



The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Countywide Planning Division  
301-952-3650

Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm)

## Mandatory Referral

MR-1517F

Application	General Data	
<b>Project Name:</b> Bowie Railroad Museum, 10 <sup>th</sup> Street Park, and Heritage Trail Project  <b>Location:</b> 8614 Chestnut Avenue Bowie, MD 20715  <b>Applicant/Address:</b> City of Bowie 15901 Excalibur Road Bowie, MD 20715	<b>Planning Board Hearing Date:</b>	12/3/15
	<b>Date Accepted:</b>	10/7/15
	<b>Mandatory Action Timeframe:</b>	60-Day Review
	<b>Acreage:</b>	2.75
	<b>Zones:</b>	M-U-I and R-R
	<b>Planning Area:</b>	71B
	<b>General Plan Designation:</b>	Established Communities
	<b>Council District:</b>	District 4
	<b>Municipality:</b>	City of Bowie

Purpose of Application	Notice Date
Revisions to the Bowie Railroad Museum, and construction of the 10 <sup>th</sup> Street Park and a section of the Heritage Trail on approximately 2.75 acres of land located in the immediate vicinity of the intersection of 10 <sup>th</sup> Street and MD 564 in Bowie, MD 20715	<b>Acceptance Mailing:</b> October 15, 2015

Staff Recommendation	Staff Reviewer:
Transmit Staff Report to: Mr. Joseph Meinert, Director of Planning and Economic Development City of Bowie 15901 Excalibur Road Bowie, MD 20716	Theodore W. Kowaluk, Project Manager
	<b>Phone Number:</b> 301-952-3209
	<b>Email:</b> Ted.Kowaluk@ppd.mncppc.org

## Bowie Railroad Museum, 10th Street Park, and Heritage Trail Project



### Legend

- Railroad Museum
- 10th Street Park
- Heritage Trail



0 200 400 Feet



The Maryland-National Capital  
Park and Planning Commission  
[www.pgplanning.org](http://www.pgplanning.org)

Created: November 2, 2015



# **MR-1517F Staff Report – Bowie Railroad Museum, 10<sup>th</sup> Street Park, and Heritage Trail Project**

## **PROJECT BACKGROUND**

The Land Use Article §20-301 through 305 of the Maryland Annotated Code requires the Planning Board to review public construction projects for all federal, state, county and municipal governments, and publicly and privately owned utilities through the Mandatory Referral (MR) review process. The proposed Bowie Railroad Museum, 10<sup>th</sup> Street Park, and Heritage Trail Project is being reviewed as part of the MR review process pursuant to the Maryland Annotated Code, and Section 27-294 of the Prince George's County Zoning Ordinance. The project meets requirements for a full MR review because the 10<sup>th</sup> Street Park and the section of the Heritage Trail are new facilities.

## **PROJECT SUMMARY**

The Bowie Railroad Museum and 10<sup>th</sup> Street Park creatively interpret the town's history as a rail town. They tell not only its history, but the history of America and its expansion westward. The site is approximately 2.75 acres. The map provided on the following page is an aerial view of the properties associated with the proposed project.

In 1870 Ben M. Plumb & Co., Proprietors, envisioned a thriving town, built around the rail lines of the Baltimore and Potomac Railroad. They called the town Huntington. By the early 1900s, the rail line had become the Philadelphia, Baltimore, Washington Railroad, and the town's name was changed to honor Governor Oden Bowie. In the 1990s more changes came along as automobiles dominated roadways. A new bridge was needed to over pass the Amtrak rails. MD 564 was realigned and the main street in town, Chestnut Avenue, was dead-ended into the side of the ramp, breaking the Old Historic Bowie into two parts. The historic railroad buildings were relocated to the museum side.

A new vision has emerged for Old Historic Bowie. The railroad station is no longer active. The museum had a steady stream of visitors, but there is no way to walk safely from one side of the town to the other. A section of the Heritage Trail, a proposed trail link under the bridge (the section of trail immediately under the bridge is referred to as the Hyphen), will physically link the two parts of the town together again.

The Railroad Museum is located on the west side of the bridge embankment. The wait shed, depot, and watch tower are grouped as historic buildings close to the Bowie Museum. A small parking lot exists. This area has been expanded and will include a scaled-down version of the round house originally shown on the Huntington Plan. The round house will be used to provide ADA access to a new caboose that is being restored and brought to the site. Site furniture will be seating made in the shapes of barrels, trunks and baggage carriers, and bike racks will emulate the bikes of the 1870s. Backed benches will also be used.

The 10<sup>th</sup> Street Park side is on the east side. The site is open and grassed near the 10<sup>th</sup> Street cul-de-sac. The other portion of the site is wooded with 31" to 44" caliper southern red and black oaks.

Huntington will be remembered by the scaled replicas of historic buildings, which will be sited in historic proximity to each other. A large replica of the existing story brick school will be placed on the "outskirts" of the "town," as it was when originally built. The site furniture will utilize the same concept as the railroad side. Play will be in a variety of forms -- tall climbers to "reach" the trees, logs to crawl through and balance on, swings, and a train engine with cars will be placed just beyond the trestle bridge crossing the "river."

The Hyphen is the link of the Heritage Trail that ties the Railroad Museum and the 10th Street Park together. The Hyphen is parallel to the Amtrak rails, and perpendicular to the MD 564 bridge overpass. It will be a "light"

tunnel. Two faux tunnels will be placed on either side of the MD 564 embankments. The first will be dead ahead of the 10th Street cul-de-sac, and will have a caboose going into the “tunnel” with a sign reading “Departing Huntington.” A second faux tunnel will appear on the other side, at the dead end of Chestnut Street, with an engine emerging on the other side with a sign reading “Arriving Bowie.”

### **STAFF RECOMMENDATIONS**

A staff review of the proposed revisions to the Bowie Railroad museum, and construction of the 10<sup>th</sup> Street Park and a section of the Heritage Trail includes the following recommendations:

- With the exception of the light tubes proposed for the Hyphen, any proposed lighting should be full cut off fixtures so light spillage into the residential community is avoided. The lighting fixtures should complement those already installed in Old Town Bowie to provide a sense of cohesiveness.
- Landscaping should consist of native species that attract beneficial insects and birds. Interpretive signage on plant information is encouraged as part of the educational experience at the park.
- In addition to the proposed images and narrative on Old Town Bowie, staff suggests interpretive information could be provided on how Old Town Bowie (Huntington City) evolved into the City of Bowie with the annexation of Bowie at Belair.
- The playground surface and equipment should be designed in accordance with the most recent version of the U.S. Consumer Product Safety Commission “Public Playground Safety Handbook.”

### **PROJECT LOCATION AND EXISTING CONDITIONS**

The proposed revisions to the Bowie Railroad Museum, and construction of the 10<sup>th</sup> Street Park and a section of the Heritage Trail Project are located in Council District 4. The proposed project encompasses approximately 2.75 acres of land in the immediate vicinity of the intersection of 10<sup>th</sup> Street and MD 564 in Bowie, Maryland. The sites are accessed by Chestnut Avenue, 10<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup> Streets. There will be no increase in parking. Parking will be provided through existing on-street parking and existing parking at the Railroad Museum.

#### **Rights-of-Way**

The City of Bowie and a consultant, G.E. Fielder & Associates, have an open dialog with the State Highway Administration (SHA) and Amtrak regarding the use of rights-of-way for the pedestrian path and the faux tunnels. The City will need to obtain approval from both SHA and Amtrak before the project commences.

#### **Existing and Proposed Utilities**

##### **Sanitary Sewer/Storm Drain**

Sanitary sewer service is not required for the proposed project because no public restrooms will be provided on site. There are no proposed storm drains or inlets required for this project. The City of Bowie regulates and permits stormwater management within its municipal boundaries.

### **REVIEW AND PERMITTING AGENCIES**

The proposed Bowie Railroad Museum, 10<sup>th</sup> Street Park, and Heritage Trail project will require site construction permits and coordination with SHA and Amtrak.

##### **State Highway Administration**

The applicant has an open dialog with SHA and will need approval for the pedestrian path under the Hyphen and the faux tunnels in the right-of-way for MD 546.

**Amtrak**

The applicant continues to have discussions with Amtrak to seek comments regarding the Heritage Trail.

**Prince George's County Permits**

The City will need to obtain any required permits from the Department of Permitting, Inspections and Enforcement (DPIE) before beginning work on this project.

**[The following pages contain  
The M-NCPPC staff comments on the above project description.]**

## **ANALYSIS OF PROJECT IMPACT AREAS**

The Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department staff has reviewed the proposed project and provided the following comments:

### **1. ENVIRONMENTAL ASSESSMENT**

The proposed project will not result in any clearing of woodlands onsite, as the sites were previously developed and contain no existing woodlands. A standard letter of exemption was issued for the construction of the Bowie Railroad Museum and 10th Street Park on August 24, 2015, because the property contains less than 10,000 square feet of woodland and has no previous Tree Conservation Plan (TCP) approvals. A numbered letter of exemption was issued for the Bowie Heritage Trail project on October 22, 2015 because the project is considered a **governmental/linear activity**, which is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance until such time as the cumulative woodland disturbance exceeds 20,000 square feet during any five (5) year period, or the site is required to go through the land development process.

### **2. TRANSPORTATION ASSESSMENT**

The proposal does not conflict with the approved area master plan transportation recommendations.

### **3. HISTORIC PRESERVATION/ARCHEOLOGY**

The proposed Bowie Railroad Museum, 10<sup>th</sup> Street Park, and Heritage Trail will not impact any Prince George's County Historic Sites, Historic Resources, or Archeological Resources.

### **4. CONSISTENCY WITH DEVELOPMENT/REGULATORY STANDARDS**

The proposed uses are allowable in the M-U-I and R-55 zones.

### **5. CONSISTENCY WITH APPROVED PLANS**

The proposal is consistent with 2014 *Plan Prince George's 2035 Approved General Plan* policies for an Established Community and the 2006 *Approved Bowie and Vicinity Master Plan* policies for Old Town Bowie.

### **6. EXISTING PUBLIC FACILITIES**

The proposed project is located in Police District II, which is headquartered at 601 Crain Highway in Bowie and is served by Bowie Fire/EMS Co. 819 located at 13008 9<sup>th</sup> Street in Bowie. The 2008 *Approved Water and Sewer Plan* places these properties in Water and Sewer Category 3, Community System.

### **7. COMMUNITY OUTREACH**

Notification letters were mailed to adjoining property owners and civic associations informing them of the project and Planning Board hearing date. The City of Bowie has also undertaken a significant community outreach effort, holding at least two public meetings and actively seeking citizen input. At the time of writing the staff report, no inquiries were received from any adjoining property owner or civic association.

### **8. STAFF RECOMMENDATIONS**

A staff review of the proposed project provides the following recommendations:

- With the exception of the light tubes proposed for the Hyphen trail, any proposed lighting should be full cut off fixtures so light spillage into the residential community is avoided. The lighting fixtures should complement those already installed in Old Town Bowie to provide a sense of cohesiveness.
- Landscaping should consist of native species that attract beneficial insects and birds. Interpretive signage on plant information is encouraged as part of the educational experience at the park.

- In addition to the proposed images and narrative on Old Town Bowie, staff suggests interpretive information could be provided on how Old Town Bowie (Huntington City) evolved into the City of Bowie with the annexation of Bowie at Belair.
- The playground surface and equipment should be designed in accordance with the most recent version of the U.S. Consumer Product Safety Commission “Public Playground Safety Handbook.”



## **STAFF COMMENTS**



## THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
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October 26, 2015

### **MEMORANDUM**

TO: Ted Kowaluk, Coordinator, Special Projects Section, Countywide Planning Division

FROM: Daniel Janousek, Coordinator, Transportation Planning Section, Countywide Planning Division

SUBJECT: MR 1517F Bowie Heritage Trail

#### **Background**

The Transportation Planning Section has reviewed the subject proposal for the City of Bowie revisions to the Railroad Museum and construction of a section of the Bowie Heritage Trail located at 8614 Chestnut Avenue and 10th Street in Old Town Bowie. The trail segment being proposed with the park project would be a short section of trail for the overall Old Town Bowie Heritage Trail, specifically providing a pedestrian connection that will link the playground with the Railroad Museum between 12<sup>th</sup> Street and 10<sup>th</sup> Street.

The proposed ten-foot wide trail will be sufficient to handle large numbers of pedestrians and bicyclists adequately. The connection will provide a safe crossing of Lanham Severn Road (MD 564). The trail will provide ADA access to a new caboose that is being restored and new site furnishings.

#### **Master Plan Right-of-Way and Traffic Impacts**

The proposal does not conflict with the *Countywide Master Plan of Transportation* (MPOT) recommendations for trails. The MOPT recommends local bikeways on local streets in the vicinity of the park, but it does not specifically reference the subject section of the Bowie Heritage Trail.

A formal traffic impact study has not been provided with the application. The proposal would not increase overall traffic. The proposal does not include major road improvements. In examining the proposal, it does not appear that the project would add additional traffic to the area in any substantial way during the peak hour traffic periods. Parking and access is provided, and is adequate for the proposed use.

#### **Transit Service**

Lanham Severn Road is served by Metrobus. Sidewalks exist on local streets and internal walkways are proposed.

#### **Conclusion**

The Transportation Planning Section has reviewed the referral, and determines that the proposed plan for the Railroad Museum and construction of a section of the Bowie Heritage Trail located at 8614 Chestnut Avenue and 10th Street in Old Town Bowie will not increase overall traffic in the immediate area or have a negative impact on the transit, pedestrian, and bicycle environment. The proposal does not conflict with

the area and functional master plans, nor does it directly affect any capital improvement projects. Local parking standards can be enforced during the permitting process.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department

Historic Preservation Section

(301) 952-3680

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October 15, 2015

**MEMORANDUM**

TO: Christine A. Osei, Planner Coordinator  
Mandatory Referral Review Project Manager  
Special Projects Section  
Countywide Planning Division

VIA: Howard Berger, Planning Supervisor  
Historic Preservation Section  
Countywide Planning Division

Jennifer Stabler, Planner Coordinator  
Historic Preservation Section  
Countywide Planning Division

FROM: Robert Krause, Planner Coordinator  
Historic Preservation Section  
Countywide Planning Division

SUBJECT: **MR-1517A, Bowie Railroad Museum, Proposed 10<sup>th</sup> Street Park**

**Background**

This project proposes the construction of a park with play facilities and historical educational interpretation for children at 10<sup>th</sup> Street Park. Plans for the 10<sup>th</sup> Street Park include the creation of the "historic village" of Huntington, complete with replica historic buildings and structures within Old Town Bowie. The proposed 10<sup>th</sup> Street Park lies east of the MD 564 bridge over the Amtrak Northeast Corridor railroad line. The project conforms to the 2006 *Bowie and Vicinity Area Master Plan* recommendations to enhance the village character of Old Town Bowie and provide economic development opportunities while reinforcing Old Town Bowie's historic character and providing opportunities for education and interpretation related to the City's heritage.

*Historic Preservation*

The Bowie Railroad Buildings (PG ID#71B-002-09) located adjacent to the subject property is a National Register-designated and Prince George's County-designated Historic Site. However, no alterations or modifications to existing Historic Sites, Historic Resources, or Archeological Resources are anticipated in association with the proposed project. Any alterations or modifications to existing Historic Sites undertaken with this project would require approval of a Historic Area Work Permit (HAWP), and in accordance with Subtitle 29.101 are subject to review by the Prince George's Historic Preservation Commission.

Four Prince George's County-designated Historic Sites are located within 1,000 feet of the proposed project. These Historic Sites include The Knights of St. John Hall (PG ID#71B-002-23), Ryon House (71B-002-03), Harmon-Phelps House (PG ID#71B-002-08), and St. James Chapel (PG ID#71B-002-05). There will be no impact on the aforementioned Historic Sites in association with the proposed project.

#### *Archeology*

There are no known archeological sites or resources that would be impacted by the proposed project. All identified archeological resources have been impacted by previous construction on the subject property. A Phase I archeological survey is not recommended in any of the proposed construction areas.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Countywide Planning Division

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November 5, 2015

**MEMORANDUM**

TO: Ted Kowaluk, Senior Planner, Countywide Planning Division  
VIA: Maria Martin, Supervisor, Countywide Planning Division  
FROM: Jay Mangalvedhe, Senior Planner, Countywide Planning Division  
SUBJECT: **MR-1517F: Bowie Railroad Museum, 10<sup>th</sup> Street Park, and Heritage Trail**

**Project Description**

The 2.75-acre site is located in downtown historic Bowie, south of the railroad tracks in northeastern Prince George's County, MD. The original town of Huntington was planned along the Baltimore and Potomac Railroad tracks by Ben M. Plumb & Co. in 1870. The site is bisected into two parts by the Lanham Severn Road Bridge (MD 564).

The City of Bowie is proposing to physically link two parts of Old Historic Bowie by a trail under the bridge. Previously known as Huntington in 1870, the town will be remembered by the re-creation of scaled versions of historic buildings, which will be sited in historic proximity to each other. The large two story brick school (which still exists), will be placed on the "outskirts" of the "town," as it was when originally built. The site furniture will utilize the same concept as the Railroad side. Play will be in a variety of forms, tall climbers to "reach" the trees, logs to crawl through and balance on, swings, and a train engine with cars will be placed just beyond the trestle bridge crossing the "river."

A trail named the Hyphen ties the Railroad Museum and the 10th Street Park together. The Hyphen is parallel to the Amtrak rails, and perpendicular to the MD 564 bridge overpass. It will be a "light" tunnel. Two faux tunnels will be placed on either side of the MD 564 embankments. The first will be dead ahead of the 10th Street cul-de-sac, and will have a caboose going into the "tunnel" with a sign reading "Departing Huntington." A second faux tunnel will appear on the other side, at the dead end of Chestnut Street, with an engine emerging on the other side with a sign reading "Arriving Bowie."

The proposed site is located in Council District 4 and is inside the Established Communities' boundary as classified in the 2014 *Plan Prince George's 2035 Approved General Plan*.

**Evaluation of Existing Public Facilities**

The proposed project is served by Bowie Fire/EMS Co. 819, a first due response station (a maximum of seven (7) minutes travel time), and is located at 13008 9<sup>th</sup> Street.

The station is equipped with two engines, one ambulance, and one truck. The station is staffed by career personnel.

The proposed project is located in Police District II, which is headquartered at 601 SW Crain Highway in Bowie. District II serves about 134 square miles.

The 2008 *Approved Water and Sewer Plan*, places this property in Water and Sewer Category 3, Community System.





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Prince George's County Planning Department  
Urban Design Section, Development Review Division

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## MEMORANDUM

TO: Ted Kowaluk, Planner  
Special Projects Section, Countywide Planning Division

VIA: Susan Lareuse, Acting Supervisor  
Urban Design Section, Development Review Division

FROM: Cynthia Fenton, Planner Coordinator,  
Urban Design Section, Development Review Division

SUBJECT: **MR 1517F, Bowie Railroad Museum and 10th Street Park, and Heritage Trail**

The Urban Design Section has reviewed the materials provided in support of Mandatory Referral MR-1517F, Bowie Railroad Museum and 10th Street Park and Heritage Trail. The applicant, the City of Bowie, proposes the construction of a park with playground facilities and historical/educational interpretation for children at the proposed 10<sup>th</sup> Street Park to complement the existing Bowie Railroad Museum across the railroad tracks at the terminus of Chestnut Avenue. Plans for the 10<sup>th</sup> Street Park include replicas of historic buildings and structures within Old Town Bowie. The proposed 10<sup>th</sup> Street Park lies east of the MD 564 bridge over the Amtrak Northeast Corridor railroad line. The subject project is being reviewed pursuant to the Land Use Article §20-301 through 305 of the Maryland Annotated Code that requires the Planning Board to review public construction projects for all federal, state, county and municipal governments, and publicly and privately-owned utilities through the Mandatory Referral review process.

The proposed project, which will enhance the existing Railroad Museum at the terminus of Chestnut Avenue, comprises three parts including the construction of a plaza with a roundhouse adjacent to the railroad between 11th and 12th Streets; a playground and a replica village with scaled versions of historic buildings in Old Town Bowie at the end of 10th Street and a faux tunnel on either side of the existing berm; and, a Heritage trail, including a pedestrian tunnel under the existing bridge running from the end of 12th Street, adjacent to the proposed plaza, to the playground. The "village" and playground will be located at the terminus of 10th Street which is a residential street. No on-site parking is proposed at this location to ensure the park retains a neighborhood character; however, four on-street parking spaces are proposed along 10th Street. The plans are conceptual only and thus no specific details on landscaping, lighting, playground equipment, building materials, etc. have been provided.

The Urban Design Section offers the following comments:

**Lighting.** Lighting should be full cut off fixtures so light spillage into the residential community is avoided. The lighting fixtures should complement those already installed in Old Town Bowie to provide a sense of cohesiveness. Adequate lighting should also be installed in the pedestrian tunnel under the railroad bridge.

**Landscaping.** The Urban Design Section recommends the use of native species that attract beneficial insects and birds. Interpretive signage on plant information is encouraged as part of the educational experience at the park.

**Historical interpretive signage.** In addition to the proposed images and narrative on Old Town Bowie, staff suggests interpretive information could be provided on how Old Town Bowie (Huntington) evolved into the City of Bowie with the annexation of Bowie at Belair.

**Playground materials.** The playground surface and equipment should be designated in accordance with the most recent version of the U.S. Consumer Product Safety Commission “Public Playground Safety Handbook.”



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

**Prince George's County Planning Department  
Countywide Planning Division, Environmental Planning Section**

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October 26, 2015

TO: Ted Kowaluk, Senior Planner, Economic Assessment Section  
VIA: Katina Shoulars, Supervisor, Environment Planning Section  
FROM: Marc Juba, Senior Planner, Environmental Planning Section  
SUBJECT: MR-1517F Bowie Railroad Museum, 10th Street Park and Heritage Trail

The Environmental Planning Section has completed its review for MR-1514F for the Bowie Railroad Museum and 10th Street Park located at 13104 10th Street, Bowie; and for the Bowie Heritage Trail located between 10th and 12th Streets in Old Town Bowie, MD.

The City of Bowie has indicated that the Bowie Railroad Museum and 10th Street Park are to be constructed as a separate project from the Bowie Heritage Trail. As such, separate site plans were submitted for these projects for review.

The first plan submitted by the applicant was for the Bowie Railroad Museum and 10th Street Park, date stamped received on August 4, 2015. The second site plan submitted by the applicant was for the Bowie Heritage Trail, date stamped received on October 9, 2015. The Environmental Planning Section has determined that the proposed development activities for both of these project will not result in any clearing of woodlands onsite, as the sites were previously developed and contain no exiting woodlands. A standard letter of exemption was issued for the construction of the Bowie Railroad Museum and 10th Street Park on August 24, 2015, because the property for this project contains less than 10,000 square feet of woodland and has no previous TCP approvals. A numbered letter of exemption was issued for the Bowie Heritage Trail project on October 22, 2015, as the project is a **governmental/linear activity** which is exempt from the requirements of the Woodland and Wildlife Habitat Conservation Ordinance until such time as the cumulative woodland disturbance exceeds 20,000 square feet during any five (5) year period or the site is required to go through the land development process.

**Conclusion**

Thank you for the opportunity to comment on the Bowie Railroad Museum, 10th Street Park, and the Bowie Heritage Trail. The Environmental Planning Section recommends approval of this project.

If you have questions regarding these comments, please contact the Environmental Planning Section at 301-883-3239.



## THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Prince George's County Planning Department  
Community Planning Division

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October 15, 2015

### MEMORANDUM

TO: Ted Kowaluk, Senior Planner, Countywide Planning Division  
VIA: David Green, Planning Supervisor, Central Section, Community Planning Division  
FROM: Judy D'Ambrosi, Central Team, Community Planning Division  
SUBJECT: MR-1517F-10th Street/Bowie Railroad Museum and Bowie Heritage Trail, Phase I

### DETERMINATIONS

The application is consistent with *Plan Prince George's 2035 Approved General Plan* policies for an Established Community.

This application is consistent with the 2006 *Bowie and Vicinity Master Plan* policies for Old Town Bowie.

### BACKGROUND

Location: The property is located at 10th Street and MD 564.

Size: 2.75 acres

Existing Uses: This site is composed of a railroad museum and a residential unit.

Proposal: The applicant is proposing revisions to the Bowie Railroad Museum and development of the 10th Street Park.

### GENERAL PLAN, MASTER PLAN, AND SMA

This application requires conformance with the applicable General or Master Plan? NO

**General Plan:** This site is located within a designated Established Community growth policy area. Plan 2035 describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of existing residents are met.

**Master/Sector**

**Plan:** The 2006 *Approved Bowie and Vicinity Master Plan and Sectional Map Amendment*.

Planning Area/

Community: Planning Area 71B

Land Use: Mixed-Use and Residential Development

Environmental: Refer to the Environmental Planning Section referral for comments on the environmental chapter of the 2006 *Approved Bowie and Vicinity Master Plan* and the 2005 *Approved Countywide Green Infrastructure Plan*.

Historic

Resources: Bowie Railroad Buildings Historic Site 71B-002-09.

Transportation: Access is approved along 10th Street for the park and along 11th Street for the Railroad Museum.

Public

Facilities: None identified.

Parks & Trails: A shared-use roadway.

Aviation/ILUC: The subject site does not fall within any aviation policy area or the Joint Base Andrews Land Use Control Impact Area.

**SMA/Zoning:** The 2006 *Bowie and Vicinity Section Map Amendment* rezoned a portion of the property to the M-U-I zone and retained a portion in the R-55 zone.

**PLANNING**

**ISSUES:** There are no General Plan or Master Plan issues raised by this application.

c: Ivy A. Lewis, Chief, Community Planning Division  
Long-range Agenda Notebook