



Chapter V: Action Plan

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

Land Use and Economic Development

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

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

Goals

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

Map V-1: Community Center Neighborhoods



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



Policy 1

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

Strategies

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

Policy 2

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

Strategies

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

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

Policy 3

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

Strategies

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

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

Policy 4

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

Strategies

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

Design and Appearance

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

Goals

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

Bowie State MARC Station Sector Plan Area

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



Safety Guidelines

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

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

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

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



Strategies

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

Design Guidelines

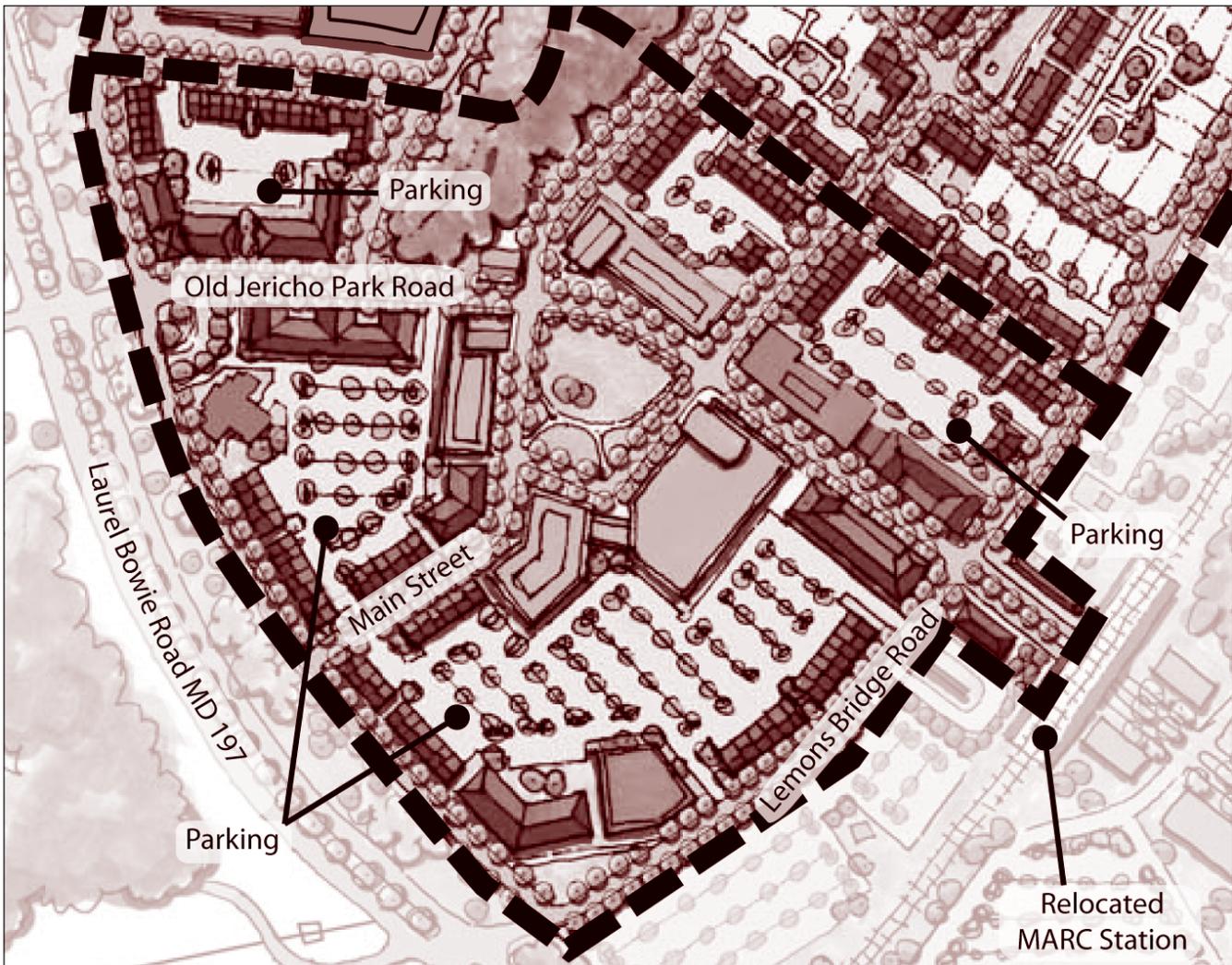
Design guidelines serve as evaluation criteria during the development review process and help ensure the suitability, quality and sustainability of development projects. They identify the preferred design and, where appropriate, location of sites, circulation patterns, street furniture, and open space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

Strategies

1. Site Design

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

Map V-3: Village Center Parking



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

2. Circulation

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



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

3. Street Furniture

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

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

4. Open Space and Utilities

- a. Incorporate sustainable and low-impact design features in all open spaces, such as pervious paving, bio-retention swales, rain gardens, and indigenous plant and tree species.
- b. Create accessible and usable open spaces such as parks, squares, greens, and/or plazas throughout the sector plan area as central focal points. More formal spaces should incorporate design elements such as fountains, public art, sculpture, and other architectural and landscape elements to create attractive gathering places.
- c. Where possible, provide mid-block open spaces to maximize pedestrian connections and enhance the pedestrian experience.
- d. Where possible, incorporate pavement patterns using different textures, colors, and/or patterns to guide movement and highlight different pedestrian experiences.
- e. Place electrical and cable infrastructure such as wiring and switch boxes underground and at the rear of buildings to avoid the visual clutter of poles, boxes and wires.

Laurel-Bowie Road (MD 197)

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

Strategies

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

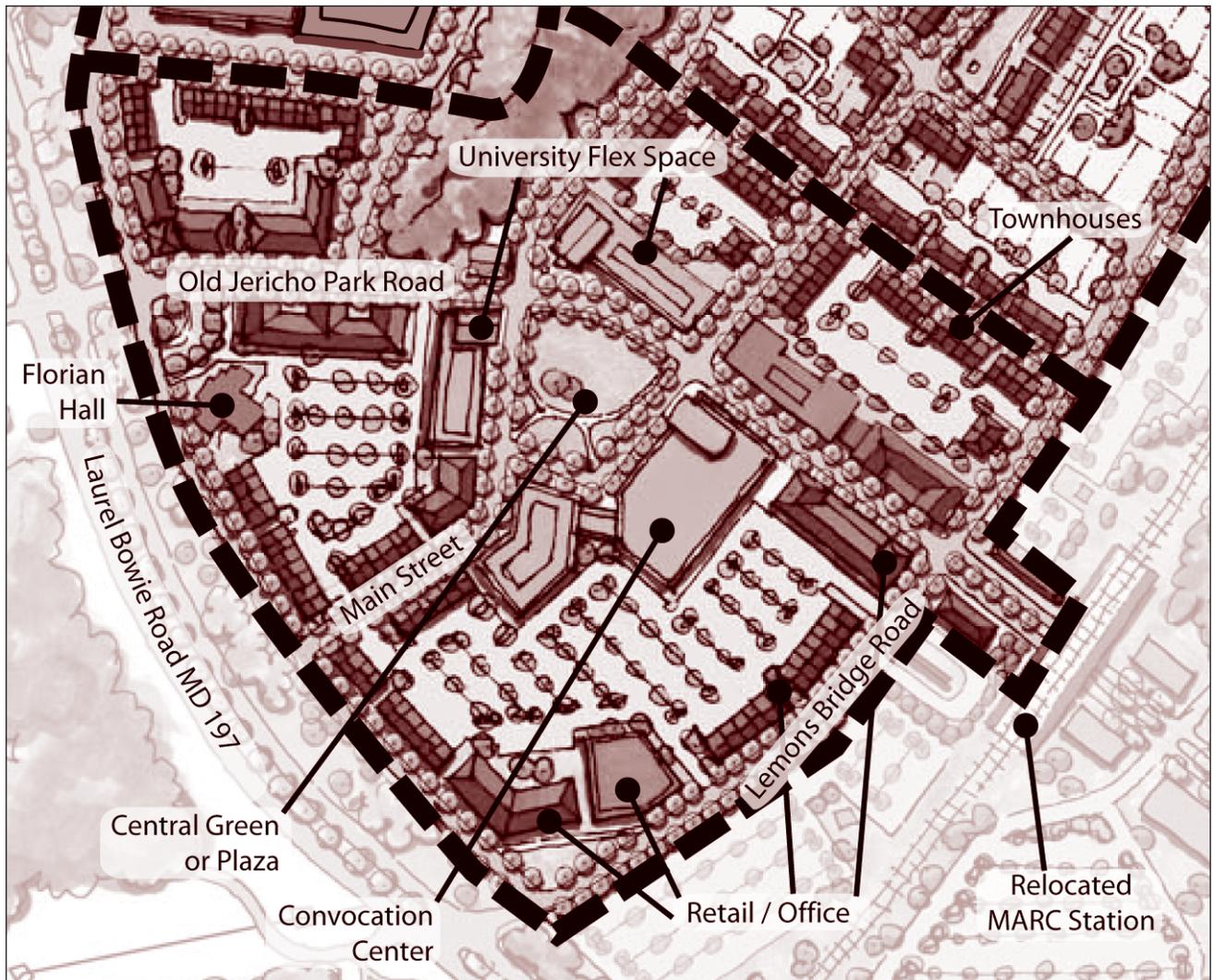
Village Center

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

Goals

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

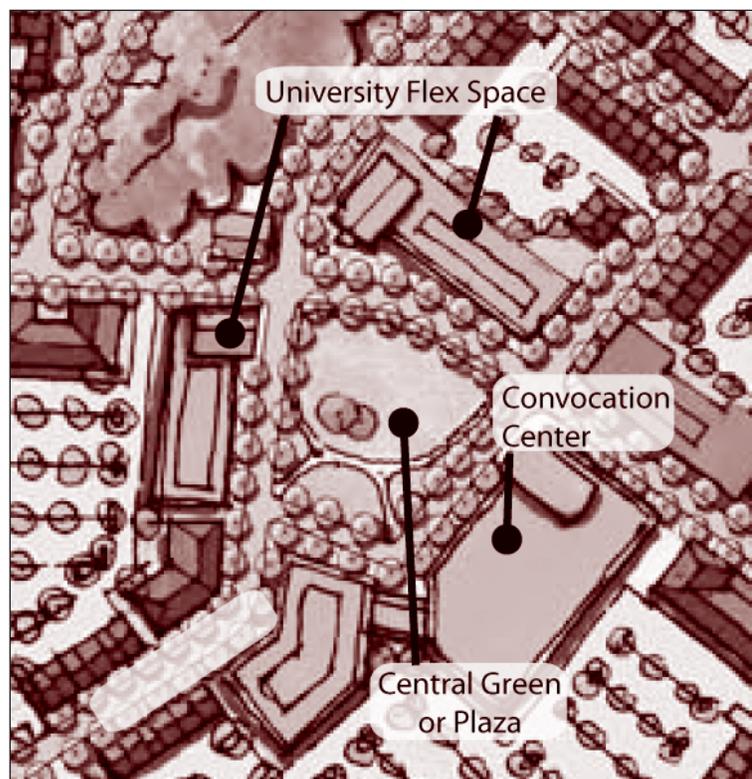
Map V-4: Village Center Illustrative Site Plan



Transit Oriented Design (TOD) Guidelines

Develop Bowie State MARC Village Center using TOD principles and practice.

Map V-5: Village Green



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

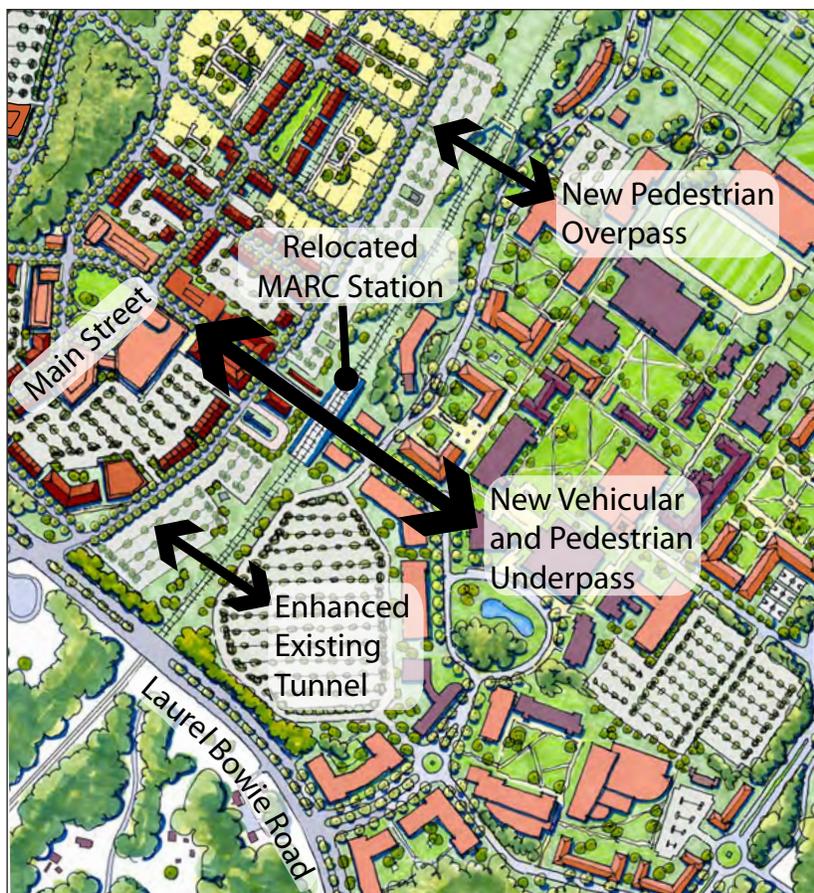
Strategies

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

Village Center Design Guidelines

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

Map V-6: Pedestrian and Vehicular Connections



Guidelines

1. Building Design

- a. Design all buildings within the Village Center with high-quality materials and treatments. Exterior building walls should be constructed with brick, stone, precast concrete, metal, and other high-quality materials. Reflective and tinted glass should not be used within the sector plan area.
- b. Design ground floor levels of all buildings within the Village Center to be taller than the upper floor levels.
- c. At the ground floor level, provide architectural elements that have a pedestrian scale. Large expanses of identical building walls should be avoided. Facades that provide a regular and frequent pattern of architectural variety through modulation of wall planes, detailing, color, texture, material, and the incorporation of art and ornament are encouraged.
- d. Design ground floors in the Village Center facing streets or public squares to be 15 to 20 feet in height to accommodate retail users and include wide expanses of glass.
- e. Create unique and distinguished entrances along the Village Center streets through the use of distinctive form, detail, materials, color, ornament lighting and/or signage.
- f. Encourage multiple entrances not more than 50 feet apart throughout the Village Center to stimulate pedestrian activity.
- g. Incorporate projections and recesses to add interest to buildings and to highlight entrances. Awnings and canopies made of high-quality materials, and proportional in design and placement should be used, where appropriate, over doors and windows. Colors should be compatible with primary building materials and with adjacent buildings. Back-lit vinyl awnings should be discouraged.
- h. Line all structured parking garages facing streets with residential or office uses to shield them from public view. Where structured garages

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







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

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

2. Vertical Composition

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

3. Retail Building Fenestration

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



Retail Building Fenestration



TOP LEFT, FACING PAGE: An example of a townhouse with a clearly defined base.

BOTTOM LEFT, FACING PAGE: An example of effective retail signage that identifies store entrances.

ABOVE: An example of a unique retail entrance distinguished by its use of different materials and colors.

h. Awnings should be permitted directly above commercial uses. They should have a metal structure covered with fabric. Awnings may have a front skirt. However, the bottom of the skirt should not be scalloped. Awnings may include logos and text but should not be backlit.

5. *Town House String Composition*

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

4. *Retail Signage*

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



6. General Architectural Guidelines

a. Building Orientation

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

b. Facades

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

c. Building Entries

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

ABOVE: An example of a row of townhouses designed as a composed building.

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

BOTTOM RIGHT: An example of undesirable changes in material that occur at random in a row of townhouses.



d. Roofs

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

e. Windows Along Street Frontages

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

f. Walls

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

Designs and materials must be consistent on all primary facades.

- Wood elements such as trim and visible window framing must be painted or sealed with an opaque or semi-solid stain.
- Where real or simulated brick, stone, stucco, or similar materials are used on the primary facade(s), the material should continue along the secondary facades a minimum of 16 inches in depth measured from the face of the primary façade.
- g. *Colonnades, Arcades and Loggias*
 - The vertical dimension of the openings between columns, piers, or posts on colonnades or arcades should be more than one time the horizontal dimension of the openings.
 - Where classical arcades or colonnades are used, the orders should be Tuscan, Doric, or Ionic with correct proportions and profiles according to *The American Vignola*.
- h. *Stoops Porches and Balconies*
 - All townhouses and stacked townhouses should have either covered stoops or door casings appropriate to the style.
 - The vertical dimension of the openings between columns, piers, or posts on a porch, stoop, or balcony should be at least 1.6 times the horizontal dimension of the openings.
 - Screens are not permitted on stoops, porches, or balconies facing the street.
 - Balconies should be structurally supported by brackets or beams when facing public streets.
 - Porches and stoops must be a minimum of twelve inches above the adjacent sidewalk elevation.
 - Asphalt shingles are not permitted on roofs of stoops or ground level porches.
 - Balconies are permitted to wrap around corners.
- i. *Colors*
 - Colors should be consistent with the style of the building.
 - Garish or neon colors should not be used.
 - A variety of material colors should be used. Façade colors should be used strategically to create a sense of diversity (while maintaining harmony). Interspersing occasional dark siding colors is encouraged. It is strongly encouraged that a color consultant be retained by the developer or builder to assist in overall neighborhood color palette selection and in identifying color placement on facades throughout the neighborhood.
 - Changes in color from one townhouse unit to another should only occur when there is either a horizontal or vertical break in the building wall plane.
 - A maximum of four townhouses or four stacked townhouse units in a row should have the same color façade.
- j. *Building and Mechanical Equipment*
 - HVAC equipment, utility meters, satellite dishes, permanent grills, and other mechanical equipment should be located so as not to be visible from the street. They should be located to the interior of the block or on roofs and should not be visible from the street. Mechanical equipment should not vent to the street side of the building. Window air conditioning units should not be permitted.

k. Site Utilities

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

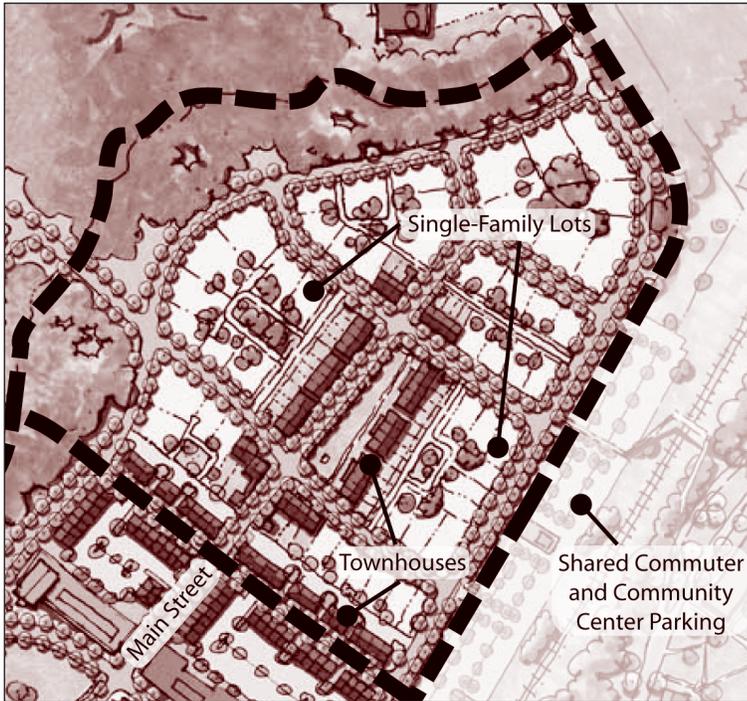
l. Lighting

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

m. Materials

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

Map V-7: North Village Illustrative Site Plan



North Village

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

Design and Appearance for the North Village Goal

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

Architecture Guidelines

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

Guidelines

1. Building Design

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

2. Vertical Composition for North Village

See Village Center Vertical Composition guidelines (page 76).

3. Town House String Composition

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

4. General Architectural Guidelines

See Village Center Architectural guidelines (page 78).

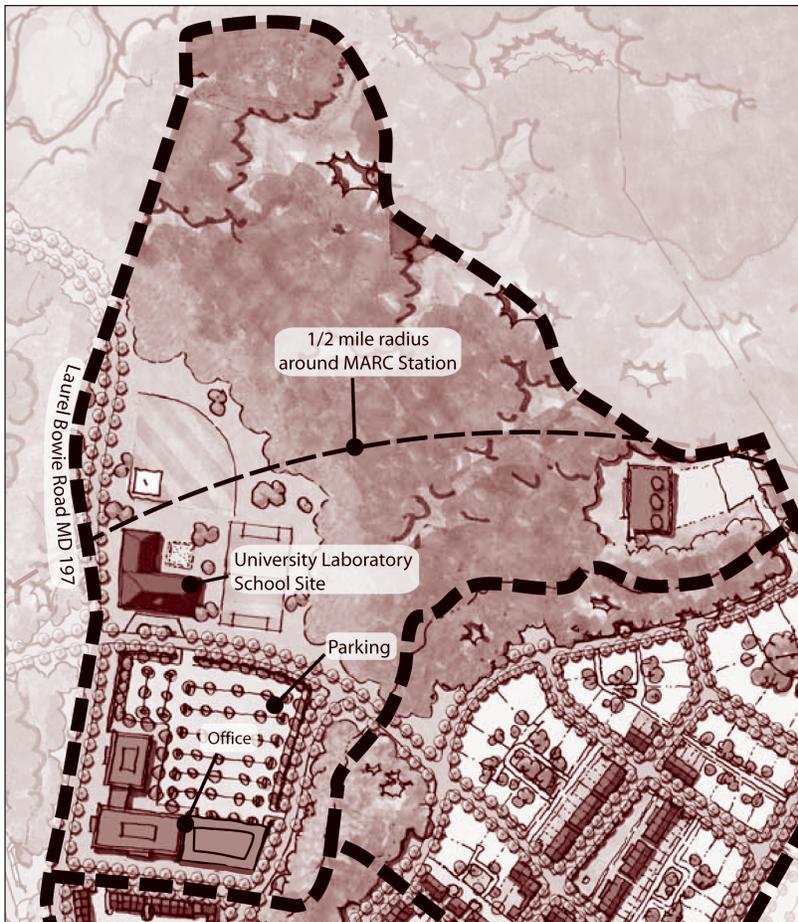
Bowie State MARC Office and Research Campus

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

Design and Appearance for the Office and Research Campus Goal

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

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



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

Architecture Guidelines

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

Guidelines

1. Site Design

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

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

2. Building Design

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

3. General Architectural Guidelines

- a. *Leadership in Energy and Environmental Design (LEED) Green Building Rating System*
 - The office buildings should, at a minimum, be LEED Certified and employ sustainable strategies.
- b. *Building Orientation and Entries*
 - All primary-building entrances should face the street or onto courtyards facing the street.
 - Service entrances should be at the rear of buildings or be screened and set back from the front of buildings.
 - Secondary entrances may be located at the rear and sides of buildings.
- c. *Walls*
 - Designs and materials must be consistent on all primary facades. Ancillary buildings should be constructed of the same materials as the principle structure.

d. Building and Mechanical Equipment

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

e. Site Utilities

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

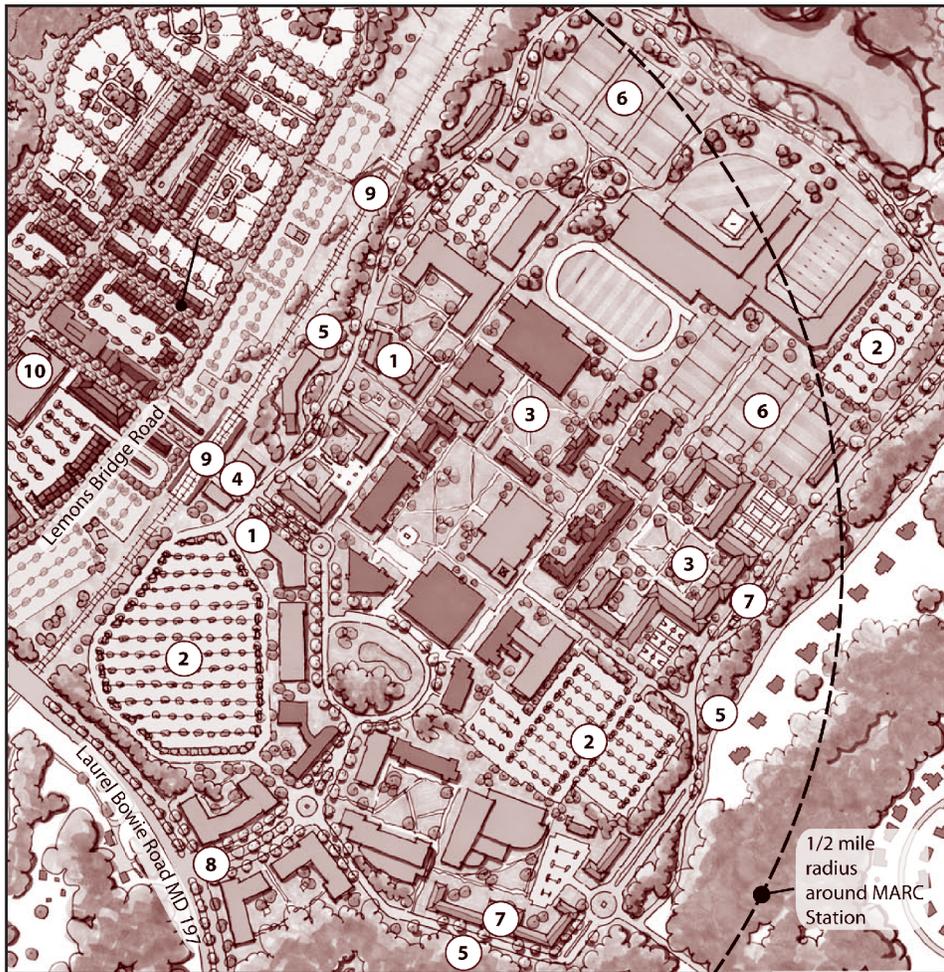
f. Lighting

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

g. Materials

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

MapV-9: Bowie State University Campus



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

Bowie State University Campus

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

BSU Suggested Campus Plan Goals

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

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

Strategies

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



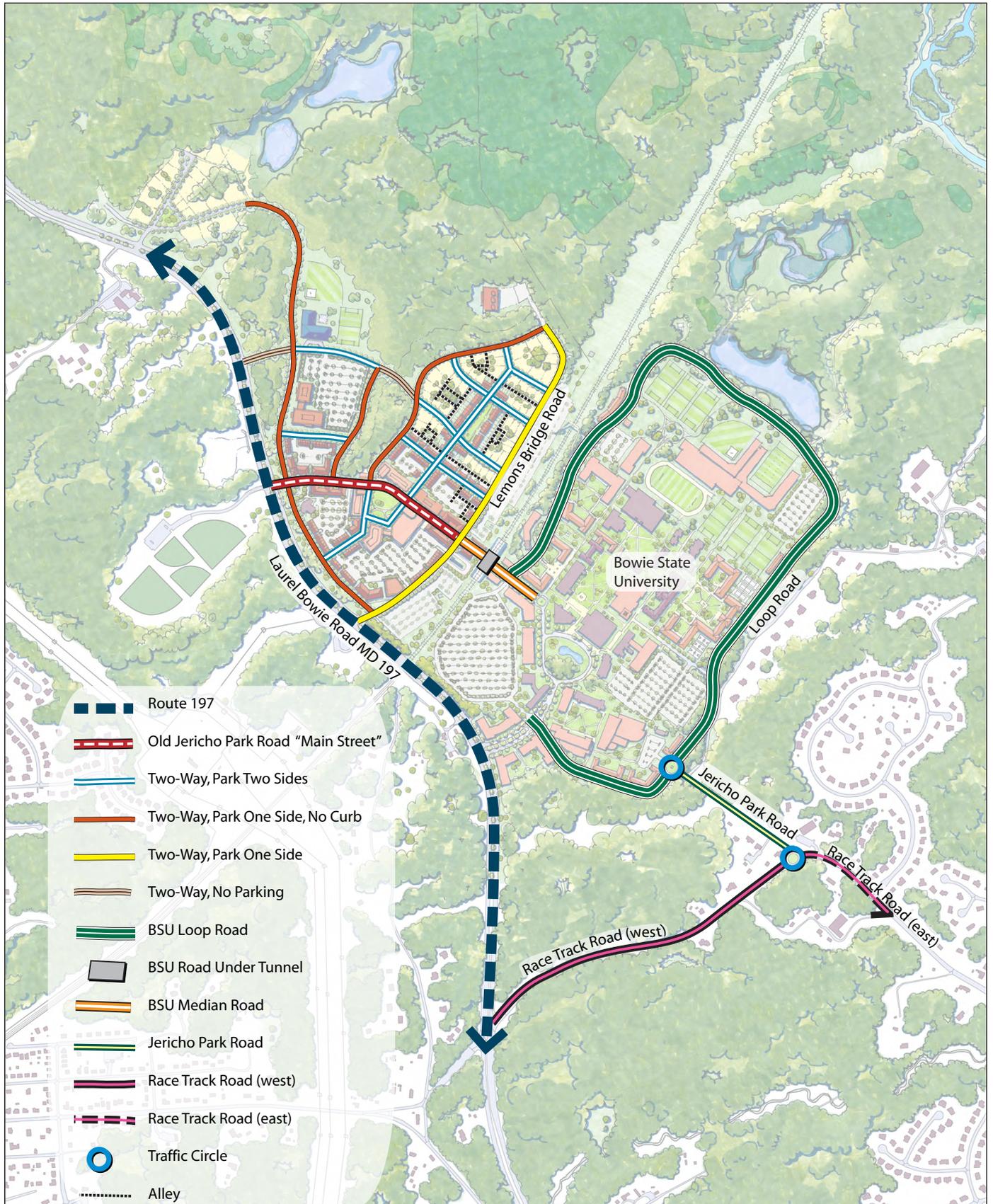
TOP: Existing conditions on Laurel Bowie Road at New Semchopk Road.

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

Campus buildings should be oriented to face onto Loop Road.

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

Map V-10: Proposed Streets Plan



Infrastructure Elements

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

Goals

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

Transportation

Roadways

Encourage all new development to implement transportation enhancement improvements.

Policy 1

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

Strategies

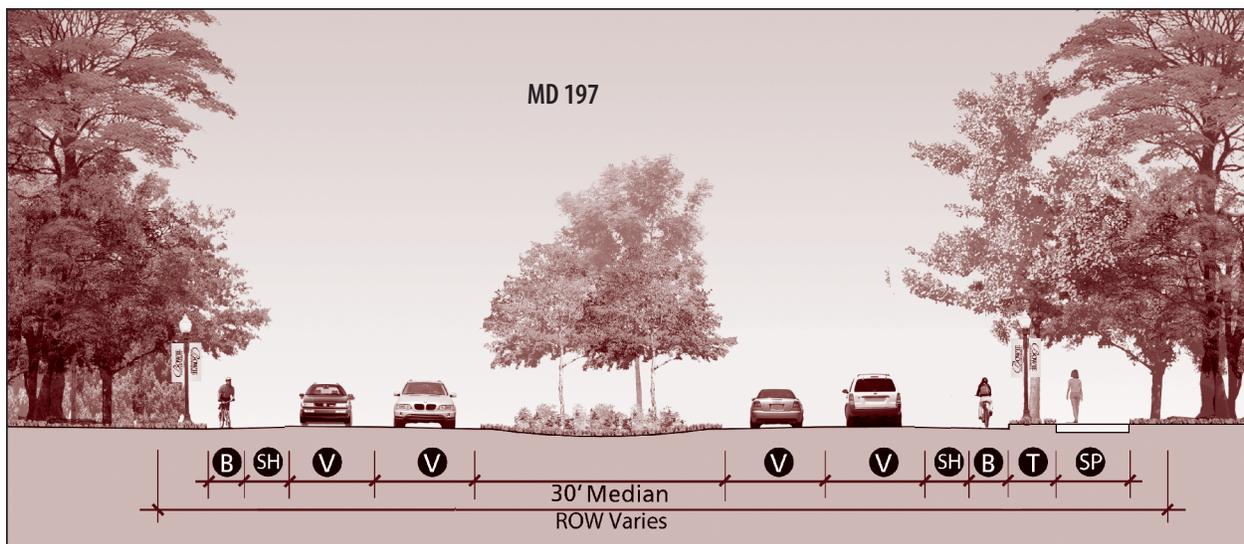
- Identify and secure joint public and private funding that will assist in the planning, design, and timely construction and implementation of the multimodal transportation network enhancements that are critical to achieving the desired transformation of the Bowie State MARC Station Sector Plan area.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

Policy 2

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

Strategies

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



MD 197

V—Vehicle travel lanes to be 12'.

SH—Shoulders to be 7'.

B—Bike lanes to be 5'.

T—Grass tree planting strip to be 6' minimum.

SP—Sidepath to be 8'.

- Posted speed of 45 MPH.
- Pedestrian-scaled lighting with BSU banners.
- Street trees (32' spacing).
- Pedestrian lights placed between trees.
- Consolidated commercial driveways and alleys to reduce number of curb-cuts.

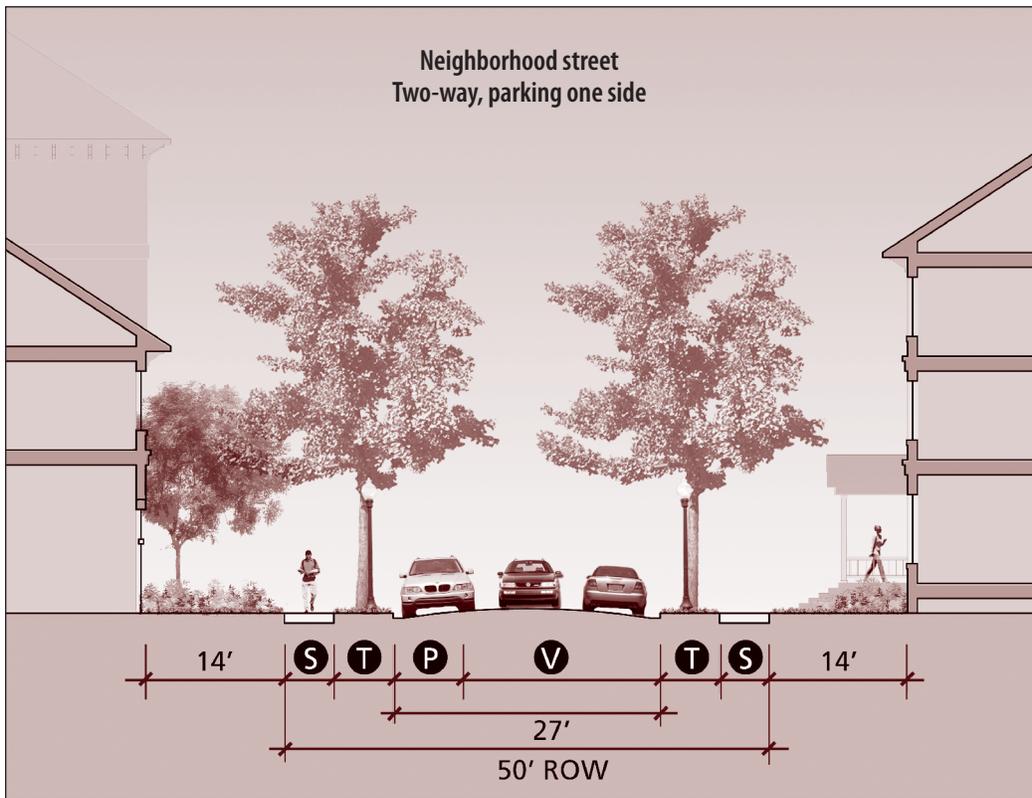
- Median to collect stormwater runoff and be planted with native plants and trees.
- High-visibility crosswalks at every intersection, with pedestrian count-down signals.



Neighborhood street:
Two-way, parking two sides.

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

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



Neighborhood street:
Two-way, parking one side.

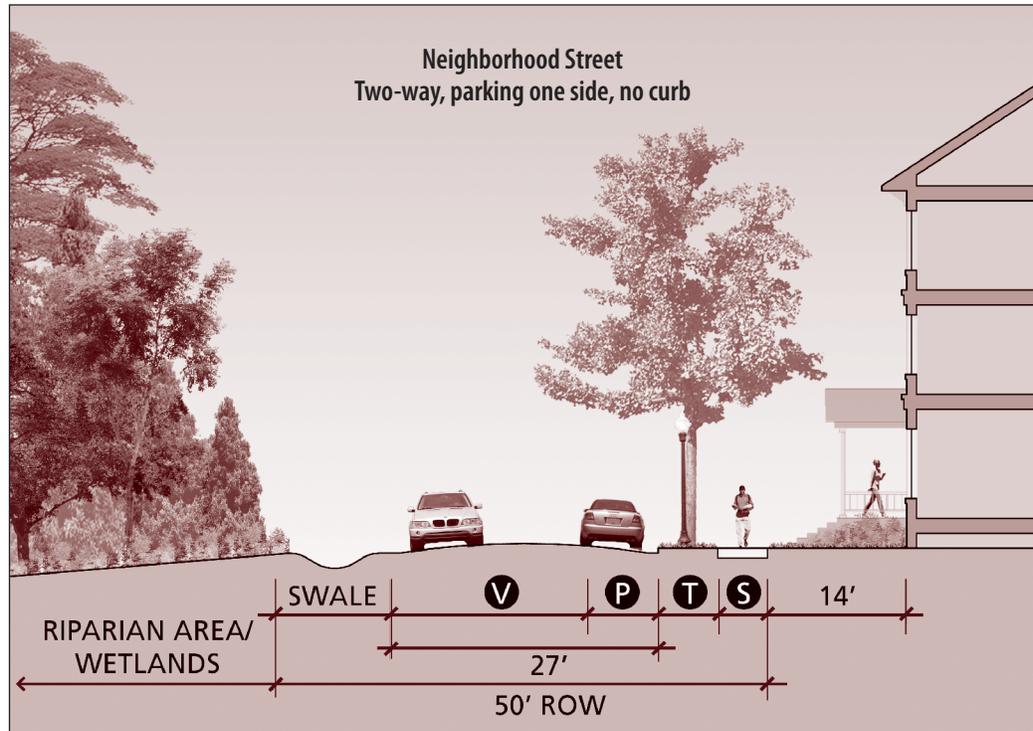
- V—Two vehicle travel lanes to be 10' (20' total).
- P—On-street parking.
- T—Grass tree planting strip to be 6' minimum.
- S—Sidewalk to be 4'.

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

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

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

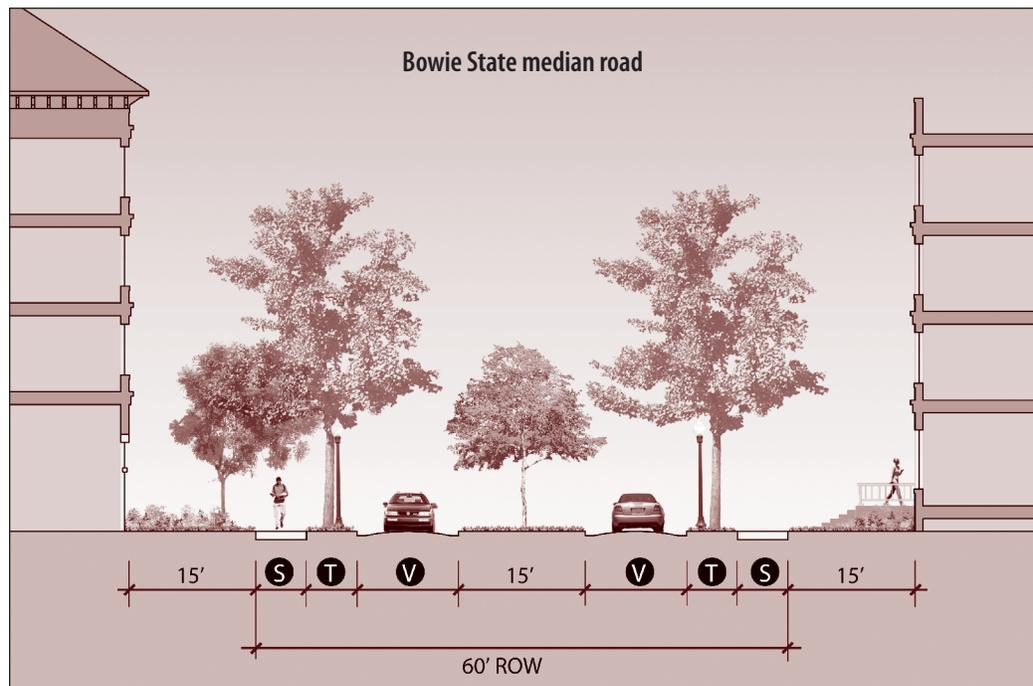
- To be used along riparian corridors and wetlands.
- Lower posted speed of 25 MPH.
- Street trees (32' spacing) placed in tree planting strip on building side of street.
- Pedestrian lights to be placed between street trees in tree planting strip.
- Striped crosswalks at every intersection.
- On-street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



BOTTOM RIGHT: Bowie State median road.

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

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



RIGHT: Bowie State tunnel under new MARC Station.

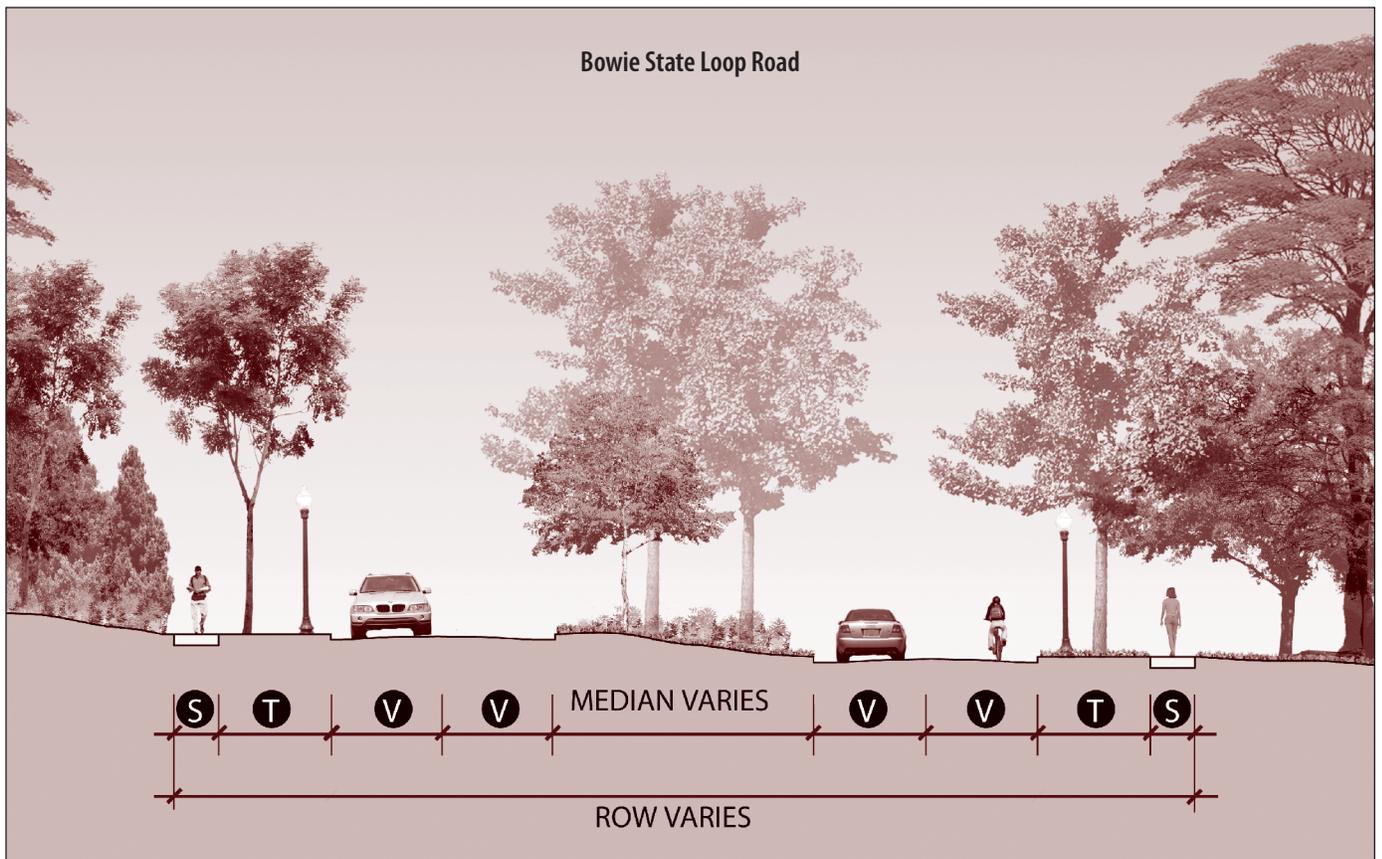
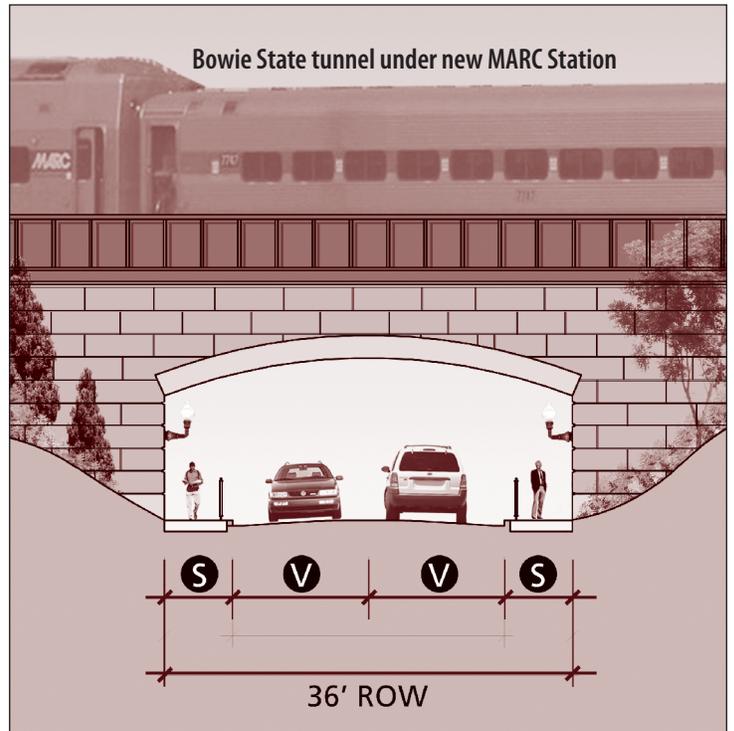
V—Vehicle travel lanes to be 12'.
 S—Sidewalk to be 6'.

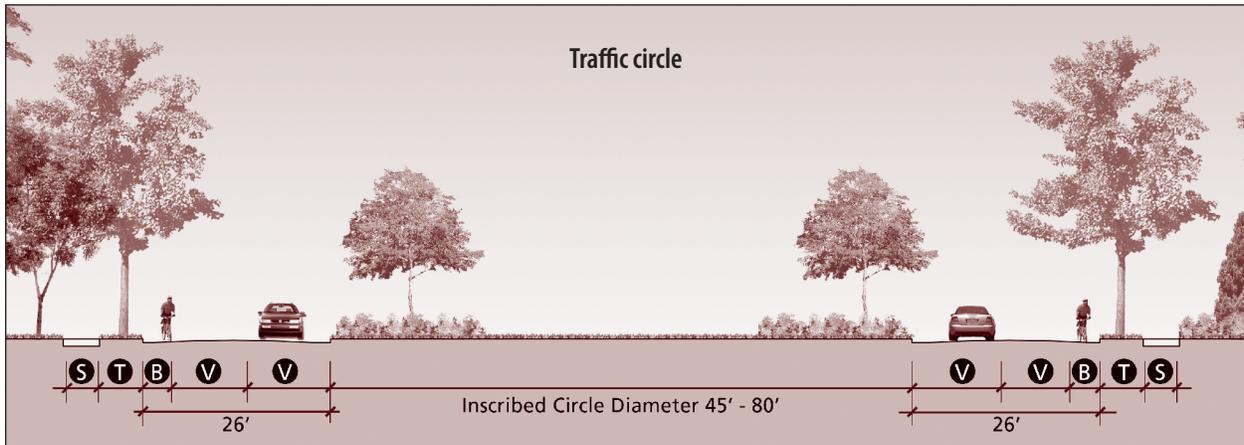
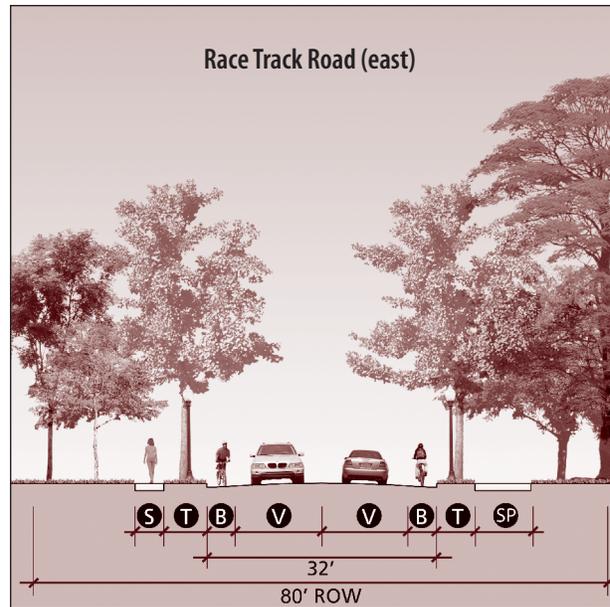
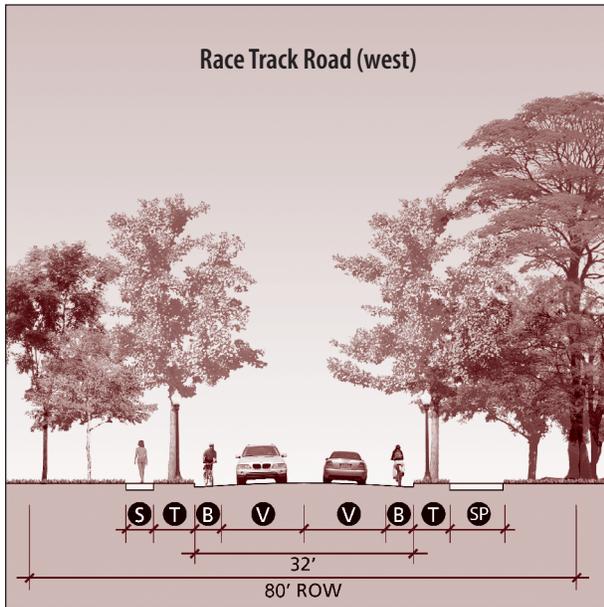
- Posted speed of 20 MPH.
- Pedestrian sidewalk to be elevated and separated from traffic with a guard rail.
- Tunnel to be well-lit.
- No on-street parking under tunnel.

BOTTOM: Bowie State Loop Road.

V—Vehicle travel lanes to be 10'.
 T—Grass tree planting strip to vary.
 S—Sidewalk to be 4'.

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





TOP LEFT: Race Track (west).

- V—Vehicle travel lanes to be 12'.
- B—Bike lane to be 5'.
- T—Grass tree planting strip to be 6' minimum.
- S—Sidewalk to be 4'.
- SP—Sidepath to be 8'.

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

TOP RIGHT: Race Track Road (east).

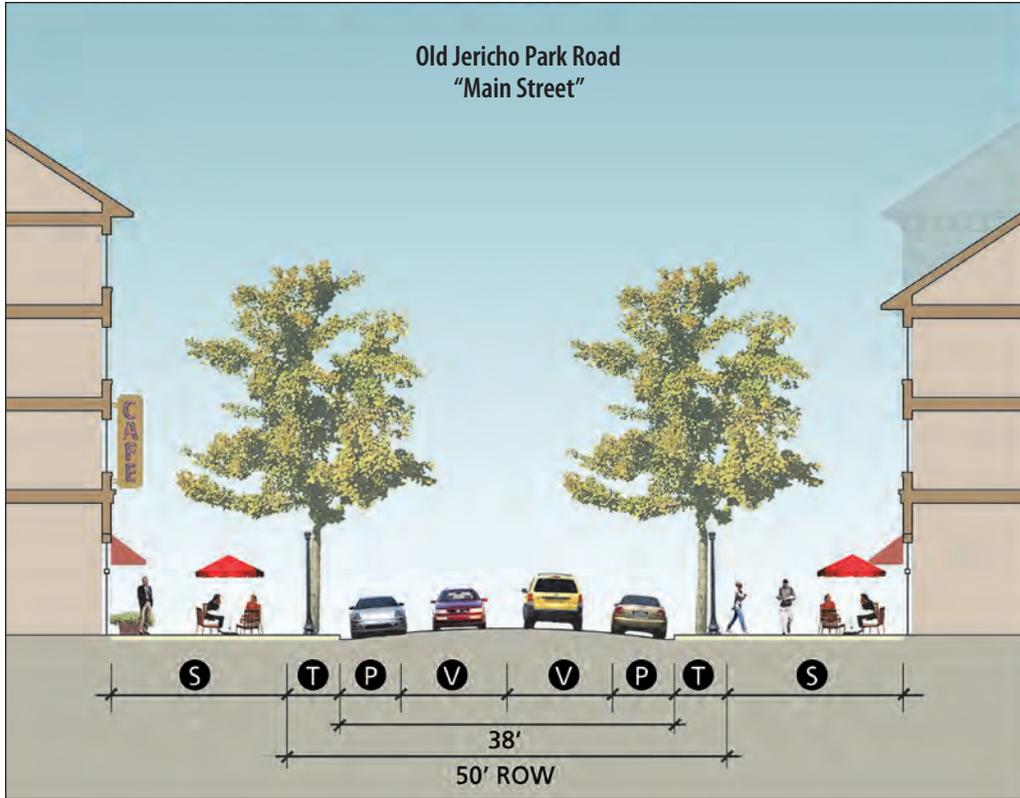
- V—Vehicle travel lanes to be 12'.
- B—Bike lane to be 5'.
- T—Grass tree planting strip to be 6' minimum.
- S—Sidewalk to be 4'.
- SP—Sidepath to be 8'.

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

BOTTOM: Traffic circle.

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

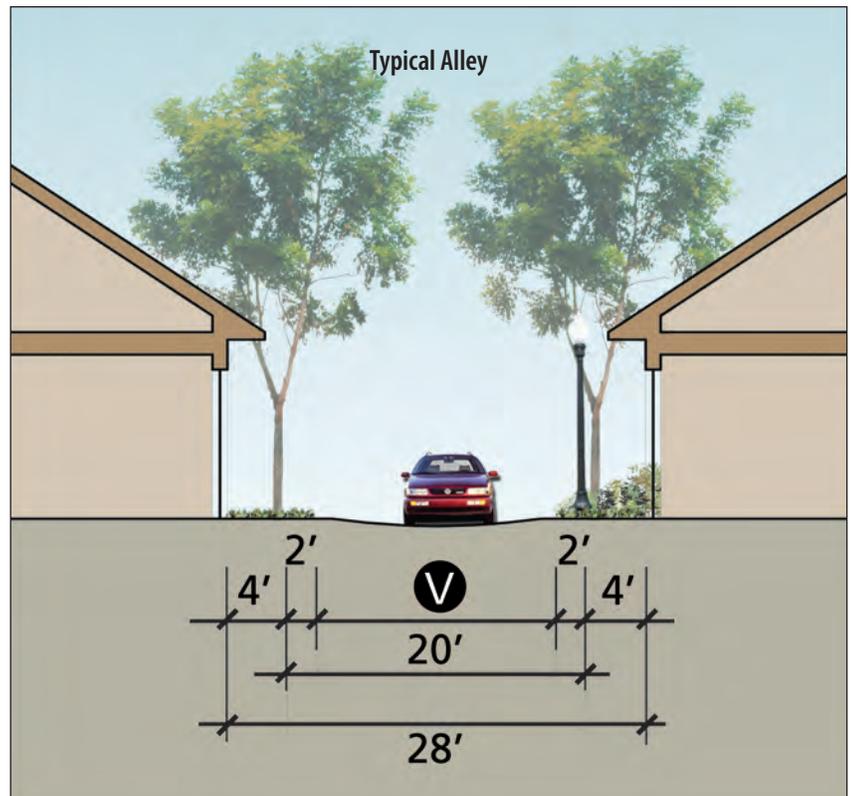
- Lower posted speed of 35 MPH.
- Street trees (32' spacing) placed in tree planting strip.
- Pedestrian lights to be placed between street trees.
- High-visibility crosswalks at every intersection, with pedestrian count-down signals.



**LEFT: Old Jericho Park Road
"Main Street."**

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

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



RIGHT: Typical Alley

V—Vehicle travel lanes to be 16'.

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

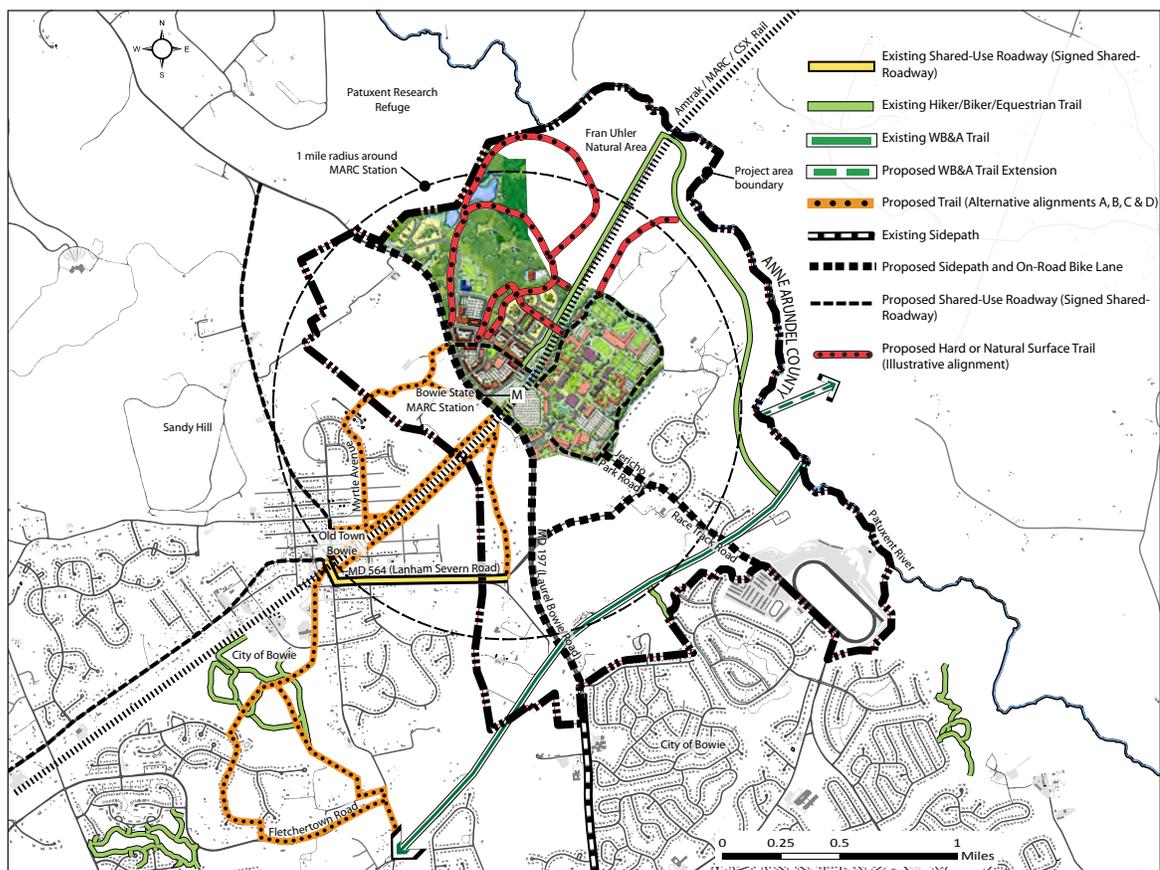
Policy 3

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

Strategies

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

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



Policy 4

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

Strategy

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

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



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

Transit

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

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



Policy 1

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

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

Strategies

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

Bicycle, Pedestrian, and Equestrian Facilities

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

Policy 1

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

Strategies

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

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



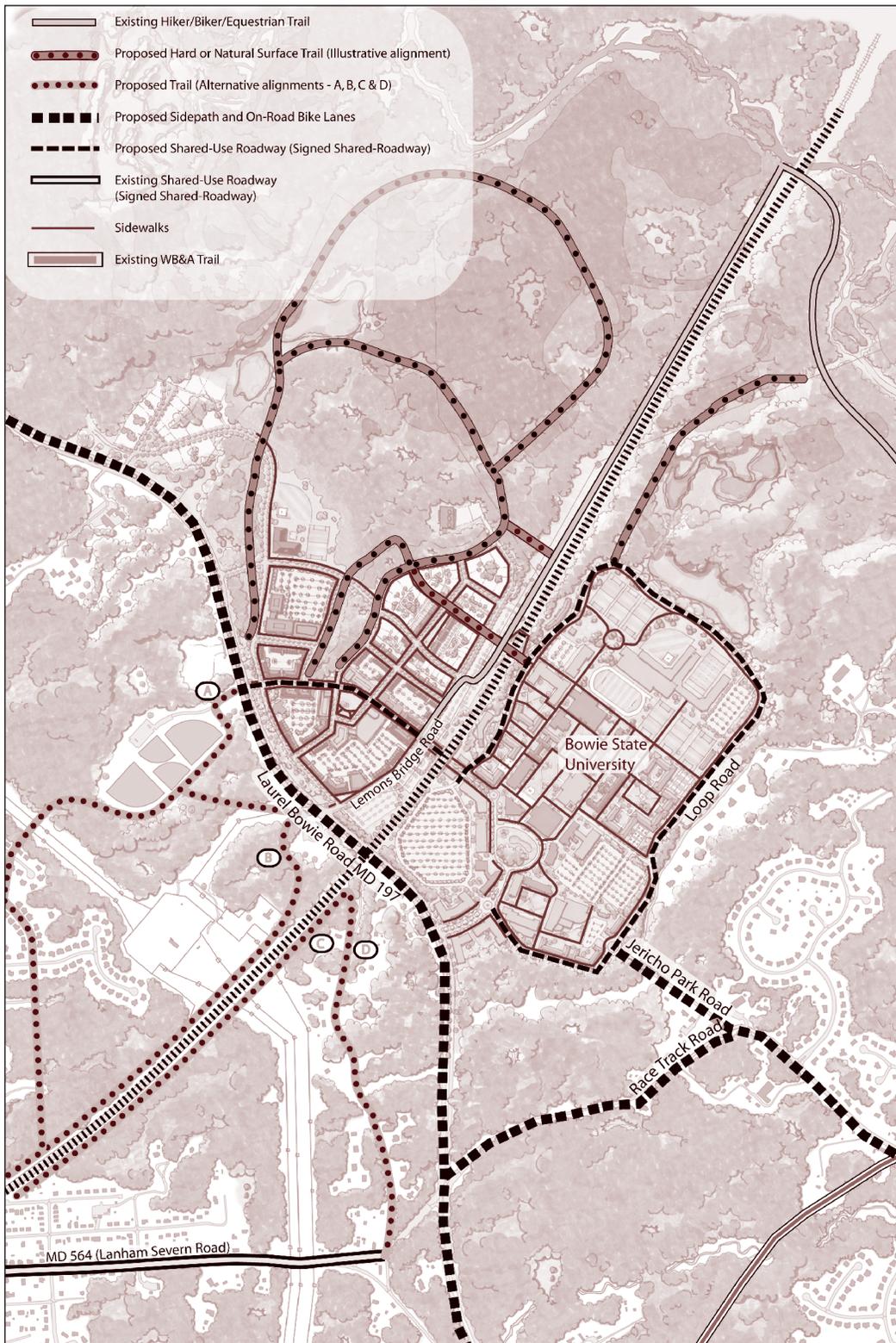
Policy 2

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

Strategies

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

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



Policy 3

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

Strategies

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

Policy 4

Construct sidewalks where appropriate in existing neighborhoods.

Strategies

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

Parking

Policy 1

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

Strategies

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

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

Parks and Recreation

Goals

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

Policy 1

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

Strategies

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

Policy 2

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

Strategies

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

Environmental Infrastructure and Sustainability

Goals

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

Policy 1

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

Strategies

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

Policy 2

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

Strategies

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



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

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

Policy 3

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

Strategies

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

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

Policy 4

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

Strategies

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

Policy 5

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

Strategies

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

Policy 6

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

Strategies

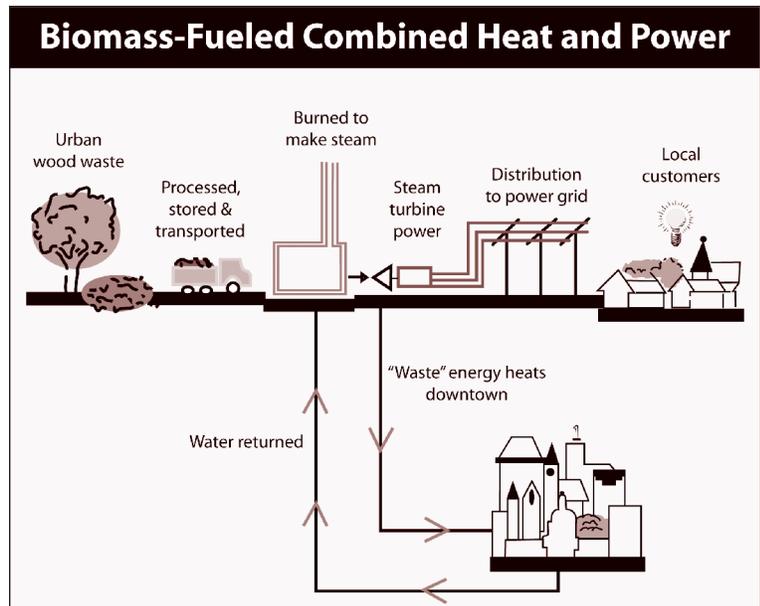
- Evaluate development proposals using Phase I noise studies and noise models.
- Provide approved attenuation measures when noise issues are identified.
- Provide adequate setbacks and buffers for projects adjacent to major noise generators.

Policy 7

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

Strategies

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



TOP: An example of a biomass plant in BedZED, Wallington, South London.

MIDDLE: A diagram of a biomass plant’s operation.

BOTTOM: An example of solar collectors over surface parking spaces.

Community Involvement

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

Goals

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

Policy 1

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

Strategies

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

Map VI-1: Community Center Illustrative Land Use Plan

