

# City Development Policies Comparison Table

Preliminary Master Plan  
Recommendations Reviewed Against  
City Council  
Development Review Guidelines and  
Policies Approved on March 1, 2021  
Resolution R-9-21

September 7, 2021

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
<b><u>LAND USE</u></b>			
<b><u>ESTABLISHED COMMUNITIES</u></b>			
1. Any redevelopment of the Bowie racetrack (Bowie Training Center) shall only be with public recreational uses, green space, parkland and open space.	Y	PF 7.2	
2. The historic viewshed of the Jesuit property associated with Sacred Heart Church shall be preserved by returning the entire property on both sides of MD 450 to the Rural Tier (Rural Preservation Area) and downzoning the land to the lowest density residential zone.	Y/N	LU 2.3	Does not include north side of MD 450
3. A Residential Neighborhood Conservation Area and zoning district shall be established to protect the original Levitt sections and conserve the City's older neighborhoods. This zoning tool shall establish uniform zoning standards, such as lot coverage standards, and shall also prohibit unwanted special exception uses from encroaching on the established neighborhood character. Policies shall be developed in the new Bowie, Mitchellville and Vicinity Area Master Plan to address preservation of the character of existing retail shopping centers.	N		Allowable densities are too high
<b><u>Mixed Use Activity Centers</u></b>			
4. Higher-density and mixed-use development shall be concentrated within the Bowie Local Center (and the Bowie/MARC Center) while encouraging only low-density development and revitalization of existing centers in the Established Communities.	Y	LU 6.2 LU 7.1 LU 9.1	Allowable densities outside centers are too high
5. Additional focus shall be placed on redevelopment in the MD Route 450 Mainstreet area that converts this area from a through arterial to a true main street design, with narrower streets and on-street parking. Appropriate design standards shall be adopted in conjunction with the update of the Bowie, Mitchellville and Vicinity Area Master Plan.	Y	LU 17.1 TM 25.3	
6. Pedestrian-oriented, mixed-use development shall be encouraged within the existing commercial district of Old Town Bowie. Opportunities to develop a wider range of compatible housing choices in Old Town Bowie via the Comprehensive Design Zone technique are generally supported. The concept of creating an arts or cultural center in Old Town Bowie should be explored in the next Master Plan update.	Y	LU 15.1 HD 9.1 HD 9.4	
7. The development concept for West Bowie Village shall be limited to basically non-residential uses within the existing business district, except that live-work units shall be specifically included as an allowed residential dwelling type within the commercial district.	N		CGO zone will allow residential
8. The Pointer Ridge mixed-use activity center is supported, however, no vehicular access, including indirect access via parking lots shall be allowed to Pointer Ridge Drive.	Y	LU 20.1 LU 20.2	
<b><u>US 301/MD 3 Median</u></b>			
9. Existing properties in the MD 3/US 301 median shall be retained in the R-R zone. Expansion of existing commercial uses shall be discouraged, as they will further contribute to an already overburdened transportation system and create the potential for increased vehicular conflicts. Any future commercial rezoning of residential properties to commercial zones is discouraged.	Y	LU 21.1 TM 27.5	
10. The consolidation of existing commercial properties in the MD 3/US 301 median shall be encouraged to provide more coordinated and attractive development.	Y	LU 21.1 TM 27.5	
11. Any improvement to median properties shall include adequate turning lanes and acceleration/deceleration lanes.	Y	TM 27.4	
<b><u>RURAL AND AGRICULTURAL AREAS</u></b>			
1. Properties located in the R-O-S, O-S and R-A zones (or any equivalent new zoning districts) shall not be served by public water and sewer facilities.	Y	PF 4.1	
2. The portion of the planning area east of US Route 301, south of US Route 50 shall be recommended only for permanent low-density development, with the exception of the area north of the Mill Branch Road intersection.	Y	LU 2.1	

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
3. The historic viewshed of the Jesuit property associated with Sacred Heart Church shall be preserved by returning the entire property on both sides of MD 450 to the Rural Tier (Rural Preservation Area) and downzoning the land to the lowest density residential zone.	Y/N	LU 2.3	See Land Use 2 above
4. Development of properties in the Rural and Agricultural Areas shall address the following: <ul style="list-style-type: none"> <li>• protection of agricultural uses;</li> <li>• minimization of lot coverage and building bulk to avoid overly imposing new structures;</li> <li>• the use of conservation and wildlife habitat landscaping and avoidance of non-native plants;</li> <li>• preservation or creation of meadows and woodlands;</li> <li>• restrictions in sizes of lawns around all structures; and</li> <li>• use of aesthetically pleasing vinyl and aluminum siding.</li> </ul>	Y	LU 2.1 NE 10.1 HD 4.1 Thru HD 4.4	
5. The use of signalized intersections shall be avoided in favor of traffic circles at higher volume intersections.	Y	TM 12.1	
6. Rural road design standards that allow for bikeable shoulders and pervious surfaces shall be created.	Y	TM 12.1 TM 12.2	
7. Agricultural easements shall be given priority where agricultural uses are located outside of the Green Infrastructure Network.	Y	HD 4.1	
<b><u>BOWIE LOCAL CENTER</u></b>			
1. Commercial and office development shall be concentrated in the Bowie Local Center.	Y	EP 4.1 - EP 4.7	
2. The boundaries of the Bowie Local Center shall be determined using the Growth Policy Map in <u>Plan Prince George's 2035</u> and expanding it to include the more intensely developed and densely populated portions of the City. The boundaries of the Bowie Local Center shall be adjusted to include all the property in the original Bowie New Town Center (BNTC) Comprehensive Design Plan (CDP) area, a mixed-use retail/residential/office development. Further, to add to the variety of housing types of the Bowie Local Center's residential component and to reflect the synergy and proximity of this area to the core sub area of the retail portion of the BNTC, the boundary of the Bowie Local Center shall expanded, at a minimum, to include additional land uses, such as: the Bowie Health Center campus (including adjacent facilities); the Bowie Crossing development and adjacent County Park-and-Ride lot; the Heather Hills residential community; the M-A-C and R-S zoned lands between MD Route 197 and Old Collington Road; Enfield Chase; the Northview Elementary School property and the portion of the "Northview" section north of that property; Pin Oak Village and Covington; the Longleaf cluster subdivision; and, Prince George's Stadium.	Y/N	LU 5.1 – LU 7.1	Expansion does not go far enough; oppose reduction proposed for east side of US 301
3. The more intense development described in the Bowie and Vicinity Area Master Plan shall not occur until the necessary transportation facilities are in place to support it. Recommendations shall be made for staging the Master Plan's land use recommendations into short-range, medium-range and long-range (ultimate) proposals tied to provision of necessary infrastructure (e.g completion of the US 301/MD 197 interchange, establishment of a transit center, etc.).	Y/N	TM 16.1 thru TM 16.4 TM 2.1	LOS "D" not used in favor of LOS "E", against City policy
<b><u>EMPLOYMENT AREAS*</u></b>			
1. The City shall facilitate development of employment land uses at Melford, Bowie Gateway Center, Bowie Town Center, Bowie Office Park, 3000 Mitchellville Road and other office building locations.	Y	EP 4.1 EP 5.1 – EP 7.2	
2. Continued employment and office development is encouraged within the designated Employment Area.	Y	EP 6.1 EP 7.2	
3. Melford is recognized as a key employment feature of the Bowie Local Center.	Y	LU 13.2 EP 7.1	

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
<b><u>ECONOMIC PROSPERITY</u></b>			
1. Compatible commercial development, employment uses and mixed-use development, including live-work dwelling units, shall be promoted in designated centers.	Y	EP 4.1 EP 10.1	
2. Auto service centers or related commercial uses shall be directed to highway-oriented sites on the periphery of the community.	Y	LU 5.4 LU 21.1	
3. Strip commercial development, particularly single-use or pad site configuration, shall be discouraged. Commercial development shall be located in planned or designated centers rather than on isolated, scattered sites.	Y	LU 21.1	
4. Redevelopment of older centers is encouraged before development of sites in new locations.	Y	LU 15.1 LU 19.1	
5. Commercial and office development shall be concentrated in the Bowie Local Center.	Y	LU 6.5 LU 6.6	
6. Existing commercial centers shall be preserved, rehabilitated or redeveloped.	Y	LU 15.2 LU 16.2 LU 20.1 LU 20.2 EP 3.1 EP 4.6 EP 8.1 HD 12.1 HD 12.2	
7. A planning area-wide fiscal impact analysis shall be undertaken before any additional commercial zoning intensity is approved.	N		
<p>8. Smart Technology Solutions and Services Integration - Appropriate and effective steps shall be adopted to assure that all city development (residential and commercial) and city residents, non-profits, schools, businesses, and public services developed within the city commit to smart technology solutions and services practices for the City.</p> <p>Development of smart solutions and services shall cross all Development Guidelines Areas/Categories and shall promote:</p> <ul style="list-style-type: none"> <li>• Sustainability</li> <li>• Low-cost, stable and secure infrastructures construction</li> <li>• Accessibility to inclusive technology by design for all residents and tenants in developed properties</li> <li>• Access to broadband telecommunication from competitive sources at competitive rates for all residents and tenants in developed properties</li> <li>• Elimination of the digital divide.</li> </ul>	N		<p>The Plan recommends placing utility lines underground in some areas, as well as supporting the City's Sustainability Plan</p>

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<b><u>TRANSPORTATION AND MOBILITY</u></b>			
<u>Regional Approach</u>			
1. A comprehensive ongoing review of a balanced transportation network for the City and its Planning Area, the Washington Metropolitan region, as well as the Statewide system is supported. This review shall include not only an analysis of the operational capabilities of the existing and anticipated road network, but also the need to ensure that a multi-modal approach is taken in providing for current and future transportation needs. All modes of transportation, including, but not limited to rail, bus, High Occupancy Vehicles (HOV), bicycling and walking shall be included in any analysis.	N		The Plan is more specific in its recommendations for each mode.
2. The City shall support the study of new ways to fund all modes of transportation on a region-wide basis. This study shall focus on such issues as advanced protection of right-of-way for not only highways, but also transit lines.	Y	TM 10.3	
3. A feasibility assessment of a new roadway linking MD 197 near Bowie State University with MD 3 in Anne Arundel County shall be undertaken as part of the Bowie, Mitchellville and Vicinity Master Plan update.	N		Per City Transportation Priority Letter; Not addressed in Plan.
4. The City supports the future conversion of the Pope's Creek rail line to a regional bicycle and pedestrian trail. With the eventual closings of the coal fired power plants at Chalk Point and Morgantown, the Pope's Creek rail line will become obsolete. The City recommends the rail line's ultimate repurposing as a bicycle and pedestrian trail, to provide a significant transportation and recreation amenity to communities along its alignment. The City shall take a lead role in advocating a vision for the conversion of the Pope's Creek rail line, which will further revitalization of Old Town Bowie and expand healthy and sustainable transportation options for residents living along its route.	Y	TM 7.6	
<u>Bikes, Trails and Pedestrians</u>			
5. Implementation of the Complete Streets Policy and City Trails Master Plan shall proceed as quickly as possible. The installation of on-road bike route signage (including "Bikes May Use Full Lane" signs, where applicable) shall be used as an interim means of identifying streets for an on-road bike route system on City streets until those roads have been permanently improved to include either a wide shoulder for use by cyclists or the construction of an adjacent off-road, multi-use trail.	Y	TM 1.1 TM 1.2 TM 3.7	
6. Development of The Bowie Byway trail system as described in the Trails Master Plan is a priority, and it represents an important goal for connecting major destination points in the City along a north-south transect that crosses major highways.	Y	TM 7.1 TM 7.4	
7. A new trail within the alignment of the former PT-1 corridor shall be constructed to connect Church Road to Northview Drive, in order to link residential areas within the Church Road corridor with the new Northview Elementary School and Bowie Local Center.	N		See Appendix D for trail recommendations
8. The development of an uninterrupted linear trail network (including a bridge to Anne Arundel County in the vicinity of the WB & A Trail)	Y	PF 6.2	

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
for pedestrians, bicyclists and equestrians along the Patuxent River corridor shall be a priority.			
9. A route for a new Patuxent River footpath trail shall be identified. This trail will serve as a recreational and educational resource highlighting this important natural watershed defining the eastern boundary of the City.	Y	PF 6.2	
10. As part of the expansion of the trail system throughout the County, the development of service/rest areas and enhanced access to existing communities shall be provided along the network.	Y	TM 3.10 TM 7.1 HC 2.1 HD 7.1	
11. The planned Bowie Heritage Trail system, including construction of trails from the WB & A Spur Trail to the Bowie State MARC Station and connections to the main WB & A Trail shall be completed as soon as possible. An on-road trail shall be identified between Tanglewood Park and the Bowie Heritage Trail trailhead at 12 <sup>th</sup> Street and connect with the proposed trails between Old Town Bowie and Bowie State University/MARC Station.	Y	TM 6.2 TM 7.1 TM 7.3	
12. Construction of a pedestrian crossing of US 50 (bridge or underpass) connecting Melford to Governor Bridge Road shall be evaluated in the next Master Plan update.	Y	TM 7.3 TM 7.4	
13. Construction of an elevated pedestrian crossing of MD 214 shall be completed in order to connect The Bowie Byway trail into the South Lake development and County Master Plan Trail extending to Upper Marlboro.	Y	TM 7.1 TM 7.3	
14. Interim use of existing, but unimproved, rights-of-way for trails is encouraged where links to major trail systems can be provided to enhance access to these systems.	Y	TM 1.1 TM 1.2 TM 7.1	
15. Planning for alternative uses for the publicly owned portions of the former A-44 right-of-way, such as for preservation of wildlife corridors and installation of needed trails and recreational facilities, shall begin immediately. Use of this right-of-way for hiker-biker trails is recommended as per the Trails Master Plan.	Y	TM 7.1 PF 3.2	
16. The overall non-motorized transportation goal of the City shall be to make it possible for residents to walk or bike anywhere in the City, safely separated from vehicular traffic, where possible. The City shall be a pedestrian- and bike-friendly community. Generally, all new development shall be designed as such.	Y	TM 1.1 TM 1.2 TM 3.1 TM 7.1 TM 9.1	
<u>Transit</u>			
17. The following specific improvements and enhancements shall be made to the transit systems serving the City:			

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
1. <i>Initiate County bus (TheBus) transit service in <u>Old Town Bowie</u> to connect it to other cultural and business attractions, including Bowie State University. (Short Term)</i>	Y	TM 6.2 TM 6.4	
2. <i>Ensure the establishment of a regional transit route from Annapolis to Laurel via the Northview Park-and-Ride lot in the next several years. (Mid-Term)</i>	N		
3. <i>Evaluate County bus (The Bus) service between the 450 Mainstreet area and the City of Greenbelt. (Long Term)</i>	Y	TM 6.5	
4. <i>Evaluate County bus (The Bus) service between Bowie Town Center and Largo Town Center, including service along Woodmore, Mount Oak and Mitchellville Roads. (Long Term)</i>	Y	TM 6.5	
5. <i>Evaluate County bus (The Bus) service between Fairwood and Upper Marlboro, via Fairwood Parkway, Church Road, Leeland Road and US 301. (Long Term)</i>	Y	TM 6.5	
6. <i>Designate the US 50 corridor as a Priority Transit Corridor on all future County plans. (Long Term)</i>	Y	TM 6.3	
7. <i>Continue to advocate for efficiency improvements to WMATA bus service. (Ongoing)</i>	Y	TM 6.1 TM 6.4	
<u>Future Road Expansion</u>			
18. Any improvements to the transportation network in and around the City and its Planning Area shall maximize traffic flow and operational efficiency, while minimizing disruptive impacts on public transit users, pedestrians and safe cycling operations.	Y	TM 2.4 TM 3.1 TM 3.7 TM 6.9	
19. To the greatest extent possible, no new highways shall be constructed. Continued highway expansion shall not be the sole means of accommodating new growth. The City supports a system of multi-modal radial corridors consisting of such alternatives as rail; exclusive bus service; High Occupancy Vehicle lanes; bikeways, etc. Innovative techniques such as Transportation Systems Management (TSM) shall be used to improve the efficiency of existing and future transportation improvements. These corridors include the WB&A trail system, Amtrak Line, US Route 50, and MD Route 214, and a specific transit corridor serving the Bowie area, along with, and supplemented by, the establishment of a circumferential transit corridor. The preferred transit corridor would extend Metrorail from New Carrollton to Bowie and Annapolis via the right-of-way of US Route 50.	Y	TM 1.1 TM 1.2 TM 1.3 TM 3.2 TM 6.3	
20. With the exception of US Route 50, MD Route 214, US Route 301, and the portion of Mitchellville Road north of Northview Drive, the City opposes the upgrading of all major roadways to six (6) "through" lanes.	Y	TM 2.4	See Appendix D for number of lanes

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
21. All upgrades to the above roads shall include HOV lanes/exclusive bus lanes (within the same lane).	Y/N	TM 2.4 TM 6.1	No HOV Lanes recommended
22. With the exception of those roads identified herein, finite highway capacity limits of a four-lane road network shall be used as the basis for setting the residential density and commercial intensity levels in the planning area.	N		
23. The City shall continue to work toward finding a means, such as the existing pedestrian/bicycle bridge over US Route 50 that was actively sought by the City, to minimize the physical separation of residential communities caused by major roadways such as US Route 50, US Route 301, MD Route 450, MD Route 214 and MD Route 197.	Y	TM 2.4 TM 7.1	
<u>MD 197 Policy</u>			
24. MD Route 197 shall be designed to accommodate a maximum of four (4) lanes for that portion of MD Route 197 between Kenhill Drive and relocated MD Route 450. Except where added width is needed at intersections, a continuous 8- to 12-foot wide median shall run between the northbound and southbound lanes of MD Route 197 between the intersection of MD Route 197 with Tulip Grove Drive, and the intersection of MD Route 197 and Lerner Place. The alignment of the road shall be configured for minimal roadbed and minimum disturbance of foliage on both sides of the new roadway, and minimal disturbance of the bike trail on the east side of the existing road. Safe pedestrian crossing from the Long Ridge Section to Foxhill Park is also a goal.	Y	TM 26.2 TM 26.3	
<u>MD 450 Policy</u>			
25. Additional focus shall be placed on redevelopment in the MD Route 450 Mainstreet area that converts this area from a through arterial to a true main street design, with narrower streets and on-street parking. Appropriate design standards shall be adopted in conjunction with the update of the Bowie, Mitchellville and Vicinity Area Master Plan. The roadway design shall slow vehicular traffic, be bicycle-compatible and include upgraded pedestrian crossings.	Y	TM 25.3 TM 25.4 TM 25.6 TM 25.7 TM 25.8	
<u>US 301 Policy</u>			
26. The City supports the ongoing efforts by the Maryland State Highway Administration to develop acceptable alternates for the upgrade of US Route 301 in Bowie. The continued growth and development of this corridor, combined with increased volumes of regional through traffic, has substantially increased the degree of traffic congestion and accidents and will continue to do so in the future. <ul style="list-style-type: none"> <li>• Advanced land acquisition for all Master Plan roads is encouraged to protect the integrity of the local and regional transportation networks.</li> <li>• The State shall budget added funds for advanced land acquisition and access controls to protect future right-of-way and median properties from development.</li> <li>• Growth shall occur in compact locations adjacent to major interchanges to promote reduced burdens on public</li> </ul>	Y	TM 27.1 thru TM 27.4 and TM 28.1 thru TM 28.5	



City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
<p>infrastructure, conserve farmland, and to preserve existing woodlands and wetlands.</p> <ul style="list-style-type: none"> <li>• Interchanges on US Route 301 in the Bowie and Vicinity Planning Area shall be limited to the Collington Corporate Center and at MD Routes 214 and 197.</li> <li>• Frontage roads shall be located on the east and west sides of US Route 301, where necessary, to provide access to existing roads and to maintain the viability of local business areas. (e.g. MD Route 450/3 intersection design).</li> <li>• The grade-separated interchange shall provide options and/or a reasonable alternative path for bicycle access through the interchange.</li> </ul>			
<p><u>MD 3 Policy</u></p> <p>27. The City supports a completely grade separated interchange (Option A) at the intersection of MD Route 450 and MD Route 3 to encourage drivers destined for points west of Bowie to use US Route 50 as opposed to MD Route 450. Regarding the upgrading of MD Route 3, the City supports the Boulevard Concept (Alternate #3) with the following modifications:</p> <ul style="list-style-type: none"> <li>• Eliminate proposed right-in, right-out at Columbian Way.</li> <li>• Eliminate proposed cul-de-sac from Sylvan Drive to median residence.</li> <li>• Lower roadbed for upgraded MD Route 3 between existing Columbian Way connection points.</li> <li>• Connect Columbian Way to Forest Drive using bridge over MD 3.</li> <li>• Construct half diamond for access to MD Route 3 on the south side of Columbian Way/Forest Drive bridge.</li> <li>• Install 2-way stop on service road at Forest Drive and install stop signs at Sylvan Drive and Whitemarsh Park.</li> <li>• The grade-separated interchange shall also accommodate east/west and north/south bicycle traffic through the interchange.</li> </ul>	Y	TM 28.4 TM 29.6 thru TM 29.10	
<p><u>New Interchange on US 50/MD 193</u></p> <p>28. In order to prevent the expansion of MD Routes 450 and 197 beyond four (4) lanes through the City, and to provide another north-south connection to MD Route 450, an interchange shall be provided on US Route 50 between MD Route 197 and MD Route 704.</p>	N		Proposed interchange is on current County Priority List
<p><u>Rural and Scenic Roads</u></p> <p>29. Preservation of existing rural and scenic roads shall be supported whenever feasible. Rural and scenic roads shall not be designed as main arterials. A list of scenic roads shall be developed and used during review of development proposals. These roads shall also be classified by their function, i.e., local, collector, etc. The number of lanes shall be minimized. Open section designs are acceptable for these roads. If designed as a rural collector, these roads may need to be designed to have a wider right-of-way and a landscaped median.</p>	Y	TM 12.1 thru TM 12.3 and TM 13.1 thru TM 13.3	
<p><u>Traffic Management Techniques</u></p> <p>30. Alternatives such as traffic calming techniques shall be considered to slow traffic speeds where speeding has been documented to be a problem. The City's petitioning process shall be further refined.</p>	Y	TM 8.1 Thru TM 8.3	

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
31. The use of state-of-the-art technological devices, such as speed cameras and red light cameras, is encouraged to enhance safety on area roads.	Y	TM 9.1 TM 10.1	
32. An inter-jurisdictional corridor congestion management system shall be investigated as soon as possible, as a means to eventually alleviate heavy regional traffic on certain highways, such as US 50, US 301, MD 3 and the segment of MD 450 between MD 3 and Race Track Road.	Y/N	TM 2.2 TM 2.3 TM 29.10	
33. New subdivision lots with individual or shared driveway access directly to Church Road shall be prohibited.	N		

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
<b><u>NATURAL ENVIRONMENT</u></b>			
<u>Overall Policy</u>			
1. The local environment comprising the City of Bowie and surrounding community is worthy of preservation, protection and enhancement for the benefit of current residents and future generations. The City is committed to preserving and creating green space, habitat corridors, “green” parks, tree planting areas, etc.	Y/N	LU 1.1 NE 1.1 HD 4.1 HD 4.2 HD 4.4 HC 2.1	This is more of a goal statement
2. The Patuxent River is recognized as being a valuable environmental resource within close proximity to the City of Bowie. This resource has a rich heritage dating back to pre-historic and Colonial times and is worthy of protection efforts from local government, residents and the business community. The network of environmental assets related to the Patuxent ecosystem includes “Sensitive Areas”, such as 100-year floodplain, wetlands, steep slopes, and other natural characteristics.	Y/N	NE 1.1 NE 2.1 NE 3.1 HD 4.1 HD 4.2 HD 4.4	
3. The protection and enhancement of the Chesapeake Bay and its tributaries are endorsed. Furthermore, it is recognized that efforts to preserve and protect the local environment are essential in the successful joint restoration of the Chesapeake Bay.	N		This is more of a goal statement
<u>Preservation</u>			
4. The Belt Woods shall be preserved, protected and restored to perpetuate natural old growth forest habitat with its indigenous ecological community and aboriginal/native species.	Y	LU 2.2 NE 2.1	
5. The protection and preservation of open space to protect environmentally sensitive areas are strongly encouraged.	Y/N	NE 1.1 NE 1.2 LU 1.1 HD 4.1 HD 4.2 HD 4.4 HC 2.1	
6. The Residential Agriculture (R-A), Open Space (O-S) and Reserved Open Space (R-O-S) zones (or any equivalent new zoning districts) shall be expanded where possible to protect environmentally sensitive areas.	Y	LU 2.1	Also addressed in comprehensive rezoning strategy
7. The preservation and protection of stream valleys, tracts of land with pristine environmental characteristics and a system of interconnecting greenways are primary objectives.	Y/N	LU 1.1 NE 1.1 NE 1.2 HD 4.1 HD 4.2 HD 4.4 HC 2.1	
<u>Woodland and Water Conservation</u>			
8. Recognition is given to the value of forested lands and wooded areas in the local environment. Trees play a vital role in the infrastructure	Y	NE 4.1 NE 4.2	

<p>of our community, contributing to the scenic beauty, the landscape and the overall quality of the natural as well as built environment. Trees support numerous ecosystems, including songbirds, small forest animals, wildflowers and smaller understory trees, improve air quality by removing pollutants and particulates and releasing oxygen. Trees reduce the amount of stormwater runoff at a development site and save thousands of dollars that would have been spent on drainage ditches and other solutions. Trees also play an important role in deadening noise pollution, contributing to overall energy conservation efforts and enhancing property values throughout our community. The City supports a “no net loss” approach to Woodland Conservation reviews associated with development projects.</p>		NE 4.3	
<p>9. Conservation landscaping methods are encouraged in all new development and renovation/restoration projects. Water conservation techniques that reduce water consumption and re-use harvested rainwater are encouraged.</p>	Y	NE 1.1 NE 1.2 NE 3.4 NE 5.1 NE 5.2	
<p><u>Sustainable Actions</u></p>			
<p>10. Broad-based efforts, including public education and awareness programs, shall be conducted regarding sustainable land use practices and pollution prevention measures to enhance the protection, preservation and restoration of the Chesapeake Bay and its tributaries.</p>	Y	NE 1.2 NE 3.3 NE 6.1 NE 6.2 HC 3.1	
<p>11. The City encourages the use of native, non-invasive plants by residents, businesses and the development community and endorses BayScapes, a regional, environmentally sound landscape program promoted by the U.S. Fish and Wildlife Service (Chesapeake Bay Field Office).</p>	Y	HD 4.2	
<p>12. Development proposals are encouraged to incorporate Green Building and Environmental Design techniques to the fullest extent possible as the Federal, State and City governments have all adopted Green Building policies. In order to prevent pollution and increase energy efficiency in buildings, the State of Maryland created tax incentives that benefit developers who build “green”.</p>	Y/N	NE 1.1 NE 3.4 NE 5.1 HN 4.2	
<p>13. The City recognizes the importance of protecting the climate as well as the natural terrestrial environment. Decisions related to land use, transportation, housing and urban design can significantly impact greenhouse gas emissions with long-term impacts on climate change. The City advocates for development policies that reduce greenhouse gas emissions and enhance climate resilience as described in the City Climate Action Plan.</p>	Y	NE 6.1 NE 6.2 NE 7.1	

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
<b><u>HOUSING AND NEIGHBORHOODS</u></b>			
1. Preserve and enhance the quality of the residential character of the City by maintaining a majority of single-family, detached dwelling units throughout the community and balancing it with a choice of housing types, sizes and styles, including live-work dwelling units and housing for residents of all ages and incomes and for populations with special needs and/or disabilities. The single-family residential character of the Levitt sections of the City shall be preserved and maintained.	N		This is more of a goal statement
2. The inventory of housing opportunities for senior citizens, active adults (age 50+) and for persons with disabilities shall be expanded.	Y	HN 2.1 HN 4.1 HN 8.2	
3. To continue to provide a broad range of housing types and styles within the planning area, each builder within a new residential development is encouraged to provide at least one single-story unit type or a model which includes a first floor master bedroom in their architectural portfolio to address the needs of the active adult and senior population, persons with disabilities, and empty nesters.	Y/N	HN 2.2	
4. Special Exception applications that significantly change the character of an undeveloped land parcel in a residential area are to be discouraged.	N		This is a goal statement
5. Housing opportunities for moderately low-, low- and very low-income families, as defined by the City's Consolidated Housing Plan, are encouraged. This housing shall be distributed throughout the City so it is not concentrated in any particular area, and it should support nearby retail areas.	Y/N	HN 1.1 HN 5.1 HN 5.2 HN 6.1 HN 6.3	This is a goal statement
6. Workforce housing shall be provided in all new residential development and redevelopment within the Bowie Local Center. A minimum of 10% of the dwelling units approved for all projects shall be provided as workforce housing units for individuals earning between 60%-80% of the Washington Metropolitan Statistical Area Median Family Income (MFI), previously referred to as Area Median Income (AMI), adjusted for household size, as published by the U.S. Department of Housing and Urban Development (HUD).	Y	HN 1.1 HN 5.1	

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<b><u>COMMUNITY HERITAGE, CULTURE AND DESIGN</u></b>			
1. Historic resources shall be preserved or rehabilitated and be considered for adaptive reuse.	Y	HD 1.1 HD 1.2 HD 2.1 HD 2.2	
2. When possible, historic resources shall be relocated or rehabilitated, rather than demolished.	N		This is more of a goal statement
3. Historic resources shall be surveyed for possible historic significance prior to any proposed demolition.	N		This is more of a goal statement
4. The Huntington section of the City (Old Town Bowie) shall be considered a historic resource to be enhanced where possible.	Y	HD 7.1 HD 8.1 HD 8.2	
5. A City-County-State collaboration to create an overall improvement plan that enhances the historic characteristics of Huntington (Old Town Bowie) is encouraged.	Y	HD 9.1 EP 12.1 EP 12.2	
6. Historic viewsheds shall be preserved and complemented by new development.	Y	TM 13.1 TM 13.2 TM 13.3	
7. No historic designation, for either a Resource or a Site, shall be implemented without the express consent of the property owner.	N		This is more of a goal statement
<u>Citywide Urban Design Policies</u>			
1. Growth shall be directed such that Bowie becomes more of a full-service City.	N		Goal statement
2. Zoning designations shall set density and intensity limits related to the Master Plan ultimate land use and shall not be used as the basis for negotiation of higher densities.	N		Goal statement
3. A step-down pattern of densities for residential development throughout the planning area shall be encouraged. The highest density of residential development shall be limited throughout the planning area to areas within the centrally located Bowie Local Center. Master Plan Activity Centers shall be designated as areas of only low-density residential and/or commercial-retail-office type development. The remaining residential areas shall be developed in a low-density pattern.	Y/N	LU 6.2	Some of this is more of a goal statement
4. Development shall occur in a pattern where the highest densities and intense commercial uses are concentrated within the Bowie Local Center. The	Y	LU 6.2 LU 6.3	

<p>overall Bowie Local Center shall contain a range of uses, with a high-quality pedestrian experience that incorporates existing natural features and parks as design features.</p>		<p>PF 9.1 PF 9.2</p>	
<p>5. The City shall continue to pursue independent planning and zoning authority.</p>			
<p><u>Site-Related Urban Design Policies</u></p>	<p>N</p>		<p>This is more of a goal statement</p>
<p>1. A hierarchy of street types based on a modified grid street network is preferred in large developments.</p>	<p>Y/N</p>	<p>TM 1.2</p>	<p>Partially a goal statement</p>
<p>2. Visual attractiveness and continuity shall be promoted through design approaches that are sensitive to the environment, energy resources, transportation systems, and adjacent land uses.</p>	<p>Y/N</p>	<p>TM 13.2 NE 1.1</p>	<p>Partially a goal statement</p>
<p>3. The placement of monopoles, cellular and other public utility towers shall be sensitive to adjacent properties and shall not occur in existing or planned residential neighborhoods.</p>	<p>Y/N</p>	<p>HD 5.4 HD 6.1</p>	<p>Partially a goal statement</p>
<p>4. Streetscape design shall be unified and be similar or complementary to that of adjacent properties.</p>	<p>N</p>		<p>This is more of a goal statement</p>
<p>5. Administrative review of architectural revisions is permitted where the HOA or community has indicated its approval, and where the proposed square footage does not exceed what has previously been approved.</p>	<p>N</p>		<p>Internal City policy</p>
<p>6. Existing residential subdivisions are encouraged to retrofit their communities with landscaped entrance features that include BayScaping techniques, in furtherance of the City's environmental enhancement objectives. Landscape features shall be provided in the public spaces located at the entrances to communities that do not have Homeowners Associations.</p>	<p>N</p>		<p>This is more of a goal statement</p>
<p>7. Residential developments shall be designed to employ specific techniques to reduce fear and incidence of criminal behavior and increase the perception of security in the community. These techniques may include, but are not limited to: street design to improve natural surveillance and gateway features to deter cut-through traffic; unobscured, pedestrian-friendly sidewalks; lighted parking areas, building/home entrances and yards; clearly delineated private and public areas; properly maintained landscaping to provide maximum visibility to and from the house. Building features shall include windows on all sides to provide maximum visibility of property. The creation of blind spots or hiding places shall be avoided; open public areas shall be visible/observable from nearby homes; lots shall be designed to encourage interaction between neighbors. All major development plans shall be reviewed by the Police Department to ensure adherence to Crime Prevention Through Environmental Design (CPTED) principles and to strive to provide the safest possible situation from a public safety perspective.</p>	<p>Y</p>	<p>HN 3.3</p>	
<p>8. Mixed use commercial buildings, such as those with retail on the ground floor and office or housing on upper floors are encouraged.</p>	<p>Y</p>	<p>LU 16.4</p>	
<p>9. Ancillary commercial uses shall be carefully planned as pedestrian-scale neighborhood centers.</p>	<p>Y</p>	<p>throughout</p>	

City Development Policies	Addr. Y/N	Plan Element Section	Staff Comment
<b><u>PUBLIC FACILITIES</u></b>			
1. All developments shall be staged to coincide with the actual availability of required public facilities (such as schools, roads, libraries, fire and rescue services, etc.).	N		This is more of a goal statement
2. No project shall be recommended for approval unless the necessary adequate public facilities, including but not limited to roads and related improvements, are either in place or will be constructed simultaneously with the project itself. Funds approved for public facilities improvements in the latter years of an adopted Capital Improvements Program shall not be considered to fulfill this requirement.	N		This is more of a goal statement
3. In general, use of fee-in-lieu to satisfy APF requirements shall not be supported. However, pro-rata contributions, where the entire cost of the facility is known is divided between a number of developers, such as road clubs, can be used to satisfy APF requirements provided they contain sufficient enforcement ability. "School clubs" shall be investigated as a means of developer funding of needed school facilities. When fee-in-lieu is used, money collected shall be used solely for facilities determined necessary to support the specific development that causes the impact.	N		This is more of a goal statement
4. School facilities in excess of 100% of their design capacity shall be deemed overcrowded. The County is urged to take the necessary actions to achieve a school system where enrollments do not exceed available capacity.	Y/N	PF 1.1	Partially a goal statement
5. The City encourages major developers to participate in the Partners with Education Program.	N		Internal City policy
6. Public improvements via capital improvement documents shall be sized to accommodate only the level of development envisioned by the adopted Master Plan, and shall not be used to initiate new development in excess of those levels envisioned by the adopted Master Plan.	N		This is more of a goal statement
7. When performing traffic studies, developers shall be required to analyze accident data and safety relationships, in addition to traffic capacity issues. Safe access shall be an integral part of determining whether or not a project should be recommended for approval.	N		This is more of a goal statement. Addressed in traffic study guidelines.
8. Amendments to the 10-year Water and Sewer Plan shall not be used to support any change in zoning.	N		This is a goal statement
9. City-owned recreation facilities are "in addition to and not a substitute for" County facilities.	N		Internal City policy
10. New developments shall provide recreation facilities, including smaller recreational parks for younger children. These facilities shall be located and constructed so that impacts (e.g. traffic circulation, environmental impacts, such as tree and wetland loss) are minimized. Developers shall also provide open space with parks, walks, gardens, natural exploration areas, etc. and make connections to the trails network wherever the network abuts any such developer's property.	Y/N	NE 1.1	This is more of a goal statement. Addressed in Subdivision Regulations.
11. Recreational facilities (i.e. tot lots, etc.) and hiker/biker trails and their access points shall be completed and useable prior to the issuance of the first Use and	N		This is a goal statement



Occupancy Permit for the adjacent buildings or residential units the facilities and/or trails are intended to serve.			
12. Recreation facilities, including those constructed by developers on property to be dedicated to a homeowner's association, shall meet or exceed the City's minimum recreational design standards maintained by the City's Department of Community Services.	N		Internal City policy
13. Additional opportunities for water-related recreation, including lakes, ponds, streamside parks, and a water trail shall be encouraged.	N		This is more of a goal statement
14. The areas along the Patuxent River shall be the focus of the County's efforts for acquisition, via either the land development review process or a purchase program, for the preservation of environmentally sensitive lands, protection of habitat corridors and the development of a linear trail network for pedestrians and equestrians.	Y	NE 1.1 PF 7.2	
15. Public/private partnerships are encouraged as a means of achieving innovative financing options for construction of public facilities.	N		This is more of a goal statement