditions by increasing tree canopy, increasing forest diversity, and removing invasive species. The goals in this section address ways to implement tree planting, create and maintain habitat, and reduce litter.

STRATEGIES IN PROGRESS: 9

Goals



Goal NW1: Protect, preserve, and enhance existing forest and tree canopy coverage to reach the 45 percent tree canopy goal.

➔ The City expanded the "Plant One Tree On Us" program.



Goal NW2: Create native landscaping on 300 additional public and private properties to help improve water quality and create new habitats for wildlife.

➔ No goal update.



Goal NW3: Remove invasive plant species from at least 300 acres of land.

➔ Four acres of bamboo were cleared from two properties.



Goal NW4: Increase participation in City cleanup and litter educational programs by 30 percent.

➔ The City began a local level Adopt-A-Road program.

Highlights

- The "Plant One On Us" program, which provides free native trees to residents, was very successful with 77 trees planted.



Communication

The purpose of communication varies from information and promotion to education and public safety. From a City perspective, it has the large task of meeting all of those purposes and reaching all members of a community. During the ImagineBowie campaign, extra efforts were made to reach all stakeholders, including those which have been hard to reach (African-American, Hispanic, and millennial demographics). Such efforts need to continue throughout the plan's implementation by expanding the City's use of electronic communication methods, while also increasing public participation in order to enter a new phase of communication. The goals in this section focus on engaging the community through various media outlets such as social media and e-newsletters.

STRATEGIES IN PROGRESS: 4

Goals



Goal CC1: Increase City Alert System subscriptions from 4,907 to 10,000.

➡ Currently 8,087 subscribers



Goal CC2: Increase the reach of the City's social media from 6,800 to 16,000 people.

➡

City Facebook: 7,305	Green Bowie Twitter: 250
Animal Control Facebook: 3,039	Police Twitter: 1,641
Police Facebook: 4,047	Bowie Gym: 173
City Instagram: 1,837	Emergency Management Twitter: 251
City Twitter: 3,403	Total: 21,946



Goal CC3: Increase Green Bowie e-newsletter subscribers from 588 to 1,500.

➡ Currently: 990

Highlights

- In light of COVID-19, we started a “Sustainability Webinar Series” on a host of different topics with many different speakers.



Community

A strong community provides a sense of belonging, which enables individuals to look outside themselves and contribute to the welfare of others. Community and “sense of community” were consistent themes throughout the engagement process. Bowie residents embrace neighbor-to-neighbor interactions and opportunities to share ideas and problem solve together. People want to connect; it makes them feel like they are a part of something, and it improves their quality of life. People also feel good when they do something positive for someone else, or for something bigger than themselves.

STRATEGIES IN PROGRESS: 6

Goals



Goal CT1: Create or enhance 10 public gathering spaces.



We are constantly working to update and enhance public gathering spaces, parks, and amenities.



Goal CT2: Increase resident participation in Emergency Services programs from 100 to 300.



No goal update available yet.



Goal CT3: Increase the number of public art pieces from 7 to 20.



9; including a Story Walk installation at Black Sox Tot Lot.



Goal CT4: Involve 500 residents in a City-led resident sustainability certification and award program.



No goal update available yet.



Goal CT5: Involve 6,000 residents in events and programs that strengthen neighborhood connections.



A “neighborhood mini grant” program is starting in FY22.

Highlights

- A mural was completed in Old Town under the viaduct.
- Bowie Heritage Park was completed in Old Town with miniature homes.



Education

Education drives action. Someone might not think twice about the rush of water and pollutants that go down the storm drains without someone pointing out the range of impacts from erosion, to habitat disruption, to impacts on the Chesapeake Bay. When a community shows that it cares and knowledge is shared in a common cause, much progress can occur. Driving action through education can happen at all ages, starting with our children in schools, through higher education, and on to formal and informal adult education. In the school environment, incorporating sustainability into the curriculum can make learning more fun, as problem-solving connects students to the real world in their backyards and in their neighborhoods. When they are engaged and excited about what they are learning in school, students take those lessons home. For example, if they are growing their own food and composting at school, they might encourage their families to do the same at home because it is fun and they understand the value.

STRATEGIES IN PROGRESS: 2

Goals



Goal ED1: Achieve Green Schools Certification at all schools within the City limits.

➡ All schools certified.



Goal ED2: Increase Green Bowie program awareness to 90% for residents over 18.

➡ No goal update available yet.



Goal ED3: Provide a way for all community members in the City to report sustainability actions and have at least 2,000 participate in reporting.

➡ No goal update available yet.

Highlights

- The Green Team helped plant a new garden at Northview Elementary.



Mobility and Connectivity

Bowie enjoys the benefit of convenient access to Baltimore, Washington, D.C., western Maryland, the Chesapeake Bay, and the Eastern Shore. Bowie Town Center serves as a transit hub with the nearby Park and Ride serving as a transfer station for nearly all of the buses serving the City. The MARC station provides another transit center at the north end of the City. Many actions in the Climate Action Plan address the need to develop transit-oriented communities, increase usage of public transport, and expand the City's biking and hiking networks to reduce per capita vehicle miles traveled.

However, more needs to be accomplished in terms of decreasing traffic by creating interconnected trails and sidewalks throughout the City. The Washington, D.C. metropolitan area, which includes suburbs in Maryland and Virginia, is ranked first nationally in the cost of traffic congestion per commuter, with congestion costing \$1,834 per commuter and causing 82 hours of delay annually. The goals in this section address increasing the City's Walk Score and encouraging more walking and biking trips.

STRATEGIES IN PROGRESS: 2



City residents take advantage of the trail located at Whitemarsh Park.

Goals



Goal MC1: Increase City's Walk Score from 25 to 50 and encourage more walking and biking trips.



Currently: 25

Highlights

- The Complete Streets Policy was implemented.



Water

Water is one of Earth's most valuable resources and it needs to be protected by keeping it clean and using it efficiently. When it rains, water runs off roofs, parking lots, streets, and lawns instead of soaking into the soil the way it did before development. This water (e.g. stormwater), along with everything it picks up along the way (fertilizers, oil and grease, litter, etc.), ends up in storm sewers and ditches that discharge to streams, rivers, and lakes. This process contributes to the presence of toxic contaminants in the Chesapeake Bay. Only 2.5 percent of the Earth's water is freshwater, and only 1 percent of that is accessible. To ensure future supplies of fresh, clean water, this precious resource must be conserved. The goals in this section focus on ways to save and clean water at a local level.

STRATEGIES IN PROGRESS: 3



A new pet waste station installed at Whitemarsh Park.

Goals



Goal WA1: Implement practices and programs to save and clean water on 2,000 properties in the City.



No goal update available yet.

Highlights

- A student created a video on stormwater, which was shared on City social media.



Recycling and Composting

Recycling and composting are two of the easiest and most familiar actions individuals can take to be sustainable and help their community. The City's current recycling rate is about 33 percent, but other nearby areas have reached a recycling rate of over 50 percent, and there is plenty of room for improvement.

Food waste presents a huge opportunity to reduce landfill waste, though it is often ignored. Home food waste results from meal preparation, clean up, unpacking foods, and discarding purchased foods or food that has been left uneaten during a meal.

In 2010, an estimated 133 billion pounds or 31% of food from U.S. retail food stores, restaurants, and homes—valued at approximately \$161 billion—went uneaten. Recycling and composting are also important actions in the Climate Action Plan, since these efforts reduce greenhouse gas emissions, but the goals in this section expand on the goals in the Climate Action Plan.

STRATEGIES IN PROGRESS: 3



Curbside food waste collection bins getting ready for delivery.

Goals



Goal RC1: Decrease the tonnage of residential waste sent to the landfill by 30 percent.



In 2020, 69 percent of waste went to the landfill, meaning that we have not decreased residential waste sent to the landfill and will continue to work on this goal.

Highlights

- There have been over 700 total residents that have started composting since the program began in 2015.
- The Food Waste program has 239 participants.



Energy and Climate

Energy and Climate are major topics for action in the Climate Action Plan adopted in 2015. However, it is a five-year plan, and this plan looks to 2026. Climate change will be an issue for many decades to come, and will need to be continually addressed. In 2020, the City will need to consider updating its Climate Action Plan. In addition, solar projects in Bowie are of high importance to continue and increase past 2020. Switching to renewable energy sources can drastically reduce greenhouse gas emissions, and solar has been positively received in the City, with solar capacity increasing by over 50 percent each year since 2010.

STRATEGIES IN PROGRESS: 5



Residents attend a Bowie Solar Co-op information session at City Hall.

Goals



Goal EC1: Reduce greenhouse gas emissions by at least 20 percent.



We will continue tracking emissions via MWCOG.



Goal EC2: Increase renewable energy generation from 9 to 40 MW hour production.



Update forthcoming.

Highlights

- The city installed new public EV chargers at City Hall and Kenhill Center via an agreement with BGE.
- The City broke ground on the 2.5 megawatt “Solar Farm” in a PPA with Tesla Solar.

Strategy Status

● Completed

● In Progress

○ Not Started

✘ Not Moving Forward

Strategy	Time frame	Status
GROWTH		
JB1.1: Continue to nurture a diverse and stable business environment that supports all community needs.	Short-Term	●
JB2.1: Support and foster small and independent businesses.	Short-Term	●
JB2.2: Start a Buy Local Campaign to support Bowie businesses.	Mid-Term	○
JB3.1: Organize two green business workshop or networking events per year.	Short-Term	●
JB3.2: Schedule in-person assessments with 10-15 businesses per year to identify ways to go green.	Short-Term	●
FW1.1: Create and maintain a community garden with plots on City property that residents can use to grow food.	Short-Term	●
FW1.2: Expand Bowie Farmers Market.	Mid-Term	●
FW1.3: Adopt a Community Food System Plan.	Mid-Term	✘
FW1.4: Create a vertical farm or food forest for residents to use.	Long-Term	✘
FW2.1: Create a City-sponsored wellness initiative by partnering with local organizations.	Short-Term	●
NW1.1: Use social marketing to develop a tree planting campaign.	Short-Term	●
NW1.2: Enhance and maintain the City's current tree rebate program.	Short-Term	●
NW2.1: Achieve and maintain National Wildlife Federation (NWF) Community Wildlife Habitat Designation (at least 200 homes, 6 community sites, and 5 schools certified as wildlife habitats plus additional requirements).	Short-Term	●
NW2.2: Increase the number of certified Monarch Waystations.	Short-Term	●
NW2.3: Encourage resident participation in the Bay-Wise certification program.	Short-Term	●
NW3.1: Encourage the removal of invasive species from private land.	Short-Term	○
NW3.2: Remove invasive species from public land.	Short-Term	●
NW4.1: Host volunteer cleanups around the community.	Short-Term	●
NW4.2: Create an educational and public awareness campaign to sensitize residents to the negative impacts of litter on the environment.	Mid-Term	●

NOTE: "Complete" does not denote finished. Several complete programs continue to be implemented or marketed.

Strategy	Time frame	Status
UNITY		
CC1.1: Provide 10 workshops per year about emergency responses for storms, flooding, etc. for residents and promote City Alert System at all workshops.	Short-Term	●
CC1.2: Encourage residents to sign up for City Alert at all City events.	Short-Term	●
CC2.1: Encourage residents to like or follow the City on social media at all City events.	Short-Term	●
CC3.1: Encourage residents to sign up for the Green Bowie e-newsletter on the spot at all Green Bowie events.	Short-Term	●
CC3.2: Change Green Bowie e-newsletter to a monthly distribution from quarterly.	Mid-Term	●
CT1.1: Investigate areas to create more green space.	Short-Term	●
CT1.2: Install more amenities in the public gathering spaces (interpretive signs, park benches, picnic tables, drinking fountains, etc.).	Mid-Term	●
CT2.1: Recruit and train more Community Emergency Response Team leaders.	Short-Term	✕
CT2.2: Offer home emergency kits for residents to purchase.	Short-Term	✕
CT3.1: Expand the City's Public Art Master Plan.	Mid-Term	●
CT4.1: Develop a citizen sustainability certification program that encompasses a range of sustainability efforts.	Short-Term	○
CT4.2: Provide an annual award to residents who make significant achievements in sustainability.	Short-Term	●
CT5.1: Hold quarterly community roundtables hosted by City and/or community organizations to discuss community issues.	Short-Term	●
CT5.2: Work with churches, non-profits, businesses, and other organizations to host diversity and cultural awareness gatherings and/or events.	Short-Term	●
CT5.3: Increase promotion, benefits and participation in the "Neighbors Helping Neighbors Program".	Short-Term	○
ED1.1: Provide biannual workshops to assist with meeting Green School requirements.	Short-Term	●
ED1.2: Partner with Bowie-Crofton Garden Club and the City's Education Committee to provide grants to schools that pursue green projects.	Short-Term	●
ED2.1: Develop an outreach campaign to reach audiences that are underrepresented or not represented in current program activities.	Short-Term	●
ED3.1: Develop a sustainability projects monitoring and tracking system.	Short-Term	●
MC1.1: Develop and implement a promotional campaign to bring awareness of existing trails for biking, hiking and family walks.	Short-Term	●
MC1.2: Expand existing trails for biking, hiking, and family walks into a safe interconnected network.	Long-Term	●

Strategy	Time frame	Status
PROGRESS		
WA1.1: Encourage the installation of rain gardens.	Short-Term	●
WA1.2: Encourage the installation of rain barrels.	Short-Term	●
WA1.3: Increase participation in the mulching mower rebate program for residents.	Short-Term	●
WA1.4: Increase resident awareness of practices and programs to save and clean water.	Short-Term	●
WA1.5: Create and adopt a Watershed Plan.	Short-Term	✕
WA1.6: Install five additional pet waste stations.	Short-Term	●
WA1.7: Encourage planting of native vegetation within the stream buffer.	Mid-Term	●
RC1.1: Enhance educational programs on household recycling and composting.	Short-Term	●
RC1.2: Increase the number of households that are composting to 2000.	Short-Term	●
RC1.3: Investigate a Food Recovery Program to collect food that would otherwise go to waste from restaurants, stores, and other places to give to local emergency food programs, such as the Bowie Food Pantry.	Short-Term	○
RC1.4: Install public recycling bins at all City parks and other public areas.	Mid-Term	●
RC1.5: Investigate implementing a Pay-as-You-Throw pricing structure.	Long-Term	✕
EC1.1: Continue to implement the Climate Action Plan.	Short-Term	●
EC1.2: Evaluate and update the Climate Action Plan in 2020.	Mid-Term	●
EC2.1: Assist with developing a Community Solar Program for renters and low-income residents by organizing partnerships.	Mid-Term	●
EC2.2: Investigate ways to support solar battery storage projects for City facilities, residential properties, and businesses.	Long-Term	●
EC2.3: Investigate the feasibility of a renewable microgrid project.	Long-Term	●