



City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: David J. Deutsch *DJD*
City Manager

SUBJECT: Preliminary Bowie State MARC Station Sector Plan
Proposed Sectional Map Amendment (SMA)

DATE: June 24, 2009

I. Background

Staff has reviewed the Preliminary Bowie State MARC Station Sector Plan and SMA for its impact on the City. The Maryland-National Capital Park and Planning Commission (M-NCPPC) has worked since September 2008 to develop the Sector Plan, including the holding of a community charrette workshop at Bowie State University during the first week in September, 2008. This Sector Plan and SMA will amend the current 2006 Bowie and Vicinity Area Master Plan within the boundaries of the Sector Plan area, which consists of 3.6 square miles (2,282 acres). The Sector Plan area comprises the properties within approximately one (1) mile of the MARC Station at Bowie State University. The area under study is bounded by Patuxent Research Refuge on the north, the Patuxent River to the east, the City of Bowie to the south and the PEPCO transmission lines to the west (see Attachment #1).

The Sector Plan was prepared in response to the recommendations of the 2006 Bowie and Vicinity Master Plan, which called for establishment of a "Community Center" in the area around the Bowie State University MARC Station. As part of the public input process used in drafting the Preliminary Sector Plan, M-NCPPC staff held a worksession with the Bowie City Council on January 12, 2009. The Joint Public Hearing of the Prince George's County Council and Planning Board will be held on July 14, 2009. The Bowie Advisory Planning Board (BAPB) reviewed the Sector Plan at their meeting of June 23, 2009. A brief report from the BAPB is attached.

II. Plan Proposal

The major Plan Highlights are identified on Attachment #2. The planning effort involved a character analysis of the Sector Plan area (including a review of existing infrastructure) and the creation of a Vision Statement and Vision Element to define the various aspects of the "Community Center" as well as address issues related to the Sector Plan area. In addition, a comparison to County planning policy documents was undertaken. The bulk of the planning recommendations are included in "Section V. Action Plan". The document also includes an Implementation element that sets forth a range of possible economic incentives, a specific phasing plan for the recommended actions, a public facilities cost estimate and the SMA.

MAYOR G. Frederick Robinson **MAYOR PRO TEM** Todd M. Turner

COUNCIL Dennis Brady ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Truth ♦ Geraldine Valentino-Smith **CITY MANAGER** David J. Deutsch
City Hall (301) 262-6200 FAX (301) 809-2302 TDD (301) 262-5013 WEB www.cityofbowie.org

The proposed “Community Center” is recommended on approximately 204 acres of land, recommended for rezoning to the M-X-T (Mixed Use Transportation Oriented) zone, located on the east side of MD 197, immediately north of the MARC Station platform. The recommended mixed-use development program includes 600,000 square feet of new commercial, office and institutional uses and 1,085 new dwelling units, further described in the Plan as follows:

- 55,000 square feet of retail (including a 20,000 square foot grocery store);
- 195,000 square feet of office space;
- 10,000 square feet devoted to a laboratory school;
- 75,000 square feet devoted to a university convocation center;
- 65,000 square feet devoted to a university fitness center;
- 200,000 square feet of university flexible space (classrooms, academic offices, laboratories, etc.)
- 221,000 square feet (260 units) of multifamily residential development, including 54 units of multifamily above retail;
- 12 live-work units;
- 157,500 square feet (175 units) for university graduate and student family housing;
- 106,250 square feet (125 units) for age-qualified housing or assisted living facility;
- 290 townhouses;
- 136 small single-family detached lots (42 feet average width); and
- 87 large single-family detached lots (65 feet average width).

The Sector Plan also includes numerous new goals, policies and strategies for other portions of the area beyond the “Community Center” itself. A staff analysis of the Sector Plan’s recommendations is provided in the next section of this report.

III. Analysis

For the purpose of organization, staff has followed the same order as the Sector Plan’s Table of Contents in analyzing the plan and making comments and recommendations.

Chapter I: Planning Background and Process

General Comments: Staff attended the charrette and found that it was a good process to engage stakeholders. The charrette resulted in many good results that are reflected in the Preliminary Sector Plan.

Chapter II: Sector Area Character Analysis

General Comments: Staff found this chapter to be very helpful in understanding the planning context for this Sector Plan. Much useful statistical information and background were included in this chapter, which set the stage for the recommendations contained in later chapters. For example, it is reported that BSU had a total enrollment of just over 5,200 students in the 2006-2007 academic years, with 25 percent of students living on campus, compared to 33 and 30 percent at Morgan State University and the University of Maryland. A campus expansion of up to a total of 12,000 students, of whom the university would like to house at least 35 percent by

2030, is a major factor for consideration. Staff also observed that, of the 19,000 daily passenger trips on the MARC PENN Line, 619 daily boardings occur at the Bowie State MARC Station. In general, it is expected that MARC ridership will increase, based on observed growth of approximately six (6) percent per year over the past decade.

Retail Market discussion (page 20) - The discussion regarding the retail market does not respond to the City's stated concern that additional retail uses must not affect the viability of retail businesses in Old Town Bowie. The Plan states that this "Community Center" development will not compete with the niche retail market in Old Town Bowie, and that development within the "Community Center" will have a spin-off demand for Old Town Bowie as a complementary node of activity. However, no data has been demonstrated to prove these assertions.

Office Market discussion (page 21) – The Plan states that, currently, there are four large planned projects in Prince George's County that include substantial office space. While the text does not mention the Maryland Science and Technology Center/Melford by name, it does note that several hundred thousand square feet of office space exist adjacent to the US 50/301 junction at Bowie Corporate Center. The Bowie Corporate Center is the name of a specific office building at the Bowie Town Center, which is the headquarters for MedAssurant, Inc. These paragraphs of the Plan should be revised and corrected to recognize the substantial role of the Maryland Science and Technology Center/Melford in the office market.

Infrastructure Elements – Roadways (page 23) – The discussion of individual roadways is very thorough and includes a description of the existing characteristics as well as planned upgrading of the major roadways in the Sector Plan area. However, unlike the discussion of schools, fire/EMS and parks which include some analysis of public facility capacities, there is no Sector Plan-wide traffic analysis in the Plan. Therefore, despite the Plan's description of planned improvements to local roadways, the level-of-service impact of the proposed mixed-use project does not appear to have been measured.

Infrastructure Elements – Environmental Infrastructure and Sustainability (page 34) – The Existing Land Use Map on page 15 shows the "Community Center" properties as being mostly wooded. However, there is no analysis in this section or anywhere else in the Plan of the amount of woodland removed for the mixed-use development. There should be an assessment of the quality of the woodland, how much will be removed and how trees removed will be mitigated. In addition, a soils and slope analysis should be included in this section of the Sector Plan to identify any limitations to development. Also, the discussion of special conservation areas (SCA) on page 35 appears to incorrectly reference the Anacostia River and should be clarified. It should be noted that the only SCA which could potentially be affected by the development of the proposed community center is the Patuxent Research Refuge.

Chapter III: The Vision

General Comments: This chapter, in staff's opinion, is one of the most meaningful in the Plan. Staff does not take issue with any part of the chapter or the design concept envisioned, although the Vision Statement on page 39 is exclusively devoted to the vision for the "Community Center" as opposed to the Sector Plan area. One other observation is the reference at the bottom of page 43 that the development program of the Village Center, the highest intensity portion of the mixed-use project, would produce a floor area ratio (FAR) of only 0.20. In staff's opinion, this development level is much too low to support transit oriented development and it is representative of very low intensity suburban development served by surface parking. In addition, the recommended development level appears to conflict with the Master Plan recommendation for a

“moderate” density/intensity transit oriented development at the Bowie State University MARC Station.

Chapter IV: Development Pattern

General Comments: According to the Plan, the Rural Tier encompasses approximately 1,740 acres, or 75 percent of the Sector Plan’s total land area, including 3.5 miles of shoreline along the Patuxent River. The Developing Tier currently encompasses approximately 500 acres, or 25 percent of the Sector Plan’s total land area. The Sector Plan proposes extending the Developing Tier by approximately 260 acres to include all properties north of the MARC train tracks, east of MD 197. However, given the lack of development proposed for the northern and northeastern portions of the mixed-use “Community Center”, the extensive natural features in this area and the current designation of the "Community Center" within the Rural Tier, it is recommended that these areas remain in the Rural Tier and only the developable areas be reclassified to the Developing Tier.

Chapter V: Action Plan

General Comments: As this chapter contains the majority of the recommendations of the Sector Plan, staff has provided detailed comments and recommendations. Staff generally agrees with the goals, policies and strategies contained in this chapter. The Action Plan is broken into four (4) distinct subcategories: (A) Land Use and Economic Development; (B) Design and Appearance; (C) Infrastructure Elements; and (D) Community Involvement.

A. **Land Use and Economic Development Comments** - First, it is not clear why the goal on page 65 is not included under the goals set forth on page 62. It is also not clear which goals apply to the proposed mixed-use development versus the Sector Plan area as a whole. Second, a strategy for establishing density in the Office and Research Campus is identified under Policy 1 on page 64, using a range of four to 16 units per acre. However, measuring non-residential intensity is typically done using floor area ratio (FAR) rather than dwelling units per acre. A third comment relates to the possibility of forming a business improvement district (BID). This recommendation is very speculative as these types of districts are usually formed after a commercial area is established. Finally, the references to utility companies noted in Policy 1 on page 65 should also include BGE and Washington Gas which serve the Sector Plan area.

B. **Design and Appearance Comments** - Regarding Design Guidelines, Site Design Strategy 1(h) on page 68, staff recommends that tree planting at grade with structural soils be used as an alternative to tree boxes with tree grates in the commercial areas. A brand of structural soil (CU soil) was used successfully at the Bowie Town Center main street and greatly affected the trees' growth potential and health. Regarding Laurel-Bowie Road (MD 197) strategies on page 70, staff recommends clarification of the bike lane classification. The second strategy in this section identifies a class one bike lane for MD 197, but the roadway cross section on page 90 and photo on page 88 show a class two bike lane. The Transit Oriented Design (TOD) Guidelines for the proposed Village Center, found on page 72, include a strategy to border the "main street" with a 20-foot wide sidewalk to provide for outdoor dining, street trees and street furniture. However, Circulation guideline (f) on page 69 recommends paved sidewalks 15-20 feet wide along commercial streets. Similarly, the roadway cross section for Old Jericho Park Road "Main Street", shown on page 95, illustrates a 15-foot wide sidewalk. Staff recommends that these discrepancies be reconciled in favor of the 20-foot wide sidewalk width, based on experience at Bowie Gateway Center and Bowie Town Center, where too many competing functions are placed within a limited sidewalk area. In addition, it is recommended that the Village Center strategy for

the "village green" on page 72 include some minimum parameters as to size. Examples can be found in Visions for a New American Dream by Anton C. Nelessen. The size of the village green became a major issue with the Fairwood development because the developer proposed a very generously-sized green in the concept plan but later did not provide an adequate design.

C. Infrastructure Elements Comments - Staff's comments are sorted by subsection of this section of Chapter V.

1. Roadway Cross Sections - The roadway tunnel under the new MARC Station depicted on page 93 does not provide adequate width for bicycle traffic to travel separate from the vehicular roadway. Because of its crucial linkage between the BSU campus and the proposed mixed-use development and to address safety issues, it is recommended that a class two bike lane or, at a minimum, four (4) foot wide bicycle compatible shoulders be added to each lane shown in the cross section.

The Bowie State Loop Road cross section appears to be in error. The design includes two vehicle travel lanes of 10 feet in each direction; however, the diagram shows a bicyclist using one of the vehicular lanes. The cross section should be revised to either convert one of the two travel lanes to a bike lane or eliminate the bicyclist from the diagram. Despite the low posted speed (25 MPH), a 10-foot wide travel lane is not sufficient to accommodate both vehicles and bicycles.

The cross sections shown on page 94 for Race Track Road raise several issues. The Racetrack West cross section includes only a four (4) foot wide class two bike lane, which is half as narrow as the standard width for a bike lane. Because it is substandard, this area should not be designated as a bike lane. The Racetrack Road East cross section does not show a bike lane or shoulder. The photo on page 99, which appears to be taken in this segment, shows a wide (planned) bike lane.

The Old Jericho Park Road "Main Street" cross section includes parallel parking. In order to maximize the amount of on-street parking available to businesses, angled parking should be considered, rather than parallel spaces, similar to what exists in the Bowie Town Center main street core. Greater separation between vehicle travel lanes and pedestrians will result, and angled parking would create an atmosphere conducive to slowing traffic down through the retail core area of the village center.

2. Roadway Alignments - There is a need to address regional traffic issues in the vicinity of the mixed-use development. The City Council has taken the position that a future arterial roadway connecting MD 197 to MD 424 in Anne Arundel County is necessary. The City Council recently reaffirmed this policy position despite opposition from the Patuxent Research Center and Anne Arundel County. Because of possible conflicts with the activities of the Patuxent Research Center a regional roadway cannot be constructed at that location. This Sector Plan area represents the only remaining potential for establishing the aforementioned roadway connection. In order to implement the City Council's position, it is recommended that a roadway alignment be shown in the northern end of the mixed-use development area, north of the Office and Research Campus. It is recommended that the Sector Plan endorse a parkway character for the new roadway, similar to the Baltimore-Washington Parkway (for example, the new road could be named "Patuxent Parkway"). The road should be designed to be wildlife friendly with numerous below grade crossings and tunnels and a minimal footprint and limit of disturbance, with segments of the roadway constructed as a causeway on pilings to address the constraints of 100-year floodplain, wetlands and the Patuxent River. A proposed alignment for this parkway is shown on Attachment #3. Providing access to the mixed-use center via this recommended

arterial road will help with the viability of the proposed commercial, office and institutional uses as well as strengthen the multi-modal nature of the center by affording better regional accessibility to and from the transit hub.

3. Trail Alignments - "Map V-11: Proposed Pedestrian and Bicycle Facilities for Project Area" on page 96 should be revised to designate the "Trail Approved by the City of Bowie" category as exclusively master planned trails recommended by this Sector Plan. Without such a clarification, the proposed trail network does not have the force of master planning policy and future development will not be required to adhere to the City's recommended trail network. The need for this clarification in the Sector Plan cannot be overstated.

Map V-11 does not show any potential connection between the trail alignment proposed by the City of Bowie on the south side of the Amtrak Northeast Corridor at the end of Normal School Road to the existing MARC Station platform. A field review of existing conditions by City staff and consultants indicated that an extremely beneficial trail connection between Old Town Bowie and Bowie State University, via 11th Street and Normal School Road, could be made immediately. This connection should be included on Map V-11 and recommended by this Sector Plan in the fourth listed strategy under Policy 3 on page 101.

4. Sidewalks - Policy 4 on page 101 recommends construction of sidewalks where appropriate. To provide a more complete system and to strengthen the physical relationship between Bowie State University and the City of Bowie, it is recommended that the sidewalk located on the east side of MD 197 that currently terminates at Rustic Hill Drive be extended all the way to the entrance to the University. The sidewalk should be constructed in addition to, and not a replacement for, the recommended on-road bicycle lane.

5. Transit - To further enhance transit service to the Sector Plan area, the third Transit strategy on page 98 should specifically recommend extension of the Corridor Transportation Corporation (CTC) bus service between Laurel and the mixed-use Village Center.

6. Parking - Policy 1 beginning on page 101 includes a strategy to utilize structured parking facilities for multiple overlapping uses, including short-term retail, longer term employment, and parking for evening and nighttime uses. However, these facilities are not specifically recommended relative to the public transit. In order to enhance the potential for the transit hub to function as a multi-modal transportation transition point, structured parking is recommended. Structured parking should be implemented at both the north and south lots identified in the Sector Plan. The ease of access from MD 197 and growth in commuter traffic support the need for additional parking capacity as noted above. The Sector Plan, on page 23, acknowledges that there are 693 parking spaces existing at the MARC Station and that parking is already near capacity during peak periods. Also, the Maryland Transit Administration Office of Planning forecast parking demand of 700-1,000 total parking spaces by 2030. Additional strategies should be added to pages 98 and 102 reflecting the immediate need to construct garage parking at the MARC Station and to carefully integrate the structures into the Village Center design.

7. Environmental Infrastructure and Sustainability - Policy 7 on page 106 contains a strategy devoted to creating an environmentally friendly biomass power plant to power the University and "Community Center" by using tree trimmings. The strategy names the City of Bowie as one of the suppliers of tree trimmings. While the biomass power plant is an interesting idea, the City of Bowie has not been invited to participate or provide material for this purpose. It is therefore recommended that reference to the City be deleted from the strategy.

Chapter VI: Implementation

Priority Funding Area (PFA) (page 112) - The Sector Plan recommends that portion of the "Community Center" proposed for mixed-use development is designated as part of the County's PFA. Staff concurs with this recommendation and notes that it is also consistent with the above Chapter IV staff recommendation that only the developable areas be reclassified to the Developing Tier.

Action and Phasing Plan (page 114) - In the Action and Phasing Plan, staff identified several agencies listed in the table as being in need of revision. Improvements to MD 197 should be the responsibility of the Maryland State Highway Administration, not the County Public Works Department. Second, the construction of hiker-biker trail segments between the "Community Center" and City of Bowie are more likely to be constructed by M-NCPPC or local developers than the County Public Works Department. Third, the recommendation to provide shuttle service to connect the "Community Center" to Old Town Bowie and Bowie Town Center cannot be assigned to the City of Bowie because the City has no such service nor has it agreed to provide it. In fact, Policy 4 on page 105 includes a strategy that states Bowie State University should provide this shuttle bus service.

Sectional Map Amendment (page 119) – Only two (2) zoning changes are proposed involving a total of 23 properties and 271 acres (see Attachment #4):

- Change Number 1: O-S Zone to M-X-T Zone (33.54 acres)
 Change Number 2: R-O-S Zone to M-X-T Zone (204 acres)

Staff concurs with the zoning of these properties to effectuate the "Community Center" mixed-use concept envisioned in the Sector Plan and recommends that both changes be approved.

IV. Findings and Recommendations

Staff concludes that the proposed design concept for the "Community Center" has many virtues that will help in furthering the concept envisioned in the 2006 Bowie and Vicinity Area Master Plan. In addition, many of the goals, policies and strategies for the Sector Plan area (e.g. bike trail recommendations) will enhance and further articulate the Area Master Plan's recommendations for this part of the Bowie and Vicinity planning area. However, staff has numerous concerns with the Sector Plan, as described in this staff report, and has set forth the following findings and recommendations to help refine the Plan and suggest ways it can better conform to City Council policies. Staff recommends that the Preliminary Sector Plan and SMA be endorsed, subject to the following:

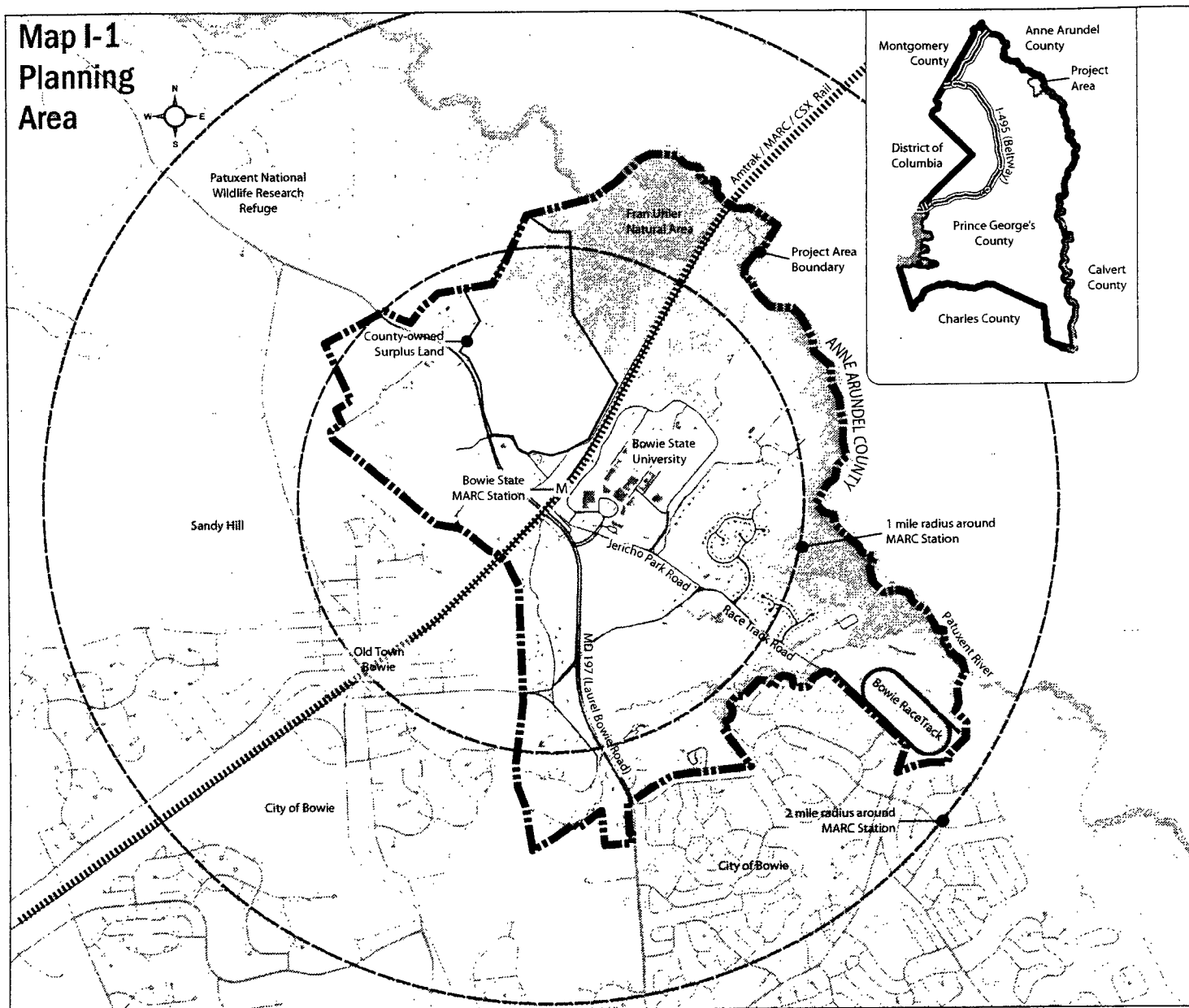
1. Data should be provided to demonstrate that Old Town Bowie retail businesses will not suffer economically from construction of the retail component of the mixed-use "Community Center".
2. Page 21 of the Plan text should be revised and corrected to recognize the substantial role of the Maryland Science and Technology Center/Melford in the Prince George's County office market.
3. A traffic Level-of-Service (LOS) study should be included in the Sector Plan to demonstrate that the 600,000 square feet of future retail, office and institutional

- uses and 1,085 dwelling units will not overburden traffic capacity of existing or planned roadways.
4. An assessment of the quality of woodland, how much will be removed and how trees removed will be mitigated should be included in the Plan.
 5. Reference to the Anacostia River on page 35 should be clarified and/or corrected.
 6. Given the lack of development proposed for the north and northeastern portions of the mixed-use "Community Center", the extensive natural features in this area and the current designation of the "Community Center" within the Rural Tier, these areas should remain in the Rural Tier and only the developable areas should be reclassified to the Developing Tier.
 7. Clarification should be made in Chapter V, Land Use and Economic Development, regarding goals, intensity of the Office and Research Campus, formation of a Business Improvement District and utility companies serving the area.
 8. Chapter V, Site Design strategy 1 (h) should include a recommendation for tree planting at grade with structural soils as an alternative to tree boxes with tree grates in the commercial areas.
 9. Clarification should be made to the MD 197 bike lane classification.
 10. Clarification should be made to the width of sidewalks in the main street of the proposed Village Center.
 11. The Village Center strategy for the "village green" should include some minimum parameters as to size.
 12. The Roadway cross sections should be revised to address bike lane issues.
 13. The Old Jericho Park Road "Main Street" cross section should be revised to include angled parking spaces, rather than parallel spaces.
 14. A roadway alignment for a future arterial roadway should be shown in the northern end of the mixed-use "Community Center", north of the Office and Research Campus. The Sector Plan should endorse a parkway character for the new roadway and strategies should be included to ensure the road will be designed to be wildlife friendly with numerous below grade crossings and tunnels and a minimal footprint and limit of disturbance, with segments of the road constructed as a causeway on pilings to address the constraints of 100-year floodplain, wetlands and the Patuxent River.
 15. Map V-11 should be revised to designate the "Trail Approved by the City of Bowie" category in the legend as exclusively master planned trails recommended by this Sector Plan.

Preliminary Bowie State MARC Station Sector Plan/SMA

16. A trail connection on the south side of the Amtrak Northeast Corridor railroad tracks at the end of Normal School Road to the existing MARC Station platform should be shown in Map V-11 and discussed under Policy 3 on page 101.
17. Policy 4 on page 101 should include reference to a sidewalk extension along the east side of MD 197 from Rustic Hill Drive to the entrance of Bowie State University. The sidewalk should be constructed in addition to, and not a substitute for, the recommended on-road bike lane.
18. The Transit strategy on page 98 should specifically recommend extension of the Corridor Transportation Corporation bus service between Laurel mixed-use Village Center.
19. Structured parking should be implemented at both the north and south lots identified in the Sector Plan. Additional strategies should be added to pages 98 and 102 reflecting the immediate need to construct garage parking at the MARC Station and to carefully integrate the structures into the Village Center design.
20. Reference to the City should be deleted from Policy 7 on page 106 concerning the proposed biomass power plant.
21. The Action and Phasing Plan should be revised to reflect proper agency designations, as noted in this staff report.

Attachment #1 - Sector Plan Area
Attachment #2 - Major Plan Highlights
Attachment #3 - Proposed Arterial Roadway Alignment
Attachment #4 - SMA Map



Relationship to the General Plan

The sector plan establishes development policies consistent with the intent and vision of the 2002 *Prince George's County Approved General Plan*. The General Plan places the sector plan area within two growth policy tiers—the Developing Tier and the Rural Tier—and beyond any designated centers or corridors. Approximately 25 percent of the sector plan area falls within the Developing Tier, which the General Plan envisions as an area of low-to moderate-density suburban residential communities, distinct commercial centers, and transit-serviceable employment areas. Developing Tier growth policies emphasize a balance between the pace of development and the demand for adequate roads and public facilities, encouraging contiguous expansion of development where public facilities and services can be provided most efficiently. The remaining 75 percent of the sector plan area falls

Plan Highlights

Vision

The vision for the Bowie State MARC Station area is a close-knit community consisting of many diverse residential neighborhoods, an expanded and improved world-class educational institution at Bowie State University (BSU), and high-quality office and research facilities, all oriented around a vibrant and active community center. The Bowie State MARC Station area offers residents, students, workers, and visitors retail options, attractive parks and open spaces, trails, multiple transportation modes, public safety, and other public facilities.

Land Use and Economic Development

- Rezone the community center to mixed-use zoning.
- Provide new development with high-quality residential and non-residential uses that have appropriate densities for three designated villages within the community center.
- Encourage a larger private or state-government user to locate to the Bowie State MARC Office and Research Campus.
- Encourage the construction of a BSU convocation center and laboratory school to be located in the community center.
- Establish a multidimensional branding campaign that brings clear identity to the area, promotes the area's strengths, and alerts private investors to its readiness for business.

Infrastructure Elements

- Relocate and improve the MARC Station north of its current location with centrally located parking and a vehicular/pedestrian passageway under the new station and Amtrak Rail line. This new passageway will link the university with the "main street" of the community center.
- Transform BSU's Loop Road into a parkway configuration with landscaped medians and plantings along the street edges.
- Create a bus hub at the new MARC Station that can accommodate new and/or increased regional and local bus service, creating an opportunity to connect to mass transit services and regional connections.

- Create a pedestrian overpass across the Amtrak Rail line at the northern end of the BSU campus, connecting to the North Village of the community center.
- Create bike lanes along MD 197 and Race Track Road that are separated from the street.
- Create a hiker/biker trail alongside the Amtrak Rail Line that will connect the community center to Old Town Bowie.
- Provide a county bus service or shuttle that connects the Bowie State MARC Station to Old Town Bowie, the Bowie Town Center, and the City of Bowie.
- Provide a continuous network of sidewalks, bikeways and trails that provide opportunities for residents to reduce automobile trips and encourage them to walk or bicycle.

Quality of Life

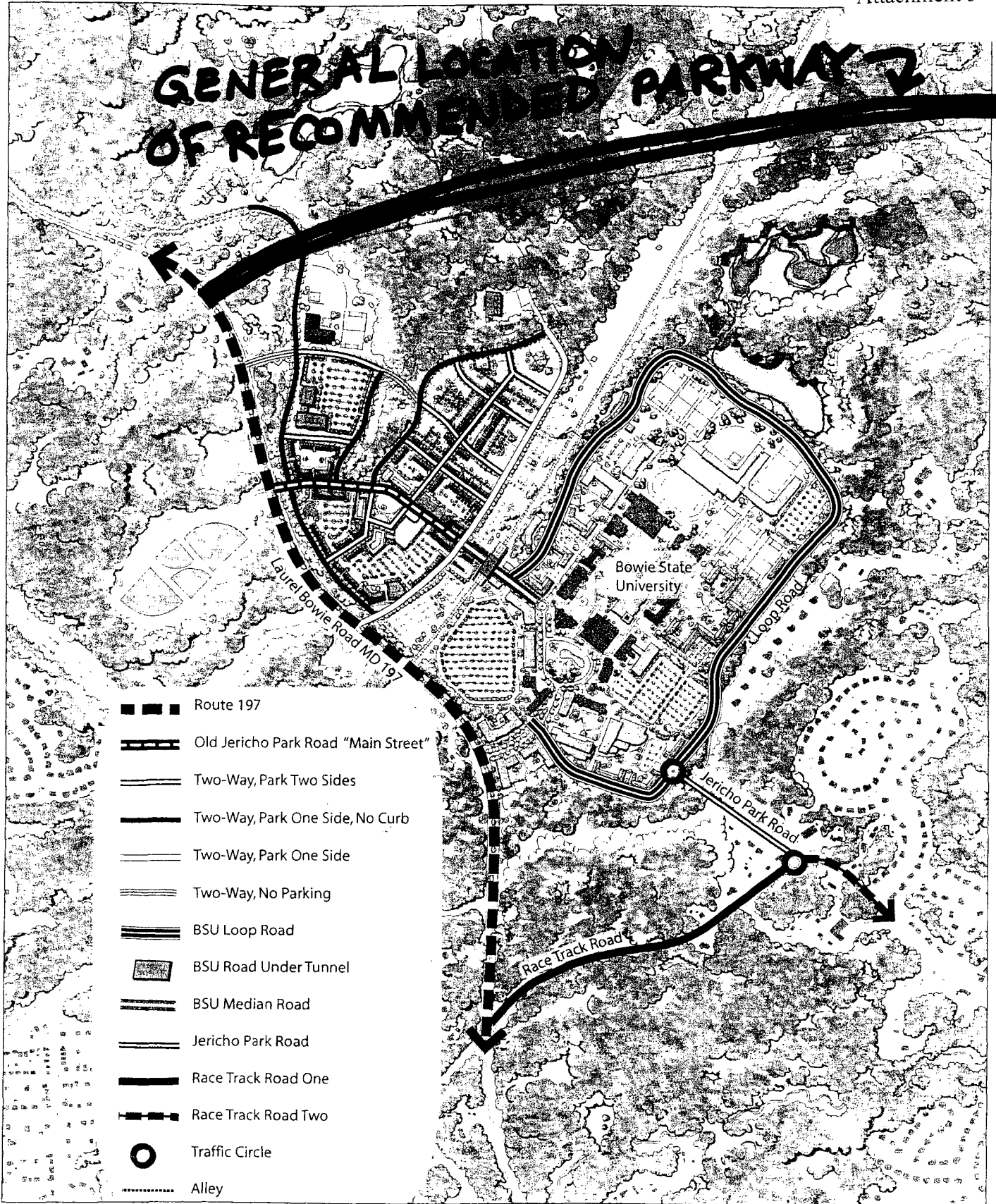
- Ensure that regulated areas designated in the sector plan's green infrastructure network are preserved, restored, or enhanced before and during development, to be reviewed in the approval process.
- Implement the recommendations of the *Approved Countywide Green Infrastructure Plan* in all development to address the relationship of planned growth to water resources for both waste disposal and safe drinking water. Include an analysis of water-resource protection areas, groundwater resources, water quality standards, total maximum daily load (TMDL) standards, and waste and stormwater management.
- Use best management strategies (BMS) to house and treat stormwater on-site through methods such as bio-retention swales, rain gardens, and man-made wetlands. These BMS will be used to capture, clean and treat stormwater and allow it to permeate into the ground or percolate into nearby wetlands and the Patuxent River.
- Support one specially designated, landmark LEED building for the BSU campus to enhance education and research in green technologies. This landmark building should be progressive in its green strategies, employ the latest green techniques and materials, and be unique in order to encourage visitors to learn from its example. This building may be well suited to a new program in environmental science, an administration building, or a new laboratory school.
- Require the use of alternative-lighting technologies at athletic fields, parking facilities, and shopping areas to limit light intrusion onto adjacent properties and provide safe and even lighting levels.

Design and Appearance

- Utilize Crime Prevention Through Environmental Design (CPTED) techniques for future development and redevelopment to create safe and comfortable areas for residents, workers, and visitors.
- Utilize design guidelines for the community center to identify strategies that will be used during the development review process and to help ensure top-quality and sustainable products.
- Enhance the streetscape along MD 197 with native trees, ornamental pedestrian scale lighting, and Bowie State University or community center banners as part of the design.
- Construct new Bowie State University buildings at the intersection of MD 197 and New Semchopk Road to serve as a formal pronounced gateway into the university from the busy wooded highway.
- Provide design strategies for the BSU physical campus that facilitate and strengthen ties with the local community as the university moves forward with its planned growth.

Implementation

- Zoning changes are limited to making the community center conform to the land use plan, with the majority of the plan area maintaining its existing zoning classifications.
- Include a sectional map amendment to implement the sector plan's vision and recommendations.
- Provide a public facility cost analysis and estimates for the purpose of seeking future funding for proposed projects.
- Provide an action and phasing plan to implement the sector plan's recommendations.





City of Bowie

2614 Kenhill Drive
Bowie, Maryland 20715

MEMORANDUM

TO: City Council

FROM: Toussaint D. Gaskins, Chairman
Bowie Advisory Planning Board

SUBJECT: Preliminary Bowie State MARC Station Sector Plan
Proposed Sectional Map Amendment (SMA)

DATE: June 24, 2009

On Tuesday, June 23, 2009 the Bowie Advisory Planning Board reviewed the Preliminary Bowie State MARC Station Sector Plan. After hearing the staff presentation, BAPB members had the following questions and comments:

- Would the Jericho Park Road bridge, north of Race Track Road, still pose an impediment to the future traffic pattern, if it is closed?
- Parking for MARC Station should be expanded as soon as possible.
- What potential exists for the City to annex the mixed use development and Bowie State University? Could financing mechanisms such as a Special Taxing District be used to help fund the transit improvements recommended in the Sector Plan (such as the recommendation for shuttle bus service to Old Town Bowie and Bowie Town Center)?
- Due to construction of the Intercounty Connector, MD 197 will be used by regional traffic. It is important that the transportation network be examined comprehensively, and a multi-modal approach will be advantageous in planning for the new mixed use development. This is further support for the recommended arterial roadway connecting MD 197 to MD 3 in Anne Arundel County.
- Why does the plan recommend a Business Improvement District and why is staff opposed to it?
- The impact of the retail component of the mixed use development on Old Town Bowie must be better understood as should the long-term development goals for Old Town Bowie.
- What is the intended image for Old Town Bowie and what techniques, including ones used elsewhere in the country, have been discussed to help direct future development of Old Town Bowie?
- What is the effect of the Federal stimulus program on the Sector Plan's recommendations?
- The Sector Plan represents "a beautiful dream".
- Within the mixed-use center, buildings should be as tall as possible in order to keep the development compact. This thinking should also be applied to construction of new buildings on the Bowie State University campus.

MAYOR G. Frederick Robinson **MAYOR PRO TEM** Todd M. Turner

COUNCIL Dennis Brady ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Trough ♦ Geraldine Valentino-Smith **CITY MANAGER** David J. Deutsch
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