

March 3, 2022

The Honorable Calvin S. Hawkins, II
Chairman, Prince George's County Council
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772

**Re: Transmittal of the Planning Board
Comments on Revisions to the 2021
*Adopted Bowie-Mitchellville and Vicinity
Master Plan***


Dear Chairman Hawkins:

The Prince George's County Planning Board appreciates the opportunity to transmit comments on the proposed revisions to the 2021 *Adopted Bowie-Mitchellville and Vicinity Master Plan*, which were received on March 1, 2022. The Board's comments are set forth below in Tables 1 through 5. Overall, the Planning Board opposes revisions 1-7, 9, and 11-13; and supports 8, 10, and 14-15.

If you have any questions or require additional information, please do not hesitate to contact me, or Thomas Lester, Project Manager, Community Planning Division, Master Plans and Studies Section, at 240-573-2496.

Sincerely,



Elizabeth M. Hewlett
Chairman

Table 1. Summary of Revisions – Land Use and Comprehensive Zoning				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
1	(1) Retain Bowie Local Town Center (BLTC) Boundary to include properties on the east side of US 301 contained in Plan 2035 boundary, excluding the three car dealerships, and expanding the BLTC boundary south to include the gas station property, Mill Branch Crossing, and the Chiamonte properties; and (2) Recommend the properties for mixed-use future land use and the TAC-E (Town Activity Center - Edge) Zone.	LU 5, LU 21, CZ 4, and CZ 5	<p>Oppose. Planning Board maintains keeping a strong growth boundary by discouraging development on the east side of US 301 and instead focusing infill development at Bowie Town Center, Bowie Gateway, Bowie Corporate Center, and Melford. Planning Board concurs with excluding the car dealership properties from the center.</p> <p>There is no testimony in the public record with regard to the Center designation of the Chiamonte Property at 3412 NE Robert Crain Highway.</p> <p>Revision 1, to add the Chiamonte Property to the Bowie Local Town Center and recommend TAC-E zoning conflicts with Revision 5, to assign this property a commercial future land use and recommend CS (CS) zoning.</p>	<p>Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council</p> <p>Exhibit #29 Edward C. Gibbs, Jr., Gibbs & Haller</p> <p>Speaker #17 Thomas H. Haller, Gibbs and Haller on behalf of PRH Bowie, LLC.</p>

Table 1. Summary of Revisions – Land Use and Comprehensive Zoning, Continued				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
2	(1) Revise Strategy LU 3.1 recommending to redevelop the properties known as Freeway Airport (Tax IDs 0801290, 0728741, 0801258, 0801340, 0801357, 0801241, 0801274, 0801282, and 0801233) with medium-density single-family housing; (2) Amend Map 16. Future Use to show Residential Medium land use for the subject properties; and (3) Add a strategy to recommend reclassifying the properties known as Freeway Airport to the RSF-A (Residential, Single-Family-Attached) Zone.	LU 3, CZ 3	Oppose. The Planning Board maintains that low-density residential is most appropriate alternative for the subject properties, if the proposed townhouse development does not occur for any reason. A master plan recommendation contrary to the proposed development does not negate any existing entitlements or what is legally permitted.	<p>Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council</p> <p>Speaker #19 / Exhibit #9 and #15 Carol Boyer Resident</p> <p>Speaker #20 Milly Hall Resident</p> <p>Exhibit #27 John J. Ferrante, Robert J. Antonetti, Jr., Shipley & Horne P.A On behalf of Freeway Realty, LLC</p>

Table 1. Summary of Revisions – Land Use and Comprehensive Zoning, Continued				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
3	(1) Revise Strategy LU 18.1 to recommend redeveloping the properties known as Hawkins Property/Frank’s Nursery located at 12205 and 12105 Annapolis Road (Tax IDs 0733741 and 0733782) and 5015 Enterprise Road (Tax ID 0817676) with commercial development; (2) Amend Map 16. Future Use to show Commercial land use for the subject properties; and (3) Add a strategy to recommend reclassifying the properties known as Frank’s Nursery to the CGO (Commercial, General, Office) Zone.	LU 18, CZ 3	Opposed. The Planning Board maintains that a lower density residential land use is most appropriate given the amount of land already dedicated to commercial and mixed-use land use at the centers and focus areas, and along MD 450. This currently-defunct commercial property is redundant and could potentially reduce the market viability of other commercial centers along MD 450 if developed with land uses other than lower density residential.	Exhibit #17 Mark G. L. Ferguson, Senior Land Planner Matthew Tedesco McNamee Hosea Attorneys & Advisors On behalf of Irmgard H. Hawkins By-Pass Trust
4	(1) Add a strategy recommending the future land use for 6517 and 6513 NE Robert Crain Highway (Tax IDs 0822239, 5635696 and 5635708) to as Commercial; (2) Amend Map 16. Future Use to show Commercial for the subject properties; and (3) Add a strategy recommending Commercial Service zoning for the subject properties.	LU 2, CZ 2	Opposed. The Planning Board maintains that properties in the Rural and Agricultural (R&A) Area should not be recommended for higher intensity zoning, as they are served by well and septic.	Exhibit #23 Mark G. L. Ferguson, Senior Land Planner Matthew Tedesco McNamee Hosea Attorneys & Advisors On behalf of TMC 450 LLC & KHM Route 3 LLC

Table 1. Summary of Revisions – Land Use and Comprehensive Zoning, Continued				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
5	(1) Add a strategy recommending the future land use for the property located at 3412 Robert Crain Highway and Mill Branch Road (Tax ID 0817718 and 0817734) for Commercial land use; (2) Amend Map 16. Future Land Use to show the subject properties as Commercial; and (3) Add a strategy to recommend reclassifying the subject properties to the CS (Commercial Service) Zone.	LU 3, CZ 3	<p>Opposed. The Planning Board maintains that the property’s proximity east of US 301 and next to the Rural and Agricultural Area boundary should remain Rural and Agricultural land uses to strengthen the growth boundary from encroaching development and to create a buffer between the higher density uses west of US 301 and the growth boundary.</p> <p>This revision conflicts with Revision 1 (see discussion under Revision 1)</p>	Exhibit #31 Thomas H. Haller, Gibbs & Haller On behalf of Dorothy Chiaramonte Trust
6	(1) Add a strategy recommending the future land use for the property located at 1800 Mitchellville Road/ 1808 Robert Crain Highway (Tax ID 0679738 and 0679746) to Commercial land use; (2) Amend Map 16. Future Land Use to show the subject properties as Commercial; (3) Add a strategy to recommend reclassifying the subject properties to the CS (Commercial Service) Zone; and (4) Amend applicable tables and maps as appropriate.	LU 3, CZ 3	<p>Opposed. The Planning Board maintains that the intent of the plan is to concentrate new commercial development in the centers and focus areas to help strengthen those areas and discourage commercial land use elsewhere along the US 301 corridor.</p> <p>This property will not have direct access to US 301 (Robert Crain Highway) once the F-10 freeway is constructed.</p>	Speaker #10 Paul Jackson

Table 1. Summary of Revisions – Land Use and Comprehensive Zoning, Continued				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
7	(1) Add a strategy recommending the future land use for the property located at 3301 Mill Branch Road/Robert Crain Highway (Tax ID 5606604 and 0822254) to Mixed-Use land use; (2) Amend Map 16. Future Land Use to show the subject properties as Mixed-Use; and (3) Add a strategy to recommend reclassifying the subject properties to the TAC-E (Town Activity Center) Zone.	LU 3, CZ 3	Oppose. Planning Board maintains keeping a strong growth boundary by discouraging development on the east side of US 301 and instead focusing infill development at Bowie Town Center, Bowie Gateway, Bowie Corporate Center, and Melford.	Exhibit #29 Edward C. Gibbs, Jr., Gibbs & Haller

Table 2. Summary of Revisions – Transportation and Mobility				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
8	(1) Add Strategy TM 12.4 <u>Construct a replacement for the Governor’s Bridge Road bridge (Historic Site PG 74B-001) over the Patuxent River; explore the feasibility of preservation and adaptive reuse of the existing historic bridge structure.</u>	TM 12	Concur. The bridge project is a long-standing CIP project that is necessary to improve connectivity between Prince George’s and Anne Arundel Counties. However, because the existing bridge (Governor’s Bridge PG: 74B-001), is a County-designated historic site, preservation of the existing bridge should be prioritized.	County CIP Item DPWT #4.66.0038
9	(1) Amend language of Strategies TM 16.2, 16.3, and 16.4 to by adding “ <u>if determined to be feasible at the time of redevelopment,</u> ” before the word “construct,” to clarify that the new roads proposed in Bowie Local Town Center are only appropriate if redevelopment were to occur.	TM 16	Oppose. The Planning Board opposes because the added language weakens the Planning Board’s ability to secure necessary public rights-of-way as this area redevelops. It also discourages the redevelopment by suggesting that such roads are not necessary, when they are necessary to facilitate the recommended redevelopment, especially once the F-10 freeway is constructed.	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council

Table 2. Summary of Revisions – Transportation and Mobility				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
10	(1) Add strategy for the Maryland Department of Transportation to conduct a feasibility study regarding the City of Bowie’s request to add a future roadway between MD 197 and MD 424 near Bowie State University.	TM 29	Oppose. The Planning Board maintains that the proposed arterial roadway between MD 197 and MD 424 is located in the R&A Area where, if constructed, would have unacceptable impacts on the Patuxent River and protected, sensitive parkland, including the Patuxent River Park, the Patuxent Wildlife Refuge, and the Beltsville Agricultural Research Center, and other environmental resources.	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council

Table 2. Summary of Revisions – Transportation and Mobility, Continued				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
11	(1) Delete and replace Strategy TM 29.11 [Maintain the plan’s recommended land use and regional traffic pattern by not constructing any interchanges on US 50 (John Hanson Highway) between MD 704 (Martin Luther King, Jr. Highway) and MD 197 (Collington Road)] (Resolution of Adoption); and (2) Add strategy for the Maryland Department of Transportation (MDOT) to conduct a feasibility study regarding the City of Bowie’s request to construct an interchange along this corridor.	TM 29 (See Resolution of Adoption)	Oppose. The Planning Board maintains that the construction of any new interchange on US 50 (John Hanson Highway and MD 193 (Enterprise Road) or Church Road would permanently change these corridors by increasing traffic volumes along several roads, change the character of the MD 193 corridor permanently, lead to unanticipated and unplanned spillover traffic into surrounding communities, and lead to an intensification of land development that is in conflict with the goals and policies of Plan 2035, this master plan, and the 1990 <i>Approved Master Plan Amendment for Largo-Lottsford</i> .	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council

Table 2. Summary of Revisions – Transportation and Mobility, Continued				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
12	<p>(1) Revise Strategy TM 29.1 Construct a limited-access freeway (F-10) to carry US 301/MD 3 from Charles County [to the Belair Drive interchange in Bowie] to <u>Anne Arundel County</u>. This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301; and (2) Delete Strategies TM 29.6, TM 29.7, TM 29.8 and TM 29.9. Summarized as: [TM 29.6 – Truncate F-10 at Belair Dr. Interchange TM 29.7 – Reclassify MD 3 as expressway north of TM 29.8 – Delete P-304 from the MPOT TM 29.9 – Reevaluate MD 450/MD 3 intersection]</p>	TM 29	<p>Oppose. The Planning Board maintains that the interchange at MD 3 (Robert Crain Highway) and MD 450 (Annapolis Road) will have environmental impacts that far outweigh any perceived traffic benefits. The adopted master plan eliminates that interchange and clearly states that travelers should use MD 3 and US 50, and not MD 450, for regional travel between Anne Arundel County and the Capital Beltway and points west.</p>	<p>Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council</p>

Table 3. Summary of Revisions – Natural Environment				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
13	Delete Strategy NE 4.3 [Increase City of Bowie’s Funding for the Emerald Ash Tree Borer Abatement Program.]	NE 4	Oppose. The Planning Board maintains that the recommendation does not require the City to increase funding nor does it take away the City’s authority to make the decision to continue to fund the program in the future.	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council

Table 4. Summary of Revisions – Economic Prosperity/Healthy Communities/Public Facilities				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
14	(1) Add a text box in the Economic Prosperity element that acknowledges the potential to coordinate and market the MD 3/US 301 corridor as a regional sports, entertainment, and recreation corridor, referencing the opportunities created by existing and proposed facilities including Whitemarsh Park, Prince George’s Stadium, Green Branch Regional Park, and Liberty Sports Park; and (2) Revise language of Strategy HC 4.1 to focus on the integration of recreational opportunities along the US 3/301 corridor, including Whitemarsh Park, Bowie Baysox/Prince George’s Stadium, Green Branch Regional Park, and Liberty Sports Park and include requiring consultation and the feasibility on City of Bowie-owned land; and revise Strategy PF 9.1 to include coordination and evaluation by the City of Bowie.	HC 4 and PF 9	Concur. The Planning Board acknowledges the importance of the regional sports, entertainment, and recreation market in creating opportunities for revitalization of Bowie that might not otherwise occur. The proposed language in PF 9.1 is unnecessary: the City of Bowie would determine what occurs on City property.	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council

Table 5. Summary of Revisions – Public Facilities				
No.	Summary	Relevant Policies	Planning Board Response	Exhibit(s)
15	(1) Restore and revise Strategy 7.2, to construct a public recreation facility on the City of Bowie’s property at 4151 Church Road (Tax ID 3665791). Revise to include appropriate review.	PF 7	Concur. The Planning Board supports a recreational land use for the subject property to meet the future needs of residents as was proposed in the preliminary plan. However, because it is City-owned and adjacent to an existing park owned by M-NCPPC, the Planning Board understands that other uses may be worth pursuing but require additional study.	Exhibit #4 Timothy J. Adams, Mayor City of Bowie Bowie City Council

cc: Prince George’s County Council Members
 Andree Green Checkley, Esq., Planning Director
 Derick Berlage, AICP, Acting Deputy Director
 Kipling Reynolds, AICP, Chief, Community Planning Division
 Kierre McCune, Supervisor, Community Planning Division, Master Plans and Studies Section
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