



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, AUGUST 7, 2017

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, August 7, 2017 in the Council Chambers at City Hall. Mayor Robinson called the meeting to order at 8:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Robinson led the Pledge of Allegiance to the Flag.

QUORUM:

In attendance were Mayor Robinson, Councilmembers Esteve, Gardner, Glass, Marcos, Polangin, and Trough; City Manager Lott, Assistant City Manager Fitzwater, City Attorney Levan, City Clerk Hernandez, Staff, the Press, and the Public.

COUNCIL ANNOUNCEMENTS:

Mayor Robinson announced that Council will be taking a summer break from legislative sessions after this meeting and return Tuesday, after Labor Day.

CITY MANAGER'S REPORT:

City Manager Lott reported the development of the Communications Division in which Una Cooper is in charge of and the Business Operations Manager position being managed by Marti Bazurto.

CONSENT AGENDA:

Councilmember Polangin moved the approval of Consent Agenda Items: A) Approval of June 5 Meeting Minutes; B) Approval of June 19 Meeting Minutes; C) Approval of July 3 Meeting Minutes; D) Approval of July 10 Meeting Minutes; E) Approval of Resolution R-41-17 Awarding a One-Year Contract Extension for Landscape Maintenance Services for Six Stormwater Management Facilities and Landscape Maintenance Services for Mitchellville Road, Northview Drive, Evergreen Parkway, MD 450 (Annapolis Road), and MD 197 (Collington Road); F) Approval of Resolution R-42-17 To Approve an Increase in the Contract Amount to Replace Traffic Signal LED Elements; G) Approval of Resolution R-43-17 Waiving the Competitive Bidding Requirements of Section 61 "Purchasing and Contracting" of the Charter of the City of Bowie and Authorizing the City Manager to Enter Into an Agreement With Phoenix Irrigation, Inc. for Irrigation Pump Replacement at the City of Bowie Golf Course; H) Approval of Resolution R-44-17 By Two-Thirds Vote Authorizing the Waiving of Bidding Requirements to Allow for the Purchase of Seven Police Vehicles by Piggybacking the State of Maryland Vehicle Bid; I) Approval of Resolution R-45-17 Accepting Bid for the Design/Build for the Replacement of Three (3)

MAYOR G. Frederick Robinson **MAYOR PRO TEM** Henri Gardner

COUNCIL Michael P. Estève ♦ Courtney D. Glass ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Trough **CITY MANAGER** Alfred D. Lott
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

Dry Pit Pumps at Pump Station #4 Located at 12626 Brunswick Lane; J) Approval of Resolution R-46-17 Authorizing the City Manager to Enter Into an Agreement for the Payment of Incentives From the Bowie Economic Development Incentive Fund for the Location of FTI Consulting Incorporated at 16701 Melford Boulevard; K) Approval of Resolution R-48-17 Approving Amendment No. 1 to the Contract With WGL Energy Services, Inc. Adjusting the Billing Structure From a Fixed Rate Budget Billing Method to a Bifurcated Billing Method; L) Approval of Letters to Delegates re: Assistance in Obtaining Bond Bills for the City's Emergency Operations Center and Senior Center. Mayor Pro Tem Gardner seconded the motion and it carried 7-0.

NEW BUSINESS:

A. Communications Plan – City Manager Lott summarized the plan which outlines the many methods of communication that will be used by the Communications Division and other City staff to share information with the residents. The target implementation date for the plan is September 1st. When implemented, the Communications Plan will replace a Public Information Master Plan that was last updated in 2011 before many of the existing communications technologies were being used. It will also address specific concerns raised earlier in the year by Councilmembers and the public about the City's communications efforts regarding development projects. The City will utilize all available methods of communications to inform its residents of essential information; including, but not limited to print media, broadcast media, electronic, social media, flyers and community bulletin boards.

Council thanked Mr. Lott and staff, especially Una Cooper, for the efforts in creating this plan and providing the information to residents.

B. City Development Review Guidelines and Policies - Mr. Joe Meinert, Planning Department Director, summarized the staff report on the proposed guidelines. Staff sent notices of the public hearing to stakeholders, City Committee Chairpersons and Department Heads. In addition, staff notified City residents through the City newsletter and the Bowie Blade-News newspaper. Staff received input from City committees as well as residents, which are included as Attachment #3 in the staff report (copy attached). The Economic Development Committee sent in a letter requesting Council to leave the Public Hearing opened until the committee can prepare their report at their next scheduled meeting on September 13th and present it at the October 16th Council meeting. Numerous City guidelines are recommended for elimination in favor of the new County zoning regulations, which will take effect next year, and certain specific items recommended by residents will require a policy change by City Council.

Public Hearing:

1. Gary Allen, Environmental Advisory Committee Chair – a copy of his comments are attached.
2. Jackie Lord, Plainview Lane – feels positively on some of the changes and goals of the document but encourages all mode of transportation be considered especially walking, and bike riding, its public spaces preserved, and should value its green space.
3. Duff Durkin, Parkington Lane – encourages a view that balances private interest with that of all citizens and pursuit of smart growth.

Since there were no more speakers signed up to speak, Mayor Robinson declared the public hearing to have been held.

Councilmember Esteve thanked Mr. Meinert for including in page 17, #3 the comment of a feasibility assessment of a new roadway linking MD 197 near Bowie State University with MD 3 in Anne Arundel County. He has had many residents inquire about this item.

Councilmember Marcos made a motion to table this item until October 16 in order to allow the Economic Development Committee to present its comments to Council. Councilmember Truth seconded the motion. Motion passed 7-0.

C. City Transportation Priority List - Mr. Joe Meinert, City Planning Director, summarized the staff report. The city's highest transportation priorities are MD 197, MD 450 for State transportation projects and Church Road for County transportation projects. There is also an emphasis on a new interchange on US 50 at MD 193 and a new roadway connecting MD 197 near Bowie State University with MD 3 in Anne Arundel County.

Councilmember Polangin asked what is the timetable for the improvements on MD 197 and MD 450. Mr. Meinert replied that there is no specific date on these improvements, but they have been moving up on the County's project list.

Councilmember Esteve mentioned that there has been conversation of the repaving of MD 197 which should be done in the next couple of weeks, but the widening project has not yet been scheduled. Mr. Meinert replied that that is correct.

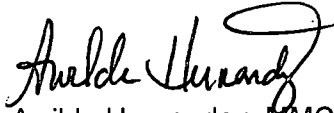
Councilmember Truth asked about the expansion of Route 301 on the northbound side. Mr. Meinert responded that he has not had any update on it.

Mayor Robinson announced that since this item was not advertised as a Public Hearing, it will be rescheduled for the September 5th meeting in order to receive input from the public.

ADJOURNMENT AND MOVE TO CLOSE SESSION:

Mayor Pro Tem Gardner moved to adjourn the City Council meeting and move to close session Statutory Authority to Close Session, General Provisions Article, §3-305(b)(14): Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process. Councilmember Truth seconded the motion and it carried 7-0. The meeting adjourned at 9:15 p.m.

Respectfully submitted,


Awilda Hernandez, MMC
City Clerk

ATTACHMENT #3

COMMENTS RECEIVED ON JUNE 2, 2017 “PUBLIC HEARING DRAFT”

1. Jacqueline Lord
2. John Teasdale
3. Patty McCaughey
4. James Ballagh
5. Dustin Kuzan
6. Ken McCaughey
7. Gary Allen

Joe Meinert

From: Jacqueline Lord <snolord@gmail.com>
Sent: Tuesday, July 11, 2017 2:06 PM
To: Joe Meinert
Cc: Kristin Larson; Gary Allen (gallenbay@aol.com)
Subject: Re: Development Review Guidelines - Public Hearing Draft

Joe,

Thank you for considering my comments and for providing a detailed response. I appreciate the time and effort you put into reviewing my comments. I will review your references in the response and look forward to reading the modified document.

Jackie

On Thu, Jul 6, 2017 at 12:09 PM, Joe Meinert <jmeinert@cityofbowie.org> wrote:

Jackie - I am getting back to you with an assessment of your input on the Development Review Guidelines. Thank you for conducting a thorough reading of the Public Comment Draft and for taking the time to compose your comments. Keep in mind that the County's Zoning Ordinance Rewrite Project (ZORP) and the Bowie and Vicinity Master Plan (BVMP) have information that addresses many of your concerns.

First, I tried to make organization changes along the lines of what you said. The emphasis on walkability, biking and public transportation has been strengthened by additions here and there; however, the ZORP has much more emphasis on these topics than ever before. The emphasis on preserving/creating green space, habitat corridors, etc, has been added to the Natural Environment policies.

Part Two: A. Design Guidelines

2. Parking – the ZORP addresses this concern.

3. Landscaping – the existing Landscape Manual and Tree Canopy Coverage requirements address these items. A full sized landscape island is meant to be the size of one parking space in this context. However, we are deleting this guideline in favor of the ZORP.

4. Screening/Buffering – the ZORP addresses.

5. Lighting – the ZORP addresses.

7. Signage – the ZORP addresses.

9. Access – the ZORP addresses.

10. Miscellaneous – this Guideline has been deleted because the ZORP addresses through Open Space Set Asides.

C. Transportation

3. LED bulbs – this is still being examined by DPW and City Council has not made a determination. This would be a new policy for the Council to approve.

6. Sidewalks – the ZORP addresses.

15. Bus stop shelters – The word “sheltered” has been added to the draft.

16. Missing references – the first three bullets are covered in the ZORP, the fourth regarding mass transit is already covered in Transportation and Mobility Policies.

Part Three, Established Communities

3. Historic viewshed – the City study cited a minimum of 800’ on the average. The additional language about reserving greenspace on the Jesuit property is a new policy and will have to be approved by the City Council.

9. Old Town Bowie – the words “and adjacent” were deleted regarding mixed use, because it was never City Council’s intention to allow mixed use beyond the commercial district defined by zoning. The recommendation for lower density is a policy option that will have to be determined by the City Council. There is a lot of discussion of density and character of the mixed use areas in the BVMP.

Rural and Agricultural Areas

Native/invasive issue is covered by the Landscape Manual. Restrictions on lawn sizes were recommended in Conservation Subdivision Design which is the preferred development technique in the rural areas. Parks are addressed in Public Facilities policies.

Economic Prosperity – the clarification of #3 is being made in the Public Hearing Draft. Some of the “vision” is already discussed in the Urban Design introduction; the push for creative designs is echoed in the ZORP.

Transportation and Mobility – Similar policies have been grouped together and subheadings have been added. Policies for walkability, biking and public transportation have been put at the beginning of this section as a means of highlighting their importance. The recommendation to use native plants instead of grass along roads/medians is a new policy and will have to be approved by City Council. In #5, the term “recreational facilities” does not include sports fields/facilities.

Natural Environment – The topics have been grouped as suggested. Item #12 has been deleted because the policy encouraged the County to do something. The County adopted the Green Infrastructure Plan, Water Resources Plan and Plan Prince George's 2035, all of which address these items. In addition, the ZORP addresses them to some extent.

Housing and Neighborhoods – Item #7 pertains to accessory dwelling units. The ZORP will allow these units and the City Council has specifically supported them.

Community Heritage, Cultural Design – See the BVMP regarding the comments on vibrancy, historic character and sense of place.

Public Facilities – “habitat corridors” have been added to Item #14, and Item #10 has been expanded to include “open space with parks, walks, gardens, natural exploration areas, etc.”

The Public Hearing Draft should be available for review by Friday, July 14th. The City Council public hearing is Monday, August 7th at 8:00 p.m.

Joseph M. Meinert, AICP

Director of Planning and Economic Development

City of Bowie

15901 Excalibur Road

Bowie, MD 20716

Phone: 301-809-3045

Fax: 301-809-2315

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Bowie Development Review Guidelines and Policies

Comments: Jacqueline Lord (June 29, 2017)

15808 Plainview Lane, Bowie, MD 20716

Below are my overall comments about the draft document provided for public comment. The remainder of this document includes comments about individual sections.

- I agree with and favor most of the guidelines and policies mentioned.
- I hope the organization is modified in the final version. I found it difficult to pick out areas that were promoted and discussed because they were not grouped within sections.
 - If there is a goal or vision for a section put that first, then place specifics in groups. Refer to my comments in Transportation and Mobility and Natural Environment for examples.
- I would like to see more emphasis on walkability, biking, public transportation. Currently references are interspersed throughout a section. I believe this tends to diminish their importance. State as part of the vision/goal in the beginning of a section and then go to details
- I would like to see more emphasis on preservation/creation of green space, habitat corridors, "green parks", trees, etc. Recommend same organization as previous bullet
- I see in this document many specific details that overall are useful. However, there is something missing in the tone. I feel that our goal is to create a sense of vibrancy, sense of community, sense of identity in Bowie. Somehow, at a minimum, this concept should come across as part of the vision in this document.

Part Two: City Development Review Guidelines

A. Design Guidelines

2. Parking

No mention is made of pedestrian access and walkability within the parking lot. Crosswalks should be in convenient locations across areas of through traffic. Also, pedestrian walkways should be included that are out of the main traffic/parking area. I find it dangerous to navigate a large parking lot on foot.

3. Landscaping: Is the term is used to reference vegetation? Since the term can include other ornamental features, I think the term should be clarified in the following sections. A wall can be used to provide shade or break up parking rows.

3.1 If shade from vegetation is the goal, then I would emphasize that with words like "shade landscaping, such as, trees and tall bushes, should be provided on the south...."

3.2 "landscape island" provides for the status quo which is a tree/bush and minimal surrounding area. Any increase in shade is negligible and survival chances for a tree are slim. Language needs to be much stronger to encourage more green space. This is standard "strip mall" terminology. What is a "full-sized" island? In the PG Landscape Manual this width can be 6-9 feet depending on orientation (about pg55). Is this the size referenced?

4. Screening/Buffering

4.2 I recommend stronger emphasis on "pedestrian connections". Bowie is a car centered community. I think pedestrian and biking access should be promoted for the future.

5. Lighting

Although, full cut-off lights are encouraged, I think the language should place a stronger emphasis on the goals of lighting choices.

- Goal is to reduce both light pollution and energy use
- References for reduction of light pollution and careful light choices
 - <http://www.lrc.rpi.edu/programs/nlpip/lightinganswers/lightpollution/>
 - <http://www.darksky.org/citys-led-retrofit-shows-need-for-careful-lighting-choices/>
- Low energy LED lighting should be considered with careful planning (above reference).
 - Color and intensity
 - Fixture shielding and angles
- Full cut-off ornamental lighting exists and should be the highest priority. Finding a compatible style should be second.

7. Signage

More bright electronic signs with changing displays are appearing (e.g., churches, shopping centers). I prefer stronger language discouraging these signs. Unfortunately, Bowie falls into this category....although they are not as bright as some signs.

9. Access

- Wording should be changed to emphasize open space, hiker/biker trails and sidewalks. When these options are grouped together with roads, then roads are the choice of least resistance because Bowie is already car centered. Bowie of the future needs to have a design where walkability is a priority not an afterthought.
- I would either add green space or modify open space to include green space.

10. Miscellaneous

10.2 What about expectations for small/medium developments (including commercial)? I think some green space/seating (at a minimum) should be required. I especially think the green space is important:

C. Transportation Guidelines

3. Add LED bulbs after careful evaluation for the location regarding color, intensity, and fixture style.
6. What about sidewalks along county and state roads?
 - City streets alone do not get you to a commercial destination.
 - What is the definition of a "major pedestrian destination"? It should include stores, parks, schools churches, libraries, etc. All should be reachable by sidewalks.
15. Modify to include sheltered benches
16. Missing references
 - Except for sidewalks and bus stops (one), most references are to car transportation
 - Clearly marked crosswalks at lights at convenient places
 - Marked bike lanes on major streets (at a minimum)
 - Bus transportation should be a priority. Bowie talks about supporting a growing elderly population; they need public transportation. Many people need it for jobs.

Part Three: City Development Policies

Established Communities

3. How much of an area does the historic viewshed entail? Can language be made stronger to also encourage preservation of green space given the proximity of Whitemarsh Park? Inserting a developed area between the two locations would detract from both.

9. I am concerned about the inclusion of mixed-use development "within" the commercial district of Old Bowie. Mixed-use can have different meanings, but so far within Bowie it has been used to include high density housing (i.e. multistory). I do not think high/medium density development is appropriate to the commercial area. I think the "historic Old Bowie" character of the buildings should be preserved in the commercial district and in as many adjacent/nearby buildings as possible. Definitely, I prefer pedestrian oriented.

Additional:

- Except for Old Bowie, no mention of Pedestrian oriented, green space, plaza/meeting areas, etc is mentioned; I believe this should be included
- Mixed use is mentioned multiple times in this document as if it is a cure for all problems. As mentioned previously, mixed-use in Bowie means putting higher density housing near a shopping center. That, in my mind, is not creative mixed use development. Development should contribute to an overall sense of community. Pedestrian access encourages this aspect while car-oriented development discourages it. Please refer to link below
 - [mixed-use-pros-cons](#)
- #4/7/11: I agree that business/mixed-use should focus in these areas. They should also be "unified" so that they become single focused areas instead of their current form as individual "strip malls". Again, they should be moving toward pedestrian oriented, green space, public art/meeting/plaza focused. Have successful development concepts of other areas been considered. One example, is the art focused Baltimore Ave area in Hyattsville. Small/local business and local/ethnic entrepreneurs should be encouraged instead of almost total focus on national chains.

Rural and Agricultural Areas

General comments

- Do not understand the nuances of zoning
- In this and other Areas: native plants preferred for landscaping; invasive plants should not be allowed at all
- #5 restrictions in lawn sizes is pretty vague
- In rural and other Areas: Almost no mention of parks is included. Parks (not athletic fields, etc) of many types should be created and maintained. These can be formal parks like Allen Pond or more nature/habitat oriented with woods, meadows, trails.

Economic Prosperity

3. Redevelopment of older centers is encouraged before development of sites in new locations; This statement fits better as part of #6; #3 is more about defining type of location; #6 is about priorities for redevelopment.

#3 and #6 Redevelopment language should be modified so that it is not interpreted as simply building a new building in an area that retains an obsolete design. Creative designs that promote a "vision" for Bowie should be the goal

Transportation and Mobility

General comments

- Although I agree with many of the concepts and goals stated in this section, I feel that they would have a greater effect if grouped by topic where possible. I understand that some

statements are very specific to a site and that is OK. However, some statements reference a topic. For example, #24-30 are related to bikes, trails, pedestrians. But so is #5 and #16.

- I have to repeatedly read through the entire section to determine policies related to walking, biking, etc. By that time I am completely confused
 - I recommend that at the beginning of the section, the overall policies/goals regarding walkability, biking, public transportation etc should be stated. Then as much as possible specifics should be presented under topic headers. This method makes it much easier to follow the concepts you want to convey.
 - I would like to see the walkability, etc goals for Bowie (which is stated but too hard to find again) stated clearly and visibly at the beginning of the section in order to set the tone for transportation. Currently, it is interspersed and hidden. Roads come across first with the rest as an afterthought.
 - Landscaping along roads/medians is mentioned several times. I recommend use of native plants instead of grass wherever possible, especially in areas bordering trees/woods.
 - Reference compatibility with #2 (Seniors and disability)) in Housing
- #5 I hope that the term "recreational facilities" does not include sports fields/facilities which I believe are not compatible with the goal of preserving wildlife corridors and creating trails

Natural Environment

#10 should be moved near the beginning...same with 7/8/9

Again grouping of ideas is recommended

- What is your vision: 1/2/parts of 3 for example (rest of 3 is education)
- What do you want to preserve: 7-10 for example
- What actions do you encourage: end of 3/4/5 for example

Actions seem weak and vague; recommend stronger language regarding

- Increased use of trees in residential/parks/etc
- Preservation of habitat corridors
- Stormwater management that encourages more permeable surfaces, rain gardens, less pavement, etc
- #12...can't the City do this too? This is one VERY VERY big set of areas (air/light/noise/water pollution) which is reduced to one very squishy unimportant statement. Much strong language, goals, and methods of implementation are needed here. We already have some documents stating goals (e.g., Greenhouse gas reduction, Sustainability plan) which contain applicable goals.

Housing and Neighborhoods

#7 I assume that this references separate units for aging parents? I recommend care in this section since the potential exists for this to be abused. Many areas including some in Bowie have complaints regarding short term vacation rentals (house sharing or whatever you want to call it without mentioning commercial names). These types of rentals can get out of control and cause neighborhood problems. I suggest this topic be addressed in a separate item and should be restricted or controlled.

Community Heritage, Cultural Design

- Entire section focuses on static details but needs to convey a vibrancy that is needed for the city

- We need to more than preserve historic sites/areas. They need to become part of the “character” of Bowie
- Specifics about safety and ways to enhance safety are provided, but “sense of place” and “distinctive identity within a community” are only mentioned in the Urban Design introduction.
 - Most of the specific details in this section reference commonplace concepts which are necessary but in themselves do not create a vibrant community
 - How can we promote sense of place and community in Bowie? At a minimum, promote plazas, attractive places to connect (usually outside), public art, and?

Public Facilities

- Consider land acquisition that enhances habitat corridors
- My concern is that the term recreation facilities will be interpreted to primarily be developed sports fields, playgrounds, etc. I think the city needs more parks with trees, walks, gardens....similar to Allen Pond (less the developed parts) but maybe gardens. It also needs less developed natural areas with trails, a nature exploration area, etc. Green space and trees should be preserved and promoted.

Joe Meinert

From: Teasdale <john.teasdale2@verizon.net>
Sent: Thursday, July 06, 2017 8:42 PM
To: Joe Meinert
Subject: Re: Development Review Guidelines - Public Hearing Draft

Joe, thanks for taking the time to personally address my input. That is above and beyond...

Sent from my Verizon Wireless 4G LTE Droid

On Jul 6, 2017 1:53 PM, Joe Meinert <jmeinert@cityofbowie.org> wrote:

John - I am getting back to you with an assessment of your input on the Development Review Guidelines. Thank you for conducting a thorough reading of the Public Comment Draft and for taking the time to compose your comments. Keep in mind that the County's Zoning Ordinance Rewrite Project (ZORP) and the Bowie and Vicinity Master Plan (BVMP) have information that addresses many of your concerns.

The items mentioned under Part Two, A. Design Guidelines, will be addressed by the ZORP.

Part Three, Land Use, Established Communities:

Item 1. Bowie Race Track – The City Council would have to decide if it wants to change its current land use policy from single-family detached development to parkland. I believe they always recognized the potential for single-family, detached low-density development, although there always has been a preference for public acquisition. To change from the current designation, the City Council would have to approve a new policy.

Item 3. Jesuit Property forested character. This would be a new policy that the City Council would have to approve.

Item 7. MD 3/US 301 – This concern is already addressed by Policy #6.

Safe gathering places – the ZORP will address under Open Space Set Asides.

Transportation goal – the bulleted items would be required under the ZORP.

Patuxent River access for boats – this would be handled by M-NCPPC Parks Department in their planning and operations for the Patuxent River Park.

As mentioned at the EAC meeting, the Public Hearing Draft should be available for review by Friday, July 14th. The City Council public hearing is Monday, August 7th at 8:00 p.m.

Joseph M. Meinert, AICP

Director of Planning and Economic Development

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Suggested Edits to the Development Review Guidelines

PART TWO, A. Design Guidelines

2. Parking

Add a new item 2.4 – Large parking lots should provide clearly marked pedestrian walkways, preferably associated with tree islands or landscape buffer zones.

9. Access

Add a new item 9.2 – Shopping and commercial properties should provide for entry and exit by walkers and bicyclists separate from that used by motor vehicles.

PART THREE

LAND USE

ESTABLISHED COMMUNITIES

1. Any redevelopment of the Bowie racetrack (Bowie Training Center) should be with single-family, low-density residential uses. [Question: Is not the City interested in purchasing this for parkland? Is this statement consistent with that intent?]

3. Rewrite to say - Development of the Jesuit property along Route 450 should retain the forested character associated with the current property.

7. The consolidation of existing commercial properties in the MD 3/US 301 median should be encouraged to provide more coordinated and attractive development. [Does this imply accepting new development of the median area. I suggest the city oppose new median development as creating a traffic hazard.]

[There should be a statement about creating safe gathering places not necessarily associated with any specific function (shopping, athletics, dog park, etc.). I am not sure which heading that would best fall under.]

RURAL AND AGRICULTURAL AREAS

3. See rewrite of the Jesuit property statement above.

TRANSPORTATION AND MOBILITY

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

[Add bullets to this item to specify the following:

- Pedestrian crossings should be created to facilitate non-motorized crossing of major drives and roads.
- Access to shopping areas should be created separate from entrances for motorized vehicles.
- Integration of Bowie trails, such as the WBA trail, to proposed regional and national trail systems should be encouraged.]

26. The development of an uninterrupted linear trail network for pedestrians and equestrians along the Patuxent River corridor should be a priority.

[Is public access for non-motorized boats to the Patuxent River allowed? Should the city provide this as an additional recreational resource along the Patuxent River? Or does this fall within the county's domain?]

Joe Meinert

From: Patty McCaughey <minihaha76@gmail.com>
Sent: Thursday, July 06, 2017 4:18 PM
To: Joe Meinert
Subject: Re: Development Review Guidelines - Public Hearing Draft

Joe,

Thanks for this additional information. And thanks again for the opportunity add input to this process.

Regards,
 Patty McCaughey

On Thu, Jul 6, 2017 at 4:07 PM, Joe Meinert <jmeinert@cityofbowie.org> wrote:

Patty - I am getting back to you with an assessment of your input on the Development Review Guidelines. Thank you for conducting a thorough reading of the Public Comment Draft and for taking the time to compose your comments. Keep in mind that the County's Zoning Ordinance Rewrite Project (ZORP) and the Bowie and Vicinity Master Plan (BVMP) have information that addresses many of your concerns. A copy of the Development Standards (Module 2) from the ZORP is attached for your information.

Overall Comments – I agree that sometimes the current guidelines appear to be policies and vice versa. We are trying our best to sort these out. The “guidelines” are truly advisory and unenforceable: that is why we chose to use the word “should” consistently. However, when we include a specific guideline in a staff report, we actually change the should to shall if it becomes a condition of approval. In that way, it becomes enforceable. The policies are not enforceable; the origin of these is, for the most part, a result of a specific City Council policy or position statement that has been integrated into this master document. So, policies are City Council pronouncements and are not something the staff has made up. Thanks for the opportunity to explain this.

Page 8, Parking – At your suggestion, we believe it is timely to remove the surplus parking requirements for townhouses and restaurants. The ZORP sets both minimum and maximum parking levels for each use.

Page 9, Landscaping 3.2 (Landscape Maintenance). The Landscape Manual requires maintenance and establishes penalties through the zoning violation process. Screening/Buffering and Lighting are addressed by the ZORP.

Page 9, Stormwater Management – the requirement for bicycle friendly storm drains is contained within SHA, Prince George's County DPW & T and City Public Works Specifications.

Page 10, Roof mounted signs. The City can't prohibit such signs because we do not have the zoning authority to do so.

Page 11, Environmental and Open Space Guidelines #3 – We will delete the second sentence as giving high priority to Champion trees, etc. is already in the law.

Page 12, Transportation Guidelines #2 – We have made this revision.

Page 14, Established Communities #13 – We agree and have made this clarification.

Page 15, Rural and Agricultural Areas #7 – We agree and have made this revision.

Page 18, Transportation and Mobility #4 – We agree and have made this revision.

Page 19, Transportation and Mobility #9 – We are using the original wording of the City Council's MD 197 Road Widening Policy Statement, which uses the word "goal". (In any event, this concern is being addressed in the current engineering for MD 197.)

Page 19, Transportation and Mobility #13 – The County Landscape Manual prohibits invasive plants in new landscape plans.

Page 19, Transportation and Mobility #16 – We agree and have made this revision.

The Public Hearing Draft should be available for review by Friday, July 14th. The City Council public hearing is Monday, August 7th at 8:00 p.m.

Overall comments

Thanks for all of the hard work that went into this draft. I appreciate the opportunity to add my comments and thoughts to this process.

The division of "guidelines" vs "policies" is a little confused. The introduction states that the City is only granted the right to review, comment, and provide recommendations on major developments. Guidelines are intended to simply a process, in this case the review process. Guidelines are not mandatory or enforceable. Policies, in contrast, are mandatory, more akin to rules and procedures. Without any autonomous authority over the development process how can the City enforce Policy? If it's not a "major development" does the City have any direct oversight? If so, then policies are appropriate and this document should make these distinctions.

As guidelines they lack "tooth". Since guidelines are not enforceable there is no reason to use "should" so frequently. For instance, pg 9, item 2.3, "Developers and builders should consider landscaping techniques and materials ...". Changing "should" to "shall" gives it more weight.

Pg 8, 2.3, Parking

Why is it necessary to add 10-20% more parking? From my observations of Bowie area businesses there are an excessive number of parking slots in all but a few. Most of the parking lots and businesses would benefit from more tree-scape, marked pedestrian ways, and intelligently placed, safe bicycle parking.

Pg 9, Landscaping, 3.1

"Developers and builders should consider landscaping techniques and materials ..." The "should" can be changed to "shall".

Pg 9, Landscaping, 3.2

There should be a requirement to set aside funding for landscape maintenance. It's not enough to stick a few trees and shrubs into ill-prepared ground and left to die for lack of proper care.

Pg 9, Screening/Buffering, 4.2

Regardless of vehicular links, residential areas should be ***required*** to be linked by pedestrian and bicycle pathways or connections. Too many places force cyclists and pedestrians onto busy roads simply to get to an adjoining neighborhood or park. This goes to policy as opposed to guidelines. As a guideline it should at least be added as something that "shall be encouraged".

Pg 9, Lighting, 5.1

The International Dark Sky Association is an excellent resource for designing proper lighting, <http://www.darksky.org/>. Perhaps there are more sites like this. Guidelines should include websites and documents that help developers to incorporate good ideas.

Pg 9, Stormwater Management, 6.2

There needs to be a sentence or additional section that states that storm drains on roadways, trails, and parking lots shall be bicycle safe and oriented correctly such that cyclists can roll over them.

Pg 10, Signage, 7.2

Is there any way that we can prohibit Roof-mounted sign and not merely "discourage"?

Pg 11, B. Environment and Open Space Guidelines, #3

The last sentence should be modified to use "shall" rather than should. Again this is only a consideration and changing it to "shall" will not make it a mandate just give it more weight.

Pg 12, C. Transportation Guidelines, #2

Impediments to sight distance is not solely a driver's problem. This sentence should include "drivers",

cyclists', or pedestrians' views.

Pg 12. C. Transportation Guidelines. #9

Once again the intent can be strengthened by changing a couple of "should"s to "shall".

Primary vehicular access to a commercial area should not be through a residential area. While an excessive number of access points should be minimized, single access points to commercial developments shall be discouraged. A sharing of access points shall be encouraged.

Pg 14. Established Communities. #9

Change "should" to "shall". "Pedestrian-oriented, mixed-use development shall be encouraged..."

Pg 14. Established Communities. #13

I agree with this item. However, I think that it should be required and explicitly stated that pedestrian and bicycle access be included into the design.

Pg 15. Rural and Agricultural Areas. #7

Rural roads need to have bikable shoulders, NOT soft shoulders. Most rural roads are already narrow with limited sight lines and unenforced speed limits. Soft shoulders only only decrease the safety.

Pg 17. Economic Prosperity. #3 -4

Really??? I agree with discouraging strip malls, single use, etc. But over concentration leads to congestion, longer distance traveled, and potential inaccessibility for public transit users and pedestrians. Neighborhoods should have easy access to things like drug stores, markets, eateries, etc to encourage non motorized trips and gathering places.

Pg 14. Transportation and Mobility. #4

Any mention of transportation networks should explicitly list all forms of transportation. Many interpret "maximize traffic flow and operational efficiency" as big wide, multi-lane roads with no traffic lights. A well thought transportation network includes mass transit, pedestrian access, safe cycling options, effective intersections, and personal cars.

Pg 19. Transportation and Mobility. #9

Safe pedestrian crossing from the Long Ridge Section to Foxhill Park should be a requirement not merely a goal.

Pg 19. Transportation and Mobility. #13

I sure hope that the City landscape plan includes a requirement for maintaining this landscape and prohibits invasive plants and the tree-killing mulch volcanoes like those used on Rt 450 (and all over the city)!!!

Pg 19. Transportation and Mobility. #16

Missing "bike"... The City will be a pedestrian, bike-friendly community.

Joe Meinert

From: Joe Meinert
Sent: Wednesday, July 05, 2017 1:04 PM
To: 'James Ballagh'
Subject: RE: Development Review Guidelines

Hi, Jim. Thanks for writing. The answers are as follows:

1. See Mixed Use Activity Center portion of the Development Pattern Element of the 2006 Approved Bowie and Vicinity Area Master Plan at the following link:

<http://www.mncppc.org/DocumentCenter/Home/View/278>

2. The core properties are Bowie Marketplace, Freestate Shopping Center and Hilltop Shopping Center.

3. Small lot development could occur behind the retail centers on MD 450 or as part of a redevelopment plan of those properties. The small lots behind Highbridge Park shopping center at MD 450/High Bridge Road are an example of the type of development envisioned by the policy. Another example would be Enfield Chase along Northview Drive near Allen Pond Park. This type of home would be more affordable to first-time homebuyers than larger lot single family homes.

Joseph M. Meinert, AICP
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Bowie, MD 20716
Phone: 301-809-3045
Fax: 301-809-2315

-----Original Message-----

From: James Ballagh [mailto:jballagh@att.net]
Sent: Wednesday, July 05, 2017 11:46 AM
To: Joe Meinert <jmeinert@cityofbowie.org>
Subject: Development Review Guidelines

Joe,

Item 11 on Page 14 in "Part 3 - City Development Policies" of the Draft "Development Review Guidelines and Policies" dated June 2, 2017 discussed at the July 3, 2017 Bowie City Council Meeting states the following:

"A mixture of uses should be encouraged at the Bowie Mainstreet's three shopping center properties, as well as the commercial use area along Superior Lane. These areas should be designated as the "core" of the Bowie Mainstreet mixed-use activity center. The three "core" properties should be designated as preferred sites for small lot, affordable residential development."

I have a few questions on this item:

1. What is the "Bowie Mainstreet Mixed-use Activity Center", and where can I find information that fully defines these plans?
2. What are the three referenced "core properties"
3. What is meant by "small lot, affordable residential development", and where is there property along the Rt 450 Mainstreet Corridor in Bowie that would support residential lots?

5

Joe Meinert

From: Dustin Kuzan <dustin.kuzan@gmail.com>
Sent: Thursday, July 06, 2017 12:45 PM
To: Joe Meinert
Subject: Re: Development Review Guidelines - Public Hearing Draft

Thanks Joe!

Dustin

On Thu, Jul 6, 2017 at 11:30 AM, Joe Meinert <jmeinert@cityofbowie.org> wrote:

Hi, Dustin -- Thanks for attending the Environmental Advisory Committee meeting last evening. In response to your question, I am getting back to you with an assessment of your input on the Development Review Guidelines. Thank you for conducting a thorough reading of the Public Comment Draft and for taking the time to compose your comments. Keep in mind that the County's Zoning Ordinance Rewrite Project (ZORP) and the Bowie and Vicinity Master Plan (BVMP) have information that addresses many of your concerns.

Page 5 Notification – Planning staff has always expanded the 500 foot radius on a case by case basis, depending on the situation. The 500 feet is measured from the edge of the development property. City Council has asked us to further clarify this section regarding minor projects that may not go through the Stakeholder process.

Page 8, Parking – We are deleting Guideline 2.1 because of our experience with lack of maintenance and unsightliness of the painted area when it becomes worn. We default to the State/County standard. The rest of your comments in the parking section are addressed by the ZORP. Screening/Buffering is addressed by the ZORP.

Page 9, Siting – the Guideline intentionally uses “For Example”, so this standard does not apply exactly the same way each time it is applied. Access item 9.1 is addressed by the ZORP.

Page 11, Environmental and Open Space Guidelines – The second sentence of #3 will be deleted because preservation of Champion trees, etc. are already a priority under existing law.

Page 12, Transportation, Item #6 – we deleted “Typically”. Several of the bullets are covered by the existing City Code and Public Works specifications. The City can't retrofit streets in the Levitt areas with bike lanes because there is insufficient pavement width to add bike lanes on each side of the road. We have designated “Share the Road” routes with signage according to a comprehensive analysis of the major drives and likely

destinations. The suggestion to add rapid flash beacons would be a new policy to add to the Transportation and Mobility Policies and will have to be approved by City Council.

Part III – Development Policies – Designating the race track for parkland and open space would be a new policy and will have to be approved by the City Council. The Patuxent River corridor trail system is already addressed by Transportation Policy #26. Bowie Mainstreet discussion is addressed in the BVMP. The creation of a “natural” viewshed of the Jesuit property is a new policy and will have to be approved by the City Council. MD3/US301 median development is addressed by Land Use, Established Communities Policy #6. Old Town Bowie walkability is addressed in the BVMP, but adding an arts and cultural center is a new public facilities policy that will have to be approved by City Council. Bicycle connections are addressed in the ZORP.

Page 16, Employment Areas – this concern is addressed in the BVMP, as well as Plan Prince George’s 2035.

Page 18, Transportation and Mobility – Item 6 connections is addressed in the ZORP. Regarding the addition to Items #12 and #17 concerning bicycle access at interchanges, we will add a note. Item 18 recommending a pedestrian bridge connecting Melford to Governor Bridge Road is a new policy and will have to be approved by City Council. On #22, the City already supports a bridge to Anne Arundel County within its annual Transportation Priority List letter and budget statements. Some further elaboration about the bridge will be added to Item #26.

Page 22, Natural Environment – Comments are covered under ZORP and existing Natural Environment Policy #5.

Page 24, Housing and Neighborhoods - language about low income housing will be added to existing Policy #5.

Page 27, Public Facilities – Your first comments are covered by the ZORP. We will delete Public Facilities Policies #15 and #16 as they are really not City policies.

The Public Hearing Draft should be available for review by Friday, July 14th. The City Council public hearing is Monday, August 7th at 8:00 p.m.

City of Bowie – Developer Review Policy – Public Comments

Submitted by: Dustin Kuzan

Affiliation: Sub-Committee on Multi-modal Connections and Public Spaces

Page 5 – Notification of Potential Development or Redevelopment

The policy states that neighbors within 500 feet of the development would be notified.

- What is the purpose behind setting the limit at 500 feet?
- Is the intent to notify only neighbors that could potentially see the development from their home? Or is it to limit the number invitees?
 - If the number is the reason, historically, have too many people been involved in these meetings? If the numbers aren't high enough, the distance should be expanded.
- Can this distance be expanded so that anyone within reasonable walking distance to the development – 1500 feet? Any development within reasonable walking distance would be considered a close neighbor.
- How is the 500 feet measured? 500 feet from the edge of property, as the crow flies? Or along a street?

Part II – A. Design Guidelines

2. Parking – Page 8

2.1 It refers to "handicap" parking. The political correct terminology would be "accessible" parking.

It should also reference that accessible parking should be in compliance with the 2010 ADA Standards for Accessible Design and the Maryland Accessibility Code.

2.2 & 2.3 This section discussed providing more than the minimum parking in certain forms of development. Due to the fact that many shopping centers have under-utilized parking areas that leave large open asphalt areas, can the policy suggest a certain number of reduced parking for some types of developments? Also, can it encourage utilizing additional open land that would normally be underutilized parking as open public space in the form of parks, seating areas, walkways, or other forms of gathering spaces?

4. Screening/Buffering

4.2 This should read that "vehicular and pedestrian connections" should be encouraged since it currently reads that pedestrian access may be encouraged OR vehicular access may be encouraged. "Encouraging" these areas to be linked via vehicular and/or pedestrian connections is too vague to provide adequate guidance for pedestrian access which has very little technical guidance. Language should be considered stating "Buffering between residential and non-residential developments should not prohibit the shortest pedestrian access to the site and should encourage direct pedestrian access along paths of travel.

8. Siting – Page 9

8.2 This section states that units should be sited at or as close to the front building restriction line as possible. This should be context sensitive based on the frontage of the development. For example, pushing buildings back from MD 450 along the Jesuit property may be beneficial to preserve the natural viewshed.

9. Access

9.1 Stronger language such as “shall....were possible” instead of “should” should be considered for providing hiker/biker and open space connections.

B. Environmental and Open Space Guidelines – Page 11

Paragraph 3 states that trees of national or historical significance, including Champion trees, should be considered a high priority for retention. The words “should be considered” could be changed to “are considered”. In addition, language that requires or encourages specific discussion with the City to talk about retaining this tree should be included.

C. Transportation – Page 12

6. Section states “Typically,..... should...”. Is it necessary to say both words? Can the word “Typically” be dropped.

- Intersections in population centers such as the Bowie Town Center, Old Town Bowie, Mainstreet corridor, Melford and Allen Pond Park area should have crosswalks on all 4 legs.
- The policy should describe different levels of roads and roads that serve as connectors through residential areas, that are not high-speed highways such as MD 450, Race Track Road, Northview Drive, Mitchellville Road, Mt Oak Rd, etc, should be designed with a Complete Streets focus with bike lanes, sidewalks or trails and tree canopy.
- The City should encourage the use of rapid flash beacons and other non-signalized traffic control devices at pedestrian roadway crossings where signals are not warranted by the MUTCD.
- Consistent with the American's with Disabilities Act (ADA) – 2010 ADA Standards 206.2.1 – All developments (especially shopping centers) shall provide at least one accessible route leading from public streets, public sidewalks and public transportation stops to each facility within their complex.

Part III – Developer Guidelines

- The Bowie Racetrack (Bowie Training Center) should also be considered for parkland, open space or another form of active, outdoor recreational use.
- Any development on the Bowie Racetrack should preserve and facilitate the construction of trail that furthers the goal to build a trail along the Putuxent River. It should construct a trail as close to the river as possible starting from the existing WB&A trail to Saddlebrook East Park.
- It should also provide public access from Race Track Road to the Putuxent River for potential public non-motorized water access along the river.
- Main Street Bowie Area should be planned with crossing opportunities across the Main Street to allow crossings at all identified pedestrian desire lines with crossings that facilitate easy pedestrian connections on both sides of the mainstreet area, as to minimize the barrier that MD 450 creates in the community. Crosswalk spaces of 600' to 1000' would be reasonable and achievable if planned correctly.
- The “natural” viewshed of the Jesuit property should be maintained.
- MD 3/US 301 median development should be discouraged since it adds to congested traffic patterns and takes away from the forested viewsheds.

- The Old Town Bowie area should not only encourage pedestrian-oriented, mixed-use development but should require it as much as possible. It should also encourage the promotion of an arts and cultural center for the city.
- I agree with the expansion of the Bowie Mainstreet mixed-used activity center to include the areas mentioned.
- The “core” of the Mainstreet area should seek pedestrian and bicycle connections to nearby neighborhoods as often and frequently as possible.

Employment Areas – Page 16

The 3 major employment areas should encourage mixed use designs to allow employment with places that people can walk to lunch or diner after work. It should also focus on creating environments around these employment centers that connect to alternative forms of transportation and create public gathering spaces.

Transportation and Mobility – Page 18

6. A strategy to alleviate the need to construct larger highways would be to connect developments using small, local residential streets. This would eliminate the need for cul-de-sac communities to use the main road for local trips and would enhance the grid network of the city.
7. I agree with not upgrading Mitchellville Rd to 6 lanes.
8. I agree with upgrading US 50, MD 214 and US 301 with HOV/Bus Lanes.
12. A grade separated interchange at Route 3 and MD 450 should also accommodate east/west and north/south bicycle traffic through the interchange. Currently the east/west connection is along a state identified bicycle route that is frequently used by cross-state bicyclists. There is no other north/south access from Crofton area to Bowie for bikes if this access is removed.
17. Similarly, the US 301 and US 50 interchange should provide options and/or a reasonable alternative path for bicycle access through the interchange.
18. A pedestrian bridge should be considered to connect Melford development to the Governor Bridge Road
22. The bicycle/pedestrian bridge to Anne Arundel County in this area of the WB&A Trail should be a priority.

Natural Environment – Page 22

- Where possible green roofs should be provided on buildings.
- Where possible roof top plazas with tree canopy should be provided on large, multi-story employment buildings.

Housing and Neighborhoods – Page 24

3. Builder's should be in compliance with the latest proposed or final guidelines of the Fair Housing Act's Accessibility guidelines.
6. Low income housing should be integrated into moderate income housing or within high other settings. They should also be disbursed so that low income housing is not concentrated into one

or two sections of the city. Grouping and isolating low income housing may likely lead to the concentration of crime and blight in concentrated areas of the city.

Public Facilities – Page 27

- If a development cannot provide adequate sidewalk and/or trails at the time of the development, it should provide easements along a reasonably graded, logical pathway for future construction.
16. What is the intent behind encouraging MNCPPC to construct recreation facilities only on their own land or County land? Is it not beneficial to receive MNCPPC funding to help construct City-owned facilities?

Joe Meinert

From: Joe Meinert
Sent: Thursday, July 06, 2017 4:08 PM
To: 'Ken McCaughey'
Subject: Development Review Guidelines - Public Hearing Draft
Attachments: FINAL-PRD-PGC-Mod-2-Div-27-5-05_09_16.pdf

Hi, Ken - I am getting back to you with an assessment of your input on the Development Review Guidelines. Thank you for conducting a thorough reading of the Public Comment Draft and for taking the time to compose your comments. They're terrific! Keep in mind that the County's Zoning Ordinance Rewrite Project (ZORP) and the Bowie and Vicinity Master Plan (BVMP) have information that addresses many of your concerns. A copy of the Development Standards (Module 2) from the ZORP is attached for your information. I have not responded to every single one of your comments in this email because the content of the ZORP addresses them sufficiently.

Overall Comments – Thank you for the compliments. We are greatly reducing the “guidelines” to only the quirky things the City Council continues to want. Most of the design guidelines are superseded by the ZORP. We are looking into the Trail definition. As I understand it, the City did not define it in the Citywide Trails Master Plan. We received numerous comments about better organizing the items by grouping them in some way. The Public Hearing Draft will show this reorganization. I appreciate the suggestion for a numbering scheme; however, this document is not really that extensive and going to that extent might not be needed.

Page 8, Architecture – Natural Environment Policy #5 mentions green building, which is where solar technology comes in. The ZORP has specific options for solar identified in the Green Building chapter, and a minimum number of features will be required in all developments.

Pages 8-10 – The ZORP addresses all of these concerns. These guidelines will be deleted in favor of the ZORP.

Page 12, Item 1 is addressed by native plant minimums established in the Landscape Manual. There are minimum percentages for Shade Trees (80%), Ornamental Trees (70%), Evergreen Trees (40%) and Shrubs (60%).

Page 12, Items 9-10 are addressed in the ZORP. Item 15: lighting at bus stops – We agree and have added this.

Things to add... - Noted. These items are already addressed by the City Code, Public Works Specifications or are outside the scope of this document update.

Page 14 – Established Communities, Item 2 - the discussion here is really related to the BVMP and any future updates of it. The purpose of the Development Review Guidelines and Policies document is to supplement the County's development rules. It is not, and does not serve the purpose of, a Land Use Master Plan. We hope the process to update the BVMP will begin within the next year.

Pages 14, 15, 25 – Viewshed statement. The redundancy was removed from the Historic section in favor of a more generic wording of historic viewsheds contained in that section. The reason why it is repeated in the other sections is that the Jesuit property spans Route 450 and is partially located within both the Established Community and Rural/Agricultural Area. We will retain those references.

Page 14, Established Communities, Item 5 – this is a serious concern of the City Council, but we are unsure of how to implement it. The M-NCPPC Planning staff has challenged the City to justify doing something in the upcoming BVMP update.

Page 14, Established Communities, Item 13 – We agree and have made a clarification that the policy applies to vehicular access.

Page 15, Rural Item 5 – these criteria came from the County's Conservation Subdivision Design research and are intended to provide additional scrutiny and focus when those building materials are used. There aren't any issues with brick and stone construction, as they are typically found in rural communities.

Page 15, Rural Item 7 – We agree and have deleted the reference to soft shoulders.

Page 17, Economic Prosperity Introduction – We agree and have made the requested clarification about transportation users, rather than the motoring public.

Page 17, Item 6 – We agree there is a redundancy and have reworded the text.

Transportation and Mobility – We agree with the need to group similar items and have made this adjustment, including subheadings. The ZORP contains many new substantive requirements that address the comments you provided for this section.

Page 18, Item 4 – We agree and have made this revision.

Page 18, Item 5 – There is no standard interval for updates to the Citywide Trails Master Plan.

Page 18, Item 6 – The wording of "highways" comes from a City Council policy pronouncement. Generally, the Council is talking about expanding existing, major roadways. Likewise, Item 9 came from the City Council's position statement on MD 197.

Page 19, Item 11 – We agree and have expanded the text to address your point.

Page 19, Item 12 – Understood, however, we will leave it in so as "preserve" the option preferred by the City Council.

Page 19, Item 13 – The MD 450 policy is not obsolete and still applies, as the final segment between Stonybrook and MD 3 is still in the final engineering phase.

Page 20, Item 19 – We agree and have revised this item dealing with traffic calming measures.

Page 20, Item 24 – We agree and have revised this item to include the reference to "Bikes May Use Full Lane".

Page 20, Item 25 – Yes, the reference to the PT-1 Trail is included in the Trails Master Plan.

Page 20, Item 26 – We agree and have added bicyclists to this item.

Page 20, Item 27 – We agree and have added wording about access points along the network.

Page 20, Item 28 – We agree with the unnecessary redundancy and have deleted Item 28.

Page 22, Item 4 – We agree and have removed the redundancy from Page 12, Item 13.

Page 24, Items 2 & 3 – We agree and have clarified the text to avoid using two different age group delineations.

Page 24, Item 7 – Accessory Dwelling Units – We agree, but have deleted this item because it is covered in the ZORP and City Council supported it.

Page 25, Historic Preservation, Item 7 – We agree and have eliminated the reference to the Jesuit property (still appears in Land Use) in favor of #7 which is a more general policy about preserving historic viewsheds.

Page 28, Items 15-16 – We agree and have deleted these items because they pertain to the County's operations and are not City policies.

The Public Hearing Draft should be available for review by Friday, July 14th. The City Council public hearing is Monday, August 7th at 8:00 p.m.

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Phone: 301-809-3045
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Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

By: Ken McCaughey
On: 2017-06-29

GENERAL COMMENTS

1) Having clear well organized and unambiguous guideline documents for developers can convey that the City knows what it wants and is serious about how development gets carried out. I don't think this current form does that. A well thought out document would bolster the argument that the City is ready to have its own zoning authority. This document has a lot of good material to work with and I know the City staff is dedicated to the task.

2) There is not a clear distinction between policies and guidelines. The words policy and guidelines are synonyms. Either define these as the City wants to apply them and organize accordingly or just make the entire document a guideline or policy document.

3) There are many items that read like a to-do list. For example, page 24 item #7, *"The County should update zoning regulations to address the need for accessory dwelling units."* Maybe items such as these should read something like, *"It is the policy of the City to strongly encourage the County to update zoning regulations to address the need for accessory dwelling units."*

4) Many items read like directives from the City to the City. For example, page 14 item #2. Would we all be better served if these were captured somewhere else? It's really the outcomes of these items that should be in this document. Maybe they can be better tracked and pushed along to completion if they had separate visibility. If they must stay in this document, then maybe they should be in a section that paints the picture of where the City wants to evolve the guidelines and policies.

5) "Trail" Definition - There are lots of references to the trails, hiker/biker facilities, and paths. These either need to be individually defined or brought under a more generic umbrella term such as multi-use trail. Then use them consistently where they apply. Perhaps define it if the City has a specific character of such facilities in mind (width, surface(s), etc.). Do they always mean hikers and bikers?

6) Many policy items seem to be City position statements in reference to projects that have already been completed. Maybe those items should be segregated or removed.

Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

7) Some reordering to group like items would make this easier to read. For example on page 14, main street is discussed in items #1, #10, and #11.

8) Suggest using a hierarchical numbering scheme such that each guideline or policy has a unique number. Makes it easier to reference specific items or link and cross reference different items.

For example:

2.0 - Policies

2.1 - Land Use

2.1.1 - Established Communities

2.1.1.1- Any development of ...

PART TWO, CITY DEVELOPMENT REVIEW GUIDELINES

A. Design Guidelines

Pg. 8, Architecture - How do solar panels fit in? HOAs tend to disallow them along with things such as satellite dishes. Should it be clearly stated that solar is to be encouraged? This would be in-line with the City's established sustainability plan.

Pg. 8, Parking - There are car parking minimums, but no mention of bike parking. Recommend that business centers have a minimum bike parking requirement that should also conform to a City standard or ordinance. The standard should recommend location (safe & visible), style (inverted "U"), and proper spacing. The City could easily develop one based on what other cities have done. This fits within the goals of the City's established Sustainability Plan.

Pg. 8, Parking - There should be a recommendation for non-impervious parking surfaces to reduce stormwater run off.

Pg. 8, Parking, Sec 2.2 - This should be balanced with market forces such that unnecessary impervious surfaces are built. Unnecessary parking drives up cost that passed the tenants and/or customers.

Pg. 8, Parking, Sec 2.3 - Care should be taken here. Bowie has many business areas with too much unused parking, such as behind FreeState and behind Hilltop. This should be balanced with market forces such that unnecessary impervious surfaces are built. Likewise, commercial outfits such as Walmart, like to size parking based on Black Friday and Christmas Eve. This leads to acres of unused impervious surfaces. There should be upper limits. There is a development trend to eliminate these kind of minimums to get better developments.

Pg. 9, Screening/Buffering, Sec 4.2 - Should also be linked with bicycling access, which could mean a wider path that links to a multi-use trail.

Pg. 9, Stormwater Management - There should be a recommendation for non-impervious parking surfaces to reduce stormwater run off.

Pg. 10, Access, Sec 9.1 - This is very important and should not be watered down in any way. This should be expanded to ensure that there is adequate pedestrian and bicycle access.

Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

Pg. 10, Access - Access to commercial centers should be separately called out. This should include adequate pedestrian and bicycle access. Bowie Plaza, FreeState Mall, Hilltop currently fail when it comes to access via anything other than a car. To expand upon this, if you only build for cars you get only cars. Yet there are clear concerns within the community and this document with regard to traffic levels. Developments could be better guided to reduce the need to drive. There should be a City policy that results in such a guideline.

C. Transportation Guidelines

Pg. 12, Item 1. - Should this link to item 13 to be sure the "dense vegetation" is native to the region?

Pg. 12, Item 6. - The phrase "trail system" is vague. Is this just a sidewalk, or hiker/biker trail, or path (see general comments on "trail" definition).

Pg. 12, Item 9. - There should be encouragement for an exception for pedestrian and bicycle access through residential areas. This can encourage access other than cars and support the walkability goals of this plan and the City's established Sustainability Plan.

Pg. 12, Item 10. - I understand stubs are undesirable. The preference for alternative access seems to encourage development "islands" and is in conflict with the stated desire for grid like networks. Not to mention that island developments segment pedestrian and bicycle networks making them less effective and less safe. Also more expensive to retrofit as a result of shortsighted initial development.

Pg. 12, Item 15. - Some consideration should be given to lighting at bus stops.

Things to add...

- 1) There are no guidelines on implementing cross walks.
- 2) Major intersections should have crosswalks on all 4 sides.
- 3) Crosswalk "beg" buttons should not be permitted. The walk signal should be automatic and long as possible.
- 4) There are no guidelines on when bicycle infrastructure (lanes, sharrows, Bikes May Use Full Lane Signs, etc) are called for.

Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

PART THREE, CITY DEVELOPMENT POLICIES

Land Use

Pg. 14, Established Communities, Item 2. - I very much agree with the goal, but what does the City mean when it says it wants a "main street"? It goes on to state the need for design standards. OK, so who is tasked with this? Maybe this could be worded to state it is the policy of the City to develop the MD 450 Mainstreet are (need link to boundaries) with the following characteristics (need list). Or maybe the City is only at the point of stating it is the policy to develop a design standard. If this standard exists than it should be referenced.

Pg. 14, Established Communities, Item 3.;

Pg. 15, Rural and Agricultural Area, Item 3.;

Pg. 25, Historic Preservation, Item 4. - This viewshed statement appears three times in different sections. Is that redundancy necessary? There is a risk one instance with get worded differently at some point and there will be two interpretations. Even as it is currently stated it is very vague. How thick of a stand of trees preserves the viewshed?

Pg. 14, Established Communities, Item 5. - This reads like an assignment for somebody. The outcome of this effort is what should be in this document.

Pg. 14, Established Communities, Item 9. - Why does this only apply to Old Town Bowie?

Pg. 14, Established Communities, Item 10. - This reads like a directive to the City from the City. Shouldn't this include parts of Superior Lane with businesses? The outcome of this effort is what should be in this document.

Pg. 14, Established Communities, Item 11. - Does this mixed used development statement consistent with item #1 and the main street vision? Maybe these should be combined or maybe #1 have been overcome by #11? If they really are different and need to stay, they should be placed next to each other and perhaps wordsmithed.

Pg. 14, Established Communities, Item 13. - It should be the policy of the City to allow access via Pointer Ridge Drive for pedestrians and bicyclists. This is a destination that should have easy and safety access. This would be constant with the established Sustainability Plan.

Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

Pg. 15, Rural and Agricultural Area, Item 5. - Why are the materials limited to vinyl and aluminum siding? Why not brick or stone?

Pg. 15, Rural and Agricultural Area, Item 7. - Soft shoulders do not support safe bicycling.

Pg. 15, Bowie Local Center, Item 2. - Another directive from the City to the City? The outcome of this is more appropriate for this document.

Pg. 15, Bowie Local Center, Item 3. - What transportation facilities are needed and how will we know when more intense development can occur?

Economic Prosperity

Pg. 17, Introduction - It states, "Impact on neighboring residential properties and the motoring public must be thoroughly assessed and mitigated." What about pedestrians and bicyclists? This should be changed to **transportation users**.

Pg. 17, Item 3. - I agree with this as long as there is fair distribution of commercial development. Overly concentrating commercial development leads to concentrated traffic.

Pg. 17, Item 6. - Isn't this the same thing as item #3? If not one of these need to be reworded.

Transportation and Mobility

1) Suggest adding a policy encouraging bicycle parking at commercial destinations recreation facilities, and parks.

2) Suggest adding a policy that any new recreational facility or park be pedestrian and bicycle accessible. Let's avoid the need for large parking lots because a facility is only accessible with a car.

3) This section contains many items that read as to-do list items for someone and less like a policy statement. Either they should be reworded or along the lines of, "It is the policy of the City to strongly encourage..." Otherwise the outcomes should be included.

4) This section could benefit from better grouping of like items. For example there are a number of trail related policies.

Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

Pg. 18, Introduction - It states, "The transportation needs of the Planning Area are **multi-modal**." This is very important and should be reflected in the policy statements of this section.

Pg. 18, Item 1. - This is good and should not get watered down.

Pg. 18, Item 4. - Shouldn't safety have equal standing with convenience (ie. max flow)? Often maximum flow of cars results in sacrifices of pedestrian and bicyclist safety. This policy should better reflect multi-modal efficiency and safety.

Pg. 18, Item 5. - This is good. What is the policy on updating the Trails Master Plan? Last update was in 2010. Is there a standard interval for review?

Pg. 18, Item 6. - What is the definition of "highway"? I have seen dirt roads in other states labeled as highway. Point is this is not a universally agreed upon term. Support multi-modal infrastructure is great. Items such as bikeways and trails are only effective corridors if they have sufficient connections. I believe the established Sustainability Plan has increased trail connections as a goal. Maybe that should be included here. Another way to ensure connections is to prohibit "island" developments. If developments are not going to be connected by roads, then there should at least be multi-use trails for pedestrians and bicyclists.

Pg. 18-19, Item 9. - The safe pedestrian crossing should be a requirement, not just a goal. Need to reduce the islands and be multi-modal, which include walking. Otherwise people will drive to cross the street to the park.

Pg. 19, Item 11. - The hiker biker trail should include connections to existing and future planned multi-use trails.

Pg. 19, Item 12. - This item loses context without links to "Option A" and "Alternate #3".

Pg. 19, Item 13. - All this seems exist now. Does it still need to be a policy?

Pg. 19, Item 16. - This is a very good policy. Is it also the City policy to become a Bicycle Friendly Community? The City once had this status from the League of American Bicyclists. At the time Bowie was the only city in Maryland with that status. It expired over a dozen years ago. Cities in Maryland such as Columbia, Frederick, Rockville, Baltimore, Hagerstown, Salisbury, and Bethesda have this nationally recognized distinction.

Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

Pg. 20, Item 18. - This is important in making connections and eliminating transportation "islands" for non-motorized users.

Pg. 20, Item 19. - Why is this limited to heavily traveled local streets? Less traveled roads, as in free of traffic, are ripe for speeding too. Change to slow traffic speeds where speeding is a problem.

Pg. 20, Item 24. - "Bikes May Use Full Lane" signs are also an option for roads with inadequate road width or shoulders.

Pg. 20, Item 25. - This talks of a trail, but is vague. Is the intent a hiker biker trail, ie. multi-use trail? This should be clarified. Is this included in the Trails Master Plan (like item #5)? It is the City policy to add such things to the plan?

Pg. 20, Item 26. - This is another instance of the use of the generic term "trail". Is this intended to specifically exclude bicycling? If so, it should be stated. Is this included in the Trails Master Plan (like item #5)?

Pg. 20, Item 27. - This is another instance of the use of the generic term "trail". In this context is it referring to hiker biker trails? This policy should also add a statement about including access points along the network.

Pg. 21, Item 28. - This looks to be similar to item 18. Should these be combined?

Pg. 21, Item 29. - This is another instance of the use of the generic term "trail". In this context is it referring to hiker biker trails? Is this included in the Trails Master Plan (like item #5)?

Pg. 21, Item 30. - This is very important.

Natural Environment

Pg. 22, Item 4. - This policy seems to be the same thing as the guideline on page 12, item #13.

Pg. 22, Item 5. - How do solar panels fit into Green Building? Should a clear solar panel policy be included somewhere?

Pg. 23, Item 12. - Maybe better stated as, "It is the City policy to strongly encourage the County..."

Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

Housing and Neighborhoods

Pg. 24, Item 2 & 3. - One says "age 50+" and the other "55 and over". Why the difference? These two policies seem to be saying the something. Can they be combined or clarified?

Pg. 22, Item 7. - Maybe better stated as, "It is the City policy to strongly encourage the County..."

Community Heritage, Culture and Design

Pg. 25, Historic Preservation, Item 7. - Isn't this the same as Jesuit property viewshed. Or why is this not sufficient to encompass the Jesuit property? Could there just be one policy that reads like this one and gets amended with a list specific properties for emphasis?

Pg. 25, Urban Design, Citywide, Item 1. - What is a full service City? Please define. Is this in conflict with page 14 items #5 and #12?

Pg. 25-26, Urban Design, Citywide, Item 5. - Maybe more strongly stated as, "It is the City policy to attain its own independent planning zoning authority."

Pg. 26, Urban Design, Site-Related, Item 1. - A grid-like network should be **required** of large developments. This is how you get good multi-modal connected networks with less expenditure on retrofits or additional trails. This is what make the Levitt part of Bowie very easy to get around. This can not be understated.

Pg. 26, Urban Design, Site-Related, Item 7. - This states, "... gateway features to deter cut-through traffic..." How do you reconcile that statement with item #1 with grid networks? This statement suggests "island" development. Limited access "island" developments should be strongly discouraged. They defeat connected transportation networks, especially for pedestrians and bicyclists.

Comments to Development Review Guidelines and Policies
DRAFT dated June 2, 2017

Public Facilities

Pg. 27, Item 2. - This should include adequate pedestrian and bicycle (ie. multi-modal) facilities to be in alignment with other stated policies.

Pg. 27, Item 7. - This analysis should also include pedestrian and bicycle (ie. multi-modal) users. All too often pedestrians and bicyclists safety are a complete afterthought. This policy should clarify that traffic is not just cars.

Pg. 28, Item 10. - Making connections to trails is essential in building an effective multi-modal network. If it is not done during the initial development it is almost impossible to retrofit. Therefore I believe the "**should**" be replaced with a "**shall**". Maybe there can be a mechanism for exceptions that involves stakeholders.

Pg. 28, Item 11. - Just want to point out the hiker biker trails are not exclusively recreational facilities. They are often effective transportation corridors in their own right, and have importance beyond an amenity. This policy should not be relaxed.

Pg. 28, Item 15. - Not sure how this is a City policy.

Pg. 28, Item 16. - Not sure how this is a City policy.

APPENDIX - PRINCE GEORGE'S COUNTY DEVELOPMENT REVIEW PROCESS FLOW CHARTS

It is not clear what "City Process" means. Are these where city provides recommendations? What should the city have done by each of these entry points into the county flow?

Joe Meinert

From: Joe Meinert
Sent: Thursday, July 06, 2017 2:23 PM
To: Gary Allen (gallenbay@aol.com)
Subject: Development Review Guidelines - Public Hearing Draft

Gary - I am getting back to you with an assessment of your input on the Development Review Guidelines. Thank you for taking the time to compose your comments. Keep in mind that the County's Zoning Ordinance Rewrite Project (ZORP) and the Bowie and Vicinity Master Plan (BVMP) have information that addresses many of your concerns.

Energy policy – I believe the recommended actions are beyond the scope of the Development Review Guidelines and Policies. They are more aligned with the Climate Action Plan and Sustainability Plan. Perhaps it can still be discussed at the hearing, but I recommend a separate, independent effort to update the CAP or passage of an independent Council Resolution.

EV in all commercial redevelopment – The ZORP defines Level I, II and III EV Charging Stations and permits them in all zones. In addition, the ZORP includes these in the options for complying with the mandatory Green Building Standards. This suggestion is a new policy that would have to be approved by the City Council.

Biodiversity – the recommendation that native species be used is addressed in the Landscape Manual. There are minimum percentages for Shade Trees (80%), Ornamental Trees (70%), Evergreen Trees (40%) and Shrubs (60%). Please advise what the six preferred tree species are. A requirement that only native species be used in all landscape plans would be a new policy that would have to be approved by the City Council.

Redevelopment Land Use Policy – The policy of pursuing additional land use authority is already in Urban Design Citywide Policy #5. If the City Council wants to expand the existing language, it would be a new policy that they would have to specifically approve. The validity period for approved plans is contained in the ZORP.

Complete Streets – Many of the aspects of the Complete Streets policy are already contained within the existing Development Review Policies or are covered by the ZORP. If City Council wants to approve a full Complete Streets policy, it would be a new policy for them to approve.

As mentioned at the EAC meeting, the Public Hearing Draft should be available for review by Friday, July 14th. The City Council public hearing is Monday, August 7th at 8:00 p.m.

Joseph M. Meinert, AICP
 Director of Planning and Economic Development
 City of Bowie
 15901 Excalibur Road
 Bowie, MD 20716
 Phone: 301-809-3045
 Fax: 301-809-2315

Joe Meinert

From: gallenbay@aol.com
Sent: Wednesday, June 28, 2017 3:53 PM
To: Joe Meinert
Cc: mbazurto@s-n-h.com; john.teasdale2@verizon.net
Subject: citizen comments on Development review guidelines
Attachments: ev ready communities.pdf; Biodiversity and How to protect it-MML april 2017.docx; MCG-Pathways-to-100-Energy-Supply-Transformation-Primer-for-Cities-1.pdf

Joe

My initial two cent to get these on the agenda

Energy

adopt policy that all Bowie city gov will by 2022 become completely powered by renewable energy

and will as basis for approval of new development and redevelopment require applicants to certify that their project will conform to city wide goal of xxx GHS reduction and use of renewable energy of at least 40% by 2025

EV all commercial property redeveloped in the city shall provide for meeting EV readiness guidelines (see attached)

Biodiversity see attached

require only Native species be used in all landscape plans and that preference be given to six tree species that provide 70+ % of local wildlife (Bird) Food value

Redevelopments (city shall adopt policy to seek FULL control of all redevelopment with city boundaries from County Council -absent zoning change) All proposals for redevelopment shall be within the purview and authority of the city.

All redevelopment shall conform to these guidelines and the current (latest state, county and municipal) stormwater, wastewater, energy, biodiversity and transportation laws. NO grandfathering of rules to when zoning was originally granted. Previously approved site plans, plans for subdivision or redevelopment expire after five years if not implemented by the developer or home owner.

Complete streets

the City shall adopt elements of a complete streets policy

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.

- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.

- Applies to both new and retrofit projects, including design, planning, maintenance, and
- operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- integrates walking, and biking Trails into this policy
- Includes specific next steps for implementation of the policy

it's a start
gary

Gary G. Allen, Executive Director
Center for Chesapeake Communities,
President, Maryland Forestry Foundation
124 South Street #3
Annapolis, MD 21401
Cell 301 717 1579
<http://marylandforestryboards.org>

Joe Meinert

From: Joe Meinert
Sent: Thursday, July 27, 2017 9:16 AM
To: 'James Ballagh'
Subject: RE: Development Review Guidelines

Jim - Thanks for your input. I will include it in the record going to the City Council public hearing on August 7th. I can respond to both of your points. Allow me to first provide an explanation as to where the current policies come from. The genesis of the land use recommendations is in the City Council's past policy proclamations, either through individually passed resolutions or in their positions taken during the updating of the Bowie Master Plan in 1991 and 2006. There was also input from the Quality Community Survey effort done in 1998 that resulted in the 1999 Bowie Vision Plan. (The QCS documents and Vision Plan are in the Archived Documents section of the Planning Department's portion of the City website.) So, what is in the Policies section of the document now under review comes directly from the City Council, from their positions taken publicly over the years. (1) As to the single-family detached and affordable residential units, the City Council felt during the update of the Master Plan that the most compatible residential land use in these mixed use locations would be single-family detached (ownership) units and, by designing them as small lots, they would be by definition more affordable to first time homebuyers than some of the larger new homes in Bowie. It is the City's intention, going forward, to require any developer of a substantial number of dwelling units to provide a certain percentage of affordable units. Melford is providing a minimum of five percent of affordable dwelling units in their project. Construction of new affordable dwelling units in the City is a larger concern being driven by the Consolidated Plan for housing required by the Department of Housing and Urban Development. It is certainly appropriate for residents who disagree to let the City Council know of their feelings. The updating of the Development Review Guidelines and Policies is certainly an opportunity for the City Council to revise their current policies concerning the mixed-use recommendations for Bowie Mainstreet. (2) Regarding the Guideline recommending decorative pavers, it really pertains to private property that is under review for further development. Again, the City Council's past position in the above-mentioned efforts, as well as their recommendations on individual development proposals, has been to have developers provide brick treatment in areas of high pedestrian traffic to increase the margin of safety and improve the aesthetic appearance in front of the buildings. A good example is at the four story office buildings at Melford. There is no implication with these guidelines that the City would be required to install brick pavers on public roads. I would note, though, if done correctly, brick pavers can help delineate pedestrian crossings and beautify the condition of the roadway. Mitchellville Road is a good example of a "real" brick paver project that has withstood the test of time. I would be interested in your thoughts on use of DuraTherm pavement marking as opposed to actual brick pavers (see links below). I think many instances where the crosswalks were paved over were poor examples of a pavement impression product that were painted to look like brick. The problem is, over time, the paint wears off and the imprints rub out. That's not supposed to happen with Duratherm, which is the same material they use for the white Stop Bars at intersections. I hope you will attend the August 7th public hearing to address the City Council regarding the Guidelines and Policies now on the table. The Public Hearing Draft, dated July 14th, is available on the City website. Again, thanks for your feedback.

<http://www.alternative-paving.com/>

<http://hubss.com/products/trafficscapes-pavement-marking-solutions/duratherm>

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Director of Planning and Economic Development City of Bowie
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Fax: 301-809-2315

-----Original Message-----

From: James Ballagh [mailto:jballagh@att.net]
Sent: Tuesday, July 25, 2017 5:42 PM
To: Joe Meinert <jmeinert@cityofbowie.org>
Subject: RE: Development Review Guidelines

Joe,

I have been out of town and just had the opportunity to drop by the two properties you referenced. The key words in Item 11 on p. 14 of the Draft Development Review Guidelines and Policies are "small-lot" and affordable. These two property examples are relatively small lots, but inclusion of the word affordable is vague and may not be consistent with these properties, especially the larger homes at High Bridge. I don't see the practicality of putting these homes behind the shopping centers in currently unused parking spaces, but they are certainly better than apartments. My major concern is that these plans are being used by the developer's lawyers to justify their plans, independent of Bowie citizen's desires, so the question is: who is coming up with these recommendations, and how are the Bowie citizens' concerns factored into these plans to avoid future controversies such as Market Place and Melford? One of my suggestions, in addition to deleting the mixed-use reference to these properties, would be to reconsider the use of the word "affordable" in the plan, because this could allow developers to build something less than the homes on the two referenced properties. In addition, the City must recognize that if it continues to cede space along Bowie's "Main Street", the ability for "Main Street" to grow as a community and commercial area in the future will be extremely limited.

Another concern I would like express is for Item 10.3 on p. 10 of the Draft Development Review Guidelines and Policies which encourages the use of decorative pavers at building entrances and pedestrian crossings. After reviewing the significant expense in the Bowie budget to replace the pavers in Northridge, and noting that previous pavers installed on Bowie's "Main Street" Rt. 450 were paved over and subsequently removed, and further noting that pavers at many Bowie intersections, including those in front of the Bowie Gym and near City Hall, have been paved over, I don't understand the basis of this recommendation. Who is recommending the installation of these pavers, and how are the citizens of Bowie, who have to pay for either the installation or maintenance of the pavers, factored into this recommendation?

Thanks,
Jim Ballagh

On Wed, 7/5/17, Joe Meinert <jmeinert@cityofbowie.org> wrote:

Subject: RE: Development Review Guidelines
To: "James Ballagh" <jballagh@att.net>
Date: Wednesday, July 5, 2017, 1:04 PM

Hi, Jim. Thanks for writing.

The answers are as follows:

1. See Mixed

Use Activity Center portion of the Development Pattern Element of the 2006 Approved Bowie and Vicinity Area Master Plan at the following link:

<http://www.mncppc.org/DocumentCenter/Home/View/278>

2. The core properties are Bowie Marketplace, Freestate Shopping Center and Hilltop Shopping Center.

3. Small lot development could occur behind the retail centers on MD 450 or as part of a redevelopment plan of those properties. The small lots behind Highbridge Park shopping center at MD 450/High Bridge Road are an example of the type of development envisioned by the policy. Another example would be Enfield Chase along Northview Drive near

Allen Pond Park. This type of home would be more affordable to first-time homebuyers than larger lot single family homes.

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Development
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-----Original Message-----

From: James Ballagh [mailto:jballagh@att.net]

Sent: Wednesday, July 05, 2017 11:46 AM
To: Joe Meinert <jmeinert@cityofbowie.org>
Subject: Development Review Guidelines

Joe,

Item 11 on Page 14 in "Part 3 - City
Development Policies" of the Draft "Development Review Guidelines and Policies" dated June 2, 2017 discussed at the
July 3, 2017 Bowie City Council Meeting states the following:

"A mixture of uses should be encouraged at the Bowie Mainstreet's three shopping center properties, as well as the commercial use area along Superior Lane. These areas should be designated as the "core" of the Bowie Mainstreet mixed-use activity center. The three "core" properties should be designated as preferred sites for small lot, affordable residential development."

I have
a few questions on this item:

1. What is the "Bowie Mainstreet Mixed-use Activity Center", and where can I find information that fully defines these plans?
2. What are the three referenced "core properties"
3. What is meant by "small lot, affordable residential development", and where is there property along the Rt 450 Mainstreet Corridor in Bowie that would support residential lots?

Thanks,

Jim Ballagh
Beechfern Lane,
Bowie



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

RECEIVED
JUL 21 2017

July 21, 2017

Bowie City Clerk's Office

Mayor G. Frederick Robinson
City of Bowie
15901 Excalibur Road
Bowie, MD, 20716

Re: Comments on Potential Revisions to the Development Review Guidelines

Dear Mayor Robinson:

As requested the Economic Development Committee (EDC) has undertaken to review the City's current Development Review Guidelines (DRGs) for the purpose of developing proposed updates and revisions. The EDC continues this important work and expects to have a report completed for the Council at the EDC's regularly-scheduled meeting on September 13th. Accordingly, we hereby respectfully request that the Council leave open the designated period during which it will accept comments on the DRGs so as to permit the EDC to complete and submit its report in due course and that no action be taken at your August 7, 2017 meeting.

As always, we stand ready to provide you with additional assistance and counsel.

Sincerely,

Phyllis Thompson,
Chair, Economic Development Committee

EAC Comments: Bowie Development guidelines and policies 8/7/17

Good evening Mr. Mayor and council

Thank you opportunity to comment on Behalf of the EAC on the update of the city's Development review guidelines.

For many watching on TV or some here this evening a background comment may be helpful.

A few facts all of you on the Council know well. But which serve to underline the importance of the draft being discussed here this evening

Of Maryland's 157 municipalities One hundred nineteen have the planning and zoning authority. Nine very small towns do not exercise the authority. 110 DO! Only one of these is in Princes Georges county and it not Bowie, the counties the largest city.

First I want to complement the staff of the process they have followed in soliciting and responding to citizen input - excellent Job!

While we might have wished for more comments, WE think that those reconceived were responsive , articulate and helpful.

Staff made provide individual responses to each of those who provide input -personally I consider this excellent staff work even if we may disagree with the substance of a comment.

For the record the EAC wants to commend the staff draft and say we fully support and recommend the Council approve the Draft City guidelines as recommended by Staff presented here this evening. It important to note that in addition to citizen comments staff used the work provided by consultants working on the County's new Zoning regulations. This is a plus for consistency, confidence and continuity

between the “CITY process” and the County when specific development proposals are made in the future

Having lauded the draft and recommended its approval let me turn to several issues that remain.

Language is important and one of the issues in our review was our constant confusion about the difference between “a guideline and a policy” While I’ll leave the discussion to the Council and staff in the interests of time Let me say the EAC suggests five additional future POLICIES for the City which in staff opinion go beyond merely revising the current Guidelines

They are: IN

Energy:

Adopt policy that all Bowie City Gov. facilities will by 2022 become completely powered by renewable energy and that the City will as basis for approval of future new development and redevelopment require applicants to certify that their project will conform to city’s adopted goal for GHS reduction and use of renewable energy of at least 40% by 2025. These policies are consistent with the cities Climate Action Plan and the recent Sustainability Plan but may need a separate, independent Council Resolution.

In the area of energy and Transportation

Electrical vehicles

All commercial property redeveloped in the city shall provide for meeting EV readiness guidelines. While there is no one-size-fits-all policy approach to increasing EV readiness. Ensuring new construction is EV ready and that administrative pathways are clear for residential service upgrades are but two of at least a half dozen steps Bowie can take to reduce carbon emissions and stay abreast of transportation technology improvements. COG has focused on these for the region as whole.

IN Biodiversity

- EAC recommends In order to promote biodiversity and increase habitats for birds, pollinators and other wildlife, that the city set a policy to require only Native species be used in all landscape plans unless an exception be granted and that preference be given to six genera that provide 70+ % of local (Bird) Food value (oaks, native (cherries), native willows, Pines, and native birches. And
 Include language which promotes landscaping along roads, where applicable, using native plants and groundcover instead of grass. (Note For herbaceous plants, goldenrods, sunflowers, and asters are the top three).

IN ____

Multimodal Transportation

The EAC recommends the City shall adopt elements of a **complete streets policy**; Including a vision to inter- link all its transportation alternatives where appropriate. By Specifying that ‘all users’ includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles. Such a policy Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes

- Applies to both new and retrofit projects, including design, planning, maintenance, and operations,
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.

- Establishes performance standards with measurable outcomes.
- integrates walking, and biking and Trails into this policy
- Includes specific next steps for implementation of the policy.

We suggest a future work session to provide for a briefing for what such a policy may include followed by resolution and council action.

EAC believes that Bowie should move from a car oriented city to a community that supports multi-modal transportation options for people of all ages and abilities. Included in this concept are pedestrians, bicyclists, cars, and public transportation.

The EAC believes that all new development and retrofit projects should be designed to promote these concepts.

Finally in the arena of Redevelopment

The EAC strongly urges the City to adopt policy to seek FULL Control & final approval of all redevelopment within city boundaries -absent zoning change. All proposals for redevelopment should be within the purview and authority of the city. All redevelopment shall conform to these guidelines and the then current (latest state, county and municipal) storm water, wastewater, energy, biodiversity, APF and transportation laws. NO grand fathering of guidelines to when the zoning was originally granted. Previously approved site plans, plans for subdivision or redevelopment should expire after no more than four years if not implemented by the developer or home owner.

Conclude we recommend these actions to your consideration--
thanks --

**WRITTEN STATEMENT FOR CLOSING A MEETING
UNDER THE OPEN MEETINGS ACT**

Date: 8/7/17 Time: 9:15pm Location: CH-181 Motion to close meeting made by: Gardner
Seconded by Truth Members voting in favor: Robinson, Glass, Marcos, Truth, Gardner
Polangin, Esteve Opposed: _____ Abstaining: _____ Absent: _____

STATUTORY AUTHORITY TO CLOSE SESSION, General Provisions Article, §3-305(b) (check all that apply):

- ☐ (1) To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; or any other personnel matter that affects one or more specific individuals;
- ☐ (2) To protect the privacy or reputation of individuals concerning a matter not related to public business;
- ☐ (3) To consider the acquisition of real property for a public purpose and matters directly related thereto;
- ☐ (4) To consider a matter that concerns the proposal for a business or industrial organization to locate, expand, or remain in the State;
- ☐ (5) To consider the investment of public funds;
- ☐ (6) To consider the marketing of public securities;
- ☐ (7) To consult with counsel to obtain legal advice on a legal matter;
- ☐ (8) To consult with staff, consultants, or other individuals about pending or potential litigation;
- ☐ (9) To conduct collective bargaining negotiations or consider matters that relate to the negotiations;
- ☐ (10) To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans;
- ☐ (11) To prepare, administer, or grade a scholastic, licensing, or qualifying examination;
- ☐ (12) To conduct or discuss an investigative proceeding on actual or possible criminal conduct;
- ☐ (13) To comply with a specific constitutional, statutory, or judicially imposed requirement that prevents public disclosures about a particular proceeding or matter;
- ☒ (14) Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process.

FOR EACH CITATION CHECKED ABOVE, THE REASONS FOR CLOSING AND TOPICS TO BE DISCUSSED:

§3-305(b) (14) Negotiating strategy for proposed contract

§3-305(b) () _____

§3-305(b) () _____

This statement is made by Mayor Robinson, Presiding Officer: 
SIGNATURE

WORKSHEET FOR USE IN CLOSED SESSION (CHECKLIST OF DISCLOSURES TO BE MADE IN MINUTES OF NEXT REGULAR MEETING- NOT A PART OF THE CLOSING STATEMENT)

PERSONS ATTENDING CLOSED SESSION: Robinson, Gardner, Truth, Glass, Marcos, Polangin, Esteve
Lott, Fitzwater, Lavan

TOPICS ACTUALLY DISCUSSED Negotiating Strategy for proposed contract

ACTION(S) TAKEN (IF ANY) AND RECORDED VOTES: _____

TIME CLOSED SESSION ADJOURNED: 9:40

PLACE OF CLOSED SESSION Bowle City Hall

PURPOSE OF CLOSED SESSION: Discuss negotiating strategy for proposed contract

STATUTORY AUTHORITY FOR THE CLOSED SESSION: §3-305(b) (14); () ; ()

MEMBERS WHO VOTED TO CLOSE: Robinson, Gardner, Truth, Glass, Marcos, Polangin, Esteve

(Form Revised 10/1/14)