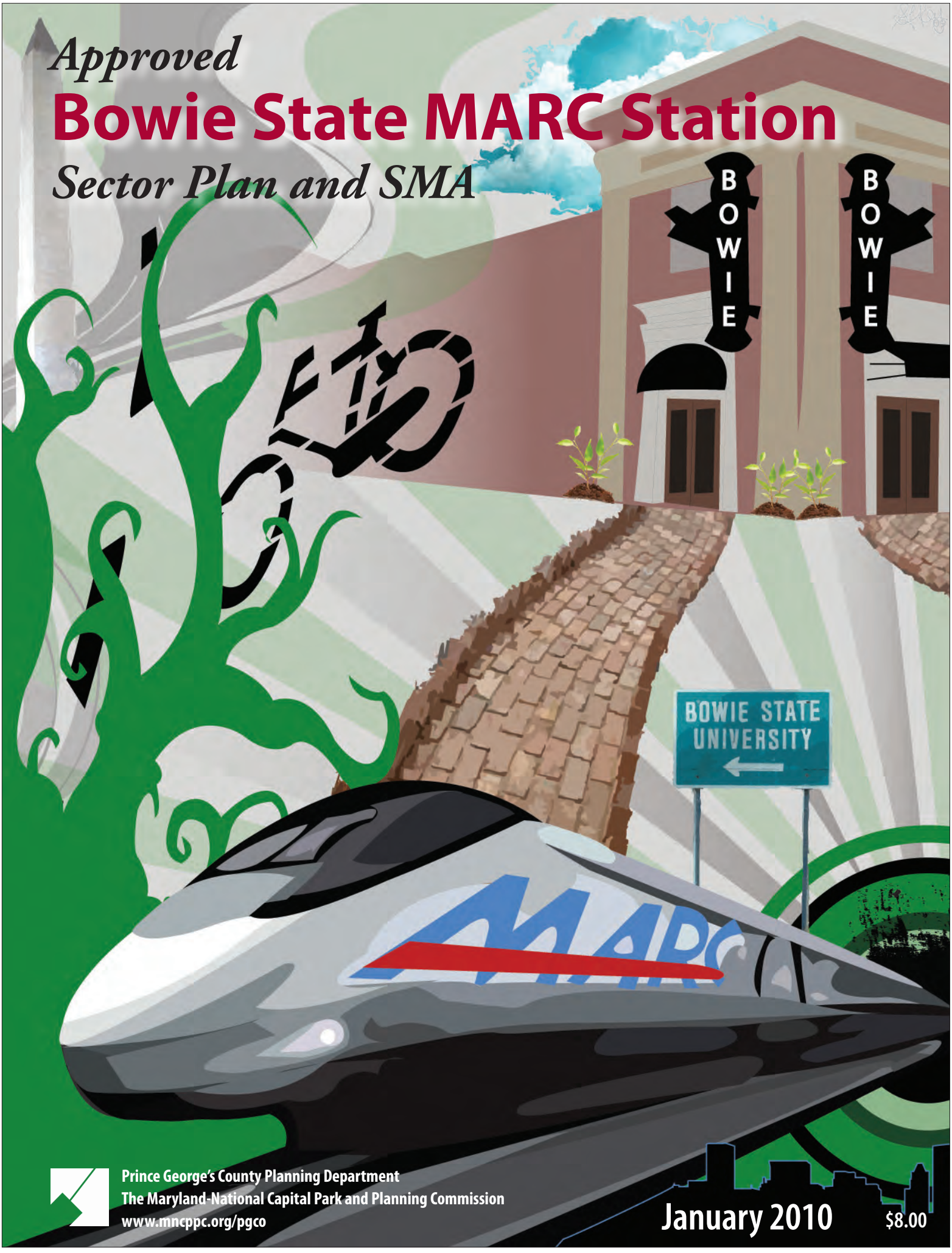
Approved

Bowie State MARC Station

Sector Plan and SMA



Prince George's County Planning Department
The Maryland-National Capital Park and Planning Commission
www.mncppc.org/pgco

January 2010

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Abstract

Title:	Approved Bowie State MARC Station Sector Plan and Sectional Map Amendment
Author:	The Maryland-National Capital Park and Planning Commission
Subject:	Sector plan and sectional map amendment for the Bowie State MARC Station area (Planning Areas 71A and 71B) of Prince George's County, Maryland
Date:	January 2010
Source of Copies:	The Maryland-National Capital Park and Planning Commission 14741 Governor Oden Bowie Drive Upper Marlboro, Maryland 20772
Series Number:	319102306
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Abstract:	This document is the sector plan and sectional map amendment for the Bowie State MARC Station area. The plan amends portions of the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B.* Developed with the assistance of the community, this document recommends goals, strategies, and action pertaining to land use, zoning, environment, parks and recreation, transportation, trails, public facilities, historic preservation, urban design, economic development, and sustainability. The SMA zoning changes implement the sector plan.
Cover Design Artist	The cover art for this sector plan was created by Samantha Key, a Bowie State University (BSU) junior majoring in Visual Communications and Digital Art. Her cover was the winning submission in a competition that asked BSU students to create designs that embodied the spirit of the objectives and vision of the Bowie State MARC Station Sector Plan. Ms. Key researched the plan, took notes on each goal, and selected images that symbolized an environmentally sensitive mixed-use center—with connections to Baltimore and Washington—that encourages students and residents to be more socially and physically active.

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The Maryland-National Capital Park and Planning Commission

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The Maryland-National Capital Park and Planning Commission is a bicounty agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:
- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the county government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Planning Department (M-NCPPC):
- Our mission is to help preserve, protect and manage the county's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and citizen involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, citizens and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the *Prince George's County Approved General Plan*. The County Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual budget, the water and sewer plan, and adoption of zoning map amendments.

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Foreword

The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission (M-NCPPC) is pleased to make available the Approved Bowie State MARC Station Sector Plan and Sectional Map Amendment (SMA). This community-based plan/SMA sets preliminary land use and development policies for the area, addressing physical and policy changes since publication of the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B*.

The plan's comprehensive "charrette" approach to public participation was a successful collaborative effort and provided an open forum for residents, students, property owners, business owners, and developers to participate in the plan preparation. During the charrette, visions for the area were established, prominent issues were identified, alternative concepts were developed, and a preferred plan that set development policies for the area was produced.

This document contains recommendations for land use, environmental infrastructure, transportation systems (including roads, transit, and trails), public facilities, parks and recreation, economic development, design and appearance, and community participation. It recommends a mixed-use community center that incorporates a set of vibrant neighborhoods with active, pedestrian-oriented streets with a small college town character. The plan proposes a consolidated multimodal transit facility that will include an enhanced MARC Station and expanded local and regional bus service. It also encourages the use of alternative and sustainable sources of energy to minimize cost and reduce the carbon footprint of new and existing development.

The plan aligns well with comments received from more than 20,000 Prince George's stakeholders through *Envision Prince George's*, a multi-year public engagement initiative designed to create and implement a long-term vision for the county based on the viewpoints and input of citizens and stakeholders across the entire county. Over a two-year period, stakeholders shared their vision for the county through various public and online community forums. The end result was an Action Agenda that addresses more than 15,000 ideas and suggestions gathered from residents and stakeholders. Reflecting one countywide vision, the *Envision* Action Agenda outlines 14 priority goals with short- and long-term objectives to enhance the county over the next 10 to 20 years. Among the top concerns of residents was sustaining the county through effective development of mixed-use communities.

The Prince George's County Planning Board and the County Council held a joint public hearing to solicit comments from property owners, residents, and the general public. All comments and recommendations presented at the public hearing became a matter of public record and were summarized and reviewed by the Planning Board and the County Council in their deliberations prior to approval of the plan and SMA by the District Council on January 26, 2010. The Planning Board and County Council appreciate the contributions of the community and stakeholders in the development of this plan. We encourage your continued involvement in overall community planning and development through *Envision Prince George's*. We invite you to visit www.envisionprincegeorges.org to learn how you can continue to impact your communities in positive ways.

Sincerely,

Samuel J. Parker, Jr., AICP
Chairman
Prince George's County Planning Board

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Plan Highlights

Vision

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

Land Use and Economic Development

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

Infrastructure Elements

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

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

Quality of Life

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

Design and Appearance

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

Implementation

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

Chapter I: Planning Background and Process

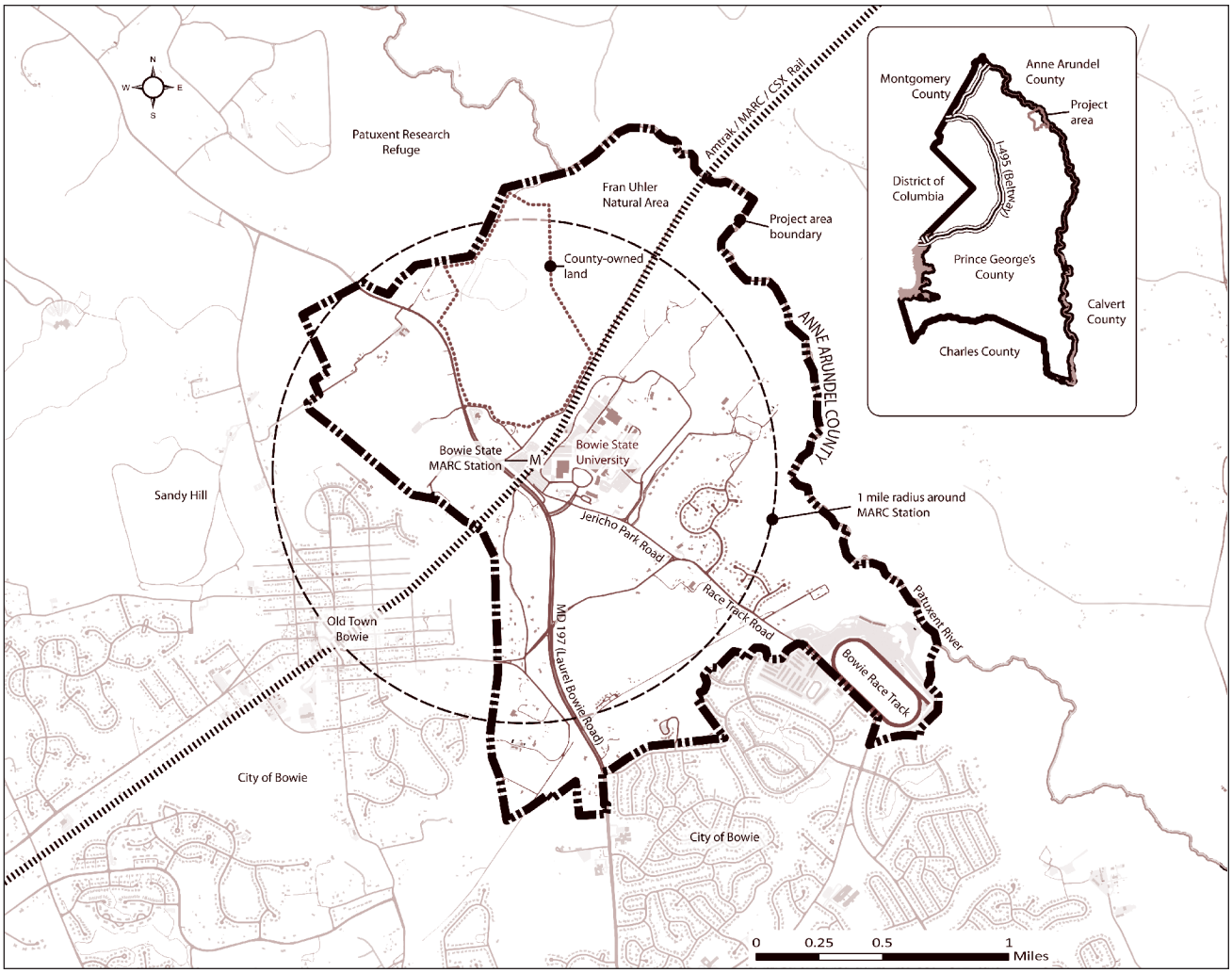
Plan Purpose

This plan was prepared in response to the recommendation in the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* for a community center designation and detailed sector plan for the Bowie State MARC Station area. It further recommends that the sector plan determine the scale, magnitude, and pedestrian/bicycle linkages to the Maryland Area Regional Commuter (MARC) Station prior to any major development. This document is organized to reflect the 2002 *Prince George's County Approved General Plan*. The sector plan contains goals, policies, and strategies to guide future development for the Bowie State MARC Station Sector Plan area.

Project Area Boundary and Regional Setting

The sector plan area consists of 3.6 square miles (2,282 acres) in northeastern Prince George's County and includes portions of Planning Areas 71A and 71B. It comprises the properties within approximately one-mile of the MARC Station and includes key properties that have redevelopment, trail connection, and streetscape potential. The sector plan project area is bounded by the Patuxent Research Refuge to the north, the Potomac Electric Power Company (PEPCO) easement to the west, the City of Bowie border to the south, and the Patuxent River to the east. (**See Map I-1: Planning Area, page 6.**)

Map I-1 Planning Area



Relationship to the General Plan

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

Relationship to Other Plans and Policies

A number of previously approved plans and policy documents—such as the 1982 *Master Plan of Transportation*, the 1983 *Functional Master Plan for Public School Sites*, the 1975 *Countywide Trails Plan with the 1985 Equestrian Addendum*, the 1992 *Prince George's County Historic Sites and Districts Plan*, and the 2008 *Approved Public Safety Facilities Master Plan*—provide background information and a framework for the plan and sectional map amendment (SMA) for specific planning issues. In addition to these documents, other state planning legislation and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* also shape the planning framework and are described below.

1997 Maryland Smart Growth and Neighborhood Conservation Act

This act builds on the eight visions adopted in the 1992 act, as amended. The act is nationally recognized as an effective means of evaluating and implementing statewide programs to guide growth and development.

In 1997, the Maryland General Assembly enacted a package of legislation collectively referred to as the Neighborhood Conservation and Smart Growth Initiative. The Maryland Smart Growth Program has three basic goals: to save valuable remaining natural resources; to support existing communities and neighborhoods; and to save taxpayers millions of dollars in the unnecessary cost of building infrastructure to support sprawl. A significant aspect of the initiative is the Smart Growth Areas legislation that requires that state funding for projects in Maryland municipalities, other existing communities, and industrial and planned growth areas designated by counties will receive priority funding over other projects. These are called priority funding areas (PFA). Approximately half of the Bowie State MARC Station planning area is categorized as a county-certified compliance area that is eligible for priority funding.

1992 Maryland Economic Growth, Resource Protection, and Planning Act

This legislation was enacted to encourage economic growth, limit development of sprawl, and protect the state's natural resources. It establishes consistent general land use policies to be implemented throughout Maryland. These policies are stated in the form of eight visions:

- Development is concentrated in suitable areas.
- Sensitive areas are protected.
- In rural areas, growth is directed to existing population centers and resource areas are protected.
- Stewardship of the Chesapeake Bay and the land is a universal ethic.
- Conservation of resources, including a reduction in resource consumption, is practiced.
- To assure achievement of the above five visions, economic growth is encouraged and regulatory mechanisms are streamlined.
- Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
- Funding mechanisms are addressed to achieve these visions.

These visions are guiding principles that describe how and where growth and development should occur. The act acknowledges that the comprehensive plans prepared by counties and municipalities form the best mechanism to establish priorities for growth and resource conservation. Once priorities are established, it is the state's responsibility to support them.

2006 Bowie and Vicinity Master Plan and SMA

While the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* updated the 1991 *Approved Master Plan and Adopted Sectional Map Amendment (SMA) for Bowie-Collington-Mitchellville and Vicinity, Planning Areas 71A, 71B, 74A, and 74B*, it retained the 1991 master plan's overall land use pattern—concentrating land uses and preserving open space. Specifically, the 2006 master plan recommended that higher-intensity land use activities be focused into four mixed-use activity centers (Old Town Bowie, Bowie Main Street, West Bowie Village, and Pointer Ridge) and one regional center (Bowie Regional Center) and that most land in the Rural Tier remain rural.

The 2006 Bowie and Vicinity Master Plan and SMA also designated a future community center in the vicinity of the Bowie State MARC Station and Bowie State University (BSU) to take advantage of possible future transit-oriented development opportunities. The 2002 General Plan defines community centers as concentrations of activities, services, and land uses that serve the immediate community near the centers. They should be served by mass transit and comprise a mix of public facilities and uses—including integrated commercial, office, and residential development.

The 2006 master plan recommended that the Bowie State MARC Station parking lot and its surrounding properties be redeveloped with a vertical mixed-use, pedestrian- and transit-supportive development, including housing and retail uses with structured parking. To ensure that the future community center development is coordinated, it advocated for a detailed planning study or sector plan to be prepared to determine its scale, magnitude and pedestrian/bicycle linkages to the train station prior to any major development.

Public Participation

Comprehensive public participation is critical to the preparation of sector and master plans. Public participation ensures a plan addresses stakeholder concerns as well as opportunities for change, reflects the community's vision for the area, makes the planning process open and transparent, and identifies and builds the momentum of champions to move the plan towards implementation.

The sector plan's public participation program pursued a range of methods via different media to engage a broad audience, disseminate information, and solicit feedback. Its methods targeted three distinct groups of stakeholders—Bowie State University (including faculty and students), the local community (including residents and business and property owners), and public officials and agencies.

Stakeholder Interviews

The public participation process began with one-on-one interviews with key stakeholders such as the County Council, the County Executive's office, the City of Bowie, the Maryland Department of Transportation, State Highway Authority, and the Department of Public Works and Transportation, as well as representatives of homeowners associations within the plan area. The purpose of the interviews was to survey initial attitudes, concerns, opinions and preferences for development within the Bowie State MARC Station Sector Plan area.

Bowie State University information booth.

Bowie State University Outreach Efforts

As the largest property owner in the project area, the potential recipient of 219 acres of county property, and principal economic driver of new development, Bowie State University's faculty, staff, and students are key stakeholders. The following efforts were used as part of a multi-pronged approach to engage Bowie State University faculty and the student body in the planning process:

- Interviews and briefings were conducted with the university's cabinet level staff to vet proposed concepts.
- An information booth was staffed at the university's student center on September 2 and September 3, 2008, to disseminate information on the sector plan, publicize upcoming events, and distribute student surveys. Over 350 surveys were completed, providing valuable insights into student priorities for the area.
- Upcoming events were marketed via the university's radio station (WBSU) and webpage, flyers distributed on campus, and posters.
- Feedback was solicited directly from students through a question-and-answer session and via discussions with their representatives in the student government.
- Students were also offered the opportunity to learn more about the planning process through a competition to design the cover page of the sector plan.

A charrette is a three-pronged, multi-day planning and design process composed of a pre-charrette, charrette, and post-charrette, which brings interested and vested parties to the table to meet with the planning team and provide feedback on proposed development plans, alternative design concepts, and implementation strategies.

Charrette in progress.

Charrette Process

The charrette process was the primary vehicle used to engage local residents, business and property-owners, faculty and BSU students, as well as any interested citizens. A charrette is a three-pronged, multiday planning and design process—composed of a pre-charrette, charrette, and post-charrette—which brings interested and vested parties to the table to meet with the planning team and provide feedback on proposed development plans, alternative design concepts, and implementation strategies.

The pre-charrette and first step of the process was held on September 18, 2008, to introduce approximately two dozen stakeholders to the sector planning process and to allow them to share their concerns and ideas about the project area and visions for the future. Participants provided valuable insights into the project area's economic, historic, transportation, and environmental issues.

A community charrette solicited stakeholders' suggestions and visions for the community center.

The charrette itself represented the main segment of the charrette process and was conducted from September 30, 2008, through October 3, 2008, at Bowie State University. The charrette was an intense and collaborative planning process during which stakeholders and the M-NCPPC team developed a preferred design concept for the project area. The charrette started with a student question-and-answer session and a kick-off presentation on September 30, followed by an open house on October 1 and final presentation on October 3. Residents, business owners, and BSU students, faculty, and staff provided input and feedback throughout the week as the design team worked to develop the concept plan.

Approximately 100 stakeholders participated in the charrette. They helped to shape four design and development alternatives that ultimately led to the creation of the preferred design concept. This concept was further refined during the upcoming months and presented to the public at the post-charrette.

The planning team presented the refined preferred design alternative and implementation strategies to the public for their review and input at the post-charrette gathering held on January 13, 2009.

The planning team supplemented the charrette process through one-on-one meetings with interested local homeowners associations and via its interactive website, community survey, and local media outlets.

Worksession with the City of Bowie

The project team participated in a project worksession with the City of Bowie's Mayor, members of the City Council, and area residents on January 12, 2009. During the worksession, the project team presented an overview of the sector plan process and the results of the charrette. The presentation was followed by a question-and-answer session.

Area Stakeholders' Assessment of their Community and the Proposed Recommendations

Environment and Open Space

Overall, stakeholders voiced their appreciation for the rural character of the area and their desire to preserve open space such as the Fran Uhler Natural Area. Residents called for the protection of environmentally sensitive wetlands and tree cover through clustered, low-impact-development, adequate buffering, green design, and innovative power generation, stormwater management, and waste treatment methods.

Transportation

Residents and students reiterated their concern over the safety and design of Jericho Park Road and Race Track Road and noted that the wide road widths and lack of pedestrian- and biker-friendly amenities (such as sidewalks and bike lanes) made these roadways conducive to speeding. The intersection of the two roads was also identified as dangerous and warranting some form of reconfiguration or enhancement.

Students underscored the inadequate bus service to the area, particularly on Saturdays and weekday periods outside rush hours; no service is provided on Sundays. The area's limited bus service is perceived to hamper the accessibility of the campus and MARC Station to students and local residents. Stakeholders also noted the lack of transit options connecting MD 197 to areas in the north, such as Laurel.

Stakeholders expressed support for connecting Old Town Bowie to the proposed community center and Bowie State University via a hiker-biker trail and connecting the center to the Patuxent River trail system and the Washington Baltimore and Annapolis Trail (WB&A). The lack of sidewalks along 11th Street from MD 197 to Old Town Bowie has been a concern of area residents for many years.

Support was also expressed for preserving existing commuter parking at the MARC Station and for allowing for growth in parking demand as anticipated by the Maryland Transit Administration (MTA).

Economic Development

Most residents and students expressed interest in increased retail options concentrated at the Bowie State MARC Station. Sit-down and fast-food restaurants, drugstores, convenience stores, bookstores, clothing stores, and a small grocery store were identified as being highly desirable uses that were currently missing in the immediate area. This interest was moderated, however, by concern over the impact new development would have on Old Town Bowie and on existing retail centers that were

already struggling in Bowie. City of Bowie residents conveyed their hopes that the proposed community center would help facilitate growth in Old Town Bowie rather than compete with it and that enhanced trail and possible transit and/or shuttle connections would encourage residents and students to patronize its businesses.

Some BSU stakeholders advocated that the community center accommodate uses—such as office, retail, and rental housing—that could generate revenue for the university and serve as economic drivers. Others called for the inclusion of more conventional university-oriented uses such as dormitories, a convocation center, classrooms and laboratories.

Design

Stakeholders overall applauded the pedestrian-friendly and clustered design of the community center, which included low-impact design and an emphasis on connectivity and a mix of uses. They welcomed enhancing the visibility of Bowie State University through a pair of signature, gateway buildings on MD 197. Some expressed interest in creating a "real college town" at the community center with a clear sense of purpose, while others questioned the need for the university's expansion beyond its existing campus.

Chapter II: Sector Area Character Analysis

Historical Overview

The history of the plan area is closely linked to the growth of the City of Bowie, the development of Bowie State University (BSU), and the establishment of the Patuxent Research Refuge.

The City of Bowie grew out of the Huntington subdivision, a small but important settlement platted in 1870 along the Pope's Creek Branch and Washington Branch rail lines. The subdivision was officially named Huntington when it incorporated in 1874, and renamed Bowie in 1916 in honor of its most prominent resident, Oden Bowie—the former Governor of Maryland and then President of the Baltimore and Potomac Railroad.

The origins of present-day Bowie State University date to 1865, when the Baltimore Association for the Moral and Educational Improvement of Colored People opened the first school in Baltimore, Maryland. The school was reorganized in 1883 and relocated to a 187-acre tract in Prince George's County (its current location) in 1914, at which time it began to be referred to as the Maryland Normal and Industrial School at Bowie. The school introduced a liberal arts program in 1963 and changed its name to Bowie State College. With the expansion and diversification of its educational offerings, the college became a university in 1988.

While the growth of Bowie State University and the City of Bowie has attracted residential and institutional development to the plan

area, the Patuxent Research Refuge has served as a natural growth boundary to the north. The Research Refuge is one of over 540 refuges in the National Wildlife Refuge System administered by the U.S. Fish and Wildlife Service and dedicated to the protection of wildlife and its habitat. Established in 1936, the refuge has expanded from 2,670 acres to its present size of over 12,840 acres, thus limiting development in the northeastern corner of Prince George's County and the southwestern corner of Anne Arundel County.

The Sector Plan Area Today

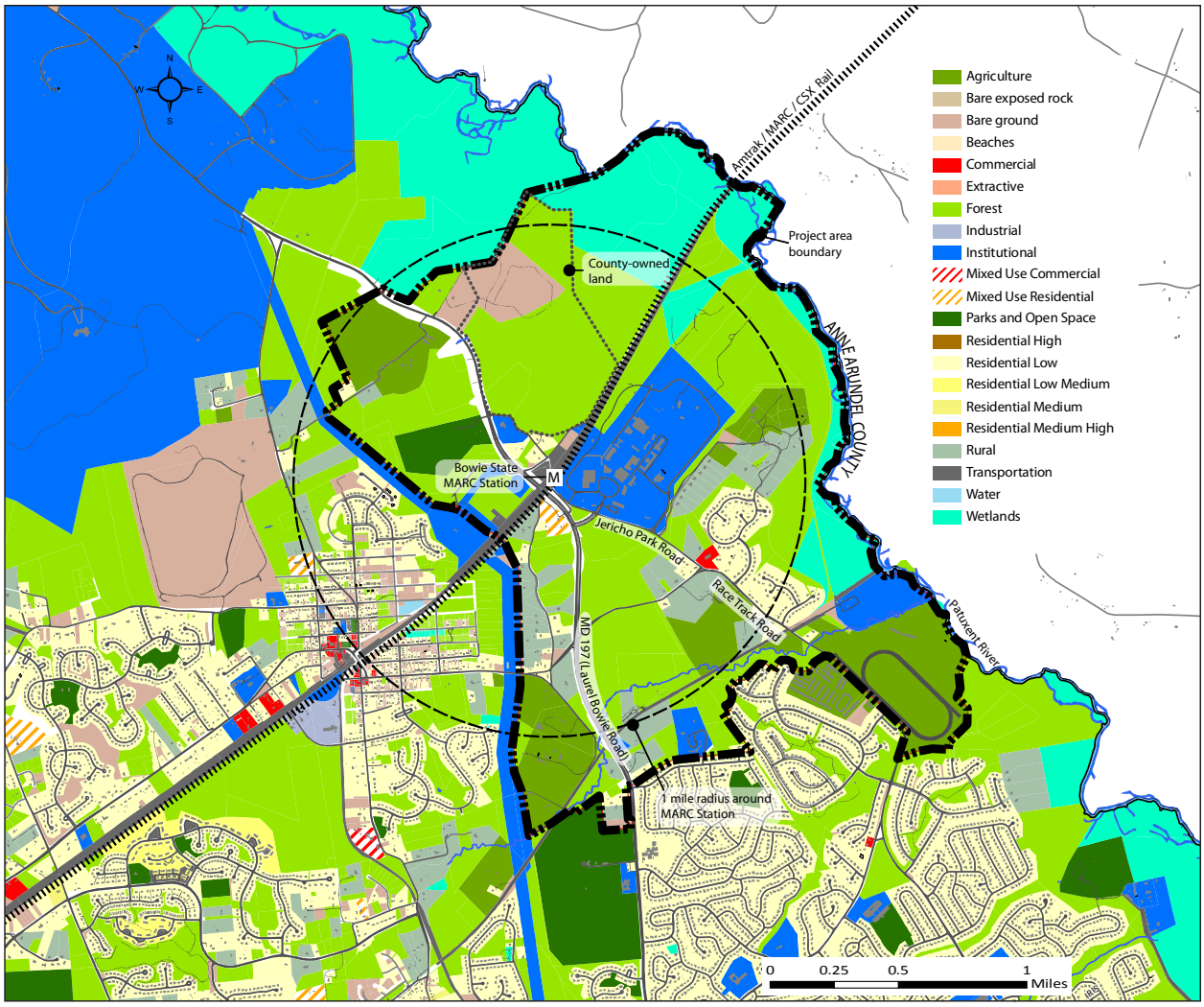
The plan area, comprising approximately 2,300 acres, is distinguished by three seemingly divergent sets of features—a regional rail stop, a university, and a picturesque, rural character with abundant open space. **(See facing page for Map II-1: Existing Land Use.)** Notably, the Bowie State MARC Station and BSU have not undercut the area's rural setting, but have integrated into it. Continuing to balance these features, by facilitating the growth of the university while preserving the rural character of the area, will be critical to implementation of the plan area's vision.

Large-lot single-family homes and new clustered subdivisions define the area's rural residential character.

The Patuxent River, abundant forestland, wetlands, and recreational areas, coupled with secluded large-lot single-family homes and new clustered subdivisions, define the plan area's rural character. Approximately 75 percent of the area lies within the Rural Tier with predominantly narrow, winding roads, and the plan area has experienced limited new development. There are currently no retail amenities (the closest are located in Old Town Bowie) and commercial activity is limited in the plan area. The existing commercial uses, with the exception of the Bowie Race Track, are generally discrete and of low visibility from the major thoroughfares—MD 197 and Race Track Road.

The relatively modest use of the Bowie State MARC Station stop and the historically commuter-oriented nature of Bowie State University (BSU) have naturally helped to curb development interest and to retain the prevailing character of the plan area. However, both of these facts are expected to change in the near- to mid-term. BSU is actively

Map II-1: Existing Land Use



TOP RIGHT: The historically commuter-oriented nature of Bowie State University has naturally helped limit development in the area. ABOVE: The Bowie State MARC Station is a critical, but undervalued asset to the area.

planning to expand its programs, facilities, and enrollment and to evolve into a more traditional campus-based university. Meanwhile, the Maryland Transit Authority (MTA) proposes to increase the frequency of MARC rail service during peak hours and to introduce service during weekends, markedly enhancing its appeal as a viable alternative mode of transportation. Both of these changes underscore the need for development to be carefully managed and designed in concert with the area's environment and rural character.

Demographic and Market Profile

In 2007 the plan area was home to approximately 9,500 residents and 2,900 households. A steady growth in population and households occurred in the Washington D.C. Metropolitan Statistical Area (MSA), Prince George's County, and the Bowie State MARC Station Sector Plan study area from 2000 to 2007, as shown in **Table II-1**. The median household income remained consistent, keeping pace with inflation and indicating steady earning power over the past seven years.

Table II–1: Population and Household Trends

	Washington DC MSA			Prince George's County			Study Area[1]		
Year	2000	2007	Annual Growth	2000	2007	Annual Growth	2000	2007	Annual Growth
Claritas									
Population	4,796,183	5,367,465	1.7%	801,515	855,972	1.0%	8,203	9,451	2.2%
Households	1,800,263	2,029,059	1.8%	286,610	306,519	1.0%	2,496	2,869	2.1%

[1]The sector plan study area comprises a two-mile radius from the center of the defined sector plan area.

Source: Claritas, RCLCO

Between the years 2000 and 2007 the percentage of the prime working-age population (ages 25 to 44) in the study area was fairly consistent with the rest of the county and the Washington D.C. metropolitan statistical area (MSA), registering only moderate decreases. A slight projected continued decrease in the prime working-age population is anticipated across all three regions in 2012.

Table II–2: Age Distribution by Households

	Washington DC MSA			Prince George's County			Study Area[1]		
Year	2000	2007	2012	2000	2007	2012	2000	2007	2012
Under 15	21.3%	20.9%	20.4%	22.7%	22.2%	21.5%	23.2%	22.8%	22.0%
15-24	12.7%	13.0%	13.3%	14.5%	14.8%	14.6%	15.3%	18.4%	18.6%
25-34	16.1%	14.0%	12.8%	15.7%	13.6%	12.8%	11.3%	8.6%	10.0%
35-44	17.9%	15.9%	14.0%	17.3%	15.4%	13.6%	20.1%	15.6%	10.8%
45-54	14.5%	15.3%	15.5%	13.7%	14.6%	14.9%	14.1%	15.8%	16.3%
55-64	8.5%	11.2%	12.6%	8.4%	10.5%	11.8%	9.0%	11.3%	12.8%
65-74	4.9%	5.5%	7.0%	4.6%	5.4%	6.8%	4.4%	4.7%	6.4%
75 and over	4.1%	4.2%	4.4%	3.1%	3.5%	4.0%	2.7%	3.0%	3.2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

[1]The sector plan study area comprises a two-mile radius from the center of the defined sector plan area.

Source: Claritas, RCLCO

The median household income of Washington, D.C., Prince George's County, and the Bowie State MARC Station area increased between the years 2000 and 2007, keeping pace with inflation at roughly three percent per year, indicating a steady earning power as shown in **Table II–3**. In 2007, the household income for the Bowie State MARC Station area was $102,764, compared to $66,258 for the county, and $76,534 for the Washington, D.C., MSA. The relatively high annual household income reflects the high paying white collar jobs of area residents. The disparity between the Bowie State MARC Station Sector Plan region and the county's median household income is significant and is projected to increase by an additional 13 percentage points by 2012.

Table II–3: Income Distribution by Households

	Washington DC MSA			Prince George's County			Study Area[1]		
Year	2000	2007	2012	2000	2007	2012	2000	2007	2012
Less than $15,000	8.3%	6.7%	5.9%	8.0%	6.7%	6.1%	2.1%	1.4%	1.2%
$15,000–$24,999	6.9%	5.2%	4.5%	8.1%	6.0%	5.2%	4.1%	2.6%	2.1%
$25,000–$34,999	9.0%	6.7%	5.6%	11.2%	8.4%	7.0%	3.6%	2.3%	2.5%
$35,000–$49,999	14.0%	11.9%	10.3%	16.9%	14.8%	13.2%	11.0%	7.6%	4.9%
$50,000–$74,999	21.1%	18.7%	17.3%	23.5%	21.7%	20.5%	21.8%	15.7%	14.2%
$75,000–$99,999	15.1%	15.4%	14.9%	15.3%	16.2%	15.9%	23.2%	18.6%	16.5%
$100,000–$124,999	9.2%	11.8%	12.2%	7.6%	10.9%	12.2%	15.9%	18.4%	16.5%
$125,000–$149,999	6.1%	8.0%	9.2%	5.1%	7.3%	8.1%	9.3%	13.3%	14.4%
$150,000–$199,999	5.0%	7.6%	9.3%	2.4%	4.5%	6.4%	6.4%	12.8%	15.4%
$200,000 and over	5.2%	8.1%	11.0%	1.8%	3.5%	5.4%	2.5%	7.5%	12.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Median HH Income	$63,992	$76,534	$85,926	$56,134	$66,258	$72,607	$82,927	$102,764	$113,940

[1] The sector plan study area comprises a two-mile radius from the center of the defined sector plan area.

Source: Claritas, RCLCO

The greatest demographic shift in the Bowie State MARC Station Sector Plan area will be the growth of the BSU faculty and student population. The changes at BSU over the next 20 to 25 years will create strong demand for new housing on campus and adjacent to campus while driving future demand for new retail offerings.

Area Characteristics

This section provides a market assessment of the future development opportunities within the Bowie State MARC Station plan area, with a particular focus on the 250-acre community center site, 219 acres of which is county-owned property proposed to be conditionally transferred to Bowie State University upon the adoption of this sector plan. To determine the area's development potential, the assessment analyzed the area's characteristics, regional context, economic and demographic trends, and demand and supply conditions for each type of prospective land use.

The assessment concluded that three market forces will drive the demand potential in the Bowie State MARC Station plan area—and at the community center in particular:

- Local-serving retail and commercial demand from within a one- and three-mile radius.
- The potential to leverage the MARC Station as a mass transit opportunity to bring people to the area.
- The current and future demand driven by Bowie State University.

The market analysis found support for a diverse community center with a mix of residential uses (including higher-density multifamily housing in the center's core), a small but vibrant university-oriented retail cluster, some supportive local-serving office, and various other university-driven academic, office, and recreational uses.

Market Assessment

During the past two decades, the Bowie State MARC Station plan area has served primarily as a bedroom community to the Washington metropolitan area, offering limited services and employment. Located primarily in the Rural Tier, the plan area is surrounded primarily by low-density residential neighborhoods and open space.

Development within the Washington metropolitan area has historically extended northwest out of Washington, D.C., into suburban Maryland and more recently into Virginia along the Rosslyn-Ballston Metro corridor. This path of development follows convenient Metro access, high-property values, and proven demand for higher density residential and commercial development. The Bowie State MARC Station plan area is not within this natural path of development in the region due to its rural character, environmental features, and distance from major commercial centers. Significant competition from existing and emerging, large-scale development centers, such as Greenbelt, Konterra, New Carrollton, and Odenton Town Center, have solidified its rural character. Furthermore, while the shifting of jobs and, to a lesser degree, of households prompted by the Base Realignment and Closure Act (BRAC)[1] will impact the region, it is not anticipated the plan area will naturally attract a significant share of this growth.

[1] The congressionally authorized process the Department of Defense used to reorganize its base structure to more efficiently and effectively support our forces, increase operational readiness, and facilitate new ways of doing business.

BSU's proposed expansion in enrollment up to a total of 12,000 students offers an unparalleled opportunity to transform the university from a commuter school to a campus-based university with a significant full-time, on-campus student population.

Two key assets distinguish the plan area and have the potential to attract growth—Bowie State University (BSU) and the MARC Station. The oldest historically black college/university in Maryland, BSU has a diverse student and faculty mix. BSU had a total enrollment of just over 5,200 students in the 2006-2007 academic years, with 25 percent of students living on campus, compared to approximately 33 and 30 percent at Morgan State University and the University of Maryland respectively. This modest proportion of campus residents, coupled with a proposed expansion in enrollment up to a total of 12,000 students, of whom the university would like to house at least 35 percent by 2030, offers an unparalleled opportunity to transform BSU from a commuter school to a campus-based university with a significant full-time, on-campus student population. The introduction of new degree programs and the diversification of student recruitment to areas outside the local region will also play a critical role in BSU's growth.

A projected increase in levels of service and ridership will make MARC stations stronger drivers of demand for higher density, mixed-use development in the mid- (6–10 years) to long-term (11–plus years).

The area's second, underutilized asset is the Bowie State MARC Station—a potential site for transit-oriented development (TOD). TODs create opportunities for higher-density, mixed-use development around transit nodes and are attractive investment prospects for developers. While commuter rail (MARC and Virginia Railway Express) stations have not experienced similar interest from developers as have Metrorail stations (due to markedly lower ridership levels and limited, commuter-oriented service), a projected increase in levels of service and ridership will make MARC stations stronger drivers of demand for higher density, mixed-use development in the mid- (6–10 years) to long-term (11–plus years).

Residential Market

The current and future residential growth in Prince George's County, particularly in multifamily housing, is focused in existing and emerging General Plan designated centers typically near major transportation networks such as highways and Metro stations. The sector plan area is expected to capture only a limited share of residential growth in the near and mid-term. Given the prevailing single-family detached character of Bowie, the shift to a higher density development will be gradual and will require a significant evolution in the market. While BRAC and TOD offer potential future growth for the greater Washington metropolitan area the ability of the study area to capture any of this growth will be modest.

The market analysis concluded that the area's residential opportunities will be primarily driven by future planned growth of BSU's campus and student body, as well as the ability to leverage the MARC Station in the near and mid-term. The ease of commuting into the District of Columbia and points north will also generate market opportunities to sell or rent to consumers seeking a convenient commute and the amenities offered in close proximity to a college campus.

Development opportunities consist of lower-density and surface-parked multifamily residential development (e.g., university-owned student

housing and student-oriented apartments) in the near-term. There is also longer-term potential for higher-density, mid-rise, structure-parked multifamily product (e.g. apartments, condominiums). Housing that targets students specifically, for example private development that offers dorm-style units and living environment, will be a strong opportunity as BSU continues to grow and evolve by providing easily accessible, low-cost housing near the campus.

In addition to the ability to attract higher-density housing opportunities, there is also an opportunity to deliver urban-style single-family detached and attached housing on smaller lots in a transit-oriented setting. Offering a mix of housing types to serve a variety of markets—including faculty, staff, and other households who would value proximity to a college environment—will be a critical component to sustaining a vibrant college-town environment and fulfilling the vision for the plan area.

Retail Market

Future development at the community center envisaged by this plan has the potential to spawn spin-off demand for Old Town Bowie as a complementary node of activity. The principal prerequisites are enhanced physical connectivity between the two areas and sufficient density at the community center.

The current and future retail growth in the county is focused in the existing and emerging centers. These centers include Greenbelt, New Carrollton, Laurel, and Konterra, where easy roadway and transit access and high visibility, along with significant traffic counts, make these areas highly desirable to retailers. Locally, the MD 301 corridor, especially around the MD 450 and MD 50 intersections a few miles south of the sector area, has a significant amount of community and neighborhood-serving retail. Yet, very little retail exists within a three-mile radius of the Bowie State MARC Station.

Retail trade areas around the Bowie State MARC Station area (one and three-mile radii) will generate significant retail demand, although with modest household growth in these areas the depth of demand will not change significantly by 2015. Much of this demand will undoubtedly travel to the existing large retail cores just outside the three-mile radius, especially since many of the households within the radius are located at its southern edge and thus just one to two miles away from these retail offerings. Development at Bowie State MARC Station will provide an opportunity to serve a modest share of this demand by establishing a neighborhood-serving community center focused on staple and convenience goods and services.

The 2006 Bowie and Vicinity Master Plan recognizes that there is a significant opportunity to revitalize Old Town Bowie as mixed-use village supporting a niche retail market. This plan's community center is intended to complement rather than compete with the larger Bowie Town Center core and the niche retail cluster of Old Town Bowie. While Old Town Bowie has struggled as a commercial area, particularly with the retail development on MD 197, future development at the community center has the potential to spawn spin-off demand for Old Town Bowie as a complementary node of activity. The principal prerequisites for this to occur are enhanced physical connectivity between the two areas and sufficient density at the community center.

Support for retail space at the community center will be driven by the presence of BSU, including full-time students living on campus and just off campus, as well as faculty, staff, and visitors. The types of desired stores should include convenience goods, boutique and specialty goods, health and personal care products, limited-service and full-service restaurants, and a small grocery store. Over time, it is anticipated that the university-oriented niche retail development, leveraged by the demand from the broader market, would foster a small-scale destination for students and faculty and attract additional mixed-use development.

Office Market

Compared to other markets in the Washington metropolitan area, the office market in Prince George's County is characterized by its affordable nature, older buildings, suburban environment, and its appeal to primarily small- to mid-size firms. With existing and emerging office centers projected to continue growing and capturing the largest share of future county office space development, there will be limited opportunities for new locations to emerge. Currently, there are four large planned projects in Prince George's County that include nearly 5 million square feet in College Park, 1.3 million square feet in New Carrollton, and 1.4 million square feet in both Landover and Largo. With the development of the Intercounty Connector (ICC) and the emergence of the Konterra development (with another 4 million square feet planned), the demand for new office development in Prince George's County is extremely limited.

While the presence of the MARC Station in the plan area could foster a compelling market location, especially if land prices and/or rents are very competitive, establishing a new office center is challenging and would likely require a non-market catalyst such as a large governmental user.

The existing office market in Bowie, including the Bowie Corporate Center and the Maryland Science and Technology Center/Melford, consists of 378,000 square feet—220,000 square feet of Class A, 157,000 square feet of Class B, and 11,200 square feet of Class C office space[2]—and is located adjacent to MD 50, near its junction with MD 301. It is anticipated that most local office development will continue to co-locate in this area given its proximity to major roadways. While the presence of the MARC Station in the plan area could foster a compelling market location, especially if land prices and/or rents are very competitive, establishing a new office center is challenging and would likely require a non-market catalyst such as a large governmental user. Office demand could also be stimulated by three other drivers: growth and expansion of the BSU campus; potential private sector spin-offs generated by future university-related applied research; and local-serving office users, such as medical offices, brokers, realtors, and small professional service firms that rely on visibility and traffic. As a result of the needed visibility, the local-serving office potential, relative to larger offices cores, is limited—typically 20,000 to 50,000 square feet of space.

Hospitality Sector

The hospitality sector in Prince George's County is well supplied with a range of hotels. The existing supply consists of economy through upper upscale hotels located in prime locations—adjacent to major highways and roadways and near existing retail and office cores in the county. Near the Bowie State MARC Station study area, existing hotels are concentrated adjacent to Bowie Town Center, MD 301, and MD 50, the broader area's key transportation, retail and office cores.

[2] Class of property refers to a subject rating of buildings, primarily by desirability among tenants and investors. The typical criteria that factor into a property's class are age, location, the attractiveness of the building, and maintenance. Class A properties typically refer to newer properties in strong locations, whereas Class C properties refer to buildings that are older, less well-maintained, and may soon be functionally obsolete for tenants.

Market analysis conducted for this sector plan concludes that, given the plan area's remote location, distance from major thoroughfares, lack of proximity to retail and employment cores, and BSU's current enrollment, the near-term opportunity for the area is very limited. Traditionally, universities that have been able to support on-campus hotels have had in excess of a 20,000+ student enrollment, with a large alumni base returning to campus regularly, significant research activities, spin-off businesses adjacent to campus, a large number of visiting national and international guest lecturers, and sizeable on-campus athletic and cultural offerings. Bowie State University is primarily a commuter school and generates very limited demand for overnight visitors requiring hotel rooms. With BSU's desire to expand its campus and change the university's orientation away from a commuter school, future potential hotel demand could develop in the medium- to long-term. In the interim, BSU could explore the possibility of providing short-term rentals to visiting faculty or families in university owned and managed units in the community center.

Infrastructure Elements

Transportation

As a suburb of the Washington metropolitan area, the plan area has direct access to the region's transportation network: arterials, collectors, and local roads, as well as the Washington Metropolitan Area Transit Authority Metrobus and the Maryland Area Regional Commuter (MARC) rail.

Transit

The Washington Metropolitan Area Transit Authority (WMATA) provides Metrobus service to parts of the plan area. Several routes run along MD 197 including the B21/B22 (Bowie State University Line) which begins at the New Carrollton Metrorail Station and services the Bowie Town Center along Northview Drive. The B27 route (Bowie-New Carrollton Line) also provides service to BSU; it runs along Lanham Severn Road through Old Town Bowie at the 9th Street/Chapel Avenue intersection, operating weekdays during morning and evening peak periods. Extended service hours are offered during the evening peak. The C29 route, Central Avenue Line, provides limited service to BSU on Saturdays only. Currently, Sunday service is not provided to the plan area, and bus shelters are typically not provided at bus stops.

The Prince George's County Department of Public Works and Transportation (DPW&T) 2008 Draft Five-Year Transit Services Operations Plan (TSOP) outlines an opportunity to improve bus service and operations to the sector plan area. In year four of the TSOP an extension of TheBus MD 15, county bus service, is proposed to provide service between the Bowie State MARC Station and the Greenbelt Metrorail Station with 30-minute headways. Improved weekend service is also anticipated. Additional services and demand will be reviewed each year as part of the TSOP.

MARC

The Maryland Transit Authority (MTA) provides commuter rail service to the Bowie State MARC Station. This station is on the Penn Line, which provides 12 stops at stations between Washington, D.C., Baltimore, and further north to Perryville, Maryland. Forty-seven weekday trains provide 25-minute headways between Washington, D.C., and Baltimore and 45-minute headways to Perryville during peak travel. There are 19,000 daily passenger trips on the Penn Line, with 620 daily boardings at the Bowie State MARC

Station. There are 693 parking spaces at this MARC Station, located on either side of the rail tracks. Parking at the station is near capacity during peak periods. The Maryland Transit Administration Office of Planning forecast parking demand of 700–1,000 total parking spaces by 2030.

A pedestrian tunnel under the tracks provides access from the parking locations to the opposite-direction platform. The pedestrian tunnel is in poor condition and offers an undesirable pedestrian experience, primarily due to inadequate lighting, poor maintenance, and the lack of security.

Proposed improvements throughout the MARC transit system will enhance MARC service and provide additional capacity.

The 2007 MARC Growth and Investment Plan reports a six percent growth in daily ridership per year during the past decade, and ridership now exceeds peak-period system capacity. The plan proposes rail service improvements and capacity improvements to support expected growth system-wide. Ridership and service objectives include increasing passenger capacity, increasing peak and off-peak service, providing express/late evening service and implementing weekend service. Additional construction of rail lines between Baltimore and Washington is also planned along the Penn Line. These improvements will enhance MARC service and provide additional capacity.

Roadways

The Bowie State MARC Station area is serviced by the following roadways (**see Map II-2: Existing Roads, page 24**):

- **MD 197 (Laurel-Bowie Road)** is classified as an arterial carrying the largest volume of traffic through the plan area. The 2007 annual average daily traffic (AADT) volume traveling through the sector plan area was 20,320 vehicles. The roadway is a major travel route between Bowie and Laurel, Maryland. Several east-west roadways cross MD 197; intersections in the plan area are at a minimum distance of approximately 1,400 feet from one another. Vehicles traveling from minor approaches (at unsignalized intersections) onto MD 197 may experience slight delays due to minimal gaps in traffic flow along the major approach. The speed limit is 45 mph; however, vehicular traffic frequently travels at excessive speeds along the arterial. Additional traffic signals along MD 197 would improve access from collector and local roads and help to control speeding vehicles. The Maryland State Highway Administration (SHA) 2030 long range plans include widening MD 197 from Jericho Park Road to the Baltimore Washington Parkway. This section would become a four-lane divided highway with a 150-foot right-of-way. Currently this section of MD 197 is a two-lane, 22-foot roadway with six-foot shoulders and a 60-foot right-of-way. Note: Planned roadway widening is based on land use planning with Prince George's County and 2030 traffic forecasting. Widening of MD 197 is not currently funded.

***Arterials** are divided highways with intersections at grade, with geometric designs and traffic controls intended to expedite the movement of through traffic. Direct access to abutting properties may be permitted but is carefully controlled by county regulations and by the statutory authority of the agencies that operate these roadways. Rights-of-way are generally a minimum of 120 feet where underground drainage is provided.*

***Collectors** are multilane or two-lane roadways designed to carry medium-speed traffic between arterial and internal local streets, to provide access to major traffic generators, and to connect residential neighborhoods to major highway systems. Access to abutting properties is usually permitted. Rights-of-way are generally a minimum of 80 feet where underground drainage is provided.*

- **Race Track Road** is a collector carrying approximately 8,800 vehicles per day. It is a prime commuter route for area residents accessing Crain Highway (MD 3) via MD 450.

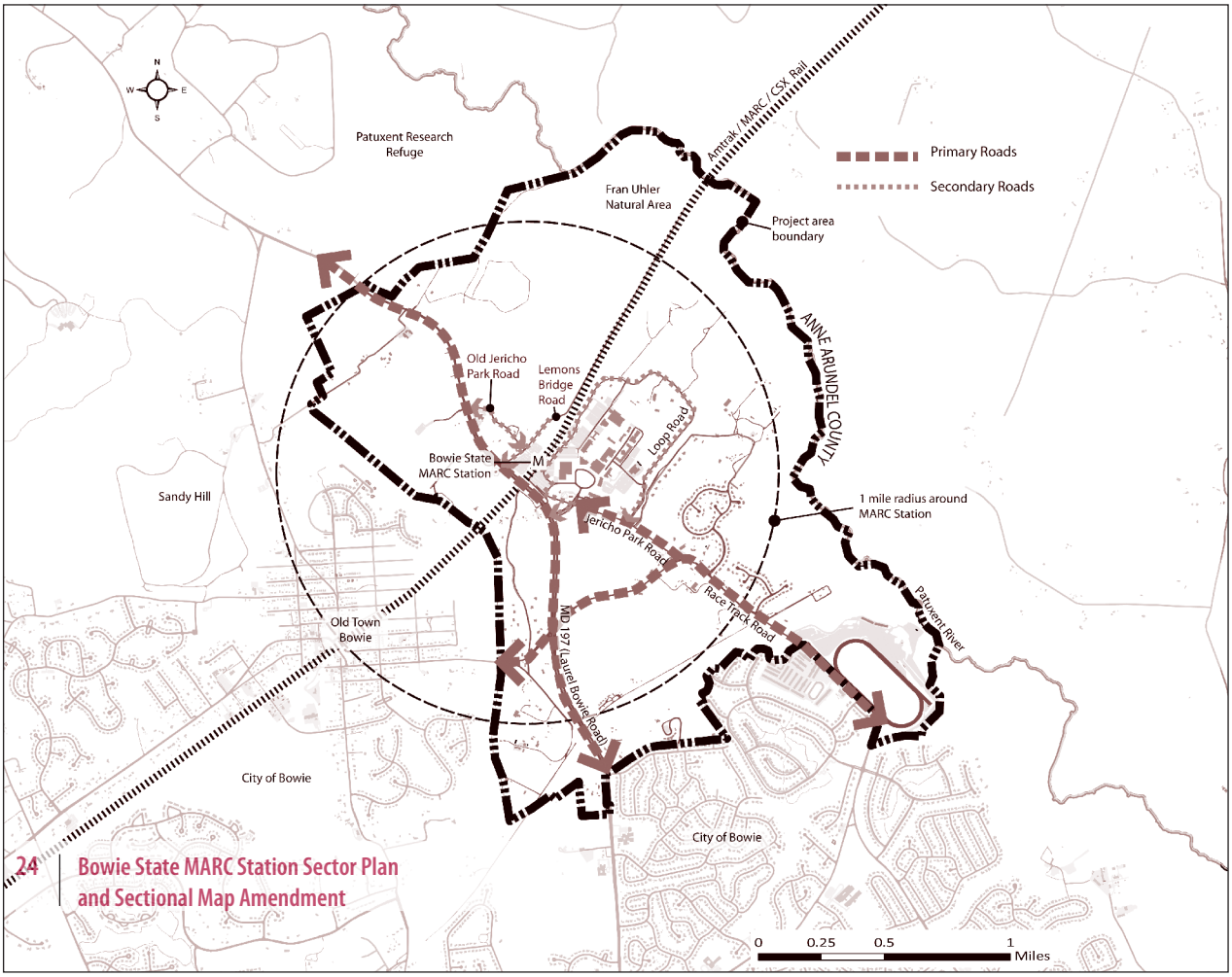
Local Roads *are two-lane roadways that provide access to, from, and through developed areas. On these roadways, the street space is valuable for bicycle and pedestrian movement and parking as well as for vehicular movement. Rights-of-way for industrial and commercial roadways are generally 70 feet. Primary and secondary residential roadways utilizing curbs and gutters are 60 and 50 feet respectively, while 60 feet is generally the minimum for a residential roadway utilizing open drainage.*

Race Track Road transitions to 11th Street (MD 564) west of MD 197 and provides direct access to Old Town Bowie. The Race Track Road/MD 197 intersection is a main connection to Old Town Bowie, accommodating double left turning lanes for vehicles traveling northbound onto Race Track Road. Some residents have expressed concerns regarding vehicles speeding along Race Track Road as they approach this intersection, confusing pavement marking, and the lack of signage on eastbound travel lanes from 11th Street. Residents have noted that turn movements and corresponding lane assignments are not clearly marked.

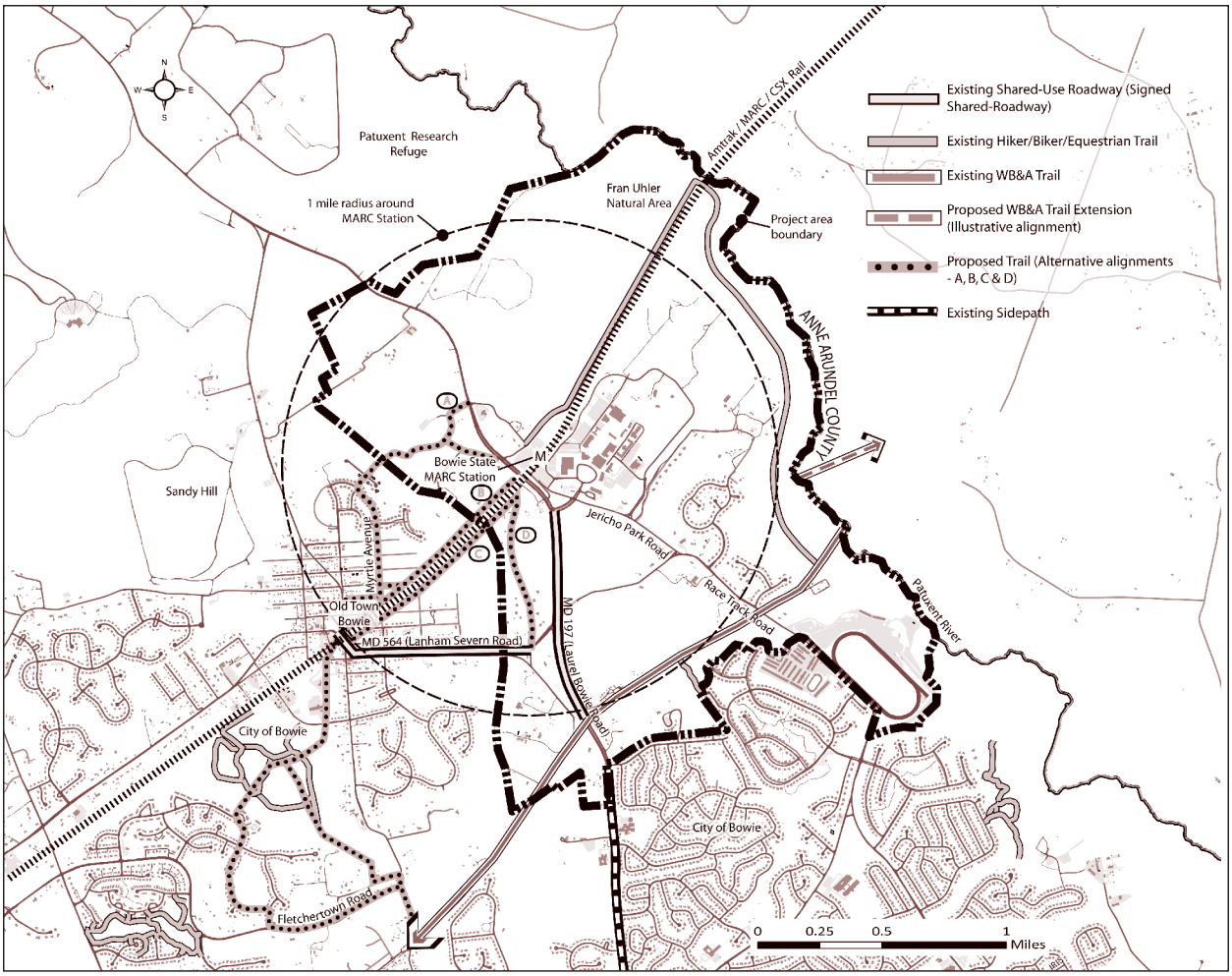
- **Jericho Park Road** is a north-south local street. The street provides secondary access to Bowie State University via Loop Road. Jericho Park Road and Race Track Road form a T-intersection, with Race Track Road serving as the major approach and Jericho Park Road as the minor approach controlled by stop signs. Residents have identified this intersection as dangerous and have suggested that the safety of the intersection is hampered by the location of MARC parking on the south side of the Bowie State MARC Station. The large volume of vehicles leaving the MARC Station's southern parking lot on evening peak periods and heading towards Race Track Road is cited as the main factor in safety concerns about the intersection.

- **Lemon's Bridge Road, Old Jericho Park Road and Old-Laurel Bowie Road** are key unsignalized intersections along MD 197. Field observations and critical lane volume analyses indicate all major approaches at area intersections operate at or above the acceptable level of service.

Map II-2: Existing Roads



Map II-3: Existing Trails



Trails and Bikeways

The plan area is distinguished by several prominent trail networks that run along local trails and area roads. Concentrated in the southern section of the project area, these networks comprise the Washington, Baltimore and Annapolis Trail (WB&A), which serves as a segment of the East Coast Greenway and the American Discovery.

The WB&A Trail runs along the site of the former Washington, Baltimore and Annapolis Railroad. The 5.6-mile, 10-foot wide bituminous trail extends from MD 450 in Glenn Dale to the Patuxent River and includes five bridge crossings, two tunnel crossings, and two at-grade intersections. Extension of the trail across the Patuxent River is planned to fill the existing gap and connect with the WB&A Trail in Anne Arundel County to provide a direct scenic link between the neighboring counties.

The East Coast Greenway is the nation's first long-distance urban trail system. By connecting existing and planned trails, the Greenway is forging a continuous 3,000-mile

route linking east-coast cities from Maine to Florida. The American Discovery Trail is the nation's first coast-to-coast, non-motorized trail. Its 6,800 miles stretch from Delaware to California; connect five national scenic, 12 national historic, and 29 national recreational trails; lead to 14 national parks and 16 national forests; and provide access to 10,000 sites of historic, cultural, and natural significance.

Network Linkages

Trail linkages are important to enable long-distance biking and to make the area accessible to transit, schools, and recreation. A proposed new trail with important implications for the sector plan area would connect the WB&A with Old Town Bowie, the community center, Bowie State University, and the MARC Station. (**See Map II-3: Existing Trails, on previous page.**) The proposed connection would enhance the accessibility of these sites to local residents, commuters, and students and potentially bolster the economic viability of Old Town Bowie and the community center. Closing the gaps in the trail and on-road bikeway network would reduce the number of vehicles needed to maintain a good quality of life.

Sidewalks

Sidewalks are needed in the plan area. Today, most are located only within the newer residential subdivisions and BSU campus. Pedestrian circulation is hampered by the design and connectivity of local public streets and by speeding vehicles. As a result, the area presents an uninviting and unsafe environment for pedestrian travel, leaving vehicular travel as the preferred transportation mode for short inter-neighborhood trips.

Public Facilities

Schools

The plan area is served by three schools—one elementary, one middle, and one high school—located outside plan area boundaries and operated by Prince George's County Public Schools (PGCPS). **Table II–4** provides information on their names, addresses, building size and acreage.

Table II–4: Prince George's County Public School Facilities that Serve the Bowie State MARC Station Sector Plan Area

Name	Address	Building Size (square feet)	Acreage
Rockledge Elementary School	7701 Laurel Bowie Road, Bowie	56,252	10.0
Samuel Ogle Middle School	4111 Chelmont Lane, Bowie	133,631	9.4
Bowie High School	15200 Annapolis Road, Bowie	283,091	29.5
Belair Annex of Bowie High School	3021 Belaire Drive, Bowie	102,351	16.0

Source: PGCPS 2008 Educational Facilities Master Plan, Form 101.1

Current and Projected Enrollment

The population projections used for determining future school needs were taken from the development program recommendations for the community center in the Vision Chapter of this plan. These projections forecast an increase of 1,139 dwelling units in the community center at buildout. The current pupil yield rates are based on the following factors: (0.24) for elementary school, (.06) for middle school and (.12) for high school. Based on current pupil yield factors, these dwelling units are projected to yield 273 additional elementary school students, 68 additional middle school students, and 137 additional high school students.

All of the schools serving the Bowie State MARC Station Sector Plan area had 2007–08 enrollments exceeding their state-rated capacities. The schools serving the plan area had a deficit of 74 elementary school seats, 47 middle school seats, and 199 high school seats during the 2007–2008 school year (**Table II–5**). There are two primary reasons for not recommending new construction to address overcrowding of schools serving the project area. First, a forecast loss of 361 students by 2013, mostly at Samuel Ogle Middle School and Bowie High School, is expected to partially offset the existing deficit (**Table II–6**). The second reason relates to existing school boundaries. When the Maryland Public School Construction Program evaluates systemic capacity to determine the suitability of proposed new schools for state funding, it gives preference to redrawing the boundaries of overcrowded or underutilized schools over encouraging new construction.

Table II–5: Bowie State MARC Station 2007–2008 School Enrollment and Capacity

Elementary Schools				
Name	2007-08 Enrollment	2007 State-Rated Capacity	Percent of Capacity	2007 Available Seats
Rockledge Elementary	503	429	117.2%	-74
Countywide Total	62,923	69,438	90.6%	6,515

Middle Schools				
Name	2007-08 Enrollment	2007 State-Rated Capacity	Percent of Capacity	2007 Available Seats
Samuel Ogle Middle School	897	850	105.5%	-47
Countywide Total	23,896	26,553	90.0%	2,657

High Schools				
Name	2007-08 Enrollment	2007 State-Rated Capacity	Percent of Capacity	2007 Available Seats
Bowie High School*	2,933	2,734	107.3%	-199
Countywide Total	41,074	40,349	101.8%	-725

Source: PGCPS

** Bowie High School enrollment numbers include 9th grade students housed in the Belair Annex.*

Table II–6: Bowie State MARC Station 2013 Projected School Enrollment and Capacity

Elementary Schools					
Name	2013 Projected Enrollment	2013 State-Rated Capacity	Percent of Capacity	2013 Available Seats	2007–2013 Enrollment Change
Rockledge Elementary School	530	429	123.54%	-101	27
Countywide Total	73,882	69,438	106.4%	-4,444	10,959

Middle Schools					
NAME	2013 Projected Enrollment	2013 State-Rated Capacity	Percent of Capacity	2013 Available Seats	2007–2013 Enrollment Change
Samuel Ogle Middle School	759	850	89.3%	91	-138
Countywide Total	17,360	26,553	65.4%	9,193	-6,536

High Schools					
Name	2013 Projected Enrollment	2013 State-Rated Capacity	Percent of Capacity	2013 Available Seats	2007–2013 Enrollment Change
Bowie High School*	2,683	2,734	98.1%	51	-250
Countywide Total	35,463	40,349	87.9%	4,886	-5,611

Source: PGCPS

** Bowie High School enrollment numbers include 9th grade students housed in the Belair Annex.*

School Facility Conditions

In 2008, PGCPS commissioned a detailed analysis (Parsons 3DI Study) of school facilities to identify school-required improvements based upon the age of the schools and the cost of renovation versus replacement. The studies assessed the schools based upon a facilities condition index (FCI) which divides the current cost of repairs by the replacement value. Schools whose FCI is 0-40 percent are considered to be in good condition. Schools with an FCI between 40-75 percent are considered to be in fair condition. Schools with an FCI greater than 75 percent are considered to be in poor condition.

The 2008 study did not measure facilities constructed after 1993. The three schools that serve the plan area, plus the Bowie High School Belair Annex, all rated fair.

Table II–7: School Facility Conditions: 2008 Parsons 3DI Study

Elementary Schools		
Name	2008 3DI FCI	2008 3DI Rating
Rockledge Elementary School	57.11%	Fair

Middle Schools		
Name	2008 3DI FCI	2008 3DI Rating
Samuel Ogle Middle School	61.15%	Fair

High Schools		
Name	2008 3DI FCI	2008 3DI Rating
Belair Annex	68.77%	Fair
Bowie High School	49.83%	Fair

Source: Parsons 3DI, 2008

FCI = Facility Condition Index

NR = Not Reviewed

Recent Capital Improvements
In response to demonstrated needs and the results of a 2001 3DI study, several schools received some recommended capital improvements between 2003–2008. These improvements are listed in **Table II–8**.

Table II–8: Capital Improvements, 2003–2008

Elementary Schools	
Name	Capital Improvements 2003–2008
Rockledge Elementary School	None
Middle Schools	
Name	Capital Improvements 2003–2008
Samuel Ogle Middle School	2007 Boilers
High Schools	
Name	Capital Improvements 2003–2008
Bowie High School	2006 Science Classroom, 2007 Structural Repairs

Source: Maryland Public School Construction Program Existing Facilities Database

PGCPS requested funding for the following capital improvements in its 2008–2013 and draft 2010–2015 capital improvement programs.

Table II–9: Identified Capital Needs, 2009–2015

Elementary Schools	
Name	Identified Capital Needs, 2009–2015
Rockledge Elementary School	None
Middle Schools	
Name	Identified Capital Needs, 2009–2015
Samuel Ogle Middle School	Asbestos hot ceiling tile abatement, boilers/HVAC replacement, unit ventilator replacement, ADA compliance, kitchen, and food service.
Other	Needs assessment study for a transitional school in Council District 4.
High Schools	
Name	Identified Capital Needs, 2009–2015
Belair Annex	ADA compliance, food service equipment and systems.
Bowie High School	Science classroom renovation, general repairs, food service equipment, central air conditioning, ADA compliance.
Other	New 1,800-seat Bowie area high school

Source: Prince George's County Office of Management and Budget, PGCPS.

Status of Public School Facility Recommendations in 2006 Bowie and Vicinity Master Plan
The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B,* recommends a new middle or high school in the 3400 block of Mitchellville Road, and the proposed 2010–2015 PGCPS Capital Improvement Program includes funding for planning a new high school at this location. While the proposed location is not in the vicinity of the plan area, a new middle or high school could reduce enrollment at Samuel Ogle Middle and Bowie High Schools.

Libraries
There are no branches of the Prince George's County Memorial Library System (PGCMLS) within the sector plan boundary. The residents of the plan area are served by the Bowie Branch Library located on Annapolis Road in Bowie. The 2006 Bowie and Vicinity Master Plan recommends a regional library in south Bowie in the vicinity of Central Avenue and Hall Road. This project consists of a 25,000 to 50,000-square-foot facility, budgeted at $13,564,000 and scheduled for completion in March 2010.

Public Safety
Police
The Bowie State MARC Station Sector Plan area lies within the Prince George's Police Department's (PGPD) District II. Its headquarters are located at 601 SW Crain Highway in Upper Marlboro. The 2008 *Approved Public Safety Facilities Master Plan* recommends construction of a new PGPD District Station adjacent to the Glenn Dale Fire/EMS Station, Company 18, at 11900 Glenn Dale Boulevard, as a long-term priority to be implemented after 2021. Funding for planning of this station is in the current county CIP for 2013. This new station would provide service to the plan area. The BSU Department of Public Safety, located on the northern portion of the campus in the Theodore McKeldin Gymnasium building, provides police service to the university. Operating 24-hours a day, campus police enforce both the laws of the State of Maryland and the university regulations. Campus police provide uniformed vehicle and foot patrols for the entire campus.

Fire and Emergency Medical Services (EMS)
Fire and EMS are provided by the Prince George's County Fire/EMS Department (PGFD). This department is one of the two largest combination fire/EMS departments in the U.S., with both career and volunteer elements. There are no fire/EMS stations within the sector plan boundary. The 2008 *Approved Public Safety Facilities Master Plan* places the plan area in the seven-minute response time radius for the Bowie Fire/EMS Station, Company 19, at 13008 9th Street in Bowie. The nearest advanced life support paramedic service is located at the second-closest fire/EMS station, Glenn Dale Company 18, located at 11900 Glenn Dale Boulevard in Glenn Dale. These stations responded to 2,240 EMS calls for service in 2007 and 1,041 fire calls. The Public Safety Facilities Master Plan makes no recommendations for these facilities.

Table II–10: Fire/EMS Stations Serving the Bowie State MARC Station Sector Plan Area

CO.	Name	Address	City	Apparatus	2008 PSFMP Recommendation
18	Glenn Dale	11900 Glenn Dale Boulevard	Glenn Dale	2 Engines 1 Ambulance 1 Medic 1 Rescue Engine 1 Rescue Squad	None
19	Bowie	13008 9th Street	Bowie	2 Engines 1 Ambulance 1 Truck	None

Source: M-NCPPC

Parks and Recreation

M-NCPPC provides comprehensive park facilities and recreational programs to residents of Prince George's County. Its Department of Parks and Recreation is tasked with acquiring property and planning, developing, operating, and maintaining the facilities. The City of Bowie operates its own parks and recreation system. Together, the City of Bowie and M-NCPPC provide a variety of recreational opportunites for the residents in the sector plan area.

The plan area currently includes five M-NCPPC-owned parks totaling approximately 1,103 acres (portions of the Patuxent River Park lie outside the plan boundaries) and one 64-acre park owned by the City of Bowie.

Map II-4: Existing Public Facilities and Parks

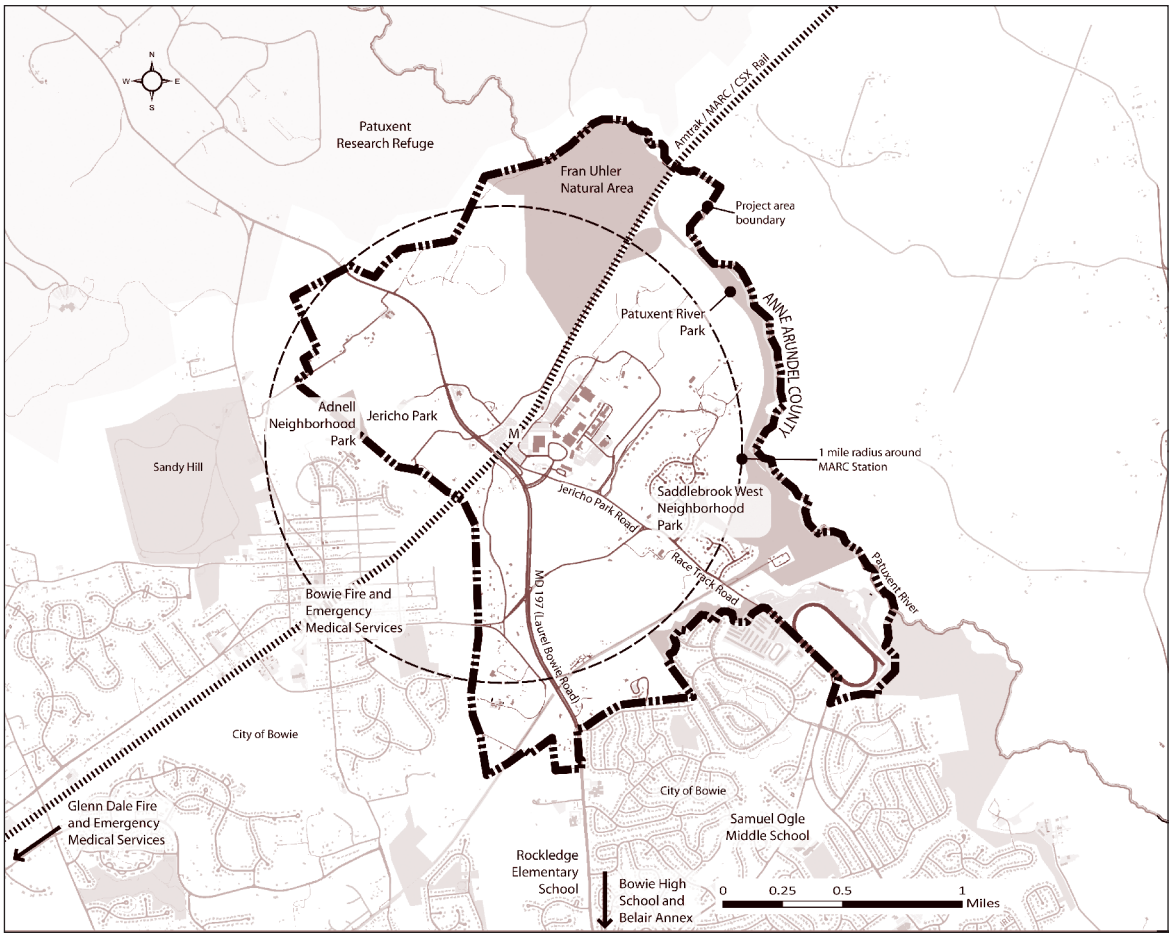


Table II–11: Existing Parks

Name	Type	Ownership	Size	Purpose
Adnell Neighborhood Park	Local Park	M-NCPPC	12.2 acres	Undeveloped recreational area adjacent to Jericho Park.
Saddlebrook West Neighborhood Park	Local Park	M-NCPPC	18.9 acres	Recreational area that serves residents in the immediate area, with a trail connection to the WB&A Trail.
Fran Uhler Natural Area	Special (Regional) Park	M-NCPPC	28.2 acres	Recreational area, including woodland trails and a boardwalk loop trail.
Patuxent River Park	Regional Park	M-NCPPC	1,327 acres (portions lie outside the plan boundary)	Recreational areas with facilities, historic sites and/or landmarks, conservation areas, and unique natural features.
WB&A Trail	Special (Regional) Park	M-NCPPC	105.1 acres	Recreational trail and transportation connection.
Jericho Park	Local Park	City of Bowie	55.4 acres	Active recreational area with an adult softball field, two youth baseball fields, and a tournament baseball field.

Source: M-NCPPC

As part of the 2006 Bowie and Vicinity Master Plan, an analysis was conducted to determine the existence of parkland deficits within the master plan's boundaries. Four master-plan proposed park acquisitions are consistent with the sector plan boundaries. (**See Table II–12**).

Table II–12: Parks Recommended by Bowie and Vicinity Master Plan

Name	Size	Rationale
Thompkins Community Park	70 acres	Replaces 47.69 acres not acquired by Lemon's Bridge Regional Park
Pecan Ridge Community Park	50 acres	Proposed to account for high parkland need in immediate area
Patuxent River Park	50 acres	Connects parkland on either side of the Bowie Race Track Training Facility
Horsepen Branch Neighborhood and Stream Valley Park	10 acres	Replaces 9.32-acre deficit

Source: M-NCPPC

Additional proposed park acquisitions within the sector area are listed in **Table II-13**.

Table II–13: Additional Proposed Park Acquisitions

Name	Size	Rationale
Addition to Horsepen Branch Neighborhood and Stream Valley Park	Approximately 65 acres	Acquire additional land along the Horsepen Branch and the WB&A Trail.
Addition to Thompkins Community Park	Approximately 20 acres	Add parkland adjacent to the City of Bowie's Jericho Park.
Addition to Adnell Neighborhood Park	Approximately 7 acres	Add more parkland to existing Adnell Neighborhood Park.

Source: M-NCPPC

The proposed land acquisitions listed in **Table II–12** and **Table II–13** will be added to the park inventory when properties are conveyed to or purchased by M-NCPPC. Land acquisitions and recreation facilities are funded through the Capital Improvement Program or state funding mechanisms such as Program Open Space. Land can also be donated by developers via the mandatory dedication provisions in Subtitle 24.134–135 of the Subdivision Ordinance.

The master plan recommends the acquisition of parkland along the Patuxent River to provide both a conservation buffer and trails system for hikers and equestrians. It also advocates the acquisition of parkland and facility planning along the Patuxent River to be coordinated with the *Approved Countywide Green Infrastructure Plan* and with the trails element of the *Countywide Master Plan of Transportation*.

Historic Preservation

The 1992 *Approved Historic Sites and Districts Master Plan* is currently being amended to introduce specific proposals regarding historic properties in the county.

The sector plan contains one designated historic site—D.S.S. Goodloe House—and one historic resource—the Concrete Railroad Bridge (**Table II–14**). A historic site is defined as a historic resource that has been evaluated using the criteria of the Historic Preservation Ordinance of Prince George's County and found to meet criteria of architectural and historical significance. These sites are protected by the County's Historic Preservation Ordinance. The D.S.S. Goodloe House is also listed in the National Register of Historic Places.

The National Register of Historic Places is the federal government's list of cultural resources that are significant at the national, state, or local level. Listing in the National Register is achieved through a federally legislated nomination process. Listing provides recognition and affords some protection if federal or state funding or licensing would affect the property.

Properties designated as historic resources are provided limited protection by the Historic Preservation Ordinance until they are classified as a historic site or a historic district. Historic resources may be classified as historic sites status if they meet certain historic and architectural criteria. Detailed explanations of the historic sites and historic district criteria may be found in the *Historic Sites and Districts Plan* and the Prince George's County Historic Preservation Ordinance (Subtitle 29 of the Prince George's County Code).

D.S.S. Goodloe House.

The D.S.S. Goodloe House, circa 1916, was designed by African-American architect John A. Moore for Don S.S. Goodloe, the first principal of the Maryland Normal and Industrial School (now Bowie

State University). The imposing brick house on Laurel-Bowie Road, owned by Bowie State University, is currently used to host meetings and events.

The Concrete Railroad Bridge, constructed in 1908, is a large concrete bridge that spans the Horsepen Branch of the Patuxent River south of Laurel-Bowie Road. It is a rare surviving vestige of the Washington, Baltimore and Annapolis Electric Railway.

Table II–14: Historic Preservation List

Historic Name	Inventory of Historic Resources Number	Classification
DSS Goodloe House	71A-030	Historic Site, National Register
Concrete Railroad Bridge	71A-006	Historic Resource

Source: M-NCPPC

Environmental Infrastructure and Sustainability

The 2005 *Approved Countrywide Green Infrastructure Plan* provides a comprehensive policy guide for conserving significant environmental ecosystems in Prince George's County. With this network as a guide, specific recommendations for preserving and strengthening the local green infrastructure systems have been developed for the sector plan.

The green infrastructure network is divided into three environmental assessment categories: regulated areas, evaluation areas, and network gaps. Regulated areas contain environmentally sensitive features, such as streams, wetlands, 100-year floodplains, severe slopes and their associated buffers that are regulated (i.e., protected) during the land development process. The regulated areas contain wetlands and drainage ways which lead to the Patuxent River. Evaluation areas contain environmentally sensitive features such as interior forests, colonial waterbird nesting sites, and unique habitats, which are not regulated (not protected) during the land development process. Network gaps are those areas that are critical to the connectivity of the regulated and evaluation areas and should be evaluated for restoration opportunities to enhance the ecological functioning of the network. The network gaps are not found directly in the future community center, but are located in the larger sector plan area. The green infrastructure network provides an important framework for defining ways to preserve and enhance the environmental quality in the plan area. (**See Map II-5: Green Infrastructure, facing page.**)

The primary green infrastructure corridor identified in the plan area is the Patuxent River Corridor, the main stem of the Patuxent River basin that flows north to south and eventually into the Chesapeake Bay.

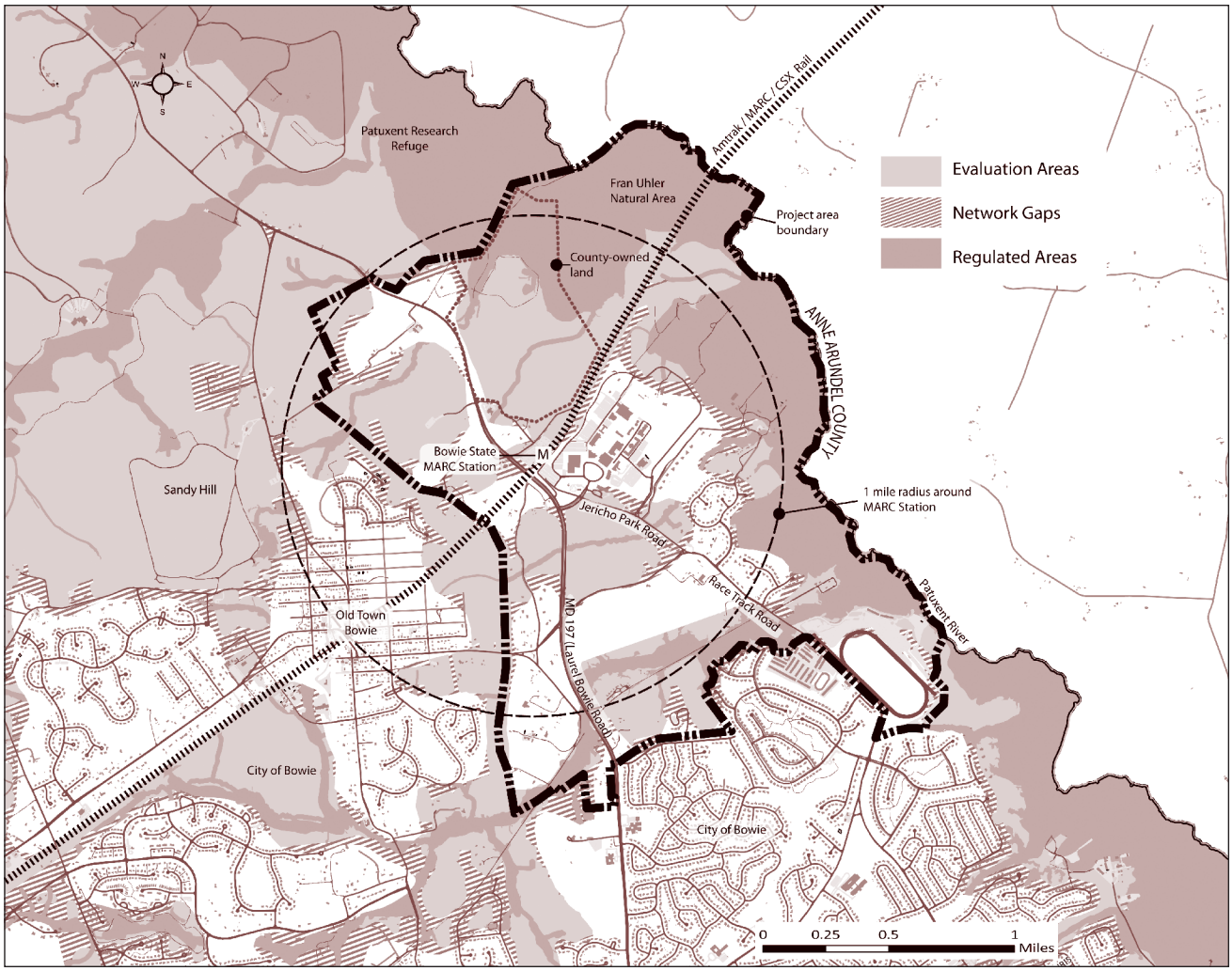
Secondary corridors are areas where connectivity is critical to the long-term viability of the primary corridors. The only secondary corridor within the plan area is the Horsepen Branch corridor, which represents the best opportunity for preserving or reestablishing connectivity.

In addition to their role within the green infrastructure network, stream corridor assessments (SCAs) are designated to have countywide significance. SCAs contain special habitat or natural resources which are important to protect. Any development near an SCA should ensure that the ecological functioning of the SCA is protected. The Bowie State MARC Station lies near the following SCAs: Beltsville Agricultural Research Center, Patuxent Research Refuge, Greenbelt National Park, and Belt Woods. The only SCA which

could be directly affected by the development of the proposed community center is the Patuxent Research Refuge.

Water quality from development could potentially negatively affect the river, underscoring the need for proposed development to adopt measures to protect the Patuxent Research Refuge, natural drainage corridors, and wetlands.

Map II–5: Green Infrastructure



Water Quality

To understand the impact of future land use changes on water sources, it is important to view the plan area within a watershed context. The sector plan area falls primarily within the Upper Patuxent River watershed, which drains to the Potomac River and eventually to the Chesapeake Bay. A smaller area at the southern portion of the planning area falls within the Horsepen Branch watershed, which also drains to the Patuxent River and eventually to the Chesapeake Bay. As reported in the *Approved Countywide Green Infrastructure Plan,* the habitat of the Upper Patuxent River watershed is rated "poor" and the water quality rating for invertebrates is also rated "poor" based on water quality sampling data. The habitat

of the Horsepen Branch watershed is rated "very poor" and the water quality rating for invertebrates is rated "poor" based on the same sampling data.

According to data provided by the Maryland Department of Natural Resources Fisheries Service, water quality and overall watershed health in the Upper Patuxent River watershed is in good condition. In 1996, the Upper Patuxent watershed was listed for high levels of nutrients and sediments, but these limitations were given a low priority ranking for total maximum daily load (TMDL) for bacteria in parts of the watershed. No new limitations were added to the 1998 303(d) or 2002 303(d) lists, which show no water quality impairment and no impairments to the aquatic community.

In the study area, the percentage of impervious surfaces is currently approximately seven percent, with a minor increase expected with the construction of the community center. The quality of the runoff without treatment is considered adequate.

Sustainability

Environmental sustainability involves practices that significantly reduce or eliminate the negative impact of buildings and development on residents and the environment while creating vibrant, healthy, comfortable, durable, cost-effective places to live, work, and play. Developing a sector plan includes the assessment of existing natural features in order to ensure the effective protection, preservation, and enhancement of the area's environmental qualities. These existing natural features offer valuable opportunities to enhance the environmental sustainability of future development within and beyond the plan area. (**See Map II-6: Existing Environmental Features, facing page.**) The community center is bordered to the northeast by the Fran Uhler Natural Area and to the northwest by the Patuxent Research Refuge. The 219-acres of county-owned property and the focus area of the community center are predominately woodlands and meadows, with several wetland areas. The property drains north to the wetlands, which, in turn, drain directly into the Patuxent River along the eastern boundary of the Fran Uhler Natural Area. The community center's proximity to the river underscores the need for preservation of ample natural buffers and tree cover to ensure that the wetlands continue to filter nutrients, help protect and improve the area's water quality, and provide habitat for wildlife. The issue of air pollution is a critical one because it can cause respiratory, cardiovascular, and other health problems. Presently, the area of focus for the sector plan is relatively undeveloped and the air quality is good. To preserve this, the development will promote walking, plantings, and alternative transportation, such as biking.

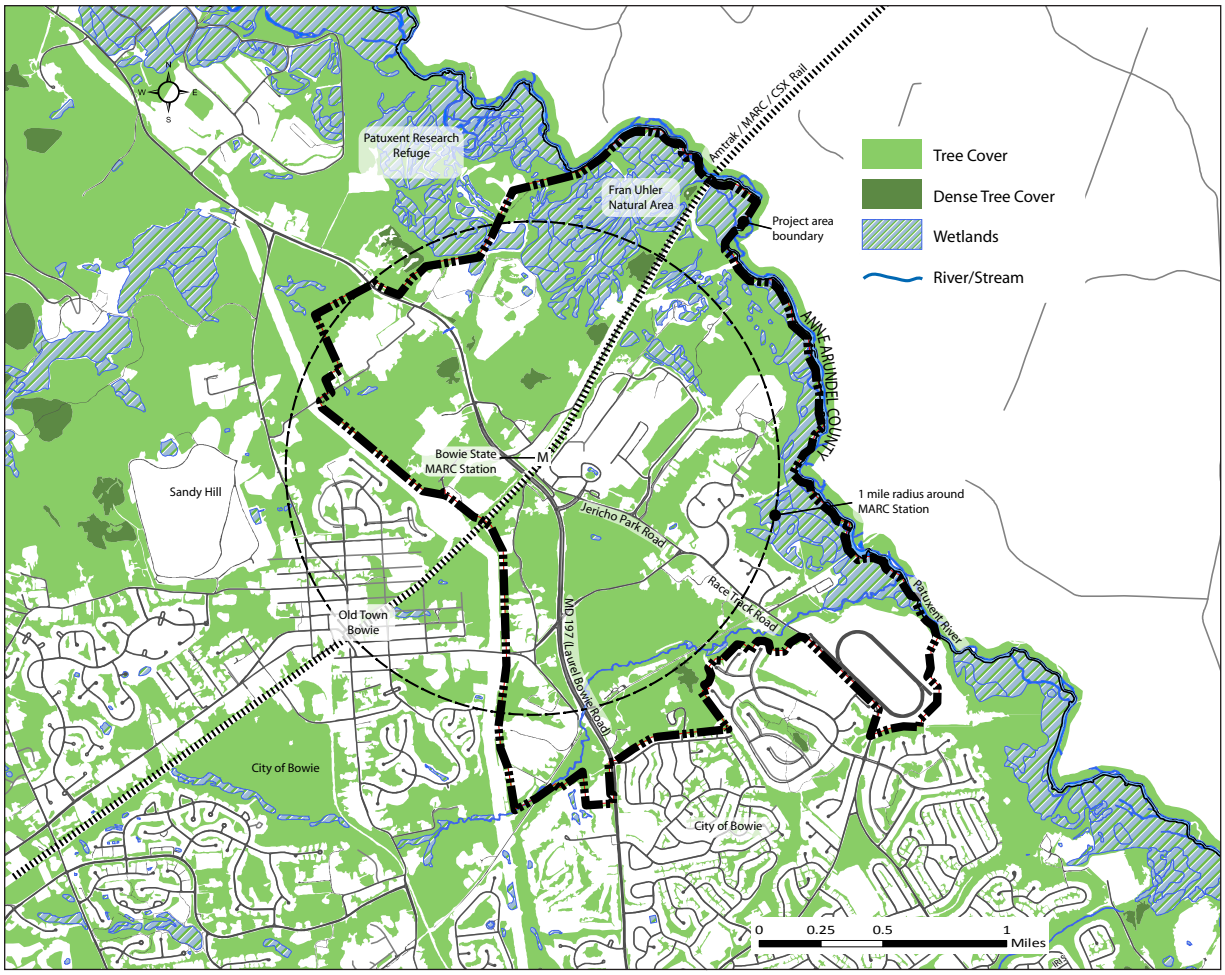
Light Pollution

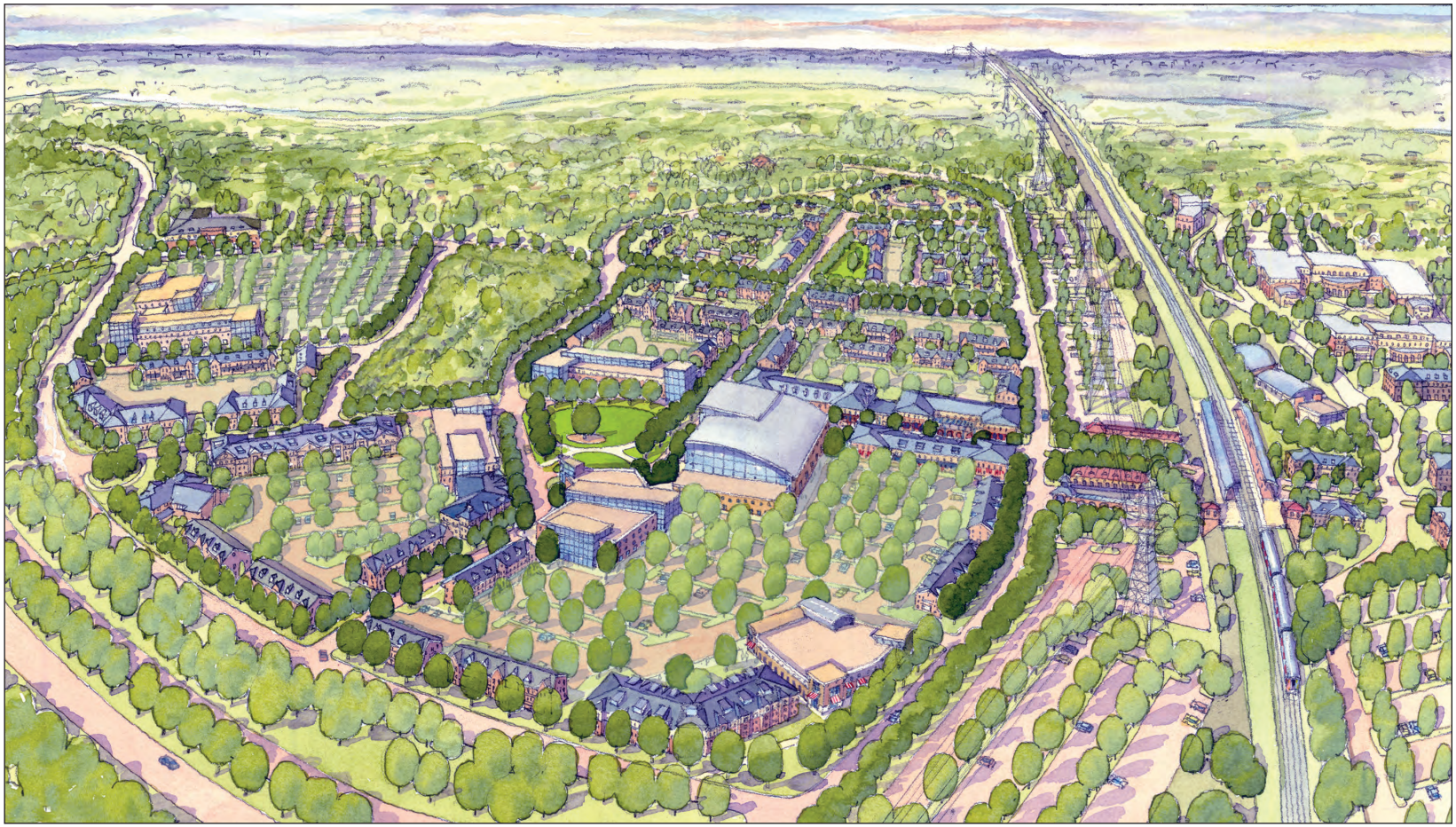
Light pollution is defined as light that causes a glow in the night sky from artificial sources such as street lights, lights from commercial uses, and lights from residential sources. Light pollution also includes "light spill-over" when one property is more brightly lit than an adjacent one. The widely accepted Crime Prevention through Environmental Design (CPTED) guidelines were written to address how built environments can be designed to help reduce crime. The basic principle CPTED sets out is that light levels should be kept as constant as possible from one property to the next in order to reduce the amount of time that the human eye needs to adjust to the different light levels. This lighting scheme has the ability to reduce crime by providing an even level of light across various properties. Reducing light pollution also serves to reduce overall energy costs by directing the correct light levels in the right places, reducing the need for higher wattage fixtures. As new and redevelopment proposals are evaluated, light levels should be considered and overall lighting should be minimized and properly directed.

Air Pollution

The Washington metropolitan area is considered a "nonattainment area" for air quality by the Environmental Protection Agency, mainly due to high levels of ozone. The negative effects of air pollution are becoming increasingly recognized and efforts to mitigate its effect are being undertaken nationwide. Air quality issues result mainly from nitrogen oxide gases (NOx) and volatile organic compounds (VOCs) that are mostly by-products of burning gasoline and coal. These gases combine when heated up by hot summer days and increasingly warming urban areas to create ozone, which can be detrimental to the health of humans, animals, and plants alike. One of the sources of ozone is the mixing of vehicle exhaust in the atmosphere and the heating effect of the earth. If the overall number of vehicle trips can be reduced, the amount of ozone formed can be reduced, thereby helping to improve the air quality in the region. Several small steps can be taken to improve air quality in the sector plan area. These include reducing the overall number of vehicle miles traveled, providing a network of linkages for alternative forms of transportation, and providing more opportunities for ride sharing. With the implementation of sustainable building techniques, localized air quality can be improved and a contribution can be made to improving regional air quality.

Map II–6: Existing Environmental Features





An illustrative birds-eye rendering of the proposed Bowie State MARC Station Community Center.

Chapter III: The Vision

The vision of the Bowie State MARC Station Sector Plan is the result of a series of intensive and collaborative stakeholder workshops and meetings. The ideas, priorities, and concerns documented throughout this process were critical to the development of the plan's recommendations. Subsequent meetings with implementing agencies and key property owners helped to ensure the realism of the recommendations and their appropriate phasing. The vision reflects a commitment to those land uses desirable within the proposed community center, the efficient use of infrastructure, and the innovative and comprehensive protection of environmental resources.

Vision Statement

The retail and office component of the proposed community center creates economic opportunities for businesses to tap into unmet market demand driven by Bowie State University and provides economic generators to support the university's programs.

The community center is a set of vibrant neighborhoods with active, pedestrian-oriented streets and a small "college town" character at the heart of a broader picturesque, rural community. The center serves four inter-related functions. First, by providing neighborhood-oriented shopping, housing alternatives, and inviting public spaces within walking distance of Bowie State University (BSU) and the MARC Station, it becomes a social focal point for the university and the surrounding community. Second, it promotes alternative modes of transportation by encouraging the use of the MARC Station transit hub, interconnected local trails, and enhanced sidewalks. Third, the center furthers the educational mission of BSU by providing an opportunity for the university to expand its campus and accommodate new offices, classrooms, and public-private initiatives such as research, nursing, and laboratory school facilities. And fourth, its retail and office component creates economic opportunities for businesses to tap into unmet market demand driven by BSU and provides economic generators to support the university's programs.

The center serves as a model for sustainable cost-effective development in the county by protecting sensitive ecological habitat, employing natural systems and low impact methods to treat stormwater and wastewater, and using alternative sources of power.

Principal features of this plan include:

- Well-defined and designed public streets that provide equally for vehicular traffic, transit, bicyclists, and pedestrians.
- Vibrant street-level retail that serves as a major attraction to university students/faculty/staff, residents, workers, and commuters.
- A fully integrated and accessible multi-modal transit system that promotes the use of Bowie State MARC Station and links its use to the university, Old Town Bowie, Bowie Town Center, and other points of interest.
- Traffic calming elements to enhance the safety of existing streets and improve connections between the university and adjacent neighborhoods.
- An enhanced trails network linking the university and the Bowie State MARC Station to Old Town Bowie, the Fran Uhler Natural Area, and the Washington, Baltimore and Annapolis Trail (WB&A).
- Innovative and sustainable stormwater and wastewater management techniques.
- Preserved open space.
- A land use plan, design guidelines, and phasing and implementation strategies to carry the vision to fruition.

Within this vision, one could imagine university students walking from classes to the community center to sit down for a bite to eat with friends after dropping off a laptop for repairs at a local shop; or a commuter returning from Washington, D.C., on the MARC train, picking up dinner at a community center bistro before driving home; or a university professor meeting her husband for lunch at their new townhouse after picking up sandwiches at the deli. The center becomes a focus of community life for the university and surrounding residential neighborhoods.

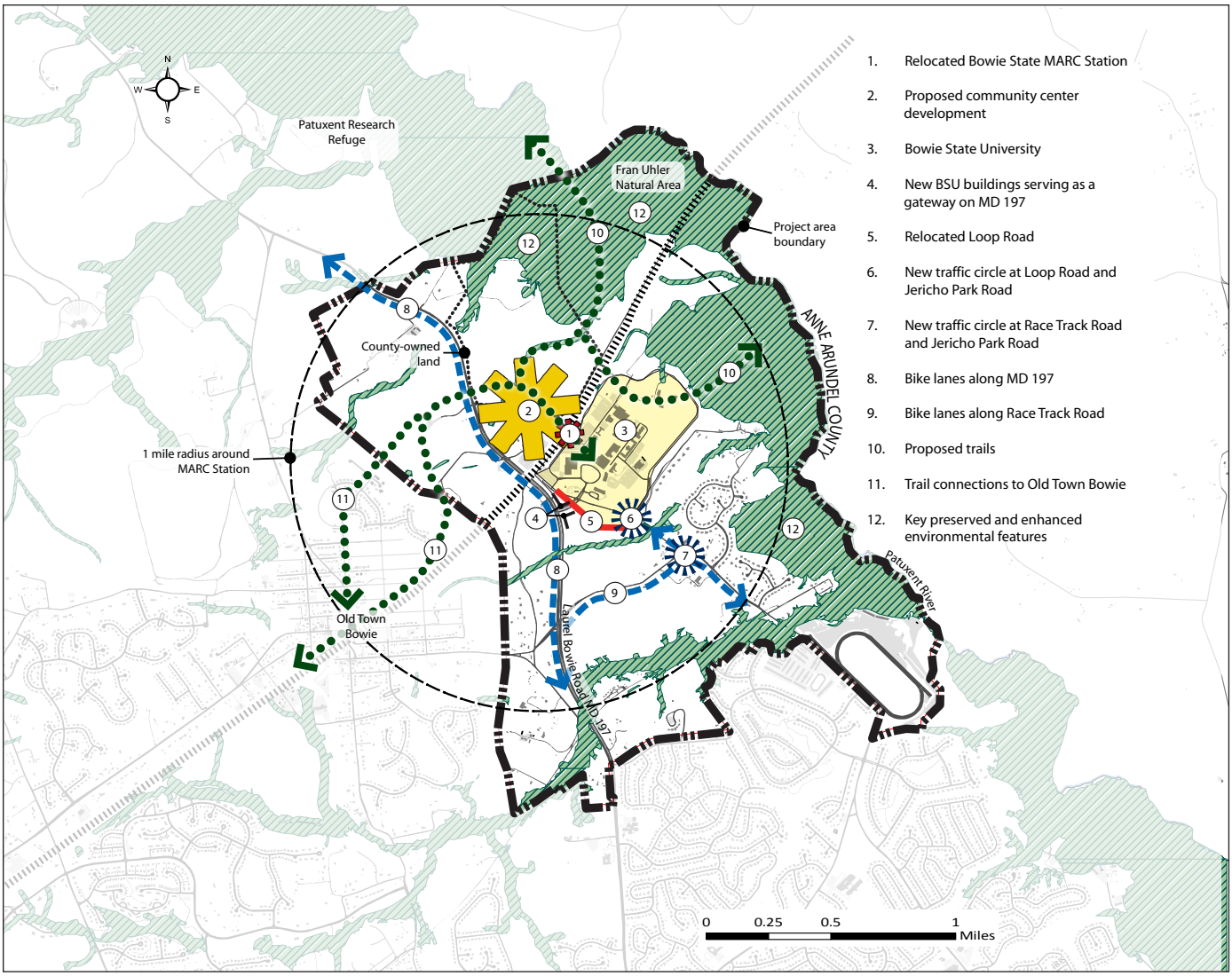
Map III-1: Vision Concept Diagram (facing page) illustrates how future development and enhancements—both environmental and infrastructural—will reflect the plan vision.

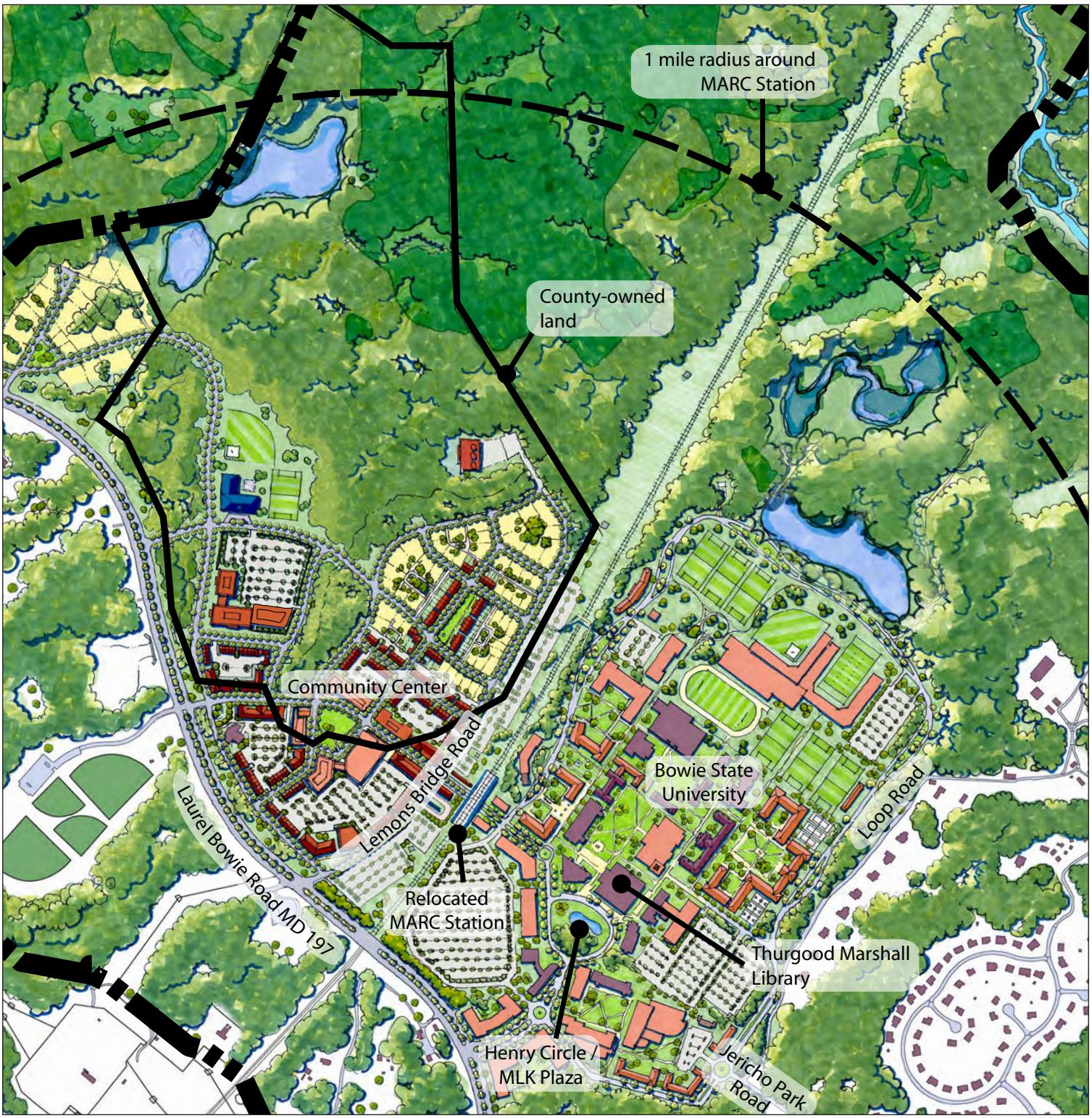
Vision Elements

Three elements form the vision of the Bowie State MARC Station plan area:

- Land Use and Economic Development
- Design and Appearance
- Infrastructure Elements

Map III-1: Vision Concept Diagram





The community center in relation to Bowie State University.

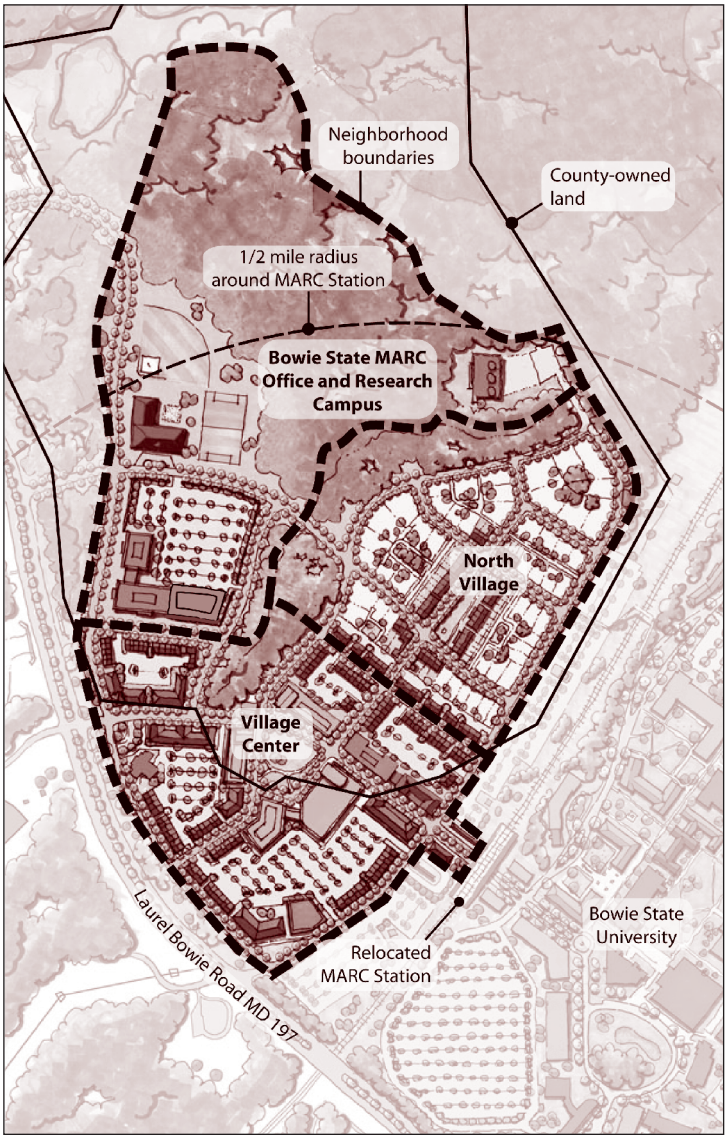
Land Use and Economic Development

This plan guides future land uses to promote sustainable, transit-oriented development concentrated at the MARC Station. While the plan area encompasses approximately 2,300 acres, its land use recommendations and zoning changes are limited to the community center site to protect the rural character of the broader community.

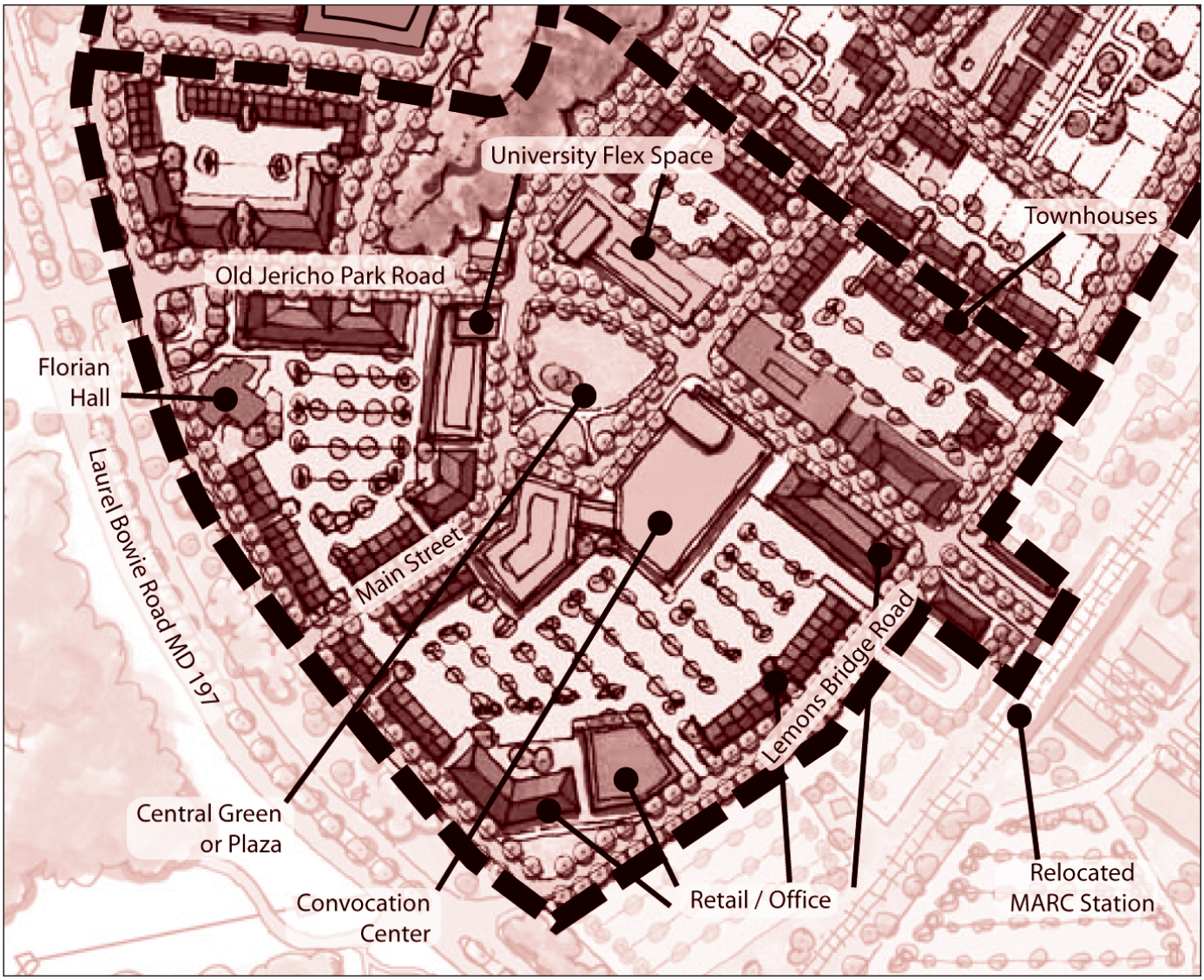
The 2006 Bowie and Vicinity Master Plan recommends a "community center" designation for the Bowie State MARC Station parking lot and surrounding properties. It further recommends that the area be developed as pedestrian- and transit-supportive with a vertical mix of uses. The community center consists of the land directly adjacent to the MARC Station and MD 197, the MARC Station, and the adjacent parking lot to the north. It includes 219 acres of county-owned land.

Village Center

The community center is organized into three areas: The Village Center, North Village and the Bowie State MARC Office and Research Campus. The Village Center, the core of the community center located adjacent to the MARC Station, is attractive to new businesses and suited to student needs. The center contains a small grocery store and a cluster of neighborhood-oriented retail to serve students and faculty, attract residents from the larger Bowie area, and provide a convenient retail amenity to MARC commuters. Old Jericho Park Road, which links the community center to the university, acts as the center's "main street" and primary focus area. An extensive variety of residential options are provided in the Village Center, including townhomes, live-work units, age-qualified or assisted living facility, graduate/student family housing, as well as multifamily buildings, and apartments located over retail. BSU campus uses are integrated into the Village Center, providing for a convocation center, student and community fitness center, and range of academic or university office, classroom, or research uses. These uses remain flexible to accommodate the specific needs of the university at a later time. Flexible office incubator space for start-up companies has been planned for the Village Center to promote university research and business opportunities in the open market. The plan also provides BSU with the opportunity to establish a small hotel and meeting center for university guests and conferences. The development program of the Village Center would produce a floor area ratio (FAR) of 0.2.



The community center's three neighborhoods: The Village Center, North Village, and Bowie State MARC Office and Research Campus.



The illustrative site plan for the Village Center.

The program for the Village Center contains the following:

- 55,000 square feet of retail (includes 20,000 square-foot grocery store).
- 45,000 square feet of office.
- 75,000 square feet for the university convocation center (includes conference center and hotel).
- 65,000 square feet for a university fitness center.
- 200,000 square feet for university flex space (classrooms, academic offices, laboratories, etc.).
- 221,000 square feet (209 units) of multifamily residential (includes 46,000 square feet (54 units) of multifamily above retail).
- 157,500 square feet (175 units) for university graduate and student family housing.
- 106,250 square feet (125 units) for age-qualified/assisted-living facility.
- 12 live-work units.
- 106 townhouses.

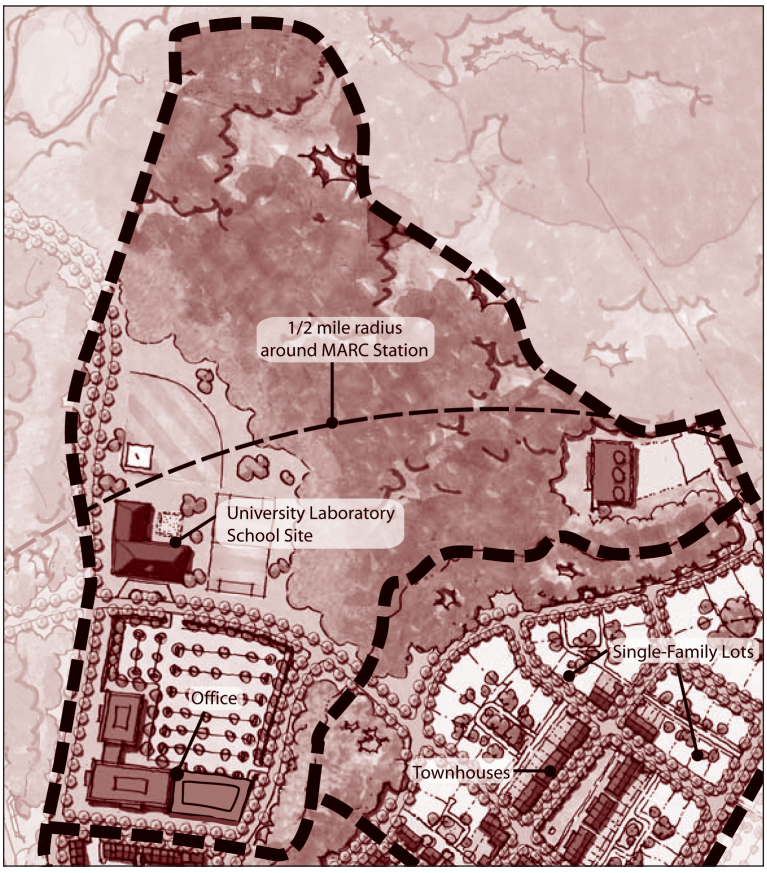
A new consolidated transit center and commuter parking facility is located near the MARC Station entrance on the western side of the tracks at the Village Center. The enhanced MARC Station is relocated approximately 800 feet to the east of the current location and aligned with a new connector underpass street between the community center and the university. This new location allows the station to serve as a gateway to the "main street" and creates a direct physical connection to the university's Loop Road and campus. It also positions the station in the middle of the proposed MARC surface parking area. A new consolidated transit center adjacent to the station services will expand local and regional bus services, encouraging university students, faculty, staff, and area residents to utilize mass transit.

Transit Center
A transit center is a hub served by multiple bus and/or rail lines.

TOP: Example of a vibrant, mixed-use village center.
BOTTOM: Proposed transit center with bus hub at the Village Center.

North Village

North Village is a predominantly residential area supporting the mix of uses in the Village Center. It comprises townhouses and single-family homes with a majority of these residences available for faculty, staff, graduate, and married-student housing. Higher density townhomes and smaller single-family lots are located closer to the Village Center with progressively larger single-family lots at the periphery of the neighborhood. North Village features direct access to the university with a pedestrian bridge over the MARC tracks. Similar to the Village Center, it is expected that these buildings would frame a public realm and face towards streets with parking located to the rear.



The program for the North Village contains the following:

- 78 townhouses.
- 39 small single-family lots (42' average width).
- 31 large single-family lots (65' average width).

Bowie State MARC Office and Research Campus

The Bowie State MARC Office and Research Campus fulfills an objective of the sector plan to serve as a revenue generator for BSU and to provide superior educational opportunities for BSU students while enhancing the economic base of the county. The office and research campus, with a total employment of

TOP: The illustrative site plan for North Village.
BOTTOM: The illustrative site plan for the Bowie State MARC Office and Research Campus.

approximately 500, is composed of a Class-A office facility and laboratory school with state-of-the-art architecture and sustainable building elements. The office component is suitable for one large or several moderately sized federal, state, or county government agencies that mandate secure facilities and whose missions prevent them from co-locating with other uses. Its proximity to the MARC Station and Village Center, which offer office workers a variety of transportation options and amenities, in conjunction with its relative proximity to the state capital in Annapolis and the nation's capital in the District of Columbia, make the campus a particularly attractive location for state or federal government agencies. All other office uses in the community center that do not require special security features are integrated into the Village Center, with the highest densities concentrated at the MARC Station. The laboratory school component provides an enhanced and accessible learning experience for BSU students enrolled in the Department of Education and Leadership program by providing hands-on training opportunities. The school also provides a specialized learning environment for Prince George's County students enrolled in K-12. Night classes are also offered at the laboratory school for Prince George's County adults with learning disabilities.

Note: *Laboratory schools are university-affiliated educational and research facilities with strong teacher training and information dissemination capabilities.*

The program for the Bowie State MARC Office and Research Campus contains:

- 150,000 square feet of office space.
- 10,000 square feet for the laboratory school.

As a result of the three area programs, the following is a total program for the community center:

- 55,000 square feet of retail (includes 20,000 square-foot grocery store).
- 195,000 square feet of office space.
- 10,000 square-foot laboratory school.
- 75,000 square-foot university convocation center.
- 65,000 square-foot university fitness center.
- 200,000 square feet of university flexible space (classrooms, academic offices, laboratories, etc.).
- 221,000 square feet (260 units) of multifamily residential (includes 46,000 square feet—54 units—of multifamily above retail).
- 12 live-work townhouses.
- 157,500 square feet (175 units) for university graduate and student family housing.
- 106,250 square feet (125 units) for age qualified/assisted living facility.
- 290 townhouses.
- 136 small single-family lots (42' average width).
- 87 large single-family lots (65' average width).

To realize this vision, the plan recommends the use of the Mixed-Use-Transportation Orientated (M-X-T) Zone for the entire community center. The M-X-T Zone is proposed as the closest mixed-use zoning technique currently available to the county to adequately implement the vision of the sector plan.

To realize this vision, the plan recommends the use of the Mixed-Use-Transportation Orientated (M-X-T) Zone for the entire community center. The M-X-T Zone is imposed as the closest mixed-use zoning technique currently available to the county to adequately implement the vision of the sector plan. If more appropriate mixed-use zoning tools

and techniques are developed that will more adequately implement the goals and vision for this plan, consideration should be given to rezoning of the area identified for the future mixed-use zoning tool. Uses for the land outside the community center area—but located within the larger project boundary—will remain in its current land use and zoning classifications. New development in these areas should be subject to the design guidelines outlined in Chapter 5 of this plan. New development should be compatibile with existing development and the significant natural features of the site. These are strong factors in the creation of this plan. Strategies are recommended to protect established residential neighborhoods, natural features, and landmarks within the larger project boundary, as well as to promote a thriving center at the MARC Station.

An attractive and lively streetscape with pedestrian amenities (see Design and Appearance section on facing page).

Design and Appearance

Use of design guidelines to facilitate site planning, building design, infill development, or redevelopment has improved the image, appearance and functionality of properties within the entire plan area and created a cohesive, visually appealing, and compatible environment for different types of land uses.

The overall appearance of the area is significantly enhanced through the definition of streetscape design elements that transform the major streets from car-dominated thoroughfares to tree-lined, pedestrian-friendly streets with inviting sidewalks.

The plan establishes an overall design framework that guides both new development and redevelopment efforts in ways that create accessible, attractive streetscapes, site plans and buildings; improve pedestrian and vehicular circulation; and encourage the general development pattern needed to attract new businesses, residents, shoppers, and workers. The overall appearance of the area is significantly enhanced through the definition of streetscape design elements that transform the major streets from car-dominated thoroughfares to tree-lined, pedestrian-friendly streets with inviting sidewalks. Within this design vision, a unified line of buildings and street trees have defined a public realm that is accessible to all while semi-public front yards of houses provide an inviting landscaped environment.

The design guidelines address features such as building setbacks, streetscape design, site design and parking, building height and massing, lighting, signage and street furnishings. They establish architectural design recommendations to help create a uniform and cohesive built environment which encourages pedestrian activity and improves the community center's aesthetics. They also help create neighborhoods that are inviting and encourage social interaction.

The guidelines underscore the importance of narrower streets to slow traffic and houses that are oriented to face the streets, generating safer neighborhoods through more "eyes on the street." To help dissipate traffic, they encourage greater connectivity between streets—over cul-du-sacs that concentrate traffic to single points within neighborhoods, requiring wider streets and resulting in congestion.

A well-designed, well-placed public plaza creates a comfortable place where people can relax, and it discourages criminal behavior.

Infrastructure Elements

The plan envisions the necessary infrastructure to support improvements to roads, transit, pedestrian facilities, bikeways, the environment, schools, parks and open space resources.

The plan envisions improved connections between the area's neighborhoods, the university, and the new community center without widening major roadways.

To realize its vision, this plan institutes the infrastructure improvements necessary to support mixed-use development, increased residential densities, and commercial intensities. The plan envisions improved connections between the area's neighborhoods, the university, and the new community center without widening major roadways. MD 197, Race Track Road, and Jericho Park Road are redesigned with new signals at key intersections along MD 197 and improved pedestrian connections and crossings to increase safety while maintaining circulation.

Pedestrian and bicycle circulation is greatly improved by the addition of sidewalks, on-road bike lanes, pedestrian and bicycle amenities, and linkages to adjacent residential neighborhoods through the use of trails. Continuous sidewalks are implemented along both sides of most streets and include amenities and features such as pedestrian refuge islands, contrasting crosswalk treatments, in-pavement lighting reflectors at crosswalks, curb extensions, mid-block crossings, raised crosswalks, and other traffic-calming techniques. Trees are planted on both sides of streets, helping to clean the air, provide habitat for wildlife and shade for pedestrians, while maximizing evapotranspiration and reducing stormwater runoff. Existing multiuse trails are enhanced along the major drainage areas and stream corridors to connect the community center with the Patuxent River and its trail networks and to connect with the WB&A trail. New interconnected trails link the BSU MARC Station, BSU Campus, and Old Town Bowie. These improved facilities help integrate physical activities into daily living, facilitating a more active living environment and improving the health of residents.

Bicycle circulation is greatly improved by the addition of sidewalks, on-road bike lanes, pedestrian and bicycle amenities, and linkages to adjacent residential neighborhoods through the use of trails.

An enhanced M-NCPPC multi-use picnic area, new pocket and civic parks in the Village Center, and a new plaza at the transit facility provide improved recreational opportunities and venues for public gatherings and cultural and social events.

Sustainability

Sustainability is an over-arching category that describes how the plan will tread more lightly on the land, use fewer resources, and provide additional habitat to realize the vision of the plan while meeting the needs of its residents and workers.

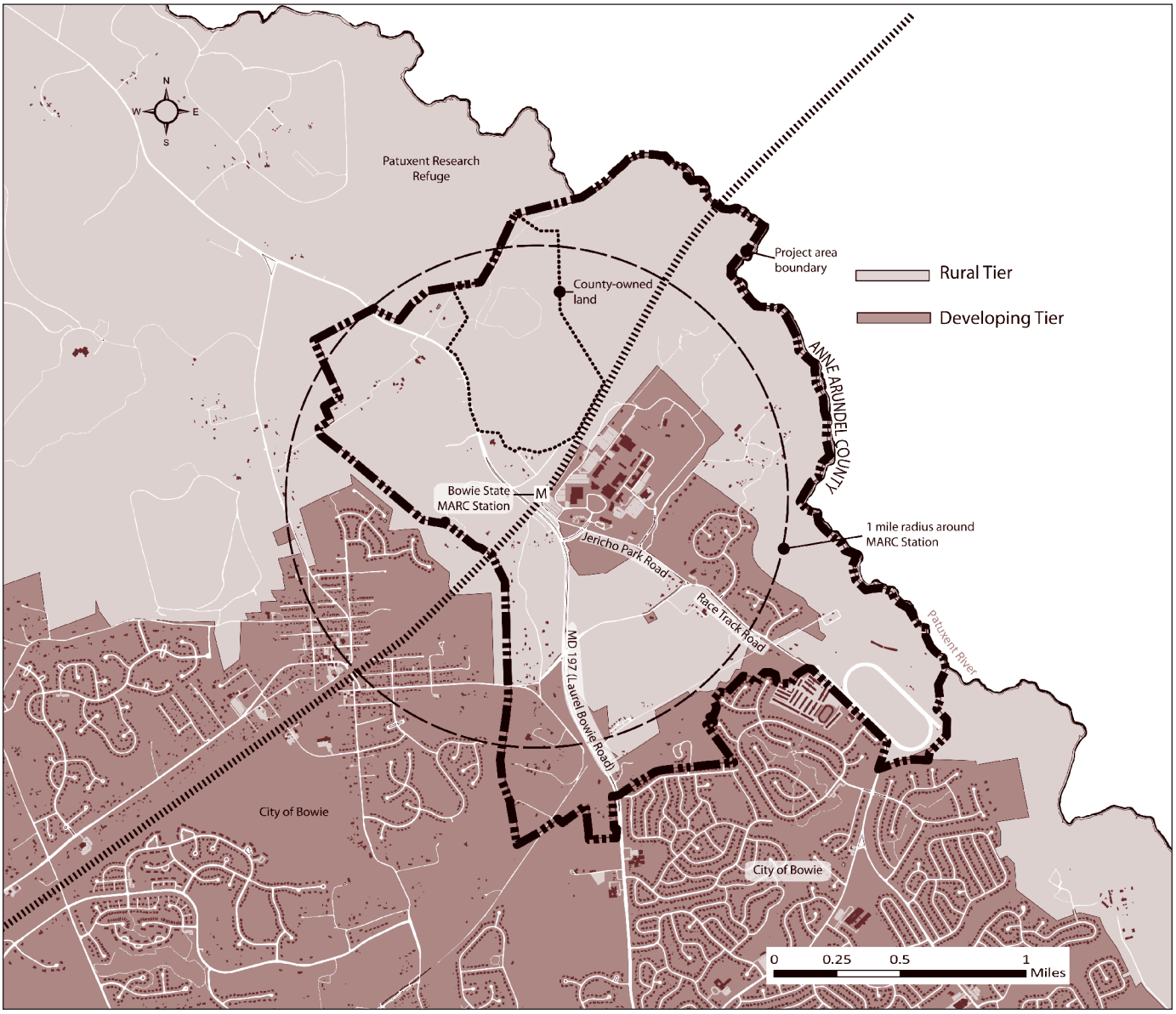
The plan recommends safe, comfortable, and unobstructed pedestrian routes and dedicated bike lanes provided within a connected street network. Secure bicycle racks and preferred parking for low-emission/fuel-efficient vehicles and carpools provide support for these practices. Sustainable on-site wastewater treatment systems, such as constructed wetlands, support the environmental integrity of the area. Constructed stormwater wetlands also help mitigate the impacts of runoff from the development, while at the same time they act as a natural buffer. A variety of vegetated open spaces—with native/adapted and non-invasive plant species established throughout the development—promote biodiversity and habitat. These spaces are sized to accommodate passive and active recreation as well as to offer outdoor learning environments for residents and visitors. Well-located plants and vegetation along MD 197 serve as noise barriers to enhance the acoustical quality of the development.

A variety of vegetated open spaces—with native/adapted and non-invasive plant species established throughout the development—promote biodiversity and habitat. These spaces are sized to accommodate passive and active recreation as well as to offer outdoor learning environments for residents and visitors.

Lighting strategies for both interior and exterior lighting (as well as hardscape) and landscaping of buildings are designed to be energy efficient and to minimize light pollution while they increase night-sky access and support nocturnal habitats. Exterior lighting provides for comfort and safety only and is located in such a way as to minimize light trespass to adjacent properties.

Innovative waste and stormwater management strategies, solar and other renewable energy sources provide opportunities for funding, research, and education in partnership with Bowie State University and other institutions and organizations.

Map IV-1: Existing Development Pattern



Chapter IV: Development Pattern

Introduction

The 2002 *Prince George's County Approved General Plan* designates three growth policy tiers—Developed, Developing, and Rural—as well as three center designations—metropolitan, regional, and community—and one classification for corridors within the county. The Development Pattern element of this sector plan applies the General Plan vision for tiers and centers to the Bowie State MARC Station area and amends the General Plan goals to reflect the area's unique characteristics and location.

Parts of two tiers, the Developing and Rural, are located within the Bowie State MARC Station Sector Plan area with no corridor or center designations. (**See Map IV-1: Existing Development Pattern, facing page.**) Each of the tiers is distinguished by its own distinctive qualities and opportunities, including its level of residential and employment development intensity.

The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* provided the basic framework for the land use recommendations in this plan. Generally, medium-intensity land use activities are encouraged in the mixed-use activity center, and land in the Rural Tier is recommended to remain rural.

Rural Tier

Vision

The vision for the Rural Tier is the protection of large amounts of land for wooded wildlife habitat, recreation, and agricultural pursuits, and preservation of its rural character and vistas. New residential development blends into the landscape, while equity for landowners is balanced in an effort to preserve the rural environment and character. Scenic roads, habitats, sensitive natural features, forest, and landscapes are protected during the development review process.

Background

The Rural Tier encompasses approximately 1,740 acres, or approximately 75 percent of the sector plan's total land area. Consisting primarily of publicly owned land (932 acres), residential development is the dominant land use in the sector plan area. The land use character and development pattern throughout the sector plan Rural Tier area is low-density residential consisting of half-acre to ten-acre home sites, farms, some existing businesses, undeveloped woodland, and public open space.

This plan reinforces the land use policies for the Rural Tier established in the 2002 General Plan and the vision of the 2006 Bowie and Vicinity Plan to retain the area's rural character.

Woodlands and open space areas are the dominant feature in the swath of land parallel to the 3.5 miles of shoreline along the Patuxent River. Land use is more diverse in the western portion of the Rural Tier. Residential development and agricultural uses are found adjacent to the former Bowie Race Track together with a significant amount of public land. The State of Maryland (Bowie State University and MARC Station), Prince George's County, the National Railroad Passengers Association (AMTRAK), and Baltimore Gas and Electric (BGE) are all major land owners in the Rural Tier.

This plan reinforces the land use policies for the Rural Tier established in the 2002 General Plan and the vision of the 2006 Bowie and Vicinity Plan to retain the rural character through the enactment of new county subdivision design regulations and other flexible design standards. These regulations are intended to allow more compact low-density residential development by preserving significant amounts of natural and man-made features of the rural environment.

Goals

- Maintain rural character
- Preserve environmentally sensitive features
- Limit nonagricultural land uses
- Retain scenic vistas
- Protect property owners' equity in their land

Policy 1

Design new development to retain and enhance rural character.

Strategies

- Enact conservation subdivision design regulations and other flexible design standards that place a premium on conserving open areas and protecting environmental features. Through this strategy, the approved residential lotting pattern may be more compact than typically allowed, but the land that is saved from development is much greater and connectivity with other open-space areas is more easily maintained.

- Allow flexible design standards in evaluation and network gap areas of the designated green infrastructure network.

- Ensure that land preserved during the development review process expresses one or more of the following values:
  - Agricultural preservation.
  - Retention of scenic vistas.
  - Protection of areas within the designated green infrastructure network.
  - Minimal impervious surfaces.
  - Reduction of forest fragmentation.
  - Minimal ecological impacts.

- Implement rural design standards to ensure that new private and public development is consistent with the prevailing character of the rural area. The following guidelines should be incorporated into the standards:
  - Houses should be set back a minimum of 100 feet from public rights-of-way to preserve scenic viewsheds, wooded areas, open fields, and ridge lines.
  - The layout of the subdivision should preserve and enhance the existing natural features of the site—including woodland, wetlands, streams, and areas of significant wildlife habitat.
  - Preservation of existing vegetation or the installation of landscaping should be provided to soften and buffer views of houses and other structures. Landscape plants should be native and re-create rural buffers.
  - Architecture should conform to the prevailing rural style, including such elements as rooflines and pitch, entrance drives, porches, lighting and building materials. Brick, stone, and wood are encouraged building materials. Vinyl and aluminum siding are discouraged.
  - Historic features such as fencerows, tree lines, and barns should be preserved. Existing farm roads should be preserved and incorporated into the residential design whenever possible.
  - Fencing should be kept to a minimum to retain open views and rural character. The use of stockade, board-on-board, chain-link vinyl, and other high fences is discouraged. Fencing should respond to the rural-character type, height and scale existing within the Rural Tier. Acceptable fencing includes stone walls, split-rail, and equestrian-style.
  - Grading and drainage should be minimally intrusive. Massive cut and fill should be avoided. The creation of earth mounds, berms for screening, and platforms for house sites should be discouraged.
  - Rural or scenic viewsheds should be protected from adverse architectural or other development to maintain open and continuous views of the natural and agricultural landscape.
  - Where open area is to be maintained as meadow for its scenic value, homeowners-association covenants should specify management strategies that include a yearly mowing.

Policy 2
Retain or enhance environmentally sensitive features.

Strategies
- Minimize adverse impacts of development on sensitive environmental features through implementation of the Green Infrastructure Plan. When development is planned, consideration should be given to special conservation areas (SCAs), Chesapeake Bay Critical Area buffers, primary management areas, 100-year floodplains, wetlands, severe slopes, steep slopes in combination with highly erodible soils, severe slopes in conjunction with Marlboro Clay, and mature woodlands.

- Protect forest interior dwelling species habitat, the sensitive wildlife habitat area located 300 feet inward from the edge of the forest, through the implementation of the Green Infrastructure Plan during the development review process.

- Revise the Woodland Conservation Ordinance to require that projects in the Rural Tier meet woodland conservation requirements on-site. No off-site mitigation for woodland conservation should be allowed unless the site is substantially devoid of trees prior to development.

- Ensure that impacts to regulated areas are limited to unavoidable impacts, such as those for road crossings and utility easements.

- Through the development review process, carefully review sites within designated evaluation areas in the green infrastructure network. Ensure the use of environmentally sensitive site design techniques, with an emphasis on making connections to the local green infrastructure network elements. Protect existing areas of connectivity of natural resources and enhance connections where they do not currently exist.

- Identify critical ecological systems supporting local and countywide SCAs during the land development review process. Ensure protection and enhancement of these systems.

- Encourage landowners along the Patuxent River to convey land to M-NCPPC in order to protect it from future development.

Policy 3
Protect landowner's equity in their land.

Strategy
- Retain the land use density under existing zoning in the Rural Tier.

Policy 4
Scenic vistas along roads in the Rural Tier are maintained and protected.

Strategies
- Design guidelines for areas adjacent to rural, scenic, and historic roads should be adopted and used in evaluating development proposals along roads in the Rural Tier.

- In the Rural Tier, public agencies that share responsibility for preparing or reviewing plans for construction and maintenance of rural roads should:

- Design road improvements at stream crossings to maintain desirable stream views.
- Consider the location or relocation of utilities to preserve or enhance the scenic character of the roadway.
- Require investigation of alternatives to any proposal to widen or realign a roadway.
- Eliminate the use of streetlights except where warranted by safety concerns.
- Require the use of full cut-off optic fixtures in all instances.

Developing Tier

Vision

The Developing Tier is an area of low- to moderate-density suburban residential communities, distinct commercial centers, and transit-serviceable employment areas. Developing Tier growth policies emphasize a balance between the pace of development and the demand for adequate roads and public facilities, encouraging contiguous expansion of development where public facilities and services can be provided most efficiently.

Background

The majority (307 acres) of the sector plan's Developing Tier land is publicly owned property.

The Developing Tier encompasses approximately 560 acres, or approximately 25 percent of the sector plan's total land area, and is centrally located within this area. The majority (307 acres) of the sector plan's Developing Tier land is publicly owned property. Surrounded by the Rural Tier, much of the Developing Tier comprises the Bowie State University Campus and the community of Patuxent Riding. Smaller portions of Developing Tier are also located along the western side of MD 197 in the Huntington Crest neighborhood and a portion of the Saddlebrook subdivision on the southern boundary of the sector plan. These communities primarily consist of half-acre to two-acre lots.

Goals

- Preserve and maintain the suburban residential character of the area.
- Maintain low- to moderate-density land use (except in the Bowie State MARC Station Community Center).
- Plan for a compact, medium-intensity, pedestrian-oriented, mixed-use development at the Bowie State MARC Station.
- Sustain existing suburban residential neighborhoods.
- Preserve and enhance environmentally sensitive areas.
- Increase transit usage.
- Balance the pace of development with the ability of the public sector to provide adequate transportation and public facilities.
- Encourage the contiguous expansion of development where public facilities and services can be more efficiently provided.
- Preserve and enhance natural environments.
- Maintain roads and improve pedestrian access.

- Improve and maintain public facilities.
- Increase public safety.
- Promote sustainable economic development.
- Increase utilization of transit.

Policy 1
Provide moderate-density transit- and pedestrian-oriented development.

Strategies
- Promote a greater mix of uses and housing choices in neighborhoods and communities focused around human-scale, mixed-use centers accessible by multiple transportation modes.
- Discourage new isolated commercial activities and promote new mixed-use development in the Bowie State MARC Station Community Center.
- Encourage the revitalization and redevelopment of existing, underutilized commercial areas, such as Old Town Bowie and Bowie Plaza.
- Promote development of mixed residential and nonresidential uses at moderate densities and intensities in context with surrounding neighborhoods and with strong emphasis on transit-oriented design, particularly in the proposed mixed-use area.

Policy 2
Plan and provide public facilities to support the planned development.

Strategies
- Balance the pace of development with the ability of the private sector to provide adequate transportation and public facilities.
- Encourage contiguous expansion of development where public facilities and services can be more efficiently provided.
- Ensure balance between school and recreational facility capacity and new development in order to prevent school overcrowding.
- Proactively plan for construction of new school and recreational facilities.

Policy 3
Improve vehicular and pedestrian circulation and safety.

Strategies
- Upgrade intersections to provide safe, steady flow of traffic.
- Install streetscape improvements including safety features, clearly marked crosswalks, tree, landscaping, curbs, and lighting, where needed.

Centers

Vision

The Bowie State MARC Station Community Center is a mix of uses at moderate-densities and intensities, with a strong emphasis on transit-oriented development and a neighborhood-serving market. Consistent with Smart Growth and sustainable mixed-use development principles, the center serves as a commercial, employment, residential, cultural, and recreational focal point for the Bowie area. The diverse mix of moderate-density and intensity residential and nonresidential areas is centered upon a transit hub that links the sector plan area to the regional transportation network.

The Bowie State MARC Station Community Center is a mix of uses at moderate-densities and intensities, with a strong emphasis on transit-oriented development and a neighborhood-serving market.

Goals

- Develop a compact mixed-use development at moderate densities.
- Define the physical element to foster a sense of community that creates community identity and pride.
- Provide a transit-supportive and transit-serviceable development and multimodal transportation opportunities.
- Ensure the development of pedestrian-oriented and transit-oriented buildings, landscape, and streetscape design.
- Provide necessary transportation and public facility improvements to support the plan.

Policy 1

Plan sufficient density to sustain a fully realized town center.

Strategy

Develop at densities and intensities that will sustain the center's facilities and balance retail, employment, and residential uses.

Policy 2

Establish a distinctive sense of place.

Strategy

Provide gateway features, unique architecture, and community focal points.

Policy 3

Promote pedestrian- and transit-oriented design principles.

Strategies

- Develop a balanced pedestrian and multimodal transportation system that invites pedestrians, bicyclists, and transit riders, as well as motor vehicles.
- Ensure safe and comfortable pedestrian circulation throughout the center through the inclusion of sidewalks, pedestrian crossings, and other pedestrian-friendly amenities.

Amendments to General Plan Tiers and Centers

Currently, the General Plan places the proposed community center site and adjacent MARC Station within the Rural Tier. This area should be specifically targeted by the General Plan for growth through development and redevelopment. The location was chosen for a community center based on its proximity to a major transit rail facility (MARC), Bowie State University, open space, and its potential for mass transit linkages. The community center is located on the properties north of and including the Bowie State MARC Station. This location ensures that citizens within the project area and surrounding communities have reasonable access to the center.

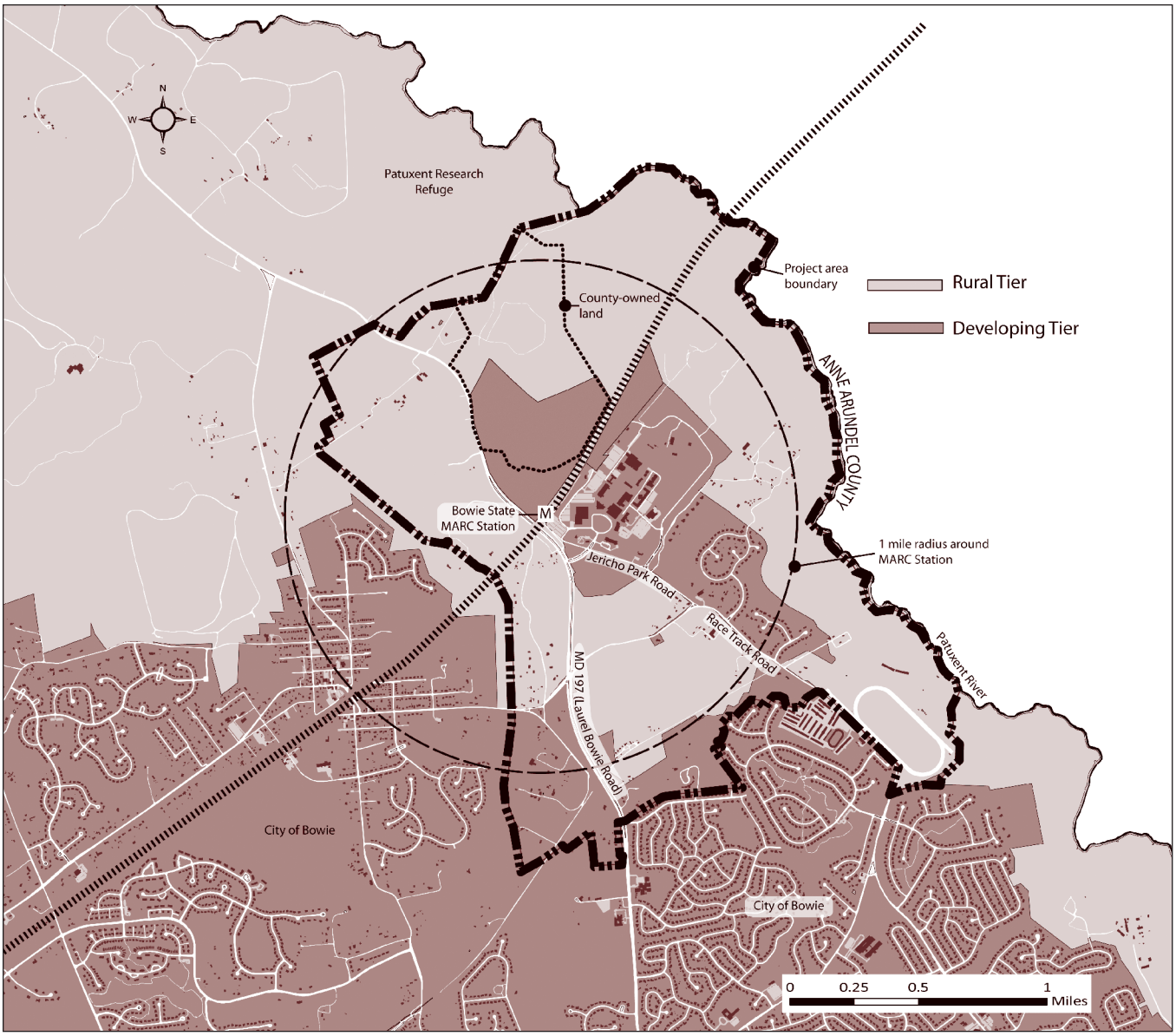
Community Center Definition: *Community centers are concentrations of activities, services, and land uses that serve the immediate community near these centers. They typically include a variety of public facilities and services-integrated commercial, office, and some residential development and should be served by mass transit.*

The center is intended for a mix of medium-intensity nonresidential and residential uses that are consistent with the existing or planned investment in the public infrastructure. The proposed community center is envisioned as a mix of residential and nonresidential uses that are community-oriented in scope, with development and redevelopment encouraged around the MARC Station. Land use recommendations promote the evolution of the center into a successful place where residents and citizens want to live, shop, work, and recreate.

In order to accomplish the vision for this plan, the Rural and Developing Tier boundaries are amended as follows:

The Developing Tier is extended by approximately 163 acres to include 95 acres of the 219 acre county-owned land and all properties north of Bowie State University, east of MD 197, south of the Patuxent National Wildlife Refuge, and west of the Fran Uhler Natural Area. (**See Map IV-2: Proposed Development Pattern, facing page.**) The General Plan identifies these properties as part of the Bowie State MARC Station Community Center designation. These properties are also designated as a community center marketed towards neighborhood-oriented commercial, residential, sports, and recreation facilities primarily serving the Bowie area, with some regionally marketed employment and higher educational facilities.

Map IV-2: Proposed Development Pattern



Chapter V: Action Plan

The Bowie State MARC Station Sector Plan is built on four elements—Land Use and Economic Development, Design and Appearance, Infrastructure Elements, and Community Involvement. Each element states a goal to guide the achievement of a desired future condition, asserts policy statements to identify the intent upon which implementation should be evaluated, and identifies strategies to accomplish declared goals.

Land Use and Economic Development

Economic guidelines and a comprehensive land use and marketing strategy will provide incentives and accelerate development.

A diversity of land uses and building types is critical to the viability and vitality of a mixed-use community center at the Bowie State MARC Station that incorporates a network of pedestrian-oriented streets and amenities. Existing market conditions within this area necessitate measures by the county to stimulate development and investment at this location. Economic guidelines and a comprehensive land use and marketing strategy will provide incentives and accelerate development.

Goals

- Create a viable and vibrant community center, concentrated at the Bowie State MARC Station, through appropriate density, sustainable design, mix of uses, and land preservation. (**See Map V-1: Community Center Neighborhoods, facing page.**)
- Encourage the use of the Bowie State MARC Station and alternative modes of transportation by ensuring pedestrian-oriented design.
- Foster public-private partnerships to create employment and professional development opportunities for Bowie State University (BSU) and area residents.
- Strengthen BSU's relationship with the broader community.
- Increase BSU's housing and retail options to help sustain the university's planned enrollment, program, and facility expansion.
- Attract and retain high-quality commercial and mixed-use development to increase employment and retail opportunities.

Map V-1: Community Center Neighborhoods

Map V-2: Possible BSU Uses in the Community Center

Policy 1

Promote development of high-quality residential and non-residential uses that have an appropriate density for their specific location and adjacent land uses.

Strategies

- Change the current zoning of the community center area to mixed-use.
- Reclassify the community center's water and sewer classification to Category 5 when it meets the County's Water and Sewer Plan criteria.
- Establish densities for the Village Center between six and 22 units per acre and encourage mixed-use.
- Establish densities for the Bowie State MARC (BSM) Office and Research Campus with a FAR of 0.15.
- Establish densities for the North Village between four and 16 units per acre.
- Provide a mix of civic, office, university and retail uses that attracts a diverse user group.
- Encourage a larger private office or government user to locate at the Bowie State MARC Office and Research Campus location adjacent to the Village Center.

Policy 2

Create opportunities for BSU to develop campus-related buildings in the community center to meet the needs of its expanding enrollment and the demand for professional development opportunities.

Strategies

- Encourage and assist BSU to establish an office of real estate development under the guidance of the University President, or contract a real estate development consultant to create an action plan, timeline, and financing strategy for BSU's campus development and growth in the community center.
- Dedicate land in the BSM Office and Research Campus to a laboratory school.
- Encourage an elderly housing/nursing care facility and/or other uses within the community center that can generate revenue, create professional opportunities, and strengthen BSU's relationship to the broader community.

- Encourage a convocation center to be located in the community center to serve as a landmark structure and as a resource for BSU and the broader community.

Policy 3

Prioritize activities that improve the image and perception of the area to attract quality business and employers.

Strategies

- Develop a public/private partnership to obtain and commit financial, personnel, and other assistance to support implementation of the plan's economic and development strategies.
- Intensively market the area and develop a tenant recruitment program.
- Establish a multidimensional branding campaign that forges a distinct identity for the area, promotes its competitive advantages, and alerts private investors to its readiness for business.
- Encourage PEPCO, Verizon, Comcast, Baltimore Gas and Electric (BGE), Washington Gas, and other electrical and technological infrastructure service providers to update or extend their services to attract new residents, employers, and businesses to locate to the area.

Establish a multidimensional branding campaign that forges a distinct identity for the area.

Policy 4

Utilize county, state, and federal government assistance programs to develop the area.

Strategies

- Place the community center in the State of Maryland's Priority Funding Area (PFA), allowing eligibility for funding items such as transportation facilities, state leases and new office facilities, as well as economic development assistance.
- Promote financial assistance programs available through the Redevelopment Authority, the county's Economic Development Corporation, the Prince George's Financial Services Corporation, the State of Maryland, and the federal government for business start-ups, facility expansions, job creation, and equipment purchases.
- Establish a state- and university-sponsored program to fund and encourage start-up businesses within the community center that are offshoots of university programs or technological infrastructure.
- Work with BSU and its students to explore student-run co-op business opportunities which can provide affordable services to fellow students and the larger community (i.e. computer repair, bike repair, food service).
- Provide incentives for local and national businesses to locate and expand in the community center.
- Explore the opportunity of forming a business improvement district (BID) upon the successful build-out of the community center to fund special operating expenses, provide advertising to market the center, and enhance capital improvements to augment standard government services for maintenance and security in the area.
- Explore financial and regulatory incentives for small property owners to assemble land suitable for mixed-use development within the designated mixed-use areas.

Design and Appearance

Clear design guidelines are essential to creating a community center that is sustainable, aesthetically appealing and enticing to new development. The design guidelines for new development define a consistent framework for sustainable site and building design, streetscapes, height restrictions, mixed-use densities, parking requirements, and open space. They will help investors and developers visualize and realize the development potential of the area while ensuring the community center respects its environmental context and serves as a model for green development in the county.

Goals

- Create attractive and physically integrated neighborhoods.
- Ensure neighborhood safety through design that deters criminal activity.
- Maintain a safe, accessible, and sustainable environment that invites new residents, businesses and jobs and retains the high quality of life of existing residents.
- Encourage high-quality, sustainable design and architecture in all development projects to attract developer and investor interest.

Bowie State MARC Station Sector Plan Area

The Bowie MARC Station Sector Plan comprises the community center and the larger 2,300 acre sector plan area. The plan envisions a mixed-use, walkable, transit-oriented development concentrated at the MARC Station and retention of existing residential neighborhoods outside the community center. Certain design elements will be consistent throughout the entire sector plan area. The following design guidelines apply to the sector plan area in its entirety.

Safety Guidelines

Crime Prevention Through Environmental Design (CPTED) focuses on providing residents, workers, and visitors with safe and comfortable areas that are not conducive to criminal activity. CPTED principles discourage criminal activity by applying central design tenets such as territoriality, natural surveillance, activity programming, and access control. Incorporating CPTED principles and guidelines into existing and new development can produce a safe environment in the sector plan area.

This plaza is an inviting public space that attracts visitors to local businesses while implementing CPTED principles.

Strategies

- Encourage low walls, fences, visually permeable screening methods, and elevated ground floors of residential dwellings to establish a clear delineation between public and private space and to foster a sense of ownership.
- Design buildings to maximize visibility and enhance natural surveillance of the public realm. Provide windows, storefronts, clearly visible entrances, balconies, and porches that face the streets and public spaces, promoting eyes on the street.
- Enforce clear sightlines along sidewalks.
- Design streets and parks with ample, accessible sidewalks and paths that promote pedestrian activity and social interaction.
- Provide appropriate pedestrian-scaled lighting along sidewalks, pathways, service entrances/areas, parking lots, and alleys.
- Incorporate special programming, such as arts festivals, block parties, and farmers markets to allow residents to get to know one another and to consistently provide a lively street environment.
- Design and locate open spaces, recreation facilities, and gathering areas in central, public locations that are framed by public streets allowing for natural surveillance and access control. Program public spaces with multiple uses and activities to encourage greater casual surveillance.
- Utilize well-designed sidewalk pathways, special materials, landscaping, attractive gates, and distinctive architecture. Prohibit the use of unattractive materials such as chain-link fencing, concrete or cinder block walls, and barbed wire as access-control methods in favor of durable, attractive materials.
- Install traffic-calming techniques that reduce street traffic speeds, help to beautify the public realm, and reduce potential criminal activity.
- Utilize code enforcement methods, regular street sweeping, and community cleanups to maintain quality landscaped public spaces and to discourage illegitimate behavior and activities.

Incorporate special programming, such as arts festivals, block parties, and farmers' markets to allow residents to get to know one another.

Paved sidewalks—with planted trees separating them from the curb—encourage pedestrian activity.

Design Guidelines

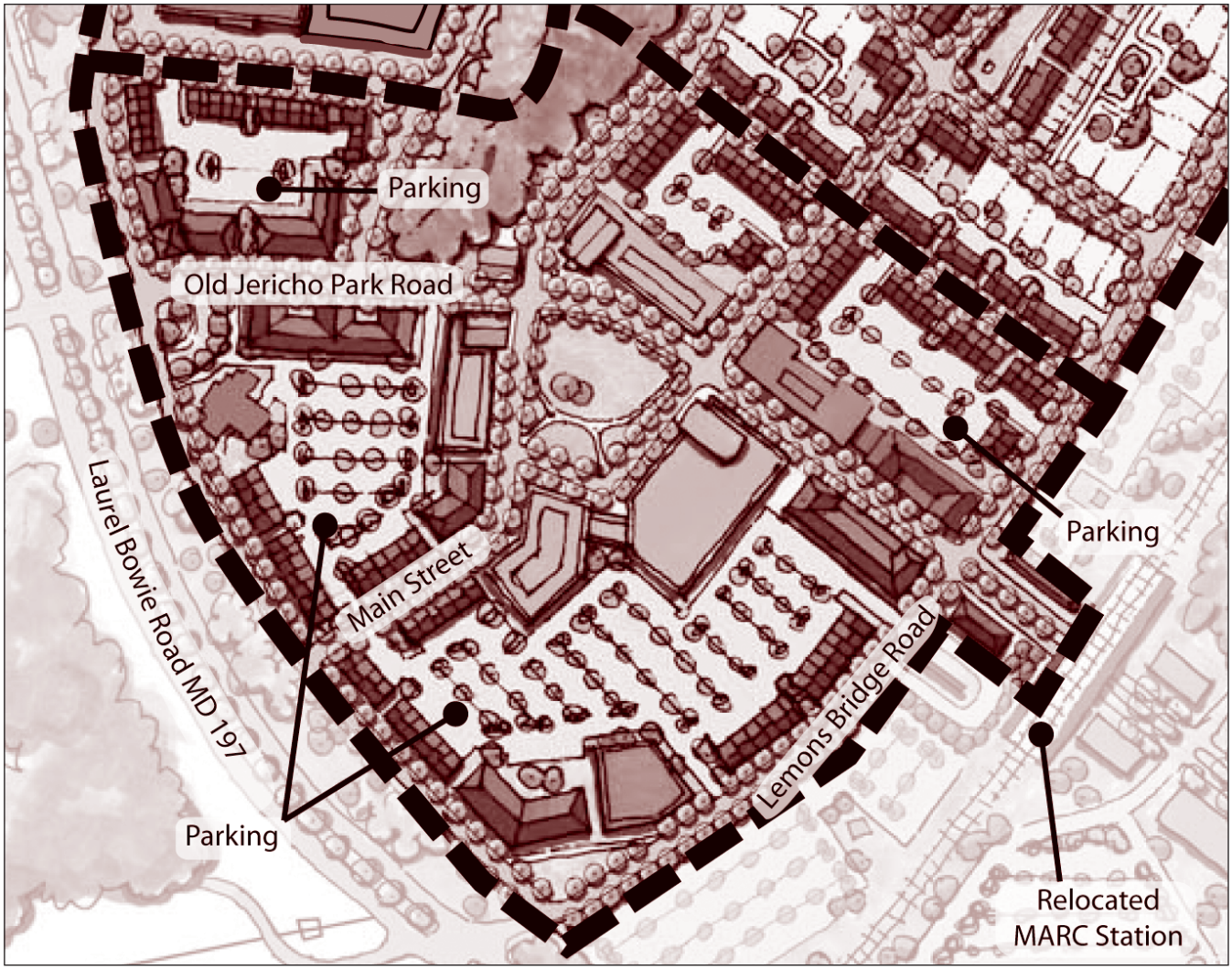
Design guidelines serve as evaluation criteria during the development review process and help ensure the suitability, quality and sustainability of development projects. They identify the preferred design and, where appropriate, location of sites, circulation patterns, street furniture, and open space and utilities.

Strategies

1. Site Design

a. Design a network of aesthetically pleasing and sustainable public streets and spaces that encourage pedestrian activity and foster community life and a shared identity.
b. Orient building frontages towards streets, courtyards, or plazas to establish a street wall that defines the public right-of-way space and frames an aesthetically pleasing, active and pedestrian-oriented public realm.
c. Design and treat buildings on corner lots as having two street frontages governed by the relevant street guidelines.

Map V-3: Village Center Parking



d. Place off-street parking at the rear or side of buildings.
e. Allow for regulated on-street parking on all streets to help reduce automobile speeds and to create a buffer between pedestrians and vehicular traffic.
f. Provide low-screen walls, attractive fences, or hedges at those places where surface parking can be viewed from the street.
g. Provide tree wells and rain gardens (for stormwater collection) with landscaping and trees in all surface parking lots to diminish the impact of impervious surfaces and reduce heat island effects.
h. Provide a tree planting zone between the curb and sidewalk area to provide natural beauty, shading, safety, and habitat. In residential areas, this landscaped zone should be a six-foot minimum lawn or landscaped strip. On commercial and office-oriented streets, trees may be planted in at-grade tree boxes with tree grates or metal tree guards around the tree-box perimeters using structural soil where appropriate.
i. Locate loading and service areas in the rear of buildings away from public views. If not feasible, use proper screening at the street.

2. Circulation

a. Design all new streets to reduce auto speeds and to balance the needs of vehicular, pedestrian, and bicycle traffic.
b. Design all new streets on a gridded street pattern and avoid the use of cul-de-sacs to increase connectivity and accessibility.
c. Design neighborhoods with multiple points of entry to increase connectivity and accessibility.
d. Locate parking behind buildings and design service access either from alleys or secondary streets to minimize pedestrian and auto conflict at the front of buildings.
e. Seek opportunities to consolidate shared driveways and parking access areas to minimize curb cuts, promote pedestrian safety, and improve vehicular traffic flow.
f. Incorporate paved sidewalks 15 to 20 feet wide along commercial streets and include pedestrian amenities such as benches, trash receptacles, bike racks, and bus shelters to encourage strolling and window shopping.
g. Encourage on-street parking where appropriate to create a safety barrier between storefront walkways and through-streets.
h. Provide human-scaled, pedestrian-oriented retail and/or office frontages with wide expanses of glass at the ground floor in designated commercial areas.
i. Construct textured and/or raised crosswalks in the community center to further delineate pedestrian crossings and alert drivers to their location.

TOP: Existing conditions on Laurel Bowie Road at Lemons Bridge Road. BOTTOM: Laurel Bowie Road reenvisioned with a bike lane, street trees planted in the median, and office or residential townhouses or multifamily buildings separated by a frontage road.

3. Street Furniture

a. Provide pedestrian-oriented street lighting that relates to the human scale and is contextually compatible with the architectural style of the neighborhood.
b. Incorporate street and site amenities in plazas, storefront walkways, sidewalk areas, parks, and open spaces to create pedestrian comfort. Design and construct street furniture to complement building style and materials. Street furniture should include—but not be limited to—bicycle racks, bus shelters, benches, trash receptacles, sculpture and public art, and fountains where appropriate.
c. Plant street trees along both sides of all streets to soften and humanize the street edge, provide shade and animal habitat, help clean the air, diminish heat island effects, maximize evapotranspiration, and reduce stormwater runoff (subject to regulations and approval of the Department of Public Works and Transportation (DPW&T)).
d. Trees should be planted in tree grates or tree boxes along walkways on major streets within the community center. Alternatively they should be planted in landscaped planting strips between road curbs and sidewalks. Trees should be planted in medians that are wider than six feet. In all cases, tree wells, planting strips, and medians should be incorporated into the area's stormwater management system and may be designed as bio-retention swales and/or rain gardens.

4. Open Space and Utilities

a. Incorporate sustainable and low-impact design features in all open spaces, such as pervious paving, bio-retention swales, rain gardens, and indigenous plant and tree species.

Create accessible and usable open spaces such as parks, squares, greens, and/or plazas throughout the sector plan area.

b. Create accessible and usable open spaces such as parks, squares, greens, and/or plazas throughout the sector plan area as central focal points. More formal spaces should incorporate design elements such as fountains, public art, sculpture, and other architectural and landscape elements to create attractive gathering places.

c. Where possible, provide mid-block open spaces to maximize pedestrian connections and enhance the pedestrian experience.

d. Where possible, incorporate pavement patterns using different textures, colors, and/or patterns to guide movement and highlight different pedestrian experiences.

e. Place electrical and cable infrastructure such as wiring and switch boxes underground and at the rear of buildings to avoid the visual clutter of poles, boxes and wires.

Laurel-Bowie Road (MD 197)

Enhance the MD 197 corridor as it passes through the sector plan area to help announce the community center and Bowie State University to visitors.

Strategies

- Place office or residential townhouses or multifamily buildings along MD 197 in the community center separated from MD 197 by a frontage road. The minimum distance between the edge of the frontage road and the edge of MD 197 should be 100 feet.
- Incorporate buffered bike lanes and sidepaths and place pedestrian-scaled light poles (highlighting BSU, the MARC Station, and the community center) along MD 197.
- Plant native species street trees (32' maximum spacing) along MD 197 at the outer edge of the bike lane (subject to regulations and approval of the Maryland State Highway Association and the Department of Public Works and Transportation (DPW&T)).
- Extend the MD 197 median from Race Track Road to Old Jericho Park Road so that it passes along the community center. Allow the median to be designed as a bio-retention swale with native flowering trees and ground cover to help distinguish the community center as a notable place.

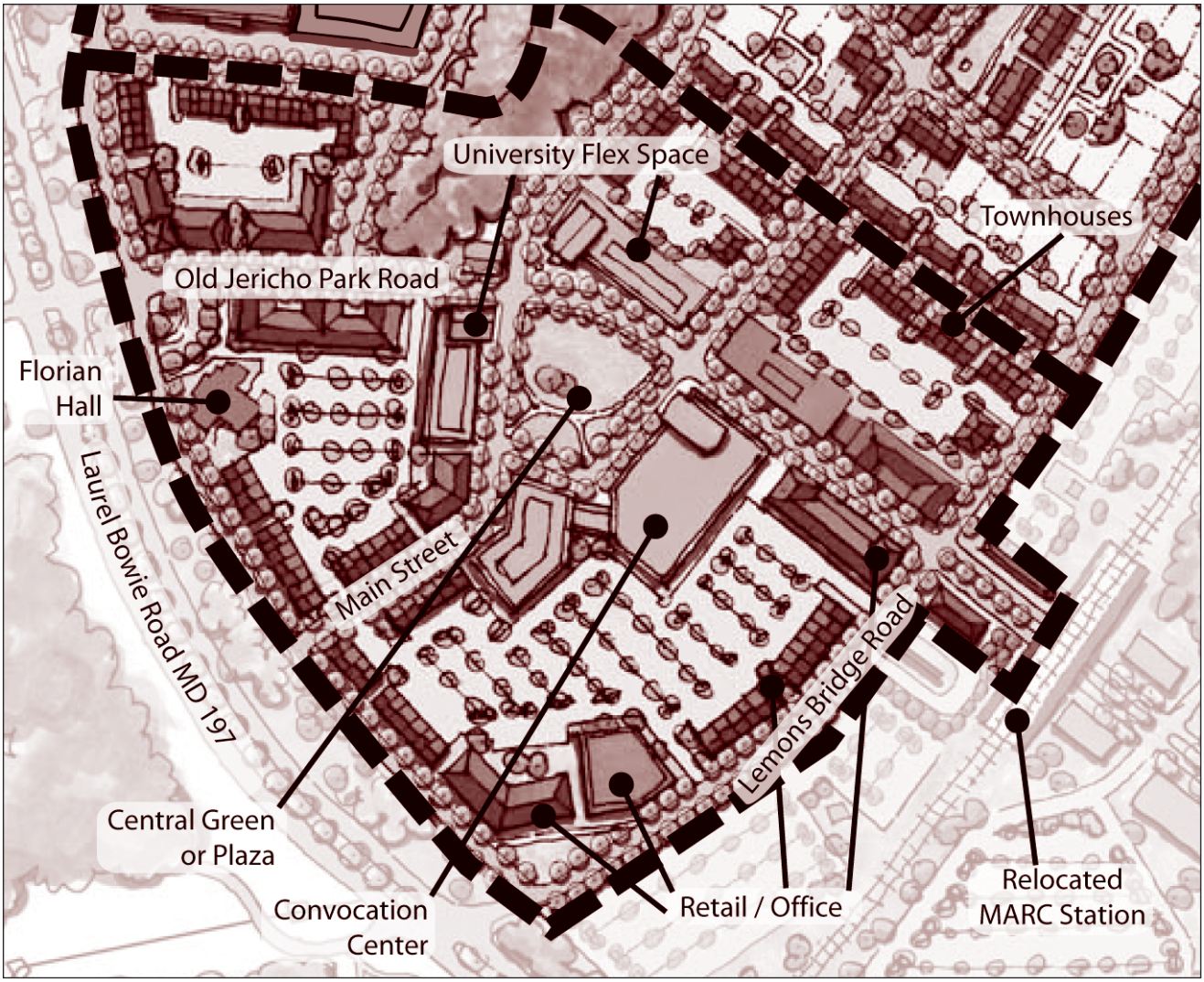
Village Center

The Village Center should serve as the vibrant and attractive mixed-use core of the community center. Its "main street" should be easily accessible from the university via pedestrian connections and should connect to the MARC Station to maximize patronage from transit commuters. Its design and mix of uses will reduce users' reliance on automobiles and encourage active streets.

Goals

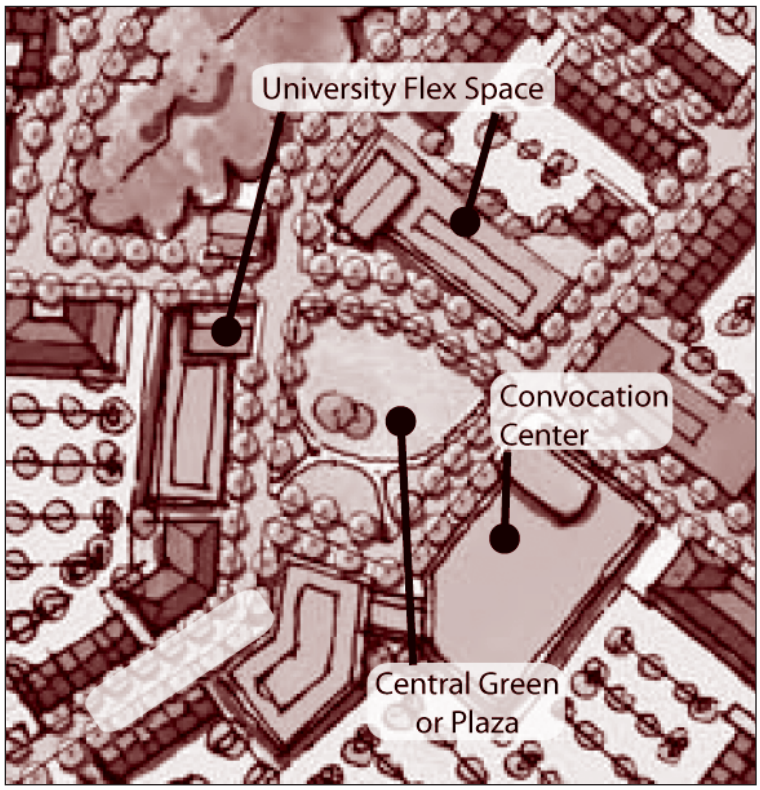
Encourage high-quality, sustainable design and architecture in all development projects to attract developer and investor interest and ensure a high quality of life for residents and work environment for businesses.

Map V-4: Village Center Illustrative Site Plan



Transit Oriented Design (TOD) Guidelines
Develop Bowie State MARC Village Center using TOD principles and practice.

Map V-5: Village Green



Buildings surrounding a village green or central plaza help define the open space while its users help generate activity.

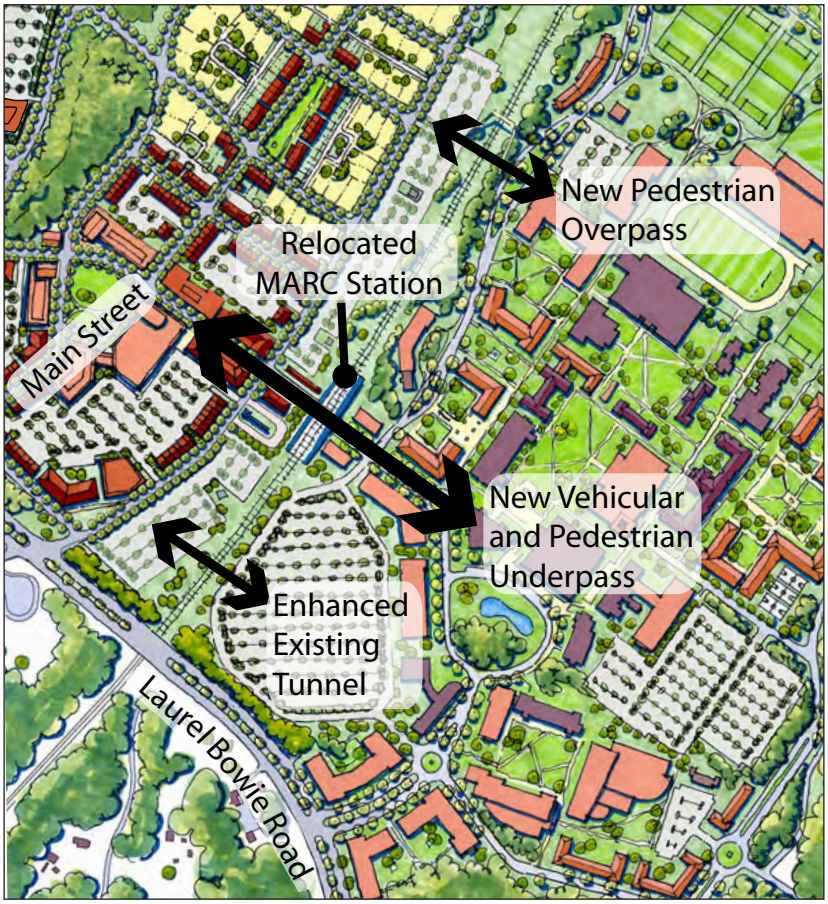
Strategies

- Provide a vertical mix of uses with ground floor retail at designated areas. In residential-only buildings, provide gathering spaces, lobbies, etc., on the ground floor to help animate the street.
- Establish Old Jericho Park Road as the community center's "main street" with continuous retail facades facing the street. Border the "main street" with a 20-foot-wide sidewalk to provide for outdoor dining, street trees, and street furniture.
- Provide on-street parking on all streets.
- Allow for up to four-story buildings in the Village Center to take advantage of its proximity to the MARC Station.
- Provide a "village green" along Old Jericho Park Road to serve as a central open space. The village green should be a minimum of 10,000 square feet in size, should incorporate design elements such as a fountain, public art, sculpture, and benches to help animate the space, and be programmed year-round with community and university activities to stimulate adjacent retail uses.
- Design multiple pedestrian connections between the community center's three neighborhoods and Bowie State University. (**See Map V-6: Pedestrian and Vehicular Connections, facing page.**)
  - Improve the appearance and lighting of the existing pedestrian underpass at the MARC Station to enhance commuters' sense of security.
  - Build a vehicular and pedestrian underpass at the new MARC Station that links directly into the main street of the community center.
  - Construct a pedestrian overpass north of the new MARC Station location to improve the connectivity between BSU and the North Village.
- Provide bike racks throughout the community center to make bicycle parking convenient and safe.
- Provide a variety of housing types and cost points within the community center to attract a broad spectrum of residents.

Village Center Design Guidelines

The following architectural design guidelines should be incorporated into all buildings within the Village Center.

Map V-6: Pedestrian and Vehicular Connections



Guidelines

1. Building Design

a. Design all buildings within the Village Center with high-quality materials and treatments. Exterior building walls should be constructed with brick, stone, precast concrete, metal, and other high-quality materials. Reflective and tinted glass should not be used within the sector plan area.

b. Design ground floor levels of all buildings within the Village Center to be taller than the upper floor levels.

c. At the ground floor level, provide architectural elements that have a pedestrian scale. Large expanses of identical building walls should be avoided. Facades that provide a regular and frequent pattern of architectural variety through modulation of wall planes, detailing, color, texture, material, and the incorporation of art and ornament are encouraged.

d. Design ground floors in the Village Center facing streets or public squares to be 15 to 20 feet in height to accommodate retail users and include wide expanses of glass.

e. Create unique and distinguished entrances along the Village Center streets through the use of distinctive form, detail, materials, color, ornament lighting and/or signage.

f. Encourage multiple entrances not more than 50 feet apart throughout the Village Center to stimulate pedestrian activity.

g. Incorporate projections and recesses to add interest to buildings and to highlight entrances. Awnings and canopies made of high-quality materials, and proportional in design and placement should be used, where appropriate, over doors and windows. Colors should be compatible with primary building materials and with adjacent buildings. Back-lit vinyl awnings should be discouraged.

h. Line all structured parking garages facing streets with residential or office uses to shield them from public view. Where structured garages

A rendering of the community center's main street, leading to the central green and lined with a mix of uses, street trees, and wide sidewalks.


Bowie Restaurant
CAFE PARADIS

face the street, ensure that they are designed to promote visual interest, and are wrapped with ground floor retail. Avoid long, horizontal openings along the street.

i. Incorporate building signs, appropriately located and constructed of durable high-quality materials, into the overall architectural design of buildings. Ensure consistency in placement, size, material, and color in multi-tenant buildings.
j. Ensure that exterior building lighting is targeted and directed away from adjoining buildings.
k. Encourage the use of habitable roofs (rooftops that occupants of a building can use for gardening, socializing, and sunning) with appropriate paved surfaces and shade elements.
l. Encourage the use of green roofs to reduce stormwater runoff and to create energy efficiencies.
m. Provide facade or building massing elements that allow larger community center buildings to be visually or physically compatible with adjacent single-family residential dwellings.
n. Blank building walls should not face streets.

2. Vertical Composition

a. Compositionally organize all buildings to have a base and a top, with the base appearing taller than the floors above.
b. Extend the base from the exterior grade to the top of the first floor.
c. Clearly articulate the base and use a different material, color, or pattern to heighten its importance.
d. Design the cap or cornice to be substantial in height: a minimum of one to six feet on two-story buildings and two to six feet for three and four-story buildings.
e. Give preference to vertically proportioned windows. Ribbon or horizontal bands of glass windows should be avoided.

3. Retail Building Fenestration

a. Design a minimum of seventy percent of first-floor facades along commercial streets within the Village Center to be glazed.
b. Ensure glazing to be transparent and discourage reflective glass.
c. Design sills above sidewalks to have a maximum height of thirty (30) inches on all commercial streets.

Retail Building Fenestration

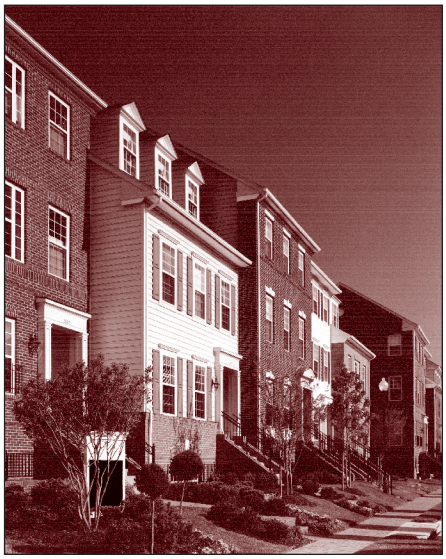
TOP LEFT, FACING PAGE: An example of a townhouse with a clearly defined base. BOTTOM LEFT, FACING PAGE: An example of effective retail signage that identifies store entrances. ABOVE: An example of a unique retail entrance distinguished by its use of different materials and colors.

4. Retail Signage

a. Marquee signs, projecting signs, wall signs, and A-type signs less than 42" should be permitted. Individual backlit letters should be permitted.
b. Flashing signs should not be permitted.
c. Buildings should be designed to include a "signage zone" above retail.
d. Flat wall signs should have horizontal proportions and should not protrude above the sill line of the second floor. Projecting signs are exempt from this requirement.
e. All signs should require review and a permit prior to installation.
f. Signs should reflect the architectural style of the building and its use. Design, materials, size, logos, and colors should complement and enhance (not dominate) the building style and use of the building which it advertises.
g. Illuminated box signs should be discouraged within commercial and retail establishments. However, external lighting and signs comprised of individual backlit characters should be encouraged.
h. Awnings should be permitted directly above commercial uses. They should have a metal structure covered with fabric. Awnings may have a front skirt. However, the bottom of the skirt should not be scalloped. Awnings may include logos and text but should not be backlit.

5. Town House String Composition

a. Design strings of townhouses as composed buildings rather than as individual, independent facades.
b. Design horizontal breaks in the street/building face, as well as vertical breaks, to occur as a part of the building composition rather than randomly.
c. Allow changes in materials to occur to reinforce the building composition—but not randomly.



ABOVE: An example of a row of townhouses designed as a composed building. RIGHT: An example of undesirable horizontal breaks that occur at random in a row of townhouses. BOTTOM LEFT: An example of desirable horizontal breaks in a row of townhouses, using materials to reinforce the buildings' compositions. BOTTOM RIGHT: An example of undesirable changes in material that occur at random in a row of townhouses.

6. General Architectural Guidelines

a. Building Orientation

- All building facades should be oriented to the street.
- Corner buildings should be oriented to both streets.

b. Facades

- Buildings longer than 125 feet—measured at the build-to-line—should be designed to look like more than one building. No section of such building, designed to appear as more than one building, should exceed 125 feet.
- A clear distinction between the ground floor and upper floor levels should be articulated at the base.

c. Building Entries

- All primary-building entrances should face the street or onto courtyards facing the street.
- Residential entrances should be fronting the street.
- Service entrances should be at the rear of buildings or screened and set back from the front of buildings.
- Entrances to second- and third-story uses should be fronting the street.
- Secondary entrances may be located at the rear and sides of buildings.
- Apartment/condominium buildings should be designed in such a way that ground floor units have individual entries from the street.
- All entries on primary facades should be higher than the sidewalk elevation.

d. Roofs

- Dormers should be placed a minimum of three feet from the side of buildings.
- Roof penetrations, except stucco or brick chimneys, should be placed so as not to be easily visible from streets and painted to match the color of the roof, with the exception of those crafted from a metal, which may be left unpainted.
- Gable ends on stoops, porches, and balconies should have no less than a 6/12 pitch.
- Hip roofs should have no less than a 6/12 pitch.
- Roof-vent penetrations should be located at least ten feet from any exterior building face.
- All hipped or gabled roofs must have eaves.
- Cornices are required on buildings with flat roofs and should include projections beyond the building face.
- Gutters and downspouts, when used, should be made of galvanized steel, copper (not copper coated), or aluminum.
- Attic vents should be appropriate to the style.

e. Windows Along Street Frontages

- Specialty windows (oval, octagonal, Palladian) are restricted to one per section of facade.
- Triangular windows are not permitted.
- Openings for windows and window panes must have a vertical dimension greater than or equal to the horizontal dimension.
- If exterior shutters are used, they should be sized and mounted appropriately to fit their windows.
- It is encouraged that windows on the ground floor be simulated true divided light.
- Glass block is not permitted.
- Windows may be grouped, if separated by a mullion at least five inches wide, to create a horizontal composition. The maximum combined horizontal dimension may not exceed three times the combined vertical dimension.
- Windowsills should project a minimum of one inch from the building face.
- Doors, except garage doors, should be, or should appear to be, constructed of planks or raised panels (not flush with applied trim).
- Where masonry is used, all entryway and window openings should have concrete or masonry lintels.
- All window trim should be a minimum of three and a half inches in width.
- Any building utilizing masonry or stucco as the exterior material should have windows inset at least three inches.
- Windows should be clear glass. No reflective or tinted glass is permitted.

Designs and materials must be consistent on all primary facades.

f. Walls

- Designs and materials must be consistent on all primary facades.
- Ancillary buildings should be constructed of the same materials as the principle structures.
- Foundation walls of stoops and porches must be consistent with the foundation treatment of the buildings.

- Wood elements such as trim and visible window framing must be painted or sealed with an opaque or semi-solid stain.
- Where real or simulated brick, stone, stucco, or similar materials are used on the primary facade(s), the material should continue along the secondary facades a minimum of 16 inches in depth measured from the face of the primary façade.

g. Colonnades, Arcades and Loggias

- The vertical dimension of the openings between columns, piers, or posts on colonnades or arcades should be more than one time the horizontal dimension of the openings.
- Where classical arcades or colonnades are used, the orders should be Tuscan, Doric, or Ionic with correct proportions and profiles according to *The American Vignola*.

h. Stoops Porches and Balconies

- All townhouses and stacked townhouses should have either covered stoops or door casings appropriate to the style.
- The vertical dimension of the openings between columns, piers, or posts on a porch, stoop, or balcony should be at least 1.6 times the horizontal dimension of the openings.
- Screens are not permitted on stoops, porches, or balconies facing the street.
- Balconies should be structurally supported by brackets or beams when facing public streets.
- Porches and stoops must be a minimum of twelve inches above the adjacent sidewalk elevation.
- Asphalt shingles are not permitted on roofs of stoops or ground level porches.
- Balconies are permitted to wrap around corners.

i. Colors

- Colors should be consistent with the style of the building.
- Garish or neon colors should not be used.
- A variety of material colors should be used. Façade colors should be used strategically to create a sense of diversity (while maintaining harmony). Interspersing occasional dark siding colors is encouraged. It is strongly encouraged that a color consultant be retained by the developer or builder to assist in overall neighborhood color palette selection and in identifying color placement on facades throughout the neighborhood.
- Changes in color from one townhouse unit to another should only occur when there is either a horizontal or vertical break in the building wall plane.
- A maximum of four townhouses or four stacked townhouse units in a row should have the same color façade.

j. Building and Mechanical Equipment

- HVAC equipment, utility meters, satellite dishes, permanent grills, and other mechanical equipment should be located so as not to be visible from the street. They should be located to the interior of the block or on roofs and should not be visible from the street. Mechanical equipment should not vent to the street side of the building. Window air conditioning units should not be permitted.

k. Site Utilities

- Site utility structures, such as transformers, should be located to the interior of blocks (behind buildings) or along the side of the buildings.

l. Lighting

- All street lighting, parking lot lighting, and porch lights should be incandescent, halogen, natural gas elements, or metal halide. High pressure sodium is permitted only in parking lots behind buildings.

m. Materials

- Natural materials, such as brick, stone, stucco, EIFS (synthetic stucco) and wood siding, are permitted on all facades of buildings. All materials on primary facades should either be natural materials or materials that accurately mimic natural stone, such as fiber cement siding—Hardiplank, Hardishingle, and Harditrim—or artificial stone.
- Natural materials, such as wood and slate shingles, are permitted on building roofs. Metal standing seam roofs and architectural grade asphalt shingles are also permitted. Artificial materials, including architectural grade asphalt shingles, should not be permitted on stoops, porches, bay windows, and other similar projections.
- Artificial materials, including vinyl siding, should only be used on secondary facades not facing streets.
- Vinyl trim should not be permitted.
- Wood, EIFS, synthetic board (synthetic wood product), fiber cement trim material, extruded polyurethane (such as Fypon) should be permitted as trim material.
- Natural and artificial trim and elements such as brackets, door and window surrounds, and columns, should adhere to historic proportions and dimensions.
- Wood windows, vinyl clad windows, aluminum clad windows, fiberglass windows, and vinyl windows should be permitted.
- For brick and stone facades, vinyl windows should have an oversized molding surround that measures a minimum of three and one-half inches and should be recessed into the brick face.
- For facades clad with siding, vinyl windows should have trim appropriate to the architectural style (consistent in style, dimensions, and placement).
- A maximum of two primary materials should be used on a façade. A primary material is one that occupies one-third or more of a façade (excluding windows) for three-story buildings or one-fourth or more of the primary façades (excluding windows) for four-story buildings. A maximum of one primary material should be used on primary façades for two-story buildings unless a craftsman style is used where proportions of materials should be consistent with the historical style.
- Metal columns should not be permitted.
- Exterior light fixtures should match the architectural style of the building.
- A minimum of 25 percent of the primary facades throughout the community center should be brick, stone, stucco, or EIFS. The intention of this requirement is not to specify that each building must be 25 percent masonry, rather that 25 percent of the individual facades be masonry.

Map V-7: North Village Illustrative Site Plan

North Village

The North Village will be a residential village associated with Bowie State University. The single-family homes and townhouses will be leased through the university to be used as staff and faculty housing as well as graduate and married-student housing. There will be no retail in the North Village as it is within walking distance of the Village Center.

Design and Appearance for the North Village Goal

Encourage high-quality, sustainable design and architecture in all development projects to attract developer and investor interest and ensure a high quality of life for residents.

Architecture Guidelines

The following architectural design guidelines should be incorporated into all buildings within the North Village.

Guidelines

1. Building Design

a. Design all buildings within the North Village with high-quality materials and treatments. Exterior building walls should be constructed with brick, stone, precast concrete, metal, and other high-quality materials. Reflective and tinted glass should not be used within the sector plan area.
b. Design ground floor levels of all buildings within the North Village to be taller than the upper floor levels.
c. At the ground floor level, provide architectural elements that have a pedestrian scale. Large expanses of identical building walls should be avoided. Façades that provide a regular and frequent pattern of architectural variety—through modulation of wall planes, detailing, color, texture, material, and the incorporation of art and ornament—are encouraged.
d. Ensure that exterior building lighting is targeted and directed away from adjoining buildings.
e. Blank building walls should not face a street.

2. Vertical Composition for North Village

See Village Center Vertical Composition guidelines (**page 76**).

3. Town House String Composition

See Village Center Town House String Composition guidelines (**page 77**).

4. General Architectural Guidelines

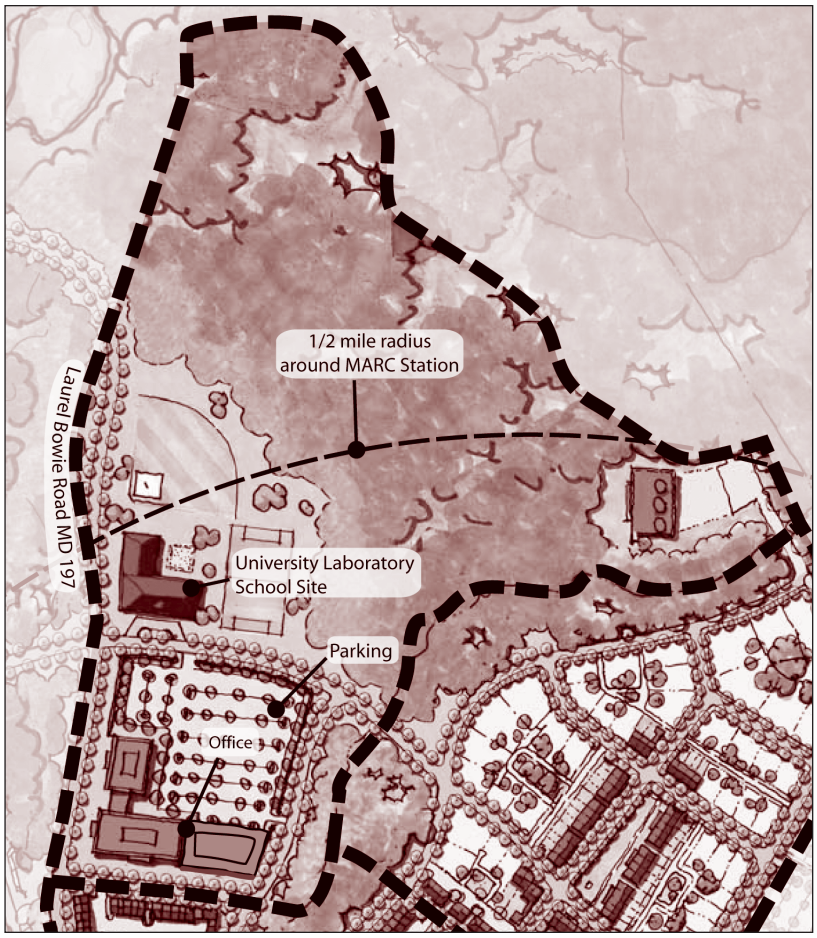
See Village Center Architectural guidelines (**page 78**).

Bowie State MARC Office and Research Campus

The Bowie State MARC Office and Research Campus will be an employment and learning area composed of a 150,000 square-foot office building adjacent to the Village Center and a 10,000 square-foot laboratory school located on the northernmost portion of the community center. The office component will be marketed towards a large government user with special security needs that could not be accommodated in the Village Center core. The laboratory school will be used to facilitate the training of BSU students enrolled in the Department of Education and Leadership program and to provide learning opportunities for Prince George's County youth and adults. There will be no retail or residential uses within the Bowie State MARC Office and Research Campus.

Design and Appearance for the Office and Research Campus Goal
Encourage high-quality, sustainable design and architecture in all development projects to attract developer and investor interest and ensure a high quality work environment for employees and businesses.

Map V-8: Bowie State MARC Office and Research Campus Illustrative Site Plan



The building's distance from the street will depend on the security goals of the buildings. The parking area can be secured by incorporating gates to the drives that lead to the parking.

Architecture Guidelines
The following architectural design guidelines should be incorporated into all buildings within the Office and Research Campus.

Guidelines
1. Site Design

a. Orient the buildings to the street to activate the streetscape, establish a presence in the community center, and screen surface parking to the greatest extent possible.
b. Place parking behind the buildings. Parking that is not screened by the buildings and is visible from the street should be screened by a masonry wall with landscaping.
c. Follow all appropriate setback requirements to accommodate the security requirements of a federal office tenant or federal contractor.

2. Building Design

a. Design all buildings within the Office and Research Campus with high-quality materials and treatments. Exterior building walls should be constructed with brick, stone, precast concrete, metal, and other high-quality materials. Reflective and tinted glass should not be used within the sector plan area.
b. Design ground floor levels of all buildings within the Office and Research Campus to be taller than the upper floor levels to give a grander appearance.
c. At the ground floor level, provide architectural elements that have a pedestrian scale. Large expanses of identical building walls should be avoided. Facades that provide a regular and frequent pattern of architectural variety through modulation of wall planes, detailing, color, texture, material, and the incorporation of art and ornament are encouraged.
d. Incorporate projections and recesses to add interest to buildings and to highlight entrances.
e. Line all structured parking garages facing streets with residential or office uses to shield them from public view. Where structured garages face the street, ensure that they are designed to promote visual interest, are wrapped with ground floor retail, and avoid long, horizontal openings along the street.
f. Incorporate building signs, appropriately located and constructed of durable high-quality materials, into the overall architectural design of buildings. Ensure consistency in placement, size, material and color in multitenant buildings.
g. Ensure that exterior building lighting is targeted and directed away from adjoining buildings.
h. Encourage the use of green roofs to reduce stormwater runoff and to create energy efficiencies.
i. Blank building walls should not face streets.

Office buildings should, at a minimum, be LEED certified and employ sustainable strategies.

3. General Architectural Guidelines

a. Leadership in Energy and Environmental Design (LEED) Green Building Rating System
- The office buildings should, at a minimum, be LEED Certified and employ sustainable strategies.

b. Building Orientation and Entries
- All primary-building entrances should face the street or onto courtyards facing the street.
- Service entrances should be at the rear of buildings or be screened and set back from the front of buildings.
- Secondary entrances may be located at the rear and sides of buildings.

c. Walls
- Designs and materials must be consistent on all primary facades. Ancillary buildings should be constructed of the same materials as the principle structure.

d. Building and Mechanical Equipment

- HVAC equipment, utility meters, satellite dishes, permanent grills, and other mechanical equipment should be located so as not to be visible from the street. They should be located to the interior of the block or on roofs and should not be visible from the street. Mechanical equipment should not vent to the street sides of buildings. Window air conditioning units should not be permitted.

e. Site Utilities

- Site utility structures, such as transformers, should be located to the interior of blocks (behind buildings).

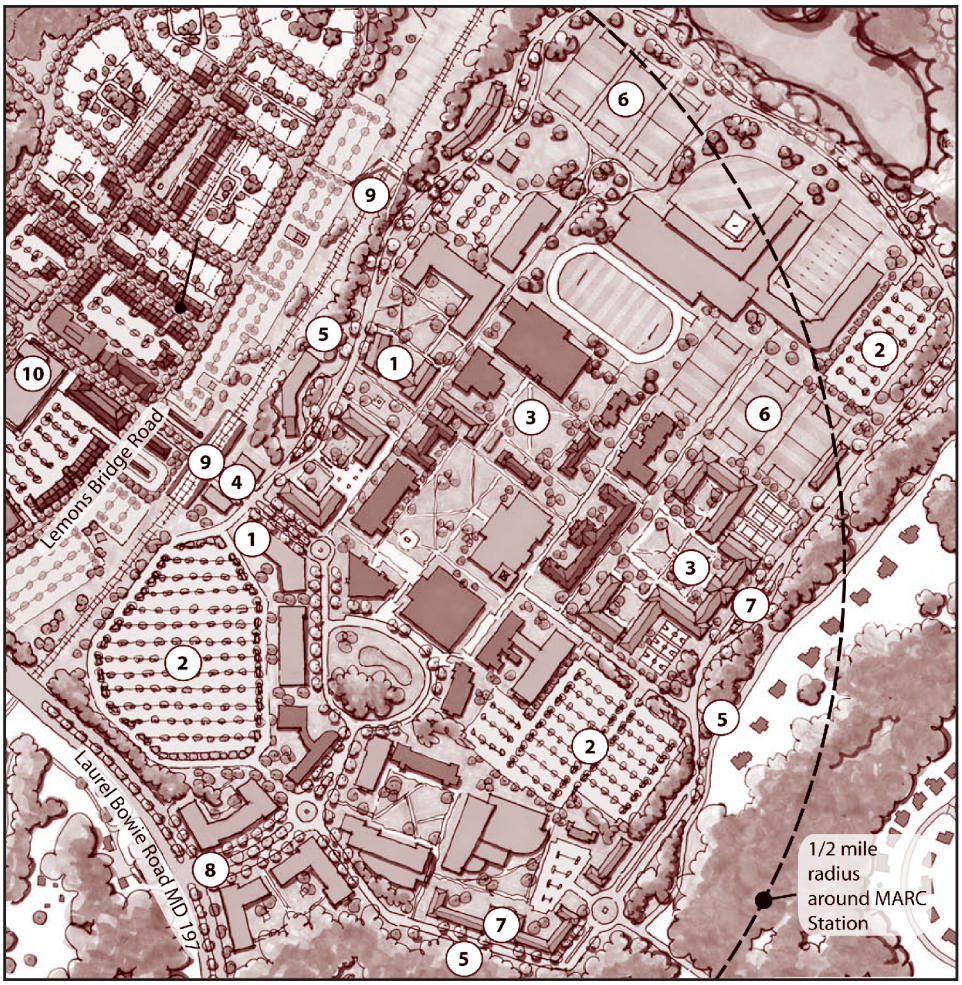
f. Lighting

- All street and parking lot lighting should be incandescent, halogen, or metal halide. High pressure sodium should be permitted only in parking lots behind buildings.

g. Materials

- Natural materials, such as brick, stone, stucco, EIFS, and wood siding, are permitted on all facades of buildings. All materials on primary facades should either be natural materials or materials that accurately mimic natural stone, such as fiber cement siding—Hardiplank, Hardishingle, and Harditrim—or artificial stone.
- Natural materials, such as wood and slate shingles, are permitted on building roofs. Metal standing seam roofs and architectural grade asphalt shingles are also permitted. Artificial materials, including architectural grade asphalt shingles, are not permitted on stoops, porches, bay windows, and other similar projections.
- Artificial materials, including vinyl siding, should only be used on secondary facades not facing streets.
- Vinyl trim should not be permitted.
- Wood, EIFS, synthetic board (synthetic wood product), fiber cement trim material, and extruded polyurethane (such as Fypon) should be permitted as trim material.
- Natural and artificial trim and elements such as brackets, door and window surrounds, and columns, should adhere to historic proportions and dimensions.
- Wood windows, vinyl clad windows, aluminum clad windows, fiberglass windows, and vinyl windows should be permitted.
- For brick and stone facades, vinyl windows should have an oversized molding surround—that measures a minimum of three and one-half inches—and should be recessed into the brick face.
- Exterior light fixtures should match the architectural style of the building.
- A minimum of 25 percent of the primary facades throughout the community center should be brick, stone, stucco, or EIFS. The intention of this requirement is not to specify that each building must be 25 percent masonry, rather that 25 percent of the individual facades be masonry.

MapV-9: Bowie State University Campus



Bowie State University Campus

The following strategies provide recommendations on how Bowie State University (BSU) can enhance its connectivity to the community center to maximize its use of upgraded transit, retail, and housing options and its relationship with the larger sector plan area.

BSU Suggested Campus Plan Goals

Building upon the June 2004 *Bowie State University Facilities Master Plan*, arrange future growth and development of the campus to benefit from its proximity to the new community center and MARC Station in order to:

- Encourage transit use.
- Support retail in the community center.
- Establish a stronger connection between the university and the larger community.

Building upon the June 2004 Bowie State University Facilities Master Plan*, arrange future growth and development of the campus to benefit from its proximity to the new community center and MARC Station.*

Strategies

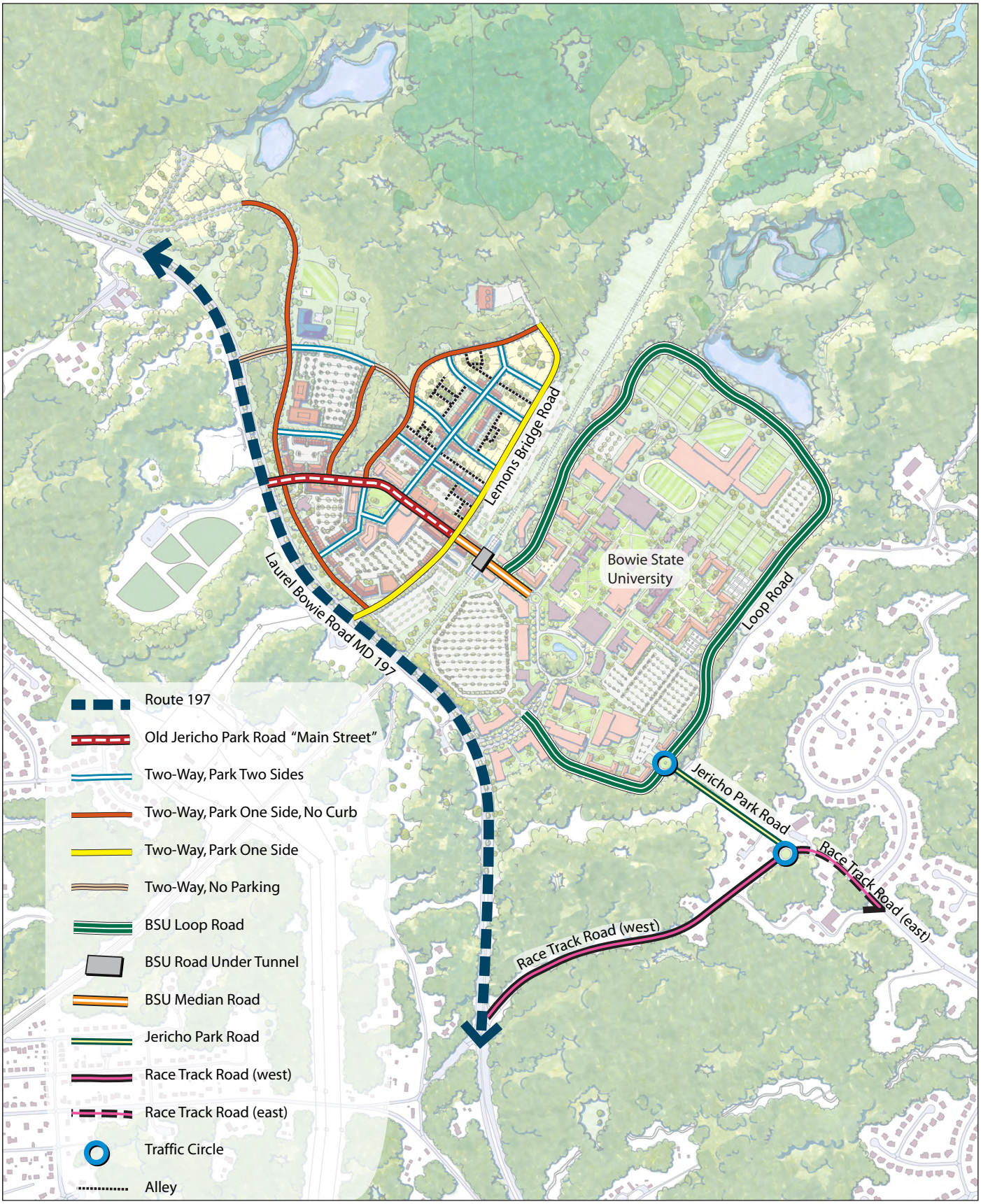
1. Organize campus uses to maximize classrooms and other occupied buildings to the west side of campus so that a higher density of students and faculty is closer to the MARC Station.
2. Consolidate parking areas on campus to make both developable land and parking areas more efficient and to enhance the pedestrian quality of the overall campus. Relegating cars to limited designated locations will reduce traffic on campus and allow for more uninterrupted pedestrian connections within and beyond the university.
3. Develop an interconnected network of open spaces on campus by linking quads and greens together to facilitate pedestrian movement through the campus and to the MARC Station and community center.
4. Develop a direct street connection from the center of the campus to the MARC Station and community-center main street. Line the street and sidewalks with buildings in order to make a more enjoyable and active pedestrian experience.
5. With the consolidation of campus parking, transform the existing Loop Road into a formal campus edge and parkway with landscaped medians, a bucolic curvilinear layout, pedestrian-scaled street, pathway lighting, and meandering sidewalks with street trees.

TOP: Existing conditions on Laurel Bowie Road at New Semchopk Road.
BOTTOM: Laurel Bowie Road reenvisioned with a bike lane, street trees planted in the median, and administrative or academic buildings flanking New Semchopk Road to serve as a gateway to BSU.

Campus buildings should be oriented to face onto Loop Road.

6. Create new sports fields for training and band practice at the north end of the campus near the new sports complex. These fields could be rented and/or made available to the community for use on weekends for youth-oriented sporting events such as soccer, softball, lacrosse, rugby, or football. The fields could potentially generate income for the university and strengthen ties between the university and larger community.
7. Place buildings on Loop Road to establish it as a viable street.
8. Place administrative or academic buildings along MD 197 and Semchopk Road to serve as a gateway to BSU.
9. Construct a vehicular and pedestrian tunnel under the train tacks to connect the university and the community center.
10. Incorporate university uses in the community center such as a convocation center/community theatre, fitness center, administration, academic buildings, and office buildings.

Map V-10: Proposed Streets Plan



Infrastructure Elements

A key goal of the sector plan is to protect and upgrade the public infrastructure to provide high quality, sustainable facilities to existing neighborhoods and accommodate proposed development in the community center. Infrastructure-elements recommendations include improvements to the roadway and transit network, pedestrian and bicycle facilities, and parks and recreation system.

Goals

- Provide a comprehensive, integrated multimodal network of roads, bus-and-rail transit facilities, sidewalks, and bike trails and lanes that are safe, efficient, accessible, and convenient.
- Ensure that the multimodal transportation network is coordinated with the plan's land use recommendations to encourage transit-oriented development at the community center and increase transit use.

Transportation

Roadways

Encourage all new development to implement transportation enhancement improvements.

Policy 1

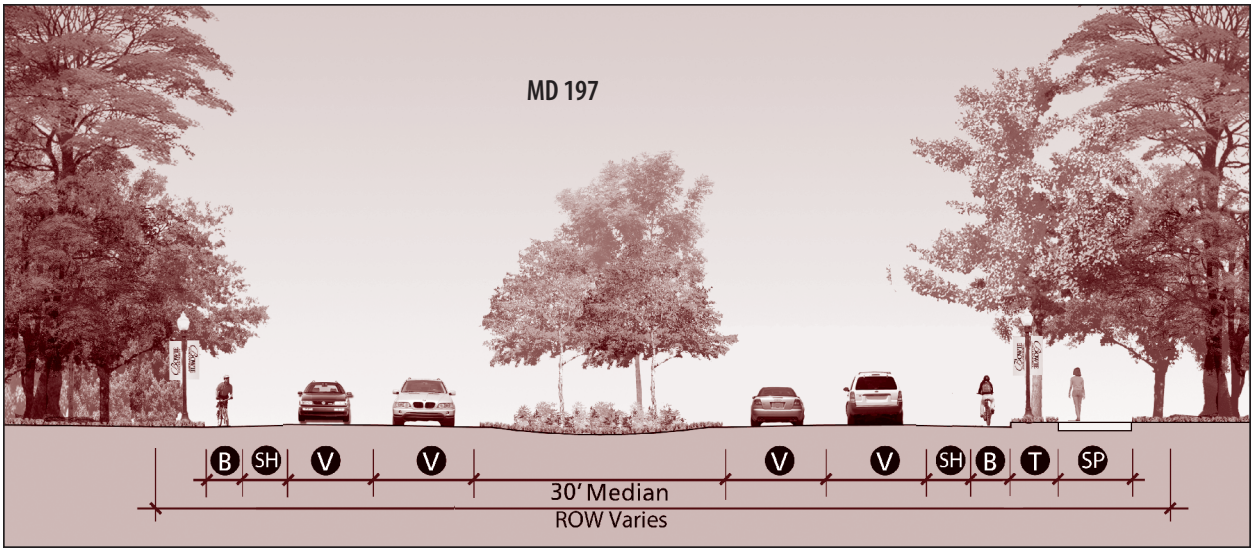
Encourage all new development to implement transportation enhancement improvements that will promote an aesthetically pleasing and integrated multimodal transportation network: facilitating the safe and orderly movement of traffic and encouraging greater usage of transit and other non-motorized travel options.

Strategies

- Identify and secure joint public and private funding that will assist in the planning, design, and timely construction and implementation of the multimodal transportation network enhancements that are critical to achieving the desired transformation of the Bowie State MARC Station Sector Plan area.
- Study, design, and construct the recommended urban roundabouts, or similar traffic calming measures, at the intersection of Jericho Park Road and Race Track Road and at the intersection of Jericho Park Road and the newly configured Loop Road around Bowie State University.
- Study the feasibility of replacing the existing MARC Station with a new facility to the north of the existing site.
- Study the feasibility of constructing a vehicular and pedestrian passageway under the new MARC Station that links the university to the community center's main street and is centrally located within the MARC parking lot.
- Create a civic plaza at the MARC Station with pedestrian furniture and commuter amenities.
- Create traffic signals at Old Jericho Park Road and Lemons Bridge Road.
- Evaluate the possibility of providing speed and red light cameras to reduce speeding along MD 197 and Race Track Road.
- Encourage the location of all new electrical and cable utilities underground, and bury existing utilities when possible.

Policy 2
Create roadways that are safe, functional, and accessible—and that promote pedestrian, bike, and auto circulation through the area.

Strategies
- Reduce the lane widths of Race Track Road between Jericho Park Road and Orchard Run Drive by four feet by striping bike lanes in the right-of-way.
- Terminate Jericho Park Road at the reconfigured Bowie State University Loop Road to discontinue direct vehicular access through the campus to the MARC Station.
- Extend Loop Road south past Jericho Park Road from a new roundabout and then connect it to New Semchopk Road at the existing intersection.
- Transform Loop Road around the university into a parkway configuration with landscaped medians of varying widths and shapes to make the road more curvilinear and bucolic. Medians and planting areas along the street edge should be part of a sustainable, low-impact stormwater system which uses bio-retention swales and native plant and tree species.
- Add sidewalks along the length of Loop Road to enhance connectivity and recreational opportunities.
- Incorporate on-street parking on all roads in the community center to provide additional parking, moderate traffic, and increase pedestrian safety.
- Incorporate on-street parking along Loop Road near buildings fronting the new parkway.
- Use the following street sections as design models for streets in the sector plan area.
- Evaluate the operational and environmental feasibility of restoring A-58, or a functional operational equivalent, to the county highway network. The evaluation should consider the feasibility of restoring a state-maintained arterial facility to the county highway network, between an intersection with MD 197 in Prince George's County and MD 424 in Anne Arundel County, and contingent upon the facility being aded to the SHA Highway Needs Inventory and extended into Anne Arundel County.



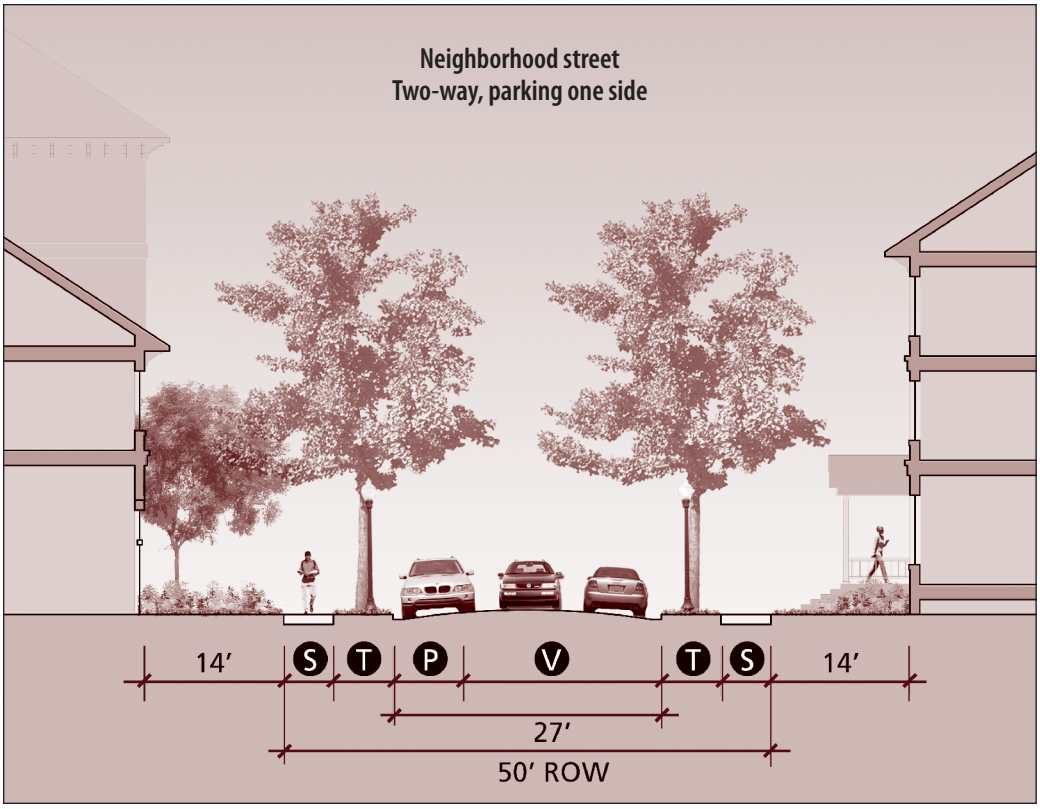
MD 197
V—Vehicle travel lanes to be 12'.
SH—Shoulders to be 7'.
B—Bike lanes to be 5'.
T—Grass tree planting strip to be 6' minimum.
SP—Sidepath to be 8'.

- **Posted speed of 45 MPH.**
- **Pedestrian-scaled lighting with BSU banners.**
- **Street trees (32' spacing).**
- **Pedestrian lights placed between trees.**
- **Consolidated commercial driveways and alleys to reduce number of curb-cuts.**
- **Median to collect stormwater runoff and be planted with native plants and trees.**
- **High-visibility crosswalks at every intersection, with pedestrian count-down signals.**

Neighborhood street:
Two-way, parking two sides.

V—Two vehicle travel lanes to be 9' (18' total).
P—On-street parking.
T—Grass tree planting strip to be 6' minimum.
S—Sidewalk to be 4'.

- Posted speed of 25 MPH.
- Street trees (32' spacing) placed in tree planting strip.
- Pedestrian lights to be placed between street trees in tree planting strip.
- Striped crosswalks at every intersection.
- Curb extensions—with a curb return radius of 20'.
- On-street parking on both sides of the street.



Neighborhood street:
Two-way, parking one side.

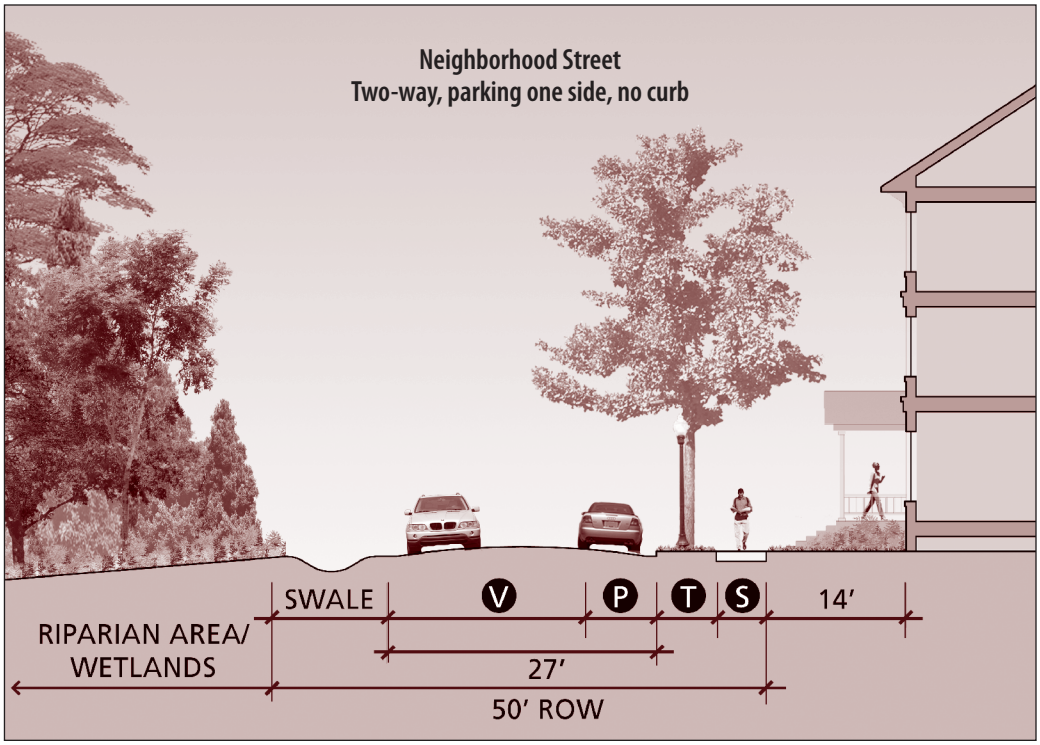
V—Two vehicle travel lanes to be 10' (20' total).
P—On-street parking.
T—Grass tree planting strip to be 6' minimum.
S—Sidewalk to be 4'.

- Posted speed of 25 MPH.
- Street trees (32' spacing) placed in tree planting strip.
- Pedestrian lights to be placed between street trees in tree planting strip.
- Striped crosswalks at every intersection.
- On-street parking on one side of the street.

TOP RIGHT: Neighborhood Street: Two-way, parking one side, no curb.

V—Two vehicle travel lanes to be 9' (18' total).
P—On-street parking.
T—Grass tree planting strip to be 6' minimum.
S—Sidewalk to be 4'.

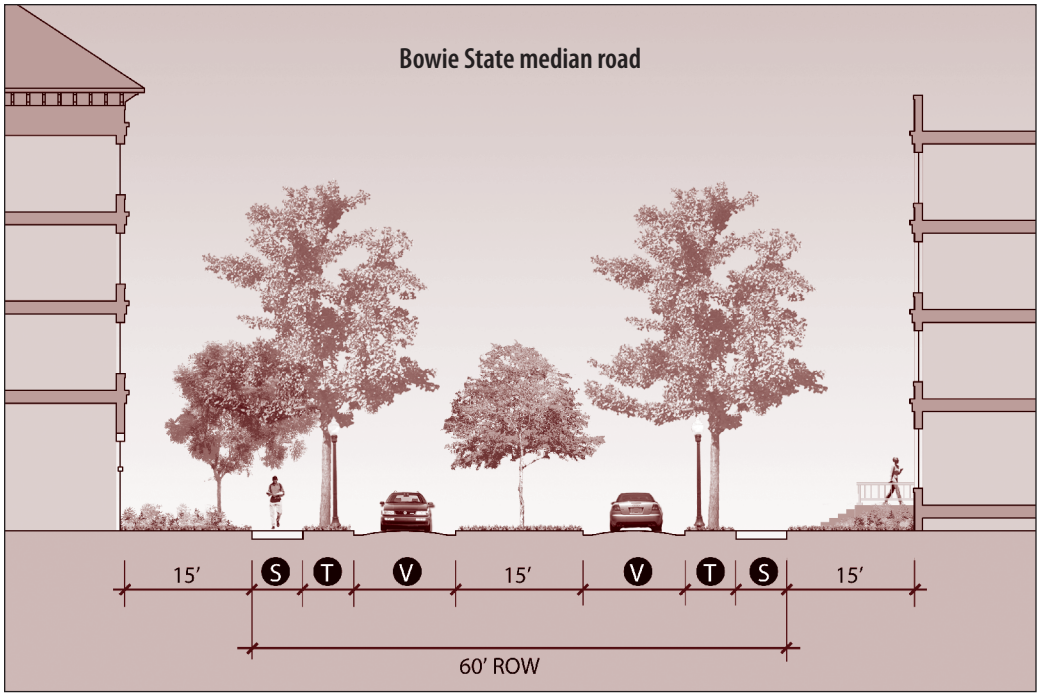
- To be used along riparian corridors and wetlands.
- Lower posted speed of 25 MPH.
- Street trees (32' spacing) placed in tree planting strip on building side of street.
- Pedestrian lights to be placed between street trees in tree planting strip.
- Striped crosswalks at every intersection.
- On-street parking on one side of the street.
- No curb or drainage swale on riparian/wetland side of the street.



BOTTOM RIGHT: Bowie State median road.

V—Vehicle travel lanes to be 12'.
T—Grass tree planting strip to be 6' minimum.
S—Sidewalk to be 6'.

- Posted speed of 20 MPH.
- Street trees (32' spacing) placed in tree planting strip.
- Trees planted in median in line with street trees on either side.
- Pedestrian lights to be placed between street trees.
- High-visibility crosswalks at every intersection, with pedestrian count-down signals.
- Curb extensions—with a curb return radius of 20'.



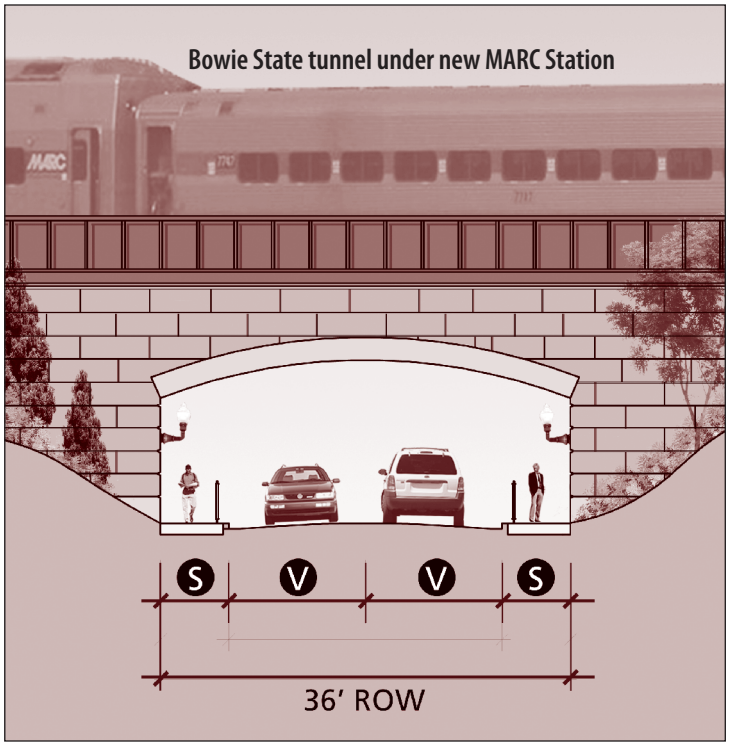
RIGHT: Bowie State tunnel under new MARC Station.

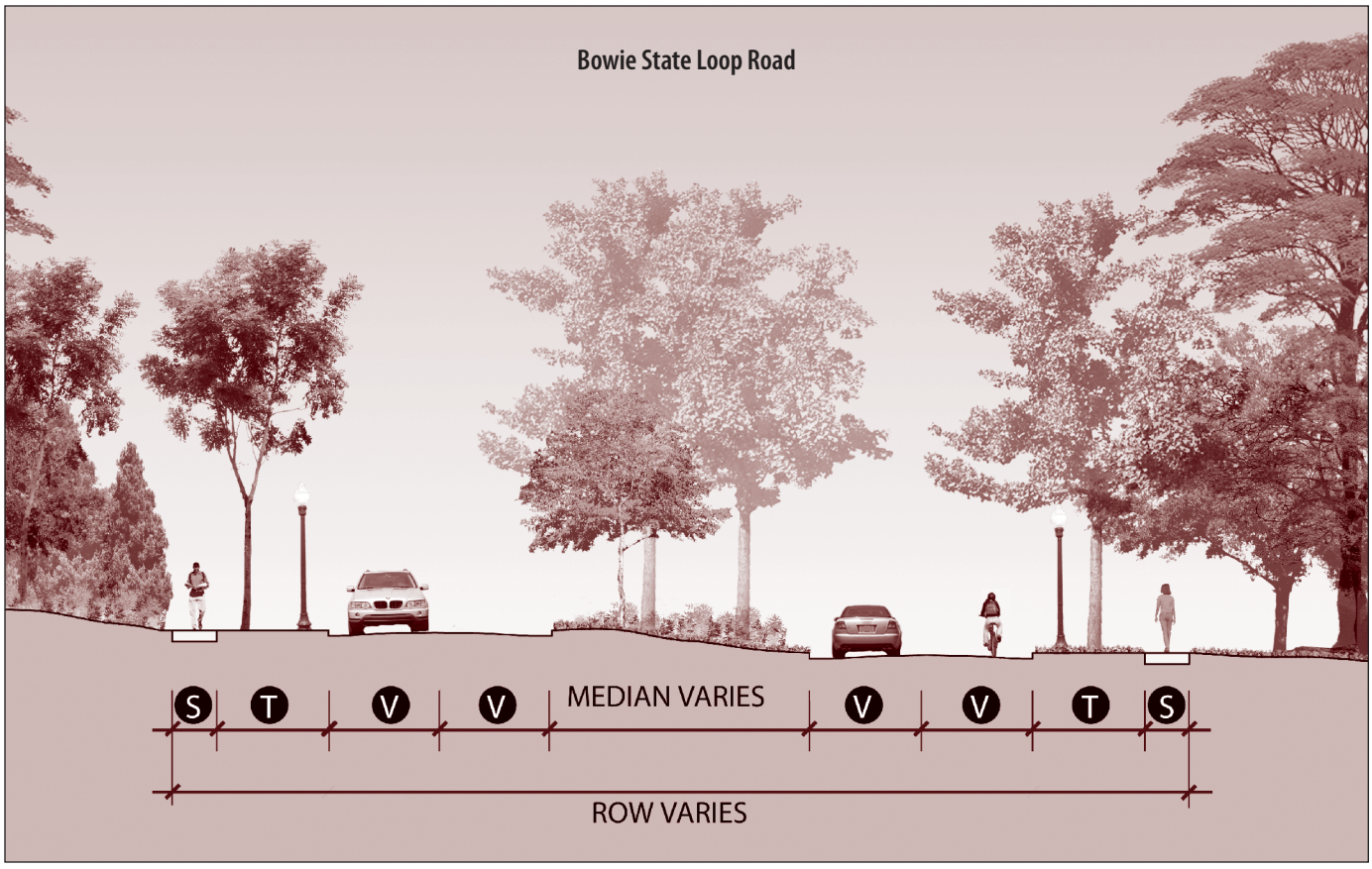
V—Vehicle travel lanes to be 12'.
S—Sidewalk to be 6'.

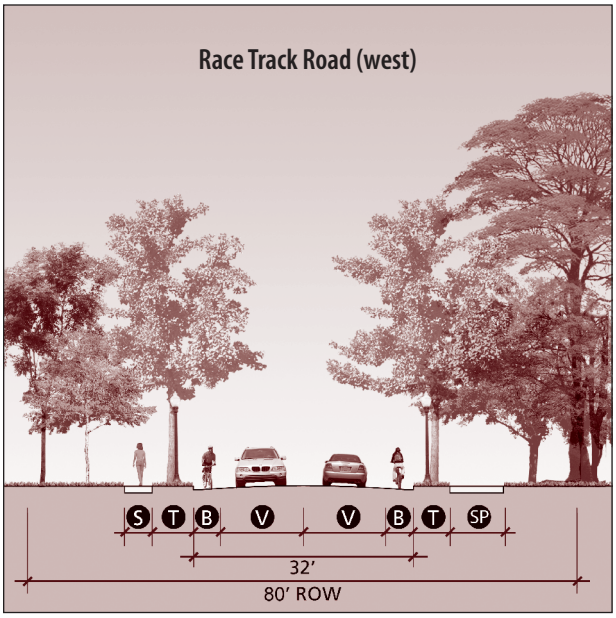
- Posted speed of 20 MPH.
- Pedestrian sidewalk to be elevated and separated from traffic with a guard rail.
- Tunnel to be well-lit.
- No on-street parking under tunnel.

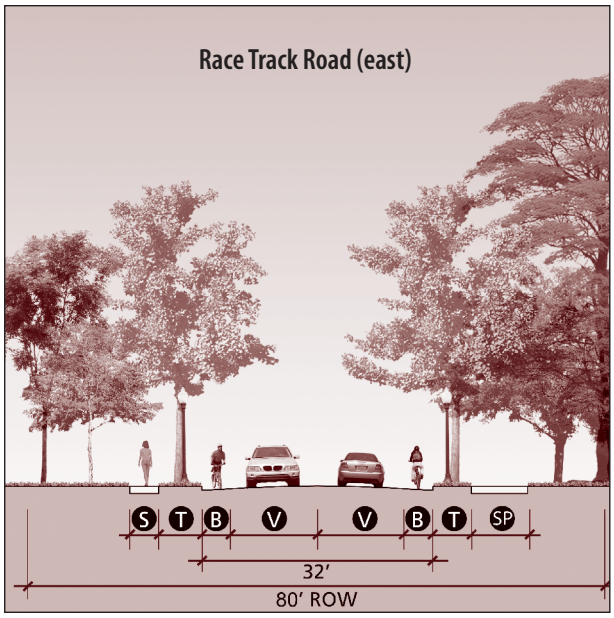
BOTTOM: Bowie State Loop Road.
V—Vehicle travel lanes to be 10'.
T—Grass tree planting strip to vary.
S—Sidewalk to be 4'.

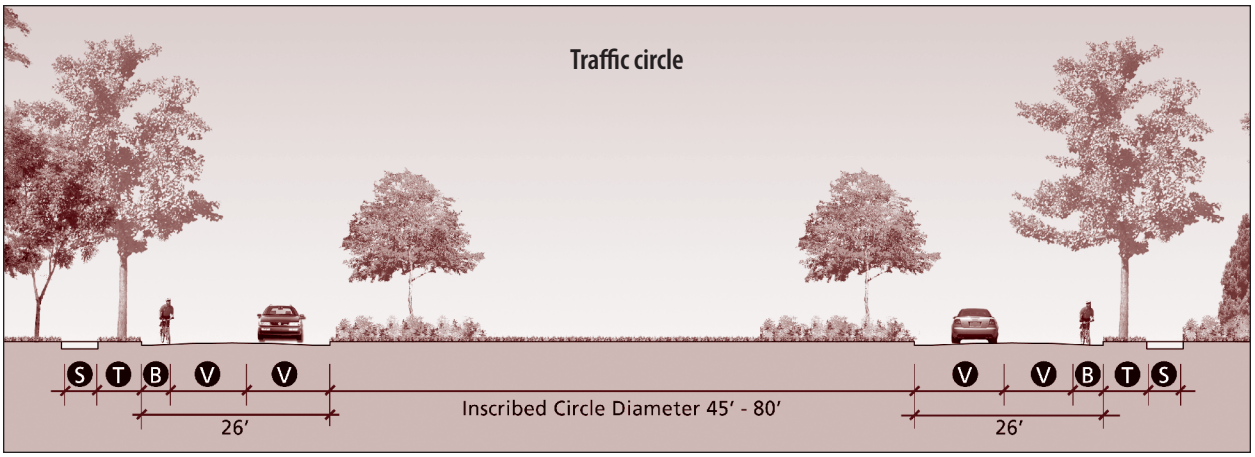
- Posted speed of 25 MPH.
- Tree planting strip to vary and have clusters of trees to appear natural.
- Trees planted in median will be planted in clusters with shrubs and ground cover.
- Pedestrian lights to be placed between street trees.
- Travel lanes to be designated as shared-use roadways.











TOP LEFT: Race Track (west).
V—Vehicle travel lanes to be 12'.
B—Bike lane to be 5'.
T—Grass tree planting strip to be 6' minimum.
S—Sidewalk to be 4'.
SP—Sidepath to be 8'.

- Lower posted speed of 35 MPH.
- Street trees (32' spacing) placed in tree planting strip.
- Pedestrian lights to be placed between street trees.
- High-visibility crosswalks at every intersection, with pedestrian count-down signals.

TOP RIGHT: Race Track Road (east).
V—Vehicle travel lanes to be 12'.
B—Bike lane to be 5'.
T—Grass tree planting strip to be 6' minimum.
S—Sidewalk to be 4'.
SP—Sidepath to be 8'.

- Lower posted speed of 35 MPH.
- Street trees (32'spacing) placed in tree planting strip.
- Tree planting strip width to vary—10' minimum.
- Pedestrian lights to be placed between street trees.
- High-visibility crosswalks at every intersection, with pedestrian count-down signals.

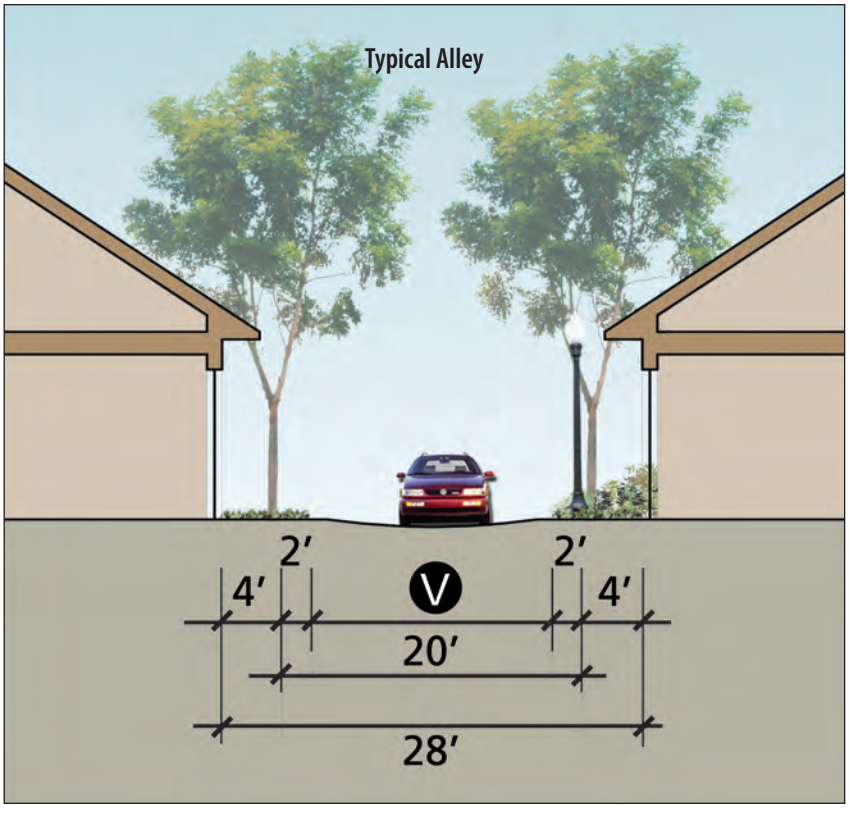
BOTTOM: Traffic circle.
V—Vehicle travel lanes to be 11'.
B—Bike lane to be 4'.
T—Grass tree planting strip to be 6' minimum.
S—Sidewalk to be 5'.

- Lower posted speed of 35 MPH.
- Street trees (32' spacing) placed in tree planting strip.
- Pedestrian lights to be placed between street trees.
- High-visibility crosswalks at every intersection, with pedestrian count-down signals.

LEFT: Old Jericho Park Road "Main Street."

V—Vehicle travel lanes to be 12'.
P—On-street parking.
T—Tree pits or metal tree boxes.
S—Sidewalk to be 20' to building.

- Posted speed of 25 MPH.
- Street furniture, space for seating, pedestrian-scaled lighting.
- Street trees (40' spacing).
- Pedestrian lights to be placed between street trees.
- High-visibility crosswalks at every intersection, with pedestrian count-down signals.
- Curb extensions—with a curb return radius of 20'.
- Consolidated commercial driveways and alleys to reduce total number of curb-cuts.



RIGHT: Typical Alley
V—Vehicle travel lanes to be 16'.

- Posted speed of 15 MPH.
- Curb radius to be 15'.
- Planting islands between every unit.
- 2' curb.
- 4' minimum apron.

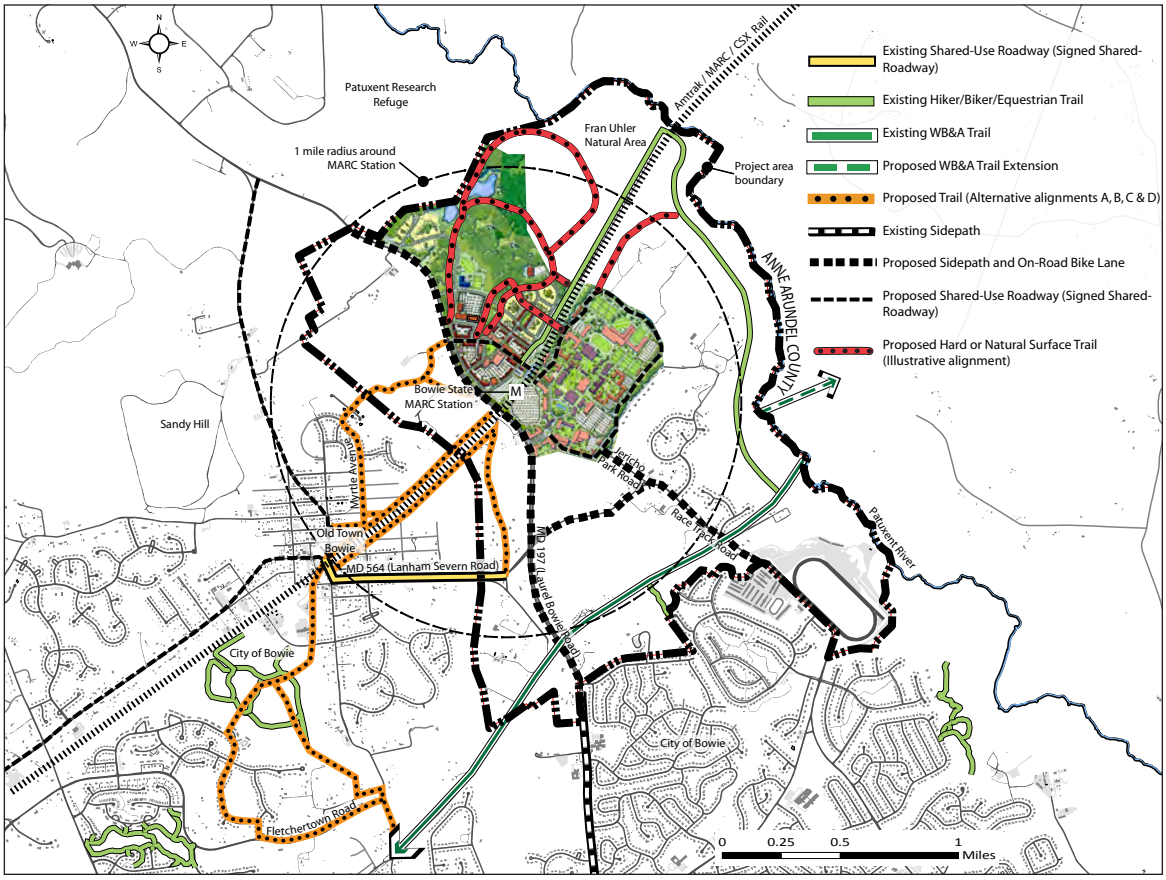
Policy 3

Require all development to improve pedestrian movement between existing and planned residential uses and commercial activities. Provide a safe, direct, and well-maintained bicycle trail network to link bike commuters and enthusiasts to residential areas, employment centers, regional bike trails, schools, parks, shopping areas, and transit stations.

Strategies

- Incorporate road design types to foster sense of place and promote bike and pedestrian travel. (**Map V-10: Proposed Streets Plan, page 88.**)
- Establish a network of interconnected streets that provides neighborhoods with multiple access points, recognizes streets as public spaces, allows for greater emergency, pedestrian and bicycle access, and uses buildings as the defining vertical edges of the public streets.
- Ensure that all streets have sidewalks—with street trees in planting strips or tree grates—and on-street parking to create a more inviting and safer experience for pedestrians.
- Establish new pedestrian and bicycle trails—and connections to existing trails—to enhance the regional trails network.
- Create and enhance pedestrian connections across the train tracks to connect the community center to BSU.

Map V-11: Proposed Pedestrian and Bicycle Facilities for Project Area



Policy 4

Encourage all development to provide effective on-site travel demand management (TDM) strategies, including parking-supply maximums and limitations, shared-parking strategies with the MARC line, transit-ridership incentives and programs, flex-car and shared-car opportunities, bicycle-parking areas, flexible working hours, and telecommuting.

Strategy

Support and encourage the use of travel-demand management techniques for all new development or redevelopment projects that can reduce peak-period commuter traffic vehicle trips. These measures include:

- Public transit, bicycle- and pedestrian-friendly mixed-use development.
- Modified, flexible work hours.
- Telework/telecommuting and provision of telework centers.
- Aggressive promotion of transit ridership incentives and programs such as Metro passes and U-Pass.
- Parking-supply limitations and provision of preferential parking for carpooling or vanpooling.
- Increased MARC service on week and weekend days and evenings.
- The creation of a multimodal facility at the MARC Station that includes local and regional bus service.

Bike sharing programs allow pedestrians to get to distant destinations without relying on cars.

Transit

An integrated multimodal transportation system including transit is essential to attracting the quality development that is envisioned for the sector plan area.

Enhancing the MARC Station and service will be essential to attracting quality development to the area.

Policy 1

Recognize the importance of a timely transit service that links communities and catalyzes new mixed-use development.

Enhance the county bus service and/or supplement transit options with local shuttle service that connects the MARC Station to Old Town Bowie, Bowie Town Center, Laurel, and key county Metro stations.

Strategies

- Create a multimodal station as an integral part of the new MARC Station, featuring pedestrian and bike amenities and a local and regional bus transfer stop where MARC riders can connect to bus service to regional destinations.
- Support and promote stronger transit usage with timely and reliable bus frequency between train and bus arrivals.
- Enhance the county bus service and/or supplement transit options with local shuttle service that connects the MARC Station to Old Town Bowie, Bowie Town Center, Laurel, and key county metro stations.
- Encourage extension of service and funding for the Corridor Transportation Corporation (CTC) bus to the community center.

Bicycle, Pedestrian, and Equestrian Facilities

Trails and sidewalks offer recreational opportunities for residents while providing them with options to complete local trips by foot or bicycle.

Policy 1

Incorporate appropriate pedestrian, bicycle, and transit-oriented design features in the community center.

Strategies

- Incorporate pedestrian amenities and safety features through all road improvement projects or property frontage improvements, including pedestrian refuges, contrasting, textured, or raised crosswalks, curb bulbouts in the community center, mid-block crossings, and other traffic-calming techniques.
- Create a pedestrian overpass across the tracks near the north end of the university campus to the new North Village.
- Create street networks with defined and walkable blocks connected to adjacent neighborhoods and streets.
- Renovate and improve the quality and safety of the existing pedestrian tunnel under the current MARC Station.
- Provide bicycle and pedestrian connections and amenities that increase the accessibility of the MARC Station, the community center's main street, and the community center and BSU campus as a whole.
- Provide a continuous network of sidewalks, bikeways, and trails that provide opportunities for residents to reduce automobile trips and encourage them to walk or bicycle.
    - Paint sharrows on the surface of the vehicle travel lanes of the new tunnel connecting the relocated MARC Station and the community center to designate that the lanes are shared by vehicular and bicycle traffic.

IMMEDIATELY BELOW: Existing conditions on Race Track Road between Jericho Park Road and Annapolis Road. BOTTOM: Race Track Road reenvisioned with a bike lane to narrow the width of the travel lane, slowing down traffic.

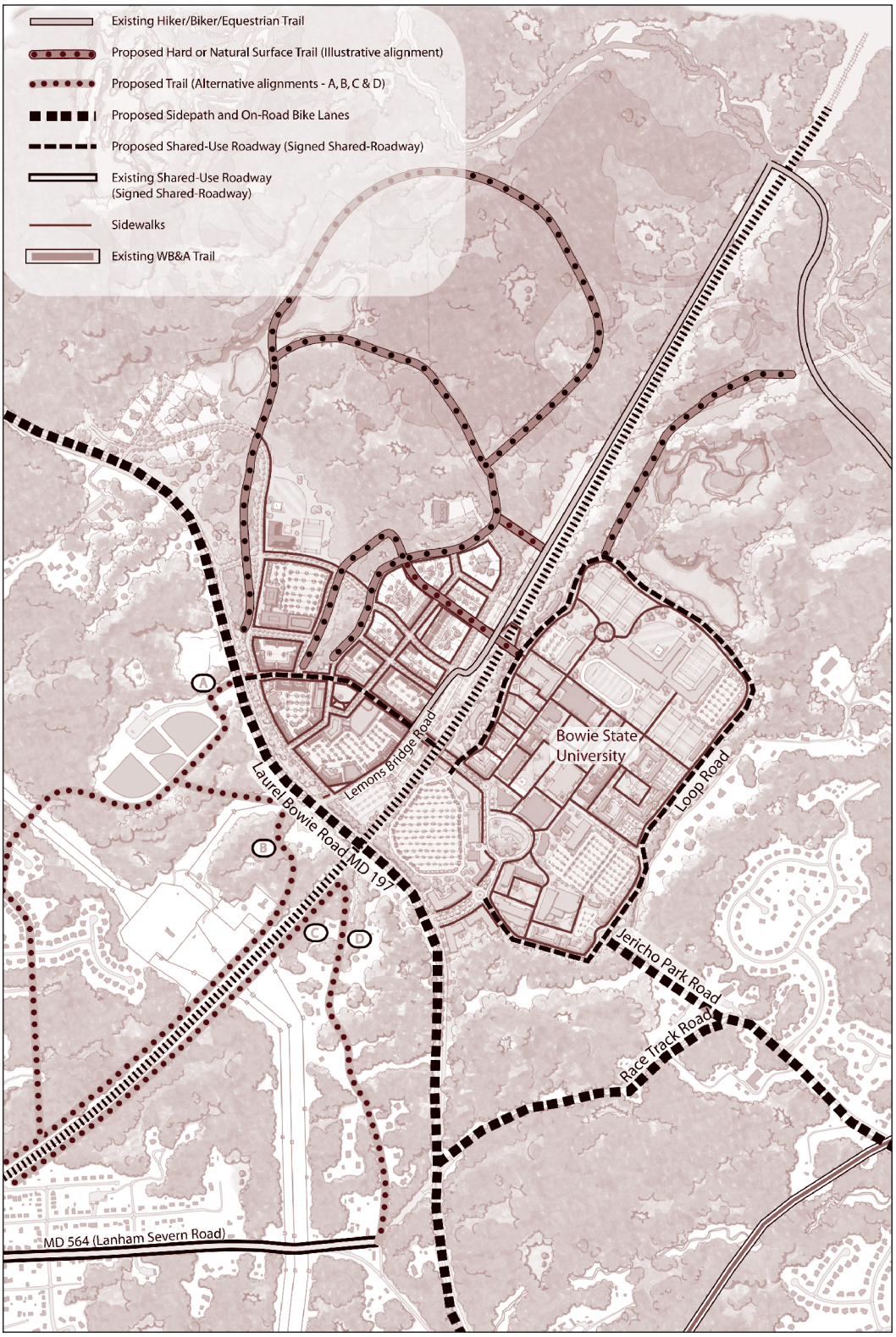
Policy 2

Provide comprehensive pedestrian and bicycle facilities to improve pedestrian safety and circulation.

Strategies

- Road improvement projects, road restriping, and resurfacing should be in conformance with the current American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities.
- Provide continuous sidewalks along both sides of streets in the community center (except for streets which run parallel to riparian corridors).
- Provide trails along riparian corridors to connect the community center, BSU, and neighborhoods to the Fran Uhler Natural Area.
- Create buffered bike lanes along both directions of MD 197—that are separated from the vehicle travel lanes—and a sidepath along the east side of MD 197.
- Create bike lanes along both directions of Race Track Road between MD 564 and Orchard Run Drive and along both directions of Jericho Park Road between Race Track Road and New Semchopk Road.
- Construct new trail connections from the Bowie State MARC Office and Research Campus to the equestrian trail that exists along the Patuxent River.
- Develop a shared-use roadway for bicycles on Loop Road, and on Old Jericho Park Road between MD 197 and Lemons Bridge Road.
- Create a sidepath along one direction of Race Track Road between MD 564 and Orchard Run Drive and along one direction of Jericho Park Road between Race Track Road and New Semchopk Road.

Map V-12: Comprehensive Pedestrian and Bicycle Facilities for Community Center



Policy 3
Provide trail facilities that connect the Bowie State MARC Station Plan area with the regional trails network, and provide recreational and alternative transportation opportunities.

Strategies
- Assign high priority to the funding and construction of major trails providing critical linkages to new and established regional trails though the sector plan area.
- Increase trail connections to the WB&A trail via bike lanes along MD 197, Race Track Road, and Jericho Park Road.
- Construct bike lanes and a sidepath along MD 197, Race Track Road, and Jericho Park Road.
- Create a hiker/biker trail that directly connects the community center to Old Town Bowie.
- Paint sharrows on the surface of the vehicle travel lanes of Loop Road to designate that the lanes are shared by vehicular and bicycle traffic.

Policy 4
Construct sidewalks where appropriate in existing neighborhoods.

Strategies
- Inventory sidewalks in established neighborhoods within the plan area and assess the condition and adequacy of linkages. Prepare a plan for improvements to ensure that the neighborhoods are served by a continuous system of sidewalks in good condition.
- Identify funding sources to finance the construction of new and repair of existing sidewalks.

Parking

Policy 1
Incorporate creative parking and access solutions that satisfy the demand associated with new mixed-use residential, office, retail, and campus land uses.

Strategies
- Create a multimodal transit facility at the MARC Station with bicycle parking and easy pedestrian access to alleviate some of the demand for additional parking in the area.
- Encourage shared parking among tenants, including MARC, to reduce the demand for individual lots tailored to each individual use or tenant.
- Encourage Bowie State University to create limited consolidated parking areas on campus behind buildings to encourage walking and limit vehicular traffic on campus.
- Allow on-street parking to count towards prescribed minimum parking requirements to reduce the amount of surface parking.
- Introduce established car-sharing and bike-sharing programs and dedicate car-sharing spaces close to the MARC Station.
- Establish maximum parking requirements to limit the number of parking spaces in the community center and to encourage more people to walk.
- Install clear, safe, and well-lit pedestrian pathways in the community center and to MARC parking.
- Implement a transit pass for university students or residents to encourage the use of the MARC and Metro Bus systems.
- Consider time restrictions for on-street parking in the community center and a "peak-period" permit system that does not limit the time residents may park in residential areas.

- Locate all off-street parking behind, to the side, or beneath buildings in the community center and behind or set back from the front of single-family residences.
- Utilize structured parking facilities for multiple overlapping uses, including short-term retail, longer-term employment, and parking for evening and nighttime uses.
- Establish a parking district to encourage the development and maintenance of shared parking structures or lots.

Parks and Recreation

Goals

- Ensure that park facilities and recreational programs are diverse, comprehensive, and flexible to meet the needs of the sector plan area.
- Provide and enhance a variety of recreational facilities and opportunities to contribute to fostering an active and healthy community.

Policy 1

Ensure that developed parks, open space, and recreation opportunities are available to meet the needs of the community.

Strategies

- Incorporate recreational facilities into development projects in the community center, as required by the Subdivision Ordinance.
- Identify publicly-owned properties that have been or will be declared surplus by other government agencies so that they may be acquired to meet parkland need requirements.
- Identify land acquisition, facility development, and recreational programming that can be funded through both nonpublic sources—such as private donations or grants—and joint public/private partnerships.

Policy 2

Develop a variety of recreational facilities and programs to address the needs of the community.

Strategies

- Create a multi-use picnic area on 2.5 acres of land currently owned by M-NCPPC. The property is located at 8611 Race Track Road and, along with adjacent parkland, will serve as an environmental and wildlife learning facility.
- Work with local groups—including recreation councils, the boys and girls clubs, local educators, homeowners and civic organizations—to make recommendations for the development of new recreation programs and the expansion of existing programs, particularly for youth and the senior community.
- Develop targeted outreach programs and explore various methods of increasing the recreation participation rate for youth in the community.

Environmental Infrastructure and Sustainability

Goals

- Preserve, enhance and, where appropriate, restore environmentally sensitive features in the sector plan area's green infrastructure network.
- Implement the desired development pattern while protecting environmentally sensitive features and meeting the full intent of environmental policies and regulations.
- Reduce energy consumption and costs, light pollution, air pollution, and noise impacts from new development.
- Encourage the use of alternative sources of energy.
- Enhance environmental awareness and support the development of environmental education programs at BSU.

Policy 1

Implement the Developing Tier pattern through new development in the community center that also protects sensitive environmental features.

Strategies

- Create a mixed-use community center with concentrated density at the MARC Station and protected environmental features, in particular in the north and east of the center.
- Minimize the negative environmental impacts of all new development on the primary drainage corridors within the community center to ensure the highest possible level of environmental quality and ecological health.
- Ensure that regulated areas designated in the sector plan area's green infrastructure network are preserved or enhanced before and during development.
- Restore and enhance environmental features and habitat in the sector plan area. Maintain or create important connections between these features through the development review process.
- Carefully evaluate all development proposals in the vicinity of special conservation areas to ensure these areas are not impacted and the green infrastructure network and habitat connections are either maintained or restored.
- Target public land acquisition programs to acquire/or protect land within the designated green infrastructure network in order to preserve, enhance, or restore essential features and special habitat areas.
- Utilize ecologically sound and environmentally sensitive designs and engineering techniques to maximize the protection of sensitive features.

Policy 2

Restore and enhance water quality in all stream corridors by restoring already degraded areas and implementing best management practices for new development to protect water quality and minimize stormwater surges.

Strategies

- Utilize stream corridor assessments or encourage new assessments as part of the development review process, and include them with the submission of natural resource inventories as development is proposed for each site. Mitigate sites identified in the assessments during the land development process.
- Identify opportunities for highly visible, ecologically significant restoration projects within the primary corridors. Target mitigation efforts to include expanded vegetative buffers along streams, wetlands, and stream headwaters.
- Establish new and enhance existing vegetative buffers adjacent to streams and drainage.

Use best management strategies (BMS) to house and treat stormwater on-site through methods such as rainbarrels and man-made bio-swales.

- Address any known existing flooding concerns in all new development and redevelopment projects.
- Use best management strategies (BMS) to house and treat stormwater on-site through methods such as bio-retention swales, rain gardens, and man-made wetlands. These BMS will be used to capture, clean, and treat the stormwater and allow the water to permeate into the ground or percolate into nearby wetlands and the Patuxent River.
- Protect natural drainage corridors on the project site area by limiting development from 100 feet from the stream centerlines to protect the water quality entering the drainage area.
- Encourage the use of native plants for site development to provide habitat and reduce the need for irrigation, fertilizers, or chemical application.
- Use smart irrigation strategies to reduce the demand for irrigation and better coordinate irrigation needs with day to day precipitation and weather conditions.
- Minimize all impervious areas and employ the use of permeable paving for development to reduce the amount of stormwater and allow water to infiltrate.
- Encourage reduction of impervious areas in development or redevelopment projects by reducing parking needs, reducing the size of parking stalls and drive aisles, and minimizing street widths.
- Encourage all new residential development within the sector plan area to provide bio-retention areas at each house or within each block.
- Encourage tree planting throughout the development area during the development review process to promote increased evapotranspiration.

Policy 3

Promote the use of environmentally sensitive design building techniques and reduce overall energy consumption in all development and redevelopment.

Strategies

- Support Leadership in Energy and Environmental Design (LEED) certification as a minimum for all new construction and renovated buildings on the Bowie State University Campus and in the community center.
- Support one specially designated, landmark LEED building for the BSU campus to enhance education and research in green technologies. This landmark building should be progressive in its green strategies, employ the latest green techniques and materials, and be unique to encourage visitors from the region to learn from its example. This building may be well suited for a new program in environmental science, an administration building, or a new laboratory school.

- For all new buildings within the Bowie State MARC Station Sector Plan, employ at least three of the following green strategies:
  - Reuse of gray water for irrigation and/or toilet flushing in public and commercial buildings.
  - Use only low VOC (volatile organic compound) materials.
  - Use recycled and/or sustainable building materials.
  - Incorporate green roofs at commercial and civic buildings to minimize stormwater runoff and to reduce heat island effects.
  - Incorporate renewable/alternative energy sources (such as solar panels).
  - Utilize permeable paving, grass pavers, and/or paving with a solar reflective index of at least 29 in surface parking lots and plazas.
  - Incorporate rain gardens, bioswales, and other techniques to capture and filter stormwater into landscaping and open space.
- Increase the energy efficiency of buildings by 30 percent over current standards.
- Minimize the disposal of and increase the recycling and/or reuse of scrap building materials and renovation refuse.
- Reduce energy consumption through the use of more-effective and energy-efficient outdoor lighting. All outdoor lighting should have full cut-off fixtures and be "dark sky compliant" except in cases where safety would be compromised.
- Use cisterns to capture roof water to be used for non-potable uses such as irrigation and flushing toilets.

Policy 4

Reduce air pollution to support community health and wellness by reducing motor vehicle trips and promoting non-motorized alternatives.

Strategies

- Design development projects that minimize the need for motor vehicle trips, maximize pedestrian accessibility, and co-locate a mix of uses.
- Provide an improved, continuous network of sidewalks and bikeways to facilitate walking and reduce vehicle trips.
- Plant street trees in tree planting strips (or tree boxes in mixed-use areas) to create inviting walkways and reduce air pollution.
- Enhance bus service by providing TheBus stops and introduce new Metobus routes to increase bus frequency while improving pedestrian access to transit stops and ensuring that all bus shelters are well maintained and safe.
- Encourage Bowie State University to provide a shuttle bus service to connect the community center to Old Town Bowie and Bowie Town Center.

Policy 5

Reduce light pollution and intrusion into residential communities and environmentally sensitive areas.

Strategies

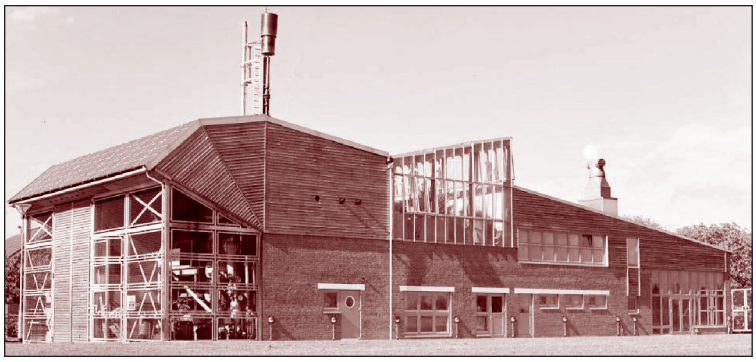
- Require the use of alternative-lighting technologies at athletic fields, parking facilities, and shopping areas to limit light intrusion onto adjacent properties and provide safe and even lighting levels.
- Require use of full cut-off optic light fixtures for all outdoor lighting except in cases where safety would be compromised.

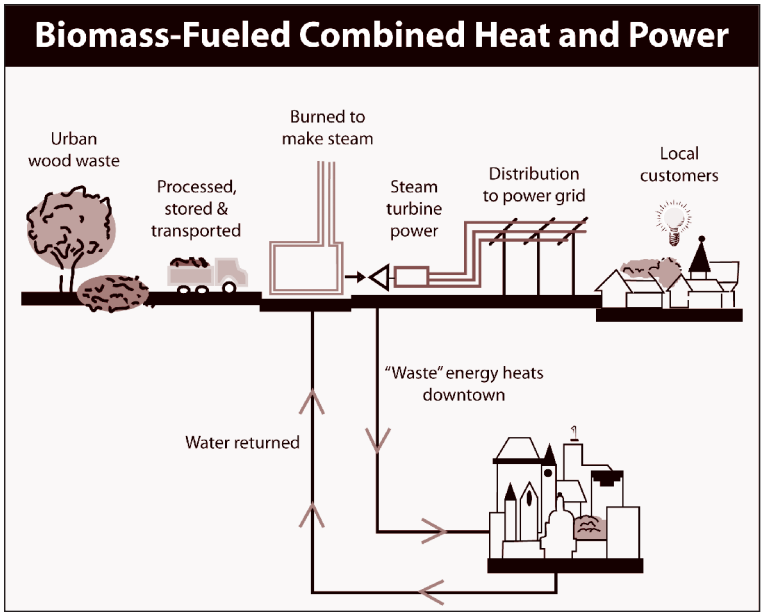
Policy 6
Reduce adverse noise impacts to meet State of Maryland noise standards.

Strategies
- Evaluate development proposals using Phase I noise studies and noise models.
- Provide approved attenuation measures when noise issues are identified.
- Provide adequate setbacks and buffers for projects adjacent to major noise generators.

Policy 7
Encourage the use of alternative and sustainable sources of energy to minimize energy costs, reduce the carbon footprint of new and existing development, and enhance environmental education programs at the university.

Strategies
- Create a biomass power plant to power the university and community center using as fuel tree trimmings from Prince George's County and BSU. The biomass plant can also be used to create steam to provide heat for the university.
- Create a community center-wide or campus-wide geothermal system that uses the earth's constant underground temperature for heating and cooling purposes.
- Install solar collector panels over parking stalls at the MARC Station to shade cars and supply power to the Village Center.
- Employ the use of passive solar water heaters on roofs of buildings when possible to reduce the energy costs of heating water.
- Where possible, orient buildings, rooms and windows to maximize passive heating and cooling strategies.
- Use the alternative sources of energy as educational tools and models for the university's environmental education programs.





TOP: An example of a biomass plant in BedZED, Wallington, South London.
MIDDLE: A diagram of a biomass plant's operation.
BOTTOM: An example of solar collectors over surface parking spaces.

Community Involvement

The strength and success of any community is largely dependent on the ability of stakeholders in the area to come together to improve their community. To be effective advocates, community members need access to information, resources and support.

Goals

- Strengthen and expand local community organizations to make them more effective in their community improvement activities.
- Foster a strong relationship between the public and private sectors to enable them to collaborate on bringing the plan's vision to reality.

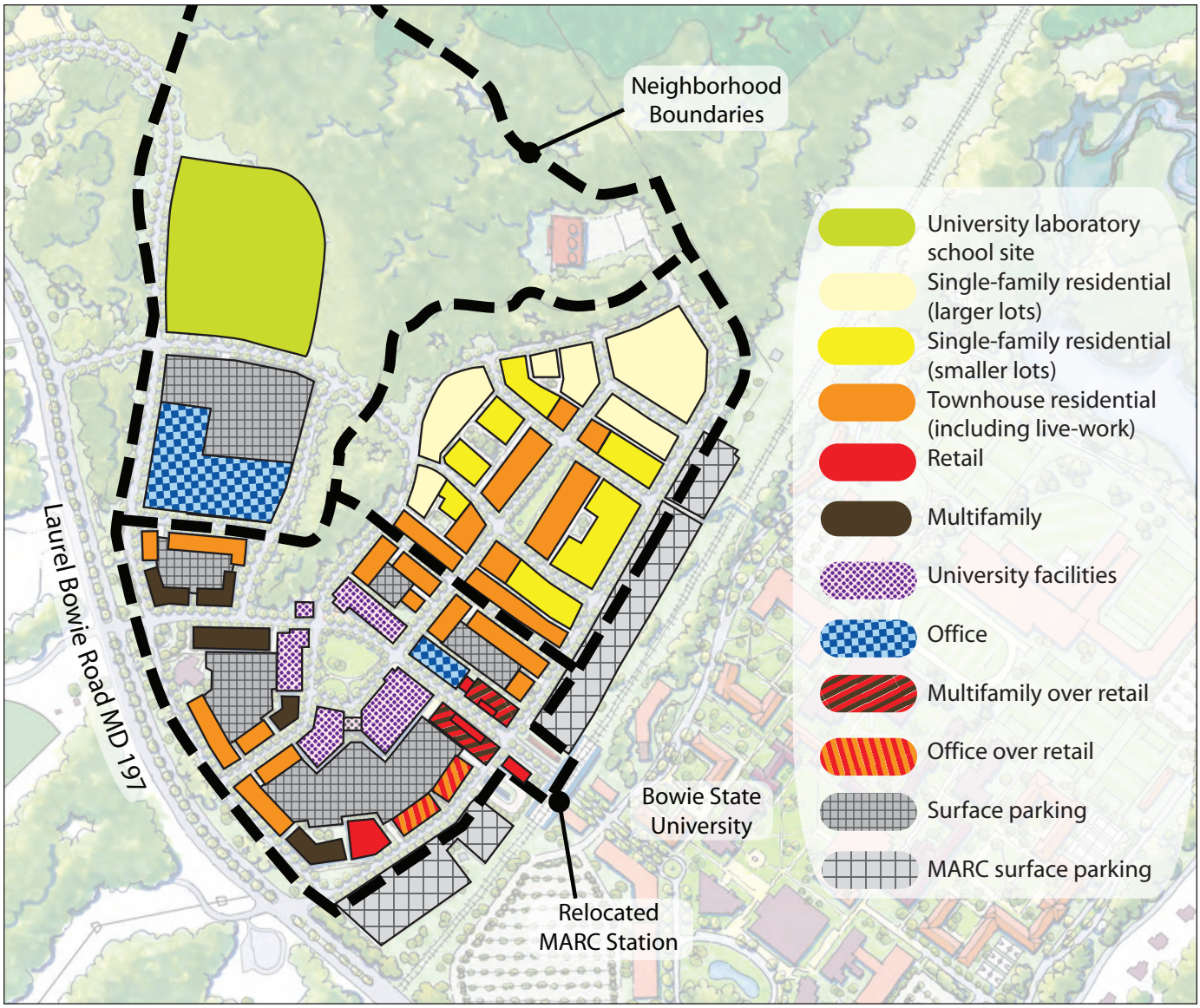
Policy 1

Provide the information, tools, and support necessary for the community to be actively involved in developing and implementing community improvement projects, including sector plan recommendations.

Strategies

- Provide technical assistance to civic associations to help them market their organizations and expand their membership.
- Establish a point of contact within the Prince George's Planning Department as a resource to assist the community in accessing information and resources within local government.
- Develop an information package that guides community leaders in how to effectively participate in the local government decision-making process.
- Enhance the capacity of civic and business associations to identify financial and technical resources for community improvement projects and to collaborate with other groups and leaders outside the sector plan area.

Map VI–1: Community Center Illustrative Land Use Plan



Chapter VI: Implementation

Introduction

This chapter reviews land use and zoning policies and practices in Prince George's County and presents the sectional map amendment (SMA) to implement the vision of the Bowie State MARC Station Sector Plan. It identifies funding options, phasing strategy, all rezoning proposals and justifications, and properties proposed for future mixed-use rezoning. It also presents the existing and proposed zoning inventory for the sector plan area. The land use recommendations in the preliminary Bowie State MARC Station Sector Plan (**see Map VI–1: Community Center Illustrative Land Use Plan on facing page**) are reinforced by the comprehensive rezoning proposal, also known as a sectional map amendment (SMA) (**see Map VI-5: Proposed Zoning, page 124**), which brings the zoning of the planning area into conformance with the land use plan.

Existing Economic Development Incentives

The following are existing programs available to area employers and developers for economic development activity. Such programs provide a financial basis for revitalizing a given area. Descriptions of several programs follow below, together with discussion of how they may be applicable to the Bowie State MARC Station Sector Plan area.

Loans

The loans profiled below are ideal incentives for small businesses that may locate or expand within the sector plan area. Most of these incentives are broad in scope and can be used for an array of business needs. They serve as great tools to leverage the investments of existing business owners in need of upgrading their properties to proper building codes or new firms interested in establishing an office space in the area.

Small Technology Business Revolving Loan Fund

Prince George's County Economic Development Corporation (EDC) provides financing for working capital, equipment purchases, contract financing, building renovations, or leasehold improvements. The program targets small businesses with up to 50 employees focused on engineering, life-sciences, computer sciences, electronics, and other technology activities. Loan amounts vary from $25,000 to $100,000, but are limited to those businesses within the designated priority funding areas (PFAs). Furthermore, with the community center's physical and educational relationship with BSU and the XSEED supercomputer, this fund could influence the locational considerations of small, high-tech businesses in search of new office space.

Small Business Growth Fund and SBA 504 Loan Program

In partnership with the U.S. Small Business Administration (SBA), Prince George's County Financial Services Corporation and participating financial institutions offer direct financing assistance to small businesses. The Small Business Growth Fund aids small businesses with 25 or fewer employees with amounts ranging from $25,000 to $250,000. Loans may be used for equipment and machinery purchases, working capital, leasehold or building improvements, and business or commercial real estate acquisition. The fund offers flexible terms (up to 10 years maturity) and requires pledged assets and personal guaranty. The SBA 504 Loan Program may be used for real estate acquisition, large equipment purchases, building renovations, and construction projects. Loan amounts vary from $100,000 to a cap of $4 million with below-market interest rates. The program requires minimum equity (limited to 10 percent of total project cost) with flexible terms (20 year maturity).

Development Credit Fund

The Maryland Small Business Development Financing Authority (MSBDFA) offers a development credit fund to provide minority business owners with access to loans without significant equity investment. Loans vary from $5,000 to $750,000 and can be used toward working capital, acquisition of machinery and equipment, business acquisition, business real estate, contract or leasehold financing, and current asset financing.

Contract Financing

The State of Maryland provides contract financing through the Maryland Small Business Development Financing Authority's (MSBDFA) Contract Financing program that assists eligible firms through lines of credit and guaranties. It can be used for working capital to begin, continue, or complete work on contracts that receive the majority of their funding from government agencies and/or regulated utilities. Depending on the firm's needs, loans range from $25,000 to $500,000. With the recent Base Realignment and Closure (BRAC) decision to increase the staff level at Fort Meade, this program may prove useful for new private contractors interested in relocating to the community center to support Fort Meade agencies.

Gap Financing

Maryland Economic Adjustment Fund (MEAF)

The State of Maryland has targeted gap financing programs for manufacturers, technology companies, wholesalers, and skilled trade businesses. The MEAF offers loans to help purchase equipment, make leasehold improvements, or provide assistance with working capital. These loans range from $25,000 to $500,000 with flexible terms.

Tax Incentives

Payment in Lieu of Taxes (PILOT)

A PILOT agreement allows a developer or property owner to make a negotiated payment over a set period of time instead of the annual real estate taxes due for the property. Projects that cannot generate adequate returns to attract private investment often use PILOTs to fill their gap needs. Prince George's County enters into PILOT agreements under several different scenarios.

Tax Increment Financing

Recently, Prince George's County leveraged the incremental tax base to support infrastructure improvements for major redevelopment or new development activities within the county. Tax increment financing (TIF) is used on a project or site basis within the county to assist development with needed roadways, water and sewer facilities, or other public infrastructure. Funding these infrastructure improvements within the TIF district frequently results in commercial revenue or private activity bonds. Prince George's County issues tax-exempt revenue bonds to finance the necessary infrastructure improvements, using the incremental taxes gained from the new development to support these bonds.

TIF programs typically incorporate districts consisting of larger areas with multiple sources of tax revenue to reduce the repayment risk by sharing the burden amongst many properties. These larger areas then attract more development. The study area could benefit from the creation of a TIF district to facilitate larger commercial redevelopment.

Priority Funding Area (PFA)

The 1997 Priority Funding Areas Act capitalizes on the influence of state expenditures on economic growth and development. This legislation directs state spending to PFAs. Priority funding areas are existing communities and places where local governments want state investment to support future growth.

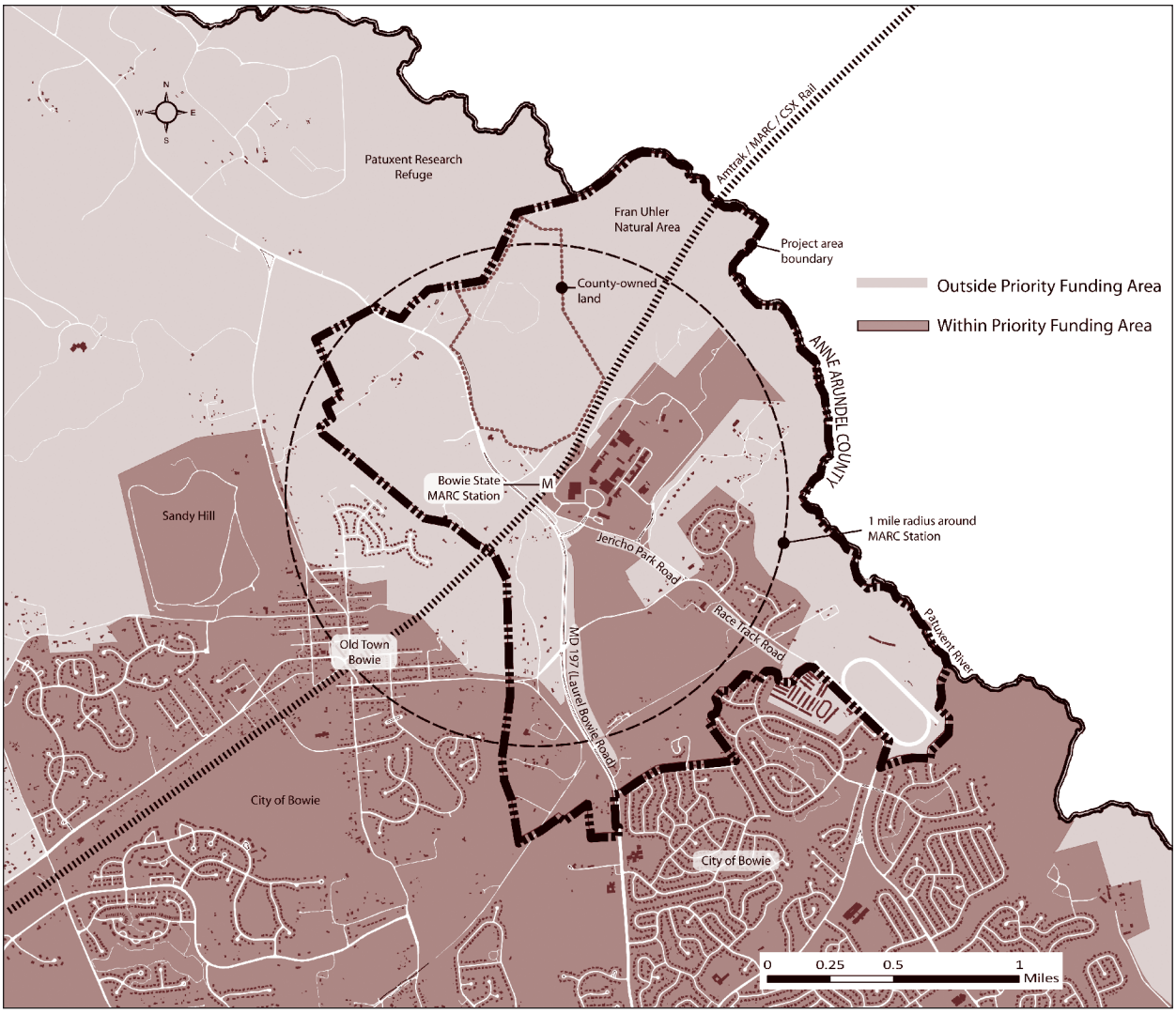
Growth-related projects covered by the legislation include most state programs that encourage or support growth and development, such as highways, sewer and water construction, economic development assistance, and state leases or construction of new office facilities.

Maryland Smart Growth laws recognize the important role local governments play in managing growth and determining the locations most suitable for state-funded projects. Counties may designate areas as priority funding areas if they meet guidelines for intended use, availability of plans for sewer and water systems, and permitted residential density.

Areas eligible for county designation are existing communities and areas where industrial or other economic development is desired. In addition, counties may designate areas planned for new residential communities that will be served by water and sewer systems and meet density standards.

The Bowie State MARC Station Community Center is not located within the State of Maryland's PFA and could benefit greatly by its inclusion. Currently, the Bowie State University Campus is within the PFA and abuts the proposed community center's southern boundary. This plan recommends that the PFA boundary expand north from the BSU Campus to incorporate the proposed community center to allow eligibility for funding items such as water and sewer construction, state leases and new office facilities, as well as economic development assistance.

Map VI-2 Priority Funding Areas



General Funding

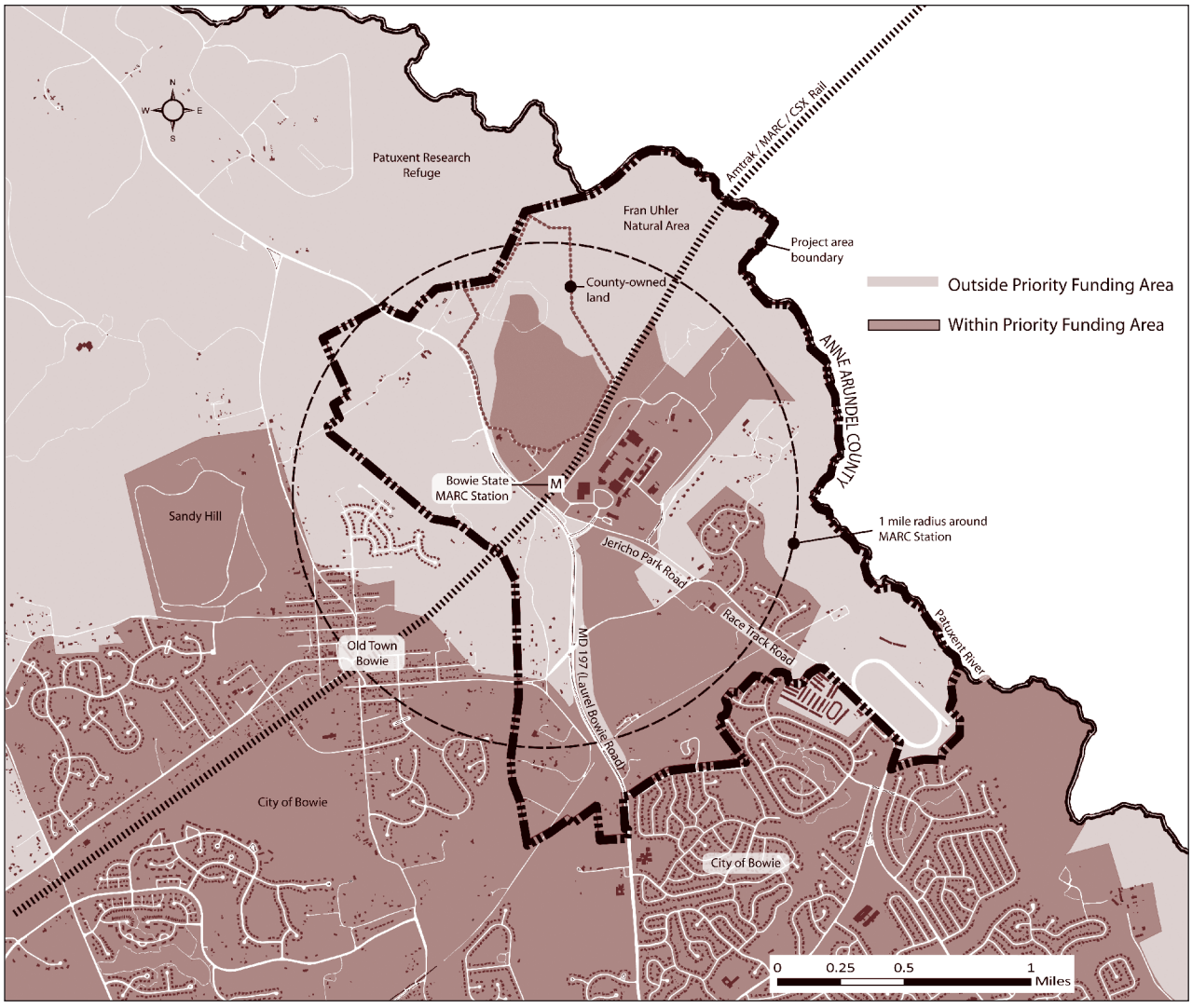
Capital Improvement Program Funding

Capital Improvement Program (CIP) funds assist larger scale revitalization efforts with infrastructure improvements. The CIP process begins by prioritizing the inventory of needs and assets and setting aside funds for scheduled improvements. Within Prince George's County large-scale projects such as major streetscape improvements need set-aside funding.

Consolidated Transportation Program (CTP)

The Maryland Department of Transportation (MDOT) offers a number of programs for local governments to obtain financial assistance for transportation-related improvements. The state offers several programs, ranging from construction of transit stations and streetscape improvements to creation and maintenance of bicycle and pedestrian trails.

Map VI-3: Proposed Priority Funding Areas



Action and Phasing Plan

The implementation actions listed in **Table VI-1: Action and Phasing Plan** identify recommendations made in the plan that may be implemented through the development approval process and/or private/public sector partnering. The table relates the plan's recommendations to suggested action steps, the anticipated parties involved, and the time frame in which the recommendations should be implemented. Actions recommended as part of the sector plan are divided strategically into four stages: immediate actions, short-term (5–15 years), mid-term (10–20 years) and long-term (15–30 years).

Success of the plan depends upon future decisions and actions of both the public and private sectors. In the private sector, implementation is the responsibility of developers and citizens. Implementation that is motivated by a desire to realize the recommendations of the vision plan will most effectively achieve the potential of the Bowie State MARC Station Sector Plan.

Table VI-1: Action and Phasing Plan

Immediate Actions	Parties Involved
Bowie State University establishes an office of real estate development or contracts a real estate development consultant to create an action plan, timeline, and financing strategy for the campus and community center.	Bowie State University
Initiate water and sewer connection to the community center.	Bowie State University, Department of Environmental Resources
Intensively market the area and develop a tenant recruitment program.	Bowie State University, Property owners, Economic Development Corporation
Place the community center in the State of Maryland's PFA, allowing eligibility for economic development assistance.	M-NCPPC, Prince George's County Council, Maryland Department of Planning
Install a bike lane along MD 197.	Department of Public Works and Transportation
Install pedestrian-scaled light poles along MD 197 (with banners highlighting BSU, the MARC Station, and the community center).	Department of Public Works and Transportation, State Highway Administration
Plant native-species street trees along MD 197 on the outer edge of the bike lane.	The Maryland-National Capital Park and Planning Commission, The Maryland State Highway Association
Install a bike lane along Race Track Road.	Department of Public Works and Transportation
Provide TheBus service and introduce new Metro Bus routes with increased frequency that connect the MARC Station and BSU to Old Town Bowie, Bowie Town Center, Laurel, and key county Metro stations.	Department of Public Works and Transportation, Washington Metropolitan Area Transit Authority
Renovate and improve the quality and safety of the existing pedestrian tunnel under the current MARC Station.	Maryland Department of Transportation
Finalize necessary design and safety reviews and construct a trail on the south side of the Amtrak Northeast Corridor at the end of Normal School Road to the existing MARC Station platform.	The Maryland-National Capital Park and Planning Commission, the City of Bowie, and Bowie State University

Table VI-1 Continued: Action and Phasing Plan

Short-term Actions (5–10 years)	Parties Involved
Market the Bowie State MARC Office and Research Campus to federal, state, and county government agencies.	Bowie State University
Initiate development of the community center street network, establishing Old Jericho Park Road as the center's "main street."	Bowie State University
Develop the first phase of the community center with an initial anchor tenant in the Village Center to establish it as a presence in Prince George's County.	Bowie State University
Initiate residential development of the North Village.	Bowie State University
Construct a roundabout at the intersection of Loop Road and Jericho Park Road.	Department of Public Works and Transportation
Construct a roundabout at the intersection of Race Track Road and Jericho Park Road.	Department of Public Works and Transportation
Initiate the design and construction of a vehicular and pedestrian underpass from the BSU Campus that links directly to the main street of the community center.	Bowie State University
Initiate development of BSU convocation and fitness centers.	Bowie State University
Initiate a study for a potential biomass power plant to power the university and community center.	Bowie State University, The Maryland-National Capital Park and Planning Commission
Construct the Village Green within the Village Center along Old Jericho Park Road to serve as a landmark central open space.	Bowie State University
Organize festivals and other public events to animate and market the community center.	Bowie State University, Student groups, Community organizations and associations, Prince George's County
Construct a hiker/biker trail connecting the community center to Old Town Bowie.	Department of Public Works and Transportation and M-NCPPC
Initiate the design and construction of the office component and laboratory school within the Bowie State MARC Office and Research Campus.	Bowie State University
Initiate new trail connections from the Bowie State MARC Office and Research Campus to the existing equestrian trail that runs along the Patuxent River.	Department of Public Works and Transportation, The Maryland-National Capital Park and Planning Commission

Table VI-1 Continued: Action and Phasing Plan

Mid-term Actions (10–20 years)	Parties Involved
Construct administrative or academic buildings along MD 197 and Semchopk Road to serve as a gateway to the BSU.	Bowie State University
Construct a pedestrian overpass across the train tracks to improve connectivity between the North Village and the BSU Campus.	Bowie State University
Replace the existing MARC Station with a new facility above the main street vehicular and pedestrian underpass.	Maryland Department of Transportation, Bowie State University
Provide a shuttle bus service to connect the community center to Old Town Bowie and Bowie Town Center.	Bowie State University, Community Center BID
Continue the buildout of Village Center.	Bowie State University
Complete the buildout of North Village.	Bowie State University
Long-term Actions (15–30 years)	**Parties Involved**
Complete the buildout of Village Center.	Bowie State University

Public Facilities Cost Analysis and Estimates

Per Section 27-646(c)(4) of the Zoning Ordinance, all approved master plans must contain an estimate of the cost of all public facilities that must be acquired or constructed in order to carry out the objectives and requirements of the sector/master plan. The table alongside exhibits the public facility cost estimates. The estimates are based on current (2008) dollars.

"New" indicates new or modified public facilities. "Existing" indicates existing and proposed recommendations in current county or state funding programs or those carried over from the 2006 Bowie and Vicinity Master Plan.

Table VI-2: Public Facility Cost Estimates

New/ Existing	Recommended Public Facilities	Location and Description	Estimated Cost	Comments
Transportation				
Existing	A-24: MD 197 and Jericho Park Road	From Collector Road (C-40) to US 301 in a four- to six-lane section.	$50,218,000	This section of A-24 between MD 450 and US 50 should be limited to four lanes with the existing 150 foot right-of-way until forecast travel demands warrant further expansion.
Existing	C-315: Jericho Park Road-Race Track Road		$10,656,000	New collector in existing alignment.
New	MD 197 street lights/banners	Between Rustic Hill Road and Old Jericho Park Road. Banners will highlight BSU, the MARC Station, and community center.	TBD	This project consists of installing pedestrian-scaled light poles with attached banners.
New	MD 197 extended median	From Race Track Road and Old Jericho Park Road.	TBD	This project consists of construction to extend the length of the median.
New	Jericho Park Road and Race Track Road roundabout	The intersection of Race Track Road and Jericho Park Road.	TBD	This project is to conduct a study to construct a roundabout or similar traffic calming measure.
New	Bowie State MARC Station vehicular and pedestrian passageway	Between BSU's Campus and community center.	TBD	This project consists of constructing a vehicular and pedestrian passageway under the new MARC Station.
New	Old Jericho Park Road traffic signal	Intersection of MD 197 and Old Jericho Park Road.	TBD	This project consists of installing a traffic signal.
New	Lemon's Bridge road traffic signal	Intersection of MD 197 and Lemon's Bridge Road.	TBD	This project consists of installing a traffic signal.
New	Race Track Road speed camera	Between River Run Drive and MD 197.	TBD	This project consists of installing a speed camera.
New	MD 197 speed camera	Between Race Track Road and Old Jericho Park Road.	TBD	This project consists of installing a speed camera.
New	MD 197 red light camera	The intersection of MD 197 and Old Jericho Park Road.	TBD	This project consists of installing a red light camera.
New	Loop Road Extension	Between Jericho Park Road and Semchopk Road.	TBD	This project will realign and extend Loop Road past the Jericho Park Road and connect to Semchopk Road.
New	Loop Road and Semchopk Road roundabout	Intersection of Loop Road and Semchopk Road.	TBD	This project is to construct a roundabout at an extended and realigned Loop Road.

Table VI-2 Continued: Public Facility Cost Estimates

Transit				
New	Bowie State MARC Station to replace existing station		TBD	This project consists of replacing the existing MARC Station with a new facility to the north of the existing site.
New	TheBus enhanced bus service	Enhance the county bus service and/or supplement transit options with a local shuttle service that connects the MARC Station to Old Town Bowie, Bowie Town Center, Laurel, and key county Metro stations.	TBD	This project consists of enhancing county bus service.

Trails				
Existing	New multi-use trail	Old Town Bowie to Bowie State MARC Station.	$240,000	Parallels the existing MARC alignment. Provides access from Old Town Bowie to the existing MARC Station.
Existing	WB&A Spur Trail	WB&A Trail to the Fran Uhler area.	$350,000	This project will provide a natural surface trail from the WB&A Trail north to the Fran Uhler Natural Area. It could also include side trails to the adjacent Bowie State University. Some bridging and boardwalking will be necessary.
New	Pedestrian overpass	Across AMTRAK train tracks.	TBD	Create a pedestrian overpass over the tracks near the north end of the university campus to the new North Village.
New	MARC pedestrian tunnel: renovate existing tunnel	Under existing MARC Station.	TBD	Renovate and improve the quality and safety of the existing pedestrian tunnel under the current MARC Station.
New	Race Track Road bike lanes	Between the intersection of Jericho Park Road and Orchard Run Drive.	TBD	This project consists of installing bike lanes (striped bike lanes running next to the automobile travel lane). This project will reduce the driving lane widths by four feet.
New	MD 197 bike lanes	Between Old Laurel Bowie Road and Rustic Hill Drive.	TBD	Create bike lanes (bike lanes that are separated from streets) along MD 197.
Existing	Old Jericho Park Road bike lanes		$120,000	Include wide curb lanes and either bike lanes or a shoulder capable of accommodating bicyclists.

Parks and Recreation				
New	Executive picnic area	8611 Race Track Road	TBD	Create an executive picnic area on 38 acres of land currently owned by M-NCPPC. The property is located at 8611 Race Track Road and will serve as an environmental and wildlife learning facility.

Sectional Map Amendment

Introduction

A number of established comprehensive rezoning implementation policies are utilized as necessary guidelines for developing the zoning proposal.

The comprehensive rezoning process, known as the sectional map amendment process, allows for the rezoning of a section of the overall county Zoning Map in order to bring zoning into conformance with approved plans and policies. This chapter contains the sectional map amendment (SMA) for the Bowie State MARC Station Sector Plan area. The District Council initiated the SMA in 2008 via CR-78-2008, with the expressed intent to process the SMA concurrent with the sector plan. This SMA is intended to implement the land use recommendations of the approved Bowie State MARC Station Sector Plan for the foreseeable future.

Comprehensive rezoning, through the SMA, is a necessary implementation step in the land use planning process. It attempts to ensure that future development will be in conformance with county land use plans and development policies, reflecting the county's ability to accommodate development in the foreseeable future. Existing zoning, which hinders such development, may be corrected, and piecemeal rezonings will be reduced through the SMA process. The approval of the zoning pattern recommended by the sector plan and implemented by this SMA brings zoning into greater conformity with county land use goals and policies as they apply to the Bowie State MARC Station plan area, thereby enhancing the health, safety, and general welfare of all county residents and citizens.

The county's Capital Improvement Program and Ten-Year Water and Sewerage Plan, as well as existing land use and zoning and pending zoning applications, were examined and evaluated as preparation for both the preliminary land use plan and this proposed comprehensive rezoning. Consideration has also been given to the environmental and economic impact of the land use and zoning proposals. The approval of the SMA results in the revision of the official 1"=200' zoning map(s) for this area. Future comprehensive examinations of the zoning within these areas will occur in accordance with the procedures established for sectional map amendments.

The last comprehensive rezoning for the Bowie State MARC Station area (Planning Areas 71A and 71B) took place in February 2006 with the approval of the sectional map amendment for Bowie and Vicinity (CR-11-2006).

Comprehensive Rezoning Policies

A number of established comprehensive rezoning implementation policies are utilized as necessary guidelines for developing the SMA.

Public Land Policy

The established land policy states that all public land should be placed in the most restrictive and/or dominant adjacent zone, whichever bears the closest relationship to the intended character of the area. Therefore, the zoning of public land, just as private land,

should be compatible with surrounding zones. This policy should eliminate any "islands" of inharmonious zoning, while still providing for public use. It should further assure compatibility of any future development or uses if the property is returned to private ownership.

A distinction is made where large parcels of land have been set aside specifically for public open space. In those cases the R-O-S (Reserved Open Space) Zone or the O-S (Open Space) is applied as the most appropriate zone, depending on the size of the property.

Federal and state government property, which is scattered throughout the county, is not subject to the requirements of the Zoning Ordinance. The intent of the comprehensive rezoning process is to apply a zoning category to all land, including federal and state property, without regard to its unique zoning status. The R-O-S Zone is generally applied to federal and state properties, unless specific uses of the property or intended character of the property and/or area should warrant another zoning category.

Zoning in Public Rights-Of-Way

Policies governing the zoning of public street and railroad rights-of-way (both existing and proposed) are contained in Section 27-111 of the Prince George's County Zoning Ordinance. This SMA has been prepared in accordance with that section.

Limitations on the Use of Zones

Zoning classifications proposed in the SMA are limited only by the range of zones within the ordinance at the time of final action by the District Council. However, there are certain restrictions on when these may be applied to properties (Section 27-223 of the Zoning Ordinance). Reclassification of an existing zone to a less intense zone, also known as downzoning, is prohibited where:

(g)(1) "The property has been rezoned by zoning map amendment within five years prior to the initiation of the sectional map amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;" or

(g)(2) "Based on existing physical development at the time of adoption of the sectional map amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any council action in the approval of the sectional map amendment."

Finally, in order to clarify the extent to which a given parcel of land is protected from less intensive rezoning by virtue of physical development, the Zoning Ordinance states in Section 27-223(h) that:

> "The area of the 'property,' as the word is used in Subsection (g)(2), above, is the minimum required by the Zoning Ordinance which makes the use legally existing when the sectional map amendment is approved."

Conditional Zoning

The inclusion of safeguards, requirements, and conditions beyond the normal provisions of the Zoning Ordinance, which can be attached to individual zoning map amendments via "conditional zoning," cannot be utilized in SMAs. In the piecemeal rezoning process, conditions are used to: (1) protect surrounding properties from potential adverse effects which might accrue from a specific zoning map amendment; and/or (2) to enhance coordinated, harmonious, and systematic development of the Regional District. When approved by the District Council, and accepted by the zoning applicant, "conditions" become part of the county zoning map requirements applicable to a specific property and are as binding as any provision of the county Zoning Ordinance [see Conditional Zoning Procedures, Section 27-157(b)].

In theory, zoning actions taken as part of the comprehensive rezoning (SMA) process should be compatible with other land uses without the use of conditions. However, it is not the intent of an SMA to repeal the additional requirements determined via "conditional" zoning cases that have been approved prior to the initiation of a sectional map amendment. As such, it is appropriate that, when special conditions to development of specific properties have been publicly agreed upon and have become part of the existing zoning map applicable to the site, those same conditions shall be brought forward in the SMA. This is accomplished by continuing the approved zoning with "conditions" and showing the zoning application number on the newly adopted zoning map. This would take place only when it is found that the existing zoning is compatible with the intended zoning pattern or when ordinance limitations preclude a rezoning. Similarly, findings contained in previously approved SMAs shall be brought forward in the SMA where the previous zoning category has been maintained.

Comprehensive Design Zones

Comprehensive design zones (CDZ) may be included in a sectional map amendment. Normally, the flexible nature of these zones requires a basic plan of development to be submitted through the zoning application process (zoning map amendment) in order to evaluate the comprehensive design proposal.

It is only through approval of a basic plan, which identifies land use types, quantities, and relationships, that a CDZ can be recognized. Under this process, an application must be filed, including a basic plan; and the Planning Board must have considered and made a recommendation on the zoning application in order for the CDZ to be included within the SMA. During the comprehensive rezoning, prior to the submission of such proposals, property must be classified in a conventional zone that provides an appropriate "base density" for the development. In theory, the "base density" zone allows for an acceptable level of alternative development should the owner choose not to pursue full development potential indicated by the sector plan.

Under limited circumstances, CDZs may be approved in a sectional map amendment without the filing of a formal rezoning application by an applicant. The recommendation of the sector plan and the SMA zoning change, including any design guidelines or standards, may constitute the basic plan for development. In these cases, overall land use types, quantities and relationships for the recommended development concept should be described in the SMA text, and be subject to further adjustment during the second phase of review, the comprehensive design plan, as more detailed information becomes available. See CB-76-2006, CB-77-2006, and Sections 27-223(b), 27- 225(b)(1), 27-226(a)(2), 27-226(f)(4), 27-478(a)(1), 27- 480(g), and 27-52(a)(1) of the Zoning Ordinance.

Mixed-Use Zoning Recommendations

Implementation of the long-range land use recommendations of the Bowie State MARC Station Sector Plan and Sectional Map Amendment for mixed-use, pedestrian and transit-oriented development in the designated mixed-use activity center will require application of mixed-use zoning techniques and possible incorporation of a form-based code. Although there are several mixed-use zoning categories defined in the Zoning Ordinance, none currently contain an ideal combination of use, design, and administrative regulations necessary to achieve the character and vision recommended by the sector plan. The following mixed-use zones are currently available: the Development District Overlay Zone (DDOZ), Transit District Overlay Zone (TDOZ), Mixed-Use Transportation Oriented (M-X-T) Zone, Mixed-Use Infill (M-U-I) Zone, Mixed-Use Town Center (M-U-TC) Zone, and Comprehensive Design Zones (CDZs), including the Local Activity Center (L-A-C) and Major Activity Center (M-A-C).

On October 31, 2006, the District Council adopted CB-78-2006. This ordinance amends the M-X-T Zone to provide a more direct link between the M-X-T Zone and recommendations in the approved General Plan, master plans, and sector plans. CB-78-2006 also adds language that helps ensure the timely provision of adequate public facilities recommended in a plan, allows the requirement for mixed-use development in the M-X-T Zone to be satisfied on other properties within a comprehensively planned General Plan center consistent with the recommendations of a master plan or sector plan, and establishes plan recommendations as the guide to defining regulations for development in the review of subsequent conceptual site plan (CSP) and detailed site plan (DSP) applications.

It is recommended that an appropriate set of mixed-use, form-based zoning categories or techniques be prepared (or existing zones modified), so that there is an effective and efficient set of regulations to implement the mixed-use, pedestrian-and transit-oriented development patterns recommended by the 2002 General Plan and recent master and sector plans, including the Bowie State MARC Station Sector Plan and Sectional Map Amendment.

In the interim, the M-X-T (Mixed-Use Transportation Oriented) Zone serves as an adequate zoning technique to implement the recommendations of the sector plan for higher intensity, mixed-use development concentrated in the Bowie State MARC Station Community Center. To be most effective, it is recommended that the use recommendations of the sector plan be viewed comprehensively, and that review of site plan applications in the M-X-T Zone be flexible. Rather than requiring a mix of uses for each application, there should be a concentrated effort to ensure that the Bowie State MARC Station develop with the cohesive, horizontal and vertical mix of uses described by the sector plan as a whole.

Development should also be phased so that certain levels of development trigger requirements meant to ensure conformance to the sector plan. For example, once a given number of dwelling units have been approved, there could be a focus on retail or commercial space, and residential building permits could be placed on hold until specific levels of office or retail space have been achieved.

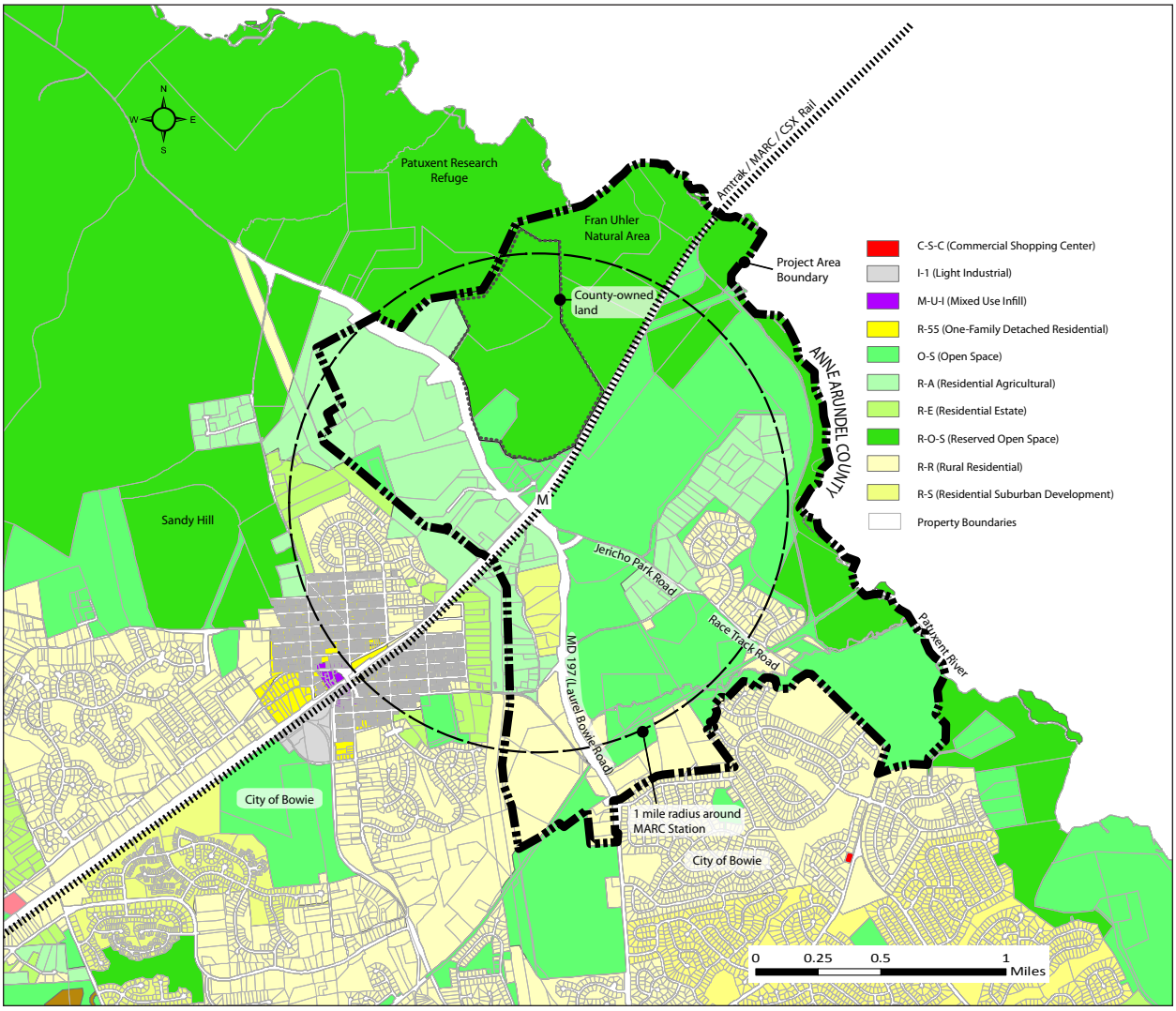
Comprehensive Rezoning Changes

To implement the sector plan policies and land use recommendations contained in the preceding chapters, many parcels of land must be rezoned to bring the zoning into

conformance with the sector plan. The comprehensive rezoning process (via the SMA) provides the most appropriate mechanism for the public sector to achieve this. As such, the SMA is approved as an amendment to the official zoning map(s) concurrently with approval of the sector plan.

The proposed SMA includes 23 recommended zoning changes based on the land use and development policies described in the previous chapters of this sector plan. The location of the proposed changes is shown on **Maps VI 6a–6b: Zoning Changes, pages 127–128,** and they are described in **Table VI-4: Zoning Changes, page 126**. These proposed zoning changes result in a new zoning inventory for the area (**Table VI-3: Existing and Proposed Zoning Inventory**, **page 125**). The proposed zoning pattern for the Bowie State MARC Station Sector Plan area is shown on **Map VI-5: Approved Zoning, page 124**. These maps are included for illustrative purposes only. Upon approval, the 1"=200' scale zoning maps will represent the official zoning boundaries.

Map VI-4: Existing Zoning



Map VI-5: Approved Zoning

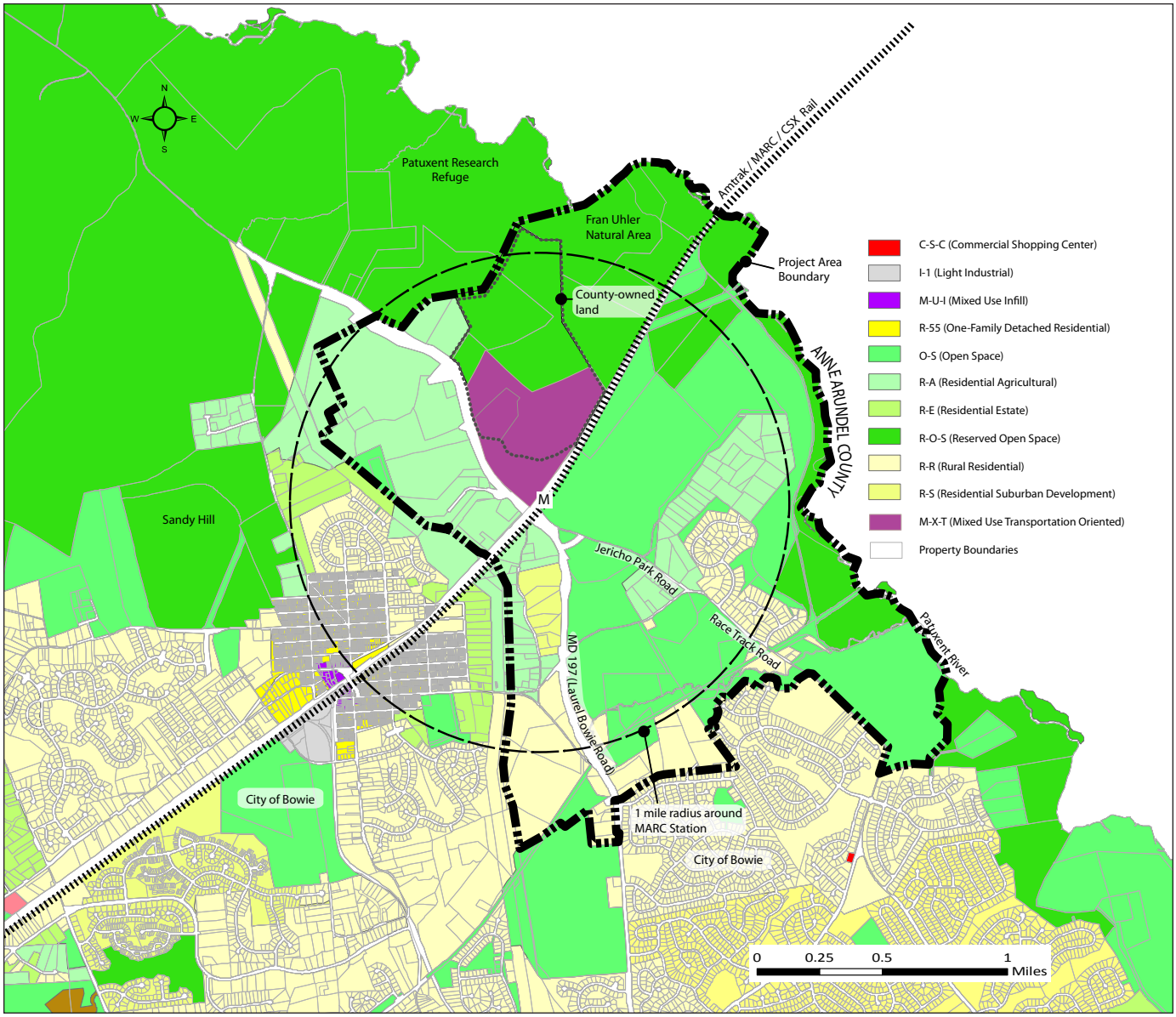


Table VI-3: Existing and Proposed Zoning Inventory

Zone*	Land Area			
	Existing (acres)	Proposed (acres)	Difference (+/-)	Percent Difference
R-O-S (Reserved Open Space)	611.17	531.97	79.20	13.00
O-S (Open Space)	835.24	801.70	-33.54	4
R-A (Residential-Agricultural)	427	427.00	0	0
R-R (Rural Residential)	252.63	252.63	0	0
R-S (Residential Suburban Development)	30.02	30.02	0	0
M-X-T (Mixed Use Community)	0	112.74	112.74	NA
Right-of-Way	125.94	125.94	0	0
Water				
Total	2282	2282.00	0	0

*The zones are listed in the order of intensities, beginning with the least intensive zone and progressing to the most intensive zone, as defined in Section 27-109(b) of the Zoning Ordinance.

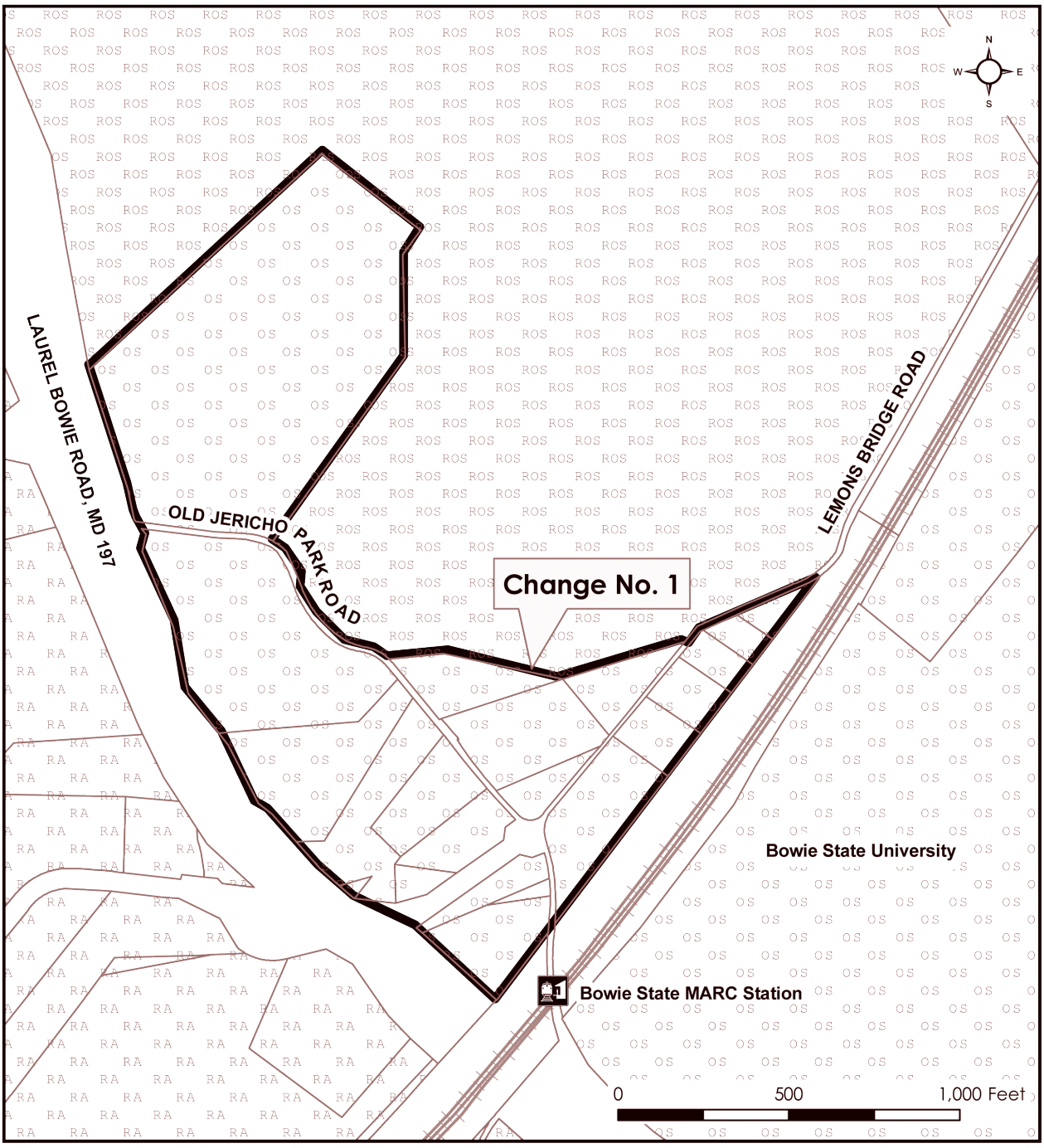
Table VI-4: Zoning Changes

Change Number	Zone Change	Area of Change	Approved SMA/ZAP/ SE Number	Date	Pending ZAP	200' Scale Index Maps
Change No. 1	O-S to M-X-T	33.54 acres	SMA			212NE12 213NE12
Use and Location:						
Single-family detached house, 013733 Jericho Park Rd, Bowie, Acreage 2.6116, Tax Map Grid 022D4, Parcel 63, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 013801 Jericho Park Rd, Bowie, Acreage 1.673, Tax Map Grid 029D1, Parcel 204, Plat n/a, Lot n/a, Subdivision n/a.						
Single-family detached house, 013803 Jericho Park Rd, Bowie, Acreage 1.1865, Tax Map Grid 029D1, Parcel 205, Plat n/a, Lot n/a, Subdivision n/a.						
Single-family detached house, 013805 Jericho Park Rd, Bowie, Acreage 0.8, Tax Map Grid 029D1, Parcel 13, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.2, Tax Map Grid 029D1, Parcel 303, Plat n/a, Lot n/a, Subdivision n/a.						
MARC parking lot (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.2, Tax Map Grid 029D1, Parcel 303, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.04, Tax Map Grid 029D1, Parcel 304, Plat n/a, Lot n/a, Subdivision n/a.						
MARC parking lot (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.1634, Tax Map Grid 029C1, Parcel 305, Plat n/a, Lot n/a, Subdivision n/a.						
MARC parking lot (MDOT), 0000 Jericho Park Rd, Bowie, Acreage 1.39, Tax Map Grid 029C1, Parcel 188, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.69, Tax Map Grid 022D4, Parcel 59, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 009448 Lemon's Bridge Rd, Bowie, Acreage 0.5, Tax Map Grid 022D4, Parcel 46, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 0000 Lemon's Bridge Rd, Bowie, Acreage 0.6479, Tax Map Grid 022D4, Parcel 44, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 008606 Race Track Rd, Bowie, Acreage 0.84, Tax Map Grid 029F2, Parcel 60, Plat n/a, Lot n/a, Subdivision n/a .						
Single-family detached house, 013800 Old Jericho Park Rd, Bowie, Acreage 1.128, Tax Map Grid 022D4, Parcel 38, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 0000 Lemon's Bridge Rd, Bowie, Acreage 0.4339, Tax Map Grid 022D4, Parcel 44, Plat n/a, Lot n/a, Subdivision n/a.						
Single-family detached house, 013802 Old Jericho Park Rd, Bowie, Acreage 2, Tax Map Grid 022D4, Parcel 39, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.69, Tax Map Grid 022D4, Parcel 59, Plat n/a, Lot n/a, Subdivision n/a.						
MARC Parking Lot (MTA), 0000 Lemon's Bridge Rd, Bowie, Acreage 1.9766, Tax Map Grid 029D1, Parcel 7, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 0000 Old Jericho Park Rd, Bowie, Acreage 0.53, Tax Map Grid 029D1, Parcel 195, Plat n/a, Lot n/a, Subdivision n/a.						
Professional Fireman's Association, 013701 Old Jericho Park Rd, Bowie, Acreage 0.84, Tax Map Grid 022C4, Parcel 71, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 0000 Old Jericho Park Rd, Bowie, Acreage 15, Tax Map Grid 022D4, Parcel 8, Plat n/a, Lot n/a, Subdivision n/a.						
Discussion: These properties are in the core of the sector plan area designated as a community center and appropriate for mixed-use development in accordance with the sector plan goals and the General Plan recommendation for community centers.						

Change Number	Zone Change	Area of Change	Approved SMA/ZAP/ SE Number	Date	Pending ZAP	200' Scale Index Maps
Change No. 2	R-O-S to M-X-T	79.2 acres	SMA		-	213NE12 212NE12 214NE12
Use and Location: Undeveloped land, located on the eastern side of MD 197 and north of the Amtrak right-of-way.						
9801 Laurel Bowie, Rd, Bowie, Acreage 79.2, Tax Map Grid 022D3, Parcel 73, Plat n/a, Lot n/a, Subdivision n/a.						
Discussion: These properties are in the core of the sector plan area designated as a community center and appropriate for mixed-use development in accordance with the sector plan goals and the General Plan recommendation for community centers.						

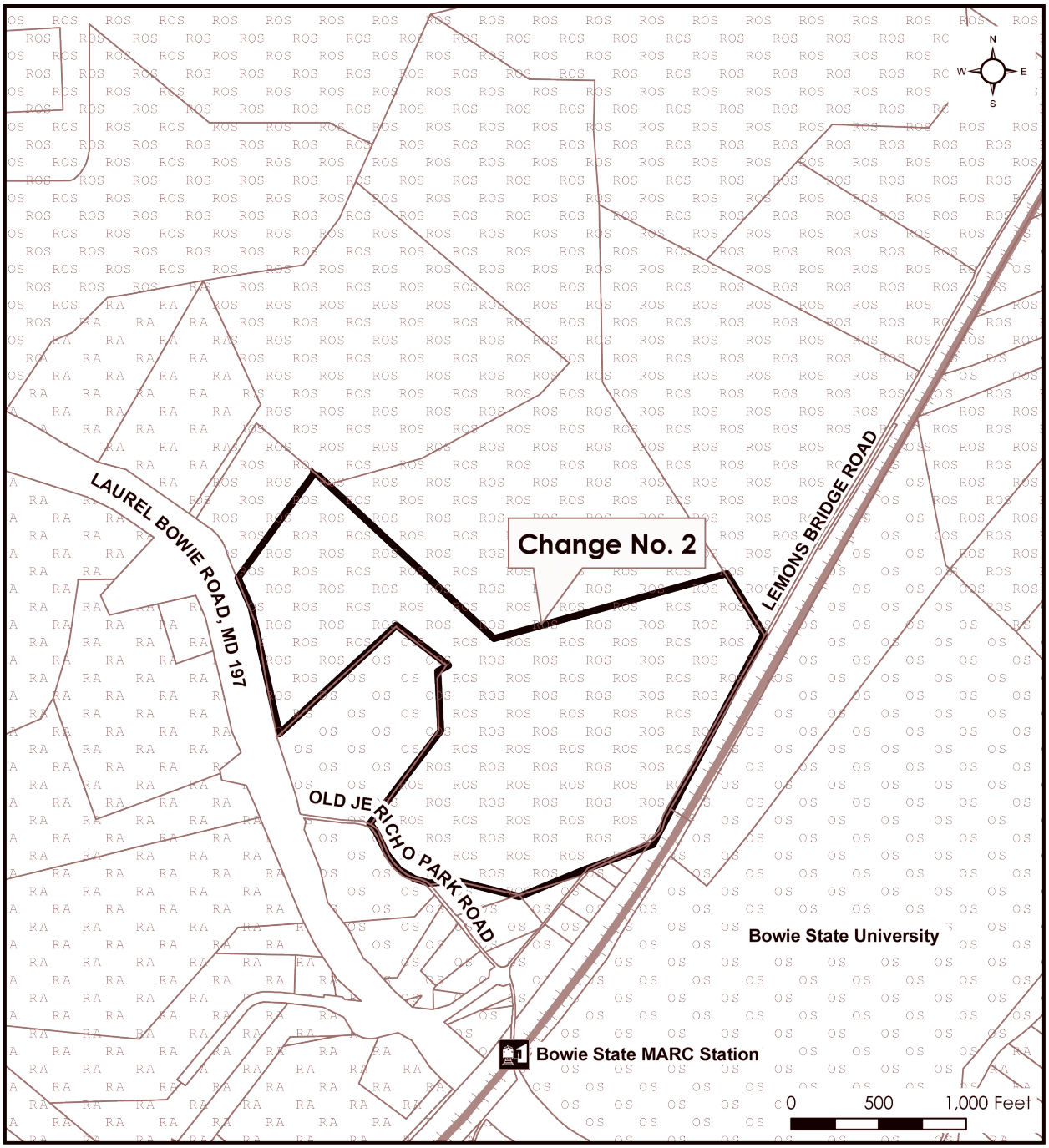
Map VI-6a: Zoning Changes

Change No. 1: O-S TO M-X-T



Map VI-6b: Zoning Changes

Change No. 2: R-O-S TO M-X-T



Appendices

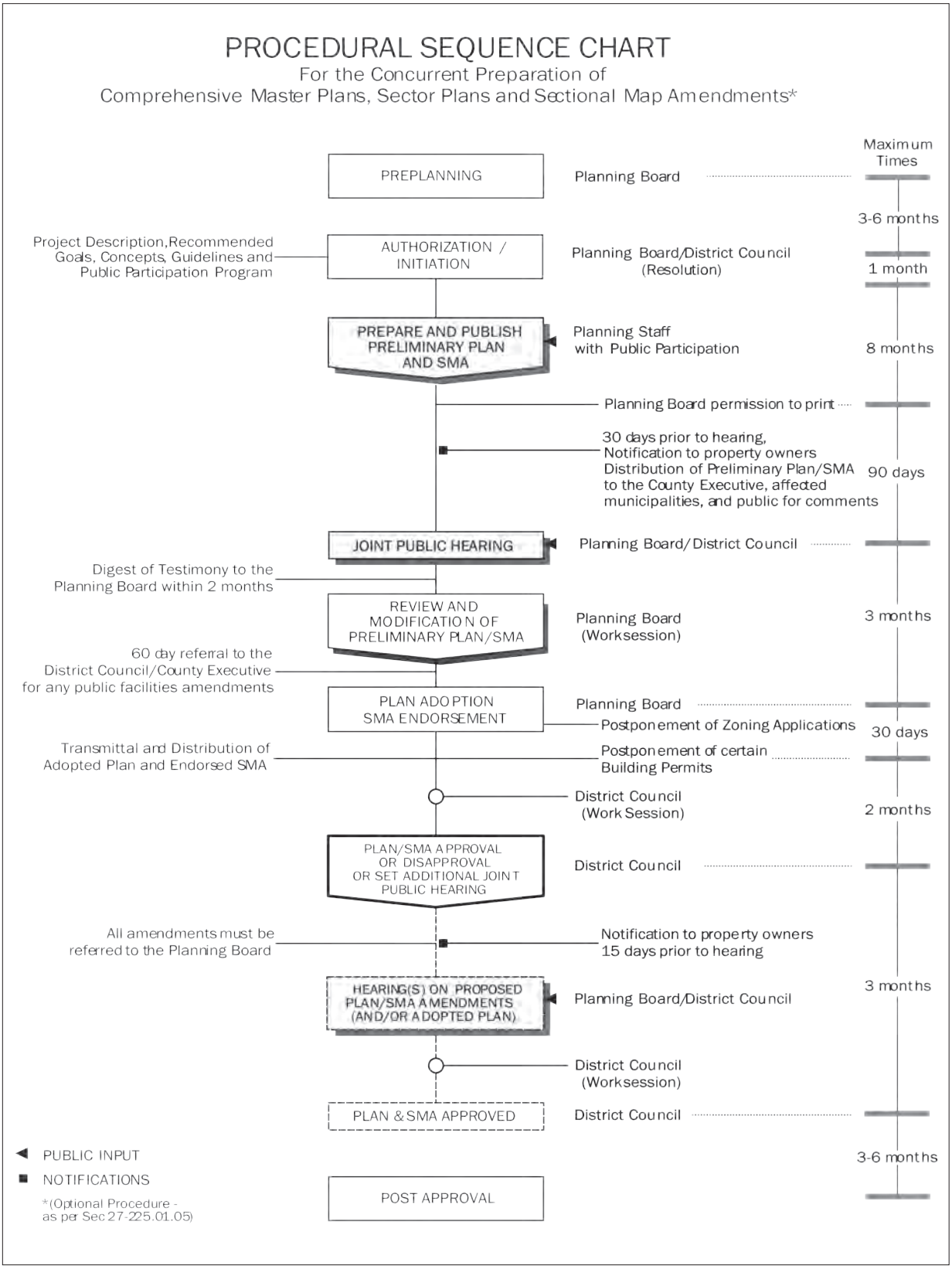
1. Level of Service Table
2. Procedural Sequence Chart
3. Certificate of Adoption and Approval

Appendix 1

Level of Service for the Bowie State Marc Station Sector Plan and Endorsed SMA

Road ID	Limit	ADT	LOS
C-314: Race Track Road	C-315 and A-24	7,184	A
C-314: MD 564	A-24 and C-301	17,487	C
C-315: Jericho Park Road	C-314 and A-24	18,300	C
C-315: Race Track Road	C-314 and C-311	25,329	D
A-24: MD 197	C-315 and C-313	64,656	D
A-24: MD 197	C-315 and C-314	47,365	C
A-24: MD 197	C-314 and C-303	64,656	D

Appendix 2


PROCEDURAL SEQUENCE CHART
For the Concurrent Preparation of
Comprehensive Master Plans, Sector Plans and Sectional Map Amendments*
Maximum Times
PREPLANNING
Planning Board
3-6 months
Project Description, Recommended Goals, Concepts, Guidelines and Public Participation Program
AUTHORIZATION / INITIATION
Planning Board/District Council (Resolution)
1 month
PREPARE AND PUBLISH PRELIMINARY PLAN AND SMA
Planning Staff with Public Participation
8 months
Planning Board permission to print
30 days prior to hearing, Notification to property owners Distribution of Preliminary Plan/SMA to the County Executive, affected municipalities, and public for comments
90 days
JOINT PUBLIC HEARING
Planning Board/District Council
Digest of Testimony to the Planning Board within 2 months
REVIEW AND MODIFICATION OF PRELIMINARY PLAN/SMA
Planning Board (Worksession)
3 months
60 day referral to the District Council/County Executive for any public facilities amendments
PLAN ADOPTION SMA ENDORSEMENT
Planning Board
Postponement of Zoning Applications
30 days
Transmittal and Distribution of Adopted Plan and Endorsed SMA
Postponement of certain Building Permits
District Council (Work Session)
2 months
PLAN/SMA APPROVAL OR DISAPPROVAL OR SET ADDITIONAL JOINT PUBLIC HEARING
District Council
All amendments must be referred to the Planning Board
Notification to property owners 15 days prior to hearing
HEARING(S) ON PROPOSED PLAN/SMA AMENDMENTS (AND/OR ADOPTED PLAN)
Planning Board/District Council
3 months
District Council (Worksession)
PLAN & SMA APPROVED
District Council
3-6 months
PUBLIC INPUT
NOTIFICATIONS
*(Optional Procedure - as per Sec 27-225.01.05)
POST APPROVAL

CERTIFICATE OF ADOPTION AND APPROVAL

The Bowie State MARC Station Sector Plan and Sectional Map Amendment amends portions of the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A and 71B;* the 2002 *Prince George's County Approved General Plan* for the Physical Development of the Maryland-Washington Regional District within Prince George's County, Maryland; the 2005 *Countywide Green Infrastructure Plan*; the 2009 *Master Plan of Transportation*; the 2008 *Public Safety Facilities Master Plan*; the 1992 *Prince George's County Historic Sites and Districts Plan*; the 1983 *Functional Master Plan for Future Public School Sites in Prince George's;* and the 1975 *Countywide Trails Plan* including the 1985 *Equestrian Addendum.* The Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the sector plan and sectional map amendment by Resolution Number 09-142 on October 8, 2009, and was approved by the Prince George's County Council, sitting as the District Council, by Resolution No. CR- 6-2010 on January 26, 2010, after a duly advertised joint public hearing held on July 14, 2009.

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Bowie State University

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