



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org
301-952-3972

December 7, 2021

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Andree Green Checkley, Esq., Planning Director
Derick Berlage, AICP, Acting Deputy Planning Director
David Warner, Esq., Principal Counsel, Office of the General Counsel
Kipling Reynolds, AICP, Chief, Community Planning Division

FROM: Scott Rowe, AICP, CNU-A, Supervisor, Long-Range Planning Section, Community Planning Division
Thomas Lester, Planner Coordinator, Long-Range Planning Section, Community Planning Division
Andrew W. McCray, Senior Planner, Long-Range Planning Section, Community Planning Division

SUBJECT: **Preliminary Bowie-Mitchellville and Vicinity Master Plan – Staff Analysis of Joint Public Hearing Testimony**

On October 4, 2021, the Prince George's County Planning Board and the Prince George's County Council, sitting as the District Council, held a joint public hearing to receive testimony regarding the Preliminary Bowie-Mitchellville and Vicinity Master Plan. At the hearing, staff submitted Exhibits #1 and #2 for the record, including the preliminary master plan. In addition, 23 speakers testified. The joint public hearing record was closed on October 19, 2021. A total of 31 written statements of testimony were received by the Office of the Clerk of the Council before the hearing record closed. In summary, a total of 33 exhibits were admitted into the public record.

This memorandum contains the staff analysis of the October 4, 2021, joint public hearing transcript and all of the testimony received by the Clerk's office before the close of the public hearing record. It focuses on several broad themes or issues that ran throughout the oral and written testimony. Staff summarize those themes below. Detailed staff responses and recommendations are contained in the attached matrix of summarized testimony (Staff Analysis Table, Attachment 3).

For the details of the broad staff analysis, we refer you to the following attachments:

Attachment 1: The complete transcript of the October 4, 2021, public hearing, including the list of speakers;

Attachment 2: A complete list of exhibits received by the Clerk of the Council, including submissions admitted into the public hearing record by its October 19, 2021, closing date and late testimony submitted after October 19, 2021; and

Attachment 3: A Staff Analysis Table that lists each exhibit by key points raised, the staff response to that testimony, and staff recommendations.

Summary Analysis of Testimony

Overall, the submitted public hearing testimony indicated broad support for the plan vision of a walkable/cyclable community anchored by the Bowie Local Town Center and Bowie State University MARC Campus Center. Several speakers commended staff for its work in preparing the plan and expressed the hope that its vision would come to pass.

Several exhibits reflected a concern from residents that the development envisioned by the plan would compromise the pattern of development that they had come to enjoy. Other exhibits offered proposed technical corrections or changes to the preliminary master plan.

The following broad themes ran throughout much of the testimony by residents:

1. ***Commercial Development at Six Flags America*** – Many residents, especially those who reside at Cameron Grove community, voiced concern over the potential development of the properties owned by Six Flags America Corporation along MD 450. The master plan supports the expansion of the park as a long-standing, commercial recreation attraction, but does not support a mixed-use center, as this would detract from the potential of the plan centers and focus areas, and existing retail shopping centers. Staff recommends revisions to the policies and strategies for clarification regarding the Six Flags Americas properties.
2. ***Residential Development at Retail Shopping Centers*** – The City of Bowie has expressed concern about the addition of residential development, particularly multifamily, at certain shopping centers such as Free State and Pointer Ridge Shopping Centers, but has not expressed the same concern at Bowie Town Center. However, healthy retail shopping centers in suburban locations have evolved over the last decade, and creative solutions in their revival, such as introducing a housing component, are necessary to keep these areas thriving. The preliminary plan recommends including residential development at several shopping centers to maintain their viability and to encourage a variety of housing types in the plan area.

Testimony was also received in support of residential growth at existing retail hubs. Staff recommends no changes to the related Land Use and Housing and Neighborhoods policies and strategies.

3. ***Bowie Local Town Center Boundaries*** – The City of Bowie proposed to expand the boundaries of the Bowie Local Town Center well beyond the recommended boundaries defined in the preliminary master plan. The City of Bowie also testified that the properties east of US 301, that were removed from the center by the preliminary master plan, be returned to the center with the addition of property that is currently in the Rural and Agricultural Area. However, staff assert that such an expansion would dilute the core’s potential to becoming a denser walkable environment as envisioned by the plan; it would be inconsistent with Plan 2035 and the 2017 Resource Conservation Plan and their policies to maintain the size of Agricultural and Rural Areas and to not expand the growth boundary. Staff recommends adding strategies in Land Use and in the Implementation Matrix to monitor and evaluate local centers for future consideration of boundary expansion.
4. ***Townhouses at Freeway Airport*** – Testimony was received that questioned the plan on Freeway Airport, especially regarding the future land use and type of housing being permitted. There is currently an amendment to the County Zoning Ordinance under litigation that would permit townhouses in the Residential-Agricultural (R-A) Zone. If this litigation is unsuccessful the master plan is supportive of what is legally permitted by-right. However, the area is best suited for Rural and Agricultural land uses, including very low-density housing. Staff recommends no change to the Future Land Map but does recommend revisions to the relevant land use strategies and land use implementation matrix for clarification regarding the Freeway Airport property.

Attachment 3, Staff Analysis Table, provides a detailed analysis of comments and any proposed staff revisions for your consideration. Staff is available to answer any questions that you may have about this analysis. Thank you for your consideration and support.

Attachments:

Attachment 1: October 4, 2021, public hearing transcript, including the list of speakers

Attachment 2: Complete list of exhibits received by the Clerk of the Council, including submissions admitted into the public hearing record by its October 19, 2021, closing date and late testimony submitted after October 19, 2021

Attachment 3: Staff Analysis Table that lists each exhibit by subject and author, key points raised, the staff response to that testimony, and staff recommendations

cc:

Katina Shoulars, Acting Chief, Countywide Planning Division

Will Capers, Planning Supervisor, Transportation Planning Section, Countywide Planning Division

Bowie-Mitchellville and Vicinity Master Plan Project File

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Introduction

This transcript analysis summarizes 31 exhibits and 68 pages of transcribed oral testimony (representing 23 speakers) from the Joint Public Hearing on the *Preliminary Bowie-Mitchellville Master Plan* held October 4, 2021. The testimony is included as an attachment.

Following a review of the exhibits and oral testimony, Planning Department staff analyzed the major issues raised in the testimony and offer the Department's response. Staff recommends several changes to the text and maps of the preliminary master plan in response to testimony. Copies of the exhibits are included for reference.

This analysis is organized into major subject areas including General Comments, Defining the Context, Land Use, Comprehensive Zoning, Economic Prosperity, Transportation and Mobility, Natural Environmental, Housing and Neighborhoods, Healthy Communities, Community Heritage, Culture, and Design, Public Facilities, and Evaluation and Monitoring.

Within each subject area, the following is provided:

1. Summary of testimony, with the exhibit and/or speaker number and name;
2. Staff analysis of the issue raised in testimony; with a summary of how the preliminary master plan addresses the issue; and
3. Recommended Action (if any).

Within the transcript analysis, the following symbols are used:

Underline indicates language added to the preliminary plan.

[Bracket] indicates language deleted from the preliminary plan.

Municipal Review of Master/Sector Plans

Department staff are available to meet with municipal staff at all times during a plan process, and municipal staff are encouraged to reach out and ask questions throughout the plan and legislative approval process. Should municipal boards, commissions, or legislative bodies choose to review and comment on master or sector plans, staff strongly encourages them to hold worksessions where Department staff can present plan recommendations and answer questions. On September 14, 2021, the Bowie Advisory Planning Board conducted a public hearing on this master plan. On September 20, 2021, the Bowie City Council held a public hearing on this master plan. Planning Department staff were invited as observers only and not as participants. While staff participation is ultimately at the discretion of the deliberative body, Planning Department staff participation in these events, and in prior worksessions, during previous plans has proven essential in informing municipal review and comment, addressing questions and concerns, and focusing testimony. The City of Bowie's testimony includes recommendations that may have benefited from Planning Department staff's perspective on key issues, especially retail market dynamics and Center-based planning.

Introduction

Staff Recommended Actions

At the direction of the Planning Board, recommendations in this analysis will be incorporated into the Planning Board's Resolution of Adoption, and will include, as an attachment, an Errata Sheet containing corrections and clarifications. The Preliminary Bowie-Mitchellville and Vicinity Master Plan does not include an estimate of public facility costs; these estimates will be added to the Errata Sheet for insertion in the Adopted Master Plan as Appendix G.

Major Issues

This section of the analysis discusses 4 major issues raised in public testimony. These issues may be complex, feature a significant number of witnesses or articles of written testimony, or require a lengthy staff analysis and/or recommendation.

Major Issue #1: Commercial Development at Six Flags America

References

1. Policy LU 4: Support maximum commercial development potential at Six Flags America (p. 53).
2. Strategy LU 4.1: Map 16. Future Land Use recommends commercial land uses for Six Flags America (p. 53).
3. Policy CZ 3: Ensure the Six Flags properties are classified under the appropriate zoning to support an amusement park and ancillary commercial operations (p. 78).
4. Strategy CZ 3.1: Reclassify properties listed in Table 11. CZ 3.1 Zoning Recommendations—North of MD 214, West of Church Road into the Commercial Service (CS) Zone (see Appendix F. Zoning Recommendations). The CS Zone permits Amusement Parks as a Special Exception use that allows for a range of uses and accessory uses customarily associated with an amusement park, including motorized and non-motorized rides, booths for the conduct of sporting events or games, constructed land features such as lakes, hills, or trails, office, and retail and other commercial uses (p. 78).

Testimony in Opposition to the Preliminary Bowie-Mitchellville and Vicinity Master Plan Recommendation:

Speaker # / Exhibit #

Name

Major Issues

Exhibit #4

Timothy J. Adams, Mayor
City of Bowie
Bowie City Council

Speaker #1 / Exhibit #32

Phillippa Johnston,
Cameron Grove Community Association, Inc.

Speaker #2

Cleveland Grant
Resident

Speaker #3

Naomi Person
Resident
Resident

Exhibit #5

Michelle Davis, Resident on behalf of “The Residents of
Collington Manor”

Speaker #5

Cassandra Snead-Ogden
Resident

Speaker #6

Belva Nixon
Resident

Speaker #7 / Exhibit #7

Janet Gingold, Chair
Prince George’s County Sierra Club

Speaker #13

Linda Salmon
Resident

Speaker #14

Wanda Cooper
Resident

Speaker #22

Jimmye Claire Walker
Resident

Speaker #24

Iredia Hutchinson
Resident

Testimony in Support of the Preliminary Bowie-Mitchellville and Vicinity Master Plan Recommendation:

Speaker # / Exhibit #

Name

Exhibit #30

Edward C. Gibbs, Jr., Gibbs & Haller, on behalf of Six Flags America Property Corporation

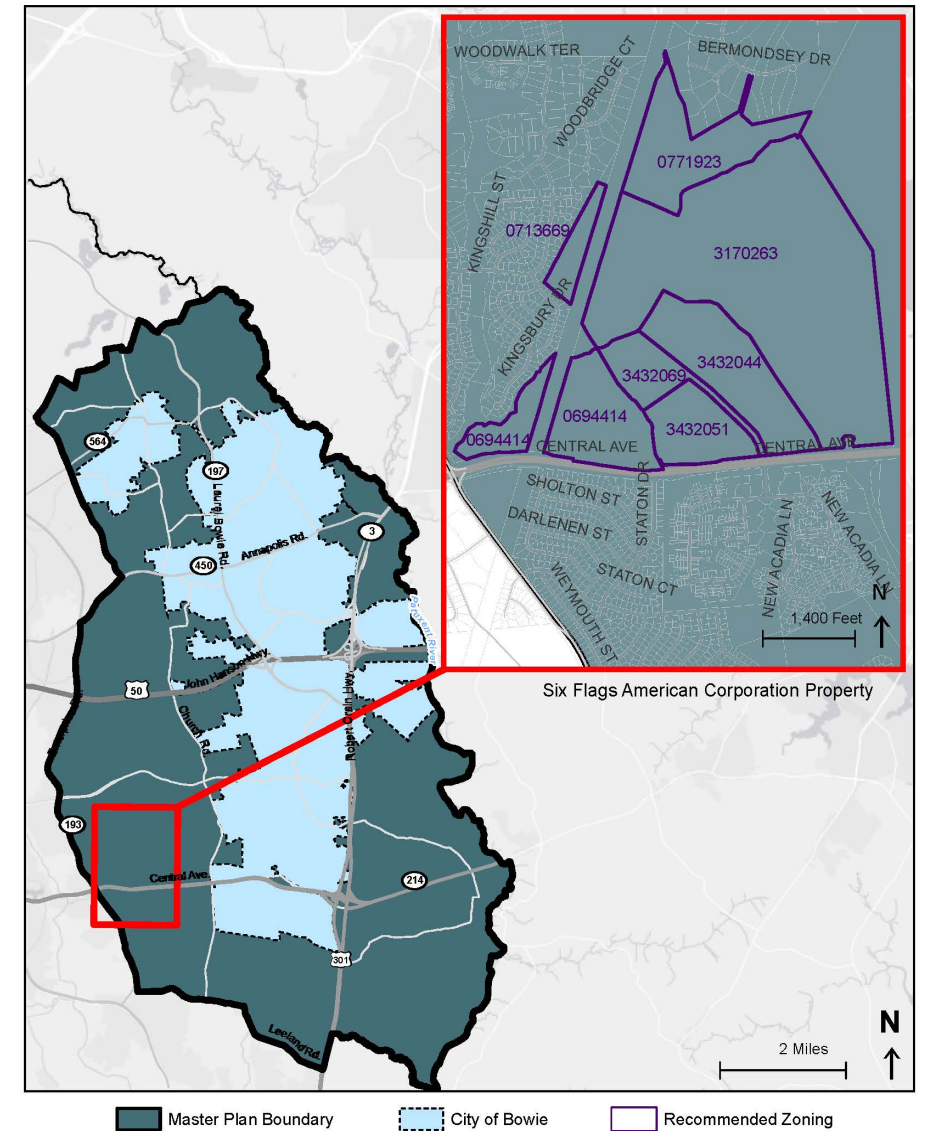
Issues Raised in Opposition to the Preliminary Bowie-Mitchellville and Vicinity Master Plan

Major Issues

In general, the speakers/witnesses above oppose Policy LU 4 and Policy CZ 3 and their related strategies to “support maximum commercial development potential” on the properties (Tax IDs 0694414, 3432051, 3432069, 3432044, 3170263, 0771923, and 0713669 [See Map 1: Six Flags Corporation Property]) owned by Six Flags America. Highlights of testimony include:

- (1) The Cameron Grove Board of Directors observes that these properties are located outside of the Plan 2035 and the Preliminary Bowie-Mitchellville and Vicinity Master Plan Centers and Focus Areas and are designated as Established Communities. This recommendation not only runs contrary to the spirit and intent of Plan 2035, but it also directly contradicts the Preliminary Bowie-Mitchellville and Vicinity Master Plan Land Use Goals one and seven (p. 46). Rezoning this land as commercial continues “the County Council's policy of wrong development in the wrong location” and dilutes other commercial areas.

Map 1: Six Flags Corporation Property



Major Issues

- (2) Mr. Grant testified that he disagrees with the recommended rezoning of Six Flags property from Residential-Suburban (R-S) to commercial as stated in the Preliminary Bowie-Mitchellville and Vicinity Master Plan. “The four parcels of land owned by Six Flags on MD 214 are filled with trees. Not only are the trees attractive, especially in the fall, the tree canopy reduces storm water runoff, improves air quality, reduces the County's carbon footprint, enhances quality of life, contributes to savings on energy bills, and serves as habitat for wildlife.”
- (3) Ms. Person testified that the Six Flags property should not be rezoned to commercial because it will degrade air quality, pollute the environment, increase traffic, and ultimately impact the health of the existing population. She requested deletion of the recommendation to rezone Six Flags.
- (4) Ms. Davis, on behalf of “The Residents of Collington Manor” states that the “Master Plan states that a key policy is to ‘maintain the scale and density of existing residential areas in the Established Communities.’ Yet the Plan calls for “maximum commercial development potential at Six Flags” and its 4 parcels.” Ms. Davis opposes the rezoning of the land adjacent to Six Flags America since they are in the Established Communities, and the policy is inconsistent with directing growth toward the Plan 2035 centers.
- (4) The Sierra Club testified that increasing commercial activity at Six Flags America will affect the sensitive environment of nearby Belt Woods and that “...increasing commercial activity at Six Flags will affect water quality of the Northeast Branch and the Western Branch of the Patuxent.”
- (5) Ms. Ogden is opposed to any effort to rezone the property adjacent to Six Flags from its current classification. The area has lost a significant number of trees due to recent construction and there is “no value in destroying beautiful tree canopies to support maximum commercial development potential on the property adjacent to Six Flags...”
- (6) Ms. Salmon testified that the proposed rezoning of parcels of land adjacent to Six Flags to commercial contradicts Plan 2035, and the Preliminary Bowie-Mitchellville and Vicinity Master Plan. There is sufficient land elsewhere already zoned commercial near transit that can accommodate commercial development. The zone change is inconsistent with surrounding residential neighborhood. The existing attraction already causes traffic, more development will cause additional traffic A new Town Center, in the middle of several residential communities or worse, a warehouse or auto body shop, will result in property values going down. It is unlikely to bring high-end retail and will be designated space with more townhouses later by the developer. Ms. Salmon urges “the Council and Planning Commission to delete the rezoning of the land owned by Six Flags to commercial.”
- (7) Ms. Cooper does not want the land near Six Flags to be developed due to an increase in crime and taxes, and degradation of the environment due to traffic, and loss of trees and habitat.
- (8) Ms. Hutchinson observed that the proposed zoning change to commercial for the “Route 214 parcels of land owned by Six Flags is inconsistent with comprehensive strategies within the Preliminary Bowie-Mitchellville and Vicinity Master Plan, and Plan 2035”. The zoning of the subject properties should “not be changed...we want to attract the best development” to our communities, and the proposed suburban retail center, creates sprawl, contributes to retail tenant cannibalization, and fails to attract the best retailers. Recommending maximum commercial development contradicts directing growth to the centers and fails to be located near transit or existing commercial area. The plan “must adhere to [Plan 2035] to avoid further impact on climate change and the environment.”

Issues Raised in Support of the Preliminary Bowie-Mitchellville and Vicinity Master Plan

- (1) Edward C. Gibbs, Jr., Gibbs & Haller, testified on behalf of Six Flags America Corporation in support of the Preliminary Bowie-Mitchellville and Vicinity Master Plan’s recommendations for Six Flags America. Mr. Gibbs requests that an amendment to the 2018 Adopted Zoning Ordinance be adopted to permit a “Commercial Recreation Attraction” in the Commercial, General, Office (CGO) and Commercial Service (CS) zones and that the Six Flags America property located on the north side of MD 214 (Central Avenue), east of its intersection with MD 193 (Enterprise Road) be rezoned to CGO Zone instead of CS zone. Six Flags submits that the current definition of an "Amusement Park," does not appear to totally embrace uses within the Six Flags America Park. The definition of a "Commercial Recreation Attraction" (CRA) is more appropriate.

Major Issues

Staff Response

The purpose of Policies LU 4 and CZ 3, and Strategy CZ 3.1 was to encourage Six Flags Amusement Park to expand the existing park and accessory land uses onto the abutting property that is under their ownership. The policy was intended to encourage the continued growth of the park and add complementary uses such as a hotel. The park has been a long-time commercial attraction to the County for decades and the Preliminary Bowie-Mitchellville and Vicinity Master Plan wants to encourage its continued success. A commercial recreation attraction, in some form, has been at this location since the early 1970s, with much of the surrounding residential development occurring well after the park's construction.

The recommendations in the Preliminary Bowie-Mitchellville and Vicinity Master Plan's Policy CZ 3 to reclassify the property to the Commercial Service (CS) Zone were based entirely on staff's erroneous presumption that Six Flags America is an amusement park use, as defined in the 2018 Zoning Ordinance. Following public release of the Preliminary Bowie-Mitchellville and Vicinity Master Plan, staff learned that Six Flags America is a commercial recreation attraction use, as defined by the 2018 Zoning Ordinance.

The intent of the original recommendation was to permit uses ancillary to a commercial recreation attraction, such as a hotel or eating and drinking establishments, that are permitted as part of a commercial recreation attraction by Section 27-342(b)(4) of the current Zoning Ordinance and Section 27-5402(p)(2)(D) of the 2018 Zoning Ordinance.

Since those uses are permitted as part of a commercial recreation attraction, those uses could be continued under the prior approvals of the existing Zoning Ordinance. The goals of these recommendations can be met simply by retaining the CMA-recommended Agriculture-Residential (AR) and Legacy Comprehensive Design (LCD) Zoning. The County Council's decision to carry forward the current definitions and associated use permissions for a Commercial Recreation Attraction in the 2018 Zoning Ordinance is a clear statement of their intent to continue the status quo with regard to Six Flags America.

The recommendations of the Preliminary Bowie-Mitchellville and Vicinity Master Plan were made without any knowledge of, or relationship to, a development proposal for a mixed-use center adjacent to Six Flags. At this time, no development application of any type has been officially submitted to the Prince George's County Planning Department for review. The discussion of a proposed mixed-use center area is conceptual and was not discussed during community engagement.

A mixed-use center is not encouraged at this location and is contrary to policies and strategies that direct growth to existing centers. Policies LU 4 and CZ 3 are solely meant for Six Flags America to continue operations with opportunities to grow *as a commercial recreation attraction* as that use is defined in the 2018 Zoning Ordinance.

While tree preservation is extremely important, Six Flags may construct a commercial recreation attraction by special exception and other uses permitted by right in the AR Zone, pursuant to the applicable development regulations, including the Woodland Conservation Ordinance.

The original recommendation in the Preliminary Bowie-Mitchellville and Vicinity Master Plan was not intended to support commercial development of the property beyond that permitted as part of a commercial recreation attraction. Staff recommends retaining the property in the AR and LCD Zones where the existing Commercial Recreation Attraction may continue and expand pursuant to the Zoning Ordinance.

Furthermore, a master plan cannot change the Prince George's County Zoning Ordinance.

Major Issues

Staff Recommendation

Staff recommends amending the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting LU 4 and LU 4.1.

[Policy LU 4 Support maximum commercial development potential at Six Flags America.]

[LU 4.1 Map 16. Future Land Use, recommends commercial land uses for Six Flags America (see Policy CZ 3).]

Staff further recommends amending the Preliminary Bowie Mitchellville and Vicinity Master Plan by deleting Policy CZ 3 and Strategy CZ 3.1, and deleting Table 11. CZ 3.1 Zoning Recommendations—North of MD 214, West of Church Road.

[Policy CZ 3 Ensure the Six Flags properties are classified under the appropriate zoning to support an amusement park and ancillary commercial operations. Reclassify properties listed in Table 11.]

[CZ 3.1 Zoning Recommendations—North of MD 214, West of Church Road into the Commercial Service (CS) Zone (see Appendix F. Zoning Recommendations). The CS Zone permits Amusement Parks as a Special Exception use that allows for a range of uses an accessory uses customarily associated with an amusement park, including motorized and non-motorized rides, booths for the conduct of sporting events or games, constructed land features such as lakes, hills, or trails, office, and retail and other commercial uses.]

Major Issues

Major Issue #2: Residential Development at Retail Shopping Centers

References:

1. Policy LU 7: To preserve commercial viability and the continued presence of neighborhood-serving retail and services, construct infill housing at challenged existing shopping center locations. (p. 60)
2. Strategy LU 17.2: Redevelop Free State Shopping Center and Bowie Marketplace into an integrated mixed-use destination that includes multifamily dwellings and townhouses (see Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan and HN 8). (p. 72)
3. Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan (p. 73)
4. Policy LU 19: To preserve the commercial viability and the continued presence of neighborhood-serving retail and services, construct infill housing at designated existing shopping center locations (see Policy EP 15). (p. 72)
5. Policy LU 20: Work with the owners of Pointer Ridge Shopping Center on a redevelopment strategy that increases commercial activity and the range of housing types and price points proximate to the Collington Local Employment Area to ensure employees can live near their workplaces. (p. 72)
6. Policy HN 8: Encourage infill housing along MD 450 at Free State Shopping Center and Bowie Marketplace to increase market demand for retail, dining, and service opportunities (see Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan). (p. 146)
7. Policy HN 9: Strategically implement housing mixed with retail uses along the US 301/MD 3 Corridor to serve the Collington Local Employment Area. (p. 146)

Major Issues

Exhibit #

Name

Exhibit #4

Timothy J. Adams, Mayor
City of Bowie
Bowie City Council

Exhibit #14

Ann McDonald
Resident

Issue

The City of Bowie opposes all policies and strategies that promote residential development in the shopping centers outside of the Bowie Local Town Center. The City Council strongly recommends that all references to residential development within shopping centers other than in the Bowie Local Town Center be deleted. The Preliminary Bowie-Mitchellville and Vicinity Master Plan should not encourage those uses with supporting policies and strategies.

The City recommends deletion of the following policies and supporting strategies and the addition of a new policy that specifically discourages residential development in existing shopping centers outside of the Bowie Local Town Center:

Policy LU 7 (Shoppes at Bowie Town Center)
Strategy LU 17.2 (Free State Shopping Center and Bowie Marketplace)
Figure 7 Free State Shopping Center and Bowie Marketplace Concept Plan
Policy LU 19 (Bowie Plaza)
Policy LU 20 (Pointer Ridge Plaza)
Policy HN 8
Policy HN 9

Ms. McDonald states that an apartment building behind Free State Shopping Center is not in keeping with the existing neighborhood and fails to address environmental concerns.

Staff Response

The City of Bowie's testimony opposing all policies and strategies that promote residential development in the shopping centers outside Bowie Local Town Center is not in alignment with the Plan 2035 policies and strategies. For example, LU 7.2 recommended developing alternative lower density zoning districts that allow for a mix of uses and promote walkability. The 2018 Zoning Ordinance achieved this by allowing most zones to permit a mix of uses. This is partly because retailers in metropolitan areas are increasingly choosing to locate in mixed-use, amenity-rich environments that include high-density, market-rate housing. Retail centers that are too small for, or that are in jurisdictions that do not permit, a residential/retail mix, are at a considerable competitive disadvantage.

Major Issues

Recognizing this, in 2018 the Prince George's County Council approved a new 21st Century Zoning Ordinance that, among many reforms and improvements, permits residential development by right in the Commercial, General/Office (CGO), Commercial, Service (CS), and Commercial, Neighborhood (CN) Zones. One of the major issues staff and elected officials heard when engaging Prince George's County residents is a demand for a high-quality, diverse, and accessible range of retail and service options. Retailers have made it extremely clear: there are three things they are looking for when locating in a competitive market such as the Washington, D.C. region:

- Household income
- Educational attainment
- Residential Density

The Preliminary Bowie-Mitchellville and Vicinity Master Plan area has the first two attributes, but in many areas, lacks the third, residential density. Residents with sufficient income and mobility are able to choose where to live and have many options in the Washington, D.C. region; competing jurisdictions have a range of housing options well-served by nearby retail and other amenities that require density to thrive. To compete, Prince George's County must offer the types of amenity-rich, walkable, and accessible housing products younger generations demand, and those amenities pointedly include retail. At the local level, communities throughout Prince George's County and in neighboring counties are competing to attract retailers with the desired mix of on-site residential amenities. It is disadvantageous to the plan area to direct retail reinvestment, which in 2021 often includes a residential component, to neighboring communities, forcing plan area residents to have to drive longer distances to shop.

The *Prince George's County Retail Marketability and Competitiveness Study* (2016) notes that:

Two factors related to a retailer's initial location analysis from the first look business standpoint complicate the identification of the ideal County sites to attract high-quality retail.

- *Prince George's County has a disparity between where above-average household density is located and where median-household incomes are high.*
- *The County's prime retail locations must compete with the Baltimore-Washington region's super prime locations with higher population densities and some of the highest incomes and education levels in the United States. (4)*

The Preliminary Bowie-Mitchellville and Vicinity Master Plan area represents over ten percent of Prince George's County's land area and population. The plan's recommendations to add residential density or design to enable these areas to succeed and to compete with neighboring jurisdictions is consistent with the Plan 2035 policies. The creation of high-quality neighborhood retail options is critical to maintaining and expanding the high quality of life for residents. Retail shopping centers in the plan area are struggling to attract and retain tenants, much less the quality of tenant residents demand, and are not competitive with other shopping destinations in the region that feature dense housing either on-site or abutting.

Staff maintains that eliminating recommendations for residential development at shopping centers would threaten the credibility of the County's master plans as the residential development invariably occurs by right pursuant to the commercial zones of the 2018 Zoning Ordinance.

The addition of residential units in replacement of, or to supplement, existing retail centers provides critical new housing options in an area that will continue to diversify demographically and economically and helps the County meet its housing goals from Plan 2035.

Major Issues

To Ms. McDonald's concern, the proposed apartment building as shown in the concept plan in Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan, page 73 of the Preliminary Bowie-Mitchellville and Vicinity Master Plan, considers environmental impacts by reducing the amount of impervious surface. It replaces an underutilized parking lot with greenspace and builds vertically, decreasing the overall surface area covered. Also, by placing housing in a commercial center, residents have a variety of travel mode options available.

All new development must conform to current stormwater, woodland conservation, and other environmental regulations at the time of a development application. The redevelopment of existing properties subjects them to current regulations, which allows for the retrofit of properties developed prior to the advent of environmental regulations with best environmental management practices.

Major Issues

Staff Recommendation

1. Staff supports retaining the Preliminary Bowie-Mitchellville and Vicinity Master Plan recommendations for housing in the local centers and at specific shopping centers outside the centers.
2. Add the following text box to Section VII: Economic Prosperity (p. 86)

RETAIL ATTRACTION

The Prince George's County Retail Marketability and Competitiveness Study (2016) notes that:

Two factors related to a retailer's initial location analysis from the first look business standpoint complicate the identification of the ideal County sites to attract high-quality retail.

- *Prince George's County has a disparity between where above-average household density is located and where median-household incomes are high.*
- *The County's prime retail locations must compete with the Baltimore-Washington region's super prime locations with higher population densities and some of the highest incomes and education levels in the United States. (Page 4)*

Major Issues

Major Issue #3: Expansion of the Bowie Local Town Center Boundaries

References:

1. LU 5.1: Expand the boundaries of Bowie Local Town Center to include the commercial properties north of MD 197 (see Map 20. Bowie Local Town Center—Plan 2035 Policy Map Amendment, Center Boundary Expansion, Map 25. Plan 2035 Growth Policy Map Amendments, and Appendix B. Plan 2035 and Functional Master Plan Amendments for a list of affected properties and CZ 5.2). (p. 56)
2. LU 5.2: Define the Core of the Bowie Local Town Center as the Bowie Town Center shopping center (see Map 21. Bowie Local Town Center—Core and Edge and Appendix B. Plan 2035 and Functional Master Plan Amendments for a list of affected properties and CZ 5.1). (p. 56)
3. LU 5.3: Define the Edge of the Bowie Local Town Center as all parcels outside of the Core (see Map 21. Bowie Local Town Center—Core and Edge and Appendix B. Plan 2035 and Functional Master Plan Amendments for a list of affected properties and CZ 5.2). (p. 57)
4. LU 5.4: Remove all properties east of US 301 (Robert Crain Highway) south of US 50/US 301 (John Hanson Highway) from the Bowie Local Town Center and put into the Established Communities policy area, so that mixed-use redevelopment can be concentrated west of the future F-10 freeway and automobile-oriented and service uses can be located east of the freeway (see CZ 4.1, 4.2, and 4.3; Map 25. Plan 2035 Growth Policy Map Amendments; and Appendix B. Plan 2035 and Functional Master Plan Amendments). (p. 57)

Exhibit

Name

Exhibit #4

Timothy J. Adams, Mayor
City of Bowie
Bowie City Council

Issues

- a) Support LU 5.1 but expand the boundaries of Bowie Local Town Center (BLTC) even farther to those shown in Exhibit #4, Attachment #1. The Expansion should be much larger to include the area defined by City staff as the “Bowie Center Study Area” which includes adding the Zehner Property to Bowie Local Town Center.
- b. Modify LU 5.2 to define the core of BLTC as all four quadrants of MD 197 and Northview Drive, as well as Bowie Gateway Center and the segment of MD 197 between Bowie Town Center and Bowie Gateway as shown in Exhibit #4, Attachment #1.
- c. Modify LU 5.3 to define the edge of BLTC to include all areas shown in Exhibit #4, Attachment #1.
- d. The City Council recommends that the Preliminary Bowie-Mitchellville and Vicinity Master Plan include a Plan 2035 assessment of the expanded Bowie Local Town Center. The assessment should analyze the general plan centers by using the formulated diagnostic index and should address the 31 indicators cited in Appendix A of Plan 2035 and provide a completeness score.

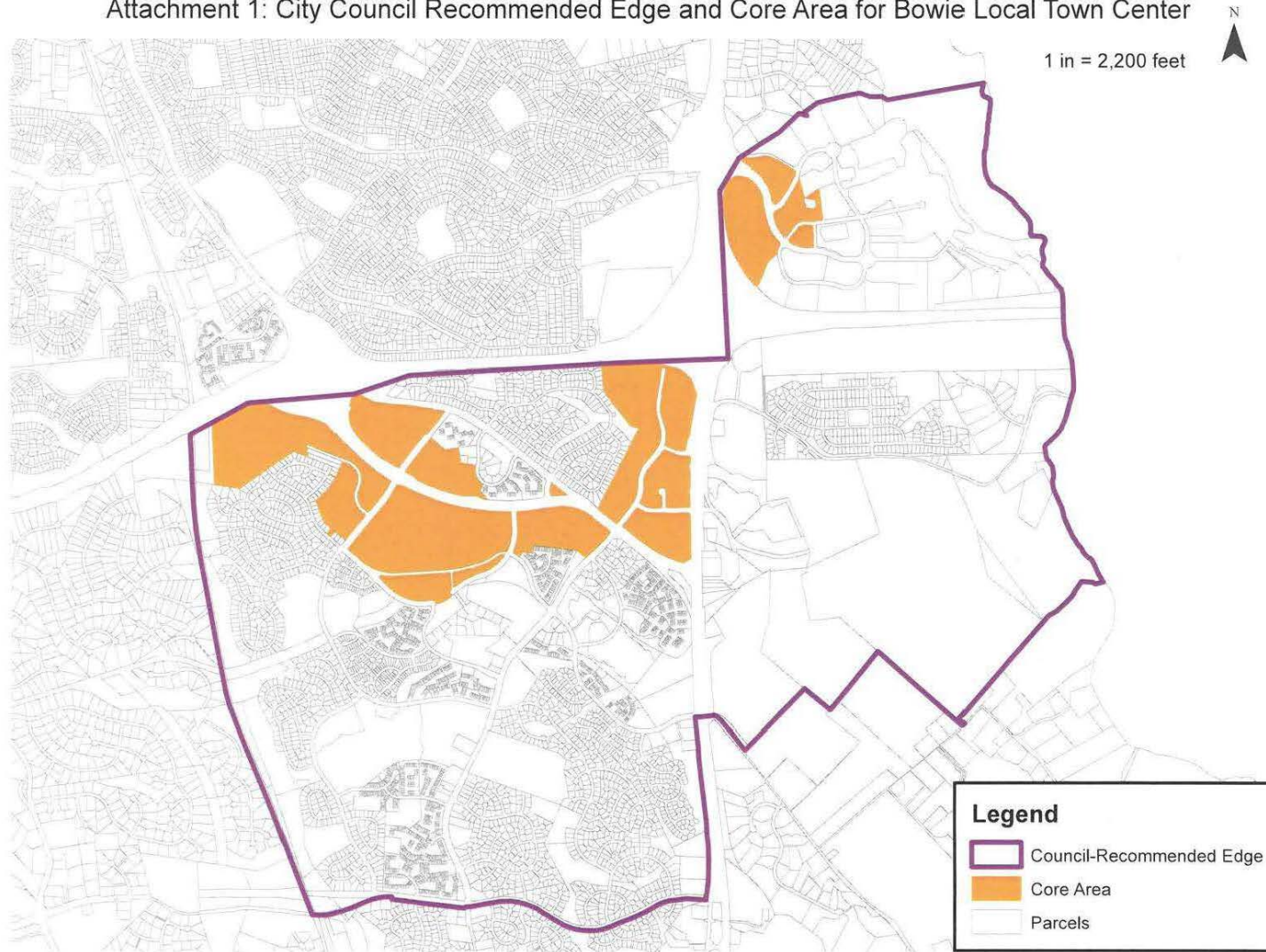
Major Issues

- e. Oppose LU 5.4 to remove the properties east of US 301 from the Bowie Local Town Center. Expansion should include Mill Branch Crossing.

Major Issues

Exhibit #4, Attachment #1:

Attachment 1: City Council Recommended Edge and Core Area for Bowie Local Town Center



Major Issues

Staff Response

A key purpose of this master plan from the Planning Department's perspective was to refine the boundaries of the BLTC to create a viable **center** of economic and human activity that attracts new residents, workers, and shoppers to Bowie area.

The boundaries and the core and edge for BLTC were thoroughly assessed during the Preliminary Bowie-Mitchellville and Vicinity Master Plan process and defined based on several considerations, including:

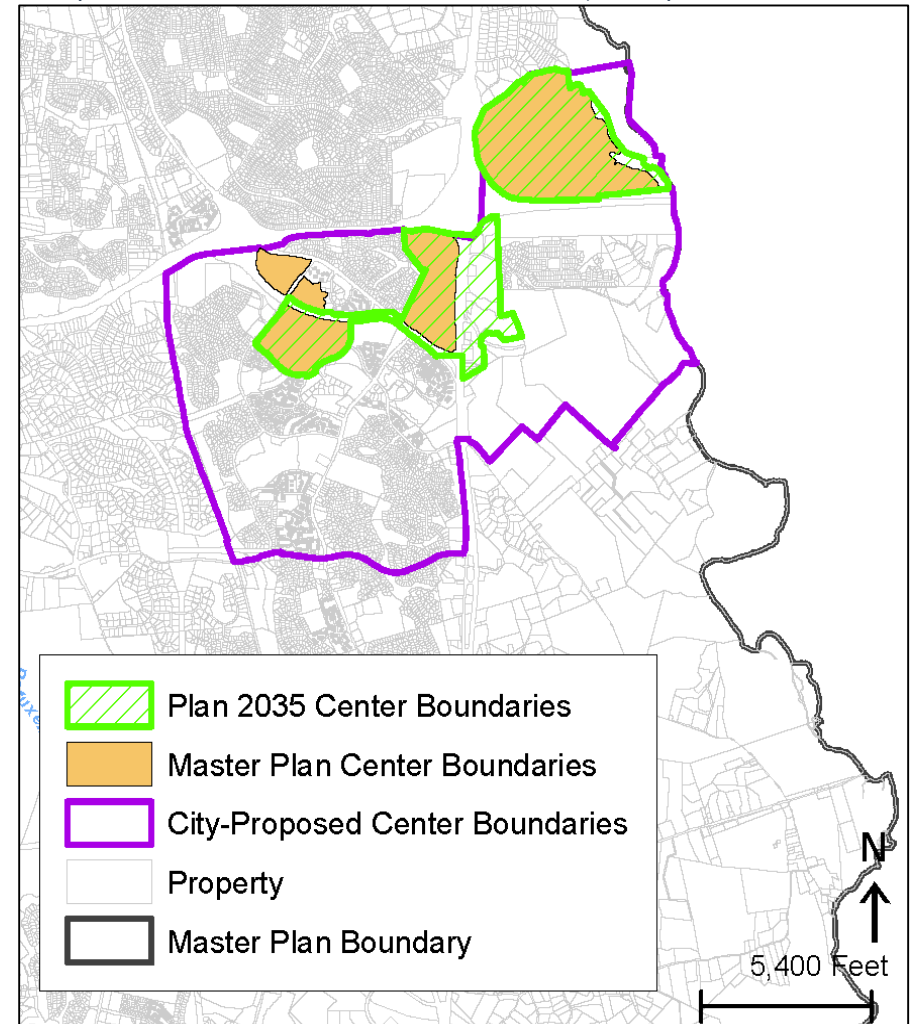
- Concentrating the Core in the area most likely to support redevelopment at a scale and density that leads to success.
- Acknowledging the infeasibility of creating a connected, integrated, walkable center bisected by the US 301 freeway.
- The current and approved mix of development at the Melford Town Center and the policy impetus to keep Melford in a designated Center largely because removing it from a designated Center would conflict with Plan 2035's policy of concentrating large-scale mixed-use development within designated Centers.

Map 2: Bowie Local Town Center Boundary Comparison, compares the boundaries for Bowie Local Town Center shown in Plan 2035, the master plan, and those proposed by the City of Bowie.. The boundaries and the defined core and edge are shown in Map 21. Bowie Local Town Center—Core and Edge on page 58; and shown in Map 3: Bowie Local Town Center - Core and Edge here.

The configuration of the BLTC, with three loosely connected nodes (Bowie Town Center, Bowie Gateway, and Melford Town Center), makes BLTC a town center in name rather than in function. In addition, the recommendations contained in the Preliminary Bowie-Mitchellville and Vicinity Master Plan for redevelopment of BLTC are extremely optimistic and would require significant public-private partnership, incentivization, and risk-tolerant investors for success. The concentration of the Core of the BLTC at the current Bowie Town Center Shopping Center is the best opportunity to concentrate development in the center. Diluting these limited opportunities by expanding the Center to additional and competing properties would threaten the Center's capacity to form a dense, walkable, concentrated environment that will support the retail and quality of life amenities City residents' desire.

Expanding the boundaries of BLTC to include properties specified by Exhibit #4, Attachment #1 would encourage rezoning a significant area (approximately 3,600 acres/5.6 square miles) to the Town Activity Center (TAC) Zone. The TAC Zone should be limited to small areas to avoid diluting the density of the center and should define an edge that limits higher density development abutting the established residential communities that surround the current center boundaries. Development at the mix and intensity commensurate with a Local Town Center and permitted by right in the TAC zone as recommended by the City was not evaluated through this master plan process and would be considered a dramatic change to the plan.

Map 2: Bowie Local Town Center Boundary Comparison



Major Issues

Expansion of the BLTC into the Rural and Agricultural Area (described in Plan 2035 at page 106 as “best suited for low-density residential development on well and septic... and forest preservation”), including the specifically mentioned Zehner property, located at 16800 Governors Bridge Road (Tax ID 0825547), is not in accordance with Plan 2035 policies (see Plan 2035 Land Use Policies 1, 2, and 11) nor with Land Use Policy 2 of this master plan. This master plan also carries forward and reinforces the County’s policy as articulated in Policy 1, Strategy 1.10 under Preserving Rural Character on page 121 of the 2017

Approved Resource Conservation Plan: A Countywide Functional Master Plan:

“Maintain the size and configuration of the Rural and Agricultural Area in perpetuity and do not reduce the size for any reason.”

Evaluating the Plan 2035 centers to determine if they are meeting the General Plan goals for density and FAR per Table 16 in Plan 2035 can be conducted as part of the Plan 2035 evaluation of metrics for future data analysis.

Staff Recommendation

Staff recommends amending the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a strategy under Policy LU 5:

LU 5.6 As part of the Plan 2035 Five-Year Evaluation (see Section XV of this Plan at page 224), monitor and evaluate density and FAR of new development in Bowie Local Town Center according to guidelines in the 2018 Zoning Ordinance and the recommendations set forth in Plan 2035 (see Plan 2035 Table 16, page 108); once those goals have been met on average for the Center, future expansion of the Bowie Local Town Center boundary may be considered.

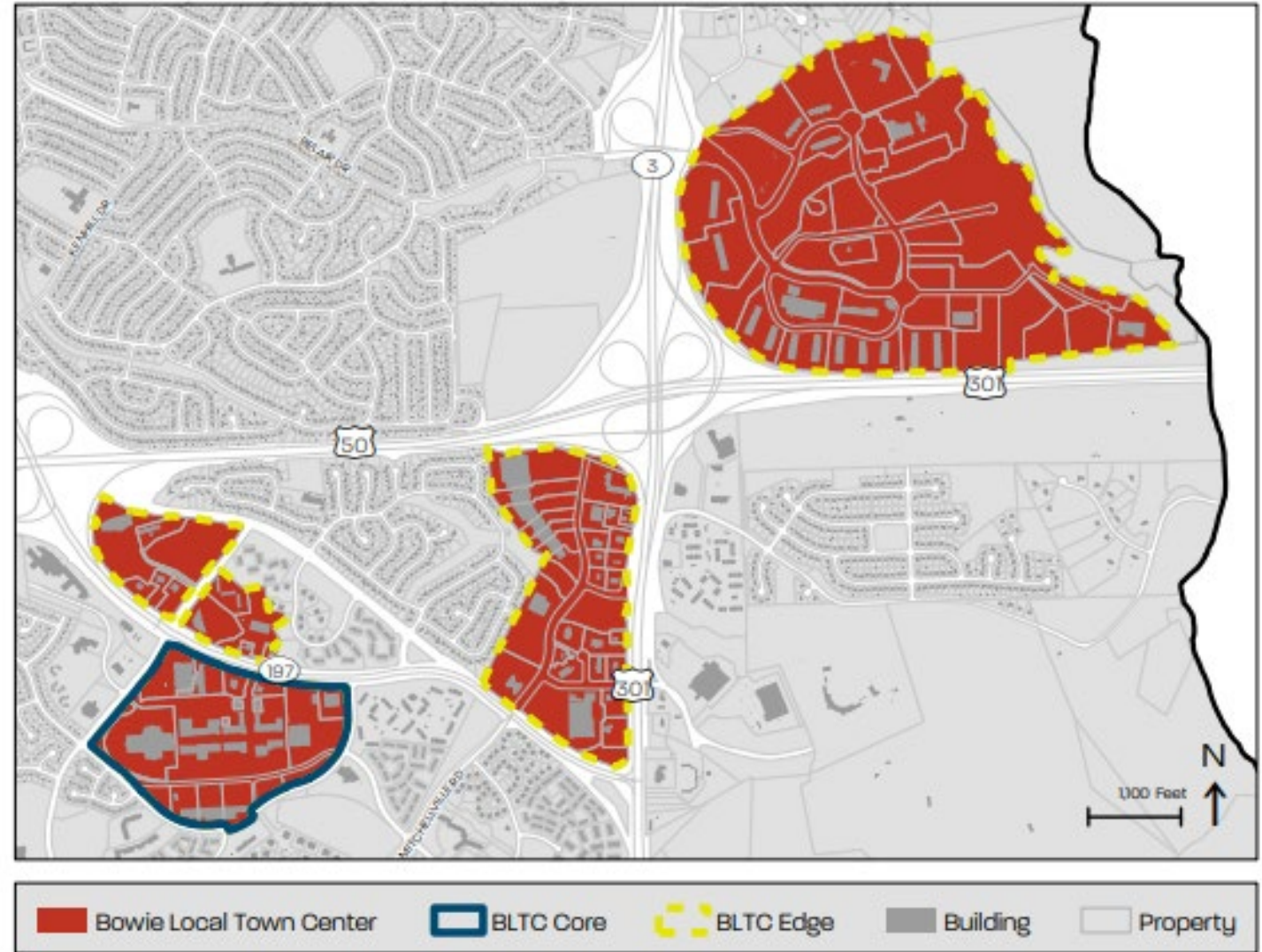
Staff recommends adding LU 5.6 to Table 35. Land Use Implementation Matrix page 182, Lead Entity: M-NCPPC, Anticipated Time Frame: Long-term

Staff recommends amending the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a strategy under Policy LU 8:

LU 8.5 As part of the Plan 2035 Five-Year Evaluation (see Section XV of this Plan at page 224), monitor and evaluate density and FAR of new development in BSU MARC Campus Center according to guidelines in the 2018 Zoning Ordinance and the recommendations set forth in Plan 2035 (see Plan 2035 Table 16, page 108); once those goals have been met on average for the Center, future expansion of the BSU MARC Campus Center boundary may be considered.

Staff recommends adding LU 8.5 to Table 35. Land Use Implementation Matrix page 182, Lead Entity: M-NCPPC, Anticipated Time Frame: Long-term

Map 3: Bowie Local Town Center - Core and Edge



Source: Prince George's County Planning Department

Major Issues

Major Issue #4: Freeway Airport Residential Development

Reference:

1. Strategy LU 3.1: Redevelop the former Freeway Airport property at 3600, 3702, and 3900 Church Road (Tax ID 0801290) into single-family housing appropriate for its Agricultural-Residential (AR) zoning except permitted by law as of the effective date of this Plan. Uses other than single-family housing or rural or agricultural uses are not compatible. Map 16. Future Land Use, designates this property in the Rural and Agricultural land use category. (p. 53)
2. Map 16 Future Land Use (p. 50) Rural and Agricultural

Speaker # / Exhibit

Name

Exhibit #4

Timothy J. Adams, Mayor
City of Bowie
Bowie City Council

Speaker #19 / Exhibit #9 and #15

Carol Boyer
Resident

Speaker #20

Milly Hall
Resident

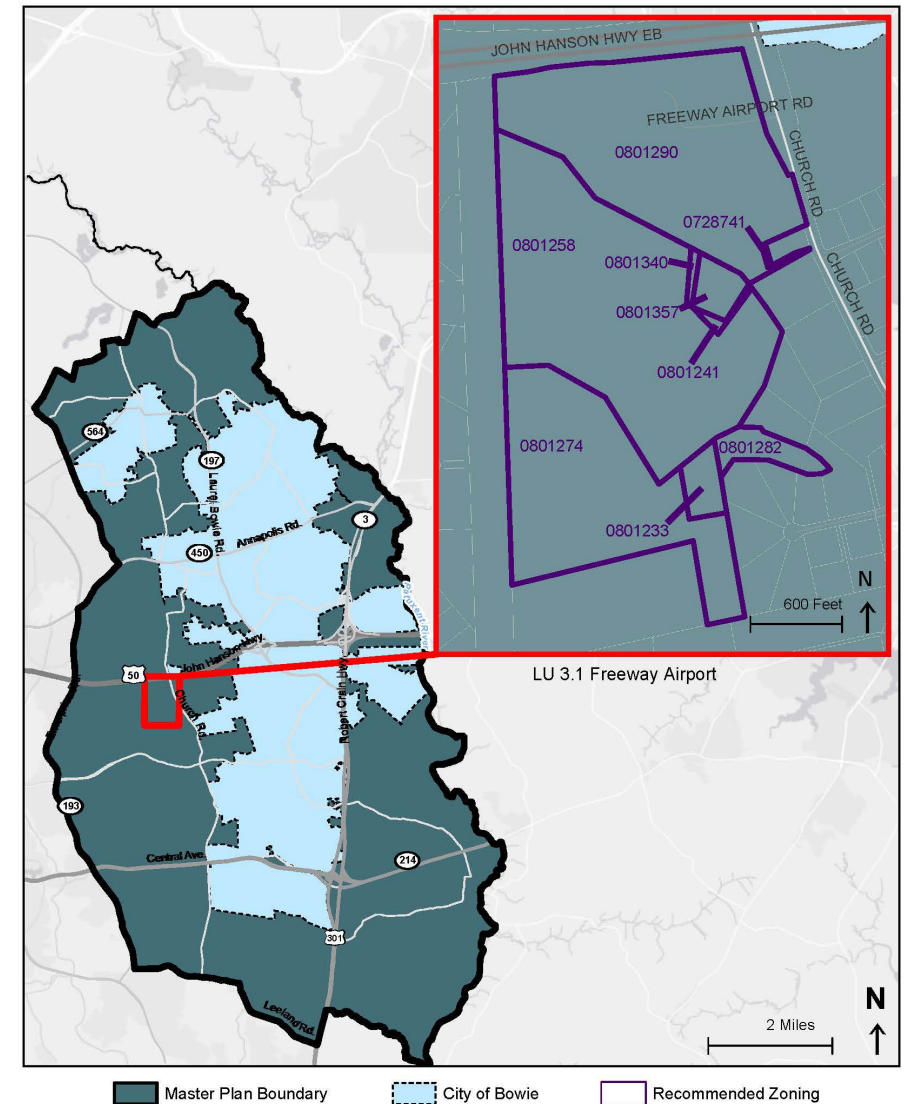
Exhibit #27

John J. Ferrante, Robert J. Antonetti, Jr., Shipley & Home P.A
On behalf of Freeway Realty, LLC

Issue:

The City of Bowie recommends revising Map 16 Future Land Use to show the Freeway Airport property located at the southwest quadrant of US 50 and Church Road (See Map 4: LU 3.1 Freeway Airport) as Residential Low and Residential Medium. The preliminary plan recommends the Rural and Agricultural future land use for this area.

Map 4: LU 3.1 Freeway Airport



Major Issues

Representatives of Freeway Realty, LLC observe that the Preliminary Bowie-Mitchellville and Vicinity Master Plan contains an incorrect reference to the property as the “former” Freeway Airport, and that the “specific land use recommendations in LU 3.1 are inconsistent and do not sufficiently acknowledge the existing land use entitlements for the Freeway Airport property. The proposed plan incorrectly attempts to designate the property as Rural and Agricultural.”

Ms. Boyer and Ms. Hall testified that it is inappropriate to build hundreds of townhouses and single-family detached houses at Freeway Airport versus the 64 single-family detached houses permitted without the text amendment (CB-017-2019).

Staff Response

The plan recommends Rural and Agricultural land uses for the Freeway Airport properties. There is an existing development approval that has taken advantage of a text amendment CB -017-2019. This text amendment of the Prince George’s County Zoning Ordinance allows townhouses in the Residential-Agricultural (R-A) Zone under certain circumstances that apply to the Freeway Airport property located at 3600, 3702, and 3900 Church Road (Tax ID 0801258, 0801340, 0801241, 0801357, and 0801290).

The Preliminary Bowie-Mitchellville and Vicinity Master Plan is unable to change the law but can make land use recommendations. Strategy LU 3.1 of the Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends the following:

“Redevelop the former Freeway Airport property at 3600, 3702, and 3900 Church Road (Tax ID 0801290) into single-family housing appropriate for its Agricultural-Residential (AR) zoning except permitted by law as of the effective date of this Plan. Uses other than single-family housing or rural or agricultural uses are not compatible. Map 16. Future Land Use, designates this property in the Rural and Agricultural land use category.” (p. 53)

Note: the property is recommended by the 2021 Endorsed Countywide Sectional Map Amendment (CMA) to be reclassified from the R-A Zone to the AR Zone.

The phrase “except permitted by law as of the effective date of this Plan” was intended to reference that development legally approved prior to the date this plan is approved is not inconsistent with this master plan. Preliminary Plan of Subdivision 4-20006 was approved by the Planning Board by PGCPB No. 2020-159 on December 3, 2020.

This preliminary plan of subdivision approved the subdivision of the property into 509 lots and 62 parcels for 93 single-family detached units and 416 townhouse units. Should this property not develop pursuant to this approval, the Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends the property develop at a residential density of 0.5 dwelling units per acre or less, commensurate with its AR zoning.

By law the townhouse development is allowed to proceed, but should the project not be constructed for any reason, the plan's recommendation of Rural and Agricultural land uses which can include lower density residential should prevail in connection with any future development proposals for this property.

The Preliminary Bowie-Mitchellville and Vicinity Master Plan incorrectly states that the Freeway Airport is no longer active, when in fact Freeway Airport, flight school, and maintenance shop continues to operate. Staff notes that the subject property is erroneously identified as the former Freeway Airport in LU 3.1 and should be revised. The strategy also failed to include all the Tax IDs associated with the subject properties.

Staff Recommendation

1. Staff does not recommend revising the future land use designation for the Freeway Airport properties.

Major Issues

2. Staff recommends amending the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy LU 3.1 (p. 53) as follows:

[Redevelop the former Freeway Airport property at 3600, 3702, and 3900 Church Road (Tax ID 0801290) into single-family housing appropriate for its Agricultural-Residential (AR) zoning except permitted by law as of the effective date of this Plan.]

LU 3.1 Should Freeway Airport be unable to redevelop pursuant to Preliminary Plan of Subdivision 4-20006, and should it cease operation as an airport, the properties located at 3600, 3702, and 3900 Church Road (Tax ID 0801258, 0801357, 0801290, 0801340, 0801241, 0801274, 0801233, 0801282, and 0728741) should be redeveloped with single-family housing appropriate for its Agricultural-Residential (AR) zoning at densities not to exceed 0.5 dwelling units per acre. Uses other than aviation, single-family housing, or rural or agricultural uses do not conform with this master plan. Map 16. Future Land Use, designates this property in the Rural and Agricultural land use category.

3. Staff recommends revising Table 35. Land Use Implementation Matrix page 182 with updated text for LU 3.1.

General Comments – Plan Wide

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
1	General Comment	Exhibit #11 & # 19 Milly Hall Resident	Ms. Hall opposes the master plan.	The Preliminary Bowie-Mitchellville and Vicinity Master Plan replaces the 2006 <i>Approved Bowie and Vicinity Master Plan</i> and the 2010 <i>Approved Bowie State MARC Station Sector Plan</i> ; two outdated plans that were approved before 2014 <i>Plan Prince George's 2035 Approved General Plan</i> (Plan 2035) and the 2018 Adopted Zoning Ordinance. With this in mind, this master plan re-assesses this area to address the challenges of today and tomorrow. The plan strives to ensure its policies and strategies align with current County goals and new realities, and help to implement Plan 2035, instead of working against it.	Recommend no change to the plan.		
2	General Comment	Exhibit #13 Michael A. Sherman, Acting Deputy Planning Director, NCPC	NCPC finds the recommendations in the master plan to be consistent with the planning principles and policies of the Comprehensive Plan of the National Capital: Federal Elements.	It is highly beneficial and crucial to achieving the plan's vision, to have regional support. This helps to contribute to the success of the plan area and the Washington Metropolitan Area.	Recommend no change to the plan.		

General Comments – Plan Wide

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
3	General Comment	Exhibit #22 Anthony P. Savia Vice President for Administration & Finance Bowie State University	Mr. Savia stated that Bowie State University has a long-standing relationship with Prince George's County that stems from on-going projects that include the 2010 <i>Bowie State MARC Station Section Plan</i> , Bowie State MARC TAP report (2020) and Bowie State Facilities Master Plan (2021). She stated that each plan calls for the growth, recreational space, infrastructure improvements, and housing for students, faculty, and staff. and advocates for the capitalization on the MARC train and the master plan captures all of these which is commendable.	Staff concurs.	Recommend no change in the plan.		
4	General Comment	Exhibit #13 Michael A. Sherman, Acting Deputy Planning Director, National Capital Planning Commission (NCPC)	NCPC supports the Preliminary Bowie-Mitchellville and Vicinity Master Plan themes, Work, Live, and Sustain.	It is highly beneficial and crucial to achieving a plan's vision that the County's plans receive regional support and contributes to the success of the Washington-Metropolitan Area.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
5	General Comment	<p>Speaker #7 Exhibit #7 Janet Gingold, Chair Prince George’s County Sierra Club</p> <p>Speaker #20 Milly Hall Resident</p>	<p>Ms. Gingold testified that the Sierra Club was “...glad to see that the master plan cites the goal of the 2017 Resource Conservation Plan to “maintain the size and configuration of the Rural and Agricultural Area in perpetuity” and calls for infill development and redevelopment on already-built areas, rather than in greenfields.”</p> <p>Ms. Hall stated that residents “want smart growth not unsafe overgrowth.”</p>	<p>The Preliminary Bowie-Mitchellville and Vicinity Master Plan directs most growth to the designated Centers and recommends expanding the Rural and Agricultural Area by 761 acres.</p>	<p>Recommend no change to the plan.</p>		
6	General Comment	<p>Exhibit #10 Miller Enisel Resident</p>	<p>Mr. Enisel stated, “the master plan must consider the environment, health and safety, education, transportation, fire, and police issues although it conflicts with a developer's desires.”</p>	<p>The Preliminary Bowie-Mitchellville and Vicinity Master Plan process is comprehensive in scope and reviews and addresses all the factors mentioned within the nine plan elements, including Land Use and Comprehensive Zoning, the Natural Environment, Public Facilities, and Transportation and Mobility. This master plan process engaged in a robust public outreach program to understand the perspectives of residents, property owners, developers, and other stakeholders. With this considerable amount of information, the Preliminary Bowie-Mitchellville and Vicinity Master Plan makes recommendations that balance competing goals and interests of individuals and groups with the interests of Prince George’s County and may not satisfy all parties.</p>	<p>Recommend no change to the plan.</p>		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
7	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	Rewrite the Sustainability and Climate Change text box language to include stronger language: <u>Communities throughout the country must provide services, ensure sustainable growth, and meet immediate crises, including the omnipresent threat of climate change.</u> The Prince George’s County Council established The Prince George’s Climate Action Commission with Council Resolution CR-07-2020 to develop a Climate Action Plan for Prince George’s County. <u>The Bowie City Council approved a Climate Action Plan 2020-2025 to reduce greenhouse gas emissions and to enhance community resilience. Climate stabilization and community sustainability are impacted by all elements that define this master plan. Consequently, comprehensive planning is required to fully achieve the outcomes of this plan while also achieving climate action and sustainability goals.</u> [to prepare for and build resilience to regional climate change impacts, and to set and achieve climate stabilization goals.]	The recommended text provides additional information regarding climate change that is relevant at the local level and emphasizes the need for comprehensive planning to reach the Preliminary Bowie-Mitchellville and Vicinity Master Plan’s goals.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising paragraph in the Sustainability and Climate Change text box on page 32 to include recommended text. The Prince George’s County Council established The Prince George’s Climate Action Commission with Council Resolution CR-07-2020 to develop a Climate Action Plan for Prince George’s County <u>and</u> to prepare for and build resilience to regional climate change impacts, and to set and achieve climate stabilization goals. <u>The Bowie City Council approved a Climate Action Plan 2020-2025 to reduce greenhouse gas emissions and to enhance community resilience. Climate stabilization and community sustainability are impacted by all elements that define this master plan. Consequently, comprehensive planning is necessary to fully achieve the outcomes of this plan while also achieving climate action and sustainability goals.</u>		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
8	General Comment	Exhibit #10 Miller Enisel Resident	Mr. Enisel stated, “use our County Executive's stated desire for transit-oriented development (TOD).”	The Preliminary Bowie-Mitchellville and Vicinity Master Plan carefully considered the best locations for TOD. A critical component for successful TOD is fixed-guideway transit access. In the master plan area, the Bowie State University MARC Station is the only current and planned fixed-guideway transit station; accordingly, the BSU MARC Campus Center has been deemed the prime location for TOD.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

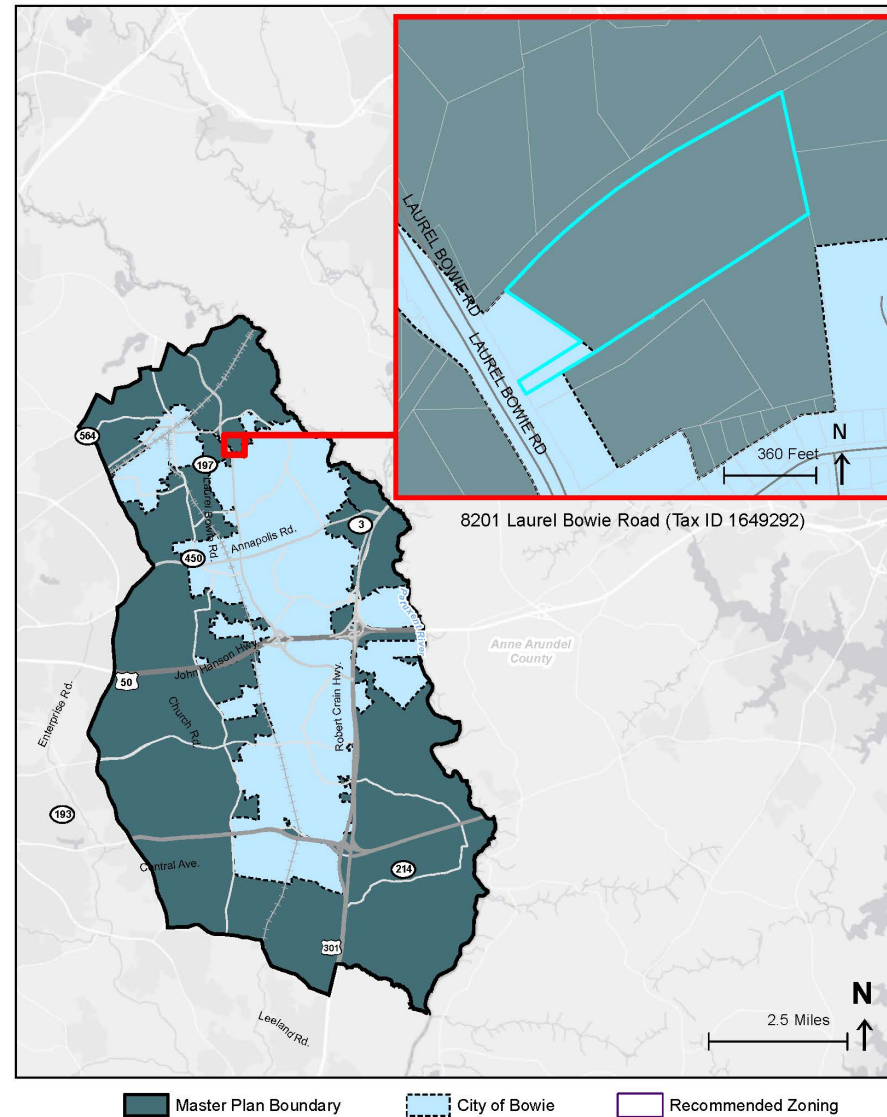
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
9	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	Rewrite the Sustainability and Climate Change text box language to include stronger language: “Land use, sustainability, and climate change are closely connected. <u>Land use decisions</u> [Deciding what land uses should go where] across the plan area is a key <u>role</u> [component] in <u>sustainable development, resource protection, and mitigating</u> [protecting resources and developing in a sustainable manner that mitigates the possible] impacts on climate change. Directing development to <u>specific locations</u> [certain areas], such as the [Plan 2035] centers and [the plan-defined] focus areas <u>defined in Plan 2035</u> , can [help] preserve <u>undeveloped land</u> [open space] and protect sensitive environmental features such as streams, forested areas, habitat, and open space. <u>It can also reduce the effects that each element of this plan (housing, transportation, etc.) has on greenhouse gas emissions and climate change.</u> ”	The suggested language helps to clarify the meaning of the sentence and remove repetition regarding protecting open space. However, the recommended edits erroneously state that the focus areas are defined by Plan 2035 which is untrue. Focus areas are identified and defined by the <i>master plan</i> . Also, the reference to the plan elements does not use the official titles of Housing and Neighborhoods and Transportation and Mobility. It is preferred to keep the plan element titles consistent.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the paragraph in the Sustainability and Climate Change text box on page 51 with suggested clarification and corrections: Land use, sustainability, and climate change are closely connected. <u>Land use decisions</u> [Deciding what land uses should go where] across the plan area <u>have a</u> [is] a key <u>role</u> [component] in <u>sustainable development, resource protection, and mitigating</u> [protecting resources and developing in a sustainable manner that mitigates the possible] impacts [on] <u>of</u> climate change. Directing development to <u>specific locations</u> [certain areas], such as the Plan 2035 centers and the plan-defined focus areas, can [help] preserve <u>undeveloped land</u> [open space] and protect sensitive environmental features such as streams, forested areas, habitat, and open space.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
10	General Comment	Exhibit #10 Miller Enisel Resident	Mr. Enisel stated, “I oppose a Master Plan that allows construction of housing and commercial buildings on property that is outside of the zoning for that property.”	The <i>Preliminary Bowie-Mitchellville and Vicinity Master Plan</i> makes recommendations for land use and zoning and does not regulate what is constructed. The zoning ordinance regulates what can be constructed in each zone.	Recommend no change to the plan.		
11	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the McLaughlin property as Parks and Open Space.	The McLaughlin property located at 8201 Laurel Bowie Road (Tax ID 1649292) is city-owned, is part of their park and open space network.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 8201 Laurel Bowie Road (Tax ID 1649292) as Parks and Open Space. See Map 5: 8201 Laurel Bowie Road (Tax ID 1649292) for property’s location.		

Land Use and Comprehensive Zoning

Map 5: 8201 Laurel Bowie Road (Tax ID 1649292)

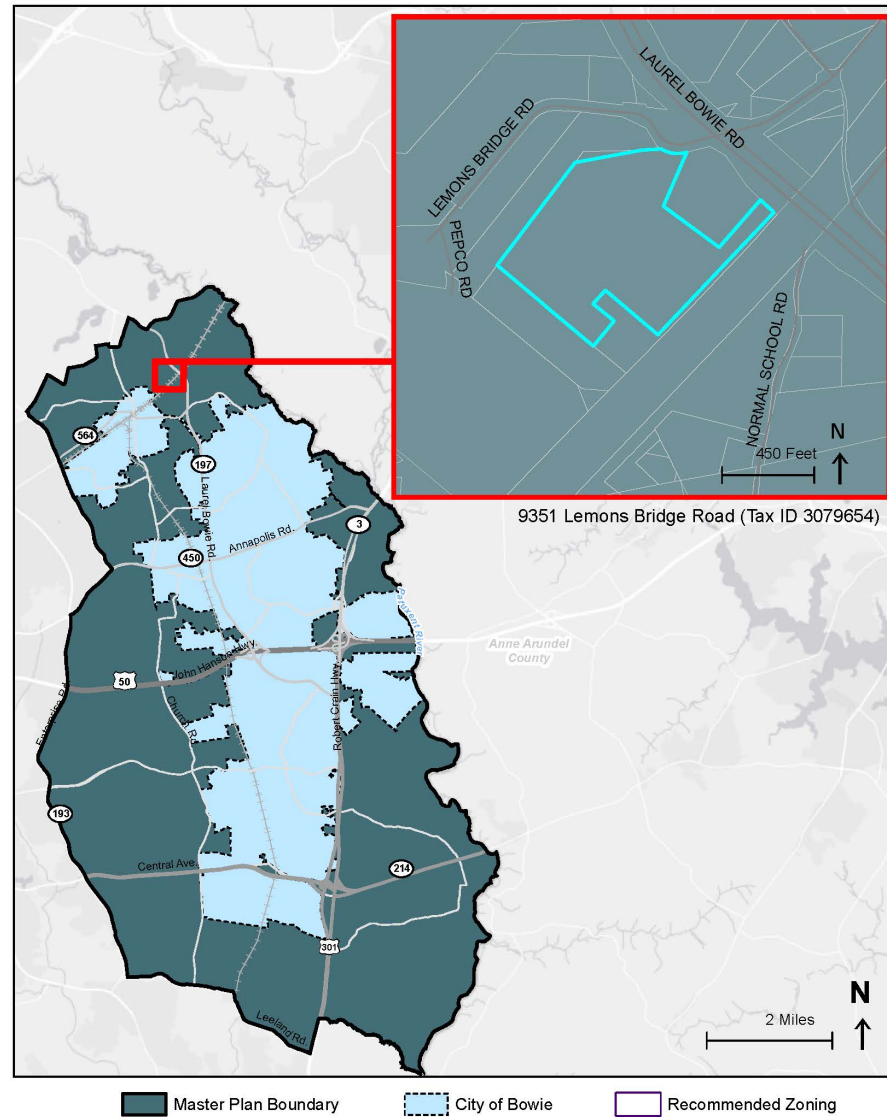


Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
12	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the property at 9351 Lemons Bridge Road (Referred to as the PEPCO property) in Institutional).	The property located at 9351 Lemons Bridge Road (Tax ID 3079654) is privately-owned and partially owned by the utility company BG&E. Institutional land use is appropriate. The recommended land use should be changed from Parks and Open Space to Institutional.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 9351 Lemons Bridge Road (Tax ID 3079654) as Institutional. See Map 6: 9351 Lemons Bridge Road (Tax ID 3079654) for property's location.	*	

Land Use and Comprehensive Zoning

Map 6: 9351 Lemons Bridge Road (Tax ID 3079654)



Land Use and Comprehensive Zoning

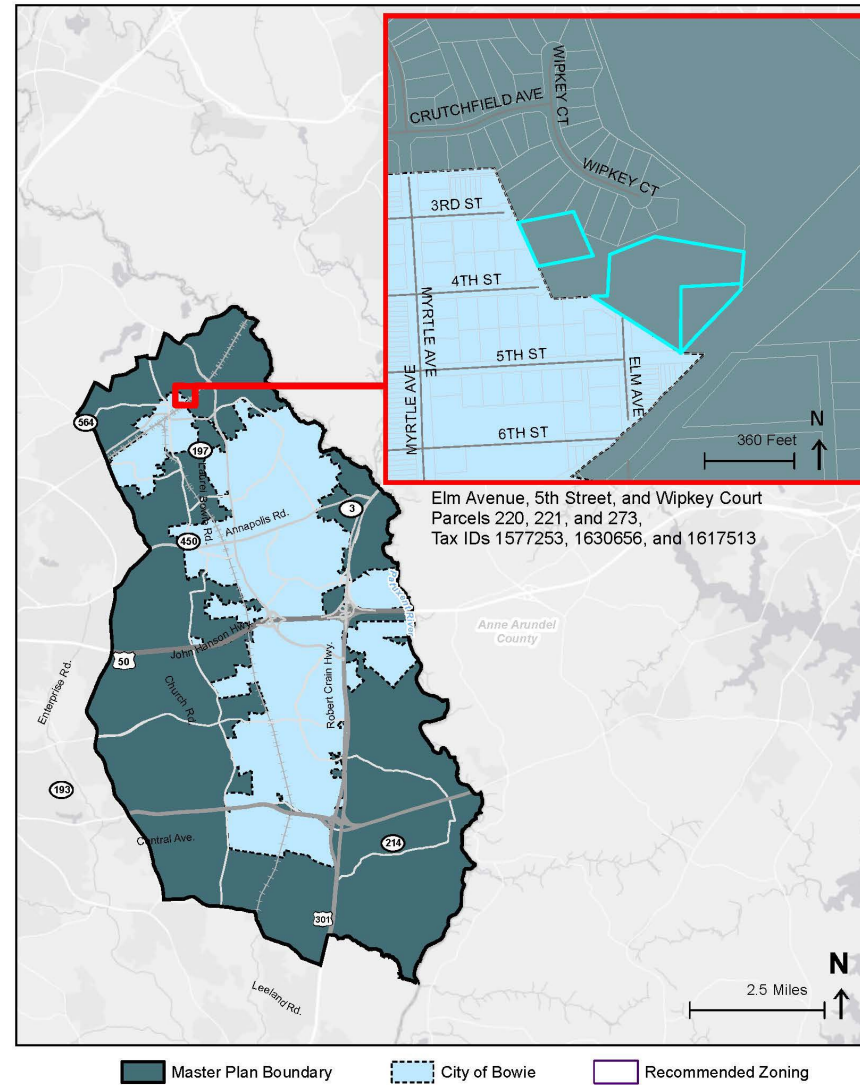
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
13	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the property owned by the City of Bowie located at 8 th Street/Chestnut Avenue in Old Town Bowie as Residential Low as opposed to Neighborhood Mixed-Use. The property is part of the Huntington Community Center property and should not be split into two land use categories.	<p>The viability of Old Town Bowie as a neighborhood and a destination is dependent on redevelopment and revitalization.</p> <p>The Huntington Community Center and surrounding publicly-owned parcels are located at a key location where transformative redevelopment, especially through a public-private partnership, could spur the necessary revitalization.</p> <p>As the primary property owner, the City of Bowie ultimately decides what to do with its property; identifying the property in the Neighborhood Mixed-Use future land use category in no way precludes its future use as a park; by definition, a “mix of uses” may and usually should include public open spaces.</p>	Recommend no change to the Map 16, Future Land Use or the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
14	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the properties east of Adnell Woods (Parcels 220, 221, and 273, tax IDs 1577253, 1630656, and 1617513) to the Residential Low land Use as opposed to Rural and Agricultural.	The proposed land use for the referenced properties located east of Adnell Woods (Parcels 220, 221, and 273, tax IDs 1577253, 1630656, and 1617513) was Rural and Agricultural because it is undeveloped and near the Rural and Agricultural Area. However, if it were to be developed, given the recommended Residential Estate (RE) zoning, which permits one dwelling unit per acre (DU/A), Residential Low land use, defined as > 0.5 and <= 3.5 DU/A, is more appropriate.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties located east of Adnell Woods (Parcels 220, 221, and 273, tax IDs 1577253, 1630656, 1617513) as Residential Low. See Map 7: Tax ID s 1577253, 163056, and 1617513 for properties' location.	*	

Land Use and Comprehensive Zoning

Map 7: Tax ID s 1577253, 163056, and 1617513

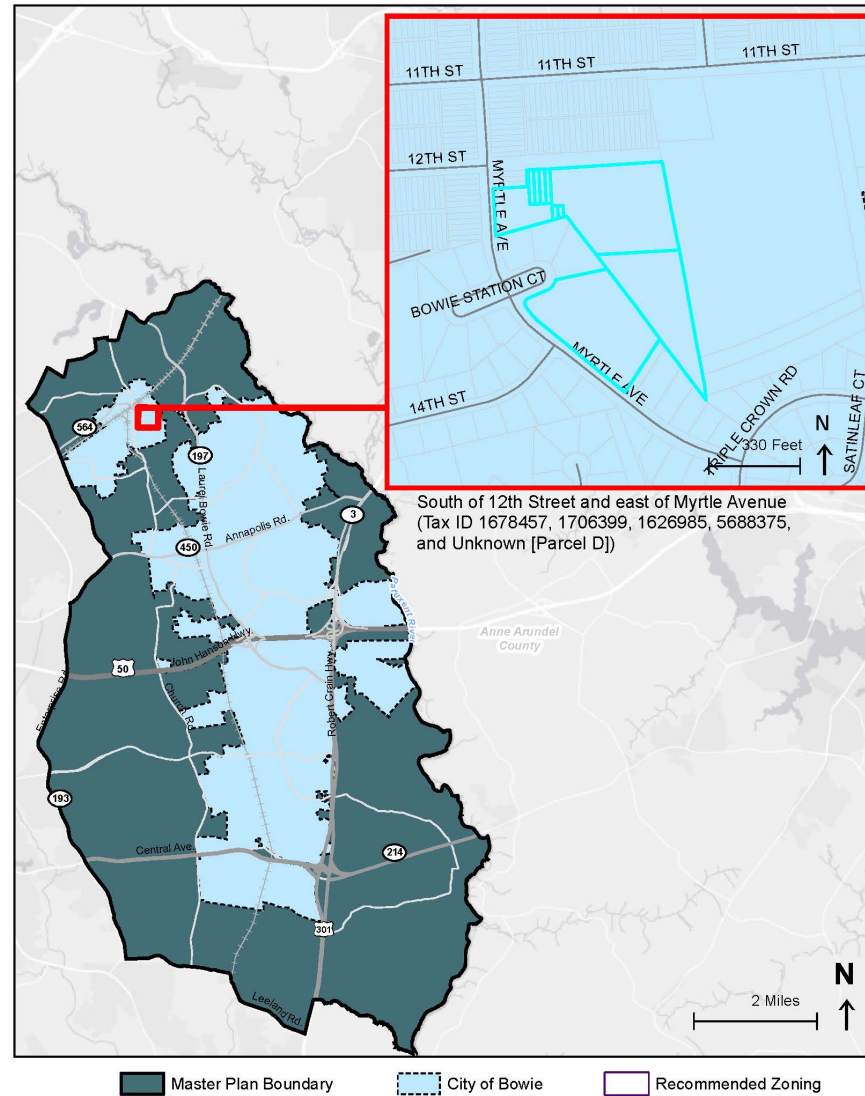


Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
15	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the properties located south of 12th Street and east of Myrtle Avenue in Old Town Bowie as Residential Low as opposed to Rural and Agricultural.	The proposed land use for the properties located south of 12th Street and east of Myrtle Avenue (Tax ID 1678457, 1706399, 1626985, 5688375, and Unknown [Parcel D]) was Rural and Agricultural because it is mostly undeveloped. However, if it were to be developed, given the recommended Residential Estate (RE) zoning, which permits one dwelling unit per acre (DU/A), Residential Low land use, defined as > 0.5 and <= 3.5 DU/A, is more appropriate.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties located south of 12th Street and east of Myrtle Avenue (Tax ID 1678457, 1706399, 1626985, 5688375, and Unknown [Parcel D]) as Residential Low. See Map 8: South of 12th Street/East of Myrtle Avenue for properties' location.		

Land Use and Comprehensive Zoning

Map 8: South of 12th Street/East of Myrtle Avenue

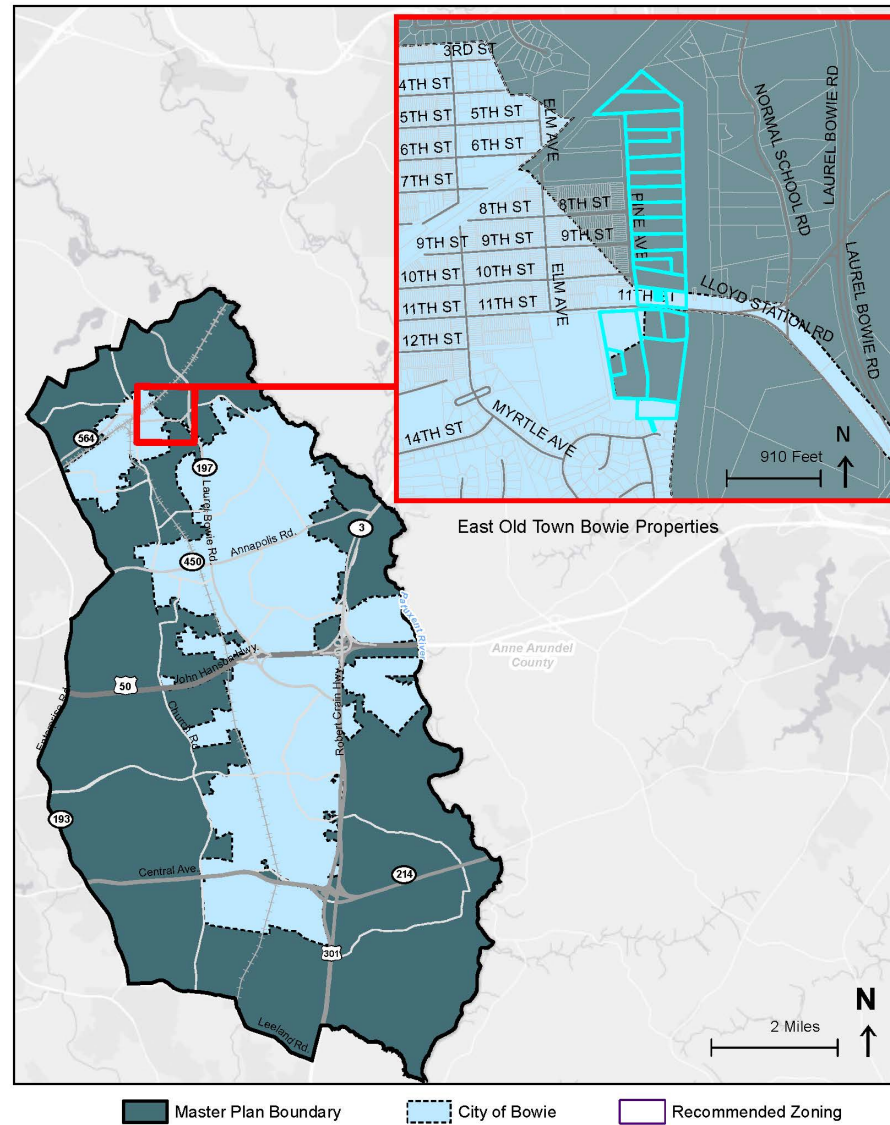


Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
16	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the properties located between Old Town Bowie, adjacent to the PEPCO property, north and south of MD 564 be Residential Low as opposed to Rural Agricultural.	The proposed land use for the properties located between Old Town Bowie, adjacent to the PEPCO property, north and south of MD 564 are identified as Rural and Agricultural because it is undeveloped and adjacent to the Rural and Agricultural Area. However, because it is in an existing community, if it were to be developed under the Residential Estate (RE) zoning, which permits one dwelling unit per acre (DU/A), Residential Low land use, defined as > 0.5 and <= 3.5 DU/A, is more appropriate given the local context and current density of the surrounding area.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties between Old Town Bowie, adjacent to the PEPCO property, north and south of MD 564 as Residential Low. See Resolution of Adoption, Attachment H, which includes a full list of Tax IDs See Map 9: East of Old Town Bowie Properties.		

Land Use and Comprehensive Zoning

Map 9: East of Old Town Bowie Properties



Land Use and Comprehensive Zoning

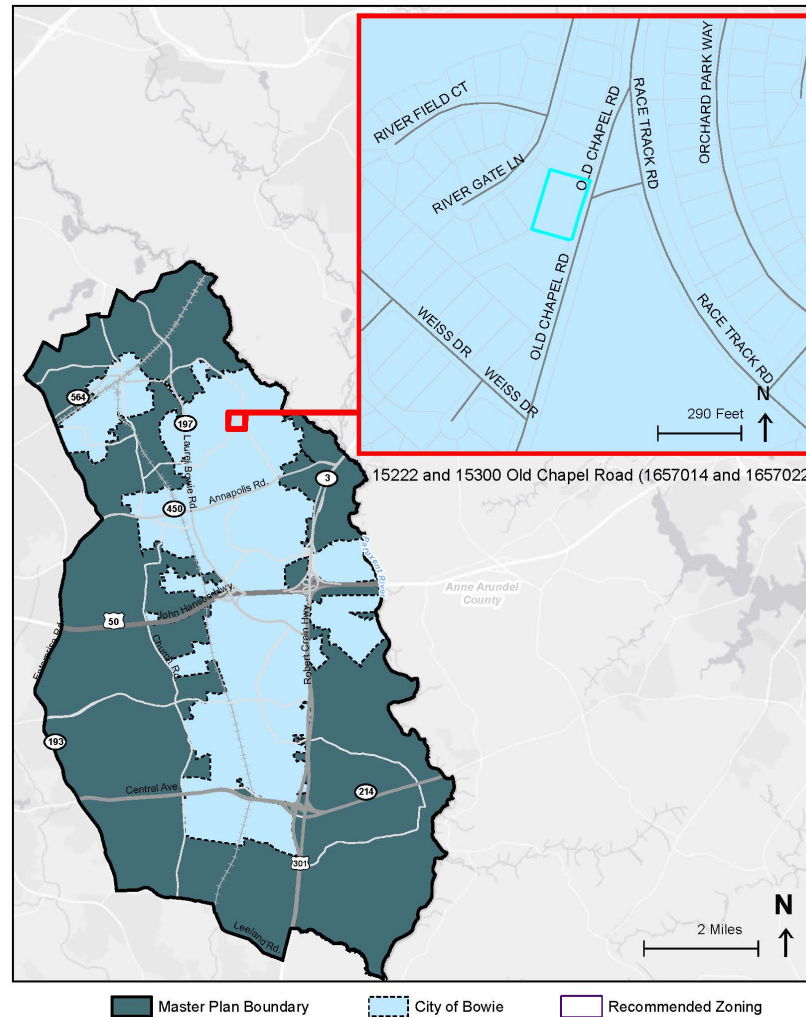
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
17	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the Lion's Club parcels located at 13108 11 th Street (Tax ID 1578855), in Old Town Bowie be Institutional as opposed to Residential Low. Lions Club parcels are on the northside of 11th, not the southside	<p>Map 16 designated the properties located at 13105 and 13111 11th Street (Tax IDs 1651231 and 1584499) as Institutional because the properties are being used as a religious institution in buildings that are almost always used exclusively for religious institutions.</p> <p>The Lions Club is a nonprofit organization currently using a building and property that was originally constructed for commercial uses surrounded by residential uses. The Preliminary Bowie-Mitchellville and Vicinity Master Plan believes that future commercial use of this property is inappropriate and that the Lions Club is a nonprofit organization that does not meet the definition of an Institutional land use which is reserved for government agencies, hospitals, schools, churches and military installations. The Lions Club property can remain in the Residential Low category since residential infill development is most appropriate.</p>	Recommend no changes to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
18	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the property located at Old Chapel Road and Race Track Road intersection as Commercial as opposed to Residential Low. The property currently has commercial land use.	The property located at 15222 and 15300 Old Chapel Road (1657014 and 1657022) was mistakenly given Residential Low land use and can be revised to reflect their existing commercial land use.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties located at 15222 and 15300 Old Chapel Road (1657014 and 1657022) as Commercial. See Map 10: 15222 and 15300 Old Chapel Road.	*	

Land Use and Comprehensive Zoning

Map 10: 15222 and 15300 Old Chapel Road



Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
19	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the property located north of Rustic Hill Drive, the former Montessori School property, as Residential Low as opposed to Institutional, since the school is no longer operational.	The property located at 5004 Randonstone Lane (Tax ID 1674050) was given Institutional land use since there was an active school on the property. However, though the school has since closed, the building is designed for an institutional land use and can be repurposed, if necessary and there is ample parking. Residential Low land use is not appropriate.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

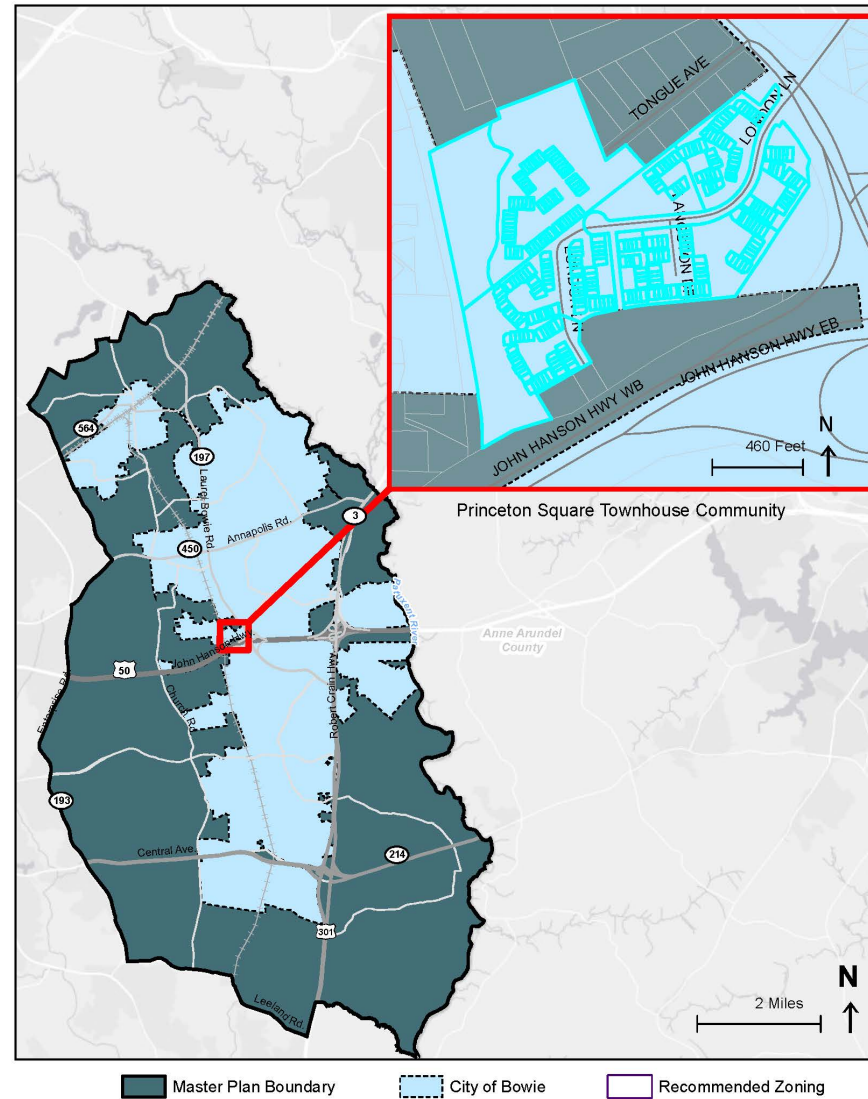
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
20	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the property located at Sussex Lane, is City-owned Sussex Land Park, as Residential Low as opposed to Neighborhood Mixed-Use.	The properties located at 12400-12424 Sussex Lane (Tax IDs 0662403, 0662411, 0662429, 0662437, 0662445, 0662452, 0662460, 0662478, 0662486, 0662494, 0662502, 0662510 and 0662528) should remain Neighborhood Mixed-Use as this land use designation does not preclude use of the property as a park, and the plan recommends that, as the MD 450 street concept is implemented, there is opportunity for infill development on these parcels. The City of Bowie is under no obligation to sell these properties for development; as the property owner, the City of Bowie ultimately decides what to do with its property. Identifying the property in the Neighborhood Mixed-Use future land use category in no way precludes its future use as a park; by definition, a “mix of uses” may and usually should include public open spaces.	Recommend no changes to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
21	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the property located at the northwest quadrant of US 50/MD 197, as Residential Medium as opposed to Residential Low since the property has the existing Princeton Square Townhouse development.	The nine major properties of the Princeton Square Townhouse Community (Tax IDs 0710210, 0709675, 0691071, 0709667, 0691089, 0690370, 0690362, 0819805, and 0819144) and the all the associated townhouse properties within measure approximately 8 dwelling units per acre (DU/A) which is more in line with the definition for Residential Medium land use (> 3.5 and <= 8 DU/A) as opposed to Residential Low land use (0.5-3.5 DU/A).	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties of Princeton Square Townhouse Community (Tax IDs 0710210, 0709675, 0691071, 0709667, 0691089, 0690370, 0690362, 0819805, and 0819144) and the all the associated townhouse properties within as Residential Medium. See Resolution of Adoption, Attachment I, which includes a full list of Tax IDs. See Map 11: Princeton Square Townhouse Community.		

Land Use and Comprehensive Zoning

Map 11: Princeton Square Townhouse Community

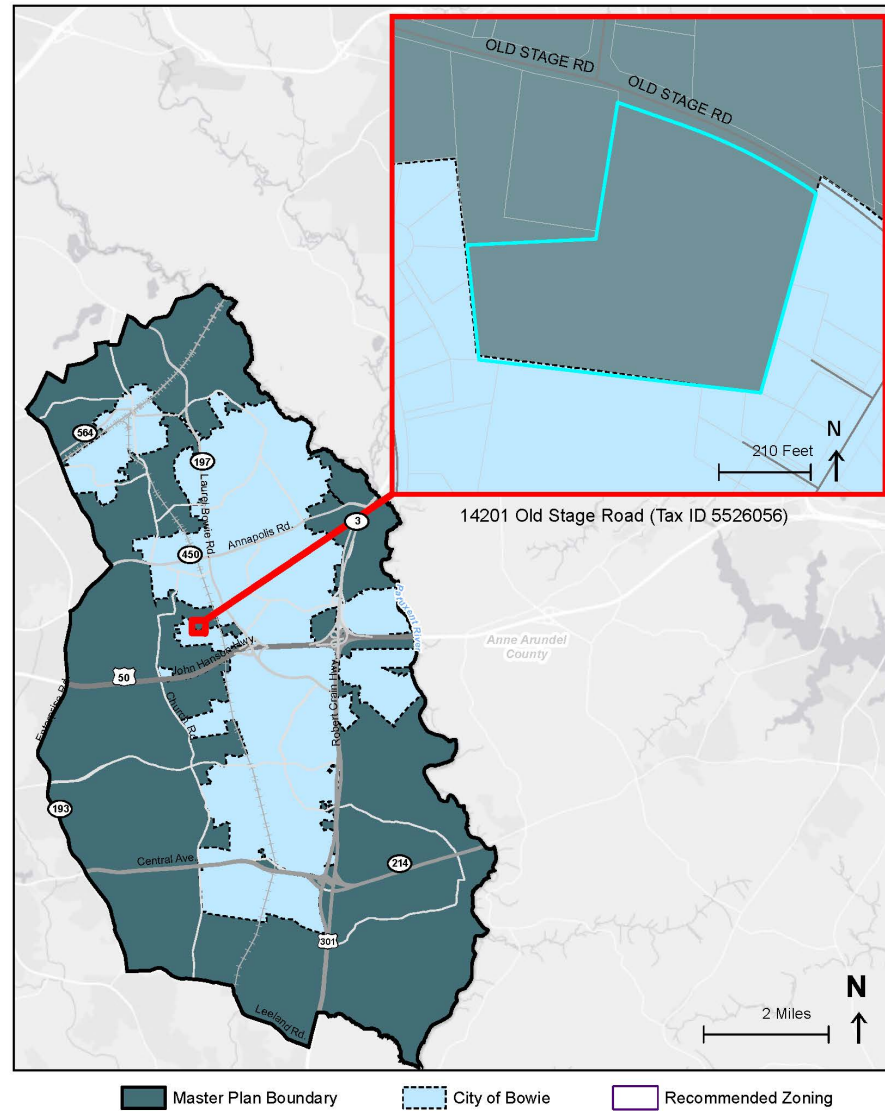


Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
22	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the property located at the southside of Old Stage Road as Institutional as opposed to Residential Low since the property is a religious institution.	The property located at 14201 Old Stage Road (Tax ID 5526056) includes a religious institution making the institutional land use more appropriate.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 14201 Old Stage Road (Tax ID 5526056) as Institutional. See Map 12: 14201 Old Stage Road (Tax ID 5526056)	*	

Land Use and Comprehensive Zoning

Map 12: 14201 Old Stage Road (Tax ID 5526056)

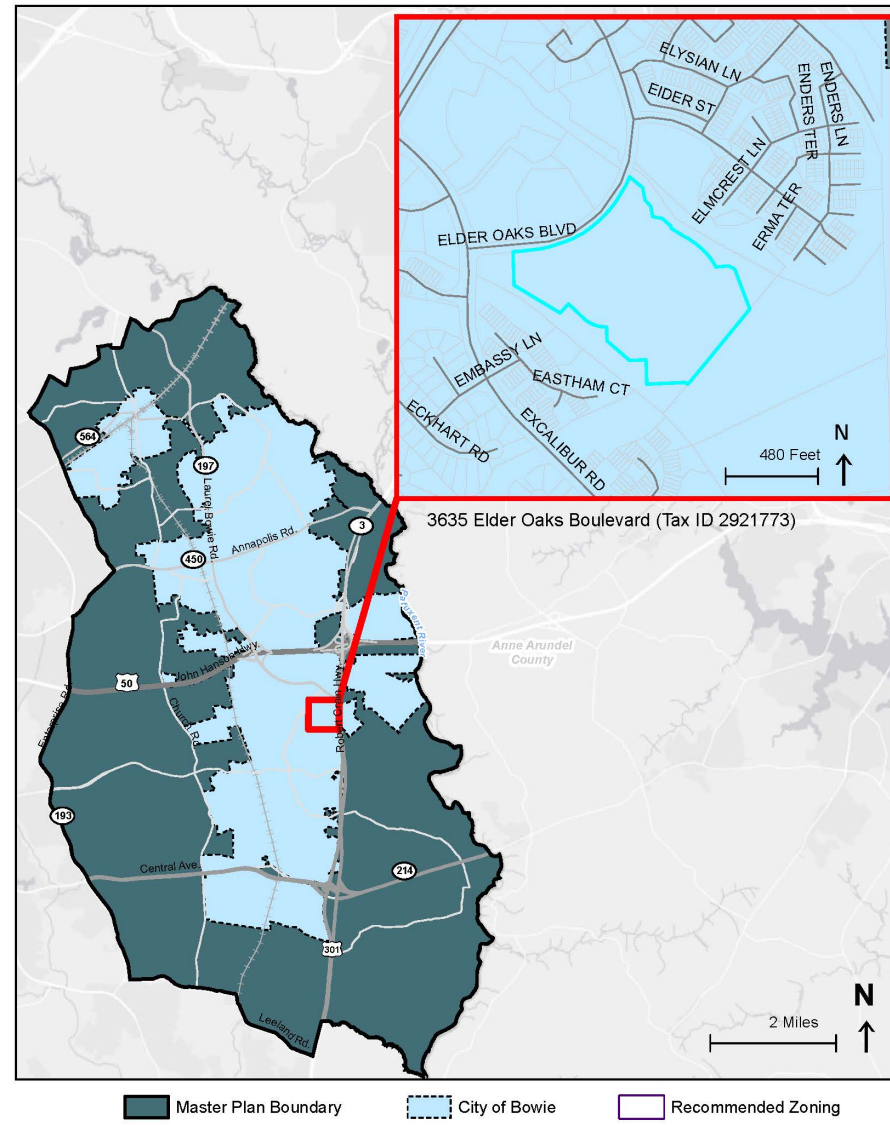


Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
23	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the St. James apartments property located at Elder Oaks Boulevard as Residential High as opposed to Commercial.	The apartments currently named the Meridian Apartments, located at 3635 Elder Oaks Boulevard (Tax ID 2921773), was mistakenly classified as Commercial future land use. Residential High is more appropriate given the existing multifamily residential land use and high density of approximately 23 dwelling units per acre (DU/A). Residential High land use is defined as >20 DU/A.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 3635 Elder Oaks Boulevard (Tax ID 2921773) as Residential High. See Map 13: 3635 Elder Oaks Boulevard (Tax ID 2921773).	*	

Land Use and Comprehensive Zoning

Map 13: 3635 Elder Oaks Boulevard (Tax ID 2921773)



Land Use and Comprehensive Zoning

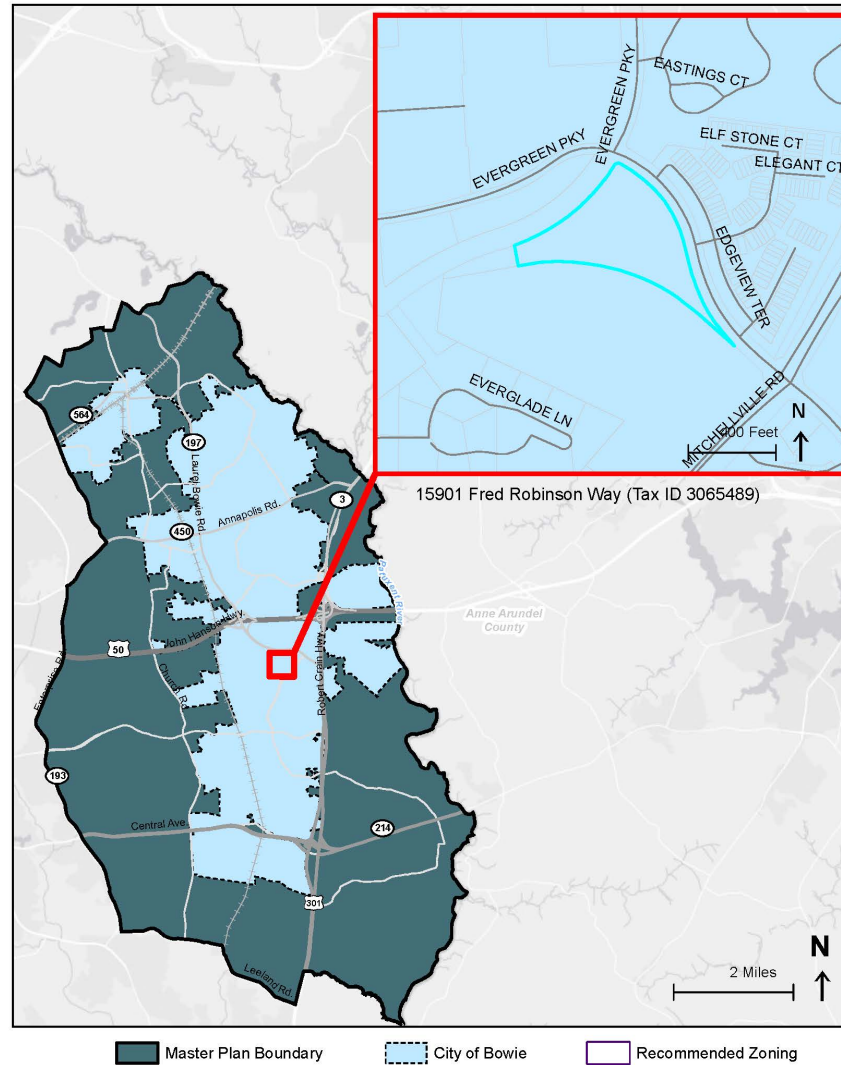
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
24	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the Governor's Green apartments property located at US 301 and Governor Bridge Road as Residential High as opposed to Residential Medium High.	<p>The properties located at 16699 and 16799 Governor Bridge Road (Tax IDs 3332723 and 3332707) include the Governor's Green apartments which has approximately 13 dwelling units per acre (DU/A) (338 units on 26 acres). This density falls under Residential Medium High by the Preliminary Bowie-Mitchellville and Vicinity Master Plan's definition of > 8 and <= 20 DU/A. Residential High is over 20 units per acres so it would not apply to this property.</p> <p>As this development was approved in 1997 pursuant to the regulations of the Mixed Use-Transportation-Oriented (M-X-T) Zone, which measures density by floor area ratio of buildings to gross tract area, determining the density of the existing complex using the standard practice of dwelling units per net acre is challenging.</p> <p>Should the property be redeveloped, or additional units provided, Residential High densities would be inappropriate given its location and access.</p>	Recommend no changes to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
25	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the Bowie City Hall property located at Evergreen Parkway at Excalibur Road as Institutional as opposed to Parks and Open Space.	The property located at 15901 Fred Robinson Way (Tax ID 3065489) includes Bowie City Hall and is owned by the City of Bowie. The land use was mistakenly shown as Parks and Open Space. Institutional future land use designation is more appropriate.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 15901 Fred Robinson Way (Tax ID 3065489) as Institutional. See Map 14: 15901 Fred Robinson Way (Tax ID 3065489)	*	

Land Use and Comprehensive Zoning

Map 14: 15901 Fred Robinson Way (Tax ID 3065489)



Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
26	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the proposed townhouse property located at Mitchellville Road (Parcel 40, Tax ID 0681619). at Peach Walker Drive as Residential Medium High as opposed to Residential Low.	The property on Mitchellville Road (Parcel 40, Tax ID 0681619) currently does not have a development application, nor does the existing One-Family Detached (R-80) Zone or the proposed zone, the Residential Single-Family-95 (RSF-95) Zone allow for townhouses. However, Residential Medium High, defined as 8 and <= 20 dwelling units per acre, is an appropriate land use classification. The property is adjacent to an existing townhouse development and has the potential for context-sensitive infill.	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at Mitchellville Road (Parcel 40, Tax ID 0681619) as Residential Medium High.</p> <p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new Strategy LU 3.2 on page 53: <u>Support the development of single-family attached housing at 0 Mitchellville Road (Tax ID 0681619). Map 16. Future Land Use, designates this property in the Residential Medium-High land use category.</u></p> <p>Add <u>LU 3.2</u> to Table 35. Land Use Implementation Matrix page 182, <u>Lead Entity: Property Owner(s), Anticipated Time Frame: Mid-term</u></p> <p>Delete Policy CZ 3 and strategy CZ 3.1 replace with the following text:</p> <p>[Policy CZ 3 Ensure the Six Flags properties are classified under the appropriate zoning to support an amusement park and ancillary commercial operations. CZ 3.1 Reclassify properties listed in Table 11. CZ 3.1 Zoning Recommendations—North of MD 214, West of Church Road into the</p>	*	

Land Use and Comprehensive Zoning

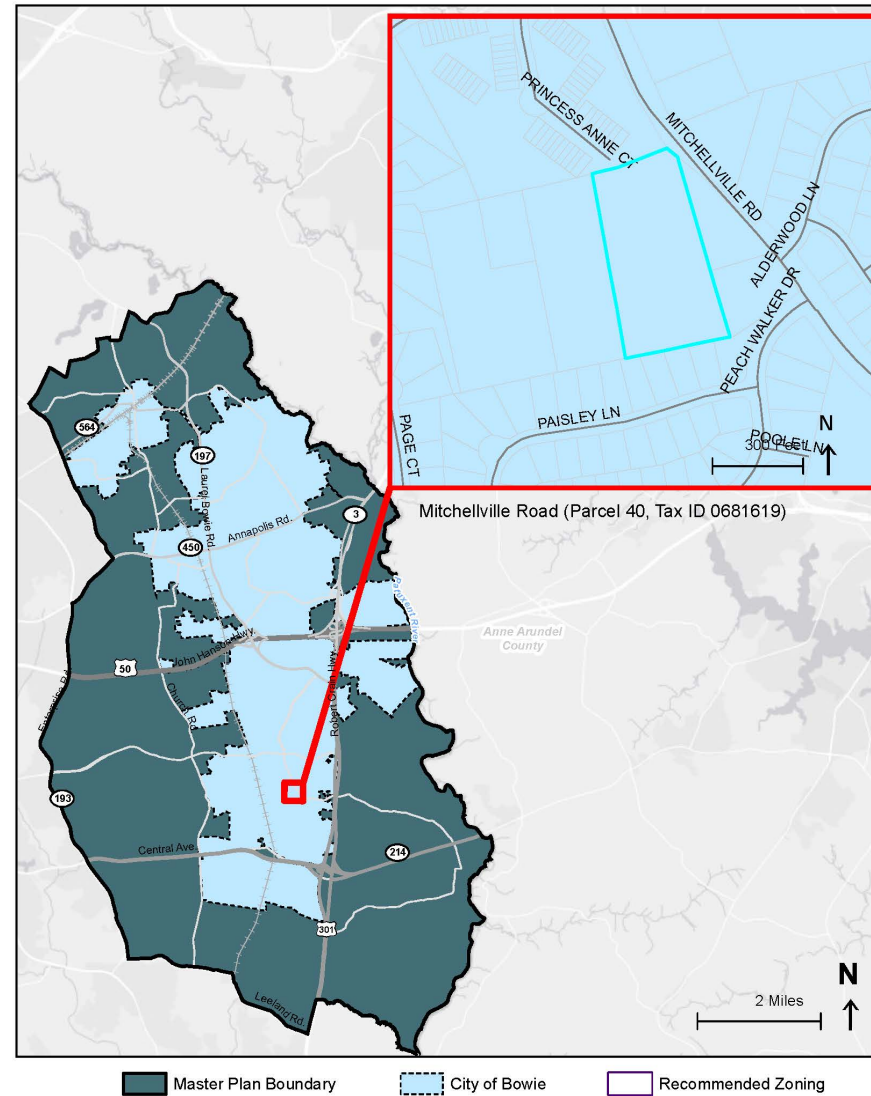
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
No. 26 Continuation					<p>Commercial Service (CS) Zone (see Appendix F. Zoning Recommendations). The CS Zone permits Amusement Parks as a Special Exception use that allows for a range of uses and accessory uses customarily associated with an amusement park, including motorized and non-motorized rides, booths for the conduct of sporting events or games, constructed land features such as lakes, hills, or trails, office, and retail and other commercial uses.]</p> <p>ESTABLISHED COMMUNITIES</p> <p><u>Policy CZ 3</u> <u>Ensure that properties in the Established Communities are classified under the most appropriate zoning to support the recommended land uses.</u></p> <p><u>CZ 3.1</u> <u>Reclassify the property at 0 Mitchellville Road (Tax ID 0681619) to the Residential Single Family-Attached (RSF-A) Zone to support the recommended single-family attached residential development;</u> <u>Map 16. Future Land Use, designates this property in the Residential Medium-High land use category.</u></p>		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
No. 26 Continuation					<p>Add map to Appendix F. Zoning Recommendations that identifies the subject properties.</p> <p>See Map 15: Mitchellville Road (Parcel 40, Tax ID 0681619).</p>		

Land Use and Comprehensive Zoning

Map 15: Mitchellville Road (Parcel 40, Tax ID 0681619)

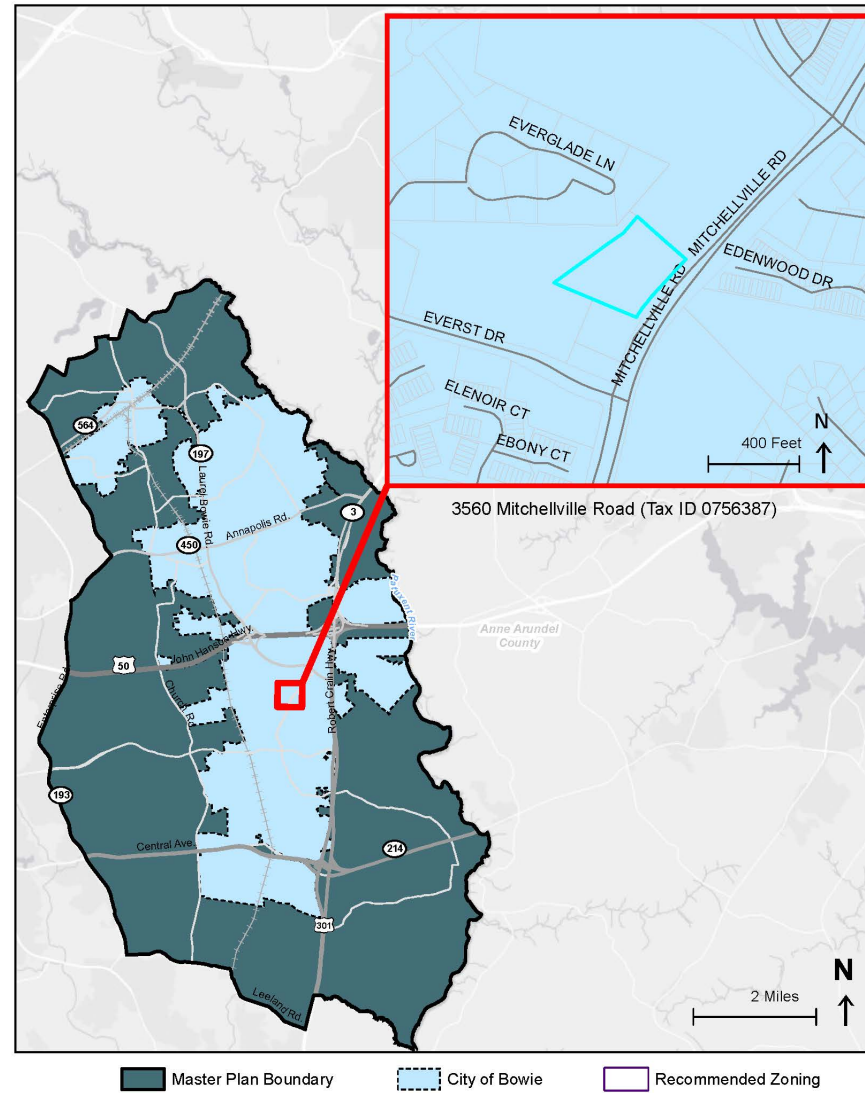


Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
27	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the daycare located at 3560 Mitchellville Road north of Everst Drive as Institutional as opposed to Commercial.	The daycare located at 3560 Mitchellville Road (Tax ID 0756387) is considered an Institutional use, and not commercial. However, the Map 16, incorrectly shows the property as commercial.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 3560 Mitchellville Road (Tax ID 0756387) as Institutional. See Map 16: 3560 Mitchellville Road (Tax ID 0756387).	*	

Land Use and Comprehensive Zoning

Map 16: 3560 Mitchellville Road (Tax ID 0756387)

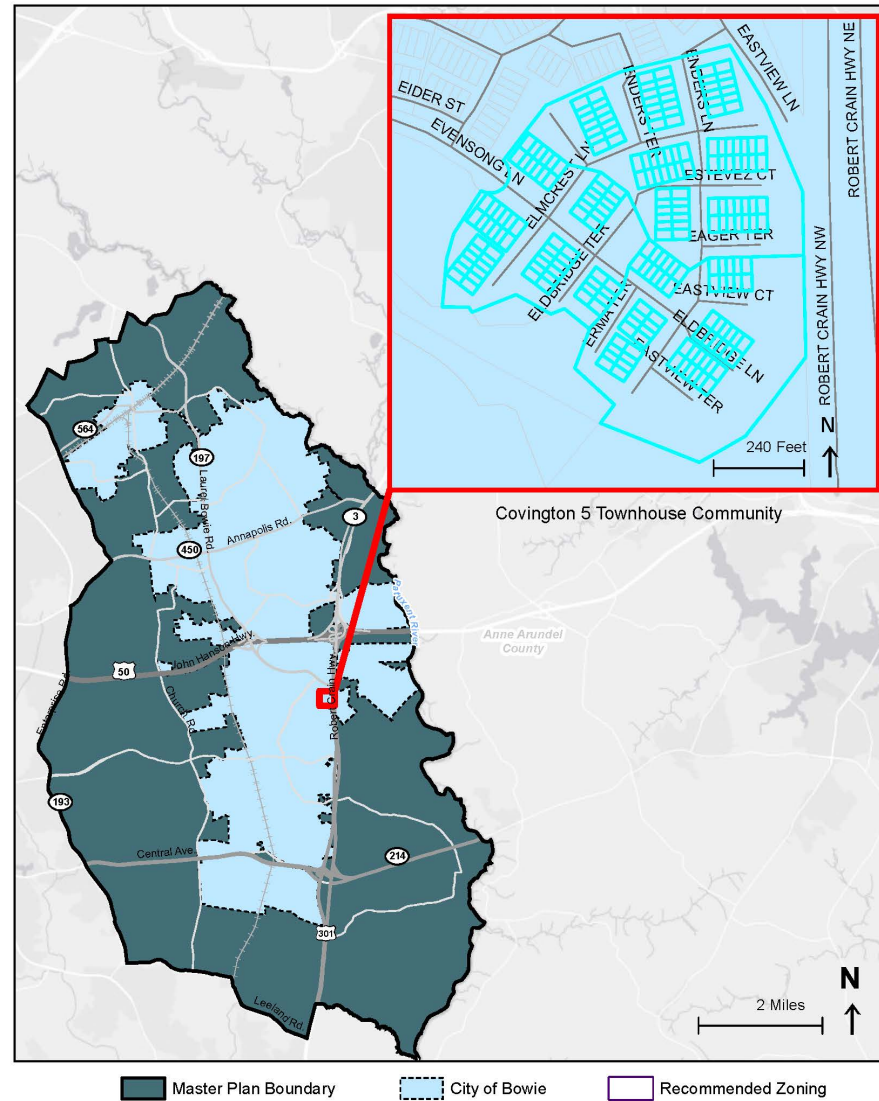


Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
28	Map 16 Future Land Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Map 16 should be revised to show the Covington 5 community (8-plex, 12-plex community) located at the end of Evensong Lane to Residential Medium High as opposed to Residential High.	The three major properties of the Covington 5 Townhouse Community (Tax IDs 3116571, 3117215, and 3118163) and the all the associated townhouse properties are between 10 and 16 dwelling units per acre (DU/A) which is more in line with the definition for Residential Medium High land use (> 8 and <= 20DU/A). than Residential High (>20+ DU/A).	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties located at Covington 5 Townhouse Community (Tax IDs 3116571, 3117215, and 3118163) and the all the associated townhouse properties as Residential Medium High. See Resolution of Adoption, Attachment J, which includes a full list of Tax IDs. See Map 17: Covington 5 Townhouse Community.		

Land Use and Comprehensive Zoning

Map 17: Covington 5 Townhouse Community



Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
29	Map 16 Future Land Use	Exhibit #23 Mark G. L. Ferguson, Senior Land Planner Matthew Tedesco McNamee Hosea Attorneys & Advisors On behalf of TMC 450 LLC & KHM Route 3 LLC	Mr. Tedesco stated, “we are requesting that the current Rural and Agricultural land use recommendation for property at 6517 and 6513 NW Robert Crain Highway (Tax IDs 5635696, 5635708, and 0822239) be revised to the Service Commercial land use designation due to the parcels size; its surrounding existing land uses; its situation west of the eastern edge of the MD 3 right-of-way; and particularly its access constraints within the planned road network.”	The Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends Rural and Agricultural land uses because it is located outside of the growth policy boundary within the Rural and Agricultural Area. The Preliminary Bowie-Mitchellville and Vicinity Master Plan does not recommend expanding higher density land uses in the Rural and Agricultural Area. These are areas served by well and septic. Also, note that Service Commercial land use is not a land use category defined by the Department and used in the master plan.	Recommend no change to the plan.		
30	Map 16 Future Land Use	Exhibit #29 Edward C. Gibbs, Jr., Gibbs & Haller	Support the Commercial land use recommendations for the Mill Branch Crossing property located at 3301 Mill Branch Road and Robert Crain Highway (Tax IDs 5606604 and 0822254).	Staff concurs.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
31	Map 16 Future Land Use Zoning Request	Exhibit #31 Thomas H. Haller, Gibbs & Haller On behalf of Dorothy Chiaramonte Trust	Request that Map 16, Future Land Use Map, be revised to designate the future land use of the properties at 3412 NE Robert Crain Highway and Mill Branch Road (Tax ID 0817718 and 0817734), located in the southeast quadrant of the intersection of US 301 and Mill Branch Road, as Commercial and be rezoned to the Commercial Service (CS) Zone. Mr. Haller stated, the property is not in the Rural Tier, it is not used for agricultural purposes, and it is not surrounded by rural or agricultural uses. The impact of the proposed commercial development across Mill Branch Road, combined with the impact of the abutting freeway and proposed interchange suggest that the property should be designated on the future land use map as commercial. The owner submits that the orientation of the property to the abutting roadways and its location across from a large area of proposed Commercial, General, Office (CGO) zoned property make the Commercial Service (CS) Zone the most appropriate category for the property. Additionally, due to the unusual angle of intersection, and proposed road improvements associated with US 301, it will greatly reduce the area of the property available for development.”	Staff notes that the subject property is adjacent to the Rural and Agricultural Area boundary where Plan 2035 recommends rural areas remain low-density residential or support park and open space land uses. Additionally, the Preliminary Bowie-Mitchellville and Vicinity Master Plan discourages development east of US 301 to strengthen the growth boundary from encroaching development and to create a buffer between the higher density uses west of US 301 and the growth boundary. The Preliminary Bowie-Mitchellville and Vicinity Master Plan also encourages commercial development to be concentrated in the centers and focus areas, to support their success and commercial viability and not to dilute the market for existing commercial areas like Bowie Gateway and Pointer Ridge, with multiple competing commercial centers along US 301. LU 21.1 also explicitly discourages commercial land use along the US 301 corridor except at specified locations. The testimony states that the subject properties are not used for agricultural uses and the properties are not surrounded by agricultural	Recommend no change to the plan. Make no zoning recommendations on this property. The property is classified in the correct Agricultural-Residential (AR) Zone.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
No. 31 Continuation				<p>uses. This is partly untrue. The subject properties are adjacent to agricultural land uses to the north and the Rural and Agricultural Area to the east.</p> <p>Given the properties' location adjacent to the growth boundary, and the Rural and Agricultural Area, and that there is ample land already zoned for commercial land uses in the US 301 corridor, these properties are best suited for rural and agricultural land use.</p>			

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
32	LU 2.3 Map 16 Map 18, Map 25 Table 6 PF 16.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie testified that, “expand Rural and Agricultural Area to include all the Jesuit property, including land located on the north side of MD 450. Revise LU 2.3 and the Established Communities boundary on Map 16 to reflect these changes.”	<p>The properties located at 16200 Annapolis Road (Tax IDs 1594761, and 1594753) are undeveloped, contiguous with the existing boundary of the Rural and Agricultural area and under the same ownership as the other properties already being recommended to be added to the Rural and Agricultural Area. Staff concurs that extending the boundary of the Rural and Agricultural Area to include these properties is CZ appropriate and consistent with the vision and goals of the Preliminary Bowie-Mitchellville and Vicinity Master Plan.</p> <p>During evaluation of this testimony, staff identified an error in Map 16. Future Land Use Map and it does not reflect the preliminary plan’s Strategy LU 2.3, placing certain properties south of MD 450 into Rural and Agricultural Area.</p>	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy LU 2.3 as follows:</p> <p>[Carry forward the recommendation of the 2006 Approved Master Plan for Bowie and Vicinity to a] <u>Add the properties identified in Table 6. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property, north and south of MD 450 (Annapolis Road) and west of MD 3 (Robert Crain Highway) to the Rural and Agricultural Area. Designate these properties for Rural and Agricultural land uses <u>except for the properties that are Institutional land use (Tax IDs 0801563, 0692756, 0796425, 0712588, 0710434, and 0663195), commensurate with the property’s Agricultural-Residential (AR) Zoning, its existing historic and institutional uses, and its critical areas of preserved environmental resources.</u></u> ([s]See Table 6. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property), <u>Strategy PF 16.1, Map 25. Plan 2035 Growth Policy Map Amendments, and Appendix B. Plan 2035 and Functional Master Plan Amendments).</u></p>	*	

Land Use and Comprehensive Zoning

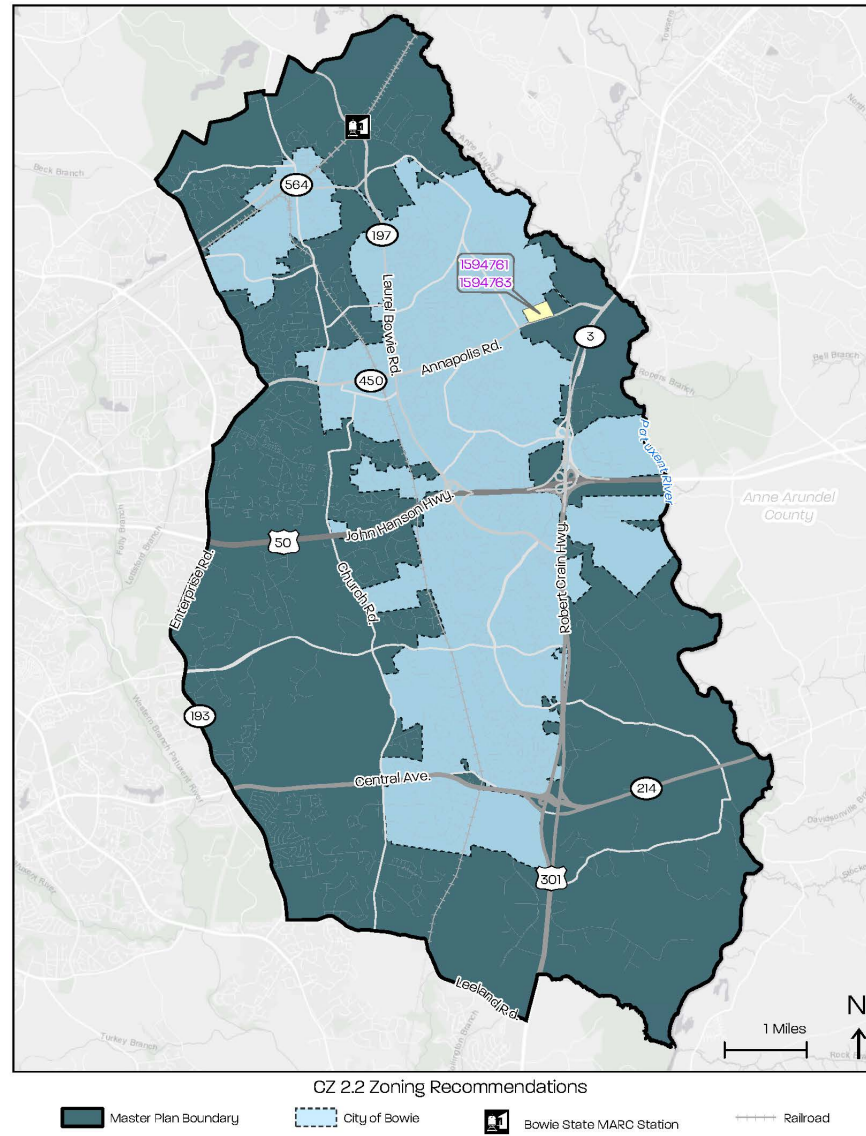
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
No. 32 Continuation					<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the properties at 16200 Annapolis Road (Tax IDs 1594761 and 1594753) to the Rural and Agricultural Area as shown in Table 6. Table 6. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property to Water and Sewer Category 6: Well and Septic Service (p. 56).</p> <p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 Future Land Use (p. 50) and Map 18 MD 3 and MD 450—Policy Area Amendment (p.54) to include all properties within revised Table 6 to the Rural and Agricultural Area.</p> <p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding these properties to the Rural and Agricultural Area on Map 25. Plan 2035 Growth Policy Map Amendments (p. 67), and within Appendix B. Plan 2035 and Functional Master Plan Amendments.</p> <p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new Strategy <u>CZ 2.2: Reclassify the properties at 16200 Annapolis Road (Tax IDs 1594761 and 1594763) to the</u></p>		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
No. 32 Continuation					<p><u>Agricultural Residential (AR) Zone to support rural, agricultural, and institutional uses within its existing woodland setting. (p. 78).</u></p> <p>Add map to Appendix F. Zoning Recommendations that identifies the subject properties.</p> <p>See Map 18: CZ 2.2 Zoning Recommendations.</p>		

Land Use and Comprehensive Zoning

Map 18: CZ 2.2 Zoning Recommendations



Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
33	LU 2.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support adding the Belt Woods Natural Environment to the Rural and Agricultural Area.	Staff concurs.	Recommend no change to the plan.		
34	LU 2.3 PF 16.1	Exhibit #14 Ann McDonald Resident	Ms. McDonald stated, “the proposed rezoning of the Jesuit property to the Rural and Agricultural Area may encounter resistance, as the property owners have stated their intent to build a conference or retreat center there.”	During the stakeholder engagement conducted as part of the Preliminary Bowie-Mitchellville and Vicinity Master Plan, the property owner indicated a desire to build a rural retreat and conference center at this location. This is a use that would be consistent with its rural and agricultural setting, would not require public water and sewer service, and would have a net positive economic impact on the County as opposed to housing. The recommended future land use for these properties is Rural and Agricultural and the proposed rural retreat is an acceptable land use.	Recommend no additional change in the plan.		
35	LU 2.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie has no position on LU 2.4, to add the Amtrak parcel to the BSU MARC Campus Center.	No comment.	Recommend no change to the plan.		
36	LU 5.4	Speaker #17 Thomas H. Haller, Gibbs and Haller on behalf of PRH Bowie, LLC.	Support the land use recommendations of the Preliminary Bowie-Mitchellville and Vicinity Master Plan to remove the Toyota of Bowie and Kia of Bowie (Tax IDs 3319803 and 3319811) properties from the Bowie Regional Center.	Staff concurs.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
37	LU 5.5 Map 16 Future Land use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose LU 5.5, to change the future land use recommendations for those areas removed from the Bowie Local Town Center (BLTC) to the existing land use as opposed to the previously recommended mixed-use land use, as shown in Plan 2035.	<p>The strategy LU 5.4 seeks to remove properties east of US 301, and south of Melford from BLTC because these properties are separated from the rest of the center by a limited access freeway and abut the County’s Growth Boundary.</p> <p>Changing the land use recommendations for these properties in LU 5.5 from mixed-use land use coincides with removing these properties from BLTC under LU 5.4., which removes the properties east of US 301, and south of Melford from BLTC. Once removed from the center, higher density mixed-use land uses are no longer recommended since the properties are no longer within a designated Center, but rather within the Established Communities.</p> <p>Instead, lower density, single uses are recommended. Existing residential and commercial uses should remain as is, with additional opportunities for highway-oriented retail appropriate for a major interchange between US 50 and US 301. It is critical to the success of the BLTC that highway-oriented uses currently located on the west side of US 301 relocate to the east side.</p>	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
38	LU 6 LU 6.1 LU 6.3 LU 17.2	Speaker #6 Belva Nixon Resident	Ms. Nixon testified, “the master plan states “increasing housing in Bowie Town Center, Free State Shopping Center, and Bowie Market Place to help sustain existing retail and attract retail and diminishes spending gap. We agree that the county-wide aging retail centers need to be revitalized to attract tenants. This is also necessary to attract high-end retail in other areas.”	Staff concurs.	Recommend no change to the plan.		
39	LU 8.2 LU 8.3 LU 8.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	No position on LU 8.2, LU 8.3, or LU 8.4, that define the boundaries, core and edge of BSU MARC Campus Center.	No comment.	Recommend no change to the plan.		
40	LU 12.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	City of Bowie testified that they support: “The technology uses, such as data centers, in the northern portion of the BSU MARC Campus Center.”	Staff concurs.	Recommend no change to the plan.		
41	LU 13.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support relocating the office/flex hubs from Collington Local Employment Area (CLEA) to Melford and BSU MARC Campus Center.	Staff concurs.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
42	LU 14.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<p>The City of Bowie testified that, adding retail, service and eating and drinking establishments at Collington Local Employment area (CLEA), might compete with South Lake retail, possibly affecting its viability. South Lake Special Taxing District approval did not anticipate any retail competition from adjacent development.”</p>	<p>Note that in no. 53 and 54 of this analysis of testimony staff recommends amending the Preliminary Bowie-Mitchellville and Vicinity Master Plan’s original recommendation to rezone CLEA Industrial Employment (IE) to Industrial Heavy (IH).</p> <p>The goal is to make CLEA a more desirable place to work mid-term by providing basic amenities over time. Meeting the vision of the Preliminary Bowie-Mitchellville and Vicinity Master Plan for CLEA requires reclassification of the center to the Industrial, Heavy (IH) Zone, which allows for the recommended land uses by right, including food and beverage establishments and convenience stores. Therefore, the area will compete regardless of the land use recommendation.</p>	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy LU 14.2 (p. 68) as follows:</p> <p>Add limited retail, service, and eating and drinking establishments within Collington Local Employment Area [to supplement those proposed at South Lake] to serve employees within the employment center. <u>This is intended to acknowledge the need for convenience retail and dining options within walking distance to jobs; such retail complement, and not replace, additional retail options at South Lake.</u></p> <p>The Legacy Comprehensive Design (LCD) Zone (the former Employment and Institutional Area Zone) applicable to the Collington Local Employment Area does not permit the range of eating and drinking and convenience service/retail establishments necessary to maximize [this area’s] <u>the Collington Local Employment Area’s regional competitiveness</u>. CZ 9.1 recommends reclassification of this property to the Industrial [Employment (IE)], <u>Heavy (IH) Zone</u>.</p> <p>Revise Table 35. Land Use Implementation Matrix page 183 with updated text for LU 14.2.</p>		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
43	LU 15.1 LU 15.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support long term implementation for infill and food and beverage uses at Old Town Bowie.	Staff concurs.	Recommend no change to the plan.		
44	LU 16.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie testified that, activating the City-owned vacant and underused parcels such as the parking lots at 8611 Chapel Avenue (Tax ID 5644348) and at 8614 Chestnut Avenue (Tax ID 1701341) and streets by allowing temporary uses such as pop-up retail, if viable, farmers markets, outdoor performance venues, food trucks, and other temporary placemaking uses.”	Staff concur.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
45	LU 17.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie testified opposition to, “ a boulevard design is not practical given right-of-way constraints and may lead to unwanted residential development on the Free State Shopping Center property.”	The transformation of Superior Lane would occur with the redevelopment of the shopping center potentially eliminating the perceived right-of-way constraints. Additional study is needed to determine the feasibility of implementing this strategy either in part or in its entirety. The strategy can be clarified to address this issue. Strategy LU 17.2 has been revised above to no longer recommend residential development at Free State Shopping Center.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy LU 17.3 (p. 72) as follows: LU 17.3 <u>After completing a feasibility study, and as redevelopment along [redevelop] Superior Lane occurs, transform the thoroughfare into [as] an active and lively tree-lined boulevard, with infill linear retail (restaurants and specialty shops in one- to two-story buildings) in the adjacent parking lots that stretches from Stonybrook Drive and extends northward toward Bowie Marketplace and crosses MD 450 into Free State Shopping Center (see Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan).</u> Revise Table 35. Land Use Implementation Matrix page 185 with updated text for LU 17.3.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
46	LU Strategy 18.1 Map 16 Future Land Use	Exhibit #17 Mark G. L. Ferguson, Senior Land Planner Matthew Tedesco McNamee Hosea Attorneys & Advisors On behalf of Irmgard H. Hawkins By-Pass Trust	Recommend revising the Residential Low land use to Neighborhood Commercial land use designation for the properties Hawkin’s property (former Frank’s Nursery) located at 12205 and 12105 Annapolis Road (Tax ID 0733741 and 0733782) and 5015 Enterprise Road (Tax ID 0817676) Mr. Tedesco stated, this land use designation will allow for a continued commercial presence at this important intersection and allow for transitional residential densities that accommodate the high noise impacts from the abutting arterial roadways, and allow for a range of residential development types to provide appropriate neighbors to the different residential patterns to the east and the south of the subject property.” Overall, this land use recommendation is best given the parcel’s size, its surrounding existing land uses, its situation at the intersection of two arterial roadways, and its former commercial use, a context-sensitive land use recommendation is more appropriate to the subject property, and the plan’s larger goals.	The Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends single-family housing pursuant to its RE (Residential Estate) zoning for the former Frank’s Nursery property under LU 18.1 and depicted in Map 16. Future Land Use. All properties in the Preliminary Bowie-Mitchellville and Vicinity Master Plan boundaries were reviewed to determine appropriate future land use and zoning. Given the amount of land already dedicated to commercial and mixed-use at the centers and focus areas, and along MD 450, this defunct commercial property is redundant and could potentially reduce the market viability of other commercial centers along MD 450 if developed with land uses other than lower density residential. Staff notes that transitional residential densities are not necessary at this location since it is primarily surrounded by single-family detached land uses. Instead, context-sensitive infill is more appropriate; the context of this neighborhood is residential. Also, Neighborhood Commercial is not a future land use category defined and used in the Preliminary Bowie-Mitchellville and Vicinity Master Plan, the closest category to Neighborhood Commercial would be Neighborhood Mixed Use.	Recommend no change to the plan		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
47	LU 21.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose the first part of LU 21.1, to concentrate retail and service commercial development on the west side of planned interchange at MD 197, it is inconsistent with the US 301 and MD 197 interchange design intent to unify both sides of US 301 with grade-separated overpasses and service roads. But support discouraging commercial land use elsewhere in the US 301 corridor, except at the interchanges of MD 197 and MD 214.	<p>LU 21.1 states that, “As US 301 is upgraded to a limited-access freeway (F-10), concentrate retail and service commercial development on the west side of planned interchanges at Leeland Road, MD 214, and MD 197 to reduce the burden on existing infrastructure and conserve sensitive environments, such as woodland, wetlands, and farmland. Discourage commercial land use elsewhere along the corridor.”</p> <p>Staff concurs that commercial development should be mostly discouraged throughout the corridor unless stated otherwise in a strategy or Map 16 Future Land Use map. It is emphasized that when commercial development does occur in the US 301 corridor that it does so on the west side to avoid encroachment on the Rural and Agricultural Area. The exact design of US 301 and MD 197 interchange will require additional study; however, it is located adjacent to the center where mixed-use including commercial land use is desirable.</p>	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
48	General Comment	Speaker #23 Exhibit #24 Tawana Adams Resident	Ms. Adams stated, “please consider reevaluating the entire [Plan] 2035 [Future Land Use] plan before building any more housing, retail or commercial space.”	Part of the master plan is to review the Plan 2035 Future Land Use map, and refine it based on current conditions and local context. The master plan’s Future Land Use plan, Map 16, page 50, is the product of months of research and public outreach to gather as much information as possible to make sound land use recommendations that understand and respond to the needs and competing desires of the community and stakeholders. The future land use recommendations then informs the zoning recommendations. However, for this master plan, zoning recommendations will not be implemented until after approval of the plan, when a Sectional Map Amendment will be initiated. The SMA process is similar to the master plan process in that it involves additional study, public outreach, and hearings to gather testimony.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
49	Zoning Request	<p>Speaker #9 Exhibit #26 Bradley Farrar, Shipley & Horne P.A. On Behalf of Paul McDonald</p> <p>Speaker #11 Paul McDonald Property Owner</p>	<p>Request that the subject property (Tax ID 0804666) located on the southeastern side of the intersection of Marketplace Boulevard and US 301 be rezoned from Agricultural Residential (AR) to Commercial Service (CS) zone. Mr. Farrar stated, “purchased this property to build a restaurant which will help spur economic development along the US 301 corridors by providing a restaurant/grill and bar that will serve the community, serve highway-related services that cater to travelers and regional and interstate transportation, logistics, and warehousing in the Collington Local Employment Area.”</p>	<p>The subject property is in the Rural and Agricultural Area. According to <i>Plan Prince George’s 2035 Approved General Plan</i>, the general plan recommends the area remain low-density residential or support park and open space land uses and focuses new investment on maintaining existing infrastructure and stabilizing small-scale neighborhood-oriented commercial activities that support the areas’ rural lifestyle and character (Pg. 20).</p> <p>The property has been in the Rural and Agricultural Area, and its predecessor rural preservation policy areas, for decades. Commercial development has never been envisioned for this property.</p> <p>Additionally, the Preliminary Bowie-Mitchellville and Vicinity Master Plan discourages development east of US 301 and encourages commercial development to be concentrated in the centers and focus areas. Therefore, staff does not support the request to rezone these properties from AR to CS.</p>	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

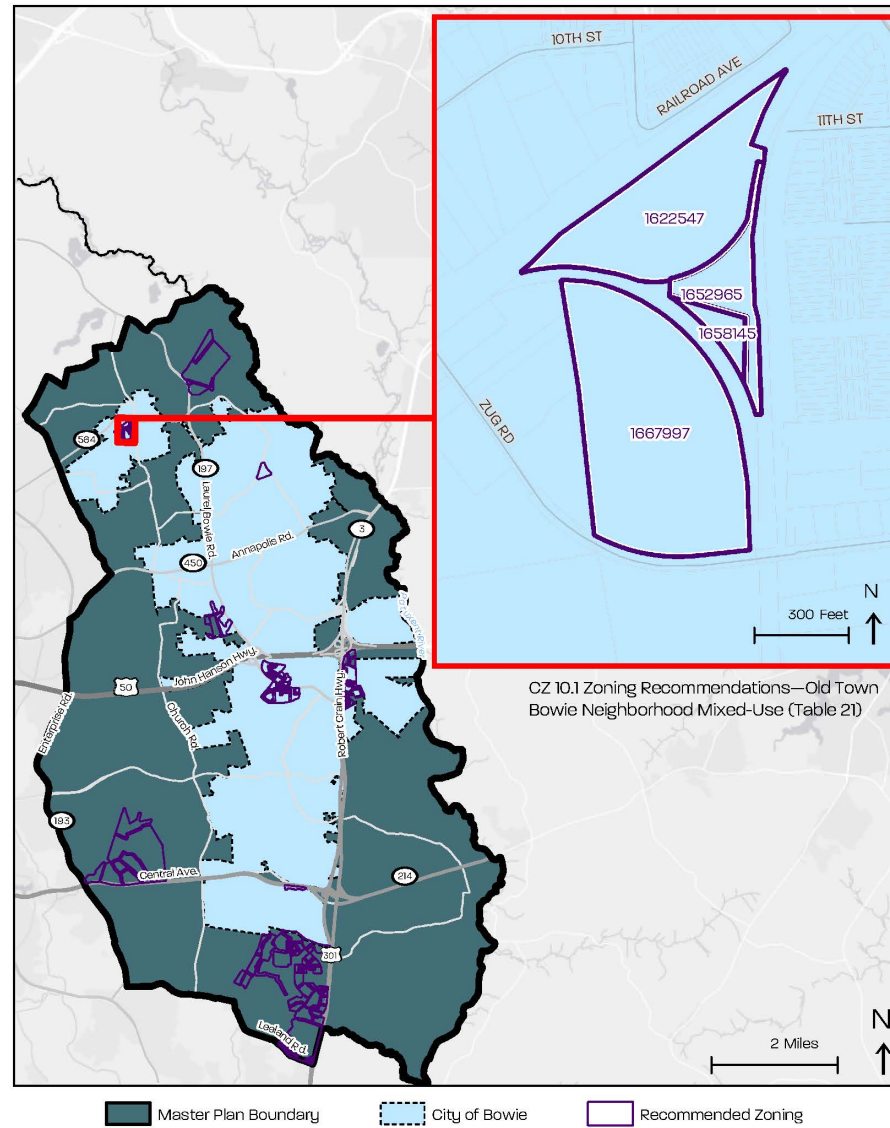
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
50	CZ 1.2	Exhibit #21 Alfred D. Lott City Manager City of Bowie	Recommend including a strategy to rezone the city-owned property located at 16200 Whitemarsh Park Drive (Tax ID 0722157) to Agricultural Residential (AR) as opposed to the Countywide Map Amendment (CMA) recommended zoning of Agricultural and Preservation (AG) or the Preliminary Bowie-Mitchellville and Vicinity Master Plan recommended zoning Reserved Open Space (ROS) in order to sell the property to a private entity for complete renovation of the historic site and eventual residential occupancy.	CZ 1.2 recommends reclassifying all public properties that share a property or lot line with a parcel in the ROS Zone to the ROS Zone. However, if the future land use for the city-owned property located at 16200 Whitemarsh Park Drive (Tax ID 0722157) is to return it to private residential use and not public use, then the AG zoning recommended by the CMA is more appropriate, and the master plan’s recommendation for ROS is no longer necessary. Because the property is in the Rural and Agricultural Area and measures approximately five acres, with the possibility of the residential construction centrally located in the existing park, then rezoning to AR, as is being proposed by the City of Bowie, is also not recommended. AR zoning creates the potential to construct many more housing units on the property; specifically, AR allows 0.50 dwelling units per acres (DU/A) whereas the recommended AG allows 0.20 DU/A. Therefore, if the property is to be returned for private residential use, then AR is the most appropriate zoning. This requires updating CZ 1.2 to remove the current recommendation to rezone the property to ROS.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Appendix F. Zoning Recommendations, CZ 1.2 Zoning Recommendations (p. 254) to remove 16200 Whitemarsh Drive (Tax ID 0722157) from the table. This property is no longer recommended for ROS zoning but is best suited for AR zoning as recommended by the CMA.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
51	CZ 10.1 LU 16.1 Table 21. CZ 10.1 Zoning Recommendations— Old Town Bowie Neighborhood Mixed- Use	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Limit proposed land use changes nearest to Old Town Bowie under LU 16.1 and retain industrial zoning for the remaining property on Zug Road under CZ 10.1. City opposes mixed-use land use and rezoning of the entire Zug Road industrial area adjacent to Old Town Bowie to CGO in the Comprehensive Rezoning Element (Policy CZ 10), except for Parcels 104, 111, 127, 129, 218, 251 and 271 properties (Tax IDs 1622547, 1658137, 1658228, 1710268, 1658145, 1652965, and 1667997 respectively). The City of Bowie stated, “these parcels are the properties nearest to Old Town Bowie and would assist in revitalization efforts, should they be redeveloped. The remaining land should be retained in industrial land use and zoning (by retaining the IE Zone), so that opportunities for this type of land use in the City may continue.”	The properties identified under LU 16.1 and CZ 10.1 were recognized as key properties for the transition of Old Town Bowie to evolve from an industrial area to an Arts and Entertainment District. However, staff acknowledge that industrial property is limited in the County, and in high demand. That there are many arts and artisanal production uses that are permitted in the industrial zones so Old Town Bowie is still positioned to become a future Arts and Entertainment District even with an area remaining under industrial zoning. The properties in the CSX right-of-way, (Tax IDs 1658137, 1658228, and 1710268, parcels 111, 127, and 129 respectively) do not generally require land use or zoning recommendations.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Table 21 CZ 10.1 Zoning Recommendations—Old Town Bowie Neighborhood Mixed-Use on page 83 by removing the following properties from the list and the associated information. Tax IDs: [1587302, 1656982, 1684042, 1657865, 1657832, 1627496, 1627546 and 1652817] but retain 1667997, 1622547, 1652965, and 1658145. Add map to Appendix F. Zoning Recommendations that identifies the subject properties. See Map 19: CZ 10.1 Zoning Recommendations.		

Land Use and Comprehensive Zoning

Map 19: CZ 10.1 Zoning Recommendations



Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
52	Map 16 Future Land Use	Exhibit #29 Edward C. Gibbs, Jr., Gibbs & Haller	In support of the commercial zoning recommendations for the Mill Branch Crossing (Tax IDs: 5606604 and 082254) located on the east of US Route 301, north of its intersection with Mill Branch Road as provided in Preliminary Bowie-Mitchellville and Vicinity Master Plan.	Staff concurs.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

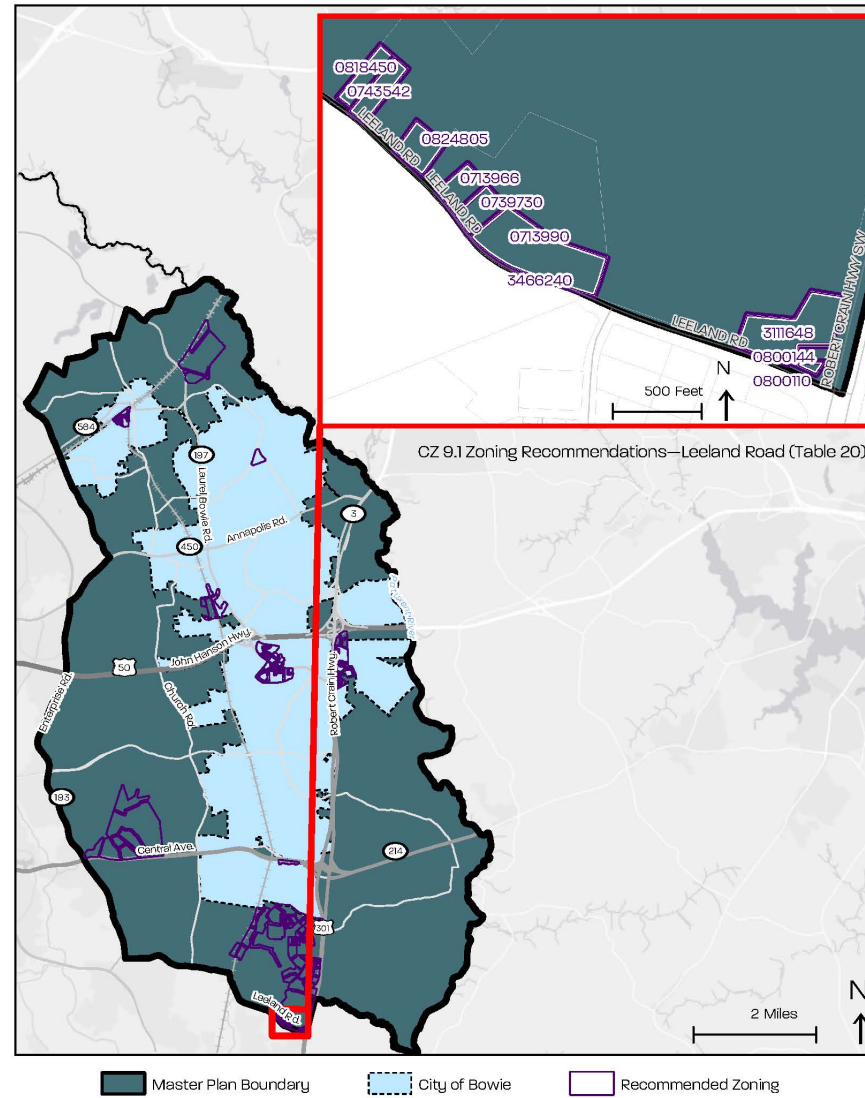
No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
53	CZ 7.1 Table 18. CZ 7.1 Zoning Recommendations— Collington Local Employment Area Expansion (page 82)	Speaker #12 Robert Antonetti Shiple & Horne P.A On behalf of WBLH, LLC	Request rezoning of the National Capital Business Park property located north of Leeland Road, and west of US 301 (Tax ID 0670737) from Industrial Employment (IE) to Industrial, Heavy (IH) Zone. The property is approved for 3.5 million square feet of office, warehouse distribution, light industrial manufacturing, and institutional uses. The Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends the IE zone for the property. Mr. Antonetti stated, “the IE zone does not allow distribution or cold storage warehouses by right or allows them by special exception. These types of uses will be the bulk of uses in the Center. If a special exception is required for such uses in the project, it will prevent a severe competitive disadvantage.”	The Preliminary Bowie-Mitchellville and Vicinity Master Plan states that the intended purpose of Collington Local Employment Area is to increase opportunities of allowing this area to become a regional economic employment hub. Therefore, the CZ 7.1 recommendations of reclassifying the properties in this area to assist with the development approval process, expand the mix of uses and amenities that would make it an attractive place to work and to locate a business. This plan has no intention of impeding the project's ability to advance operations. Staff concurs with the request to rezone the National Capital Business Park property to IH instead of the proposed IE zone.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy CZ 7.1 on page 81 to rezone the property <u>Industrial, Heavy (IH) Zone</u> rather than [Industrial, Employment (IE)] Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Table 18. CZ 7.1 Zoning Recommendations— Collington Local Employment Area Expansion to show the recommended zone as <u>Industrial, Heavy (IH) Zone</u> rather than [Industrial, Employment (IE) Zone] (p. 82)		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
54	CZ 9 CZ 9.1 Table 20	Exhibit #16 Russell W. Shipley The Law Offices of Shipley & Horne, P.A. On behalf of Thomas Wellons	Request rezoning of the property located at 15800 Leeland Road (Tax IDs 3466240 and 0713990) from the E-I-A and R-R Zones to the Industrial Employment (IE) zone to permit similar uses to those that are currently allowed in the E-I-A Zoned portion of the property and the surrounding E-I-A Zoned properties. Mr. Shipley stated, “the split zoning decreases the value of the property and is not suitable for residential development.”	The Preliminary Bowie-Mitchellville and Vicinity Master Plan now recommends rezoning the subject property into the Industrial, Heavy (IH) (see No. 53 above) Zone under the recommended amendment to CZ 9.1 to not only correct the split-zoning referenced but to reclassify the properties along Leeland Road to match their industrial nature. The properties impacted by this recommendation are listed in Table 20. CZ 9.1 Zoning Recommendations—Leeland Road. However, the table mistakenly repeats Tax ID 0713990 in the last row for “Leeland Road,” when the Tax ID for this property should be 3466240.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the last row, Tax ID column in Table 20. CZ 9.1 Zoning Recommendations—Leeland Road (p. 83), to <u>3466240</u> , and delete [0713990] since it is duplicated from the row above. Add map to Appendix F. Zoning Recommendations that identifies the subject properties. See Map 20: CZ 9.1 Zoning Recommendations.		

Land Use and Comprehensive Zoning

Map 20: CZ 9.1 Zoning Recommendations

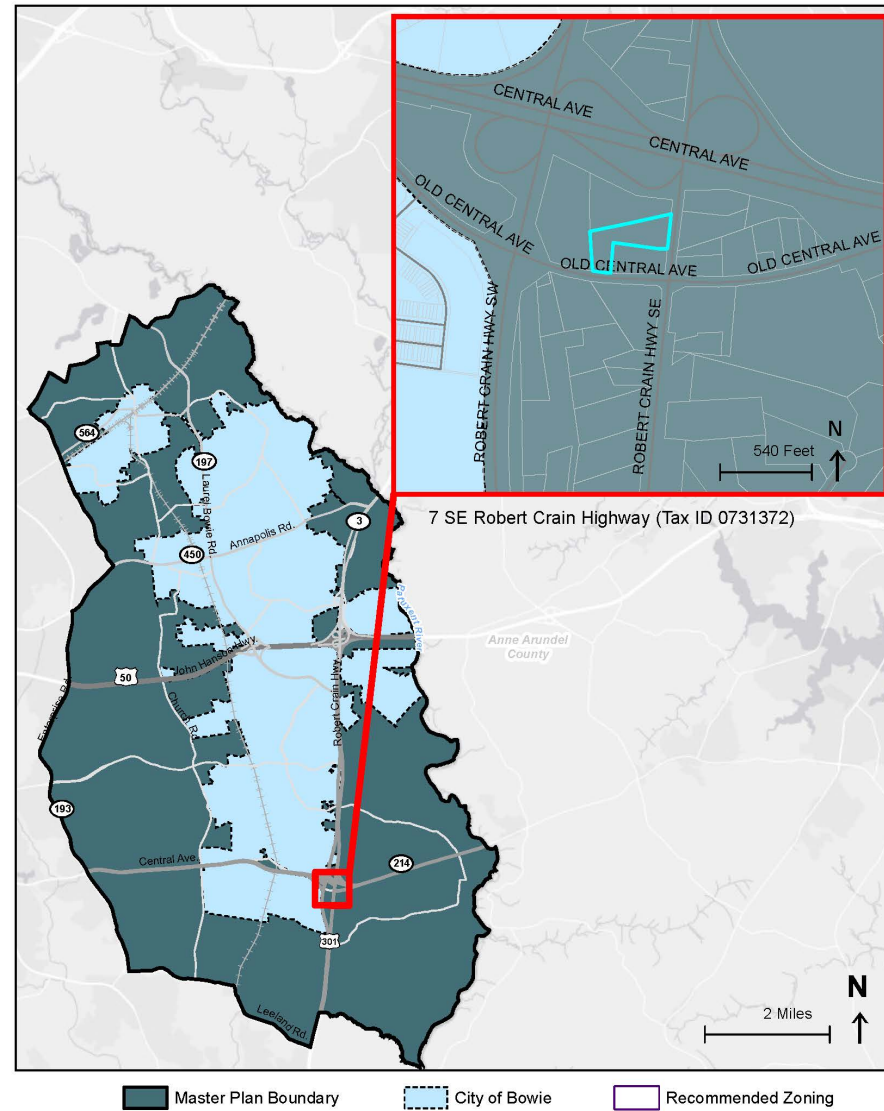


Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
55	Zoning Request	Exhibit #18 William Shipley The Law Offices of Shipley & Horne, P.A. On behalf of Thomas Wellons	The property located at 7 SE Robert Crain Highway (Tax ID 0731372) should be recommended to be zoned Commercial Service (CS) zone as opposed to Agricultural Residential (AR) to allow the property owner to use the property for automotive storage as a temporary and removable use. The property is within the proposed master-planned right-of-way of MD 214, Old Central Avenue, and US 301, and therefore, not suitable for any residential development. It is unlikely that the US 301 upgrade will occur in the near term due to lack of funding.	Staff concurs with the recommendation that the property located at 7 SE Robert Crain Highway (Tax ID 0731372) is more appropriate for commercial land use and CS zoning given its location in the median of US 301. The property is also located in the Established Communities Policy Area and is appropriate for context sensitive infill of low- to medium-density.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 7 SE Robert Crain Highway (Tax ID 0731372) as Commercial. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new Strategy CZ 3.2. under Established Communities as follows: <u>CZ 3.2 Reclassify the property at 7 SE Robert Crain Highway (Tax ID 0731372) as Commercial Service (CS) to support the recommended Commercial land use category.</u> Add map to Appendix F. Zoning Recommendations that identifies the subject properties. See Map 21: 7 SE Robert Crain Highway (Tax ID 0731372)		

Land Use and Comprehensive Zoning

Map 21: 7 SE Robert Crain Highway (Tax ID 0731372)



Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
56	Zoning Request	Exhibit #33 Traci R. Scudder, Scudder Legal	Request to have the subject property located at 9109 Normal School Road, Bowie, Maryland 20715 rezoned from R-A (Rural Agricultural) zone into the C-G-O (Commercial, General and Office) zone. The purpose of the zoning request is to propose residential and neighborhood-serving retail uses for this property. Ms. Traci stated, “the property’s proximity to the university is what makes it significant, with the opportunity to offer more residential options and amenities to help transform Bowie State University.”	<p>The subject property is in the Rural and Agricultural Area according to <i>Plan Prince George’s 2035 Approved General Plan</i> which recommends, “Rural Areas remain low-density residential, or support park and open space land uses and focuses new investment on maintaining existing infrastructure and stabilizing small-scale neighborhood-oriented commercial activities that support the areas’ rural lifestyle and character” (Pg. 20). More specially, Plan 2035 recommends preserving the existing rural and agricultural communities including rural viewsheds, farmland, and the agricultural economy.</p> <p>In addition, the property is located directly on MD 197, an important local connector for residents of the plan area and designated scenic/historic road that provides scenic views, features the WB&A Railway Bridge, and runs through the heart of Established Communities. <i>The 2009 Approved Countywide Master Plan of Transportation (MPOT) for Prince George’s County</i> states, “extensive efforts have been made to preserve and enhance the viewsheds of designated scenic and historic roads through the careful evaluation and</p>	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
No. 56 Continuation				<p>the placement of new development out the viewsheds as much as possible and through the preservation or enhancement of existing vegetation along the roadway.” (Pg. 48)</p> <p>The Preliminary Bowie-Mitchellville and Vicinity Master Plan’s recommendations are aligned with Plan 2035 and MPOT recommendations which both discourage intense development in these areas. Therefore, rezoning the property from R-A zone to C-G-O zone could severally impact the integrity of the area. Staff does not support the request to rezone this property into C-G-O and the property should remain as Rural and Agricultural on the future land use map.</p>			

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
57	Zoning Request	Speaker #10 Paul Jackson	Request rezoning of properties located at 1800 Mitchellville Road and 1808 Crain Highway (Tax IDs 0679738 and 0679746) from Rural Residential (R-R) to Commercial, General, Office (CGO) Zone.	The intent of the Preliminary Bowie-Mitchellville and Vicinity Master Plan states that the intended purpose of this plan is to concentrate new commercial development in the focus areas to help strengthen those areas and discourage commercial land use elsewhere along the US 301 corridor (Pg. 71). Therefore, staff does not agree with the request to rezone parcels located at 1800 Mitchellville Road and 1808 Crain Highway from R-R to CGO zone. The property is shown as Residential Low on the future land use map.	Recommend no change to the plan.		
58	Zoning Request Table 12 CZ 4.1	Speaker #17 Thomas H. Haller, Gibbs and Haller On behalf of PRH Bowie, LLC.	Request that the CMA change the zoning recommendations for the Toyota of Bowie and Kia of Bowie properties located in the southeast quadrant of Maryland 3, 301, and US 50, 301 (Tax IDs 3319803 and 3319811) properties from TAC-E to C-S Zone.	The Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends rezoning the subject property from TAC-E to C-S zone. More specifically, Comprehensive Zoning strategy 4.1 states, “reclassify properties listed in Table 12. CZ 4.1 Zoning Recommendations—East of Bowie Local Town Center into the Commercial, Service (CS) Zone to discourage mixed-use development outside of the Bowie Local Town Center.” (p. 79) The future land use map designates this property as Commercial.	Recommend no change to the plan.		

Land Use and Comprehensive Zoning

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
59	LU 5.4	Speaker #17 Thomas H. Haller, Gibbs and Haller, On behalf of PRH Bowie, LLC.	Request that the CMA remove the Toyota of Bowie and Kia of Bowie properties located in the southeast quadrant of Maryland 3, 301, and US 50, 301 (Tax IDs 3319803 and 3319811) properties from the Bowie Regional Center designation.	The Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends removing the subject properties from the Bowie Local Town Center (Bowie Regional center). Land Use strategy 5.4 states, “removing all properties east of US 301 (Robert Crain Highway) south of US 50/US 301 (John Hanson Highway) from the Bowie Local Town Center and put into the Established Communities policy area, so that mixed-use redevelopment can be concentrated west of the future F-10 freeway and automobile oriented and service uses can be located east of the freeway (see CZ 4.1, 4.2, and 4.3; Map 25. Plan 2035 Growth Policy Map Amendments; and Appendix B. Plan 2035 and Functional Master Plan Amendments).” (Pg.57)	Recommend no change to the plan.		

Economic Prosperity

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
60	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	Replace the Sustainability and Climate Change callout box on page 88 to include stronger language: <u>Economic prosperity is essential to the vitality of sustainable communities and to the quality of life of its citizens. Maintaining economic prosperity while converting to renewable energy sources and reducing greenhouse gas emissions is an important challenge for local and regional planning. Investments in a zero-carbon economy also can be investments in a future workforce, the wellbeing of future generations, and the resilience of our infrastructure and public spaces. Creative approaches to establishing new jobs and commercialization around renewable energy, housing energy efficiency, and carbon-free transportation technology will be essential to combat climate change while maintaining economic prosperity. Finding sustainable and equitable solutions in the face of increasing heat waves, storm damage, and flooding threats is imperative for ensuring healthy and economically viable communities.</u>	The language provided is more detailed and clearly articulates the link between climate and economic prosperity.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change callout box on page 88 as follows: [Sea-level effects on coastal cities and storm damage to regional transportation and energy infrastructure could cause health and economic impacts to area residents. While the Washington, D.C. metropolitan area’s economy continues to grow, greenhouse gas (GHG) emissions have remained relatively flat, signaling that the grid has become more efficient. The challenge of reducing GHG emissions while maintaining economic growth is an important objective in state and regional planning. Reducing commercial energy consumption and increasing the use of renewable energy sources in the commercial sector will be essential to combat climate change.] <u>Economic prosperity is essential to the vitality of sustainable communities and to the quality of life of its citizens. Maintaining economic prosperity while converting to renewable energy sources and reducing greenhouse gas emissions is an important challenge for local and regional planning. Investments in a zero-carbon economy also can be investments in a future workforce, the wellbeing of future generations, and the resilience of our infrastructure and public spaces.</u>		

Economic Prosperity

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
No. 60 Continuation					<u>Creative approaches to establishing new jobs and commercialization around renewable energy, housing energy efficiency, and carbon-free transportation technology will be essential to combat climate change while maintaining economic prosperity. Finding sustainable and equitable solutions in the face of increasing heat waves, storm damage, and flooding threats is imperative for ensuring healthy and economically viable communities.</u>		

Economic Prosperity

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
61	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie recommends addition of a policy/strategy regarding revitalization of West Bowie Village.	Staff recognizes the need to strengthen existing shopping centers throughout the plan area and acknowledges the City’s efforts to revitalize the West Bowie Village Shopping Center, which is mentioned in the Preliminary Bowie-Mitchellville and Vicinity Master Plan on page 42. The master plan already includes policy EP 3, “Enhance the plan area’s retail centers to attract and support businesses with a focus on providing gathering places and diversifying retail and commercial offerings.” (p. 90). A policy regarding revitalization of West Bowie Village Shopping Center fits well with this policy. However, the MD 450 Corridor is over-retailed and revitalization of this center could inhibit the revitalization of Bowie Plaza and Free State Shopping Center so any added strategy should focus on attracting economically viable uses.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new strategy regarding West Bowie Village Shopping Center under policy EP 3, on page 90 as follows: <u>EP 3.4 Revitalize or redevelop the West Bowie Village Shopping Center located at .13611-13637, 13701, 13711, 13801 and 13811 Old Annapolis Road (Tax IDs 0657106, 0822510, 0821579, 0822528, 0822536, 0821587, 0821660, 0821595, 0821652, 0821603, 0821611, 0821645, 0821629, 0821637, 0821561, 0800375, 0821249, and 0816942) to support economically viable uses.</u> Add EP 3.4 to Table 36. Economic Prosperity Implementation Matrix page 186, <u>Lead Entity: Property Owner(s), Anticipated Time Frame: Long-term</u>		

Economic Prosperity

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
62	EP 2.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City supports constructing a Regional Agricultural Center (RAC) along US 301/MD 3 (Robert Crain Highway).	Staff concurs.	Recommend no change to the plan.		
63	EP 3	Exhibit 3 Kitt Bouknight Resident	Ms. Bouknight stated that “there are too many malls in area...” and that the existing ones that already have the necessary infrastructure should be updated.	The plan provides a strategy to enhance the plan area’s existing retail centers under policy EP 3. Strategies for new retail have directed retail development to the centers as directed by Plan 2035 and focus area since adding retail amenities is important in creating desirable places to live, work, and play.	Recommend no change to the plan.		
64	EP 4.4 EP 4.6	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support entertainment as an alternative concept. Amenities should continue to be privately owned and maintained.	Staff <i>concur</i> s entertainment uses are an acceptable land use at Bowie Local Town Center and that the recommended zoning of Neighborhood Activity Center (NAC) would support these.	Recommend no change to the plan.		
65	EP 6.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support establishing a partnership between PGCEDC and Bowie State University to recruit employment anchors, particularly from Washington, D.C. and Baltimore, to use future office space at Bowie Local Town Center.	Staff concurs.	Recommend no change to the plan.		
66	EP 8.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support the long-term implementation of private recreation at Bowie Gateway Center.	Staff concurs.	Recommend no change to the plan.		

Economic Prosperity

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
67	EP 12.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support the short-term implementation of establishing a brand for Old Town Bowie.	Staff concurs.	Recommend no change to the plan.		
68	EP 12.5	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support the short-term implementation of food and beverage uses at Old Town Bowie.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
69	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support all road and trail recommendations in Appendix D except for those specific items raised such as classifying the segment of MD 214 between Jennings Mill Drive and US 301 as an expressway, installing a 12-foot-wide shared-use path from Loganville Street to Old Church Road, and constructing a mixed-use boulevard New Road-B from the western edge of Bowie Local Town Center to New Road-O with eight-foot minimum sidewalks, separated bicycle lanes, and on-street parking for example.	Staff concurs.	Recommend no change to the plan.		
70	General Comment	Exhibit #13 Michael A. Sherman, Acting Deputy Planning Director, NCPC	NCPC supports the Preliminary Bowie-Mitchellville and Vicinity Master Plan policies and strategies around offering expanded active transportation infrastructure.	Staff concurs.	Recommend no change to the plan.		
71	General Comment	Exhibit #14 Ann McDonald Resident	Ms. McDonald testified that “While much is discussed about micro-transit and bike traffic, there is no mention of the bridge over the Patuxent on the WB&A trail to Anne Arundel County.”	The bridge project is led by Anne Arundel County Department of Public Works. It has been advertised to contractors, and bids will soon be reviewed, and a contractor will be selected. Construction is planned to begin by Spring of 2022.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new strategy under policy TM 7 (p. 90) as follows: <u>TM 7.7</u> <u>Connect the WB&A Trail to Anne Arundel County. (Anne Arundel County CIP Project #P393600)</u> Add <u>EP 7.7</u> to Table 37. Transportation and Mobility Implementation Matrix page 191, <u>Lead Entity: Anne Arundel County;</u> <u>Anticipated Timeframe: Short-Term</u>		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
72	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	<p>Replace the Sustainability and Climate Change callout box on page 96 to include stronger language:</p> <p><u>Gasoline-powered</u> A automobile dependency increases carbon emissions that contribute to climate change and while the <u>many</u> miles of roadway and acres of parking <u>space</u> detrimentally impact stormwater management and increase runoff pollution and the heat island effect. Supporting alternative transportation options is paramount to a climate-conscious, resilient community. This plan prioritizes increased public transit, bicycling, walking, and micro-transit (ride- and bikeshares, electric scooters, and on-demand transit) options to mitigate carbon emissions and limit transportation's impact on their environment. <u>This plan also encourages policies that accelerate adoption of electric vehicles and deployment of charging infrastructure.</u></p>	<p>The language provides clarity that gasoline powered automobiles contribute greater carbon emissions than electric vehicles. The mention of runoff pollution is preserved since it is an important part of stormwater management. The replacement language also makes an affirmative statement that electric vehicles are encouraged by the Preliminary Bowie-Mitchellville and Vicinity Master Plan.</p>	<p>Amend the Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change callout box on page 98 with following language:</p> <p><u>Gasoline-powered</u> [A] automobile dependency increases carbon emissions that contribute to climate change [and] while the <u>many</u> miles of roadway and acres of parking <u>space</u> detrimentally impact stormwater management and increase runoff pollution and the heat island effect. Supporting alternative transportation options is paramount to a climate-conscious, resilient community. This plan prioritizes increased public transit, bicycling, walking, and micro-transit (ride- and bikeshares, electric scooters, and on-demand transit) options to mitigate carbon emissions and limit transportation's impact on their environment. <u>This plan also encourages policies that accelerate adoption of electric vehicles and deployment of charging infrastructure.</u></p>		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
73	General Comment	Speaker #23 Exhibit #24 Tawana Adams Resident	Ms. Adams testified that there is traffic, especially on Fridays around 5:00 or 6:00 p.m., in the master plan area. Roads in the plan area and nearby are already gridlocked at times. Expanding mass transit is not the answer since there is a pandemic.	As part of this effort, an analysis of existing transportation conditions occurred in 2020 and the Department's transportation model was run in 2021 to determine the area's development capacity. The recommendations to improve traffic are based on this transportation model. The Preliminary Bowie-Mitchellville and Vicinity Master Plan seeks to mitigate traffic by recommending more investment in bicycle and pedestrian infrastructure, expanding existing roads in certain cases, building in areas with existing infrastructure, and expanding transit options. In terms of expanding transit, it is a viable solution that is put forth despite the ongoing pandemic. The plan looks at a 20-to-25-year period, whereas the pandemic is relatively short term.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
74	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Revise the Transportation and Mobility Element to include policy and strategies for a new arterial road north of Bowie State University connecting MD 197 to MD 424 in Anne Arundel County. Amend Appendix D to include this recommended arterial roadway.	The proposed arterial roadway between MD 197 and MD 424 is not currently in the state Adopted Consolidated Transportation Program, and it is located in the Rural and Agricultural Area where it would have unacceptable impacts on the Patuxent River and the protected, sensitive parkland and other environmental resources along the river. The Commission and state have committed significant funding for preservation of land in this vital watershed. The construction of this facility would create development pressure in the Rural and Agricultural Area, induce additional commuter traffic passing through Prince George’s County from Anne Arundel County, facilitate additional retail leakage from Bowie-area retailers, and would most likely introduce an unacceptable level of traffic, and associated greenhouse gas emissions, into the community and the Rural and Agricultural Area. Staff strongly opposes this recommendation.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
75	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Downgrade the segment of MD 214 between Jennings Mill Drive and US 301 from expressway to urban arterial.	<p>The transportation model for this master plan used the existing facility type of expressway for the model analysis. The reclassification of this facility to an urban arterial was not anticipated nor raised during the community engagement process.</p> <p>The Planning Department is currently updating the Countywide Master Plan of Transportation and the City of Bowie is encouraged to contact the Transportation Planning Section to discuss their transportation priorities in the context of the Countywide Master Plan of Transportation.</p>	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
76	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City recommends adding a shared use path in the former “PT-1 corridor” (Public Transportation Corridor) between Church Road and Northview Drive.	Staff supports this recommendation. This was originally a future public transit connection between Largo and Bowie area with land dedicated, but the transit corridor no longer exists. This is good opportunity to construct a shared-use path to connect from Church Road and Northview Drive.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan to add shared-use path T-208 to Appendix D. Recommended Master Plan Transportation Facilities. <u>New/Existing: New</u> <u>ID: T-208</u> <u>Facility Name: TBD</u> <u>From: Church Road</u> <u>To: Northview Drive</u> <u>Min. ROW: 20’</u> <u>ROW Type: Shared-Use Path</u> <u>Multimodal Elements: 12-foot-minimum Shared-Use Path.</u> <u>Notes: Shared-Use Path connection between Woodmore Road and Northview Drive on the former PT-1 (Public Transportation) Corridor.</u> Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a cost estimate for T-208 Facility to Appendix G. Public Facilities Report. <u>Anticipated Timeframe, In Current County/CIP /State CTP Y/N N,</u> <u>Short-Term Cost Estimate</u> <u>\$1,181,600; With 20% contingency - \$1,417,920.</u> <u>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding T-208 to Map 27. Master Plan Transportation and Trail Recommendations on page 97.</u>		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
77	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie recommends addition of a policy/strategy regarding the establishment of a regional transit route from Annapolis to Laurel via Northview Park-and-Ride lot.	<p>A commuter bus line connecting Anne Arundel County to Bowie would be beneficial for both areas and would fill a transit gap.</p> <p>The Maryland Transit Administration should evaluate the feasibility of this route and potential operation. Prince George’s County would not operate this service. This would be under the purview of Maryland Transit Authority (MTA).</p>	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan to add strategy TM 6.13 (p. 106) and associated implementation action item as follows:</p> <p><u>TM 6.13</u> <u>Evaluate the potential for commuter bus service connecting Annapolis and Bowie via the Northview Park-and-Ride Lot.</u></p> <p><u>Amend Table 37 as follows:</u></p> <ol style="list-style-type: none"> 1. <u>Add Strategy TM 6.13</u> 2. <u>Lead Entity: MTA</u> 3. <u>Anticipated Timeframe: Mid-Term</u> 		
78	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie recommends addition of a policy/strategy regarding construction of a new interchange at US 50/MD 193	Staff strongly opposes the construction of any new interchange on US 50 (John Hanson Highway and MD 193 (Enterprise Road) or Church Road. An interchange at this location would permanently change the corridor by increasing traffic volumes (not decreasing them) along several roads, change the character of the MD 193 (Enterprise Road) corridor permanently, lead to unanticipated and unplanned spillover traffic into surrounding communities, and lead to an intensification of land development that is in conflict with the goals and policies of Plan 2035 and this master plan.	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the following new strategy TM 29.11 to Policy TM 29 on page 127:</p> <p><u>TM 29.11</u> <u>Maintain the plan’s recommended land use and regional traffic pattern by not constructing any interchanges on US 50 (John Hanson Highway) between MD 704 (Martin Luther King, Jr. Highway) and MD 197 (Collington Road).</u></p>		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
79	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie recommends addition of a policy/strategy regarding the prohibition of new driveway access points onto Church Road	Driveway access is regulated by the County Code and a master plan cannot prohibit or permit access to a roadway. Nor is prohibition of new driveway access on Church Road even legal under current regulations because it is a collector road. However, a master plan recommend driveway access be directed away from Church Road or consolidated when possible.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding strategy TM 15.5 under policy TM 15 as follows. <u>TM 15.5 Direct driveway access away from Church Road or consolidate driveways, wherever possible.</u> Add <u>TM 15.5</u> to Table 37. Transportation and Mobility Implementation Matrix, <u>Lead Entity: DPW&T, Property Owner(s); Anticipated Timeframe: Mid-Term</u>		
80	Appendix D. Recommended Master Plan Transportation Facilities	Speaker #7 Exhibit #7 Janet Gingold, Chair Prince George's County Sierra Club	Ms. Gingold testified that "Any proposed rerouting of Church must strictly avoid adverse effects on Belt Woods, including the wetlands area along the western side of Church road which is already adversely affected by litter from the existing road."	The proposed rerouting of Church Road, as shown on Map 27 Master Plan Transportation and Trail Recommendations on page 97, is the on the northern portion of the segment, approximately three miles away from Belt Woods. There will be no impacts to Belt Woods.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
81	Church Road	<p>Exhibit #14 Ann McDonald Resident</p> <p>Speaker #20 Milly Hall</p>	<p>Ms. McDonald testified that “While the plan discusses realignment Church Road, the plan fails to discuss any improvement to traffic flow off of Church Road. Currently, while Church Road crosses US 50, traffic must go to [MD] 450 then to [MD] 197 to [US] 50. This results in a great deal of traffic, particularly on we [MD] 197, during rush hour.”</p> <p>Milly Hall testified that Church Road is very dangerous.</p>	<p>The Church Road corridor lies within Transportation Service Area 2. Plan 2035 recommends that facilities operate at Level of Service (LOS) D within this area. Map 28. Intersection Level of Service (LOS) shows Church Road intersections operating at LOS A. Expanding the capacity of Church Road is physically infeasible due to right-of-way acquisition challenges and the presence of sensitive environmental features, and would induce greater traffic volumes and speeds and less safe travel conditions for motorists, bicyclists, and pedestrians alike.</p> <p>As explained above, staff strongly discourages construction of direct connections between Church Road and US 50, which would exacerbate, and not reduce, traffic volumes.</p> <p>The plan makes multiple recommendations to address safety along Church Road. See Policy TM 15 and associated strategies.</p>	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity by revising the last paragraph on page 119 as follows:</p> <p><u>See the text box on the following page for more details about the future of Church Road.</u> See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.</p>		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
82	General Comment	Exhibit #20 Matt Baker Chief Regional and Intermodal Planning Division MDOT SHA	MDOT SHA supports the draft plan's focus on facilitating transit use, improving bicycle and pedestrian accessibility and facility connectivity, and promoting transit-oriented development. In general, the vision and recommendations proposed in the plan are supported by MDOT SHA's commitment to provide transportation facilities that accommodate all users of all modes.	Staff concurs.	Recommend no change in the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
83	General Comment Page 29	Exhibit #20 Matt Baker Chief Regional and Intermodal Planning Division MDOT SHA	The plan calls for the transformation of the segment of MD 450 (Annapolis Road) in front of the Free State Shopping Center and Bowie Marketplace into a more pedestrian-friendly environment with a strong sense of place. This segment of MD 450 is located within the limits of a project listed in MDOT's Consolidated Transportation Program (CTP) that proposes to upgrade and widen MD 450 from MD 3 to Stonybrook Drive. Proposed improvements include a 4-lane divided closed-section roadway, a landscaped median, and improved crosswalks at signalized intersections with ADA curb ramps. MDOT SHA placed design on hold in 2004 but will continue to pursue funding for design activities. As design practices have evolved since design efforts went on hold in 2004. When resources are identified to reexamine MDOT SHA's existing MD 450 design, MDOT SHA will do so through the lens of Context Driven, which will lead to a design and project that addresses the needs of all users and reinforces Bowie's desire to realize the Bowie Mainstreet concept.	The MDOT SHA 2004 design proposal for this section of MD 450 differs from that proposed in the master plan. However, MDOT has committed that once funding is available again, design work will begin using new design practices that will review the project through the lens of the master plan.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
84	General Comment Page 36	Exhibit #20 Matt Baker Chief Regional and Intermodal Planning Division MDOT SHA	MDOT SHA supports the vision outlined in the draft plan to make MD 197 between US 50 and US 301 the spine of an area that is designated in the draft plan as a Bowie Local Town Center. Currently, MDOT SHA is not programming improvements in this segment of MD 197. However, this section of MD 197 is a closed-section roadway (containing a curb and gutter system) with a landscaped median, sidewalks, and crosswalks, which can contribute to the creation of a town center environment for users. As the corridor continues to develop, MDOT SHA will coordinate potential improvements with Prince George's County and the City of Bowie to enhance the corridor and create a corridor that serves all users.	Staff concurs.	Recommend no change in the plan.		
85	General Comment Page 37	Exhibit #20 Matt Baker Chief Regional and Intermodal Planning Division MDOT SHA	MDOT SHA supports the vision outlined in the draft plan to encourage transit-oriented development (TOD) anchored by Bowie State University and Bowie State MARC Station. Although there are no planned or programmed projects in the MD 197 corridor near Bowie State University, MDOT SHA will continue to work with Prince George's County, the City of Bowie, and Bowie State University to identify ways to provide appropriate roadway, bicycle, and pedestrian accommodations for all users and that also support TOD.	Staff concurs.	Recommend no change in the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
86	General Comment Page 31	Exhibit #20 Matt Baker Chief Regional and Intermodal Planning Division MDOT SHA	MDOT SHA's planning efforts support the draft plan's intent to transform US 301 through Bowie into a limited access freeway to address congestion in the corridor. The segment of US 301 in the draft plan's study area is the focus of multiple MDOT SHA planning efforts including the US 301 South Corridor Transportation Study and the US 301/MD 197 Upgrade/Widening project. The US 301/MD 197 Upgrade/Widening project, which is a breakout project of the larger US 301 South Corridor Transportation Study and design of which was placed on hold in 2008, proposed to reconstruct US 301 as a six-lane access-controlled freeway on the existing US 301 alignment, construct a grade separated interchange at MD 197, and upgrade the local roadway network to ensure continued connectivity to both the east and west sides of US 301. MDOT SHA recognizes the importance of these projects to providing congestion relief to motorists in the Bowie area and will continue to look to identify resources with which to advance design.	Staff concurs.	Recommend no change in the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
87	TM Goal 1	Speaker #7 Exhibit #7 Janet Gingold, Chair Prince George's County Sierra Club	Ms. Gingold testified that the Sierra Club, "appreciate[s]...inclusion of strategies to decrease vehicle miles traveled, get people using more active transportation, and improve bus service." Ms. Gingold recommends facilitating "...more investment in infrastructure for non-auto transportation and less in highway expansion."	Reducing vehicle miles traveled is TM Goal 1. The preliminary plan includes recommendations to invest in non-auto transportation infrastructure. The Preliminary Bowie-Mitchellville and Vicinity Master Plan strives to provide transportation choice to reduce auto dependency through a variety of strategies.	Recommend no change to the plan.		
88	Map 27 Appendix D	Speaker #8 Exhibit #6 Maureen Fine Resident	Ms. Fine stated, not to "...build a new road extending from MD 197 to US 301; fragmenting Patuxent River Park."	The Preliminary Bowie-Mitchellville and Vicinity Master Plan does not recommend any new roads that connect MD 197 to US 301 or between MD 197 and MD 424 as proposed by the City of Bowie. All new road segments are shown in Map 27. Master Plan Transportation and Trail Recommendations (p. 97) and described in Appendix D. Recommended Master Plan Transportation Facilities (p. 240), are primarily located in the centers, and would not impact Patuxent River Park.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
89	TM 1.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>Complete and Green Streets:</i> Support TM 1.1, the use of urban street standards in commercial, multi-family and mixed-use situations.	Staff concurs.	Recommend no change to the plan.		
90	TM 2.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Revise TM 2.1 to design all streets in BLTC and BSU MARC Campus Center to have level of service (LOS) D versus LOS E.	LOS E is the appropriate level of service for an urban, walkable community as envisioned in the master plan. LOS E is also supported by Plan 2035, as shown in CB-88-2021, page 26, which corrected the assigned LOS for Local Centers in Table 21. Level of Service Criteria by Transportation Service Area on page 150 of Plan 2035.	Recommend no change to the plan.		
91	TM 3.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>Active Transportation:</i> <i>Bicycle/Pedestrian/Micro-Mobility:</i> Support TM 3.4, bicycle/pedestrian mobility recommendations, including but not limited to: Providing mid-block crossings in Centers and elsewhere in Established Communities where blocks are 1,000 feet or longer, bicycle parking spaces, wayfinding signage, sidewalks and bicycle facilities (such as shared-use paths) and in-road markings) near all schools, and constructing electric-assist bicycle and electric scooter infrastructure at BSU, the BSU MARC Campus Center, Bowie Local Town Center, Old Town Bowie, Free State Shopping Center/Bowie Marketplace, South Lake, and Collington Local Employment Area.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
92	TM 6.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support TM 6.3, to evaluate the feasibility of operating one-stop transit between Bowie and Washington, D.C.	Staff concurs.	Recommend no change to the plan.		
93	TM 6.5	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>Transit:</i> Support TM 6.5, evaluating the feasibility of operating one-stop transit between Bowie and Washington D.C., support the DPW&T proposal to use paratransit vehicles to provide first- and last-mile connections along MD 197 from Bowie to Laurel, on US 301 from Bowie to Upper Marlboro, and from Bowie Town Center to Largo Town Center; and support evaluating the feasibility of operating one-stop transit and micro-transit (ride- and bike-shares, electric scooters, and on-demand transit) between Melford and Bowie Town Center.	Staff concurs.	Recommend no change to the plan.		
94	TM 6.8	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support TM 6.8, providing a minimum six-foot-wide sidewalk along any street that has a bus stop.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
95	TM 7.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>Shared Use Paths/Trails:</i> Support TM 7.2, developing a shared-use path implementation working group of key stakeholders for Bowie- Mitchellville and Vicinity, including SHA, DPR, DPW&T, and the City of Bowie; and once the right-of-way is abandoned by the federal Surface Transportation Board, acquiring the CSX railroad property for a shared-use path along the former rail right-of-way.	Staff concurs.	Recommend no change to the plan.		
96	TM 8.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>Traffic Calming and Safety:</i> Support TM 8.1, evaluating traffic calming measures to slow traffic and increase driver awareness along MD 450, MD 197, MD 564 and Mitchellville Road, and supporting pedestrian-priority improvements at Mitchellville Road's intersections with Heritage Boulevard and Harbour Way.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
97	TM 9.1	Exhibit #28 John J. Ferrante, Robert J. Antonetti, Jr., Shipley & Horne P.A. On behalf of St. John Properties, Inc.,	Revise policy TM 9 to be consistent with the Melford Design Guidelines as implemented through the existing approved entitlements for the project.	<p>Staff notes that the subject property has an approved Detailed Site Plan (DSP)- 06002/01 titled “Melford Design Guidelines” that contains language pertaining to pedestrian facilities (including sidewalk and crosswalk design). This master plan is not regulatory and it will not change the approved entitlements on the property.</p> <p>However, the County’s Urban Street Design Standards and the recommendations of Strategy TM 9.1 contain street design standards that are superior to the Melford Design Guidelines and the property owner is encouraged, while not being required, to construct streets to the higher standard.</p>	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
98	TM 11.4	Exhibit #28 John J. Ferrante, Robert J. Antonetti, Jr., Shipley & Horne P.A. On behalf of St. John Properties, Inc.,	Oppose TM 11.4 to evaluate the feasibility of parking districts as per Section 21A-306 of the County Code in Bowie Local Town Center, BSU MARC Campus Center, and Old Town Bowie. There is no need to write this strategy into the Master Plan since it is not needed at this time.	This is 25-year long-term plan, and the need for parking districts is an important strategy to ensure adequate parking in the future, while facilitating redevelopment by reducing the burden of providing on-site parking for property owners. This is especially important in Old Town Bowie, where land for parking is scarce, and at BSU MARC Campus Center, where public parking facilities may be a critical fiscal incentive to induce new transit-oriented development. Evaluating parking as development occurs is also written into the 2018 Adopted Zoning Ordinance and the assessment for parking districts are guided by Section 21A-306 of the County Code. This strategy draws attention to where parking districts will be most important when development occurs. This strategy was also intended to refer to Residential Parking Permit Areas as regulated by Subtitle 26, Division 9 of the County Code.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising TM 11.4 as follows: TM 11.4 Evaluate the feasibility of parking districts as per Section 21A-306, <u>and Parking Permit Areas as per Subtitle 26, Division 9</u> , of the County Code in Bowie Local Town Center, BSU MARC Campus Center, and Old Town Bowie. Revise Table 37. Transportation and Mobility Implementation Matrix page 197 with updated text for TM 11.4.		
99	TM 15.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>Established Communities-Traffic Calming and Safety</i> : Support TM 15.2, creating 10-foot-wide minimum shared-use paths in both directions along Church Road from Oak Grove Road to Old Church Road and creating sidewalks and a shared roadway (sharrows) along Old Church Road from Church Road to Old Annapolis Road.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
100	TM 15.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose TM 15.4, to create a 12-foot-wide shared-use path from Loganville Street to Old Church Road, crossing the utility corridor. A roadway already exists across power line parcel, and it is not practical to extend eastward due to stormwater facilities	Additional study is needed to determine the feasibility of a shared-use-path at this location. However, it does appear that the trail could be aligned far enough east to not pose an issue to stormwater facilities. The strategy can be revised to state whether it is feasible.	Amend Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising TM 15.4 (p. 119) as follows: TM 15.4 <u>If feasible</u> , [C]create a 12-foot-wide shared-use path from Loganville Street to Old Church Road, crossing the utility corridor. Revise Table 37. Transportation and Mobility Implementation Matrix page 198 with updated text for TM 15.4. Revise Appendix G. Public Facilities Report with updated text for TM 15.4.		
101	TM 16.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>Bowie Local Town Center-Active Transportation: Bicycle/Pedestrian/ Micro-Mobility:</i> Support TM 16.1, maximizing connectivity and cohesion within Bowie Local Town Center, implementing a variety of pedestrian enhancements to MD 197 (Collington Road) between US 50 (John Hanson Highway) and US 301 (Robert Crain Highway).	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
102	TM 16.2 TM 16.3 TM 16.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<p>Oppose TM 16.2, to construct a mixed-use boulevard New Road-B from the western edge of Bowie Local Town Center to New Road-D with eight-foot minimum sidewalks, separated bicycle lanes, and on-street parking. There is no anticipated need to plan for a road system on private property.</p> <p>Oppose TM 16.3, to construct a mixed-use boulevard New Road-D from New Road-B to MD 197 (Collington Road) with eight-foot-wide minimum sidewalks, separated bicycle lanes, and on-street parking. There is no anticipated need to plan for a road system on private property</p> <p>Oppose TM 16.4, to construct a neighborhood connector, New Road-C from the western edge of the Bowie Local Town Center to New Road-D with eight-foot-wide minimum sidewalks, separated bicycle lanes, and on-street parking. There is no anticipated need to plan for a road system on private property.</p>	<p>This is a long-term plan, that provides planning for one of the most important areas in the Preliminary Bowie-Mitchellville and Vicinity Master Plan boundary; an area also recognized by the County in Plan 2035, as a priority location for future growth. The Preliminary Bowie-Mitchellville and Vicinity Master Plan is recommending the majority of development occur in this local center, and planning for its transportation infrastructure is imperative. Transportation should facilitate a walkable street grid, pursuant with best urban design practice.</p> <p>All planned roads traverse private property. Acquisition of rights-of-way to construct such streets is a fundamental part of development and redevelopment.</p> <p>The anticipated need is the buildout of the recommended development pattern. The construction of streets is a critical element in creating opportunities for market-based redevelopment.</p>	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
103	TM 18	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>BSU MARC Campus Center-Active Transportation-Bicycle/Pedestrian/Micro-Mobility:</i> Support TM 18 and supporting strategies regarding bicycle pedestrian facilities at BSU MARC Campus Center.	Staff concurs.	Recommend no change to the plan.		
104	TM 19.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>BSU MARC Campus Center-Transit:</i> Support TM 19.3, developing a more inviting Bowie State MARC Station by expanding amenities.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
105	TM 22.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose TM 22.1 to construct New Road -F from 11th Street to Railroad Avenue as a shared street with a 20-foot right-of-way. A new 20-foot-wide public road is not needed.	The long-term vision for the area identifies New Road F to facilitate redevelopment on the vacant properties along Railroad Avenue in Old Town Bowie. However, this is no longer being considered for the area, since the vacant city-owned properties are recommended for additional parkland as stated in PF 14.1 (p. 173). Therefore, the recommended New Road F is no longer necessary.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting TM 22 and TM 22.1 on page 123. [Policy TM 22 Support a complete street network in Old Town Bowie.] [TM 22.1 Construct New Road-F from 11th Street to Railroad Avenue as a shared street with a 20-foot right-of-way. See Appendix D. Recommended Master Plan Transportation Facilities for additional details.] Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting UC-315 from Map 27. Master Plan Transportation and Trail Recommendations on page 97 and from Appendix D. Recommended Master Plan Transportation Facilities on page 249. Delete TM 22.1 from Table 37. Transportation and Mobility Implementation Matrix page 201.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
106	TM 25.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support TM 25.3, to redesign the intersection of MD 450 (Annapolis Road) and Millstream Drive/ Stonybrook Drive as a roundabout to slow traffic and enhance a sense of place for travelers entering Free State Shopping Center and Bowie Marketplace. This is consistent with the City's recent position regarding MD 450 Mainstreet area	Staff concurs.	Recommend no change to the plan.		
107	TM 25.5 TM 25.6	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>MD 450-Complete and Green Streets:</i> Support TM 25, installing minimum 10-foot-wide shared-use paths along both sides of MD 450 (Annapolis Road) from MD 197 (Laurel Bowie Road) to Moylan Drive; and TM 25.5, installing minimum eight-foot-wide sidewalks and separated bicycle lanes in both directions along MD 450 (Annapolis Road) from Moylan Drive to Race Track Road.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
108	TM 25.7	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>MD 450-Complete and Green Streets:</i> Support TM 25.7, installing minimum 10-foot-wide shared-use paths along both sides of MD 450 (Annapolis Road) from Racetrack Road to MD 3.	Staff concurs.	Recommend no change to the plan.		
109	TM 26.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Delete, TM 26.1, to replace sidewalks with 12-foot-wide shared-use paths along MD 197 (Collington Road) from US 50 to Old Annapolis Road, because there are no sidewalks in this section.	This strategy was written incorrectly. Sidewalks cannot be replaced if sidewalks do not exist. However, a 12-foot-wide shared-use path is still recommended.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising strategy TM 26.1 (p. 125). TM 26.1 [Replace sidewalks with] <u>Install</u> 12-foot-wide shared-use paths along MD 197 (Collington Road) from US 50 to Old Annapolis Road. Revise Table 37. Transportation and Mobility Implementation Matrix page 202 with updated text for TM 26.1.		
110	TM 26.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>MD 197-Active Transportation: Bicycle/Pedestrian/ Micro-Mobility:</i> Support TM 26.3, adding shared-use paths and designated bicycle lanes along Old Annapolis Road from MD 197 (Collington Road) to MD 450 (Annapolis Road).	Staff concurs.	Recommend no change to the plan.		
111	TM 27.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>MD 301-Active Transportation: Bicycle/Pedestrian/ Micro-Mobility:</i> Support TM 27.2, providing shared-use paths along A-61 as well as US 301 (F-10). Where US 301 (F-10) and A-61 abut, a single shared-use path can be provided between the roadways.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
112	TM 28.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<i>MD 301-Active Transportation: Bicycle/Pedestrian/ Micro-Mobility:</i> Support TM 28.1, constructing minimum 12-foot-wide shared-use paths in both directions with wide landscaping buffers to separate the shared-use path from motor vehicle traffic by at least 15 feet along US 301 (Robert Crain Highway) from Melford Boulevard to Leeland Road.	Staff concurs.	Recommend no change to the plan.		
113	TM 28.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Until the freeway is constructed on US 301, support TM 28.3, improving existing crossings at Harbour Way and Ballpark Road to improve safety for pedestrians and cyclists.	Staff concurs.	Recommend no change to the plan.		
114	TM 28.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support TM 28.4, constructing all interchanges with, and crossings over and under, US 301/MD 3 (Robert Crain Highway) to include full pedestrian and bicycle amenities, including, but not limited to, barrier-separated shared-use paths and signalized crosswalks.	Staff concurs.	Recommend no change to the plan.		
115	TM 29.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support TM 29.3, constructing a complete interchange at Mitchellville Road/Queen Anne Bridge Road.	Staff concurs.	Recommend no change to the plan.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
116	TM 29.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Delete TM 29.4 to evaluate the potential for partial access points at Governor’s Bridge Road, Mill Branch Crossing, and Leeland Road. US 301/MD 197 interchange design already addresses access to Governor Bridge Road and Mill Branch Crossing.	Strategy TM 29.4 is in error. As the City’s testimony points out, the ongoing design of the US 301/MD 197 interchange addresses access to Governor Bridge Road and Mill Branch Crossing. Construction of a full interchange at US 301 and Trade Zone Avenue is intended to provide access to the Collington Local Employment Area. Strategy TM 29.4 recommends a partial access point at Leeland Road for local traffic to access Beechtree and other destinations, as the construction of F-10 should eliminate direct access to Beechtree.	Amend the Preliminary Mitchellville and Vicinity Master Plan by revising strategy TM 29.4 (p. 127) as follows: TM 29.4 [Evaluate the potential for] <u>Construct</u> partial access [points] at [Governor’s Bridge Road, Mill Branch Crossing, and] Leeland Road. Revise Table 37. Transportation and Mobility Implementation Matrix page 204 with updated text for TM 29.4. Revise Appendix G. Public Facilities Report with updated text for TM 29.4.		

Transportation and Mobility

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
117	TM 29.6	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	<p>Oppose, TM 29.6, to amend the Countywide Master Plan of Transportation (MPOT) to truncate F-10 at the north end of its interchange with Belair Drive. No explanation given for this change.</p> <p>Oppose TM 29.7, to reclassify MD 3 (Robert Crain Highway) as an expressway north of this point. No explanation given for this change.</p> <p>Oppose, TM 29.8, to delete P-304, a proposed primary road that was intended to provide access to properties along existing southbound MD 3 were F-10 constructed, from the MPOT. No explanation given for this change.</p>	<p>The long-planned interchange at MD 3 (Robert Crain Highway) and MD 450 (Annapolis Road) will have environmental impacts that far outweigh any perceived traffic impacts. This master plan eliminates that interchange and clearly states that travelers should use MD 3 and US 50, and not MD 450, for regional travel between Anne Arundel County and the Capital Beltway and points west. The preliminary master plan recommends eliminating all improvements that would encourage the use of MD 450 for regional travel. See Strategies TM 29.6, TM 29.7, TM 29.8, TM 29.9, and TM 29.10.</p>	Recommend no change to the plan.		

Natural Environment

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
118	General Comment	Speaker #8 Exhibit #6 Maureen Fine Resident	Ms. Fine expressed concern over the amount of impervious surface and recommended limiting the amount of development to avoid overburdening infrastructure, increasing traffic, cutting down forests, lowering water quality, destroying habitat and ecosystems, emitting higher greenhouse gas emissions; and ultimately contributing to climate change.	The Preliminary Bowie-Mitchellville and Vicinity Master Plan directs development to the centers and focus areas (LU Goal 1), expands the amount of land area in the Rural and Agricultural Area under LU 2, and recommends downzoning many properties that have sensitive environmental features or in the Rural and Agricultural Area under CZ 1 and CZ 2. The plan also emphasizes using best practices when it comes to mitigating impacts on the environment in existing and future development under NE 1, NE 3, and NE 5.	Recommend no change to the plan.		
119	General Comments	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City testifies that the plan needs a policy/strategy regarding Smart Cities/Smart Technology Solutions and Service Integration	The City of Bowie’s Information Technology Committee recommended adopting several Development Review Policies for the City of Bowie but none of those policies were included in the testimony. It is unclear what policies or strategies the City of Bowie would like to include in the master plan.	Recommend no change to the plan.		

Natural Environment

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
120	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	Add a Sustainability and Climate Change text box on approximately page 131 to Natural Environment chapter: <u>Preservation of streams, forested areas, wetlands and other habitats are imperative for protecting natural ecosystems. Protecting the natural environment not only requires protection of the water, soil, and air resources required for human survival, but also the ecosystem functions required to support the diversity of life on this planet. Preservation of native species are essential to supporting the complex food webs native to this region. Mature forest ecosystems also play an essential role in removing carbon from the atmosphere and reversing the effects of climate change.</u>	Staff concurs.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan to add a Sustainability and Climate Change text box on approximately page 131 with the following language: <u>Sustainability and Climate Change: Preservation of streams, forested areas, wetlands and other habitats are imperative for protecting natural ecosystems. Protecting the natural environment not only requires protection of the water, soil, and air resources required for human survival, but also the ecosystem functions required to support the diversity of life on this planet. Preservation of native species are essential to supporting the complex food webs native to this region. Mature forest ecosystems also play an essential role in removing carbon from the atmosphere and reversing the effects of climate change.</u>		
121	General Comment	Exhibit #13 Michael A. Sherman, Acting Deputy Planning Director, NCPC	Mr. Sherman testified that the Preliminary Bowie-Mitchellville and Vicinity Master Plan's "...environmental conservation strategies align well with our comprehensive plan policies."	Staff concurs.	Recommend no change to the plan.		

Natural Environment

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
122	General Comment	Exhibit #14 Ann McDonald Resident	Ms. McDonald, testified that the “plan fails to consider the effect of the heavy development at the Bowie State University MARC Campus Center on either the Fran Uhler Natural Area or the nearby Patuxent Research Refuge (National Wildlife Refuge).”	Environmental impacts are evaluated in detail during the development process and mitigation efforts for stormwater management, tree canopy loss, and other impacts are planned and implemented along with the development. The concept plan, shown on Figure 3. BSU MARC Campus Center Proposed Concept Plan (Three-Dimensional View) (p. 64) shows how the Bowie State University MARC Campus Center incorporates protecting streambeds with natural buffers and maintains tree canopy coverage throughout. The Preliminary Bowie-Mitchellville and Vicinity Master Plan seeks to balance the needs of Bowie State University, creating desirable places to live near the University, and protecting the environment. The master plan designates the Fran Uhler Natural Area as Open Space and maintains the area in the Rural and Agricultural Area. The master plan does not include the Patuxent Research Refuge because it falls outside of the plan area and is addressed in the 2010 <i>Approved Subregion 1 Master Plan</i> , which this plan does not replace or amend.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the following new strategy under Policy LU 9 (p. 61): <u>LU 9.4: Ensure that development in the Bowie State University MARC Campus Center includes appropriate buffers and transitions to minimize impacts to the Fran Uhler Natural Area and other sensitive environmental features.</u> Add <u>LU 9.4</u> to Table 35. Land use Implementation Matrix page 183, <u>Lead Entity: Property Owner(s).</u> <u>Anticipated Time Frame: Mid-term</u>		

Natural Environment

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
123	General Comment	Speaker #7 Exhibit #7 Janet Gingold, Chair Prince George's County Sierra Club	Ms. Gingold stated that the Sierra Club "... appreciates the stated commitment to protecting our green infrastructure and our Special Conservation Areas." Ms. Gingold also expressed hopes "...that future land use decisions will not promote development at the expense of damage to these areas."	Staff concurs.	Recommend no change to the plan.		
124	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	Mr. Teasdale stated that he "...applaud[s] the authors for including the [Sustainability and Climate Changes] text boxes including information that highlights the importance of this subject to the master planning process."	Staff concurs.	Recommend no change to the plan.		
125	General Comment	Speaker #23 Exhibit #24 Tawana Adams Resident Speaker #21 Karen Mooring Resident	Ms. Adams recommend the plan be reevaluated to consider global warming and flooding. Ms. Mooring stated that there have been extreme precipitation events like the most recent storms in the County and the State. And that these changes in precipitation patterns will lead to more frequent periods of drought and severe storms with increased precipitation resulting in serious flooding causing damage to homes and businesses.	The plan explicitly discusses climate change throughout the document and addresses flooding by recommending downzoning certain properties in the floodplain, recommending County acquisition of flood-prone properties, and recommending proper stormwater management for development and retrofitting existing development.	Recommend no change to the plan.		
126	NE Goal 5	Speaker #7 Exhibit #7 Janet Gingold, Chair Prince George's County Sierra Club	Enhance our tree canopy.	Staff concurs.	Recommend no change in plan.		

Natural Environment

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
127	NE 2.1 LU 2.2	Speaker #7 Exhibit #7 Janet Gingold, Chair Prince George’s County Sierra Club	Ms. Gingold stated that “We are very concerned about intensification of commercial use of the area north of [MD] 214 and West of Church Road. As you know, Belt Woods, a protected gem of old growth forest and a priceless part of our natural heritage, is located north of [MD] 214 and west of Church Road. Any language about this area must specifically include protections for Belt Woods.”	Belt Woods is recognized by the plan as an important environmental resource that must be protected. The plan recommends reclassifying the property under Strategy LU 2.2 to the Rural and Agricultural Area and protecting the Nontidal Wetlands of Special State Concern under NE 2.1. The proposed zoning under the Countywide Map Amendment is Reserved Open Space (ROS) which greatly reduces any potential for development. In terms of protecting areas near Belt Woods, specifically the Six Flags properties, this is addressed by the proposed revision in the Major Issues section.	Recommend no change to the plan.		
128	NE 4.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Delete NE 4.3, directing the City of Bowie to increase funding for the Emerald Ash Tree Borer Abatement Program as this is a City decision.	The Preliminary Bowie-Mitchellville and Vicinity Master Plan is making a recommendation to increase the funding of the referenced program. Making the recommendation does not require the City to increase funding nor does it take away the City’s authority to make the decision to continue to fund the program. The strategy is meant to show support for the program as staff believes it is an important strategy to mitigate the invasive species and its impact on native trees.	Recommend no change to the plan.		

Natural Environment

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
129	NE 6 NE 7 HN 4.2	Speaker #7 Exhibit #7 Janet Gingold, Chair Prince George’s County Sierra Club	Ms. Gingold, stated that “All of our planning documents must seriously address...greenhouse gas emissions, from both our buildings and our transportation sector...”	The plan includes a sustainability focus by providing text boxes in each plan element that explains how that plan element relates to climate change and sustainability, including discussing greenhouse gas and carbon emissions. Many of the strategies in each plan element were written through the lens of sustainability. For example, carbon emissions is directly addressed under policy NE 7. The plan also fully supports the Draft Climate Action Plans for Prince George’s County and the City of Bowie under NE 6 and the green building standards under HN 4.2 and has avoided repeating many of policies and regulations to avoid redundancy.	Recommend no change to the plan.		

Natural Environment

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
130	NE 7.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City supports NE 7.1, efforts to address Climate Change by developing at least one electric vehicle charging station for every eight fuel pumps at existing and new gas stations and providing at least one electric vehicle charging station for every 100 parking spaces in commercial surface parking lots and one charging station for every 250 parking spaces in parking structures.	Staff concurs.	Recommend no change to the plan.		

Housing and Neighborhoods

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
131	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	<p>Rewrite the Sustainability and Climate Change text box on page 143 to include stronger language:</p> <p>Mixed-use, well-connected, and walkable neighborhoods <u>can reduce carbon emissions while providing a greater range of services as well as affordable housing options for all income levels. In these neighborhoods,</u> there is less incentive to drive and [instead residents have] active transportation alternatives such as biking, and walking <u>become more viable options. Policies and programs that support energy retrofits for housing in older neighborhoods and carbon-neutral standards for new housing developments will significantly reduce energy use and greenhouse gas emissions while increasing home values.</u> [are resilient communities with minimal carbon emissions.]</p>	<p>The edits provide more information regarding climate change and the plan element Housing and Neighborhoods.</p>	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box on page 143 with suggested clarification:</p> <p>Mixed-use, well-connected, and walkable neighborhoods <u>can reduce carbon emissions while providing a greater range of services as well as affordable housing options for all income levels. In these neighborhoods,</u> there is less incentive to drive and instead residents have <u>active transportation alternatives such as biking, and walking. Policies and programs that support energy retrofits for housing in older neighborhoods and carbon-neutral standards for new housing developments can significantly reduce energy use and greenhouse gas emissions while increasing home values.</u> [are resilient communities with minimal carbon emissions.]</p>		

Housing and Neighborhoods

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
132	General Comments	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City of Bowie recommends addition of a policy/strategy regarding residential neighborhood conservation.	Residential neighborhood conservation is addressed by Plan 2035, which states that the Established Communities are best suited for context-sensitive infill of low- to medium density. The Preliminary Bowie-Mitchellville and Vicinity Master Plan mirrors this sentiment by directing new growth to the center and focus areas, which protects existing neighborhoods.	Recommend no change to the plan.		

Housing and Neighborhoods

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
133	HN 3.2	Speaker #7 Exhibit #7 Janet Gingold, Chair Prince George’s County Sierra Club	Ms. Gingold stated that “We are concerned that the plan does not include sources of renewable energy. We must shift away from fossil fuels. Planning for future land use must include siting of solar installations. How do solar farms like the on the City of Bowie recently opened a new solar farm east of US 301 and south of MD 214 fit into this plan? Why aren’t they on the maps?”	The Preliminary Bowie-Mitchellville and Vicinity Master Plan does support renewable energy on a local level under HN 3.2, where it encourages property owners to install solar panels. The 2018 Adopted Zoning Ordinance permits household-scale solar panels as an accessory use to one’s residences, whereas larger scale projects require state review and must follow state regulations. Therefore, planning for renewable energy sources is considered a broader issue best addressed Countywide under the Draft Climate Action Plan and regionally, under the Metropolitan Washington 2030 Climate and Energy Action Plan. These plans address solar panel installation and siting in depth. Since the Preliminary Bowie-Mitchellville and Vicinity Master Plan does not include solar panel site selection there is no need to include a map with existing solar panel sites. The plan also focuses on the shift away from fossil fuels by focusing on improving transportation infrastructure to accommodate different modes of transportation.	Recommend no change to the plan.		

Housing and Neighborhoods

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
134	HN 5 HN 5.1 HN 5.2 HN 5.3 HN 8 HN 8.1 HN 8.2	Speaker #6 Belva Nixon Resident	Support the Preliminary Bowie-Mitchellville and Vicinity Master Plans recommendations to increase housing in Bowie Town Center, Free State Shopping Center, and Bowie Market Place to help sustain exiting retail and attract retail and diminishes spending gap.	Staff concurs.	Recommend no change to the plan.		
135	HN 5.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support constructing new market-rate, mixed-income, workforce and affordable multifamily housing, including affordable senior housing at Bowie Local Town Center, preferably near the Bowie park-and-ride lot on Northview Drive where residents have greater access to transit.	Staff concurs.	Recommend no change to the plan.		
136	HN 5.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support working with Prince George's County Housing Authority to leverage the Bond Finance Program to assist with constructing or retrofitting buildings into affordable multifamily housing.	Staff concurs.	Recommend no change to the plan.		

Housing and Neighborhoods

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
137	HN 6.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose strategy HN 6.3 to have the City of Bowie work with the Prince George’s County Housing Authority to leverage the Bond Finance Program to assist with constructing affordable multifamily housing at the BSU MARC Campus Center since the location is outside of the City limits and should not involve the City.	Staff concurs.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HN 6.3 (p. 146) as follows: Work with <u>property owners</u> [the City of Bowie] and <u>the</u> Prince George’s County Housing Authority to leverage the Bond Finance Program to assist with constructing affordable multifamily housing at the BSU MARC Campus Center Delete the [City of Bowie] as the Lead Entity from Table 39 Housing and Neighborhoods Implementation Matrix (page 208) for HN 6.3.		
138	HN 7.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose, HN 7.1, to construct new infill housing at several locations in Old Town Bowie, including on City owned property. It is premature for the City to agree. The Railroad Museum property is not appropriate for housing.	Staff concurs that the City will determine if constructing infill housing on city property is necessary at the Railroad Museum property and park. However, infill housing is still generally encouraged, including at the other locations specified in the strategy.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising HN 7.1 (p. 146) to remove references to the City of Bowie property and infill housing except for the 8th Street properties. HN 7.1 In Old Town Bowie, construct new infill housing at several locations[, including on City owned property.] <ul style="list-style-type: none"> • [The property owned by City of Bowie on 10th Street, adjacent to the railroad tracks (Tax ID: 5606455; 1587278; 2832251).] Revise Table 39. Housing and Neighborhoods Implementation Matrix page 208 with updated text for HN 7.1.		

Community Heritage, Culture, and Design

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
139	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	Rewrite the Sustainability and Climate Change text box on page 149 to include stronger language: The preservation, restoration, and adaptive reuse of historic properties can <u>create vibrant communities that attract economic activity, provide a range of housing options, and reduce greenhouse gas emissions. Reuse and recycling of building materials preserves local cultural heritage while supporting sustainable construction practices. Minimal site disturbance during renovations leads to less environmental disruption and a lower</u> [lead to a reduction in climate emissions with the recycling of building materials and minimal environmental impact through demolition. The minimal site development leads to less environmental disruption. Walkable communities have less of a] carbon footprint.	The edits provide more information regarding climate change and the plan element Community Heritage, Culture, and Design.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box on page 149 with suggested additions and deletions: The preservation, restoration, and adaptive reuse of historic properties can <u>create vibrant communities that attract economic activity, provide a range of housing options, and reduce greenhouse gas emissions. Reuse and recycling of building materials preserves local cultural heritage while supporting sustainable construction practices. Minimal site disturbance during renovations leads to less environmental disruption and a lower</u> [lead to a reduction in climate emissions with the recycling of building materials and minimal environmental impact through demolition. The minimal site development leads to less environmental disruption. Walkable communities have less of a]-carbon footprint.		

Community Heritage, Culture, and Design

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
140	HD 2.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support strengthening community identity by recognizing Bowie’s railroad, African-American, and horse racing history through interpretative signage for the listed Historic Sites, as well as Fletchertown and Duckettsville, to enhance and expand heritage tourism and stimulate the local economy.	Staff concurs.	Recommend no change to the plan		
141	HD 3.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose HD 3.1, to install public art at specific locations, in partnership with the City of Bowie and Prince George’s Arts and Humanities Council. It is premature for the City to agree to specific locations. <ul style="list-style-type: none"> • Murals on City of Bowie-owned buildings • Utility wrap on utility boxes owned by the City of Bowie • Social justice mural or sculpture in a City of Bowie park (location to be determined) 	<p>Public art is essential in meeting the goal to create a sense of place and that the City of Bowie is a key player in implementation. The statement is worded as a “should” statement, meaning that it is not mandatory, but is encouraged. The City can evaluate its feasibility over time.</p> <p>The ongoing Cultural Arts Study may also provide further guidance once that is approved in 2022.</p>	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HD 3.1 (p. 150) as follows:</p> <p>The City of Bowie, in partnership with Prince George’s Arts and Humanities Council, should <u>consider installation of public art at [the following] strategic locations and sites, which could include, but is not limited to:</u></p> <ul style="list-style-type: none"> • Murals on City of Bowie-owned buildings • Utility wrap on utility boxes owned by the City of Bowie • Social justice mural or sculpture in a City of Bowie park [(location to be determined)] <p>Revise Table 40. Community Heritage, Culture and Design Implementation Matrix page 21 with updated text for HD 3.1.</p>		

Community Heritage, Culture, and Design

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
142	HD 5.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support a partnership between the Prince George's Arts and Humanities Council, installing public art at the intersection of MD 197 (Collington Road) and Kenhill Drive.	Staff concurs.	Recommend no change to the plan		
143	HD 7.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support improving wayfinding signage in Old Town Bowie to guide visitors to and from historic resources and cultural sites as well as public parking facilities, parks, and trail facilities, including along WB&A Trail between Old Town Bowie and Bowie State University.	Staff concurs.	Recommend no change to the plan.		
144	HD 9.3	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose. HD 9.3, to explore the potential of a Business Improvement District or Main Street organization to manage Old Town Bowie community-building activities. It is premature to consider a Business Improvement District or Main Street organization, or whether the City should have a role.	This strategy is long-term as is stated in the implementation matrix. It is clear that a need for Business Improvement District or Main Street organization is not needed at this time but will need to be considered beyond a 10-year period, if the short-term strategies are implemented. The Business Toolkit Study provides a road map for interested parties.	Recommend no change to the plan.		
145	HD 9.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support pursuing Maryland Arts and Entertainment District designation for Old Town Bowie to increase economic development opportunities. This examination is already underway.	Staff concurs.	Recommend no change to the plan.		

Community Heritage, Culture, and Design

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
146	HD 11.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Delete, HD 11.1, to have Prince George’s Arts and Humanities Council and the City of Bowie form a partnership to install public art at the bus stop located on MD 197 and Kenhill Drive. The City’s Arts Committee will identify appropriate future opportunities for City action.	Public Arts is both a form of creative placemaking and branding. The strategy can specify that the City of Bowie’s Art Committee will be responsible for making decisions on exact locations. Though the MD 197 and Kenhill Drive is recommended as a suitable site.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HD 11.1 (p. 155) as follows: In partnership with the Prince George’s Arts and Humanities Council and the City of Bowie, <u>Arts Committee</u> install public art at the bus stop located on MD 197 and Kenhill Drive. Revise Table 40. Community Heritage, Culture and Design Implementation Matrix page 212 with updated text for HD 11.1.		

Healthy Communities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
147	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	<p>Replace the Sustainability and Climate Change text box on page 159 to include stronger language:</p> <p><u>The master plan supports healthy communities by increasing equitable access to healthy food and by developing infrastructure that promotes active lifestyles. Accessibility to fresh, locally grown food supports local agriculture producers, promotes a healthier diet for consumers, and reduces energy requirements for food distribution. An active lifestyle can increase quality of life and wellbeing while promoting active transportation modes that minimize vehicle emissions. Taking action to curtail climate change will ensure the health of future generations by reducing the life-threatening impacts of future temperature extremes, storm damage, flooding, fire, and other hazards.</u></p> <p>[Healthy Communities are indispensable in climate change-conscious communities. Not only do healthy communities support active, car-free lifestyles but they promote healthy food and access to greenspaces and the natural environment. The master plan recommends Healthy Communities with increased active transportation and multi-mobility options to facilitate residents' active lifestyles as well as the creation of a built environment conducive to active lifestyles. Active lifestyles are less</p>	<p>The edits provide more information regarding climate change and the plan element Healthy Communities.</p>	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box on page 159 with suggested clarification:</p> <p><u>The master plan supports healthy communities by increasing equitable access to healthy food and by developing infrastructure that promotes active lifestyles. Accessibility to fresh, locally grown food supports local agriculture producers, promotes a healthier diet for consumers, and reduces energy requirements for food distribution. An active lifestyle can increase quality of life and wellbeing while promoting active transportation modes that minimize vehicle emissions. Taking action to curtail climate change will ensure the health of future generations by reducing the life-threatening impacts of future temperature extremes, storm damage, flooding, fire, and other hazards.</u></p> <p>[Healthy Communities are indispensable in climate change-conscious communities. Not only do healthy communities support active, car-free lifestyles but they promote healthy food and access to greenspaces and the natural environment. The Preliminary Bowie-Mitchellville and Vicinity</p>		

Healthy Communities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
No. 147 Continuation			carbon emission intensive because there is less car usage, and communities are well connected by active transportation alternatives such as bicycling and walking.]		Master Plan recommends Healthy Communities with increased active transportation and multi-mobility options to facilitate residents' active lifestyles as well as the creation of a built environment conducive to active lifestyles. Active lifestyles are less carbon emission intensive because there is less car usage, and communities are well connected by active transportation alternatives such as bicycling and walking.]		

Healthy Communities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
148	General Comment	Speaker #23 Exhibit #24 Tawana Adams Resident	Ms. Adams stated that the plan should be reevaluated after considering the relationship between population density and high transmission and infection rate of disease.	With the use of safe and effective vaccinations, the transmission and infection rate of covid-19 has slowed, and hospitalizations and death due to covid-19 has decreased. Population growth in Prince George's County and the Washington, D.C. metropolitan area is projected to continue to grow.	Recommend no change to the plan.		
149	HC 1.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Delete HC 1.4, to expand the operation of the City of Bowie's food pantry to distribute fresh produce more than three times per week during peak season. The City does not operate the Food Pantry, and its organizers advise that the Pantry's clients are fully served during existing operating hours.	The food pantry is an important component in ensuring healthy food reaches those within the Preliminary Bowie-Mitchellville and Vicinity Master Plan area. The text can be revised to state that the program continues to serve the area effectively.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HC 1.4 (p. 159) as follows: HC 1.4 [Expand] <u>Continue to</u> [the operation] <u>operate</u> of the <u>local</u> [City of Bowie's] food pantry to distribute fresh produce <u>that meets the needs of the community.</u> [more than three times per week during peak season.] Revise Table 41. Healthy Communities Implementation Matrix page 214 with updated text for HC 1.4. Delete [City of Bowie] as the Lead Entity and replace with Nonprofit Organizations.		

Healthy Communities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
150	HC 4.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose Policy HC 4 and HC 4.1 that recommends adding active outdoor recreation infill uses from Bowie Gateway (in Bowie Local Town Center) to Prince George’s Stadium (in the Established Communities) and delete from the Preliminary Bowie-Mitchellville and Vicinity Master Plan. The City has not reviewed or approved this concept.	Staff recommends infill development at Bowie Gateway that builds off the active recreational opportunities that will be offered at the future Green Branch Multifield Sports Complex. The concept is part of Bowie Gateway area becoming a destination for recreation and athletics. Exact locations for these amenities need additional study as infill and redevelopment occur in this area. Amenities such as those described will be necessary to serve the residents of Bowie Local Town Center.	Recommend no change to the plan.		
151	HC 6.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose HC 6.1, to create a partnership between Prince George’s County and public and private stakeholders to envision a new model of health, wellness, and recreation that includes temporary and permanent infrastructure installments (playground, planters, exercise equipment, climbing wall) over time at Bowie Local Town Center. There is no anticipated need to plan for additional infrastructure on private property, and the City has not reviewed or approved this concept.	The plan anticipates the redevelopment of most of Bowie Local Town Center with modern, mixed-use development. Fitness amenities are attractive and desired attributes of any new development. The City is encouraged to participate in such a partnership.	Recommend no change to the plan.		

Healthy Communities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
152	HC 6.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose HC 6.2, to attract a recreation and wellness anchor at Bowie Gateway at 4400 Mitchellville Road (Tax ID 2976868) as part of a larger wellness and recreation trail to provide amenities for residents and draw regional visitors. As this would involve City-owned property and the City has not reviewed or approved the concept.	The plan sets to create a destination at Bowie Gateway and nearby properties that focus on recreation, having an anchor west of US 301 is important in attracting visitors. The anchor does not necessarily have to go on City property or be publicly owned. This can be clarified in the policy and implementation matrix.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HC 6.2 (p. 162) to be less specific on location. HC 6.2: Attract a <u>public or private</u> recreation and wellness anchor at Bowie Gateway <u>near</u> 4400 Mitchellville Road (Tax ID 2976868) as part of a larger wellness and recreation trail to provide amenities for residents and draw regional visitors. This anchor should complement, but not compete with, nearby city and Commission facilities. Revise Table 41. Healthy Communities Implementation Matrix page 215 with updated text for HC 6.2		

Public Facilities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
153	General Comment	Exhibit #8 & #13 John Teasdale Vice Chair Bowie Environmental Advisory Council	<p>Replace the Sustainability and Climate Change text box on page 168 to include stronger language:</p> <p>Public facilities are the foundation of a <u>sustainable</u> community and are key to its resiliency. <u>Climate change will lead to greater threats from heat waves, storm damage, and flooding potential in this area. Emergency planning and preparedness that address the populations most vulnerable to these threats are the hallmark of a resilient community.</u> The plan supports a diverse array of public facilities [and recommendations to] <u>that will strengthen neighborhoods services, ensure public safety in emergencies, and provide for community needs. Upgrades to public works facilities for handling waste, water, sewage, and backup power availability can both ensure rapid response to emergency situations and reduce energy and emissions that impact climate change</u> [Public facilities designed to facilitate active transportation in mixed-use, connected neighborhoods are essential in a climate change conscious community. Climate change resiliency can be further supported through retrofitting existing public facilities to be low-carbon buildings.]</p>	<p>The edits provide more information regarding climate change and its connection to emergency preparedness and public facilities, which is important connection. The edits remove language regarding active transportation and connectivity that is less relevant to the plan element Public Facilities.</p>	<p>Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box on page 168 with suggested additions and deletions:</p> <p>Public facilities are the foundation of a <u>sustainable</u> community and are key to its resiliency. <u>Climate change will lead to greater threats from heat waves, storm damage, and flooding potential in this area. Emergency planning and preparedness that address the populations most vulnerable to these threats are the hallmark of a resilient community.</u> The plan supports a diverse array of public facilities [and recommendations to] <u>that will strengthen neighborhoods services, ensure public safety in emergencies, and provide for community needs. Upgrades to public works facilities for handling waste, water, sewage, and backup power availability can both ensure rapid response to emergency situations and reduce energy and emissions that impact climate change</u> [Public facilities designed to facilitate active transportation in mixed-use, connected neighborhoods are essential in a climate change conscious community.] Climate change resiliency can be further supported through retrofitting existing public facilities to be low-carbon buildings.</p>		

Public Facilities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
154	General Comment	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support all park, recreation and open space facilities recommended in Table 33 except for those mentioned in testimony.	Staff concurs.	Recommend no change to the plan		
155	PF 6.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support evaluating the potential of acquiring properties east of MD 3 (Robert Crain Highway) north of Forest Drive for the protection of the Patuxent River	Staff concurs.	Recommend no change to the plan		
156	PF 6.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support exploring paved trail opportunities along the Patuxent River edge of the Bowie Race Track site to connect the WB&A Trail, and the M-NCPPC-owned Patuxent River Park facilities at Horsepen Branch Park and Saddlebrook East Park.	Staff concurs.	Recommend no change to the plan		

Public Facilities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
157	PF 7.1	Exhibit #14 Ann McDonald Resident	Ms. McDonald testified that “the plan fails to discuss...the future of the Bowie Racetrack property [(Tax IDs 1679893, 1679851, 1679844, and 1661099)] either in terms of park land or in terms of Bowie State University planning.	The <i>Preliminary Bowie-Mitchellville and Vicinity Master Plan</i> discusses the racetrack property under PF 7.1. This strategy states support for a partnership between the State of Maryland, the City of Bowie, Bowie State University, and the owners of Bowie Racecourse and Training Center to facilitate adaptive reuse or redevelopment of Bowie Race Track for public or university recreational purposes pursuant to a Joint Use Agreement between BSU and the City of Bowie. The Joint Use Agreement was approved by the Bowie City Council through resolution R-87-20 on December 7, 2020.	Recommend no change to the plan.		

Public Facilities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
158	PF 7.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose PF 7.2, constructing a public recreation facility on the City of Bowie's property at 4151 Church Road (Tax ID 3665791). Delete. It is premature to recommend a specific project, which will require an internal decision by the City.	Staff concurs that is premature to provide a specific project for the property since the Bowie Ice Rink project was unsuccessful. However, because it is owned by the City of Bowie, undeveloped, and located adjacent to an existing park owned by M-NCPPC, that a Parks and Open Space land use and Reserve Open Space (ROS) zoning is appropriate for the property. The property may be used to meet the recreational needs of future residents of the area.	Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting Strategy PF 7.2 (p. 171): [PF 7.2 Construct a public recreation facility on the City of Bowie's property at 4151 Church Road (Tax ID 3665791).] Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting [PF 7.2] from Table 33. Recommended Parks, Recreation, and Open Space Improvements on page 176. Revise Table 42. Public Facilities Implementation Matrix page 218 by deleting PF 7.2.		
159	PF 7.4	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support adding 20,000 nonaquatic square footage to the Bowie Community Center (3209 Stonybrook Drive) and 20,000 nonaquatic square footage to the South Bowie Community Center (1717 Pittsfield Lane).	Staff concurs.	Recommend no change to the plan		

Public Facilities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
160	PF 7.6	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support constructing a new multigenerational facility on M-NCPPC property near Randall Farm (on Brown Station Road in Upper Marlboro) to meet Formula 2040 LOS needs for Park Service Area 6	Staff concurs..	Recommend no change to the plan		
161	PF 9.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Oppose PF 9.1, attracting commercial recreation experiences to Bowie Gateway and delete from the Preliminary Bowie-Mitchellville and Vicinity Master Plan. The City has not reviewed or approved this concept.	Staff recommends infill development at Bowie Gateway that builds off the active recreational opportunities that will be offered at the future Green Branch Multifield Sports Complex. The concept is part of Bowie Gateway area becoming a destination for recreation and athletics. Exact locations for these amenities need additional study as infill and redevelopment occur in this area. Amenities such as those described in HC 4.1 will be necessary to serve the residents of Bowie Local Town Center.	Recommend no change to the plan.		
162	PF 13.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support carrying forward the recommendations of the 2008 Approved Public Safety Facilities Master Plan to construct a new Beechtree fire/ EMS facility near the intersection of US 301 (Robert Crain Highway) and Leeland Road.	Staff concurs.	Recommend no change to the plan		

Public Facilities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
163	PF 15.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support PF 15.1, to evaluate the feasibility of developing trail connections within Archer Tract park (Tax IDs 1571819, 1658590) to connect Free State Shopping Center and Hilltop Plaza along MD 450 as part of effort to address connectivity in the Bowie Mainstreet Area, per City Trails Master Plan.	Staff concurs.	Recommend no change to the plan.		

Public Facilities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
164	PF 15.2	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	The City opposes the recommendation for a new park and trail connection at the northern end of the Free State Shopping Center property because new parkland at this location has not been reviewed by Community Services and a trail crossing the stream is not recommended by the City's Trails Master Plan.	The Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends higher density development adjacent to Free State Shopping Center. Part of the that residential development concept, shown in Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan (p. 73), recommends a park to serve the new residents. The park is to be private and not owned by the City as is indicated in Table 33. Recommended Parks, Recreation, and Open Space Improvements on page 177 for PF 15.2. The proposed residential development would benefit greatly with parkland amenities. Regarding the <i>trail</i> , crossing the stream, <i>this</i> does require additional study which is stated in Strategy PF 15.2. Specifically, the strategy says, "explore potential stream crossing connections from Free State Shopping Center to the existing neighborhoods north of the shopping center." Additional study is needed, but if the recommended residential development occurs, park amenities will be an essential component to a well-rounded development.	Recommend no change to the plan.		

Public Facilities

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
165	PF 16.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support amending the 2018 Prince George’s County Water and Sewer Plan to reclassify the parcels in LU 2.3 and Table 6. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property to Water and Sewer Category 6: Well and Septic Service. (This should also include the Jesuit property ownership on the north side of MD 450.)	Staff concurs.	Recommend no change to the plan		
166	PF 17.1	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council	Support constructing the planned Green Branch Multifield Sports Complex adjacent to Prince George’s Stadium on M-NCPPC-owned land at 4101 Robert Crain Highway.	Staff concurs.	Recommend no change to the plan		

Monitoring and Evaluating

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
167		<p>Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council</p> <p>Speaker #18 John Teasdale Vice Chair Bowie Environmental Advisory Council</p>	<p>The City of Bowie recommended publishing "...the methodology for measuring each of the seven indicators, plus a new indicator devoted to assessing impacts on greenhouse gas emissions, and what data is currently available for each indicator. This information should be included as a benchmark in the final, approved version of the master plan."</p> <p>Mr. Teasdale testified that he encourages, "...including a metric related to climate change be included in the evaluation section of this plan." He stated that, "Section 15, table 4, lists indicators of success such as retail sales, multifamily housing percentage, single occupant vehicle transportation share, etc." And proposed that "...an indicator that tracks greenhouse gas emissions be included as well."</p>	<p>Staff cannot incorporate this recommendation in the time provided for adoption and approval of this master plan.</p> <p>Greenhouse gas emissions are measured and reported at the County level by the Metropolitan Washington Council of Governments. Lowering greenhouse gas emissions is also a Plan 2035 indicator of success in Table 26. Indicators of Success (p. 268) of the general plan. The indicators are reviewed and reported on every five years. The Prince George's County Draft Climate Action Plan also covers greenhouse gas emissions and effective ways to lesson the amount put into the atmosphere.</p>	Recommend no change to the plan.		

Comments Outside the Scope of the Preliminary Bowie-Mitchellville and Vicinity Master Plan

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
168	General Comment	Speaker #23 Exhibit #24 Tawana Adams Resident	Ms. Adams stated that, before anymore development occurs, the County should change the sign posting requirements that require placing hard-to-read signs for development in dangerous locations on the sides of road.	Noted. Testimony is outside the scope of the Preliminary Bowie-Mitchellville and Vicinity Master Plan. A master plan cannot change the Prince George’s County Zoning Ordinance which sets up the advertising requirements for pending development. This Testimony has been forwarded to the Zoning Rewrite Team for their information.	Recommend no change to the plan.		
169	General Comments	Speaker #19 Exhibit #9 and #15 Carol Boyer Resident	Ms. Boyer stated that the “Planning Board is not doing its due diligence...” since there were at least two errors in the Planning Board’s June 1, 2021, Notification that approved DSP-20015 Freeway Airport. The first error stated that the Freeway Airport was still operational and the second error said that the closest food store was 4 miles away from the airport when it is actually 2.3 miles away.	Noted. Testimony is outside the scope of the Preliminary Bowie-Mitchellville and Vicinity Master Plan.	Recommend no change to the plan.		
170	General Comments	Speaker #19 Exhibit #9 and #15 Carol Boyer Resident	Opposes CB-017-2019 passed in 2019 by the County Council. Deems the bill as unlawful since it was written for a single property, conflicting with the 2006 Bowie and Vicinity Master plan and existing Rural-Agricultural (R-A) zoning, and failed to hold proper public hearings.	Noted. Testimony is outside the scope of the Preliminary Bowie-Mitchellville and Vicinity Master Plan.	Recommend no change to the plan.		

Comments Outside the Scope of the Preliminary Bowie-Mitchellville and Vicinity Master Plan

No.	References	Exhibit # / Name	Issue	Staff Response	Staff Recommendation	Planning Board Action	Council Action
171	General Comment	<p>Exhibit #10 Miller Enisel Resident</p> <p>Speaker #16 Exhibit #25 Michael M. Bridges</p> <p>Speaker #20 Milly Hall Resident</p>	<p>Mr. Enisel testified that, the Prince George’s County Council has been using text amendments to circumvent lawfully zoned property. The Preliminary Bowie-Mitchellville and Vicinity Master Plan should not allow this method of development.”</p> <p>Mr. Bridges testified that, “the Prince George’s County Council continues to circumvent the stated policy growth goals of both the Plan 2035 and the BMVMP via Zoning Text Amendments.”</p> <p>Ms. Hall testified that, the County Council needs to stop passing zoning text amendments that circumvent the planning process.”</p>	Noted. Testimony is outside the scope of the Preliminary Bowie-Mitchellville and Vicinity Master Plan.	Recommend no change to the plan.		
172	General Comment	<p>Speaker #20 Exhibit #11 & #19 Milly Hall Resident</p>	Ms. Hall submitted testimony in opposition to the Countywide Sectional Map Amendment (CMA).	Noted. Testimony is outside the scope of the Preliminary Bowie-Mitchellville and Vicinity Master Plan.	Recommend no change to the plan.		

List of Speakers

Speaker #	Name	Title	On Behalf of
1	Phillippa Johnston	Resident	Cameron Grove Community Association, Inc.
2	Cleveland Grant	Resident	-
3	Naomi Person	Resident	-
4	Joe Meinert	City Planner	City of Bowie/The Honorable Timothy J. Adams
5	Cassandra Snead- Ogden	Resident	-
6	Belva Nixon	Resident	-
7	Janet Gingold	Chair	Prince George's County Sierra Club
8	Maureen Fine	Resident	-
9	Bradley Farrar	Shiple & Horne P.A.	Paul McDonald
10	Paul Jackson	Property Owner	-
11	Paul McDonald	Property Owner	-
12	Robert Antonetti	Shiple & Horne P.A	WBLH LLC
13	Linda Salmon	Resident	-
14	Wanda Copper	Resident	-
15	Martha Ainsworth - No Testimony Provided	-	-
16	Michael Bridges	Resident	-
17	Thomas H. Haller	Gibbs and Haller	PRH Bowie, LLC.
18	John Teasdale	Vice Chair	Bowie Environmental Advisory Council
19	Carol Boyer	Resident	-
20	Milly Hall	Resident	-
21	Karen Mooring	Resident	-
22	Jimmye Claire Walker	Resident	-
23	Tawana Adams	Resident	-
24	Iredia Hutchinson	Resident	-

List of Exhibits

Exhibit No.	Item Description	Received From	Date
1	Preliminary Bowie-Mitchellville and Vicinity Master Plan	M-NCPPC	9/20/2021
2	Errata Sheet	M-NCPPC	9/20/2021
3	Ecomment dated September 27, 2021 Re: Concerns about new “malls”	Kitt Bouknight	9/27/2021
4	Ecomment dated September 29, 2021 and letter in support of the plan	Joseph Meinert City of Bowie, The Honorable Timothy J. Adams	9/29/2021
5	Email dated October 1, 2021 and letter in opposition to rezoning of land adjacent to Six Flags	Michelle Davis Residents of Collington Manors	10/1/2021
6	Ecomment dated October 1, 2021 Re: Support for the plan with concerns about climate change	Maureen Fine	10/1/2021
7	Ecomment dated October 1, 2021 Re: Anticipated impacts of climate change on planning strategies	Janet Gingold Sierra Club	10/1/2021
8	Ecomment dated October 1, 2021 Re: Concerns about climate change	John Teasdale	10/1/2021
9	Ecomment dated October 2, 2021 Re: Opposition to CB-017-2019	Carol Boyer	10/2/2021
10	Ecomment dated October 3, 2021 Re: Opposition to the plan and use of text amendments	Miller Enisel	10/3/2021
11	Ecomment dated October 3, 2021 Re: Opposition to the plan	Milly Hall	10/3/2021
12	Email dated October 5, 2021 (Addendum to Exhibit 8) Suggested language for sustainability and climate change boxes	John Teasdale	10/5/2021

List of Exhibits

Exhibit No.	Item Description	Received From	Date
13	Letter dated September 30, 2021 To: Acting Deputy Planning Director Re: Agency comments	Michael A. Sherman National Capital Planning Commission	10/7/2021
14	Email dated October 9, 2021 Re: Comments on plan recommendations	Ann McDonald	10/9/2021
15	Written statement of verbal testimony provided during the October 4, 2021 Joint Public Hearing (Speaker 19) and addendum to Exhibit 9 Re: Opposition to development along the Church Road & Church Road/Central Avenue corridors	Carol Boyer	10/13/2021
16	Email dated October 13, 2021 and letter regarding Property Address: Thomas Wellons Property, 15800 Leeland Road	Russell W. Shipley Shipley & Horne P.A.	10/13/2021
17	Email dated October 13, 2021 and letter regarding Property Address: Irmgard H. Hawkins By-Pass Trust Property, Tax Mao 4, Parcels 5, 118 & 123	Matthew C. Tedsco McNamee Hosea Mark G. L. Ferguson	10/13/2021
18	Email dated October 13, 2021 and letter regarding Property Address: Thomas Wellons Property, 7 SE Robert Crain Highway	Russell W. Shipley Shipley & Horne P.A.	10/13/2021
19	Written statement of verbal testimony provided during the October 4, 2021 Joint Public Hearing (Speaker 20) and addendum to Exhibit 11 Re: Opposition to the CMA process	Milly Hall	10/14/2021
20	Letter dated October 4, 2021 To: Acting Deputy Planning Director Re: Agency comments	Matt Baker Maryland Department of Transportation (MDOT)	10/14/2021

List of Exhibits

Exhibit No.	Item Description	Received From	Date
21	Supplement to written and verbal testimony provided during the October 4, 2021 Joint Public Hearing (Speaker 4) and addendum to Exhibit 4 in support of the plan	Joseph Meinert Alfred D. Lott City of Bowie	10/14/2021
22	Email dated October 15, 2021 and letter regarding support for the plan	Anthony P. Savia Bowie State University	10/15/2021
23	Email dated October 15, 2021 and letter regarding Property Address: TMC 450 LLC & KHM Route 3 LLC Property, Tax Map 38, Parcels 4, 78 & 79	Matthew C. Tedsco McNamee Hosea Mark G. L. Ferguson	10/15/2021
24	Written statement of verbal testimony provided during the October 4, 2021 Joint Public Hearing (Speaker 23) Re: Concerns about population density, global warming and traffic	Tawana Adams	10/18/2021
25	Written statement to supplement verbal testimony provided during the October 4, 2021 Joint Public Hearing (Speaker 16) Re: Concerns about policy growth goals and growth progress	Michael M. Bridges	10/19/2021
26	Email dated October 19, 2021 and letter regarding Supreme Landscaping Limited Liability Company, Tax Account 0804666 Includes 2 letters of support (Paul McDonald & Stacy Barley) and a petition in support of rezoning.	Bradley Farrar Shipley & Horne P.A.	10/19/2021
27	Email dated October 19, 2021 and letter regarding Freeway Realty LLC, Tax Map 54, Grids B2-B4 and C2-C4, Parcels 7, 49, 50, 51, 57, 58, 59 & 60	John J. Ferrante Robert J. Antonetti, Jr. Shipley & Horne P.A.	10/19/2021
28	Email dated October 19, 2021 and letter regarding St. John Properties, Inc. (Melford), northeast quadrant of the intersection of Robert S. Crain Highway (MD 3) and John Hanson Highway (US 50/301)	John J. Ferrante Robert J. Antonetti, Jr. Shipley & Horne P.A.	10/19/2021

List of Exhibits

Exhibit No.	Item Description	Received From	Date
29	Letter dated October 19, 2021 To: Council Chair Re: Commercial zoning and land use recommendations for Mill Branch Crossing, Green Branch LLC	Edward C. Gibbs, Jr. Gibbs & Haller	10/19/2021
30	Letter dated October 19, 2021 To: Council Chair Re: Commercial zoning and land use recommendations for Six Flags America	Edward C. Gibbs, Jr. Gibbs & Haller	10/19/2021
31	Letter dated October 19, 2021 To: Council Chair Re: Commercial zoning and land use recommendations for Chiaramonte Revocable Trust, Tax Map 55, Parcels 36 & 60	Thomas H. Haller Gibbs & Haller	10/19/2021
32	Supplement to verbal testimony provided during the October 4, 2021 Joint Public Hearing (Speaker 1) in opposition to re-zoning of land adjacent to Six Flags America	Phillippa Johnston Cameron Grove Community Association, Inc.	10/19/2021
33	Letter dated October 19, 2021 To: Clerk of the Council Re: 9109 Normal School Road, Joy E. Davis, Tax Map 029, Grid D-1, Parcels 15 & 16	Traci R. Scudder Scudder Legal	10/19/2021

December 6, 2021

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Andree Green Checkley, Esq., Planning Director
 Delisa Coleman, Esq., Senior Counsel, Office of the General Counsel
 Kipling Reynolds, AICP, Chief, Community Planning Division *KRR*

FROM: Scott Rowe, AICP, CNU-A, Supervisor, Long-Range Planning Section, Community Planning Division
 Andrew W. McCray, Senior Planner, Long-Range Planning Section, Community Planning Division

SUBJECT: **Preliminary Bowie-Mitchellville and Vicinity Master Plan – Staff Analysis of Late Joint Public Hearing Testimony**

On October 4, 2021, the Prince George's County Planning Board and the Prince George's County Council, sitting as the District Council, held a joint public hearing to receive testimony regarding the Preliminary Bowie-Mitchellville and Vicinity Master Plan. On December 3, 2021, the Clerk of the County Council received late testimony submitted by the Prince George's County Department of Public Works and Transportation. This memorandum contains staff's analysis of this testimony and recommendations.

Analysis of Testimony

References	Table 5: Transportation Facilities Appendix D: Recommended Master Plan Transportation Facilities Section XIV: Implementation Framework Appendix G: Public Facilities Cost Estimates
Exhibit #/Name	Exhibit T-1/Deputy Chief Administrative Officer Floyd E. Holt, Office of the Prince George's County Executive, on behalf of the Office of the County Executive and the Department of Public Works and Transportation
Issue	DCAO Holt states, "it will be critical to collaborate with the Maryland Department of Transportation, State Highway Administration, to ensure we are addressing the areas of need on the state roadways."

Staff Response	The Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends several improvements to state roadways located in the plan area. The master plan includes Implementation Matrices (Pg. 181-221), intended to support interagency collaboration, spur timely implementation, and to identify agencies and partners that may have a role in implementing these recommendations. More specifically, the matrix already identifies the Maryland Department of Transportation, State Highway Administration as either the lead entity or partner entity in implementing the Transportation and Mobility strategies (Pgs. 191-204).
Staff Recommendation	Recommend no change to the plan.
Planning Board Action	
District Council Action	

References	Table 5: Transportation Facilities Appendix D: Recommended Master Plan Transportation Facilities Section XIV: Implementation Framework Appendix G: Public Facilities Cost Estimates
Exhibit #/Name	Exhibit T-1/Deputy Chief Administrative Officer Floyd E. Holt, Office of the Prince George’s County Executive, on behalf of the Office of the County Executive and the Department of Public Works and Transportation
Issue	DCAO Holt states, “roadways that are identified in the Master Plan as County are under the jurisdiction of the City of Bowie including Excalibur Road, Fletchertown Road and Melford Boulevard. The table in the plan should be updated to reflect the accurate roadway owner.”
Staff Response	The Preliminary Bowie-Mitchellville and Vicinity Master Plan, Public Facilities Cost Estimates, incorrectly identifies Excalibur Road, Fletchertown Road, and Melford Boulevard as County roadways. Staff notes the table will be updated following the approval of the Preliminary Bowie-Mitchellville and Vicinity Master Plan to reflect accurate roadway ownership.
Staff Recommendation	Following approval of the master plan, update Section XIV: Implementation Framework and Appendix G: Public Facilities Cost Estimates to accurately reflect transportation facility ownership.
Planning Board Action	
District Council Action	

References	Appendix G: Public Facilities Cost Estimates
Exhibit #/Name	Exhibit T-1/Deputy Chief Administrative Officer Floyd E. Holt, Office of the Prince George’s County Executive, on behalf of the Office of the County Executive and the Department of Public Works and Transportation
Issue	DCAO Holt states, “Table 1 needs to reflect the length of the proposed segments.”
Staff Response	The Public Facilities Report for the master plan contains several hundred transportation facilities. The length of proposed facilities will be determined during the design and preliminary engineering phases of project development and is not appropriate at the plan level.
Staff Recommendation	Recommend no change to Table 1 of the Public Facilities Cost Estimates.
Planning Board Action	
District Council Action	

References	Appendix G: Public Facilities Cost Estimates
Exhibit #/Name	Exhibit T-1/Deputy Chief Administrative Officer Floyd E. Holt, Office of the Prince George’s County Executive, on behalf of the Office of the County Executive and the Department of Public Works and Transportation
Issue	DCAO Holt states, “along Racetrack Road there is a Capital Improvement Program (CIP) Project with a segment of planned facilities.”
Staff Response	The Preliminary Bowie-Mitchellville and Vicinity Master Plan: Public Facilities Cost Estimates does not include the CIP approved ‘Racetrack Road, Pedestrian Safety Improvement’ project. Staff understand this is an important project that will provide pedestrian safety, efficient vehicle conveyance, and intersection improvements along Racetrack Road. Therefore, staff concurs that the project should be reflected in the Public Facilities Cost Estimates.
Staff Recommendation	Amend Appendix G: Public Facilities Cost Estimates to include CIP ID # 4.66.0040 (Pedestrian Safety Improvements).
Planning Board Action	
District Council Action	

References	
Exhibit #/Name	Exhibit T-1/Deputy Chief Administrative Officer Floyd E. Holt, Office of the Prince George’s County Executive, on behalf of the Office of the County Executive and the Department of Public Works and Transportation
Issue	DCAO Holt states, “markings for sharrows (shared roadways for bikers) cannot be placed on residential streets where parking on both side of the roadway is needed.”
Staff Response	Sharrows are pavement markings that indicate to bicyclists and motorists that bicycles may use the full travel lane and may be present. They do not impact the horizontal right-of-way or require a variation in lane width.
Staff Recommendation	Recommend no change to the plan.
Planning Board Action	
District Council Action	

Staff will add the recommended text edits above to the Resolution of Adoption for the Planning Board’s review and approval at its December 16, 2021 hearing.

Recommendation

Staff recommends the Planning Board accept this testimony into the public record pursuant to Section 27-644(b)(4)(B).

Attachment 1: Exhibit T-1, Testimony of Deputy Chief Administrative Officer Floyd E. Holt, Office of the Prince George’s County Executive, on behalf of the Office of the County Executive and the Department of Public Works and Transportation

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Testimony

December 6, 2021

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cc:

Derick Berlage, AICP, Acting Deputy Director

Katina Shoulars, Acting Chief, Countywide Planning Division

William Capers, Planning Supervisor, Transportation Planning Section, Countywide Planning Division

Thomas Lester, Planner Coordinator, Long-Range Planning Section, Community Planning Division

Andrew McCray, Senior Planner, Long-Range Planning Section, Community Planning Division

Bowie-Mitchellville and Vicinity Master Plan Project File