

## Preliminary Bowie-Mitchellville and Vicinity Master Plan Errata Sheet

Correction No.	Error	Correction	Page #
1	Foreword contains an inaccurate date and time for the joint public hearing.	Update the date and time of the Joint Public Hearing to October 4, 2021 at 5:00 p.m.	ix
2	In the introduction to US 301/MD 3 Corridor, the last sentence in the first paragraph can be clarified.	Reword the sentence to state "Planned upgrades to this corridor <del>present challenges to local connectivity and opportunities to drive future</del> <u>will provide opportunities to improve regional access to the area, especially access to Collington Local Employment Area.</u> "	44
3	The Growth Boundary line is incorrect in Map 16. Future Land Use because the boundary does not reflect the changes recommended under Strategy LU 2.4.	Redraw the Growth Boundary line on Map 16 to exclude the portion of parcel 117 of the Amtrak Northeast Corridor that is within the Bowie State MARC Campus Center pursuant to Strategy LU 2.4.	50
4	The "Old Town Bowie" Heading is in the wrong location.	Move the heading "Old Town Bowie" above Policy LU 15.	69
5	There is a missing leading "0" for the tax ID in the last row of Table 10. CZ 1.5 Recommended Zoning-Sensitive Environmental Areas (AG Zone).	Add the leading "0" to the bottom row's tax ID 0798421.	78
6	In the legend for Map 27. Master Plan Transportation and Trail Recommendations, Urban Street is an incorrect reference.	The UC acronym stands for Urban Center, not Urban Street.	97
7	The UC, T, and S acronyms for transportation classifications are not defined in the "What's in a Number?" text box and the acronym L is not used in the table or map and can be removed.	Update "What's in a Number?" text box to include " <u>UC Urban Center</u> ," " <u>T Shared-Use Path</u> ," and " <u>S Secondary</u> ." Delete the " <del>L Local</del> ."	102

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8	The bus routes shown on Map 31. Bus Service Routes Serving the Master Plan Area, do not reflect WMATA's June 2021 service changes.	Replace a map with the updated data since WMATA halted the B29 or C28 lines and has rerouted C26, part of the Central Avenue Line, to serve stops along the old B29 and C28 routes; Route C26 now serves Addison Road and Largo Town Center stations (on the Blue and Silver lines). WMATA also restored Route C29 Saturday service to Bowie State University.	107
9	The "Sustainable Communities Program" text box mistakenly identifies the Environmental Advisory Committee as the funder of energy audits.	Update the "Sustainable Communities Program" text box to state that the City of Bowie pays for the energy audits, not the Environmental Advisory Committee. Specifically, " <u>The City of Bowie</u> <del>Environmental Advisory Committee</del> practices better environmental health by offering rebate programs, such as a \$100 discount off the \$400 cost to conduct an energy audit in a private residence."	159
10	The reference to Table 35 in strategy PF 6.1 is incorrect.	Correct the table reference in strategy PF 6.1 to read "(see Table 33. Recommended Parks, Recreation, and Open Space Improvements)." Not Table 35.	169
11	Strategy PF 6.1 fails to specify the name of the park being referred to.	Reword strategy PF 6.1, "Evaluate the potential of acquiring properties east of MD 3 (Robert Crain Highway) north of Forest Drive for the <u>establishment of Robert Crain Highway Resource Park and the protection of the Patuxent River</u> (see Table 33. Recommended Parks, Recreation, and Open Space Improvements)." Strategy language must also be updated in the Implementation Matrix.	169, 217
12	Strategy PF 7.6 fails to specify the tax ID and note that the property is located outside the plan boundary.	Add "(tax ID 1761394, outside plan boundary)" in parentheses to Strategy PF 7.6 to clearly identify subject property. Strategy language must also be updated in the Implementation Matrix.	171, 218
13	Strategies PF 11.1 and 11.3 have bulleted lists as opposed to lower case letters which do not correspond with Table 33. Recommended Parks, Recreation, and Open Space Improvements.	Change strategies PF 11.1 and 11.3's bulleted lists to lower case letters to correspond with the Table 33. Recommended Parks, Recreation, and Open Space Improvements.	172

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14	Strategy PF 11.3 states the addition to the Adnell Neighborhood is an acquisition, but the property has already been acquired by the City of Bowie.	Reword Strategy PF 11.3 to state "Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions <u>and improvements</u> ...- <del>Improvements</del> Addition to Adnell Neighborhood Park (approximately 7 acres)." Strategy language must also be updated in the Implementation Matrix. Update language in Table 33. Recommended Parks, Recreation, and Open Space Improvements and Map 49. Recommended Public Facilities to say Adnell Neighborhood Park Improvements.	172, 175, 177, 220
15	Table 33. Recommended Parks, Recreation, and Open Space Improvements identifies Strategy PF 14.2 (Phase III Bowie Railroad Museum Grounds) identified, but there is no Strategy PF 14.2 on pages 173-174. Strategy PF 14.2 was erroneously combined with Strategy PF 14.1 in the Preliminary Master Plan.	Correct Strategy PF 14.2 by separating PF 14.1 into two different strategies. The two policies should be "PF 14.1 Complete Phase II plans to develop 10th Street Park and Bowie Heritage Trail (City of Bowie CIP # CR-44) (Tax IDs 1587278, 1618081, 2832251, 5606455) in Old Town Bowie." and " <u>PF 14.2 and Complete Phase III</u> Bowie Railroad Museum grounds redevelopment at 8614 Chestnut Avenue (City of Bowie CIP # CR-46) (Tax IDs 1701341, 1651199, 1701341) (see Table 33. Recommended Parks, Recreation, and Open Space Improvements)." Strategy language must also be updated in the Implementation Matrix.	173-174, 220

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16	The table in Appendix C: Historic Sites table is incomplete. The list accidentally did not include Historic Sites that are also on the National Register of Historic Places. The table also accidentally omitted two historic bridges that fall on the plan's eastern boundary.	Add the following Historic Sites to the Historic Sites table in Appendix C; D.S.S. Goodloe House (71A-030, 9300 Laurel Bowie Road); Bowie Railroad Buildings (71B-002-09, 8614 Chestnut Avenue); Williams Plains (71B-003, 16200 White Marsh Park Drive); Belair Mansion and Cemetery (71B-004, 12207 Tulip Grove Drive); Belair Stables (71B-005, 2835 Belair Drive); Melford, Outbuildings, and Cemetery (71B-016, 17107 Melford Boulevard); Pleasant Prospect, and Outbuildings (74A-006, 3300 Waterford Mill Road); Bowieville (74A-018, 601 Bowieville Manor Lane); Hamilton House (74B-007, 16810 Federal Hill Court); Hazelwood (74B-013, 18611 Queen Anne Road); Governor's Bridge (74B-001, Governors Bridge Road at Patuxent River); and Queen Anne Bridge (74B-012, Queen Anne Bridge Road at Patuxent River).	239
17	Some map citations are missing complete source information.	Ensure that all map citations meet current Planning Department standards.	Planwide
18	Some properties are only referenced by Tax ID number.	Ensure that all property references include both Tax ID number and Street Address (where possible)	Planwide