



Chapter VI: Implementation

Introduction

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

Existing Economic Development Incentives

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

Loans

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

Small Technology Business Revolving Loan Fund

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

Small Business Growth Fund and SBA 504 Loan Program

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

Development Credit Fund

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

Contract Financing

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

Gap Financing

Maryland Economic Adjustment Fund (MEAF)

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

Tax Incentives

Payment in Lieu of Taxes (PILOT)

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

Tax Increment Financing

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

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

Priority Funding Area (PFA)

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

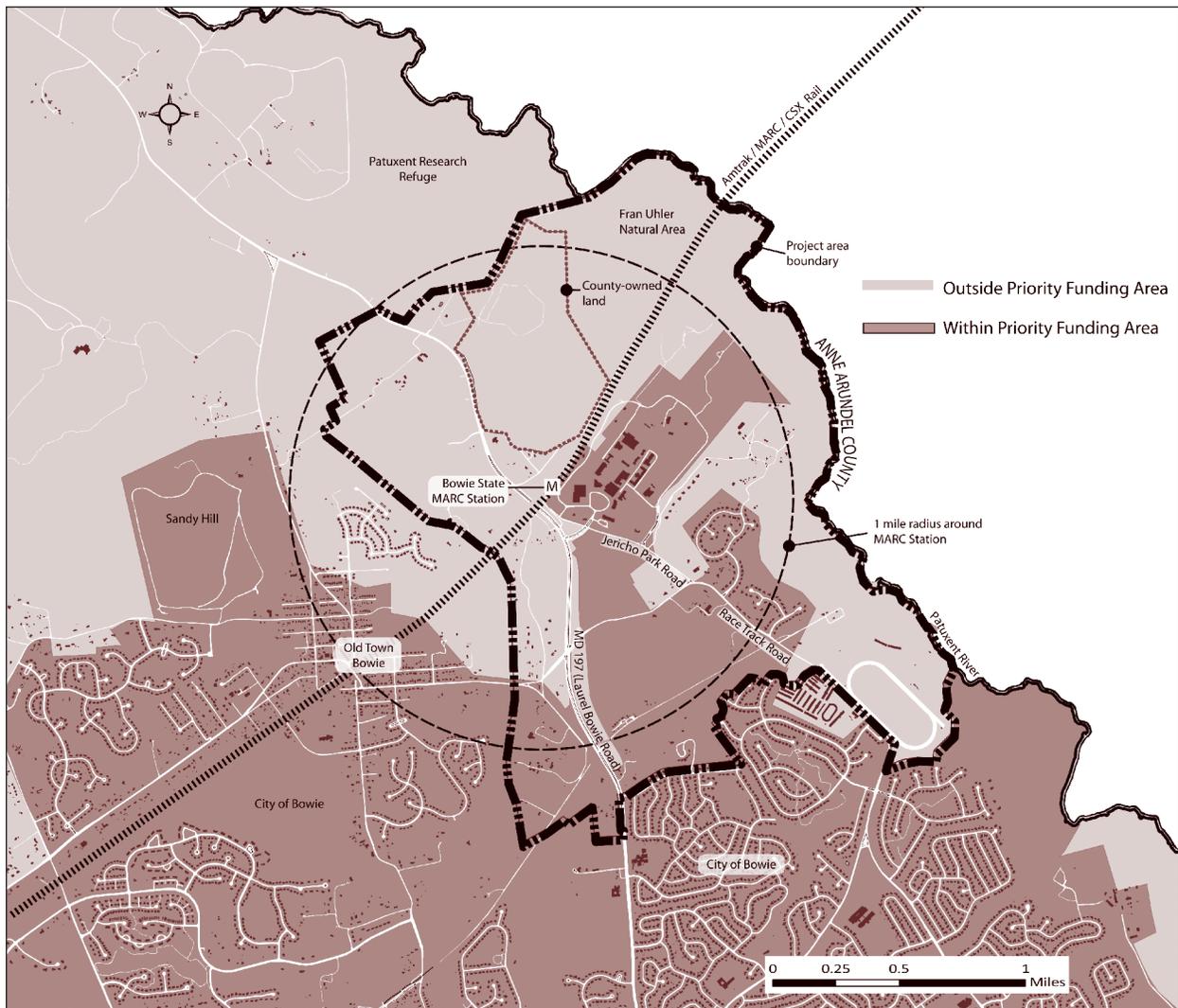
Growth-related projects covered by the legislation include most state programs that encourage or support growth and development, such as highways, sewer and water construction, economic development assistance, and state leases or construction of new office facilities.

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

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

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

Map VI-2 Priority Funding Areas



General Funding

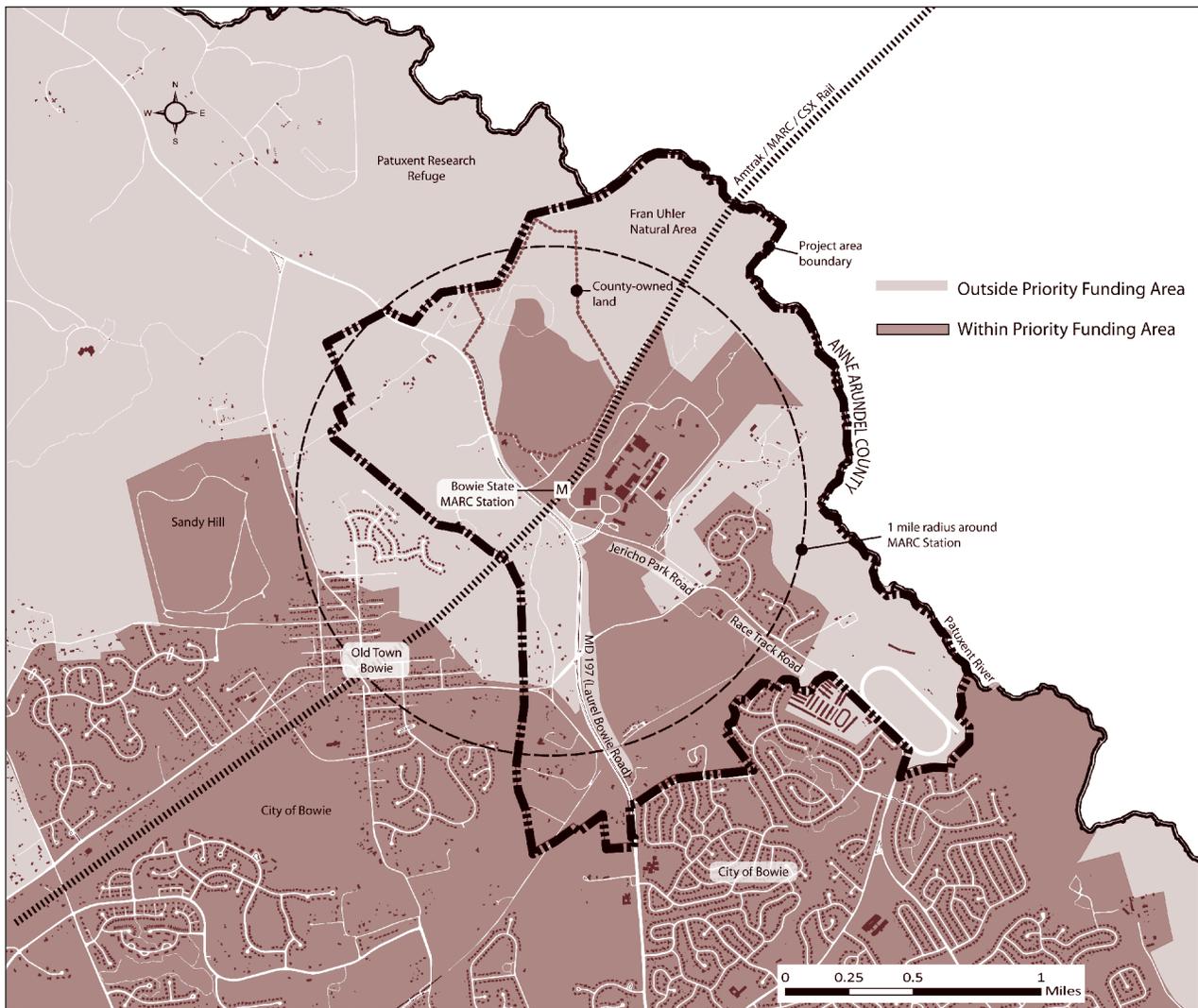
Capital Improvement Program Funding

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

Consolidated Transportation Program (CTP)

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

Map VI-3: Proposed Priority Funding Areas



Action and Phasing Plan

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

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

Table VI-1: Action and Phasing Plan

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

Table VI-1 Continued: Action and Phasing Plan

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

Table VI-1 Continued: Action and Phasing Plan

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

Public Facilities Cost Analysis and Estimates

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

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

Table VI-2: Public Facility Cost Estimates

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

Table VI-2 Continued: Public Facility Cost Estimates

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

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

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

Sectional Map Amendment

Introduction

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

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

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

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

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

Comprehensive Rezoning Policies

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

Public Land Policy

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

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

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

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

Zoning in Public Rights-Of-Way

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

Limitations on the Use of Zones

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

- (g)(1) “The property has been rezoned by zoning map amendment within five years prior to the initiation of the sectional map amendment or during the period between initiation and transmittal to the District Council, and the property owner has not consented in writing to such rezoning;” or
- (g)(2) “Based on existing physical development at the time of adoption of the sectional map amendment, the rezoning would create a nonconforming use. This rezoning may be approved, however, if there is a significant public benefit to be served by the rezoning based on facts peculiar to the subject property and the immediate neighborhood. In recommending the rezoning, the Planning Board shall identify these properties and provide written justification supporting the rezoning at the time of transmittal. The failure of either the Planning Board or property owner to identify these properties, or a failure of the Planning Board to provide the written justification, shall not invalidate any council action in the approval of the sectional map amendment.”

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

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

Conditional Zoning

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

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

Comprehensive Design Zones

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

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

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

Mixed-Use Zoning Recommendations

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

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

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

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

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

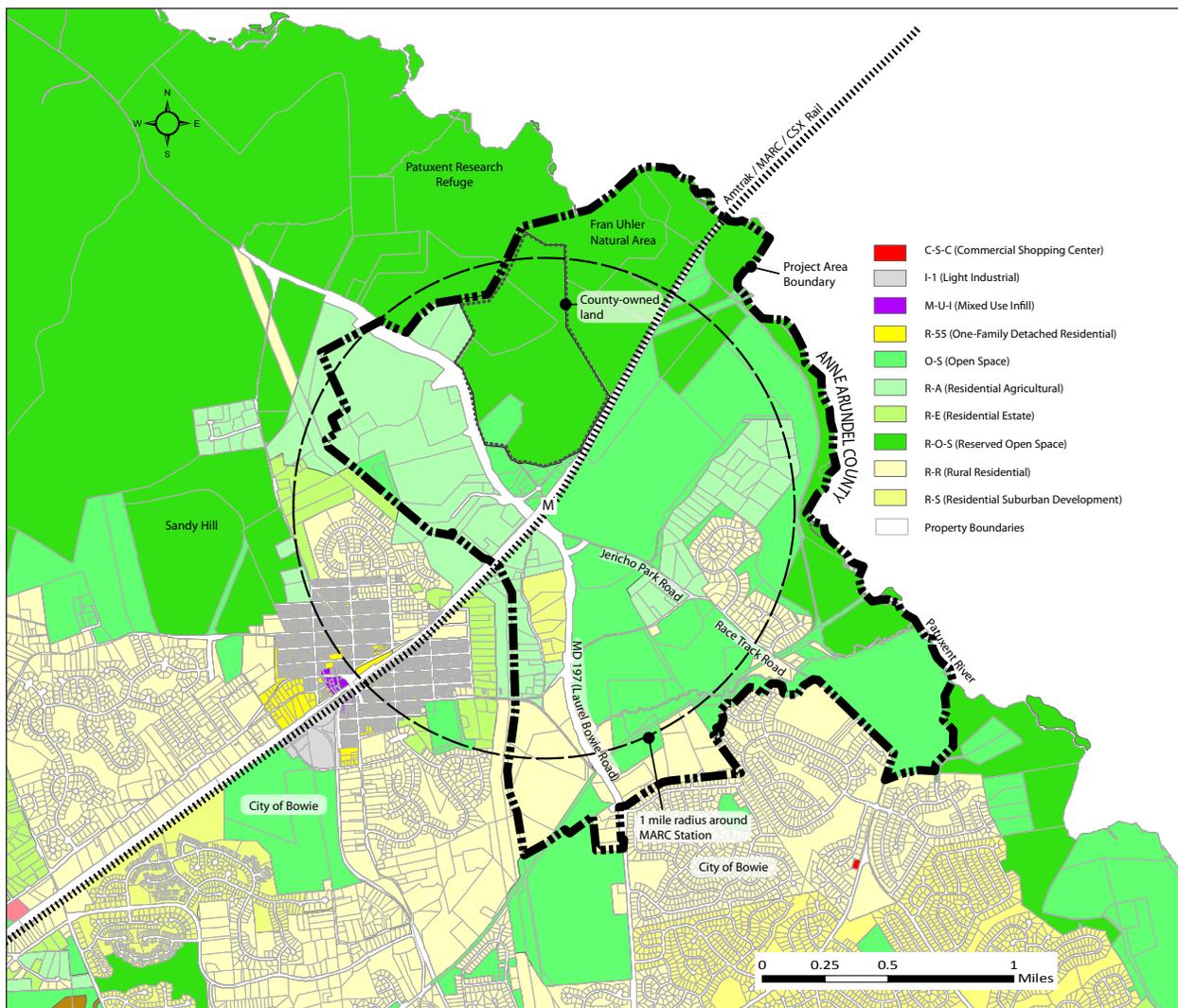
Comprehensive Rezoning Changes

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

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

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

Map VI-4: Existing Zoning



Map VI-5: Approved Zoning

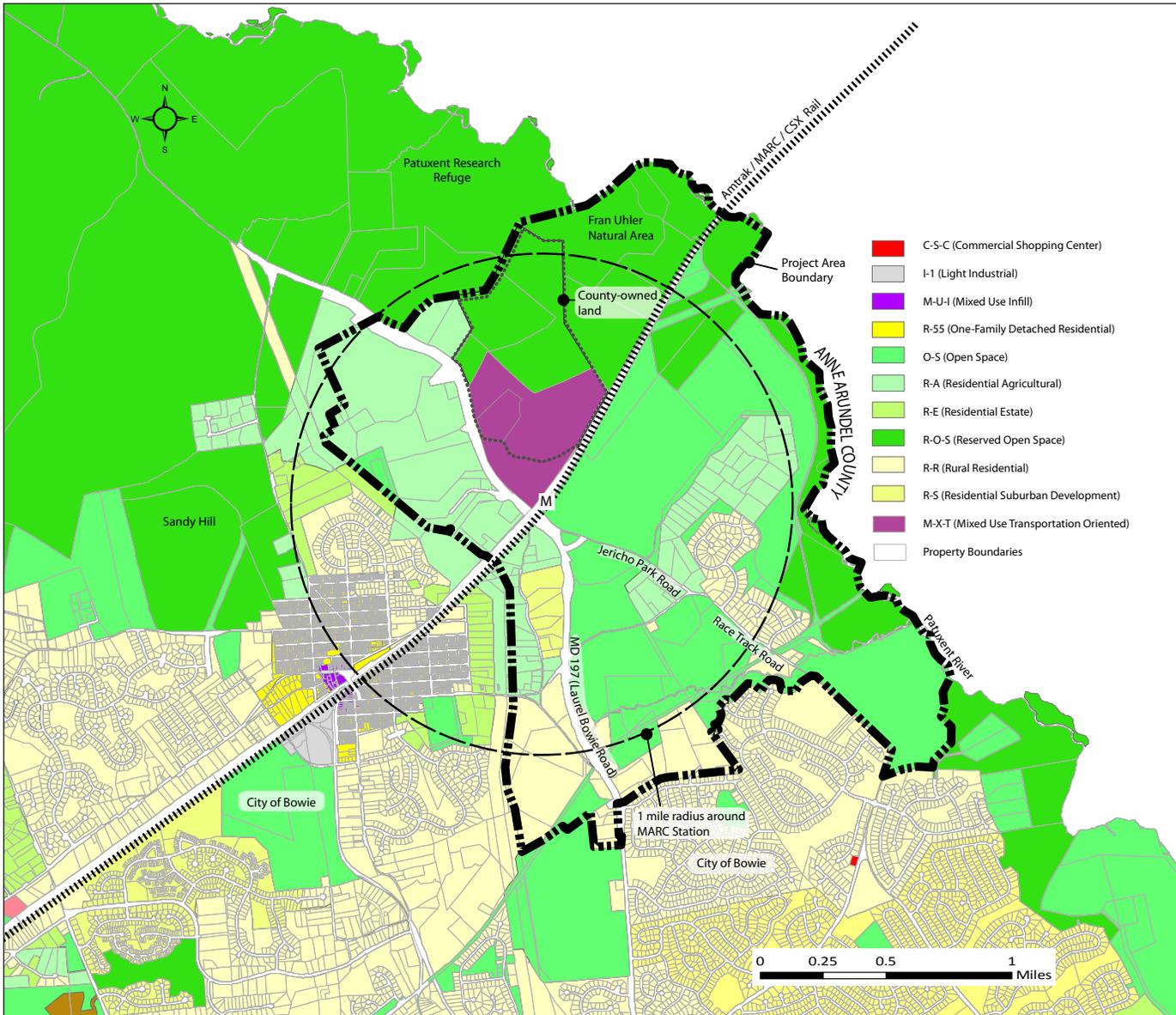


Table VI-3: Existing and Proposed Zoning Inventory

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

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

Table VI-4: Zoning Changes

Change Number	Zone Change	Area of Change	Approved SMA/ZAP/ SE Number	Date	Pending ZAP	200' Scale Index Maps
Change No. 1	O-S to M-X-T	33.54 acres	SMA			212NE12 213NE12
Use and Location:						
Single-family detached house, 013733 Jericho Park Rd, Bowie, Acreage 2.6116, Tax Map Grid 022D4, Parcel 63, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 013801 Jericho Park Rd, Bowie, Acreage 1.673, Tax Map Grid 029D1, Parcel 204, Plat n/a, Lot n/a, Subdivision n/a.						
Single-family detached house, 013803 Jericho Park Rd, Bowie, Acreage 1.1865, Tax Map Grid 029D1, Parcel 205, Plat n/a, Lot n/a, Subdivision n/a.						
Single-family detached house, 013805 Jericho Park Rd, Bowie, Acreage 0.8, Tax Map Grid 029D1, Parcel 13, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.2, Tax Map Grid 029D1, Parcel 303, Plat n/a, Lot n/a, Subdivision n/a.						
MARC parking lot (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.2, Tax Map Grid 029D1, Parcel 303, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.04, Tax Map Grid 029D1, Parcel 304, Plat n/a, Lot n/a, Subdivision n/a.						
MARC parking lot (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.1634, Tax Map Grid 029C1, Parcel 305, Plat n/a, Lot n/a, Subdivision n/a.						
MARC parking lot (MDOT), 0000 Jericho Park Rd, Bowie, Acreage 1.39, Tax Map Grid 029C1, Parcel 188, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.69, Tax Map Grid 022D4, Parcel 59, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 009448 Lemon's Bridge Rd, Bowie, Acreage 0.5, Tax Map Grid 022D4, Parcel 46, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 0000 Lemon's Bridge Rd, Bowie, Acreage 0.6479, Tax Map Grid 022D4, Parcel 44, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 008606 Race Track Rd, Bowie, Acreage 0.84, Tax Map Grid 029F2, Parcel 60, Plat n/a, Lot n/a, Subdivision n/a .						
Single-family detached house, 013800 Old Jericho Park Rd, Bowie, Acreage 1.128, Tax Map Grid 022D4, Parcel 38, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 0000 Lemon's Bridge Rd, Bowie, Acreage 0.4339, Tax Map Grid 022D4, Parcel 44, Plat n/a, Lot n/a, Subdivision n/a.						
Single-family detached house, 013802 Old Jericho Park Rd, Bowie, Acreage 2, Tax Map Grid 022D4, Parcel 39, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land (BG&E), 0000 Lemon's Bridge Rd, Bowie, Acreage 0.69, Tax Map Grid 022D4, Parcel 59, Plat n/a, Lot n/a, Subdivision n/a.						
MARC Parking Lot (MTA), 0000 Lemon's Bridge Rd, Bowie, Acreage 1.9766, Tax Map Grid 029D1, Parcel 7, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 0000 Old Jericho Park Rd, Bowie, Acreage 0.53, Tax Map Grid 029D1, Parcel 195, Plat n/a, Lot n/a, Subdivision n/a.						
Professional Fireman's Association, 013701 Old Jericho Park Rd, Bowie, Acreage 0.84, Tax Map Grid 022C4, Parcel 71, Plat n/a, Lot n/a, Subdivision n/a.						
Undeveloped land, 0000 Old Jericho Park Rd, Bowie, Acreage 15, Tax Map Grid 022D4, Parcel 8, Plat n/a, Lot n/a, Subdivision n/a.						
Discussion: These properties are in the core of the sector plan area designated as a community center and appropriate for mixed-use development in accordance with the sector plan goals and the General Plan recommendation for community centers.						
Change Number	Zone Change	Area of Change	Approved SMA/ZAP/ SE Number	Date	Pending ZAP	200' Scale Index Maps
Change No. 2	R-O-S to M-X-T	79.2 acres	SMA		-	213NE12 212NE12 214NE12
Use and Location: Undeveloped land, located on the eastern side of MD 197 and north of the Amtrak right-of-way.						
9801 Laurel Bowie, Rd, Bowie, Acreage 79.2, Tax Map Grid 022D3, Parcel 73, Plat n/a, Lot n/a, Subdivision n/a.						
Discussion: These properties are in the core of the sector plan area designated as a community center and appropriate for mixed-use development in accordance with the sector plan goals and the General Plan recommendation for community centers.						

Map VI-6a: Zoning Changes

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

