
CHECKLIST & TABLE OF CONTENTS

APPLICANT: City of Bowie

NAME OF SUSTAINABLE COMMUNITY: Bowie Maryland

Please review the checklist of attachments and furnish all of the attachments that are applicable. Contents of the notebook should be tabbed and organized as follows:

- TAB #1 Applicant Information**
- TAB #2 Sustainable Community Baseline Information - In addition to hard copies of the project location map, a detailed listing of parcels (i.e. Parcel ID Numbers) that form the project boundary should be included. Maps should also be submitted in electronic GIS form (shape file). If you have additional comments or questions, please contact Brad Wolters, Senior GIS Specialist, DHCD, wolters@mdhousing.org.**
- TAB #3 Local Capacity to Implement Plans & Projects: Attach Sustainable Communities Workgroup roster noted in Section III**
- TAB #4 Sustainable Community Plan**
- TAB #5 Progress Measures**
- TAB #6 Local Support Resolution**
- TAB #7 Signed Sustainable Community Application Disclosure Authorization and Certification**

**All documents on this checklist are mandatory.
Failure to provide the requested document will automatically deny your application.**

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Through this section, applicants will demonstrate that trends and conditions in homeownership, property values, employment, commercial and residential vacancy, community facilities and infrastructure, natural resources, the local business and residential districts show a need for new or continued revitalization reinvestment. Demographic data and trends provided by Applicants should support the choice of the proposed Sustainable Community Area boundary and help form a basis for needs and opportunities to be addressed through the initiatives and projects described in the Sustainable Community Action Plan (Section IV).

POINTS IN THIS SECTION WILL BE AWARDED BASED ON THE SC AREA'S NEED FOR REINVESTMENT AS EVIDENCED BY THOROUGH DESCRIPTIONS OF CURRENT CONDITIONS OR TRENDS (and will not be based upon current or planned revitalization activities which will be covered in Section IV).

A. Proposed Sustainable Community Area (s):

County: Prince George's

Name of Sustainable Community: Bowie Maryland

Include boundary descriptions and a map of the Sustainable Community. In addition to hard copies of the of the project location map, a detailed listing of parcels (i.e. Parcel ID Numbers) that form the project boundary should be included. If possible, maps should also be submitted in electronic GIS form (shape file). If you have additional comments or questions, please contact Brad Wolters, Senior GIS Specialist, DHCD, Wolters@MdHousing.org

Old Town Bowie

The community of Old Town Bowie (OTB) is the area where the City has its origins. It includes the oldest housing stock, the largest number of historic properties, the oldest African American community, and is the center of several historic facilities frequented by tourists and visitors on a regular basis. Most of the city's investment of grant funds has been for neighborhood revitalization which has occurred in this community.

Pointer Ridge

The Pointer Ridge community is another one of the City's communities built by the Levitt Corporation. The community is located south of the City's main street and main commercial areas. The City has worked with developers to encourage the creation of replacement housing stock and commercial activities that can facilitate household shopping activities for the community's residents. The City is constantly working with the Bowie Chamber of Commerce, real estate firms, and other sources to recruit and attract these entities to the community.

Melford

Melford is the site of a facility formerly known as the University of Maryland Science and Technology Center. This facility now houses several commercial centers and a large employment base within the city. It is the site of a planned expansion to include several new small hotels (Marriott variety). With this expansion, the City envisions increased demands on public safety and public service assets, as well as the potential for other economic outlets in support of this new transient population.

West Bowie Village

The West Bowie Village (WBV) community was radically altered by the upgrade of RT 450 within the heart of the City. The revitalization of this commercial corridor has suffered due to the new road design and limited commercial options. The community feels "forgotten" since it is sandwiched between the old road and recent housing development on an expansive property which is within earshot.

The large number of potential customers for a well-conceived commercial corridor with unique business offerings makes

this a revitalization success story waiting to happen. Currently, the residents in the area are compelled to travel outside the community to other commercial sectors for all household items. The area is not conducive to walking to these locations and traffic patterns make it hard choice even if the residents wanted to use this method.

Bowie Main Street

The Bowie Main Street (BMS) corridor is located on RT 450 and contains three of the City's shopping centers and several commercial entities such as service stations auto repair centers and restaurants. This corridor also houses the City's only high school, library, and performing arts center. The housing stock is also of the Levitt generation and contains a large senior citizen population. The City has constant traffic control, juvenile interactions, and commercial revitalization activities focused on this area. The City continues to seek funding options to address these issues.

Bowie Regional Center

The Bowie Regional Center is located on the north and south sides of US 50 and both sides of US 301/MD 3 and includes Melford, the Bowie Town Center and Bowie Gateway Center. The Bowie Regional Center is a pedestrian-friendly, transit-oriented community with a regional market. Goals for the Regional Center include mixed-use development, transit-oriented design, and public facility improvements.

For all of the centers cited above the City proposes to seek funding in the following areas:

- Infrastructure improvements
- Housing rehab
- Community services
- Energy efficiency programs (audits, appliance and window replacements, etc.)
- Business retention
- Affordable housing development
- Trail construction and maintenance
- Traffic control and calming technology
- Bike trails and right-of-ways
- Redevelopment and revitalization

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Approximate number of acres within the SC Area: 11,520.00

Existing federal, state or local designations (check all that apply):

- Community Legacy Area
- Designated Neighborhood
- Main Street
- Maple Street
- Local Historic District
- National Register Historic District
- A & E District
- State Enterprise Zone Special Taxing District
- BRAC
- State Designated TOD
- Other(s): _____

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

Prior Revitalization Investments & Smart Growth:

(a) List and describe any significant State and local smart growth or revitalization related program investments (for instance, Community Legacy or SC Rehab Tax Credit) that have been invested in the Area since the launching of Maryland's Smart Growth initiative and programs in 1997 (including Housing investment). What impact have these investments made in the community? (Answer Space 4,000 characters)

Prior Revitalization Investments & Smart Growth

(Smart Growth initiatives since 1997)

1. Since 2008, the City has received Community Legacy grant rewards of approximately \$400,000 for the following projects:

- Street Improvements
- Residential Façade Improvements
- Community Parking Lot
- Curb Cuts Program
- Community Signage Program
- Trail Linkage Program

Additionally, the City received a \$225,000 loan/grant from OpenDoor Housing (A federally-chartered CDFI)) fund through DHCD to add to the City's \$300,000 HUD CDBG-funded Senior Citizen "Green" Housing Rehab program.

Impact these investments have made in the community:

These projects significantly improved pedestrian safety; curb cuts enabled pedestrians to identify the end of walkways and the beginning of roadways; sidewalk improvements enabled pedestrians to enjoyed enhanced walkable communities; community signage provides directions and guidance for residents and tourists through the following signs: welcome/gateway signs, orientation signs, identification signs, and interpretive signs; the trail linkage program provides improved and easy access fro residents moving between residential communities and the commercial corridor which is also surrounded by heritage centers and artifacts; the parking lot provides ample and convenient space for visitors to the historic community of Old Town Bowie and its commercial tenants.

The ODHF loan/grant provided the City with the resources to help over 100 senior citizens in owner-occupied residences to provide energy efficient improvements to their homes. These improvements included:

- Energy Audits and a detailed report performed by a certified firm
- New roofs
- New windows
- Insulation
- New Energy Star Rated appliances
- HVAC systems

2. 2002--TEA-21 MDOT 50% share of Bowie Town Center Pedestrian Bridge.

The project was the construction of a covered, 150 foot long, simple span, 8-foot wide prefabricated pedestrian bridge and related structure over MD 197, 235 feet of 8-foot wide prefabricated ramps, 650 feet of 8-foot wide bituminous trail and removal of 400 feet of 4-foot wide concrete sidewalk replaced with 8-foot wide bituminous trail. Construction of this overpass would eliminate an existing missing link in the County's and City's trail system by connecting trail segments on the northern and southern sides of MD 197 as envisioned in the Bowie-Collington-Mitchellville and Vicinity Mater Plan. The physical placement of this overpass and its subsequent connection to the growing network of trails is vital to the smooth and safe functioning of the trail system in the County and the City. The pedestrian overpass provides for a direct, continuous, uninterrupted and safe pedestrian link between the Bowie Park-and-Ride Lot/transit station and the activity center "core" of the Bowie New Town Center, and the north-south trail systems for commuters, shoppers, workers and hiker/bikers.

Impact these investments have made in the community: Addressed pedestrian safety and circulation issues in the town center, provided access to transit, unified the community. The bridge is used daily by pedestrians to safely cross MD 197, a 6-lane arterial roadway.

3. The Landsdale trail project

The project consists of design, engineering, surveying and construction of approximately 1,500 linear feet of asphalt trail at Landsdale Park and approximately 1,700 linear feet of asphalt trail along the north side of MD 197.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(b) Describe any existing barriers to Smart Growth that may affect your jurisdiction or the proposed SC Area. For instance, does your area have higher development fees than outer “cornfields”?

(Answer Space 4,000 characters)

Existing barriers to Smart Growth are largely out of the City's control. For example, the City does not currently possess any planning or zoning authority. This authority is enjoyed by 119 other municipalities throughout the State of Maryland. Without its own planning jurisdiction, the City is not authorized to prepare its own Comprehensive Plan in accordance with State planning principles and has no control over legally binding planning policies or regulations that can be directly used to achieve Smart Growth. For example, the City cannot zone land for higher densities, establish Transportation Oriented Development districts or adopt moderately priced dwelling unit regulations. Another barrier beyond the City's control is that it does not have authority over water and sewer planning, as Prince George's County is responsible for the entire County, even though the City operates a water and sewer utility serving almost 8,000 households and over 200 businesses.

Lack of funding is another barrier to Smart Growth. The City has been unable to fund expensive pedestrian safety improvements, such as The Bowie Heritage Trail and T-Intersection Improvements on MD 564 in Old Town Bowie on its own because of the high capital costs. Major infrastructure funding deficiencies are another example, including road improvements to MD 450 (Bowie Mainstreet), MD 197 and US 301. Implementation of these planned improvements will allow the City to “take back” these roads into the community, address heavy traffic congestion and enable long-deferred economic growth to move forward.

Generally speaking, there are no alternative funding sponsors, such as Community Development Corporations, to assist in advocating for, and directing, the type of improvements encouraged under Smart Growth. Although a County Master Plan exists for Bowie, there is a lack of motivation and vision to secure appropriate partnership opportunities upon which actual changes can be based. In the suburban context of Bowie, the change agent is most often the private sector.

One other factor that influences the future amount and pace of Smart Growth implementation in Bowie is the City's relatively young age. Although Old Town Bowie existed as a crossroads community and railroad town prior to incorporation in 1916, the majority of the City was developed post-1960. Approximately half of the City's land area developed between 1980 and the present. So there are simply not as many growth challenges as are found in many older communities. The fact that the City is now almost completely developed limits the possibilities for new development meeting Smart Growth principles, although over time some revitalization and redevelopment is expected. In addition, the majority of development in Bowie has been “planned development”. Since the City's growth and development followed a specific master plan, specific land uses have been discretely defined and constructed according to plan. Therefore, the need and future potential for additional Smart Growth is somewhat limited.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

B. Community Conditions: Strengths and Weaknesses

(1) Describe the strengths and weaknesses in the proposed Area's existing built environment. For example, what is the condition of housing? Are there underutilized historic buildings and cultural places? What is the condition and availability of community parks and recreational assets? Are there transportation assets? What is the current condition of community infrastructure such as roads and lighting? (Answer Space 4,000 characters)

Housing

The strength of the City's built environment is its neighborhoods and commercial activity centers. According to the 2006 Housing Inventory prepared by the Department of Planning and Economic Development, the City has 80 neighborhoods. The report confirmed that one of the City's strengths was its diversity of housing choices, as highlighted in the City's Consolidated Plan for Housing and Community Development.

Recreation

There are more than 2,100 acres of publicly owned parks and open space throughout the City, including over 1,400 acres owned by the City. According to the most recent Comprehensive Financial Annual Report (CAFR) For Fiscal Year Ended June 30, 2011 the City had three (3) community centers, 97 ballfields, one (1) ice skating rink, two (2) theaters, one (1) skateboard park and five (5) museums. A recent analysis conducted by City staff concluded that there are 37.87 acres/1,000 population of total parkland in the City, including 20.49 acres/1,000 population of developed parkland and 17.49 acres/1,000 population of passive open space parkland.

Transportation

The City has easy access to Washington, DC (12 miles), Baltimore (20 miles) and Annapolis (15 miles). Located at the intersection of several major State transportation routes, including US 50, US 301, MD 3, MD 450, MD 197 and MD 214, the City is well-positioned from a regional accessibility perspective.

The City is served by six (6) different Metrobus routes and a 657-car park and ride lot on Northview Drive in the Bowie Town Center. Despite the regular use of the park and ride lot, many City residents do not use public transportation, primarily because it is not convenient. The nearest Metrorail stations are located at New Carrollton (Orange Line) and Largo (Blue Line). In addition, the Bowie State MARC station is located just outside the City limits. Both MARC trains and Amtrak trains travel the Northeast Corridor railroad tracks running through Old Town Bowie. CSX uses its tracks which follow the Northeast Corridor out of the District of Columbia to the Pope's Creek Line in Old Town Bowie to supply coal to the electric power plant at Chalk Point, Maryland. The City also currently maintains over 23 miles of hiker-biker trails.

Community Infrastructure

The City maintains over 185 miles of street annually. The City also maintains over 128 miles of sidewalks and 5,635 street lights. Until FY 2010, the Highway User Revenue had been a critically important revenue source, yielding over \$2 million annually to assist in maintaining the City's 185 miles of local streets. FY 2012 is the third year that State funds have been reduced, depriving the City of much needed revenue to maintain the system. The City operates the largest of the community groundwater systems in the County. Six wells supply up to 5.2 million gallons per day to serve the northern portions of the City of Bowie.

The May 2009 "Water Quality Investigation for Various Bowie Streams" report prepared by Angler Environmental concluded that all of the nutrient levels found in sampling of City streams were within expected ranges for the types of streams investigated, and none are of immediate concern for human health or water quality. The City's Wastewater Treatment Plant (WWTP) is located north of Maryland Route 450, west of its intersection with Route 3. The drainage basin is mostly developed and there are no plans to extend the service area beyond its current limits.

The City maintains 396 miles of storm sewers, 101 acres of basins, outfalls and drainage areas, including 71 ponds and basins and 40 outfalls/drainage areas. In FY2011, the City cleaned over 5,800 linear feet of open channels. The Community Services Department saw the number of acres of grass maintained rise almost 15% from an annual average of 202 acres to 232 acres, due to the City taking over mowing on some County and State roads.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the Area's land use/zoning make-up (residential, commercial, industrial, and mixed-use). Is the current land use or zoning conducive to revitalization investment? (Answer Space 4,000 characters)

Land Use

The vast majority of land within the City (62%) is devoted to residential land use. According to the study, 14% of land in the City is considered "vacant". This percentage is largely made up of parks, open space and land in public ownership, such as Tanglewood Park, Whitmarsh Park, Pope's Creek Park, Collington Branch floodplain, etc. Because of the extensive network of suburban streets within the City, as well as numerous regional roadways operated by the State and County, the City's land use includes 16% of land considered to be "right of way". Overall, the City was much more developed in 2007 compared to the Year 2000. In 2000, about 58% of land use was considered "Developed". By 2007, this percentage had risen to more than 75% of the City's total land area, reflecting an increase of 49% more land in the "Developed" category. Conversely, the percentage of land use considered "Undeveloped", including forest, cropland, brush, etc. declined from about 41% of the total land use in 2000 to approximately 24% in 2007. This represents a reduction of approximately 32% of the "Undeveloped" acreage between 2000 and 2007.

Medium Density Residential continues to be the most dominant land use in the City, comprising 47% of all land use in 2007. Total land area in this category grew by about 30%. In 2000, Medium Density Residential acreage was also the most dominant land use in the City and represented 42% of all land use. Commercial and industrial land use, combined, made up 3.2% of all land use in 2000. By 2007, this grouping increased to approximately 6.5% of all land use in the City, reflecting the continuing development of properties such as Bowie Town Center and Melford/Maryland Science and Technology Center. High Density Residential land use acreage grew by approximately 38%, increasing from 5.3% of total land use in 2000 to 6.3% in 2007. However, the most dramatic land use change (other than Open Urban Land) was observed in Low Density Residential, where the amount of acreage devoted to this use increased 191% between 2000 and 2007. "Undeveloped" land use categories saw some changes between 2000 and 2007. The amount of acreage classified as forest comprised 72% of "Undeveloped" land use in 2000 and made up 30% of all land use within the City. (If Urban Herbaceous land use is included, the total amount of vegetated land in the City in 2000 increases to over 37%. Likewise, the amount of vegetated land use acreage within the "Undeveloped" component increases to 90%.) By 2007, the amount of forest acreage as a proportion of "Undeveloped" land use increased to over 82%, but the forest category as a whole dropped to about 20% of all land in the City.

Zoning

A zoning inventory was prepared by The Maryland National Capital Park and Planning Commission for the entire 59 square mile Bowie and Vicinity Planning Area in 2006. Approximately 56% of the area is in low density or very low density zones (1 unit per acre or less), approximately 30% is in suburban, mostly single-family detached, density zones, approximately 11% is in mixed-use zones (primarily located within the City of Bowie), less than 1% of the land area is in attached or multi-family zones, and approximately 2% is in commercial or industrial land. The Master Plan identified five (5) "mixed use activity centers" within the City: Old Town Bowie, West Bowie Village, Bowie Mainstreet, Bowie Town Center, and Pointer Ridge. These mixed use activity centers, and in some cases the land around them, are conducive to revitalization investment. Zoning districts within the City limits were analyzed using the County's GIS data.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

3) Describe strengths and weaknesses in basic features of community quality-of-life. For instance, is crime an issue for this SC Area? What is the condition and quality of educational choices available to the community? Are artistic, cultural, or community resources, events or facilities within or accessible to residents in the proposed SC Area? (Answer Space 4,000 characters)

The City has a well-known reputation for its perceived high quality of life. A continuing focus on “core services”, year after year, upholds this reputation.

The City of Bowie Strategic Plan, 2005-2010, identified strengths and weaknesses which were categorized into seven (7) specific topical areas, including: (1) Physical Attributes; (2) Community Characteristics; (3) Facilities/Infrastructure; (4) Programs/Services; (5) City Government/Governance; (6) Fiscal Affairs/Economics; and (7) Image/Perceptions.

Bowie is a stable, safe, close-knit community with a talented, educated, affluent, civic-minded and increasingly diverse population and a strong community identity. Because of growth, cultural changes (e.g. two working parents), and the aging of the population, the community is becoming less close-knit, safe, and involved in civic affairs. Growth and increasing diversity required concerted efforts to promote inclusion, avoid misunderstandings, and maintain a strong community identity.

The community and region provide many cultural and educational amenities, and there is potential for creating more through institutions such as Bowie State University, Prince George’s Community College, University of Maryland and NASA. The City provides a wide variety of responsive, high quality programs and services, particularly for youth and senior citizens, but there are still unmet needs. Bowie relies on the county for some major services, including education and public safety. The quality of schools and response times for emergency services are viewed by some residents as existing problems and by others as potential problems that may result from growth and inadequate county resources.

A community referendum in 2005 supported the formation of a City Police Department. The Police Department has a current authorized strength of 55 officers. Two additional officers are proposed in FY 2013 bringing the total number of sworn personnel to 57, just three shy of the initial goal of 57 officers. The Bowie Police Department has increased the range of services provided to City residents.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

C. Natural Resources and Environmental Impact: Strengths and Weaknesses

(1) Describe the strengths and weaknesses of the community's "natural environment." in or near the Sustainable Community Area. What is the current condition of key natural resources - lands, air, water, watersheds, tree canopy, other? If the community is located in a coastal zone, what risks might the community be subject to associated with climate induced sea level rise? (Answer Space 4,000 characters)

Lands

The City's Green Infrastructure Network is comprised of approximately 845 acres of land located within the City limits, which includes 690 acres within the Network and 145 acres identified as "gap" areas. The Countywide Green Infrastructure Network within the City limits includes 1,623 acres of "Regulated Areas", 1,997 acres of "Evaluation Areas" and 1,424 acres of "Network Gaps". Almost all of the City's land area, 18.5 square miles or 11,840 acres, is now developed. In 2010, City staff completed a study of vacant lands in the City that identified 164 acres of privately-owned developable land and 63 acres of undevelopable land.

Air

Air quality in our area is considered good the majority of the time. During the period 2006-2008, air quality in the Metropolitan Washington area was "very unhealthy" on only two (2) days.

Water

The City's Annual Drinking Water Report indicates there are no water quality concerns.

Wastewater

The City completed the Enhanced Nutrient Removal upgrade to the wastewater treatment plant. Bowie's treatment plant is now at the highest possible pollutant removal capacity technologically available.

Watersheds

The City conducts water quality tests to ensure that good water quality levels are maintained. Watersheds in the Bowie area of Prince George's County are currently rated "poor" for benthic macroinvertebrates, which provide information on the overall health of the system based on their sensitivity to pollution. However, regarding nutrient runoff, none of the City's tests revealed levels higher than expected in streams in an urban environment. The City has continued to meet and exceed its objective of cleaning 10 miles of stream annually. The City's Stream Team cleanups have been very successful. In 7 cleanups since April 2008, 593 volunteers have collected 12,295 pounds of trash and 10,850 pounds of recycling and more than 5,000 pounds of scrap metal from 52 cleanup sites.

Tree Canopy

Due to its low-density development pattern, its location at the outer edge of urbanized Prince George's County and its proximity to the Patuxent River and other natural areas, the City enjoys a high percentage of tree canopy and grass/shrub cover (approximately 80% of land cover). The City's urban tree canopy of 42.6% is third among six (6) cities in Maryland where studies were recently performed. The City of Greenbelt (62%) and City of Cumberland (48%) ranked higher than the City. However, the City's urban tree canopy exceeded that of Annapolis (41%), Hyattsville (41%) and Baltimore (20%). The study identified ways the City can further increase its tree canopy cover. The City Council is expected to set an urban tree canopy goal in 2012.

The City will exceed its goal of afforesting 20 acres of City property by 2012. In FY2010, 4,000 trees were planted on 8 acres of Church Road Park. (Invasive removal and an additional 4,000 trees are planned for an additional 8 acres in FY 2014.) A bid was awarded for the City-approved planting of 42.5 acres on 5 sites as part of the MD State Highway Administration's Intercounty Connector mitigation planting. A total of 12,051 trees were planted in Fall, 2011 on City-owned land, which was made available for this purpose upon City Council's approval of Resolution R-7-11 on March 21, 2011.

The updated street tree inventory was completed in August 2011 and revealed that the City has 16,258 street trees. In FY 2011, the City planted 149 trees along City-owned streets and 11 trees within parks and on other City property. The City's park trees should be documented and natural resource management plans should be considered for each of the City's major open spaces. The City was again designated as a Tree City USA community.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the strengths and weaknesses of any current efforts to reduce the community's "carbon footprint" or impact on the environment. Is recycling (commercial or residential) available to minimize waste? Are there current efforts to encourage the purchase and availability of fresh local food and other local products and services to the community? Describe any current energy or water conservation efforts that may be underway. If the community has not implemented one of the above initiatives, has the community identified a need or interest to pursue these or other efforts to reduce environmental impact, for instance through the new Sustainable Maryland Certified initiative? (Answer Space 4,000 characters)

Carbon Footprint

In 2008, the City joined ICLEI - Local Governments for Sustainability, a membership association of local governments committed to advancing climate protection and sustainable development. The City Council approved a Climate Change Resolution (R-47-09) on August 3, 2009. The City's 2010 Energy Conservation and Efficiency Strategy (EECS) provided the City with a Greenhouse Gas Analysis for Local Government Operations and recommended performing one for the entire community. Data have been collected and the initial model runs will take place in Spring, 2012.

Recycling

In FY 2011, the percentage of solid waste stream recycled was 32%, compared to only 25% in FY 2005. The number of tons of white metal collected averaged 203 tons per year over the past seven (7) fiscal years. The 65-gallon rolling recycle cart pilot project was completed.

Food

The City sponsors a Farmer's Market at the Bowie High School parking lot on Sunday mornings each year between May and October. The Maryland-National Capital Park and Planning Commission produced a Priority Preservation Area (PPA) Functional Master Plan that reaffirms the 2002 General Plan Vision for the Rural Tier which is protection of a large amount of land for woodland wildlife habitat recreation and agriculture pursuits and preservation of the rural character and vistas that now exist.

Energy

Several specific actions were implemented in FY2012. GPS systems were installed in nine (9) dump trucks that will allow better monitoring of vehicle idling and allow better tracking of vehicles during major weather events. The City participated in a Demand Response Program for the third year for our larger facilities that have generators qualifying for this program. This program allows the City to use our generators to remove our electric load off the power grid on peak capacity days in the summer, thereby reducing the need to construct new power plants. The City received \$94,500 for participating in the program.

An "on demand" tankless water heater was installed at the Ice Arena. Energy efficient replacement lights were installed at the Gymnasium. A more energy efficient HVAC along with new more energy efficient windows and doors were installed at the Belair Mansion in FY2012 and FY2013. New ceiling fans and retrofitted lighting for the Bowie Playhouse were installed to improve energy efficiency.

The City purchased 1,190,000 kWh in renewable energy credits specifically focused on wind energy which allows us, when combined with State of Maryland renewable energy requirements, to meet approximately 14% of the City's total electric energy consumption using renewable energy credits.

Federal EECBG funded solar panels on the Genealogy Library, Radio/TV Museum, Parks and Grounds Maintenance Building and on speed cameras.

Other

As of May 2011, 143 rain barrels have been registered with the City, although many more have been sold by the Bowie Lions Club. These barrels store 8,045 gallons of rooftop runoff and are found at 106 homes across the City. The majority of registered barrels (114) are still in the area of Bowie north of Route 50.

The new 79,950 square foot City Hall and Police Department building was completed. It was built with the goal of earning LEED® Silver rating from the U.S. Green Building Council. Documentation is being submitted to USGBC, and the verification process can take up to one year. In 2012, the City Council approved a LEED policy that sets a minimum LEED Silver standard for additions or new construction of City facilities over 10,000 square feet. The City Manager approved a hybrid vehicle purchasing policy for use in the City's budgeting process.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(3) Describe the strengths and weaknesses of the jurisdiction's current stormwater management practices and how these may affect the proposed SC Area. Is redevelopment and retrofitting of infrastructure an issue or opportunity in this SC Area? Stormwater runoff is a significant source of pollution to Maryland's streams and the Chesapeake Bay. Buildings constructed before 1985 have little or no stormwater controls, and development between 1985 and 2010 have some controls. Updated stormwater regulations passed by Maryland's General Assembly in 2010 require that development and redevelopment projects utilize stringent stormwater controls. Sustainable Community Areas may have opportunities for redevelopment practices that can reduce stormwater flows. (Answer Space 4,000 characters)

The City maintains 396 miles of storm sewers, 101 acres of basins, outfalls and drainage areas, including 71 ponds and basins and 40 outfalls/drainage areas. In FY2011, the City cleaned over 5,800 linear feet of open channels.

The City approved a new Stormwater Management Ordinance in accordance with MDE guidelines on June 21, 2010 via Ordinance O-4-10. The new ordinance contains stringent requirements for redevelopment, as well as new development. The new 3-step process allows for a multi-discipline City review team to focus on plans, ensuring that Environmental Site Design is achieved to the Maximum Extent Practicable. This approach emphasizes planning issues on the front end of the review process. City staff met with Prince George's County to work with them on the creation of the Phase II Watershed Implementation Plan (WIP) to meet required nutrient and sediment reductions of the Chesapeake Bay TMDL, and the City Council adopted WIP milestones in late 2011.

The Maryland Department of the Environment (MDE) will be issuing the City its new stormwater permit, which will drive the need for new capital projects designed to address impervious cover that is currently untreated (land developed pre-1985) or under-treated (land developed from 1985 to 2002). While the implementation costs are unknown at this time, they are likely to be significant.

Planning Department staff completed a GIS map of all storm drains and storm drain pipe connections across the City. City staff worked with an Eagle Scout candidate to apply about 125 storm drain markers in the Pointer Ridge section that say "Do Not Dump, Drains to Waterway." This completed the Pointer Ridge area. Staff will continue working with Scouts and other volunteers to finish marking all storm drains in the Middle Collington subwatershed and then move into other subwatersheds.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

D. Economic Conditions & Access to Opportunity: Strengths and Weaknesses

(1) Describe the jurisdiction's current economic strengths and weaknesses. For example, are there distinct economic drivers in the area or region that will affect access to job opportunities and the progress of the SC Plan? What are the main barriers to the Area's economic competitiveness? What is the current level of broadband access available to serve residents, businesses and public facilities? What efforts are currently in place to increase worker skills and employment? Describe trends in employment rates and business formation.

(Answer Space 4,000 characters)

Strengths:

Bowie has well located office properties that appeal to businesses. There are just over 2 million square feet of office and flex space in Bowie with a bit over 402,000 square feet vacant.

Bowie has household income levels that appeal to retail businesses. Median household income is over \$90,000; average household income is over \$100,000.

Bowie is perceived by many businesses as one of the best business location choices in Prince George's County.

Bowie is able to and experienced in building partnerships with service providers such as the Maryland Procurement Technical Assistance Program (PTAP) and the Maryland Small Business Development Center (SBDC) to serve Bowie's businesses. For more than four years the City has provided office space for a PTAP counselor to meet with clients in Bowie; this is scheduled for every Tuesday. Additionally, the City co-hosts PTAP client training seminars at City facilities. In 2012 we added a weekly availability for a Capital Region SBDC Counselor to meet with clients; this is scheduled for every Wednesday.

Bowie has a business base. According to the US Census Bureau's latest data (for 2009) there are 1,503 businesses employing a total of 21,370 people in the seven zip codes that comprise the Bowie area. Bowie's business base represents 10.4% of the total Prince George's County business base (14,387) and 8.6% of the total employees (247,211) in the County. Small businesses abound in Bowie with 917 or 61% having 4 or fewer employees. Compare that with the County total with 7,088 or 49% having 4 or fewer employees and the State total with 74,420 or 55% having 4 or fewer employees. Roughly 13% of all of County businesses and 1% of all Maryland businesses with 4 or fewer employees are in the Bowie area. Businesses are almost equally distributed north and south of US Highway 50 – 50.5% are north and 49.5% are south. Note that "north" includes zip code 20720 which has seen commercial growth outside of the city limits; and "south" includes zip code 20721 which has more commercial outside of the city than inside the city limits.

The City has created a "Business Incubator" in collaboration with Bowie State University. It recently has been granted 501(c)(3) status by the IRS. The incubator operates under an independent Board of Directors and is housed at the Bowie State University School of Business.

Weaknesses:

The Washington DC regional market is extremely competitive for business locations and relocations.

There is currently a glut of available office and retail space throughout the region. Bowie has a high office vacancy rate of 19.5%

Newer Bowie office space is priced higher than most comparable space in other parts of the region. Average rental rates are \$24.82 per square foot full service – roughly \$4 per square foot more than the county-wide average rate.

Grocery store industry trends to larger stores have resulted in smaller grocery locations in Bowie being left vacant in favor of larger, newer spaces. These vacant former grocery stores are often in older shopping centers needing revitalization or redevelopment that isn't occurring in these tough economic times.

Old Town Bowie is no longer a thriving commercial district. Many property owners invest very little in maintenance and

upkeep of their properties. The retail tenant mix does not appeal to the majority of Bowie and vicinity shoppers and offers few options for nearby residents. Most businesses are open only Saturday and Sunday.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(2) Describe the jurisdiction's housing market and access to affordable workforce housing. What are the trends in residential construction (rental and homeownership), homeownership rate, foreclosure rate and, property values. Describe how and whether your jurisdiction's prevailing housing costs - both homeownership and rental - are affordable to households below 120% AMI, 80% AMI and 50% AMI. What efforts are in place currently to house individuals, families and the disabled at or below the AMI levels described above? (Answer Space 4,000 characters)

The Maryland National Capital Park and Planning Commission's (M-NCPPC) provides a forecast of housing growth. Housing growth in Bowie is estimated to grow 44 percent between 2000 and 2020. Bowie's projected housing growth rate is more than twice the projected rate of growth for the county and almost twice the growth for the State as a whole for the 2000-2020 time period. Interim periods for 2000-2005 and 2000-2010 also show a significant contrast between the growth of housing in Bowie, the county and the State.

However, the M-NCPPC's forecast are somewhat tempered when compared to actual new construction residential building permits reported by the Prince George's Co. Department of Environmental Resources (DER) and the City of Bowie Department of Community Services', Permits Office. Single-family detached homes are the predominant housing type in the City of Bowie, and represents 72% of all housing stock. By contrast, 50% of Prince George's County occupied housing is single-family detached and 51% of the State of Maryland's occupied housing is single-family detached.

41% percent of Bowie's housing was built prior to 1970 compared to 50% of Prince George's County's housing stock and 49% of the State of Maryland's housing stock. Housing built in Bowie prior to 1960 comprises just 3% of its housing stock compared to 25% in Prince George's County and 34% for the State. Multifamily housing in Bowie represents only 8% of the total housing stock versus 31.5% for Prince George's County and 21% for the State of Maryland.

Approximately 32 percent of Bowie households could be classified as low income in 2000. By contrast 54 percent of County households and 56 percent of Maryland households fell into low-income categories. Five percent of Bowie households were extremely low income in the year 2000 representing 986 households. By contrast 16 percent of County households and 21 percent of Maryland households were extremely low income. Extremely low-income households typically experience greater housing problems than other income groups.

II. SUSTAINABLE COMMUNITY BASELINE INFORMATION

(3) Describe the SC Area's demographic trends (with respect to age, race, household size, household income, educational attainment, or other relevant factors). (Answer Space 4,000 characters)

Bowie's total population grew by 4,458 people, or 8.9%, over the last decade from 50,269 residents to 54,727 residents in 2010.

Age

The City's population is aging. The median age in Bowie has increased from 32.5 years in 1990 to 35.2 in 2000 to 38.5 in 2010. Those over age 85 increased by almost 78% during the 2000-2010 period, while the number of people 45 years and older grew by over 40%. The largest segment of the population remained the age 5-19 category (21% of total population), which was the largest grouping and same percentage in 2000.

Race

The City continued the trend of becoming more diverse, with African Americans now constitute the largest segment of the population (48.7%). In 2000, African Americans made up almost 31% of the population; in 1990 this race comprised only 5.6% of the population. In 2000, the Asian and Hispanic populations were just 0.5% and 0.4%, respectively, which by 2010 rose to 4.1% and 5.6%, respectively. The segment of the population deemed "multi-racial" increased 68% over the decade.

Household Size

Household size decreased from 2.9 persons per household (pph) in 1990 to 2.74 pph in 2000. In 2010, the figure had further decreased, but only slightly, to 2.73 pph.

Household Income

According to the 2008-2010 American Community Survey (ACS), there were 19,704 total households and the average household size was estimated to be 2.75 pph. Median household income (in 2007 inflation adjusted dollars) was \$101,082. The largest segment of the household population (29.5%) earns between \$100,000-\$149,999. Families made up 69% of total households. Median family income was \$114,005. The largest segment of family households (31.1%) was also found in the \$100,000-\$149,999 category. The percentage of households receiving food stamp benefits in the last 12 months was 1.7%, up from 0.6% in the 2005-2007 ACS.

Educational Attainment

According to four (4), three-year ACS reports published for Bowie, the percentage of residents with a high school diploma or greater amount of education ranges from 93%-95% of the total population. In addition, the percentage of residents with a Bachelor's degree or higher, ranges from 45%-47% of the population. The percentage of residents with graduate degrees ranges from 19%-22%.

Other Relevant Factors

Relationship

The number of "Other relatives" as a percentage of household population is increasing, with the estimate of 5.8% in 2005-2007 growing consistently to 7.7% in 2008-2010. Likewise, the number of "Nonrelatives" as a percentage of the household population is increasing, with the estimate of 3.7% growing to 5.4%.

Commuting to Work

The number of Workers 16 years and over includes about 75% driving alone, about 8-9% carpooling, 9-10% using public transportation, around 1% using other means and about 3-5% who work at home. The typical (mean) travel time to work is around 36 or 37 minutes.

Poverty

The percentage of families whose income in the past 12 months is below the poverty level is increasing. The 2005-2007 ACS observed 0.5% of families in this category, which increased steadily to 1.8% in the 2008-2010 ACS. Families with female householder, no husband present, grew significantly from 1.2% in 2005-2007 to 5.7% in 2008-2010. Those with related children under 18 years grew even more dramatically from 1.8% to 9.2%.

Housing Costs

An increasing number of people are paying a higher proportion of their income for housing. The percentage of

owner-occupied units with a mortgage, where the owner paid 35% or more of household income for housing costs, is increasing significantly. The 2005-2007 ACS put this percentage at 18.6%. By 2008-2010, the percentage had risen to 32.6%. The 2005-2007 ACS put this percentage at 37.3%. By 2008-2010, the percentage had risen to 47.9%. In the case of rental housing, the statistics reveal that almost half the renter population is paying more than 35% of their household income for housing.

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

A. Organizational Structure:

Describe the Applicant's organizational structure. Specifically, which organizations are members in the Sustainable Communities Workgroup and who are the respective staff? Who are the leaders, and how will the Workgroup advisor or staff manage implementation of the SC Area Plan? (Answer Space 4,000 characters)

The City of Bowie is the lead entity for the Sustainable Communities overall structure and the City Manager's Office is the lead department with City government. Staff within this department, particularly the Director, Office of Grant Development & Administration, will help coordinate the implementation of the Sustainable Communities Action Plan and will work directly with the Sustainable Communities Workgroup to oversee the plan and requests for funding. Since all City Departments are included, all departmental partners within the Sustainable Communities Workgroup provide an equal role within the group. The Sustainable Communities Workgroup is formed around the existing Energy Efficiency and Conservation Workteam and Municipal Green Team, and is comprised of the following members:

John Fitzwater—Assistant City Manager
Jesse Buggs—Director, Office of Grant Development & Administration
George Jones—Grants Manager
Dan Layton—Assistant Director of Public Works
Lawrence Pierce—Director of Community Services
Sally Hein—Assistant Director of Community Services
Joe Meinert—Director of Planning and Economic Development
Tiffany Wright—Watershed Manager
Kathleen Strasser—Accountant, Finance Department
Chief John Nesky—Chief of Police
Bob Boller—Director of Information Technology

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

B. Organizational Experience:

Describe the Applicant organization's past experience in administering revitalization plans and projects. Describe the roles of the members of the Sustainable Communities Workgroup, including their experience in implementing revitalization initiatives. What are the strengths and challenges of the capacity of these groups with respect to implementation of the SC Plan? (Answer Space 4,000 characters)

The City of Bowie has extensive experience in administering revitalization plans and projects. City staff, particularly the Grant Development & Administration, Planning and Public Works staff, have successfully administered the Community Legacy program where revitalization investments have been made in Old Town Bowie. The City's Department of Planning and Economic Development provided staff support services to the Old Town Bowie Redevelopment Committee and created a Revitalization Master Plan in 1999. The Department of Public Works has implemented numerous capital improvement projects in Old Town Bowie pursuant to the Master Plan. The Department of Public Works was directly involved in all aspects of numerous, major capital projects, such as the Bowie Town Center Pedestrian Bridge and MD 197 trail projects. The Department of Community Services manages all City parks and cultural facilities and services. The Finance Department's accountant keeps relevant data on utility bills and energy usage. The Assistant City Manager implements actions to improve energy efficiency and cost savings and purchases renewable energy. The Department of Planning and Economic Development also is engaged in promoting Walkable Communities and created a new pedestrian trail system concept centered around the City's Railroad Museum and Welcome Center. Community Legacy funding was used to hire a consultant to perform an Engineering Feasibility Study that initiated the concept for The Bowie Heritage Trail. The Bowie Heritage Trail will promote economic development, tourism, recreation, and employment opportunities in Old Town Bowie.

The Grant Development & Administration staff has a wide range of experience working with revitalization projects. The staff has administered several Community Legacy grants, and federal grants for HUD, DOE, DOT, HHS, and State agencies such as GOCCP, DNR, DHCD, and foundations such as the Chesapeake Bay Foundation.

The Director of Grant Development & Administration will provide oversight and coordination through regular Workgroup meetings and formal reporting. Having the Grant Development & Administration staff in the City Manager's office allows for top-level coordination throughout the organization.

III. LOCAL CAPACITY TO IMPLEMENT PLANS & PROJECTS

C. Public Input:

How did residents and other stakeholders in the community provide input to Action Plan described below in Section IV? (Answer Space 4,000 characters)

The Office of Grant Development & Administration conducted two public hearings based on advertisements in local newspapers and the City's website. In addition, the City Council received two publicly advertised briefings. A draft of the plan was placed on the City's website and made available at the City library and Senior Center for review and comment. The final draft was advertised for Council Approval/Public Hearing. All City Council meetings are widely publicized in the local newspapers, cable TV and City website. In addition, video replays of City Council meetings are always available on demand via the City's website.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

The Sustainable Community Action Plan (SC Plan or Plan) is meant to be a multi-year investment strategy - a strategic set of revitalization initiatives and projects that local partners believe will increase the economic vitality and livability of their community, increased prosperity for local households and improved health of the surrounding environment. The Plan should be flexible enough to be updated regularly and renewed every five years as the community envisions new goals. The priority initiatives and projects in the SC Plan should improve the livability of community places -- residential, commercial, or other public or private properties - and create new work, retail, recreational and housing opportunities for residents. These projects should also reduce the environmental impact of the community through water and energy resource conservation and management strategies. In this way, the Plan can be a road map for local stakeholders as well as State agencies to work together to create a more a sustainable and livable community.

A. Supporting existing communities & reducing environmental impacts.

(1) A community's approach to Smart Growth generally includes two inter-related areas of focus: encouraging reinvestment and growth in existing communities; and, discouraging growth that degrades natural resources, and farms and rural landscapes. Broadly describe your jurisdiction's Smart Growth approach and any significant accomplishments made over the last decade or so. (Answer Space 4,000 characters)

COMMUNITY DESIGN

General land use policies and guidelines are among the essential tools to guide the physical development of a community. They reflect the intended pattern of development on a planning area-wide scale and are helpful in articulating to developers and the public the City's desires for location of major land uses and character of development.

1. Growth should be directed such that Bowie becomes more of a full-service City.
2. Zoning designations should set density and intensity limits related to the Master Plan ultimate land use and should not be used as the basis for negotiation of higher densities. A Transfer of Development Rights (TDR) system should be used to encourage growth in designated areas and preservation of low-density and agricultural areas.
3. In keeping with the State's Smart Growth policy, a step-down pattern of densities for residential development throughout the planning area should be encouraged. The highest density of residential development should be limited throughout the planning area to areas within the centrally located Major Activity Center. Places near the Major Activity Center or within and around Local Activity Centers and at major transportation nodes should be designated as areas of medium density residential and/or commercial-retail-office type development.
4. The City should continue to pursue independent planning and zoning authority.

DEVELOPMENT PATTERN

BOWIE REGIONAL CENTER

- Development should occur in a pattern where the highest densities and most intense commercial uses within the planning area are concentrated in the vicinity of Bowie New Town Center. The overall Town Center area should contain a range of uses, with a high quality pedestrian experience that incorporates existing natural features and parks as design features. Commercial and office development should be concentrated in the Bowie New Town Center area. A full service hospital is encouraged at the Bowie Health Center.

DEVELOPING TIER

- Retention of the Church Road/Enterprise Road corridor as a large lot, executive-style housing area should be supported. The Church Road/Enterprise Road corridor from US Route 50 south should be recommended for only permanent low density development.
- Additional focus should be placed on redevelopment in the MD Route 450 Main Street area that converts this area from a through arterial to a main street. Appropriate design standards should be adopted to ultimately achieve a "classic

main street section”.

Significant Smart Growth accomplishments your jurisdiction has made over the last decade or so:

With the occupancy of the Bowie Town Center retail project in 2000, the City finally witnessed the completion of the much larger, master-planned Bowie New Town Center project. The build-out of the Bowie New Town Center fulfilled the long-awaited ambition for the City to have an identifiable urban center. The retail component serves an important role in the regional market and has created a center of vitality and diversity for the City. The construction of the Bowie Town Center pedestrian bridge connected the Town Center to the adjacent Bowie Crossing development and County park-and-ride lot, which serves as a transit hub for the area. The Bowie Health Center has fully developed as a campus including 24/7 emergency medical services, a nursing home and assisted living facility. Higher density, multi-family luxury housing is beginning construction on an adjacent property. The City has complemented this town center growth by construction of its Senior Center and Gymnasium next to the health center. In addition, the County constructed a much-needed, new fire station at Northview Drive/Health Center Road, and the City constructed its LEED-certified new City Hall within the Town Center’s core area.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) Describe any major investments in community infrastructure -water, stormwater, sewer, sidewalk, lighting, etc. -- that must be undertaken in order to improve the readiness or competitiveness of the proposed SC Area for private investment and compliance (if applicable) with TMDL regulations. Addressing the stormwater during redevelopment can reduce the pollution entering our streams and contribution to the restoration of the Chesapeake Bay. Investments in infrastructure, generally, can be an important catalyst for new private investment in the community. (Answer Space 4,000 characters)

PUBLIC FACILITIES

The City has long-supported strong adequate public facilities (APF) laws in Prince George's County. Timely provision of necessary facilities programmed in the County's Capital Improvement Program (CIP), the WSSC CIP, or State's Consolidated Transportation Program (CTP), or those funded by developers in accordance with the County's adequate public facilities ordinance, is essential to keeping pace with growth in the community. 100% of the construction funding for such facilities should be committed for a facility to be considered in any APF test, and projects should be staged to coincide with the actual availability of the services those facilities provide.

1. All developments should be staged to coincide with the actual availability of required public facilities (such as schools, roads, libraries, fire and rescue, etc.).
2. No project should 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 should not be considered to fulfill this requirement.
3. In general, use of fee-in-lieu to satisfy APF requirements should not be supported. However, a pro-rata contribution; where the entire cost of the facility is known is divided between numerous developers.
4. Funds for improvements necessary to satisfy APF should be contained in the first year of a capital improvement document, not the first six years.
5. School facilities in excess of 100% of their design capacity should be deemed overcrowded. The County is urged to take the necessary actions to achieve a school system where enrollments do not exceed available capacity.
6. The City encourages major developers to participate in the Partners with Education Program.
7. The City will support and assist in efforts to adopt new "Fire and Rescue" APF guidelines to better address the issue of adequacy of EMS units, ladder units, etc. The City also encourages installation of Opticon traffic controls to enhance the delivery of public safety service.
8. Public improvements via capital improvement documents should be sized to accommodate only the level of development envisioned by the adopted Master Plan, and should not be used to initiate new development in excess of those levels envisioned by the adopted Master Plan.
9. Developers of sites that have previously been the subject of APF traffic studies shall update such studies if they are more than four (4) years old.
10. When performing traffic studies, developers shall be required to analyze accident data and safety relationships, in addition to traffic capacity issues. Safe access should be an integral part of determining whether or not a project should be recommended for approval.
11. Traffic studies shall take into account capacity limitations of local streets and shall be in conformance with the City's adopted "Service Volume Standards for City Streets".
12. Amendments to the 10-year Water and Sewer Plan should not be used to support any change in zoning. Public improvements via the WSSC Capital Improvement Plan should be sized to accommodate only the level of development envisioned by the adopted Master Plan, and should not be used to initiate new development in excess of those levels

envisioned by the adopted Master Plan.

13. The City should continue to work with WSSC to ensure that adequate interconnections exist between the two systems to cope with emergency situations involving City and surrounding residents.

14. Development within the City's service area shall be coordinated through the City's water and sewer service review process.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe policies, initiatives or projects that the community will undertake or expand in order to reduce the SC Area's impact on the environment. Examples include but are not limited to: conservation or management of stormwater through retrofitting of streets and by-ways (Green Streets, rain gardens, etc.); retrofitting of facilities and homes for energy conservation; implementation of "green" building codes and mixed-use zoning; recycling of waste; clean-ups of watersheds; and, encouragement of "Buy Local" approaches that benefit local suppliers and food producers. A comprehensive menu of such actions may be found through the nonprofit Sustainable Maryland Certified initiative. (Answer Space 4,000 characters)

ENVIRONMENTAL INFRASTRUCTURE

1. The protection and enhancement of the Chesapeake Bay and its tributaries are endorsed.
 - a. Broad-based efforts, including public education and awareness programs, should 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.
 - b. The City encourages the use of native, non-invasive plants by residents, businesses and the development community and endorses BayScapes.
 - c. Development proposals are encouraged to incorporate Green Building and Environmental Design to the fullest extent possible as the Federal, State and City governments have all adopted Green Building policies.
2. Woodland conservation/tree preservation efforts and corresponding Tree Conservation Plans (TCPs) that exceed County and State thresholds are encouraged within the planning area.
3. Agricultural preservation in the Planning Area is encouraged through incentive programs such as the State's Rural Legacy Program and/or Transfer of Development Rights (TDRs) program at the County level.
4. The protection and preservation of open space to protect environmentally sensitive areas is strongly encouraged.
5. The Residential Agriculture (R-A), Open Space (O-S) and Reserved Open Space (R-O-S) zones should be expanded where possible to protect environmentally sensitive areas.
6. The preservation and protection of stream valleys, tracts of land with pristine environmental characteristics and a system of interconnecting greenways is a primary objective.
7. Wildlife Habitat Conservation shall be addressed by new development in all site plans presented for review, consistent with the City's Wildlife Habitat Management Guidelines adopted January 2002.
8. 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.
9. Development of a site should incorporate "whole site design". Buildings should consist of environmentally conscious, regionally available, building materials and construction waste should be minimized and recycled to the fullest extent possible. Energy efficiency should be maximized and water consumption minimized. Renewable energy technology is encouraged in all site development. Measures to reduce the urban heat island effect are encouraged.
10. Low Impact Development (LID) technology should be incorporated into parking areas to reduce stormwater runoff and non-point pollution.
11. When there is an existing building that will be removed as a consequence of site development, "deconstruction" is encouraged rather than demolition in order to reduce the amount of construction waste.

CLIMATE CHANGE RESOLUTION

In August 2009 the City Council established a "Climate Change" policy, in addition to its Green Infrastructure policy, addressing energy efficiency, consumption and alternative sources, transportation, recycling, tree canopy expansion and land use planning; and wishes to establish a "Green Fleet" policy addressing the management, operation and procurement of fleet vehicles under the control of the City of Bowie, in order to improve the energy efficiency of its fleet, reduce emissions from its fleet, and increase the capacity of the fleet to save municipal tax dollars; and by exercise of its power as a participant in the marketplace to ensure that purchases and expenditures of public monies are made in a manner consistent with the policy of improving local air quality and reducing greenhouse gas emissions.

The City also has an ENVIRONMENTAL INFRASTRUCTURE PLAN and an Energy Efficiency and Conservation Strategy.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

The community groups or stakeholders who will be key to the implementation of the initiatives and projects noted in this section include the City Manager's Office, the Office of Grant Development & Administration, the City Departments of Public Works and Community Services, the Department of Planning and Economic Development, the Environmental Advisory Committee, the Bowie Green Team, the Bowie Gardens for Wildlife group, the Girl Scouts of America, the Bowie Lions Club, and all City Home Owner Associations.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

B. Valuing communities and neighborhoods -- building upon assets and building in amenities:

(1) What are the key assets that exist in the community upon which the Plan's projects and initiatives will build? Assets may include physical assets such as parks and historic structures and also civic and economic assets such as employers, educational institutions, and cultural organizations and activities. (Answer Space 4,000 characters)

The City of Bowie is fortunate to have many existing assets that will provide a strong foundation for future projects and initiatives. These assets include: a strategically convenient location; an outstanding system of well-maintained City facilities and services, such as Allen Pond Park, Bowie Ice Arena, Belair Mansion, Radio/TV Museum, Genealogy Library, etc.; responsive local government; a town center and other vibrant community shopping districts; a major employment center; a diverse housing stock and stable property values; a talented, educated, affluent civic-minded and increasingly diverse population and a strong community identity; a generous network of open spaces and expansive tree canopy coverage; a strong system of volunteers, HOAs, civic associations and Committees; active and growing church and club memberships; a strong economic base and excellent financial condition of City government; good working relationships with outside agencies and neighboring jurisdictions; proximity to a wealth of cultural and educational amenities, such as Bowie State University, Prince George's Community College, University of Maryland, NASA, Patuxent Wildlife Refuge Center, Beltsville Agricultural Research Center.

In its Strategic Plan, the City stated its mission as providing a cost effective system of services and facilitating compatible economic development that enhances Bowie's quality of life within a positive and sustaining physical environment. The City Council adopted a vision of Bowie as a model partnership with state, county and regional entities that: nurtures a safe, united and culturally diverse community in which to live, work and play; preserves the community's natural environment; has economically vibrant commercial centers; supports quality neighborhood schools; and has high quality City services and infrastructure.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) What policies, initiatives or projects will reuse or enhance the historical assets, traditional business districts/Main Streets and cultural resources of the community? What actions will reinforce your community's authentic "sense of place" and historic character? (Answer Space 4,000 characters)

HISTORIC PRESERVATION

Historic preservation is a valuable component of the development process as opportunities arise to protect or preserve historic properties and resources. Protection of historic resources, preservation of vistas, etc. are possible if they are considered early in the development review process. The City has a proud history and tradition that is evoked in its conservation of historic buildings such as the Belair Mansion and Stables. A continuing commitment is necessary to guarantee that the many valuable historic properties in and around our community are respected as the area around them develops.

1. Historic resources should be preserved or rehabilitated and be considered for adaptive reuse.
2. When possible, historic resources shall be relocated or rehabilitated, rather than demolished.
3. Historic resources should be surveyed for possible historic significance prior to any proposed demolition.
4. The historic viewshed of the Jesuit property associated with Sacred Heart Church should be preserved.
5. The Huntington section of the City (Old Town Bowie) should be considered a historic resource to be enhanced where possible.
6. A City-County-State collaboration to create an overall improvement plan that enhances the historic characteristics of Huntington (Old Town Bowie) is encouraged.
7. Historic viewsheds should be preserved and complemented by new development.

The majority of the City's residential area is located within a Residential, Low Density land use area within the Developing Tier as designated in the 2006 Approved Bowie and Vicinity Master Plan. A stated Goal for the Developing Tier in both the General Plan and Area Master Plan is to sustain or reinforce existing suburban residential neighborhoods. Master Plan Policy 3 for the Developing Tier states:

Policy 3. Protect, maintain and enhance the unique historical, cultural, and architectural identity, heritage and character of the City of Bowie.

Strategy 1 under this policy states the following:

1. Recognize the Levittown character of buildings, neighborhoods, urban settings, and street fabric by designating a historic district, such as the Levitt's model homes section on the south side of MD 450 and west of the Bowie Mainstreet activity center.

Strategy 3 under this policy states the following:

3. Encourage the compatibility of infill residential development...Consideration should be given to similarity in density, style, size, material and design to the surrounding residential neighborhoods.

The City evaluates all proposed development, including requests for variances and departures from design standards with these purposes in mind.

The Area Master Plan also includes specific recommendations for retaining the vitality of the City's activity centers, including Old Town Bowie, Bowie Mainstreet, West Bowie Village and Pointer Ridge.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe policies, initiatives or projects that will increase community access to green spaces, parks and other amenities? A community can gain social and physical benefits from access to a healthy natural environment. The inclusion of complete streets, trails, green space, parks and trees contribute to the character and health of a community. Examples might include improvements to the tree canopy by planting street trees, improving local neighborhood streams, or reusing a vacant lot for a new community park or playground. *(Answer Space 4,000 characters)*

RECREATION

1. City-owned recreation facilities are "in addition to and not a substitute for" County facilities.
2. New developments should provide recreation facilities, including smaller recreational parks for younger children. These facilities should be located and constructed so that impacts (e.g. traffic circulation, environmental impacts, such as tree and wetland loss) are minimized. Developers should make connections to the trails network wherever the network abuts any such developer's property.
3. Policies adopted in the Recreation Needs Master Plan through the land development process should be implemented.
4. A program for maintenance of the trails throughout the City, which identifies the trails to be maintained in current and future fiscal years, should be established.
5. 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.
6. Additional opportunities for water-related recreation, including lakes, ponds, streamside parks, and a water trail should be encouraged.

ENVIRONMENTAL INFRASTRUCTURE PLAN

- Objective: Plant a minimum of 150 street trees annually (Action Plan 6).

Progress--In FY2011, the City planted 149 trees along City-owned streets. The updated street tree inventory was completed in FY2012 (August 2011) and revealed that the City has 16,258 street trees. The following list shows trees planted on City property in FY2011 but not along streets:

Acorn Hill Park: 7
 Allen Pond Park: 1
 Bowie Gymnasium: 1
 Kenhill Center: 1
 Sussex Lane Park: 1

- Objective: Complete Land Preservation Plan by December 31, 2009 (Action Plan 8).

Progress --The Plan was deferred due to lack of funding in Approved FY2010 City Budget. City staff completed a study of vacant lands in the City that identified 164 acres of privately-owned developable land and 63 acres of undevelopable land. Gaps in the City's Green Infrastructure network were included in the official Program Open Space Plan submitted to the MD Department of Natural Resources. MNCPPC drafted a Priority Preservation Area (PPA) for Bowie (see PPA Functional Master Plan for details).

- Objective: Increase the number of acres of protected land (Action Plan 8).

Progress--The City acquired one acre of land adjacent to the Devonshire subdivision and 10 acres of a 21-acre woodland tract known as the Mills Property at the Northwest corner of US 301 and Mitchellville Road. It had been approved for development of 14 single-family homes, which will not be built.

- Objective: Establish a minimum of five (5) active stream teams by 2012 (Action Plan 1).

Progress--During the October 2010 stream cleanup, four teams worked, and eight stream teams worked in April 2011. While this objective has been met each fiscal year, another cleanup for October 2012 is scheduled. The details of each cleanup are presented in the table below.

	Fall (October 2, 2010)	Spring (April 2, 2011)
Number of volunteers	177	235
Number of sites	4	8
Trash collected	1,025 lbs	1,650 lbs
Recyclables collected	975 lbs	1,325 lbs

- Objective: Clean a minimum of 10 miles of stream annually (Action Plan 1).
Progress—10.1 miles of stream were cleaned in FY2010 -- 4.2 miles in October 2010 and 5.9 in April 2011.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

City Committee members, including Environmental Advisory Committee, Arts Committee, Bowie Heritage Society, Economic Development Committee, Community Recreation Committee, Greater Bowie Chamber of Commerce, Bowie State University, homeowners associations and civic groups, local churches and clubs, shopping center owners, City Community Forester, Community Services staff, Girl Scouts of America, Bowie Lions Club.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

C. Enhancing economic competitiveness

(1) What economic development policies, initiatives or projects will improve the economy through investments in small businesses and other key employment sectors? What economic development and business incentives will you build upon or implement as part of the SC Plan? Examples could include but are not limited to: green-taping for expedited project application review; permitting and inspection; job training; business tax credits; and, revolving loan funds. (Answer Space 4,000 characters)

ECONOMIC DEVELOPMENT AND REVITALIZATION

Commercial land uses, including employment uses, are a measure of the economic viability of the community. Both the location of commercial zoning and the way in which these sites develop can greatly influence the image of the City. Commercial activities should be convenient, yet unobtrusive. Impacts on neighboring residential properties and the motoring public must be thoroughly assessed and mitigated. Site plan approval should only be granted for those proposals meeting applicable regulations, standards and policies. A revitalization plan for Old Town Bowie is directing preservation and revitalization efforts in that portion of the City.

1. Compatible commercial development, employment uses and mixed-use development, including live-work dwelling units, should be promoted in designated centers.
2. Auto service centers or related commercial uses should be directed to highway-oriented sites on the periphery of the community.
3. Strip commercial development, particularly single-use or pad site configuration, should be discouraged. Commercial development should be located in planned or designated centers rather than on isolated, scattered sites and redevelopment of older centers is encouraged.
4. Commercial and office development should be concentrated in the Bowie Town Center area and employment uses should be concentrated at the Maryland Science and Technology Center.
5. Industrial and commercial land uses should be allowed in the planning area only on properties already appropriately zoned for those uses. Development of isolated vacant commercial properties will not be accepted. Self-storage and mini-warehouse facilities should not receive approval via the special exception, rezoning or text amendment processes.
6. Existing commercial centers should be preserved, rehabilitated or redeveloped.
7. The City should facilitate development of approved uses at the Melford and Bowie Town Center.
8. Additional focus should be placed on redevelopment in the MD Route 450 Mainstreet area that converts this area from a through arterial to a main street. Appropriate design standards should be adopted to ultimately achieve a "classic main street section". Consideration of such standards should include, but not be limited to:
 - a. Interconnected network of streets onto which buildings front;
 - b. Properly designed and engineered sidewalks and crosswalks;
 - c. Intensively landscaped with trees, planters, lights, benches and trash containers;
 - d. Range of building types;
 - e. Building design standards;
 - f. Parking:
 - * Well-landscaped rear parking lots;
 - g. Signs should be small and include projecting, wall mounted and painted on awnings and windows;
 - h. New park and plaza;
 - i. A pedestrian overpass over Route 450 connecting Freestate Mall and The Marketplace, and,
 - j. Opportunities to expand or enhance existing cultural facilities and attract other new facilities.
9. Adequate broadband telecommunication connections should be provided to local businesses and residences to ensure continued access to high-speed technological innovations such as the Internet.

10 Continued employment and office development is encouraged at approved locations in accordance with the City's Economic Development Plan.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) What workforce development policies, initiatives or projects will increase access to jobs and economic opportunity for residents in the SC Area? Do you have a goal for job creation? Are green jobs an opportunity in the jurisdiction or SC Area? (Answer Space 4,000 characters)

Workforce development services are provided to Bowie via the State and the County. To date their connection with Bowie's population has been limited because they are not physically present in Bowie.

Building upon the successful models we have with PTAP and SBDC, we will work with the Prince George's County Workforce Services Division of the EDC and with DLLR's Division of Workforce Development and Adult Learning to provide their services on a scheduled basis at City Hall.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Describe whether the Sustainable Community will be impacted by the Base Re-alignment and Closure (BRAC) activities in Maryland. If impacted, how do the initiatives and projects in your Plan complement BRAC-related growth? (If not applicable, all ten points will be assessed based on answers to questions 1, 2, and 4) (Answer Space 4,000 characters)

No direct BRAC impacts have been experienced to date from either Fort Meade or Joint Base Andrews.

We have seen limited indirect impact from relocating workers buying homes in Bowie and from businesses considering Bowie locations as a lower cost alternative to locations nearer the military installations. These indirect impacts are positive if they continue.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

Commercial real estate brokers and developers who will be reached through memberships, sponsorships, and networking via CoreNet Global (CORENET), NAIOP Commercial Real Estate Development Association (NAIOP) and the International Council of Shopping Centers (ICSC).

Prince George's County Economic Development Corporation (PGCEDC)

Prince George's County Financial Services Corporation (FSC)

Maryland Procurement Technical Assistance Program (PTAP)

Capital Region Small Business Development Center (SBDC)

Bowie Business Innovation Center (BBIC) Incorporated.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

D. Promoting access to quality affordable housing.

(1) What housing policies, initiatives or projects will expand housing choices - rental and homeownership -- for people of a range of ages, incomes, and also for disabled individuals? How will these actions address the current housing conditions and needs noted in Section II? (Answer Space 4,000 characters)

HOUSING

Residential development makes up the largest single land use category in the City. In fact, the City is well known for its reputation as a bedroom suburb of Washington D.C. As population of the City becomes more diverse, its housing needs are also changing. It is important to provide a wide range of housing opportunities in the community and to guarantee that new subdivisions are designed with an identity and can be integrated into the City's existing neighborhoods. Residential land use policies should not only address the provision of housing, but should also provide guidance on the development of residential projects.

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 population with special needs.
2. The inventory of housing opportunities for senior citizens and for persons with disabilities should be expanded to include Mixed Retirement Communities, Assisted Living Facilities, Nursing Homes and Congregate Care Facilities.
3. Special exception applications that significantly change the character of an undeveloped land parcel in a residential area are to be discouraged.
4. Housing opportunities for moderately low-, low- and very low-income families, as defined by the City's Consolidated Housing Plan, are encouraged.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) Will these housing initiatives or projects increase access to transit or community walkability and/or decrease transportation costs? In other words, will the housing investments result in more people living near work or town centers, or able to more conveniently reach work, school, shopping and/or recreation? *(Answer Space 4,000 characters)*

The City's initiatives are designed to comply with all Smart Growth tenets related to greater access to community amenities such as shopping, recreation, and employment through public access based on walkability, public transportation, and minimal vehicular travel.

The City's trail system, sidewalk construction program, and transportation services for seniors represents a set of assets that helps to accomplish these goals and objectives. Additionally, the City maintains the largest set of park and recreational facilities in the County except for M-NCPPC; all of which are in communities and easily accessible by walking or biking.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) What is your goal for of number of units to be created of affordable workforce housing, rental and homeownership? What populations (by income or special needs) will benefit from this increased access to affordable housing? (Answer Space 4,000 characters)

The City participates in the Metropolitan Council of Governments Housing Directors Advisory Committee and conforms to the recent projections for the Prince George's County Community. These projections are not City, or community specific, but focus on projections related to employment, income, household sizes, TOD activities, and development around regional activity centers.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(4) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

The City's Departments of Public Works, Planning & Economic Development, Grant Development & Administration, and Community Services. City committees such the Environmental Advisory Committee, the Bowie Green Team, and the Bowie Gardens for Wildlife Group. Other groups as the County's housing development and planning agencies, the State Planning and Environmental Departments, and federal regulatory and funding entities.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

E. Support transportation efficiency and access.

(1) What policies, strategies and projects are envisioned to strengthen the transportation network that affects the proposed SC Area? How will these initiatives support transportation choices (including walking, bicycling, bus or rail transit, and carpooling) or otherwise promote an efficient transportation network that integrates housing and transportation land uses? (Answer Space 4,000 characters)

TRANSPORTATION SYSTEMS

The area's transportation system is one of the most critical elements of infrastructure needed to sustain the City's quality of life as well as to accommodate growth and development both within the City and in the region. The transportation needs of the planning area are multi-modal. Regional access must be facilitated, but not to the detriment of existing or planned neighborhoods.

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.
2. The City should support the study of new ways to fund all modes of transportation on a region-wide basis. This study should focus on such issues as advanced protection of right-of-way for not only highways, but also transit lines.
3. The City should work to increase use of available public transportation facilities, such as the Northview Drive Park-and-Ride Lot, Metrobus, and MARC train service
4. All upgrades to the above roads should include HOV lanes/exclusive bus lanes (within the same lane).
5. MD Route 197 should be designed to accommodate a maximum of four lanes for that portion of MD Route 197 between Kenhill Drive and relocated MD Route 450.
6. A concept shall be developed for the ultimate design of MD Route 197 north of US Route 50 as a suburban boulevard. This concept shall include medians, landscaping, streetscape, pedestrian safety, etc.
7. If an interchange is constructed at US Route 50 and MD Route 193, MD Route 193 should be upgraded to a multi-lane divided roadway with an enhanced landscape package similar to that developed for MD Route 450 between MD Route 193 and Stonybrook Drive. A hiker biker trail should be provided for the entire length of MD Route 193.
8. With the exception of those roads identified herein, finite highway capacity limits of a four-lane road network should be used as the basis for setting the residential density and commercial intensity levels in the planning area.
9. Preservation of existing rural and scenic roads should be supported whenever feasible. Scenic roads are an asset to the Planning Area and establish a theme for the manner of contiguous development that must respect this character.
10. Public parking lots east of MD Route 3/US Route 301 are encouraged only as components of a coordinated, area-wide mass transit network developed in conjunction with Prince George's County and Anne Arundel County.
11. 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. The City will be a pedestrian friendly community. Generally, all new development will be designed as such.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) If applicable, describe the SC Area's connection or proximity to transportation centers (e.g. Metro, MARC, and light rail stations) and describe opportunities for Transit - Oriented Development (TOD). Will Plan strategies and projects contribute to jobs/housing balance or otherwise provide a mix of land uses that can be expected to reduce reliance on single-occupancy automobiles? (If transit or TOD is not applicable in your community, all points in this section will be based on questions 1 and 3) (Answer Space 4,000 characters)

MD 197 provides the City with direct access to the Bowie State MARC Station located at Bowie State University, which is less than one (1) mile from the City limits. The MARC rail service, generally, has recorded steady gains in ridership. In 2010, there were approximately 21,000 average daily passenger trips on the Penn Line, a 37 percent increase from 2003. However, the Bowie State MARC Station has not experienced the gains in ridership captured by the Penn Line. In 2010, there were, on average, 576 daily boardings at the station, compared to 573 in 2009, 598 in 2008 605 in 2007 and 548 in 2006. The station is served by 675 parking spaces located on both sides of the railroad tracks. The MTA Office of Planning forecasts a parking demand for 700-1,000 total parking spaces by 2030. The 2010 Approved Bowie State MARC Station Sector Plan and Sectional Map Amendment proposes a mixed-use, transit-oriented development adjacent to the MARC Station consisting of 55,000 square feet of retail, 195,000 square feet of office space, 10,000 square feet of laboratory school, a 75,000 square foot university convocation center, 65,000 square foot university fitness center, 200,000 square feet of university flexible space, 260 units of multi-family residential, including 54 units above retail, 12 live-work units, 175 units for university graduate and student family housing, 125 units of age qualified/assisted living, 290 townhouses, 136 small single-family lots (42 foot average width) and 87 large single-family lots (65 foot average width). This planned development will provide a wide mix of land uses, including many that will reduce reliance on single-occupancy automobiles.

MD 197 also provides access into the heart of the City's Regional Activity Center, focused in the area between US 50 and US 301 including the Bowie Town Center, Bowie Crossing and Bowie Gateway Center. In addition to several million square feet of regional retail space and office space, this area includes a diverse mixture of residential development, including multi-family apartments and condominiums served by public transit and a comprehensively planned trail system. The Northview Drive Park-and-Ride Lot provides 657 spaces of commuter parking for the Town Center and also serves as a transit hub within Bowie, where most bus routes serving the City interconnect.

The City's growth policy of concentrating intense development within the Bowie Regional Center and its investment in major public facilities such as the Senior Center, City Gymnasium, City Hall, and the Bowie Town Center Pedestrian Bridge within the Town Center contribute to a jobs/housing balance and provides a mix of land uses that reduce reliance on single-occupancy automobiles.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) Which community groups or stakeholders will be key to the implementation of the initiatives and projects noted in this section? (Answer Space 4,000 characters)

County and State elected representatives and transportation officials, WMATA staff, Council of Governments staff, homeowners associations, Bowie State University officials, The Maryland National Capital Park and Planning Commission, residents of the MD 450, MD 197 and US 301 project corridors, Old Town Bowie merchants association and Unification Association, bicyclists and interested residents.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

F. Coordinating and Leveraging Policies and Investment

(1) What specific steps will the Sustainable Community Workgroup take to coordinate policies and funding streams to remove barriers to investment and maximize and increase funding in the proposed Sustainable Community Area? (Answer Space 4,000 characters)

The Sustainable Community Workgroup (SCW) will consist of a cross section of public, private, nonprofit, special interest, and association-affiliated parties whose have in common a desire to maximize the quality of life in the City of Bowie. To-date these parties have come together in various forums to produce the best performing, and most financially stable, municipal government in Prince George's County. Policies and investments have evolved to meet the demands of the residents, the business community, the development sector, the environmental arena, and the public safety community in ways that continue to serve as a model for other State municipal entities. The SCW will mirror these approaches and pursue a course that includes the following:

- Research and pursue grant, contract, and philanthropic resources
- Create financial partnerships and joint ventures, where possible
- Hold forums to solicit input and support
- Request City Council approval of new policies, where needed
- Access external resources (special financing, exemptions, etc.) of federal, State, and local entities
- Use a collaborative planning process that looks at immediate, mid-range, and long-term goals
- Identify key champions for specific projects and/or project segments to accelerate the pace of acceptance and approval
- Use City resources to supplement and provide matching funds, where possible

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(2) How is the proposed Sustainable Community Plan consistent with other existing community or comprehensive plans? (Answer Space 4,000 characters)

The proposed Sustainable Community Plan is completely consistent with the City Council's Development Review Guidelines and Policies, the City of Bowie Strategic Plan, the Approved Bowie and Vicinity Area Master Plan, the Capital Improvements Program, the Environmental Infrastructure Action Strategy Plan, the City Council's Climate Change Resolution and the Energy Efficiency and Conservation Strategy. Those plans set the policy framework, goals and objectives and actions that direct the City's progress toward becoming a Sustainable Community. Many of those policies and actions have been amplified within this SCA Plan.

IV. SUSTAINABLE COMMUNITY ACTION PLAN

(3) How will the Plan help leverage and/or sustain more private sector investments? *(Answer Space 4,000 characters)*

We believe the Plan involves the parties who can create the partnerships whose credibility, experience, and success will attract resources to the City and the targeted communities. Current collaborations have created a business incubator, thriving shopping centers, a stable residential community, and great prospects for growth and prosperity. The composition of the Plan is designed to enable the City and its partners to work on the accumulation of resources to expand the City's current success to those areas yet to be developed, or that need revitalization.

The City's AAA Bond rating is matched by only one other City in the State. This demonstration of sound fiscal operation and management will be the foundation of efforts to explore other resources and private sector partners to become a part of the City's programs to achieve its goals and objectives.

V. PROGRESS MEASURES

For the Plan parts of section IV (A through F):

(1) List the specific outcomes that the Plan seeks to produce. (Answer Space 4,000 characters)

- A. Supporting existing communities and reducing environmental impacts.
- Encourage medium density, multi-family infill development in the Bowie Regional Center and Market Place Shopping Center
 - Support rezoning of activity center properties to mixed use
 - Continue adherence to planning policies that prevent water and sewer extensions to the Rural Tier, and protect rural character
 - Ensure high quality community design through the development review process
 - Advocate for MD 450 improvement through the Bowie Mainstreet Area to achieve a “classic main street section”
 - Complete The Bowie Heritage Trail system in Old Town Bowie
 - Resolve school facilities that are over 100% of their design capacity
 - Begin implementing the City’s Watershed Improvement Plan (WIP)
 - Continue implementing Environmental Infrastructure Action Strategy Plan, Climate Change Resolution policies and Energy Efficiency and Conservation Strategy
- B. Valuing communities and neighborhoods—building upon assets and building in amenities.
- Expand the Green Infrastructure Network
 - Increase environmental awareness
 - Rehabilitate, rather than demolish, historic resources whenever possible
 - Encourage City-County-State collaboration to create an overall improvement plan that enhances the historic character of Old Town Bowie
 - Protect, maintain and enhance the unique historic, cultural and architectural identity, heritage and character of the City
 - Implement specific Master Plan recommendations for retaining the vitality of Activity Centers
 - Fulfill recommendations of the City’s Recreation Master Plan, Citywide Trails Master Plan and open space recommendations of the Environmental Infrastructure Action Strategy Plan
 - Set a realistic tree canopy goal, expand Street Tree Program and initiate Urban Greening Program
 - Increase the number of acres of protected land
 - Clean a minimum of 10 miles of stream annually
- C. Enhancing economic competitiveness.
1. Retain office and retail businesses in Bowie
 2. Attract office and retail businesses to Bowie
 3. Create and grow new businesses for Bowie
 4. Revitalize older office and retail centers in Bowie.
- D. Promoting access to quality, affordable housing.
- Provide high-value housing in a variety of price ranges and types
 - Protect and enhance the architectural identity and character of the City of Bowie
 - Develop high-quality senior citizen housing
 - Improve site design to encourage a diversity of housing types and provide a mix of land uses in appropriate locations
- E. Supporting transportation efficiency and access.
- Implement “Complete Streets” concepts in Activity Centers
 - Provide safe access to Hall Road mixed use project and County library
 - Address traffic circulation difficulties in the Pointer Ridge Activity Center, including US 301, Pointer Ridge Drive and Mitchellville Road
 - Maximize efficiency of public transit service
 - Provide necessary improvements to the area road network through direct funding in the City’s CIP and by working through County and State agencies
 - Promote the use of non-vehicular transportation modes by connecting pedestrian facilities in Old Town Bowie

to the Bowie State/MARC train station and jobs, shopping and amenities at the mixed use development planned for undeveloped land adjacent to the MARC station

V. PROGRESS MEASURES

(2) And, list the specific benchmarks that will be used to measure progress toward these outcomes. (Answer Space 4,000 characters)

- A. Supporting existing communities and reducing environmental impacts.
- Completion of 286 unit multi-family Harmony Place development
 - Approval of redevelopment of existing surface parking at Bowie Town Center with multi-family units
 - Rezoning of Hilltop Shopping Center and Freestate Shopping Center to mixed use
 - Use of conservation subdivision design in the Rural Tier
 - Completion of MD 450 upgrade in Bowie Main Street, including undergrounding of overhead utility lines
 - Applying the City's Development Review Guidelines in project reviews
 - Completion of Phase 1 of The Bowie Heritage Trail, new 10th Street playground and Railroad Museum property improvements
 - Completion of MD 564 sidewalk retrofit in Old Town Bowie
 - Hire consultant to map all stormwater structures and drainage areas; complete stormwater retrofit inventory
 - Completion of remaining Action Plans in Environmental Infrastructure Action Strategy Plan
 - Completion of facility upgrades and policy changes recommended by the EECS
 - Completion of a community wide greenhouse gas inventory
- B. Valuing communities and neighborhoods—building upon assets and building in amenities.
- Acquisition via Program Open Space of Jericho Park expansion (14 acres) and GI Network (31 acres)
 - Implementing Development District Overlay Zone (DDOZ) in Old Town Bowie to further village concept
 - Investigation of community preservation techniques such as neighborhood conservation zone
 - Requiring Detailed Site Plan review for architectural compatibility whenever possible
 - Continuing to fund trail and pedestrian improvements through Hiker-Biker Trail Program in CIP
 - Initiation of Urban Greening Cost Share Program
 - Sponsoring Spring and Fall Stream Team clean-ups
- C. Enhancing economic competitiveness.
1. Annual Retail Space Analysis from budget (February each year) showing total retail space available, total space vacant, and the calculated vacancy rate. A healthy, sustainable community would have a vacancy rate of 10% or less.
 2. Annual Office Space Analysis from budget (February each year). A healthy, sustainable community would have a vacancy rate of 10% or less.
 3. Annual analysis of number and size of businesses in Bowie based upon the US Census Bureau Zip Code Business Patterns data. Conducted in August each year if new census data is available.
 4. Annual analysis of Bowie Business Innovation Center (BBIC), our business incubator, data about total number of clients graduating, total number locating in Bowie, and the number of potential clients on the BBIC waiting list.
- D. Promoting access to quality, affordable housing. Continuation of aggressive property maintenance and rental property code enforcement
- Expansion of the Green Senior Housing Program
 - Application and enforcement of development regulations for all types of high-value housing in the Bowie Regional Center and mixed-use activity centers
 - Ensuring compatibility of infill residential development located outside of the Bowie Regional Center or mixed-use activity centers
 - Enactment of housing regulations that incorporate features (such as one-level residences, ramps, low-maintenance yards, transit shelters) that enable people of all ages to remain in such housing as they age or develop disabilities that affect their mobility
 - Provision of housing programs that strengthen existing neighborhoods by encouraging home ownership and maintenance of affordable housing
 - Provision of housing rehabilitation programs to offer low interest loans to improve and conserve existing housing stock
- E. Supporting transportation efficiency and access.
- Installation or upgrading of crosswalks within the Bowie Regional Activity Center
 - Conducting Walkable Communities analyses in all Master Plan Activity Centers
 - Completion on-road bicycle marking and signage program
 - Completion of Hall Road sidewalk retrofit and pedestrian path/bridge on MNCPPC Collington Branch property
 -

REPLACE THIS PAGE WITH
LOCAL GOVERNMENT SUPPORT
RESOLUTIONS

**SUSTAINABLE COMMUNITY APPLICATION
DISCLOSURE AUTHORIZATION AND CERTIFICATION**

The undersigned authorizes the Department of Housing and Community Development (the “Department”) to make such inquiries as necessary, including, but not limited to, credit inquiries, in order to verify the accuracy of the statements made by the applicant and to determine the creditworthiness of the applicant.

In accordance with Executive Order 01.01.1983.18, the Department advises you that certain personal information is necessary to determine your eligibility for financial assistance. Availability of this information for public inspection is governed by Maryland’s Access to Public Records Act, State Government Article, Section 10-611 et seq. of the Annotated Code of Maryland (the “Act”). This information will be disclosed to appropriate staff of the Department or to public officials for purposes directly connected with administration of this financial assistance program for which its use is intended. Such information may be shared with State, federal or local government agencies, which have a financial role in the project. You have the right to inspect, amend, or correct personal records in accordance with the Act.

The Department intends to make available to the public certain information regarding projects recommended for funding in the Sustainable Community Plan. The information available to the public will include the information in this application, as may be supplemented or amended. This information may be confidential under the Act. If you consider this information confidential and do not want it made available to the public, please indicate that in writing and attach the same to this application.

You agree that not attaching an objection constitutes your consent to the information being made available to the public and a waiver of any rights you may have regarding this information under the Act.

I have read and understand the above paragraph. Applicant’s Initials: _____

Anyone who knowingly makes, or causes to be made, any false statement or report relative to this financial assistance application, for the purposes of influencing the action of the Department on such application, is subject to immediate cancellation of financial assistance and other penalties authorized by law.

The undersigned hereby certifies that the Sustainable Communities Plan or Project(s) proposed in this Application can be accomplished and further certifies that the information set herein and in any attachment in support hereof is true, correct, and complete to the best of his/her knowledge and belief.

Authorized Signature

Print Name and Title

Date