

MEMORANDUM

TO: City Council

FROM: Alfred D. Lott, ICMA-CM, CPM
City Manager

SUBJECT: *Status Report*

DATE: May 24, 2018

Status Report

1. Vehicle Purchases

The FY19 Budget allocates for the purchase of new and replacement vehicles. The Public Works Department has identified contracts available for piggyback to make the purchases. All vehicles are within their budgeted amounts. The purchases are:

Vehicle	Division	Item	Vendor	Piggyback Contract	Cost	Budget	Difference
New to Fleet	Garage	3/4 Ton Pick Up Truck	Hertrich Fleet Services	SHA BPO #001B8400168	\$28,375.00	\$28,400.00	\$25.00
405 Replacement	Water Plant	3/4 Ton Pick Up Truck	Hertrich Fleet Services	SHA BPO #001B8400168	\$26,075.00	\$26,100.00	\$25.00
New to Fleet	Water Plant	Ford Fusion	Apple Ford	SHA BPO #001B8400157	\$17,463.00	\$17,500.00	\$37.00
New to Fleet	Utilities	3/4 Ton Pick Up Truck	Hertrich Fleet Services	SHA BPO #001B8400168	\$26,075.00	\$28,000.00	\$1,925.00
New to Fleet	Utilities	Cargo Van	Lindsay Ford	Montgomery County #1065344	\$27,982.94	\$27,300.00	(\$682.94)
Total					\$125,970.94	\$127,300.00	(\$1,329.06)

Although the cargo van for the Utilities division is over budget, there will be sufficient funds in the account with the new pick-up truck for Utilities coming in under budget.

As provided by Section 62 of the City Charter, this will serve as the required seven-day notice of intent to issue purchase orders to Hertrich Fleet Services, Apple Ford and Lindsay Ford for the amounts listed above.

2. Bike to Work Day

This year's region-wide annual Bike to Work Day event was held last Friday, May 18th. Two of the 100 area pit stops were in Bowie: at the Bowie Town Center; and, at the Huntington Fire Station in Old Town Bowie. Despite the rainy weather, participation at both Bowie pit stops was quite surprising. At the Town Center pit stop, 32 people registered, with 18 folks attending (56%), including one "ride-up" biker. There were 20 pre-registrants for the Old Town pit stop, with 14 in attendance (70%), which included three riders who registered at the pit stop. Special thanks again this year to staff of the Washington Prime Group, owners and managers of the Town Center, and to the firefighters at the Huntington Fire Station for their participation, cooperation and support at the respective pit stops. According to COG's Commuter Connections, region-wide, more than 17,000 commuters participated in this year's Bike to Work Day.

3. Jesuit Property (Bowie Whitemarsh Property) Community Meeting

Attached to today's Status Report is a summary of the Community Meeting, held on May 22nd, regarding the proposed development on the Jesuit Property along MD Route 450 (Zoning Map Amendment A-10039).

ADL/lfr
Attachment

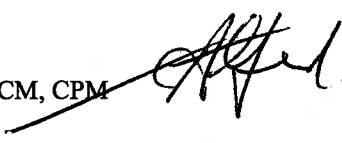


City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

MEMORANDUM

TO: City Council

FROM: Alfred D. Lott, ICMA-CM, CPM
City Manager 

SUBJECT: Community Meeting
Jesuit Property, (aka Bowie Whitemarsh Property)
Zoning Map Amendment #A-10039
Annapolis Road (MD Route 450)

DATE: May 24, 2018

On May 22, 2018, a Community Meeting was held regarding the above referenced case. Approximately 125 residents attended the meeting. State Senator Peters, State Delegate Valentino-Smith, Mayor Robinson and City Councilmembers Esteve, Glass and Woolfley were present as well.

The applicant, Elm Street Development, is seeking to rezone approximately 155 acres on the north and south sides of MD Route 450, between Race Track Road and MD Route 3. The property on the north side of MD Route 450 is presently zoned R-E (Residential-Estate), while the land on the south side is zoned R-A (Residential Agriculture). The applicant is requesting a Zoning Map Amendment to change the zoning on both sides of MD Route 450 to R-S (Residential Suburban), in a Comprehensive Design Zone (CDZ), with a density of up to 3.5 units per acre.

Mr. Jude Burke, with Elm Street Development, opened the Community Meeting by introducing his team members present: Mr. Chris Hatcher, a land use/zoning attorney with Lerch, Early and Brewer; and Mr. Dave Nelson, a traffic engineering consultant with Street Traffic Studies. Mr. Burke continued by noting that the meeting is an informal/unofficial meeting, and that no vote would be taken at the meeting, and by saying that the applicant has not scheduled any County or City hearings at this time. He began the visual portion of the presentation with a PowerPoint show, which he noted would be made available to the City Planning Department for placement on the City's website. Mr. Burke provided a history of the nearly 2,000 acres that were once owned by the Jesuits. The property under contract is owned by the Jesuits, is zoned residential and could be developed, under the current zoning, with up to 115 residential building lots of one to two acres each. Mr. Burke noted that the 2006 Area Master Plan recommended the subject site for housing, and that Plan 2035 identified the site for low-to-medium density development. The R-S zoning requested, with an approximate proposed density of 2.9 dwelling units/acre, is considered within the low-to-medium density range, and that proposal is consistent with Smart Growth development. Mr. Burke mentioned that his company has considered developing the property with several types of residential and commercial uses, a planned retirement community (which would involve the Special Exception process), or age-restricted housing on a portion of the property, but has decided to move forward with the current proposal. He continued by saying that the residential development proposed on the north side of MD Route 450 would be compatible with the existing development in the adjacent "P" section of the City, and that an extension of Ivy Way, and a vehicular connection between Ivy Way and the subject site, are no longer

**Community Meeting
 Jesuit Property, (aka Bowie Whitemarsh Property)
 Zoning Map Amendment #A-10039
 Annapolis Road (MD Route 450)**

proposed, despite the recommendation to the contrary by the Transportation Planning Section of Park and Planning. Mr. Burke noted that his firm has conducted a study of the capacity of the City's water and sewer systems, and that those systems can accommodate the water and sewer needs of the proposed development.

With respect to MD Route 450, Mr. Burke said that the widening of that roadway is on hold by the State Highway Administration (SHA). He and his team have met with SHA, with the intention of jump starting the road widening construction process that would result in a permanent solution rather than in piecemeal, incremental improvements, which would have to be removed when the State moves forward with its road widening. Mr. Burke described SHA's road widening process, and noted that if a developer implemented the project, pursuant to SHA-approved plans and permits, it could be done quicker and would be less costly. Mr. Dave Nelson mentioned that a missing link, or roadway "pinch", will not be addressed anytime soon by the State without a joint public-private partnership, in which this developer is willing to participate. The goal of the MD Route 450 roadway improvements along the site frontage is to mirror the existing section in the vicinity of Bowie High School and the County library, which includes a four-lane divided section. With respect to the County Master Plan of Transportation, Mr. Nelson indicated that he's confident that the development proposal doesn't negatively impact the Master Plan. At this stage, the project is tested against the Master Plan; more detailed studies and analyses will occur at future stages of the development review process.

Mr. Burke noted that a Phase I archeological study had been performed on the property, and that two areas of "special significance" were identified. However, there was no evidence of any graves on the site. The proposed buffer areas around the church property are greater than are required, and the project meets the County's tree conservation requirements.

In concluding his opening comments, Mr. Burke said that his firm envisions an 8- to 10-year project build-out, with approximately 50 to 60 families annually moving into the development.

State Senator Douglas Peters addressed the audience, noting that he has been opposed to this development for many years. In 2006, issues were that MD Route 450 was not improved, and that Sacred Heart Church needed to be protected in perpetuity by covenants on the property. The soonest MD Route 450 could be widened, according to SHA, is 10 to 15 years away. In concluding, Senator Peters stated that he does not support the requested upzoning, and that the developer should withdraw the application.

State Delegate Geraldine Valentino-Smith began a question and answer dialogue with Mr. Burke:

- Who owns the property? **(Response: The Jesuits own the property; Elm Street Development is the contract purchaser.)**
- How long is the contract to purchase valid? **(Response: Mr. Burke would not discuss the details of the contract with the Jesuits. However, Elm Street reviews development plans with the Jesuits at each step of the process.)**
- How far are the closest WSSC water/sewer connections? **(Response: Mr. Burke refused to answer this question.)**
- Plan 2035 should not have changed the property. The Park and Planning staff advised the County Council not to change the property. **(Response: Elm Street Development**

Community Meeting
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 Annapolis Road (MD Route 450)

was not involved with the site until after the change was made under Plan 2035. Sacred Heart and the Jesuits submitted letters of support for the property change. The County Council removed the Rural Tier designation, and changed it to an Established Community, which impacts proposed Pods A and C, on the south side of MD Route 450.)

In concluding her questions, Delegate Valentino-Smith stated that the property was moved via Plan 2035 without public input, but with only exhibits submitted, and the County Council voted on the change based on the information.

Questions raised and comments made by the public included:

- Have any health concerns been raised by the development of the property? **(Response: no health concerns were raised in the Park and Planning referrals.)**
- With respect to the archeological study, what are the details of the digs done by the consultant and is there a report available to review? **(Response: The study was performed by a professional archeologist, who complied with the applicable regulations. The report is on file.)**
- Public input was not provided for Plan 2035. The adoption of that plan was not to have included specific property changes. This rezoning request should be withdrawn. **(Response: The applicant has been transparent, and does not want to alienate the community.)**
- Was the nearby landfill studied? Is there any gas leakage? **(Response: The studies done on the property under contract show that there is no methane gas leakage, and that the properties are safe.)**
- Have travel times in the area been studied? **(Response: A proposed intersection on the north side of MD Route 450 will be designed to line-up with the Sacred Church exit, and a traffic signal will most likely be installed.)**
- Where will the land for the widening of MD Route 450 be taken? **(Response: Land for road widening will be from frontages of the subject site proposed for development.)**
- What other public facilities or improvements are proposed as a result of this development? **(RESPONSE: In addition to improvements to MD Route 450, trail connections will be provided, and a County Schools Surcharge Fee will be paid prior to the issuance of each building permit. The County has indicated that there is existing capacity at the local nearby public schools.)**
- What is the price range of the future dwellings in this project? **(RESPONSE: Prices of future units have not been determined at this point.)**

Community Meeting
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 Annapolis Road (MD Route 450)

- Would the property still be developed if the zoning was not changed under this application? **(RESPONSE: The applicant is considering all development options.)**
- What are the sizes of the buffers proposed from the church property? **(RESPONSE: The buffer width from the church's eastern property line is between 200 ft. and 300 ft., while the buffer proposed from the church's western property line ranges from 75 ft. to 125 ft.)**
- What are the ecological impacts of the proposed development on air quality, wildlife and trees? **(RESPONSE: Approximately 30% of the site will remain in tree preservation.)**
- Has any asbestos been found east of proposed Pod C? **(RESPONSE: No problems with asbestos have been found.)**
- Proceeding with the proposed development should be delayed until the new Master Plan process has been completed. **(RESPONSE: The current Master Plan recommends the site for residential development in a Comprehensive Design Zone, which is what is being proposed.)**
- Is there a buffer area proposed on the north side of Pod B? **(RESPONSE: Although there is no buffer required because two single-family residential communities will abut each other, a 30-foot wide buffer is proposed at this time from the lots in the "I" section.)**
- How many proposed dwelling units were included in the water/sewer analysis? **(RESPONSE: The analysis included a review of the impacts of approximately 440 dwellings.)**
- What is the distance of the proposed buffer to the Grotto? **(RESPONSE: The distance is approximately 500 feet.)**
- Is this exercise a waste of time? Has the outcome of this proposal already been decided? **(RESPONSE: The meeting and process are not a waste of time. Nothing has been decided. The applicant is open to different ideas, and is attempting to reach a middle ground for support.)**
- When will the building process begin? **(RESPONSE: Without obstacles, the beginning of that process is at least a couple of years away.)**

The development team offered to stay afterwards to discuss the proposal with anyone who wished to do so.