

Section VI

Comprehensive Zoning



Comprehensive Zoning



The County Zoning Map classifies all properties¹ in the zoning classification that best allows implementation of this master plan.

Existing Conditions Summary

Bowie-Mitchellville and Vicinity’s zoning reflects, for the most part, current land uses. The plan area is primarily classified with low-density residential and open space zones. Medium-density residential zones are found in older locations such as Old Town Bowie. Mixed-use zoning is prevalent at BSU MARC Campus Center (west of the Northeast Corridor), Melford, Bowie Town Center, Fairwood, and South Lake. A significant portion of the plan area has developed as master-planned communities pursuant to Comprehensive Design Zones.

This master plan recommends intensification, de-intensification, and other changes to the use of land in several locations throughout the plan area. This plan recommends where such changes would be best implemented by rezoning through a future Sectional Map Amendment, recommended for initiation upon approval of this master plan.

Table 7. Zoning Categories

	Zone	Description	Acres
Mixed Use	TAC-c	Town Activity Center (core)	0
	TAC-e	Town Activity Center (edge)	611.8
	NAC	Neighborhood Activity Center	118.3
	LMXC	Legacy Mixed-Use Community	839.6
Commercial	LCD	Legacy Comprehensive Design (Major Activity Center, Employment and Institutional Area, Local Activity Center)	1,292.6
	CGO	Commercial, General and Office	277.8
	CN	Commercial, Neighborhood	12.3
Industrial/ Employment	CS	Commercial, Service	110.4
	IE	Industrial, Employment	69.5
Residential High	RMF-48	Residential, Multifamily-48	19.0
Residential Medium-High	RMF-20	Residential, Multifamily-20	17.4
	RMF-12	Residential, Multifamily-12	81.9
	RSF-A	Residential, Single-Family-Attached	149.7
	LCD	Legacy Comprehensive Design (Residential Urban)	112.7
Residential Medium	RSF-95	Residential, Single-Family-95	2,018.7
	RSF-65	Residential, Single-Family-65	1,184.8
	LCD	Legacy Comprehensive Design (Residential Suburban, Residential Medium)	1,432.9
Residential Low	RR	Residential, Rural	5,018.9
	RE	Residential Estate	2,793.2
	LCD	Legacy Comprehensive Design (Residential Low)	1,351.0
Rural and Agricultural	AR	Agricultural-Residential	6,565.4
	AG	Agricultural and Preservation	5,982.8
	ROS	Reserved Open Space	3,825.4

¹ As approved in the 2021 Approved Countywide Map Amendment.



Policies and Strategies

AREAWIDE

Policy CZ 1

Ensure community parks, environmental areas, and open space are classified under the most appropriate zoning to facilitate their preservation.

- CZ 1.1 Reclassify all public properties that are at least 20 acres in size into the Reserved Open Space (ROS) Zone. (See Table F-1. CZ 1.1 Zoning Recommendations and Map F-1. CZ 1.1 Zoning Recommendations.)
- CZ 1.2 Reclassify all public properties that share a property or lot line with a parcel in the ROS Zone to the ROS Zone. (See Table F-2. CZ 1.2 Zoning Recommendations and Map F-2. CZ 1.2 Zoning Recommendations.)

- CZ 1.3 Reclassify Samuel Ogle Park, listed in Table 8. CZ 1.3 Zoning Recommendations—Areawide Parks, into the Agriculture and Preservation (AG) Zone. (See Table 8. CZ 1.3 Zoning Recommendations—Areawide Parks and Map F-3. CZ 1.3 Zoning Recommendations.)
- CZ 1.4 Reclassify sensitive environmental areas listed in Table 9. CZ 1.4 Zoning Recommendations—Sensitive Environmental Areas (ROS Zone) to the ROS (Reserved Open Space) Zone. (See also Map F-4. CZ 1.4 Zoning Recommendations.)
- CZ 1.5 Reclassify sensitive environmental areas listed in Table 10. CZ 1.5 Zoning Recommendations—Sensitive Environmental Areas (AG Zone). (See Map F-5. CZ 1.5 Zoning Recommendations.)

Table 8. CZ 1.3 Zoning Recommendations—Areawide Parks

Address	Tax ID	CMA Zone	Recommended Zone	Land Use Cross Reference	Justification
Samuel Ogle Park—15101 Old Chapel Road	3091683	RR	AG	LU 1.1	Limit development on City-owned park property.

Table 9. CZ 1.4 Zoning Recommendations—Sensitive Environmental Areas (ROS Zone)

Address	Tax ID	CMA Zone	Recommended Zone	Land Use Cross Reference	Justification
Queen Anne Road	0798447	LCD	ROS	LU 1.1	Protect County-owned property with sensitive environmental features (stream, floodplain, and wetlands).
Leeland Road	0748509	AG	ROS	LU 1.1	Limit development on property with sensitive environmental features (stream, floodplain and wetlands).
14700 Leeland Road	0797670	AG	ROS	LU 1.1	Limit development on property with sensitive environmental features (stream, floodplain, and wetlands).
14800 Leeland Road	0771279	AG	ROS	LU 1.1	Limit development on property with sensitive environmental features (stream, floodplain and wetlands).



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Table 10. CZ 1.5 Zoning Recommendations—Sensitive Environmental Areas (AG Zone)

Address	Tax ID	CMA Zone	Recommended Zone	Land Use Cross Reference	Justification
Birchmere Terrace	3648037	RR	AG	LU 1.1	Limit development on property with sensitive environmental features (stream, floodplain, and wetlands).
Old Stage Road	0814830	RR	AG	N/A	Protect M-NCPPC-owned property with sensitive environmental features (streams, floodplain, and wetlands).
Collington Road	0662304	RSF-95	AG	LU 1.1	Limit development on property with sensitive environmental features (stream and wetlands).
Linden Lane	0662288	RSF-95	AG	LU 1.1	Limit development on property with sensitive environmental features (stream, floodplain, and wetlands).
Long Ridge Lane	0662130	RSF-95	AG	LU 1.1	Protect City-owned property with sensitive environmental features (stream, floodplain, and wetlands).
Pennsbury Drive	0798421	LCD	AG	LU 1.1	Protect M-NCPPC-owned property with sensitive environmental features (stream).

Table 11. CZ 2.2 Zoning Recommendations—Jesuit Property

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
16200 Annapolis Road	1594761	RE	AR	LU 2.3
Annapolis Road	1594753	RE	AR	LU 2.3

Table 12. CZ 2.3 Zoning Recommendations—6513 and 6517 NW Robert Crain Highway

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
Robert Crain Highway	0822239	AR	CS	LU 2.1
6517 NW Robert Crain Highway	5635696	AR	CS	LU 2.1
6513 NW Robert Crain Highway	5635708	AR	CS	LU 2.1

Table 13. CZ 3.1 Zoning Recommendations—MBNA LLC Properties

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
0 Mitchellville Road	0681619	RSF-95	RSF-A	LU 3.2
1970 Mitchellville Road	0733451	RSF-95	RSF-A	LU 3.2
15928 Peach Walker Drive	0680231	RSF-95	RSF-A	LU 3.2

Table 14. CZ 3.2 Zoning Recommendations—7 and 11 SE Robert Crain Highway

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
7 SE Robert Crain Highway	0731372	AR	CS	N/A
11 SE Robert Crain Highway	0731380	AR	CS	N/A



RURAL AND AGRICULTURAL AREA

Policy CZ 2

Ensure rural and agricultural areas are classified under the most appropriate zoning to support rural and agricultural land uses, and other complementary uses.

- CZ 2.1 Reclassify areas in the Rural and Agricultural Area to the Agriculture and Preservation (AG) Zone including all contiguous non-public parcels in common ownership that are greater than or equal to five acres in size and all residential properties that are equal to five acres or greater in size within the Rural and Agricultural Area and have zero or one dwelling unit. These zoning changes are recommended to limit development in the Rural and Agricultural Area to appropriate uses. This strategy does not apply to properties classified in the Reserved Open Space (ROS) Zone. (See Table F-3. CZ 2.1 Zoning Recommendations and Map F-6. CZ 2.1 Zoning Recommendations.)
- CZ 2.2 Reclassify the properties at 16200 Annapolis Road (Tax IDs 1594761 and 1594753) to the Agricultural Residential (AR) Zone to support rural, agricultural, and institutional uses within its existing woodland setting. (See Table 11. CZ 2.2 Zoning Recommendations—Jesuit Property and Map F-7. CZ 2.2 Zoning Recommendations.)
- CZ 2.3 Reclassify the properties at 6513 and 6517 NE Robert Crain Highway (Tax IDs 0822239, 5635696, and 5635708) to the CS (Commercial Service) Zone to support commercial land use. (See Table 12. CZ 2.3 Zoning Recommendations—6513 and 6517 NE Robert Crain Highway and Map F-8. CZ 2.3 Zoning Recommendations.)

ESTABLISHED COMMUNITIES

Policy CZ 3

Ensure that properties in the Established Communities are classified under the most appropriate zoning to support the recommended land uses.

- CZ 3.1 Reclassify the properties at 0 Mitchellville Road (Tax ID 0681619), 1970 Mitchellville Road (Tax ID 0733451), and 15928 Peach Walker Drive (Tax ID 0680231) to the Residential Single Family-Attached (RSF-A) Zone to support the recommended single-family attached residential development; Map 16. Future Land Use, designates this property in the Residential Medium-High land use category. (See Table 13. CZ 3.1 Zoning Recommendations—MBNA LLC Properties and Map F-9. CZ 3.1 Zoning Recommendations.)
- CZ 3.2 Reclassify the properties at 7 and 11 SE Robert Crain Highway (Tax ID 0731372, 0731380) as Commercial Service (CS) to support the recommended Commercial land use category. (See Table 14. CZ 3.2 Zoning Recommendations—7 and 11 SE Robert Crain Highway and Map F-10. CZ 3.2 Zoning Recommendations.)
- CZ 3.3 Reclassify the properties located at 3600, 3702, and 3900 Church Road (Tax ID 0801258, 0801357, 0801290, 0801340, 0801241, 0801274, 0801233, 0801282, and 0728741) known as Freeway Airport to the RSF-A (Residential, Single-Family-Attached) Zone. (See Table 15. CZ 3.3 Zoning Recommendations—Freeway Airport with Properties Identified and Map F-11. CZ 3.3 Zoning Recommendations.)
- CZ 3.4 Reclassify the properties known as the Chiamonte properties at 3412 Robert Crain Highway/Mill Branch Road (Tax IDs 0817718 and 0817734) as CS (Commercial Service). (See Table 16. CZ 3.4 Zoning Recommendations—Chiamonte Property and Map F-12. CZ 3.4 Zoning Recommendations.)



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Table 15. CZ 3.3 Zoning Recommendations—Freeway Airport with Properties Identified

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
3600 Church Road	0801258	AR	RSF-A	LU 3.1
3702 Church Road	0801357	AR	RSF-A	LU 3.1
3900 Church Road	0801290	AR	RSF-A	LU 3.1
Church Road	0801340	AR	RSF-A	LU 3.1
Church Road	0801241	AR	RSF-A	LU 3.1
Church Road	0801274	AR	RSF-A	LU 3.1
Church Road	0801233	AR	RSF-A	LU 3.1
Church Road	0801282	AR	RSF-A	LU 3.1
Church Road	0728741	AR	RSF-A	LU 3.1

Table 16. CZ 3.4 Zoning Recommendations—Chiaramonte Property

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
3412 NE Robert Crain Highway	0817718	AR	CS	LU 3.4
Mill Branch Road	0817734	AR	CS	LU 3.4

Table 17. CZ 3.5 Zoning Recommendations—Blake Property

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
1800 Mitchellville Road	0679738	RR	CS	LU 3.3
1808 NW Robert Crain Highway	0679746	RR	CS	LU 3.3

Table 18. CZ 4.1 Zoning Recommendations—East of Bowie Local Town Center

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
16600 Governors Bridge Road	0801472	TAC-E	CS	LU 4.4, LU 4.5
16610 Governors Bridge Road	3319795	TAC-E	CS	LU 4.4, LU 4.5
16620 Governors Bridge Road	3319803	TAC-E	CS	LU 4.4, LU 4.5
16700 Governors Bridge Road	3319811	TAC-E	CS	LU 4.4, LU 4.5
16431 Governors Bridge Road	3332715	TAC-E	CS	LU 4.4, LU 4.5
16400 Ballpark Road	5572816	TAC-E	CS	LU 4.4, LU 4.5
16500 Ballpark Road	5572805	TAC-E	CS	LU 4.4, LU 4.5
16520 Ballpark Road	3149242	TAC-E	CS	LU 4.4, LU 4.5
Ballpark Road	5600254	TAC-E	CS	LU 4.4, LU 4.5
16503 Ballpark Road	3324100	TAC-E	CS	LU 4.4, LU 4.5
16509 Ballpark Road	3324092	TAC-E	CS	LU 4.4, LU 4.5
3901 NE Robert Crain Highway	3322401	TAC-E	CS	LU 4.4, LU 4.5
3809 NE Robert Crain Highway	3322419	TAC-E	CS	LU 4.4, LU 4.5
3811 NE Robert Crain Highway	3322427	TAC-E	CS	LU 4.4, LU 4.5
3785 NE Robert Crain Highway	3322443	TAC-E	CS	LU 4.4, LU 4.5
3781 NE Robert Crain Highway	3322450	TAC-E	CS	LU 4.4, LU 4.5
3711 NE Robert Crain Highway	0735456	TAC-E	CS	LU 4.4, LU 4.5
15500 Governors Bridge Road	3149283	TAC-E	CS	LU 4.4, LU 4.5



CZ 3.5 Reclassify the properties known as the Blake properties at 1800 Mitchellville Road/1808 NE Robert Crain Highway (Tax IDs 0679738 and 0679746) as CS (Commercial Service) Zone. (See Table 17. CZ 3.5 Zoning Recommendations—Blake Property and Map F-13. CZ 3.5 Zoning Recommendations.)

Policy CZ 4

Ensure that properties east of US 301 have the appropriate zoning classification to strongly discourage mixed-use development and support existing uses and future automobile-oriented and service uses east of the freeway.

CZ 4.1 Reclassify properties listed in Table 18. CZ 4.1 Zoning Recommendations—East of Bowie Local Town Center into the Commercial, Service (CS) Zone to discourage mixed-use development outside of the Bowie Local Town Center. (See Map F-14. CZ 4.1 Zoning Recommendations.)

CZ 4.2 Reclassify properties listed in Table 19. CZ 4.2 Zoning Recommendations—East of Bowie Local Town Center into the Residential Multifamily-20 (RMF-20) Zone to discourage mixed-use development and reflect existing multifamily development outside of the Bowie Local Town Center. (See Map F-15. CZ 4.2 Zoning Recommendations.)

CZ 4.3 Reclassify properties listed in Table 20. CZ 4.3 Zoning Recommendations—East of Bowie Local Town Center into the Agricultural and Preservation (AG) Zone to discourage mixed-use development and preserve open space outside of the Bowie Local Town Center. (See Map F-16. CZ 4.3 Zoning Recommendations.)

Table 19. CZ 4.2 Zoning Recommendations—East of Bowie Local Town Center

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
16699 Governors Bridge Road	3332723	TAC-E	RMF-20	LU 4.4, LU 4.5
16799 Governors Bridge Road	3332707	TAC-E	RMF-20	LU 4.4, LU 4.5

Table 20. CZ 4.3 Zoning Recommendations—East of Bowie Local Town Center

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
Governors Bridge Road	3149275	TAC-E	AG	LU 4.4, LU 4.5
3851 NE Robert Crain Highway	3322435	TAC-E	AG	LU 4.4, LU 4.5



BOWIE LOCAL TOWN CENTER

Policy CZ 5

Implement the master plan's land use policies by reclassifying properties to zones that best implement the recommended land uses.

CZ 5.1 Reclassify properties listed in Table 21. CZ 5.1 Zoning Recommendations—Bowie Local Town Center into the Town Activity Center—Core (TAC-C) Zone to create the Core of the Bowie Local Town Center. (See Map F-17. CZ 5.1 Zoning Recommendations.)

CZ 5.2 Reclassify properties listed in Table 22. CZ 5.2 Zoning Recommendations—Bowie Local Town Center into the Town Activity Center—Edge (TAC-E) Zone to create the edge of the Bowie Local Town Center. (See Map F-18. CZ 5.2 Zoning Recommendations—Bowie Local Town Center.)



Table 21. CZ 5.1 Zoning Recommendations—Bowie Local Town Center

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
3700 Evergreen Parkway	3324308	TAC-E	TAC-C	LU 4.2
15300 Emerald Way	3324290	TAC-E	TAC-C	LU 4.2
15400 Emerald Way	3631397	TAC-E	TAC-C	LU 4.2
4101 Northview Drive	3324282	TAC-E	TAC-C	LU 4.2
15400 Excelsior Drive	3324258	TAC-E	TAC-C	LU 4.2
4101 Town Center Blvd	3324266	TAC-E	TAC-C	LU 4.2
15500 Excelsior Drive	3631413	TAC-E	TAC-C	LU 4.2
4001 Town Center Blvd	3631421	TAC-E	TAC-C	LU 4.2
4000 Town Center Blvd	3631405	TAC-E	TAC-C	LU 4.2
4100 Town Center Blvd	3324316	TAC-E	TAC-C	LU 4.2
15700 Emerald Way	3324324	TAC-E	TAC-C	LU 4.2
4351 Collington Road	3324332	TAC-E	TAC-C	LU 4.2
3751 Evergreen Parkway	3415189	TAC-E	TAC-C	LU 4.2
3801 Evergreen Parkway	3415163	TAC-E	TAC-C	LU 4.2
3851 Evergreen Parkway	3586344	TAC-E	TAC-C	LU 4.2
3901 Evergreen Parkway	3507290	TAC-E	TAC-C	LU 4.2
3951 Evergreen Parkway	3415171	TAC-E	TAC-C	LU 4.2
4001 Evergreen Parkway	3324340	TAC-E	TAC-C	LU 4.2

Table 22. CZ 5.2 Zoning Recommendations—Bowie Local Town Center

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
15200 Major Lansdale Blvd	3131711	TAC-E	TAC-E	LU 4.1, LU 4.3
15202 Major Lansdale Blvd	3131729	CGO	TAC-E	LU 4.1, LU 4.3
15207 Major Lansdale Blvd	3180395	CGO	TAC-E	LU 4.1, LU 4.3
15209 Major Lansdale Blvd	3180403	CGO	TAC-E	LU 4.1, LU 4.3
15211 Major Lansdale Blvd	3180411	CGO	TAC-E	LU 4.1, LU 4.3
4201 Northview Drive	0752212	CGO	TAC-E	LU 4.1, LU 4.3
4301 Northview Drive	0747923*	LCD	TAC-E	LU 4.1, LU 4.3
4321 Collington Road	3666575	LCD	TAC-E	LU 4.1, LU 4.3
4321 Collington Road	3666609	LCD	TAC-E	LU 4.1, LU 4.3
4319 Collington Road	3666591	LCD	TAC-E	LU 4.1, LU 4.3
4323 Collington Road	3666583	LCD	TAC-E	LU 4.1, LU 4.3
4400 Collington Road	0821421	CGO	TAC-E	LU 4.1, LU 4.3

*This property is a condominium and includes multiple tax IDs.



BSU MARC CAMPUS CENTER

Policy CZ 6

Provide the appropriate zoning to ensure maximum opportunities for public-private or private development of university-supportive uses on the BSU campus.

- CZ 6.1 Reclassify the portion of the BSU campus within the BSU MARC Campus Center to the Neighborhood Activity Center (NAC) Zone. (See Table 23. CZ 6.1 Zoning Recommendations—Bowie State University and Map F-19. CZ 6.1 Zoning Recommendations—Bowie State University.)
- CZ 6.2 Amend Section 27-1603 of the County Zoning Ordinance to permit property conveyed by the State of Maryland within a State-designated Transit-Oriented Development area to remain in its current zone.

COLLINGTON LOCAL EMPLOYMENT AREA

Policy CZ 7

Ensure the Collington Local Employment Area is classified under the best zoning to achieve the plan's goals.

- CZ 7.1 Reclassify the properties at the Collington Local Employment Area to the Industrial, Heavy (IH) Zone to ease the development approval process, expand the mix of uses and amenities that would make it an attractive place to work and to locate a business. (See Table 24. CZ 7.1 Zoning Recommendations—Collington Local Employment Area Expansion and Map F-20. CZ 7.1 Zoning Recommendations—Collington Local Employment Area Expansion.)

Policy CZ 8

Ensure Liberty Sports Complex is classified under the appropriate zoning.

- CZ 8.1 Reclassify Liberty Sports Complex into the Agriculture and Preservation (AG) Zone. (See Table 25. CZ 8.1 Zoning Recommendations—Liberty Sports Complex and Map F-21. CZ 8.1 Zoning Recommendations—Liberty Sports Complex.)

Policy CZ 9

Ensure properties along Leeland Road are classified under an Industrial/Employment zone.

- CZ 9.1 Reclassify properties listed in Table 26. CZ 9.1 Zoning Recommendations—Leeland Road to the IE zone (Industrial/Employment). (See Map F-22. CZ 9.1 Zoning Recommendations—Leeland Road.)

Table 23. CZ 6.1 Zoning Recommendations—Bowie State University

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
Flemming Road	1615558	AG	NAC	LU 8
14000 Jericho Park Road	1646090	AG	NAC	LU 8



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Table 24. CZ 7.1 Zoning Recommendations—Collington Local Employment Area Expansion

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
221 Commerce Drive	0815324	LCD	IH	LU 12, LU 13.2
15850 Commerce Court	3578713	LCD	IH	LU 12, LU 13.2
15850 Commerce Court	3578721	LCD	IH	LU 12, LU 13.2
201 Commerce Drive	3578739	LCD	IH	LU 12, LU 13.2
15800 Commerce Court	3578705	LCD	IH	LU 12, LU 13.2
15827 Commerce Court	3422573	LCD	IH	LU 12, LU 13.2
475 Commerce Drive	0798892	LCD	IH	LU 12, LU 13.2
529 Commerce Drive	0798686	LCD	IH	LU 12, LU 13.2
839 Commerce Drive	0798579	LCD	IH	LU 12, LU 13.2
15851-15887 Commerce Court	0798777*	LCD	IH	LU 12, LU 13.2
300 Prince George's Boulevard	0799031	LCD	IH	LU 12, LU 13.2
350 Prince George's Boulevard	0798884	LCD	IH	LU 12, LU 13.2
400 Prince George's Boulevard	0798231	LCD	IH	LU 12, LU 13.2
500 Prince George's Boulevard	0798462	LCD	IH	LU 12, LU 13.2
601 SW Robert Crain Highway	0798454	RR	IH	LU 12, LU 13.2
501 Prince George's Boulevard	0799049	LCD	IH	LU 12, LU 13.2
15950 Trade Zone Avenue	3632080	LCD	IH	LU 12, LU 13.2
391 Prince George's Boulevard	3586765	LCD	IH	LU 12, LU 13.2
15900 Trade Zone Avenue	0799064	LCD	IH	LU 12, LU 13.2
401 Prince George's Boulevard	0799056	LCD	IH	LU 12, LU 13.2
375 Prince George's Boulevard	2843001	LCD	IH	LU 12, LU 13.2
301 Prince George's Boulevard	0798694	LCD	IH	LU 12, LU 13.2
300 Commerce Drive	0798207	LCD	IH	LU 12, LU 13.2
400 Commerce Drive	0798256	LCD	IH	LU 12, LU 13.2
16000 Trade Zone Avenue	0799288*	LCD	IH	LU 12, LU 13.2
16000 Trade Zone Avenue	0798934*	LCD	IH	LU 12, LU 13.2
16000 Trade Zone Avenue	0798959*	LCD	IH	LU 12, LU 13.2
16000 Trade Zone Avenue	0799239*	LCD	IH	LU 12, LU 13.2
16000 Trade Zone Avenue	0798504*	LCD	IH	LU 12, LU 13.2
16000 Trade Zone Avenue	0798587*	LCD	IH	LU 12, LU 13.2
16000 Trade Zone Avenue	0798645*	LCD	IH	LU 12, LU 13.2
16000 Trade Zone Avenue	0798603*	LCD	IH	LU 12, LU 13.2
1001 Prince George's Boulevard	3836954*	LCD	IH	LU 12, LU 13.2
1049 Prince George's Boulevard	0799023	LCD	IH	LU 12, LU 13.2
800 Commerce Drive	0799072	LCD	IH	LU 12, LU 13.2
16001 Trade Zone Avenue	0798660	LCD	IH	LU 12, LU 13.2
16155 Trade Zone Avenue	0798678	LCD	IH	LU 12, LU 13.2
16201 Trade Zone Avenue	0798553	LCD	IH	LU 12, LU 13.2
801 Prince George's Boulevard	0798561	LCD	IH	LU 12, LU 13.2
700 Prince George's Boulevard	0795724	LCD	IH	LU 12, LU 13.2
750 Prince George's Boulevard	0798538	LCD	IH	LU 12, LU 13.2
800 Prince George's Boulevard	0798546	LCD	IH	LU 12, LU 13.2
16100 Queens Court	0799122	LCD	IH	LU 12, LU 13.2
16100 Branch Court	0799262	LCD	IH	LU 12, LU 13.2
16200 Queens Court	3526910	LCD	IH	LU 12, LU 13.2
16230 Branch Court	3276946	LCD	IH	LU 12, LU 13.2
16200 Branch Court	0799247	LCD	IH	LU 12, LU 13.2
1000 Prince George's Boulevard	3312089	LCD	IH	LU 12, LU 13.2
16201-16205 Branch Court	3950946*	LCD	IH	LU 12, LU 13.2
1200 Popes Creek Drive	0799098	LCD	IH	LU 12, LU 13.2
1201 Prince George's Boulevard	0799080	LCD	IH	LU 12, LU 13.2
901 Commerce Drive	0798918	LCD	IH	LU 12, LU 13.2
15000 Leeland Road	5687143	LCD	IH	LU 12, LU 13.2
Leeland Road	5570123	LCD	IH	LU 12, LU 13.2
16001 Queens Court	5524844	LCD	IH	LU 12, LU 13.2
16103 Queens Court	5631426	LCD	IH	LU 12, LU 13.2
16101 Queens Court	5631448	LCD	IH	LU 12, LU 13.2
16109 Queens Court	5631437	LCD	IH	LU 12, LU 13.2
15900 Leeland Road	5509894	LCD	IH	LU 12, LU 13.2
15650 Leeland Road	3111630	LCD	IH	LU 12, LU 13.2
15636 Leeland Road	3532595	LCD	IH	LU 12, LU 13.2

*This property is a condominium and includes multiple tax IDs.

Table 25. CZ 8.1 Zoning Recommendations—Liberty Sports Complex

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
200 Prince George's Blvd	3422557	LCD	AG	N/A
201 Prince George's Blvd	3422581	LCD	AG	N/A
15801 Commerce Court	3422565	LCD	AG	N/A



OLD TOWN BOWIE

Policy CZ 10

Implement Policy LU 15.1 by ensuring the appropriate zoning for the transition, over time, of existing light industrial uses to neighborhood-scale mixed use.

- CZ 10.1 Reclassify community properties listed in Table 27. CZ 10.1 Zoning Recommendations—Old Town Bowie Neighborhood Mixed-Use into the Commercial, General Office (CGO) Zone. (See Map F-23. CZ 10.1 Zoning Recommendations—Old Town Bowie Neighborhood Mixed-Use [CGO Zone].)

MD 450 CORRIDOR

Policy CZ 11

Ensure properties along MD 450 Corridor are classified under appropriate zoning.

- CZ 11.1 Reclassify the property known as Frank's Nursery property located at 12205 and 12105 Annapolis Road (Tax ID 0733741 and 0733782) and 5015 Enterprise Rod (Tax ID 0817676) to the CGO (Commercial, General, Office) Zone to support the recommended commercial development. (See Table 28. CZ 11.1 Zoning Recommendations—Former Frank's Nursery and Map F-24. CZ 11.1 Zoning Recommendations—Former Frank's Nursery [CGO Zone].)

Table 26. CZ 9.1 Zoning Recommendations—Leeland Road

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
16000 Leeland Road	3111648	LCD	IE	LU 13.3
16012 Leeland Road	0800144	RR	IE	LU 13.3
16014 Leeland Road	0800110	RR	IE	LU 13.3
15520 Leeland Road	0818450	RR	IE	LU 13.3
15524 Leeland Road	0743542	RR	IE	LU 13.3
15620 Leeland Road	0824805	RR	IE	LU 13.3
15700 Leeland Road	0713966	RR	IE	LU 13.3
15720 Leeland Road	0739730	RR	IE	LU 13.3
15800 Leeland Road	0713990	RR (Correct Split Zone)	IE	LU 13.3
Leeland Road	3466240	LCD (Correct Split Zone)	IE	LU 13.3

Table 27. CZ 10.1 Zoning Recommendations—Old Town Bowie Neighborhood Mixed-Use

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
8333 Zug Road	1667997	IE	CGO	LU 15.1
Railroad Avenue	1622547	IE	CGO	LU 15.1
12950 Railroad Avenue	1652965	IE	CGO	LU 15.1
Zug Road	1658145	IE	CGO	LU 15.1

Table 28. CZ 11.1 Zoning Recommendations—Former Frank's Nursery

Address	Tax ID	Proposed CMA Zone	Recommended Zone	Land Use Cross Reference
12205 Annapolis Road	0733741	RE	CGO	LU 17.1
12105 Annapolis Road	0733782	RE	CGO	LU 17.1
5015 Enterprise Road	0817676	RE	CGO	LU 17.1



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Section VII

Economic Prosperity



Economic Prosperity



PLAN 2035
GOAL

Create a diverse, innovative, and regionally competitive economy that generates a range of well-paying jobs and strategically grows the tax base.

Economic Prosperity Goals

1. Bowie-Mitchellville and Vicinity has a diverse, innovative, and competitive economy that generates a range of well-paying jobs while providing desired goods and services to residents and businesses.
2. The local job market is strengthened through training the local workforce.
3. Local agricultural growers, producers, and consumers have expanded access to markets, increasing the supply and availability of fresh produce and other farm-to-table products.
4. The Established Communities have vibrant and active shopping centers that provide quality retail options that meet the needs of Bowie-Mitchellville and Vicinity residents.
5. Bowie Local Town Center continues to attract businesses and retailers to increase employment opportunities and strengthen the local economy as envisioned by the Plan 2035-designated Employment Area.
6. The BSU MARC Campus Center attracts businesses to increase employment opportunities and strengthen the local economy.
7. The Collington Local Employment Area attracts industrial and office uses, particularly those that centered around transportation, logistics, and warehousing, to increase job opportunities and strengthen the local economy.
8. Retail options are available at Old Town Bowie in the plan area.
9. Commercial uses and retail options are attracted to the MD 197 corridor to increase employment opportunities and strengthen the local economy.



Source: iStock

Key Economic Opportunity

There is potential to coordinate and market the MD 3/US 301 corridor as a regional sports, entertainment, and recreation corridor. The potential stems from the opportunities created by existing and proposed facilities along the corridor including Whitemarsh Park, Prince George's Stadium, Green Branch Regional Park, and Liberty Sports Park.

Retail Attraction

The Prince George's County Retail Marketability and Competitiveness Study (2016) notes that: Two factors related to a retailer's initial location analysis from the first look business standpoint complicate the identification of the ideal County sites to attract high-quality retail.

- Prince George's County has a disparity between where above-average household density is located and where median-household incomes are high.
- The County's prime retail locations must compete with the Baltimore-Washington region's super prime locations with higher population densities and some of the highest incomes and education levels in the United States. (*Prince George's County Retail Marketability and Competitiveness Study [2016]*, page 4).



Existing Conditions Summary

Located near two major metropolitan markets, Washington, D.C. and Baltimore, Bowie-Mitchellville and Vicinity enjoys a strategic location and a relatively wealthy residential population with the potential to support specific types of office, industrial, and retail.

The area is predominantly suburban with low-density land uses that pose a challenge in attracting new retail and office uses. However, there are opportunities, including expanding employment in certain sectors, meeting unmet retail demand, and constructing infill development in strategic locations that allow the plan area to strengthen its economic competitiveness and expand its market position, consistent with Plan 2035 goals.

With more than 1.8 million square feet of office space, the plan area's office markets have seen varying degrees of economic health. Class A office space has a high vacancy rate of 20.3 percent, with no recent private development activity, while Class B and Class C office have healthier vacancy rates at 5.4 percent and 0 percent, respectively. Expanding the health care and social assistance sector has led to increased office space demand.

The health care and social assistance industry is responsible for a large portion of Bowie's employment growth over the past five years, particularly within outpatient care centers, home health care services, mental health facilities, and family service centers. Since much of the office market in the plan area serves residents, the capacity for office market growth is tied to overall population growth. Nearly a fourth of all businesses in the plan area belong to the health care sector, and more than 14 percent of employees in the plan area work in this sector.¹

The growing health care sector presents an opportunity to the plan area, which can position itself as an employment center and add mixed-use developments with accessibility to workplaces in health care. In terms of tourism, the plan area is home to Six Flags America, a theme park and major employment center for the County with 100 full-time employees and 1,200 to 1,500 seasonal employees, and the Bowie Baysox, a Double-A affiliate of the Baltimore Orioles. Bowie-Mitchellville and Vicinity's

4.2 million square feet of industrial space remains an economic driver; Collington Local Employment Area comprises 3.2 million of the total industrial space.

Retail space comprises 3.75 million square feet with 887,000 additional square feet in the development pipeline. Retail is generally located along three main corridors: MD 197, MD 450, and US 301/MD 3. Recently, retail vacancies have seen an uptick, largely due to the closure of large national retail chains including Sears, Dressbarn, and A.C. Moore. Before these closures, retail vacancies in 2018 were at a record low 2.3 percent. In addition, the plan area has some unmet retail demand, leaving many residents no choice but to shop in neighboring Anne Arundel County.

Policies and Strategies

AREAWIDE

Policy EP 1

Use existing City of Bowie, Prince George's County Public Schools (PGCPS), and BSU programs and resources to better prepare and market the existing workforce.

- EP 1.1 Increase funding for, and promotion of, the PGCPS's and BSU's Education Innovation Initiative (EI2).
- EP 1.2 Increase participation in the City of Bowie and County workforce training programs to prepare youth and adult workers for health care and STEM sector jobs.
- EP 1.3 Leverage the Bowie Business Innovation Center to accelerate businesses and create collaborative workspace for technology companies and government contractors.
- EP 1.4 Encourage employers to create additional high-quality jobs by supporting workforce development partnerships with the Prince George's County Economic Development Corporation (EDC) and Prince George's County Community Colleges, vocational schools, and BSU.

¹ Neustar Business NAICS Summary, 2019.



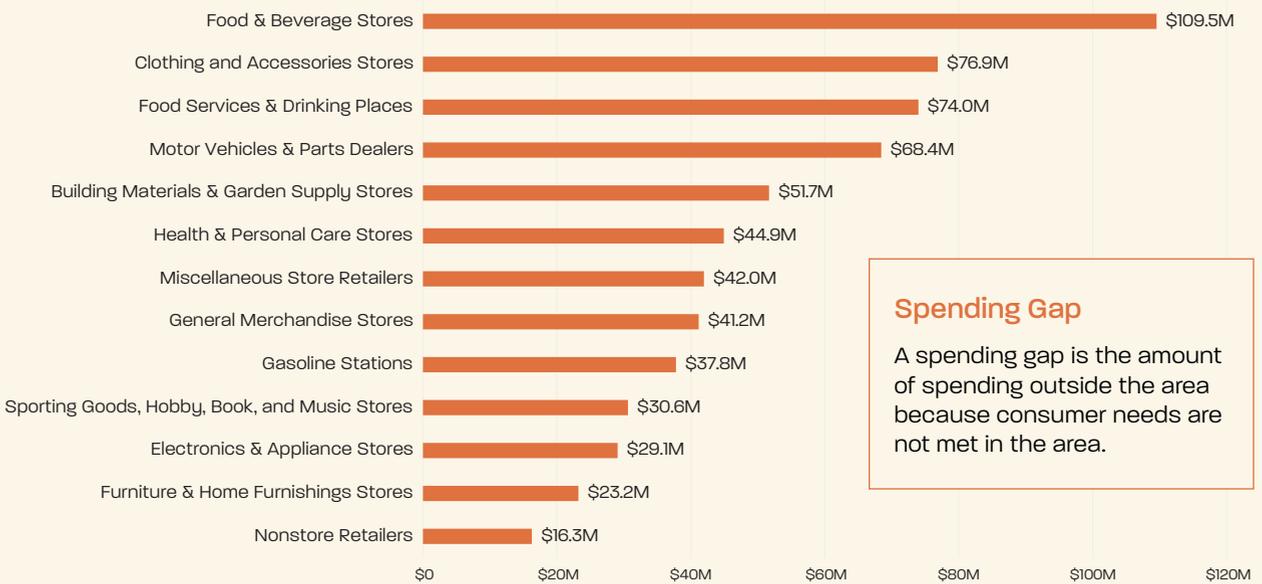
Economic Prosperity

Figure 8. Total Jobs by Industry Sector in Bowie-Mitchellville and Vicinity (2019)



Source: Neustar Business NAICS Summary, 2019

Figure 9. Existing Retail Gap by Industry Sector (2017)



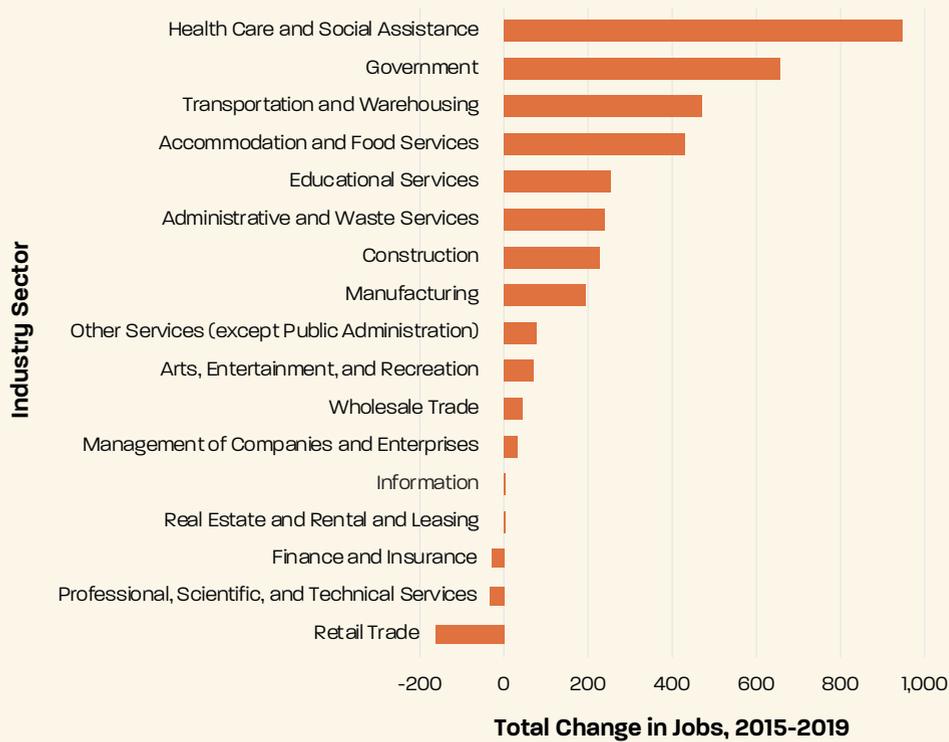
Spending Gap

A spending gap is the amount of spending outside the area because consumer needs are not met in the area.

Source: ESRI Business Analyst, 2017



Figure 10. Employment Growth by Total Change in Jobs in Bowie-Mitchellville and Vicinity and Largo and Kettering (2015–2019)



Source: Neustar Business NAICS Summary, 2019

Note: Analysis includes neighborhoods outside of the master plan area in zip code 20774, including Largo and Kettering.



Source: iStock



Economic Prosperity

RURAL AND AGRICULTURAL AREA

Policy EP 2

Support farmers and entrepreneurs with the development and expansion of agricultural industries, including crop production and equine-related activities, which include 75 to 80 farms specializing in crops such as corn, soybeans, plant nurseries, and other vegetables, as well as horses.

- EP 2.1 Work with the Maryland Department of Agriculture and Prince George's County Soil Conservation District to increase farmers' participation in farm-to-school programs (see Policy HC 1).
- EP 2.2 Establish a buy local program to encourage consumers to support local farmers and other merchants.
- EP 2.3 Encourage agricultural tourism opportunities such as wineries, distilleries, outdoor recreation, retreat venues, and agricultural education in the Rural and Agricultural Area.
- EP 2.4 Construct a Regional Agriculture Center (RAC) within the Rural and Agricultural Area along US 301/MD 3 (Robert Crain Highway) and near US 50 (John Hanson Highway). The exact location is not yet determined by the Prince George's County Soil Conservation District and may be constructed in the Established Communities.
- EP 2.5 Construct a commercial-scale regional equine manure composting facility in the Rural and Agricultural Area.

Sustainability and Climate Change

Economic prosperity is essential to the vitality of sustainable communities and to the quality of life of its citizens. Maintaining economic prosperity while converting to renewable energy sources and reducing greenhouse gas emissions is an important challenge for local and regional planning. Investments in a zero carbon economy also can be investments in a future workforce, the wellbeing of future generations, and the resilience of our infrastructure and public spaces. Creative approaches to establishing new jobs and commercialization around renewable energy, housing energy efficiency, and carbon free transportation technology will be essential to combat climate change while maintaining economic prosperity. Finding sustainable and equitable solutions in the face of increasing heat waves, storm damage, and flooding threats is imperative for ensuring healthy and economically viable communities.

Retail Needs Rooftops

One important factor new retailers and other businesses consider before opening a new location is to ensure there is the population that can support their commercial use. This means that to attract businesses to key destinations, a larger, denser population may be necessary. As new businesses locate to the plan area or existing businesses stay and expand, jobs will increase. The policies and strategies in this element focus on business attraction, growth, and retention as the primary means to increase job opportunity.

Education Innovation Initiative

The Education Innovation Initiative (EI²) is a preK-20 pipeline program that promotes academic success and exposes students from underrepresented groups to careers in Science, Technology, Engineering, and Math (STEM).

City of Bowie Workforce Training Program

The City of Bowie Office of Grant Development and Administration, in conjunction with Bowie Youth and Family Services, offers residents a free Workforce Development and Life Skills Training Program for youth and young adults between the ages of 15 and 25. The program provides free workforce readiness training, which includes a portion on life skills and another on STEM career paths.

Bowie Business Innovation Center

The Bowie Business Innovation Center (Bowie BIC) is located at the Center for Business at Bowie State University. Bowie BIC is the first business incubation and accelerator program in Maryland to be located at a historically black educational institution. Bowie BIC targets innovative, growth-oriented professional service firms in the Greater Bowie and Prince George's County communities and works with these companies to provide business support services that will accelerate their growth and ability to generate jobs.



Advanced Industries

Advanced industries are an economic sector characterized by its deep involvement with technology research and development (R&D) and STEM workers. Comprised of 50 different industries, ranging from manufacturing industries (aerospace and pharmaceutical construction) to energy industries and high-tech services (computer systems design), employment in the sector has surged since the Great Recession (2008). With average earnings increasing nearly five times as fast as the economy overall, Bowie-Mitchellville and Vicinity may capitalize on the Washington, D.C. metropolitan area's advanced cluster of services such as computer systems design, software, and R&D to bring innovative, sustainable, and inclusive growth to the area.

Source: <https://www.brookings.edu/research/americas-advanced-industries-what-they-are-where-they-are-and-why-they-matter>

Farm-to-School

"Farm-to-School" is a term that strives to bring locally produced foods into school cafeterias; hands-on learning activities such as farm visits, producers visiting schools, school gardening, and culinary classes; and the integration of food-related education into the standards-based classroom curriculum. Farm-to-school includes all types of producers and food businesses including farmers and waterman as well as food processors, manufacturers, and distributors.

Buy Local Program

Buy local programs are initiatives where residents commit to buying local products such as meats, produce, art, and other items made by small businesses in the area. They are usually organized by local entities including municipalities, counties, chambers of commerce, and nonprofits. These organizations often create directories of merchants and advertise and organize events where products are sold. The benefits of these programs include strengthening the economy, creating jobs, providing fresher produce and reducing greenhouse gases from shorter product shipment.

Regional Agriculture Center

A proposed Regional Agriculture Center (RAC) for Prince George's County is in the preliminary planning stages. The Prince George's County Soil Conservation District is forming a working group to identify specific locations, concepts, size, and other project details. Likely locations may be along US 301/MD 3, near US 50.

The Southern Maryland RAC in St. Mary's County will be a production facility, an instructional facility, and an incubator, built to serve the farming community and their customers. The RAC aggregates meats and produce for volume and institutional sales, instruct budding entrepreneurs on regulatory issues, empower meat industry apprenticeships, and even teaches children and adults how to cook.

Source: <https://smadc.com>

ESTABLISHED COMMUNITIES

Policy EP 3

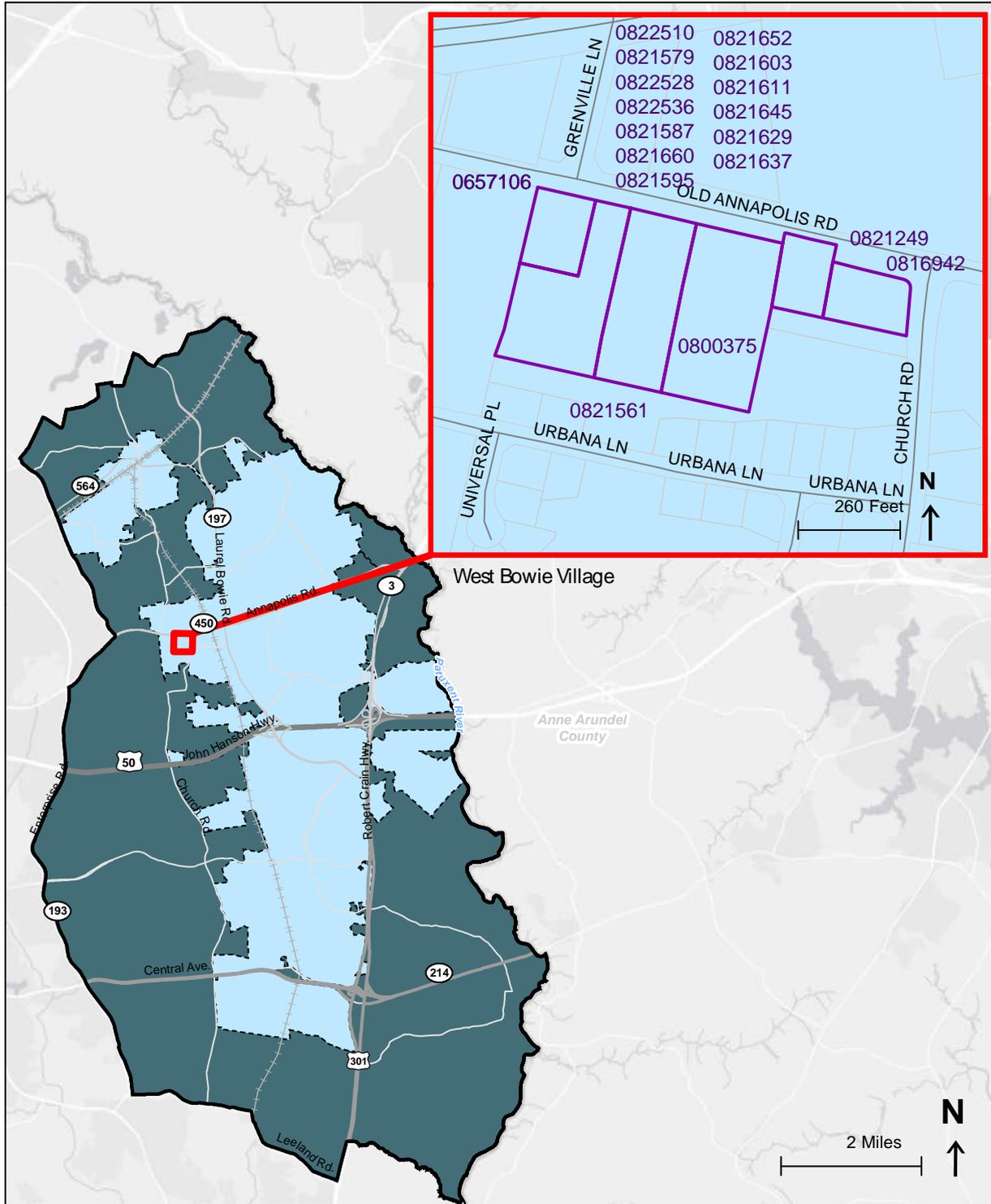
Enhance the plan area's retail centers to attract and support businesses with a focus on providing gathering places and diversifying retail and commercial offerings.

- EP 3.1 Improve the façade of Mount Oak Plaza (15700 Mount Oak Road, Tax ID 0793778), which has not been updated since its construction in 1985.
- EP 3.2 Create a plaza at Hall Station (15301 and 15231 Hall Road, Tax ID 4006565) to complement the adjacent South Bowie Library (see PF 7.3).
- EP 3.3 At Watkins Park Plaza (24 Watkins Park Drive, tax ID 0777086), widen the sidewalk along the storefronts to create gathering space and add additional landscaping to the parking lot.
- EP 3.4 Revitalize or redevelop the West Bowie Village Shopping Center located at 13611-13637, 13701, 13711, 13801 and 13811 Old Annapolis Road (Tax IDs 0657106, 0822510, 0821579, 0822528, 0822536, 0821587, 0821660, 0821595, 0821652, 0821603, 0821611, 0821645, 0821629, 0821637, 0821561, 0800375, 0821249, and 0816942) to support economically viable uses. (See Map 27. West Bowie Village.)



Economic Prosperity

Map 27. West Bowie Village



Master Plan Boundary

City of Bowie

Subject Properties

Source: Prince George's County Planning Department

Economic Prosperity





Economic Prosperity

BOWIE LOCAL TOWN CENTER

Policy EP 4

Make Bowie Local Town Center a dominant regional destination by offering high-quality retail, restaurants, and services.

- EP 4.1 Work with the City of Bowie and Prince George's County Economic Development Corporation (PGCEDC) to incentivize, retain, and recruit quality tenants to locate in Bowie Local Town Center.
- EP 4.2 Construct infill retail, service, and eating and drinking options as Bowie Local Town Center develops or redevelops.
- EP 4.3 Develop a commercial district brand and identity at Bowie Local Town Center that reflects local community character and markets the area as a retail destination.
- EP 4.4 In conjunction with the Prince George's County Arts and Humanities Council and other nonprofits, encourage commercial property owners at Bowie Local Town Center to locate temporary public events—such as farmers markets, vendors fairs, family events, and arts and cultural events—in parking lots and other underused areas to increase foot traffic and strengthen local retail visits (see HD 5.3).
- EP 4.5 Activate the public realm by allowing eating and dining establishments to increase outdoor seating; evaluate and amend any ordinance necessary to implement this strategy.

EP 4.6 Modernize Bowie Town Center (15401-15455 Emerald Way) to help create a civic core and community focal point. Recommended interventions include:

- Repurpose or redevelop commercial building (current Macy's) at 15300 Emerald Way (Tax ID 3324290) into an entertainment venue.
- Increase outdoor seating options at eating and dining establishments.
- Install amenities such as a public art, plaza, and public open space (HD 5.1 and PF 9.2).

EP 4.7 Attract commercial recreation experiences to Bowie Gateway, as recommended by HC 6.1 and PF 9.1.

Policy EP 5

Attract new businesses and employers by using existing County and state incentive programs.

EP 5.1 Promote the County's High-Tech Tax Credit for businesses involved in engineering, life sciences, research, and development along US 301/MD 3 (Robert Crain Highway) at Melford Town Center.

Policy EP 6

Leverage Bowie State University's academic programming and relationships with employers to attract businesses to the area.

EP 6.1 Form a partnership between PGCEDC and Bowie State University to recruit employment anchors, particularly firms from Washington, D.C., and Baltimore, to use future office space at Bowie Local Town Center.

Policy EP 7

Attract high-quality non-retail commercial development to Bowie Local Town Center.

EP 7.1 Coordinate PGCEDC and the City of Bowie to recruit R&D and STEM-related jobs to Melford Town Center (see LU 5.5).



High-Tech Tax Credit

High-Tech Tax Credit is a credit against the property tax imposed on real property used for manufacturing, fabricating, or assembling facilities primarily involved in engineering, life sciences, computer sciences, research and development, or produces materials, parts, or equipment used in these types of applications.

The St. James Sports Complex Example

The St. James is a 450,000-square-foot sports and entertainment center in Springfield, Virginia, that includes a daycare, gym facilities, full-size courts, ice rinks, a spa, a trampoline zone, indoor water park, a restaurant, a boutique, and a gaming theater.

- EP 7.2 Create opportunities to construct or attract medical offices (in proximity to the UM Bowie Health Center) to Bowie Corporate Center located across from Bowie Town Center on MD 197 as well as the properties northwest of the intersection of MD 197 and Northview Drive.

Policy EP 8

Establish Bowie Local Town Center into a multigenerational commercial recreation hub.

- EP 8.1 Create a wellness-based sports, recreation, and entertainment complex at Bowie Gateway, and an active recreational corridor between this anchor and Prince George's Stadium. Construct infill retail that includes businesses with a sports and recreation focus, such as indoor trampoline parks, driving ranges, climbing walls, or batting cages (see Figure 2. Bowie Gateway Concept Plan).

- EP 8.2 Attract patrons by partnering with vendors and other entities to develop temporary commercial, retail, and entertainment uses in underused public spaces at Bowie Local Town Center as well as the parking lots at Bowie Baysox Stadium (4101 NE Robert Crain Highway, tax IDs 2827715 and 3378064). These events can include food trucks, vendor fairs, farmers markets, family-gear events, and arts and cultural events (see HD 5.2 and 5.3).

Policy EP 9

Improve the economic health of the agricultural industry.

- EP 9.1 Engage local farmers and increase participation in farmers markets at Bowie Local Town Center (see HC 5.1).

BSU MARC CAMPUS CENTER

Policy EP 10

Use existing County, state, and federal programs, and resources, including BSU's academic programming and relationships with employers, to attract businesses and employers.

- EP 10.1 Promote the County's High-Tech Tax Credit for businesses involved in engineering, life sciences, research, and development at the BSU MARC Campus Center.
- EP 10.2 Identify opportunities to locate telecommunication and internet-based uses, such as data centers in the most northwestern portion of the BSU MARC Campus Center Office and Research Campus. The eastern part of the Campus Center should be reserved for a transit-supportive mix of uses (see LU 11.1).
- EP 10.3 Form a partnership between PGCEDC and BSU to recruit employment anchors, particularly firms from Washington, D.C., and Baltimore, to use future office space at the BSU MARC Campus Center.



Economic Prosperity

- EP 10.4 Transform BSU MARC Campus Center into a research and innovation hub by fostering public-private partnerships and other initiatives to create employment and professional development opportunities.
- EP 10.5 Establish initiatives related to BSU's programs and research in the fields of health care, computer science, and business as prescribed by BSU's Facilities Master Plan 2020-2030.
- EP 10.6 Implement the recommendations of the BSU's Facilities Master Plan 2020-2030 to construct an Innovation and Incubator Center.
- EP 10.7 Support student- and recent graduate-led initiatives by leveraging the Entrepreneurship Academy incubator program at Bowie State University focused on entrepreneurship and technology advancement.
- EP 10.8 Form partnerships between prospective research and corporate tenants, PGCEDC, and BSU to achieve workforce development and job creation.

COLLINGTON LOCAL EMPLOYMENT AREA

Policy EP 11

Strengthen the Collington Local Employment Area as a regionally competitive transportation, logistics, and warehousing employment center (see also Policy LU 12 and 13).

- EP 11.1 Promote the County's Economic Development Incentive Fund (EDI Fund) to attract and retain businesses at Collington Local Employment Area.

Research and Innovation Hub

A research and innovation hub is a makerspace where students are exposed to research learning opportunities and career-related mentoring. The teaching methods spur new ideas, grow problem-solving skills, and nurture an inquisitive mind. These hubs provide conferences in science and technology but also fully embrace multidisciplinary learning.

Entrepreneurship Academy

The Entrepreneurship Academy's mission is to cultivate, develop, and infuse entrepreneurial thinking and behavior among BSU students to prepare them for success in a changing global landscape. This university-wide initiative helps students create their own business opportunities or become innovative thinkers and problem-solvers at established companies. Ultimately, the academy strives to become the "go to" resource for entrepreneurship among BSU faculty, students, and alumni.

Source: <https://bowiestate.edu/academics/special-programs/entrepreneurship-academy/>



Makerspace



Economic Development Incentive Fund (EDI Fund)

The EDI Fund is a \$50 million County program that expands the commercial tax base, increases job retention and attraction, facilitates development and redevelopment opportunities, and promotes transit-oriented development and growth of key industry sectors. Qualified applicants can use funding for land and building acquisition, building infrastructure, equipment acquisition, and working capital.

The Commercial Property Improvement Program (CPIP)

Administered by the Redevelopment Authority of Prince George’s County (RDA) the Commercial Property Improvement Program (CPIP) was established to assist owners of shopping centers and main street retail space with exterior façade, placemaking, lighting, and major building systems improvements that enhance retail competitiveness and viability.



Source: iStock

OLD TOWN BOWIE

Policy EP 12

Improve the façades of existing buildings to retain and attract tenants for neighborhood-serving commercial areas.

- EP 12.1 Use the County’s Economic Development Incentive Fund (EDI Fund) to assist with improving and modernizing façades to make buildings more attractive for purchase or rent along MD 564 (9th Street).
- EP 12.2 Work with the City of Bowie to apply for state-funded grants and help administer a municipal Façade Improvement Program to supplement the County’s program.
- EP 12.3 Increase tourism-related programs and activities at Bowie Railroad Museum to attract people to Old Town Bowie (see HD 8.2).
- EP 12.4 Develop a commercial district brand at Old Town Bowie and identity that reflects local community character and markets the area as a retail destination.
- EP 12.5 Add a food and beverage establishment and entertainment anchor on MD 564 (9th Street) and 11th Street by coordinating with City of Bowie and private landowners on vacant parcels (see Table 29. Old Town Bowie—Recommended Food and Beverage Location) lining the railroad track in Old Town Bowie (see LU 15.2).

Table 29. Old Town Bowie—Recommended Food and Beverage Location

Address	Tax ID	Parcel/Lot #
13039 Railroad Ave	1593649	P 208
Washington Ave	1594423	P 262
Washington Ave	1618545	P 207
Washington Ave	1594043	P 263
Railroad Ave	1592476	P 270



Economic Prosperity

Policy EP 13

Prioritize code enforcement and nuisance abatement in Old Town Bowie.

- EP 13.1 Collaborate with existing businesses along 9th Street in need of assistance to bring their properties into compliance through advanced notification of enforcement, technical assistance, and identification of funding needs and sources.

Policy EP 14

Improve the economic health of the agricultural industry.

- EP 14.1 Engage local farmers and increase participation in farmers markets at Old Town Bowie (see HC 10.1).

MD 197 CORRIDOR

Policy EP 15

Revitalize select shopping centers in the MD 197 corridor to improve their economic viability.

- EP 15.1 Revitalize Bowie Plaza (6806-6948 Laurel Bowie Road, tax ID 1640762) to help create a civic core and community focal point (see LU 18.1 and HD 12.1).

Section VIII

Transportation and Mobility



Transportation and Mobility



Provide and maintain a safe, affordable, accessible, and sustainable multimodal transportation network that supports the County's desired land use pattern and Plan 2035 goals.

Transportation and Mobility Goals

1. There is a robust bicycle, pedestrian, and micro-mobility infrastructure that allows residents, workers, students, and visitors to travel safely and efficiently to a wide range of destinations while reducing the share of travel by single-occupant vehicle and vehicle miles traveled (VMT).
2. Public transit services are available with frequencies of service that make transit a viable alternative to driving.
3. The needs of the population are met with greater connectivity and a built environment conducive to active transportation.
4. There is a comprehensive trail network that connects key centers and destinations and provides multimodal options for residents and visitors alike.
5. Traffic calming measures are implemented that will improve the safety of residents and visitors in centers and focus areas.
6. BSU MARC Campus Center will be served by a variety of transit services that facilitate non-automobile trips within the Center and to external destinations.
7. The US 301/MD 3 Corridor is a regional mobility corridor that facilitates regional vehicular traffic, economic development, and the movement of goods to, from, and through Bowie-Mitchellville and Vicinity, while increasing opportunities for north-south active transportation connections.

Existing Conditions Summary

The Bowie-Mitchellville and Vicinity plan area is conveniently located in the middle of a triangle formed by the cities of Baltimore, Annapolis, and Washington, D.C. As a result, there are several important roads and a rail link traversing the area. US 50 (John Hanson Highway) connects the plan area to Annapolis, Washington, D.C., and the Capital Beltway; US 301 and MD 3 (Robert Crain Highway) connect the plan area to Richmond and Baltimore. Bus transit services are provided by the Washington Metropolitan Area Transit Authority (WMATA),¹ MARC (Maryland Area Regional Commuter) train service is available at BSU, and portions of the East Coast Greenway bicycle network run through the area (see Map 30. Percentage of Population Using Public Transit [2017] and Map 31. Bus Ridership Activity [Fall 2019]).

Transportation and mobility in the plan area heavily revolve around car travel. Planning documents over the past 20 years or more have imagined a walkable, bicycle-friendly, and transit-accessible community committed to sustainability and economic development. However, residents rely on single-occupant automobiles for most trips, especially their journey to work. The built transportation network and land use pattern in the plan area reinforce this reliance on automobile travel.

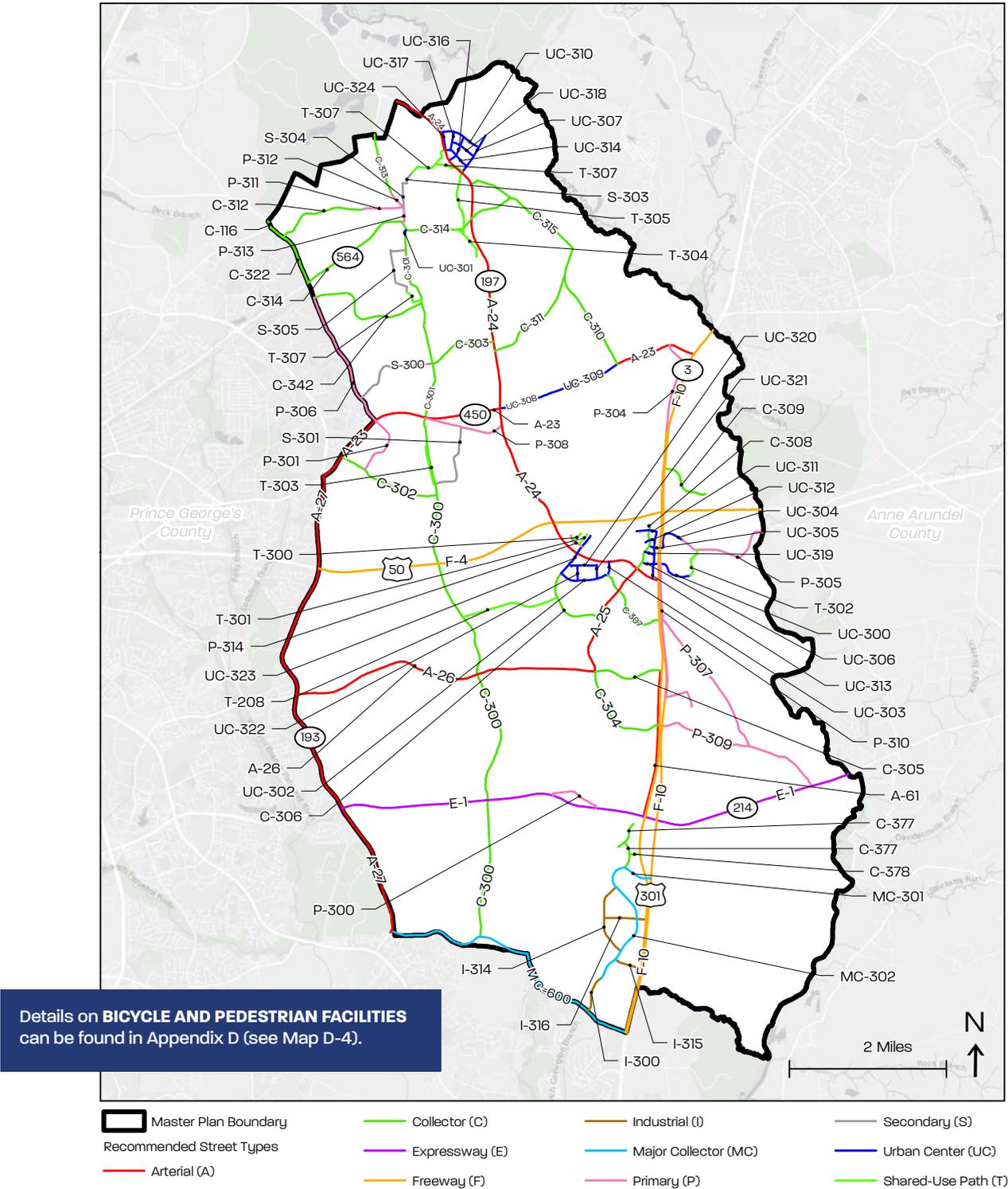
The transportation system has a rigid hierarchy of roads that feeds traffic onto increasingly high-volume, high-speed, multilane highways that are not only major barriers to walking, bicycling, and transit, but also prevent the fine-grained development patterns that benefit from multimodal transportation. There are few realistic alternatives to driving because of a lack of infrastructure such as sidewalks and bicycle lanes, transit service, or destinations near residences.

Land uses are separated such that the places people live are disconnected from the places they need to access for shopping, education, recreation, employment, health care, and government services. The boundaries of these different land uses are frequently defined by roads that are inhospitable to pedestrians, bicyclists, and transit riders, and can be frustrating for drivers.

¹ As of the public release of this plan, DPW&T The Bus does not serve Bowie-Mitchellville and Vicinity.



Map 28. Master Plan Transportation and Trail Recommendations



Source: Prince George's County Planning Department



Transportation and Mobility

Sustainability and Climate Change

Gasoline-powered automobile dependency increases carbon emissions that contribute to climate change while the many miles of roadway and acres of parking space detrimentally impact stormwater management and increase runoff pollution and the heat island effect. Supporting alternative transportation options is paramount to a climate-conscious, resilient community. This plan prioritizes increased public transit, bicycling, walking, and micro-transit (ride- and bike-shares, electric scooters, and on-demand transit) options to mitigate carbon emissions and limit transportation's impact on their environment. This plan also encourages policies that accelerate adoption of electric vehicles and deployment of charging infrastructure.



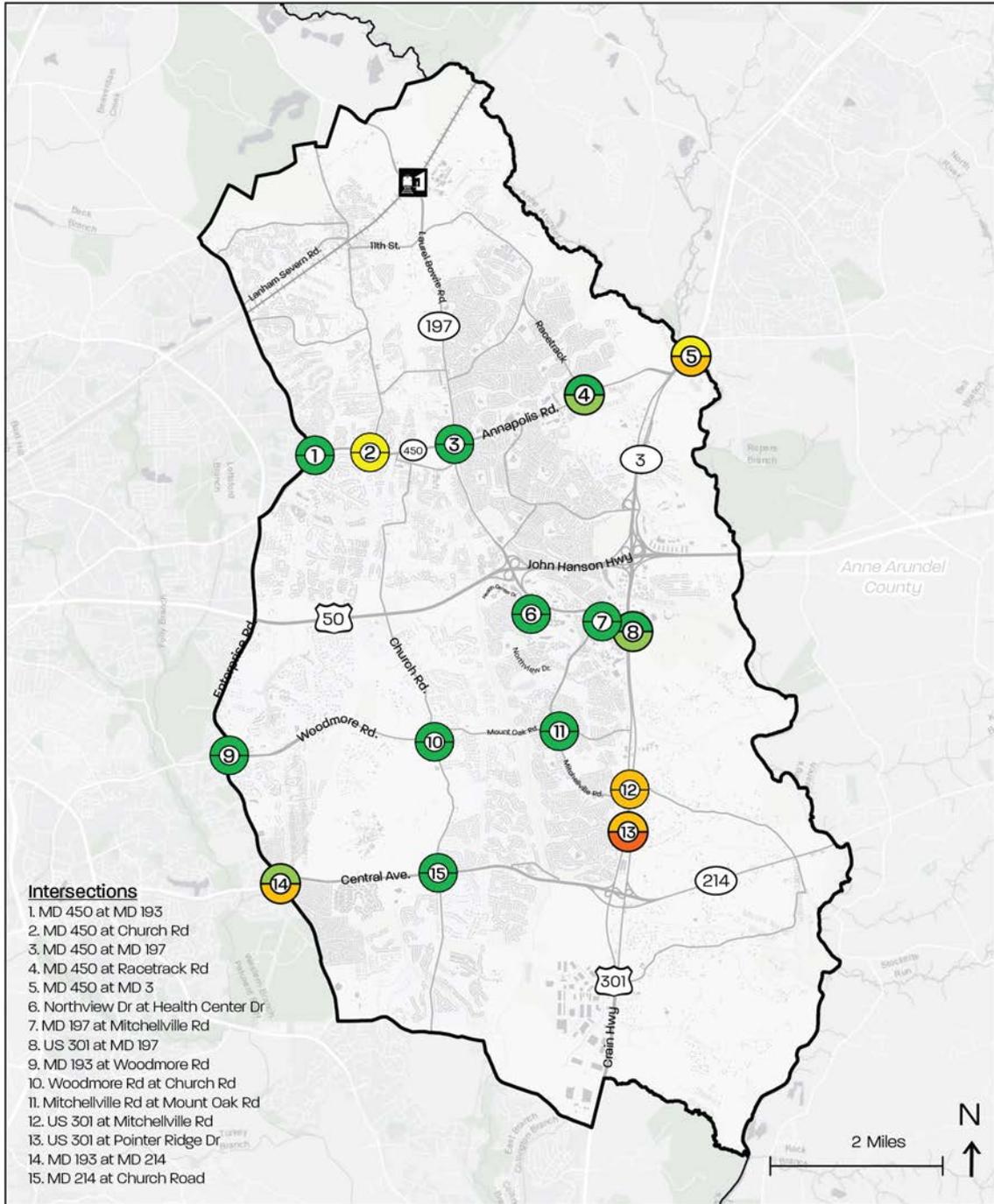
Source—Top: M-NCPPC; bottom: BeyondImages, iStock.

Driving often presents the most convenient option for residents. As shown in Map 29. Intersection Level of Service (LOS), there are few roads that experience prolonged periods of congestion, there is an ample supply of free or inexpensive parking, there is limited transit service, and few trips are short enough to walk or bicycle, even if road conditions were favorable to these modes of travel.

The plan area is automobile dependent, but there exist opportunities to create walkable communities that could improve quality of life, health, safety, environment, economic competitiveness, and sustainability of the community. An automobile-centric environment has created wide, high-speed roads that are difficult to cross as well as a commercial retail environment that only permits big-box, and drive-by quick service chain business to compete. The area is also characterized by acres of parking lots that are inhospitable for walking; and long and inconvenient routes by foot, bicycle, and transit that further discourage their use even for local trips and activities such as getting to school. Although there is little demonstrated congestion in the plan area, there is a perception of a congested roadway network, which is fueled by regional congestion hotspots nearby (the Capital Beltway and sections of US 50 outside the plan area), as well as general driver impatience.



Map 29. Intersection Level of Service (LOS)



Master Plan Boundary
 Building
 1 Bowie State MARC Station
 Railroad

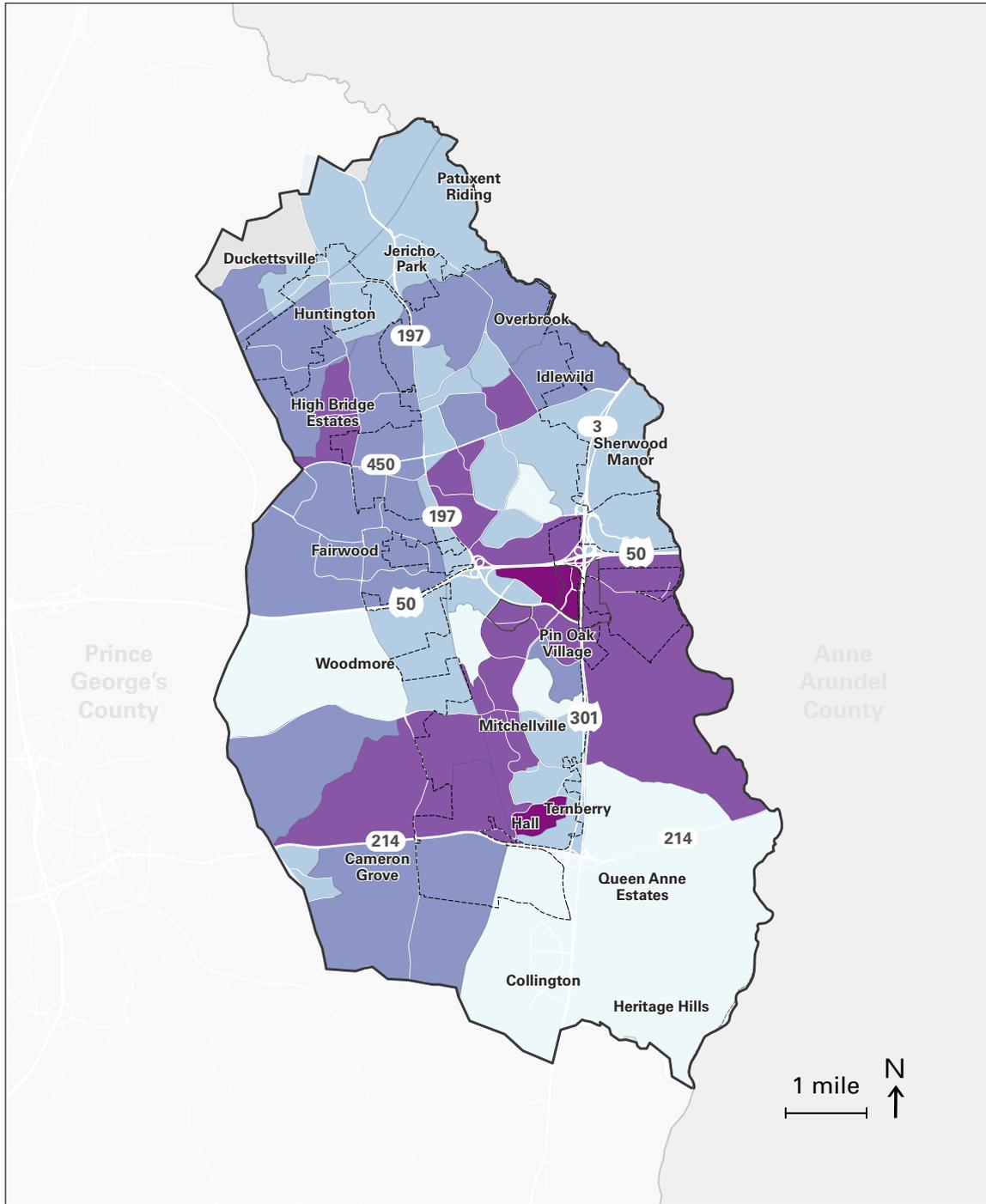
Intersections Level of Service (LOS)
● LOS A
 ● LOS B
 ● LOS C
 ● LOS D
 ● LOS E
 ● LOS F
 A.M.
Int.
P.M.

Source: Prince George's County Planning Department



Transportation and Mobility

Map 30. Percentage of Population Using Public Transit (2017)

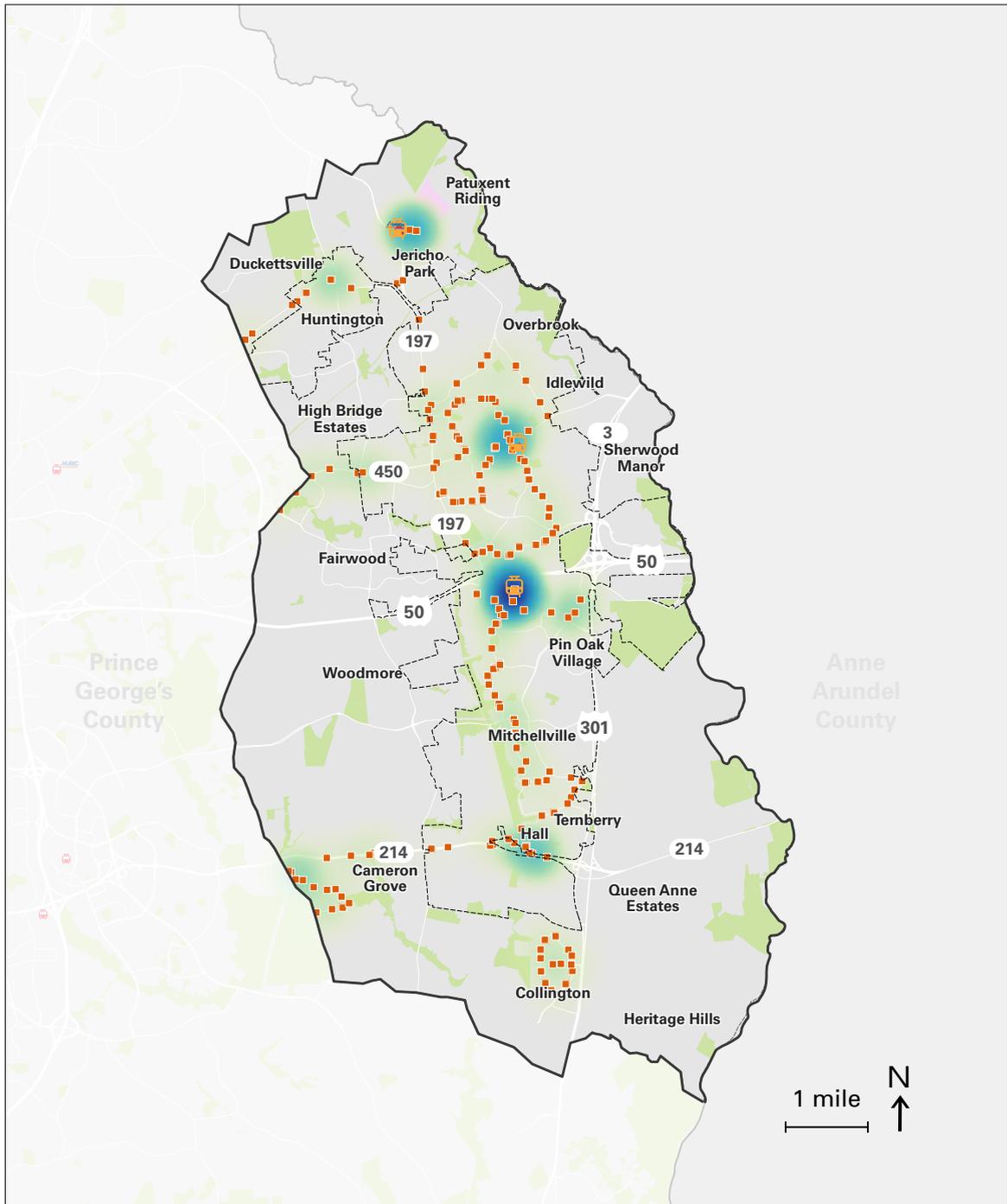


Source: American Community Survey 2017, Five-Year Estimates.





Map 31. Bus Ridership Activity (Fall 2019)



Source: WMATA, Open Street Map, M-NCPPC.

- Metro Bus Stop
- 🚌 Park and Ride
- High
- Low



Policies and Strategies

AREAWIDE

Complete and Green Streets

Policy TM 1

All streets serving properties in Plan 2035-designated Centers and/or zoned for commercial, multifamily, or mixed uses should incorporate active transportation and pedestrian/bicycle safety features, attractive streetscaping, and modern stormwater management best practices.

TM 1.1 Reconstruct all existing streets in the following locations to the appropriate urban street design standard within the 2017 Prince George's County Urban Street Design Standards or most up-to-date County-approved urban street standards. Roadways maintained by the Maryland Department of Transportation State Highway Administration are to follow context-driven design guidelines for urban areas:

- Bowie Local Town Center
- BSU MARC Campus Center
- All streets in a commercial zone or with commercial frontage
- All streets in a multifamily zone or with multifamily frontage
- All streets with mixed-use frontage
- Superior Lane
- Ballpark Road
- Marketplace Boulevard
- Governors Bridge Road (between US 301 and Long Leaf Court)
- MD 564 (Chestnut Avenue/11th Street) between 12th Street and 9th Street
- MD 450 (Annapolis Road) between Moylan Drive and Race Track Road
- Evergreen Parkway between Northview Drive and MD 197 (Collington Road)

See Appendix D. Recommended Master Plan Transportation Facilities for additional details.

Prince George's County Urban Street Design Standards

Prince George's County has a Complete and Green Streets policy codified by Section 23-615 of the County Code. As stated in CB-86-2015 and CR-85-2016, the new Urban Street Design Standards are intended for use in designing new and retrofitting existing streets in Regional Transit Districts and Local Centers, as established by Plan Prince George's 2035. These new street standards are applicable to all County- and privately-owned streets in the Bowie Local Town Center and the BSU MARC Campus Center and may be applied strategically anywhere in Prince George's County.

Active Transportation and Pedestrian/Bicycle Safety Features

- Street trees
- Wide sidewalks accented with special paving materials
- A buffer between streets and sidewalks
- Curb bulb-outs and bump-outs
- Bus stops, pedestrian-scaled signage, and lighting fixtures
- Street furnishings such as benches, trash receptacles, and bicycle racks

What's in a Number?

The Countywide Master Plan of Transportation contains alphanumeric designations for all master-planned roads and shared-use paths:

F	Freeway	P	Primary
E	Expressway	I	Industrial
A	Arterial	UC	Urban Center
MC	Major Collector	T	Shared-Use Path
C	Collector	S	Secondary



Source: M-NCPPC
Street Furniture (Bench, Trash can, and Bicycle Rack).



- TM 1.2 Construct all new streets in the following locations to the appropriate urban street design standard within the 2017 *Prince George's County Urban Street Design Standards* or most up-to-date County-approved urban street standards. Roadways constructed by the Maryland Department of Transportation State Highway Administration are to follow context driven design guidelines for urban areas:
- Bowie Local Town Center
 - BSU MARC Campus Center
 - Old Town Bowie
 - Collington Local Employment Area
 - Free State Shopping Center
 - Bowie Marketplace Shopping Center
 - South Lake

See Appendix D. Recommended Master Plan Transportation Facilities for additional details.

- TM 1.3 Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum:
- Six-foot-wide sidewalks on both sides
 - Crosswalks on all legs of an intersection
 - Bicycle lanes or a separated facility
 - Street trees
 - Modern stormwater management best practices, such as bioswales

Policy TM 2

All streets in Bowie-Mitchellville and Vicinity should accommodate traffic at Plan 2035-recommended levels of service (LOS).

- TM 2.1 Design all streets in Bowie Local Town Center and the BSU MARC Campus Center to allow operation at LOS E or the appropriate Plan 2035 Center Level of Service.
- TM 2.2 Design all streets in the Established Communities of Bowie-Mitchellville and Vicinity to allow operation at LOS D.
- TM 2.3 Design all streets in the Rural and Agricultural Area of Bowie-Mitchellville and Vicinity to allow operation at LOS C.
- TM 2.4 Reconstruct or construct streets as recommended in Appendix D. Recommended Master Plan Transportation Facilities.

Active Transportation: Bicycle/Pedestrian/Micro-Mobility

Policy TM 3

Enhance active transportation infrastructure to create greater quality of life and attract businesses and employees.

- TM 3.1 Ensure all streets in Bowie-Mitchellville and Vicinity's Centers and Established Communities have sidewalks.
- TM 3.2 Construct the pedestrian and bicycle facilities identified in Appendix D. Recommended Master Plan Transportation Facilities.
- TM 3.3 Provide marked crosswalks on all legs of all intersections.
- TM 3.4 Provide mid-block crossings on all blocks greater than 800 feet in width in Centers and Focus Areas; provide mid-block crossings on all blocks greater than 1,000 feet in width in Established Communities. Signalize these crosswalks when appropriate.



Source: NACTO, Urban Street Design Guide

Conventional Crosswalk

- TM 3.5 Develop a marketing and branding plan for active transportation infrastructure and opportunities.
- TM 3.6 Collect data to market and to continually enhance active transportation usership.



Transportation and Mobility

Micro-mobility

Micro-mobility includes various transportation alternatives to the personal automobile. Examples include bicycles, shared bicycles, and electric scooters/pedal-assisted bicycles.

Protected Bike Lane



A protected bike lane (or cycle track) is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A protected bike lane is physically separated from motor traffic and distinct from the sidewalk. In situations where on-street parking is

allowed, protected bike lanes are located to the curbside of the parking (in contrast to conventional bike lanes).

Paratransit

Paratransit is transportation services that supplement fixed-route mass transit by providing individualized rides without fixed routes or timetables.

- TM 3.7 Provide shared-lane markings (sharrows) in combination with traffic calming devices along low-volume, low-speed local roads to create a comprehensive bicycle boulevard system areawide. At intersections with collector or arterial roads, appropriate bicycle facilities are necessary to enable people bicycling across larger roads between bicycle boulevard networks.
- TM 3.8 Consistent with the AASHTO Guide for the Development of Bicycle Facilities, provide a minimum of four short-term bicycle parking spaces at all nonresidential properties; provide a minimum of four long-term bicycle parking spaces at all nonresidential properties larger than 50,000 feet of gross floor area.
- TM 3.9 Provide long-term bicycle parking facilities for residents, consistent with the AASHTO Guide for the Development of Bicycle Facilities.
- TM 3.10 Provide wayfinding, historic, interpretative, and other informational signage along all pedestrian and bicycle routes, especially within Centers directing people to key destinations.



Bicycle Lockers

Source: M-NCPPC



Policy TM 4

All streets within a half-mile of each school should incorporate active transportation and pedestrian/ bicycle safety features.

- TM 4.1 Seek opportunities to construct sidewalks on all streets within a half-mile of a school. All intersections within a half-mile of all schools should have marked crosswalks on all legs and appropriate signage.
- TM 4.2 The City of Bowie and Department of Public Works and Transportation should pursue funding through the federal Safe Routes to School program for sidewalk/crosswalk construction.
- TM 4.3 Within one-half mile of all schools, provide protected bicycle facilities, such as cycle tracks and shared-use paths, on all roadways classified as collector or above to facilitate student bicycle commuting.
- TM 4.4 Provide in-road bicycle facilities with separation from motor vehicle traffic on all roads within one-half mile of a school to facilitate bicycle commuting.

Policy TM 5

Create micro-mobility opportunities at key locations.

- TM 5.1 Construct electric-assist bicycle and electric scooter infrastructure at BSU, the BSU MARC Campus Center, Bowie Local Town Center, Old Town Bowie, Free State Shopping Center/Bowie Marketplace, South Lake, and Collington Local Employment Area.

Transit

Policy TM 6

Add and improve transit services and amenities in Bowie-Mitchellville and Vicinity (see Map 32. Bus Service Routes Serving the Master Plan Area).

- TM 6.1 Evaluate the feasibility of expanding the number of bus stops and first- and last-mile connections for bicycles and pedestrians with increased active transportation infrastructure to encourage increased transit use.
- TM 6.2 Increase the accessibility by foot and bicycle of the three park-and-rides in Bowie-Mitchellville and Vicinity, which include the Bowie State MARC Station, Bowie Town Center, and on MD 450.
- TM 6.3 Evaluate the feasibility of operating one-stop transit between Bowie and Washington, D.C.
- TM 6.4 Evaluate existing bus routes for opportunities to increase peak-hour frequencies, especially for routes serving Old Town Bowie, Bowie Local Town Center, and Collington Local Employment Area.
- TM 6.5 Support a DPW&T proposal to use paratransit vehicles to provide first- and last-mile connections along MD 197 from Bowie to Laurel, on US 301 from Bowie to Upper Marlboro, and from Bowie Town Center to Largo Town Center, as recommended by the Prince George's County 2018-2022 Transit Vision Plan.
- TM 6.6 Provide bus shelters at all bus stops on roadways classified collector or higher. Shelter amenities should include, but not be limited to, seating, trash receptacle, and real-time passenger information.
- TM 6.7 Provide bus shelters at all bus stops along streets that front on nonresidential property, including shopping centers, office buildings, and other businesses.



Transportation and Mobility

- TM 6.8 Provide a minimum six-foot-wide sidewalk along any street that has a bus stop.
- TM 6.9 Provide mid-block crosswalks at bus stops if the nearest intersection is 100 feet or more from the bus stop.



Bus Stop

Source: M-NCPPC

- TM 6.10 Consider transit accessibility when locating affordable housing.
- TM 6.11 Coordinate the implementation of transit service improvements guided by the Prince George's County Transit Service and Operations Plan, the WMATA Bus Transformation Project Bus Service Guidelines, the City of Bowie Transit Policy, and the Countywide Master Plan of Transportation (MPOT).
- TM 6.12 Evaluate the feasibility of operating one-stop transit and micro-transit (ride- and bike-shares, electric scooters, and on-demand transit) between Melford and Bowie Town Center.
- TM 6.13 Evaluate the potential for commuter bus service connecting Annapolis and Bowie via the Northview Park-and-Ride Lot.

Shared-Use Paths/Trails

Policy TM 7

Develop a comprehensive shared-use path network in Bowie-Mitchellville and Vicinity to provide additional connectivity and travel options.

- TM 7.1 Construct the pedestrian and bicycle recommendations in Appendix D. Recommended Master Plan Transportation Facilities, which include facilities along roadways as well as shared-use paths independent from the roadway, and reflect coordinated and reconciled recommendations outlined in the *City of Bowie Trails Master Plan*, the M-NCPPC Department of Parks and Recreation (DPR) *Strategic Trails Plan*, and the MPOT.

Shared-Use Paths/Trails

Shared-use paths are walking and bicycling transportation facilities that are physically separated from motor vehicle traffic. While many shared-use paths are parallel to a roadway and within the right-of-way, they may also have their own independent right-of-way and provide a connection wholly separate from the roadway.

Shared-use paths are sometimes referred to as "trails," however trails can also refer to natural surface or unimproved recreational facilities. While the term "trail" may still be within the proper name of a shared-use path, care should be taken to not use these terms interchangeably, as they have different purposes and design requirements

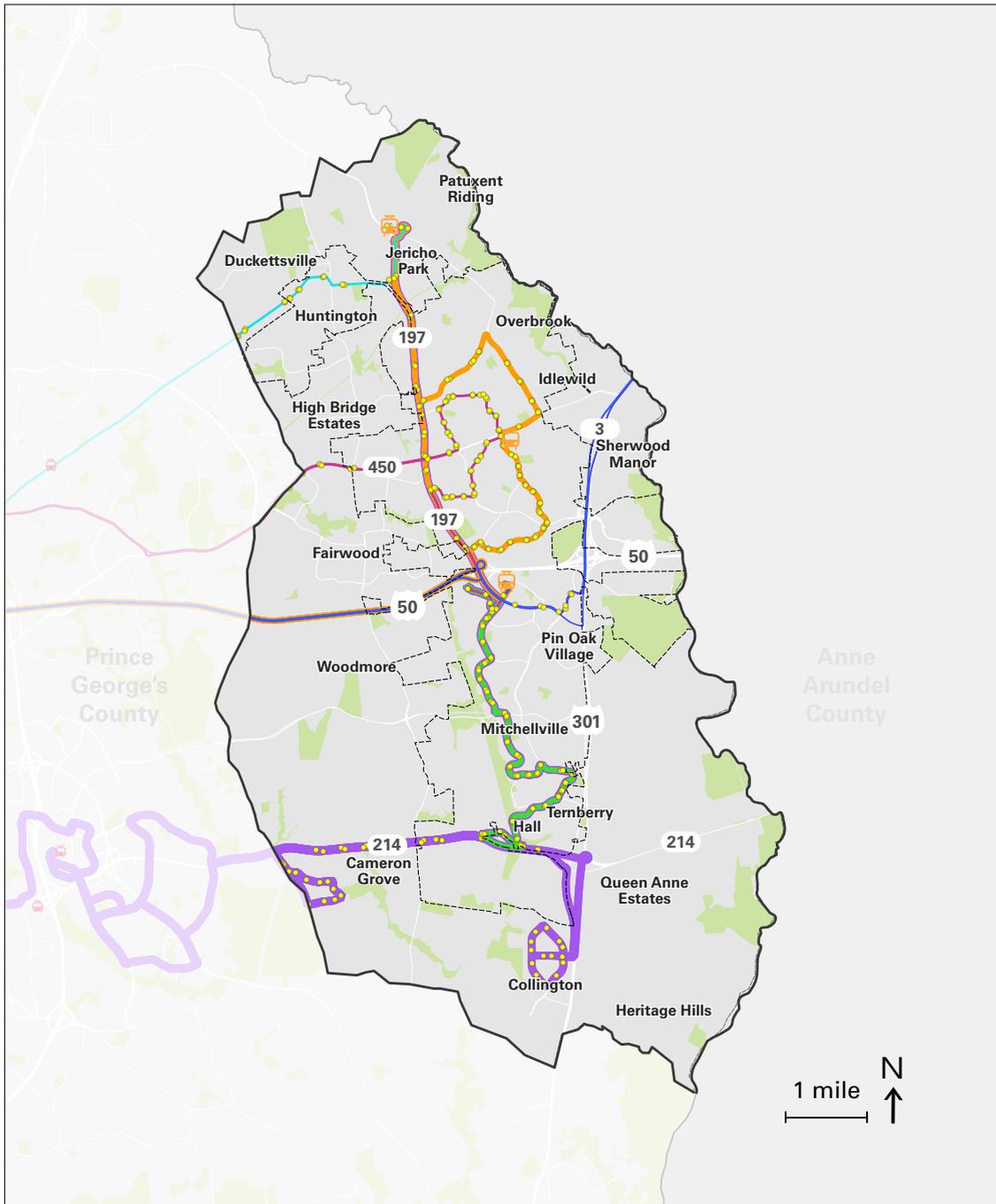


Shared Use Path

Source: M-NCPPC



Map 32. Bus Service Routes Serving the Master Plan Area



Source: D.C. Office of the Chief Technology Officer, Prince George's County Planning Department.

Metro Bus Line

— Crofton-New Carrollton
— Bowie-Belair

— Bowie-New Carrollton
— Pointer Ridge

— Bowie State University
— Central Avenue

● Metro Bus Stops
🚌 Park-and-Ride



Transportation and Mobility

- TM 7.2 Develop a shared-use path implementation working group of key stakeholders for Bowie-Mitchellville and Vicinity, including SHA, DPR, DPW&T, and the City of Bowie.
- TM 7.3 Support and advocate for the Bowie Byway, a shared-use path network proposed in the City of Bowie Trails Master Plan, which will connect designated Centers and plan focus areas in Bowie-Mitchellville and Vicinity.
- TM 7.4 Support the second north-south route that will form the Greater Bowie Loop proposed in the *City of Bowie Trails Master Plan Update* as the long-term network.
- TM 7.5 Expand the existing trail/side path network adjacent to MD 197 (Collington Road) to improve bicycle and pedestrian connectivity.
- TM 7.6 Once the right-of-way of the CSX Pope's Creek Railroad is abandoned by the federal Surface Transportation Board, acquire the property for a shared-use path along the former right-of-way. If this occurs before construction of the Collington Branch Trail (T-9), portions of the Collington Branch Trail may be routed onto the rail right-of-way where possible (see Map 35. CSX Pope's Creek Railroad Trail Acquisition).
- TM 7.7 Connect the WB&A Trail to Anne Arundel County (Anne Arundel County CIP Project #P393600).

Traffic Calming and Safety

Policy TM 8

Support development of traffic calming interventions to create safer streets for all users.

- TM 8.1 Evaluate traffic calming measures to slow traffic and increase driver awareness along existing corridors that were originally designed for higher speeds but are now anticipated to have a high-level of pedestrian activity. These measures could include on-street parking, curb extensions/bulb-outs, road diets and other ways to visually, if not physically, narrow the perceived lane width. These corridors include:
- MD 450 (Annapolis Road)
 - MD 197 (Collington Road) south of US 50 (John Hanson Highway)
 - Mitchellville Road north of Mount Oak Road
 - MD 564 (9th Street/Chestnut Avenue)

The Bowie Byway

The Bowie Byway would be a north-south travel corridor where bicycle and pedestrian use would be given priority to the extent practicable, and would be reinforced by signage, pavement markings, environmental design, and street design (bump-outs and pedestrian crossings). Vehicular traffic would be managed for slow and safe operating speeds compatible with bicycle and pedestrian travel.* See Map 33. The Proposed Bowie Byway.

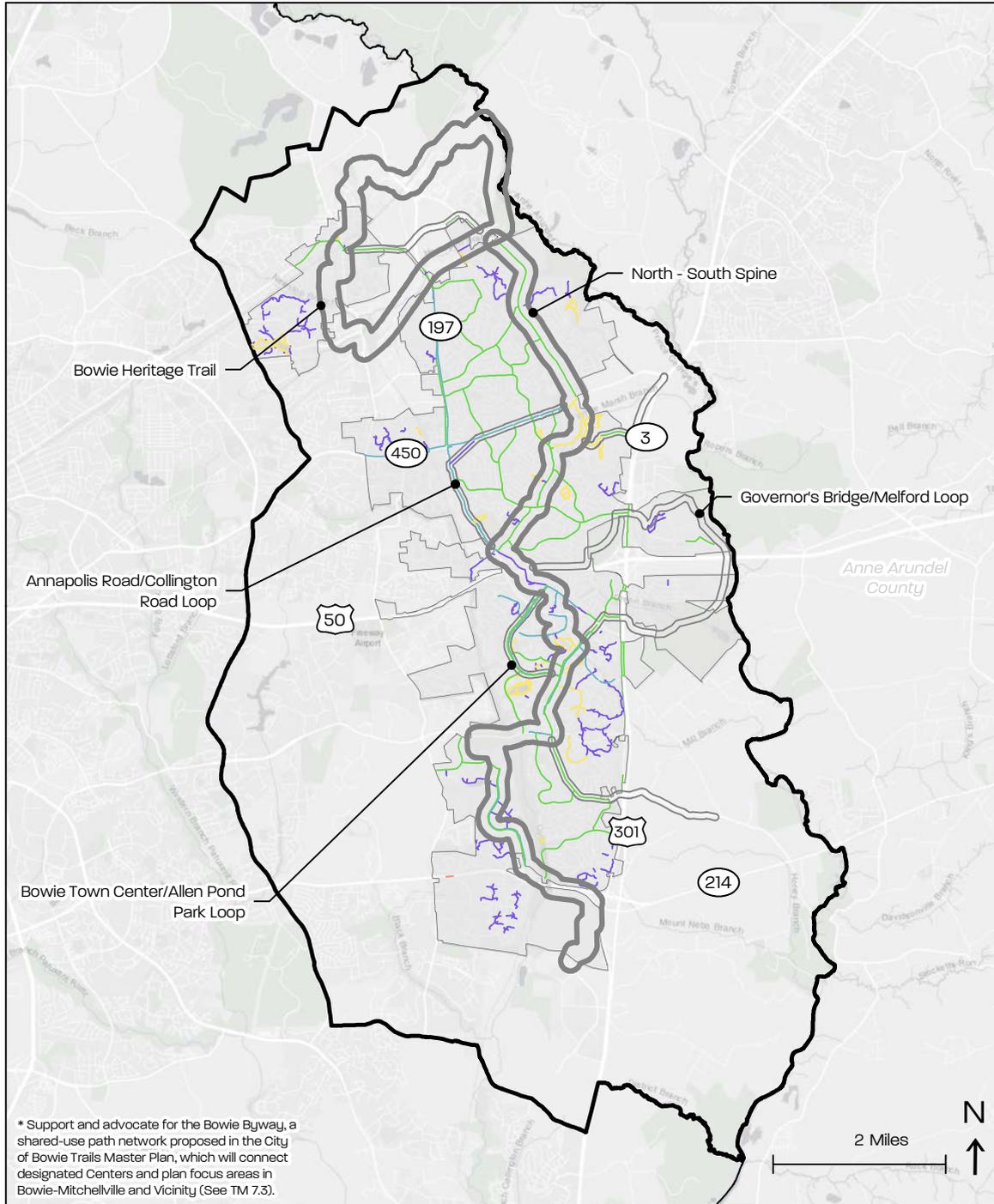
*Source: City of Bowie Trails Master Plan Update. Lardner/Klein Landscape Architects, PC. (September 2019).

Greater Bowie Loop

The Greater Bowie Loop would serve as a regional destination trail that would establish a hub and spoke system with connections between the regional trail system and two primary hubs located at Annapolis Road (Bowie Marketplace/Whitemarsh Park) and Bowie Town Center/Allen Pond Park (See Map 34. The Proposed Greater Bowie Loop).



Map 33. The Proposed Bowie Byway



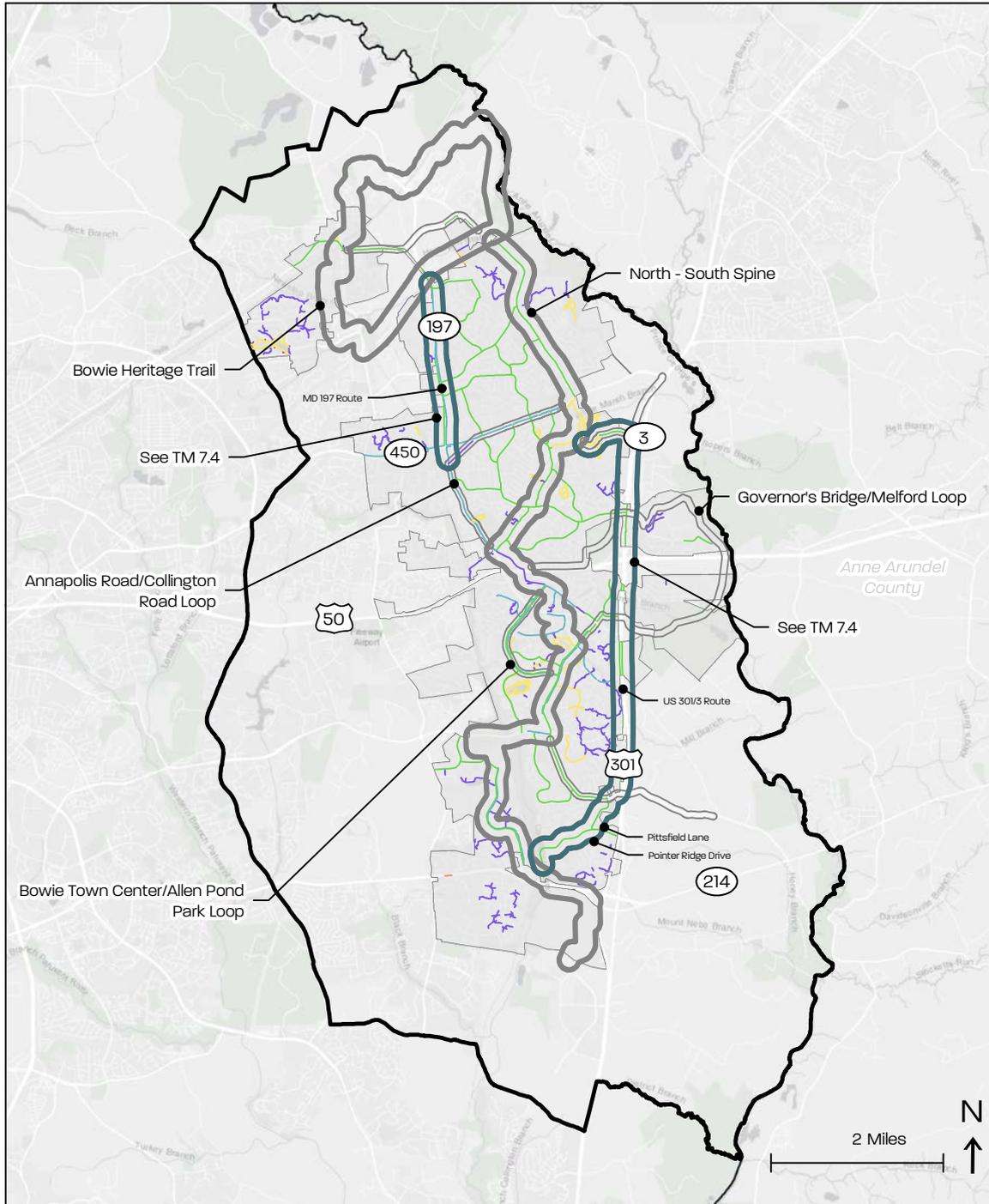
* Support and advocate for the Bowie Byway, a shared-use path network proposed in the City of Bowie Trails Master Plan, which will connect designated Centers and plan focus areas in Bowie-Mitchellville and Vicinity (See TM 7.3).

- | | | | |
|--|---------------------------------------|-------------|-----------|
| Master Plan Boundary | Existing Trails (City of Bowie, 2018) | Shared Road | Bike Lane |
| City of Bowie | Multiuse Trail | Sidepath | |
| Proposed Trail Network Alignment (Primary) | Multiuse Trail in Park | | |
| Proposed Trail Network Alignment (Secondary) | | | |

Source: City of Bowie Trails Master Plan (Adopted 2019)



Map 34. The Proposed Greater Bowie Loop

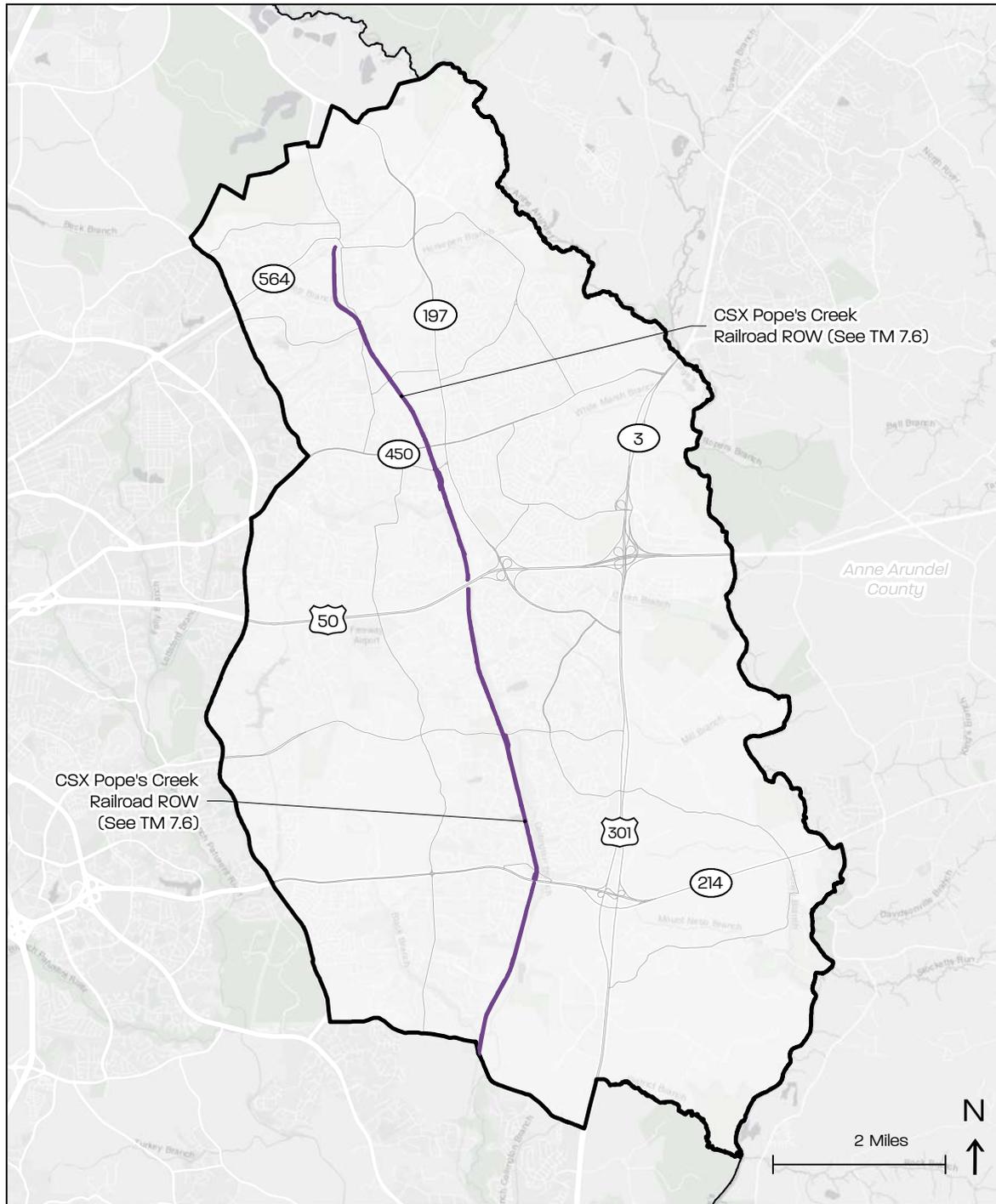


- | | | |
|--|--|-------------|
| Master Plan Boundary | Proposed Trail Network Alignment (Long Term) | Shared Road |
| Proposed Trail Network Alignment (Primary) | Existing Trails (City of Bowie, 2018) | Sidepath |
| Proposed Trail Network Alignment (Secondary) | Multiuse Trail | Bike Lane |
| | Multiuse Trail in Park | |

Source: Prince George's County Planning Department



Map 35. CSX Pope's Creek Railroad Trail Acquisition



 Master Plan Boundary

 CSX Pope's Creek Railroad ROW

 Primary Road

Source: Prince George's County Planning Department



Transportation and Mobility



M-NCPPC Department of Parks and Recreation (DPR) Strategic Trails Plan*

1. Coordinate trail planning development with M-NCPPC Planning Department and DPR.
2. Adopt a policy framework to guide trail development activities on DPR lands. Clear policies ensure equitable development of trails geographically, and support DPR's and Planning Department's efforts to forge strong partnerships with County and state agencies as well as local communities, municipalities and trail user/advocacy groups.
3. Effectively manage the park trail network with regular, direct communication with users, ensure that safety matters are addressed in a timely manner, work with constituent groups and DPR divisions to upgrade the network with signage, lighting, and other amenities, manage the impacts to the trail system that result from the work of infrastructure agencies and developers, manage safety and access along the trail system daily and largely a separate function from managing safety and access to the park system through which the trails pass.
4. Maintain the park network to a standard commensurate with the agency's national awards, expectations need to be raised, communications and coordination need to be improved, additional staff and equipment resources are needed, and volunteer/community contributions should be increased as well.
5. Activate the trail network through increased trail marketing and training and education programming.
6. Expand trail partnerships with constituents, public organizations such as municipalities and schools, and private organizations such as businesses and the health care community.

*Note: The DPR Strategic Trails Plan is a strategic plan for trails planning and development and not an adopted functional master plan.

TM 8.2 Evaluate the potential for the construction of roundabouts, as well as protected intersections, to calm traffic and distinguish an active transportation corridor at the following intersections:

- MD 197 (Laurel Bowie Road) and the entrance to BSU
- Jericho Park Road and the entrance to BSU
- MD 450 (Annapolis Road) and Millstream Drive/Stonybrook Drive
- MD 450 (Annapolis Road) and Race Track Road
- MD 564 (Chestnut Avenue and 11th Street)
- MD 564 (Chestnut Avenue and 9th Street)
- MD 564 (9th Street and Maple Avenue)

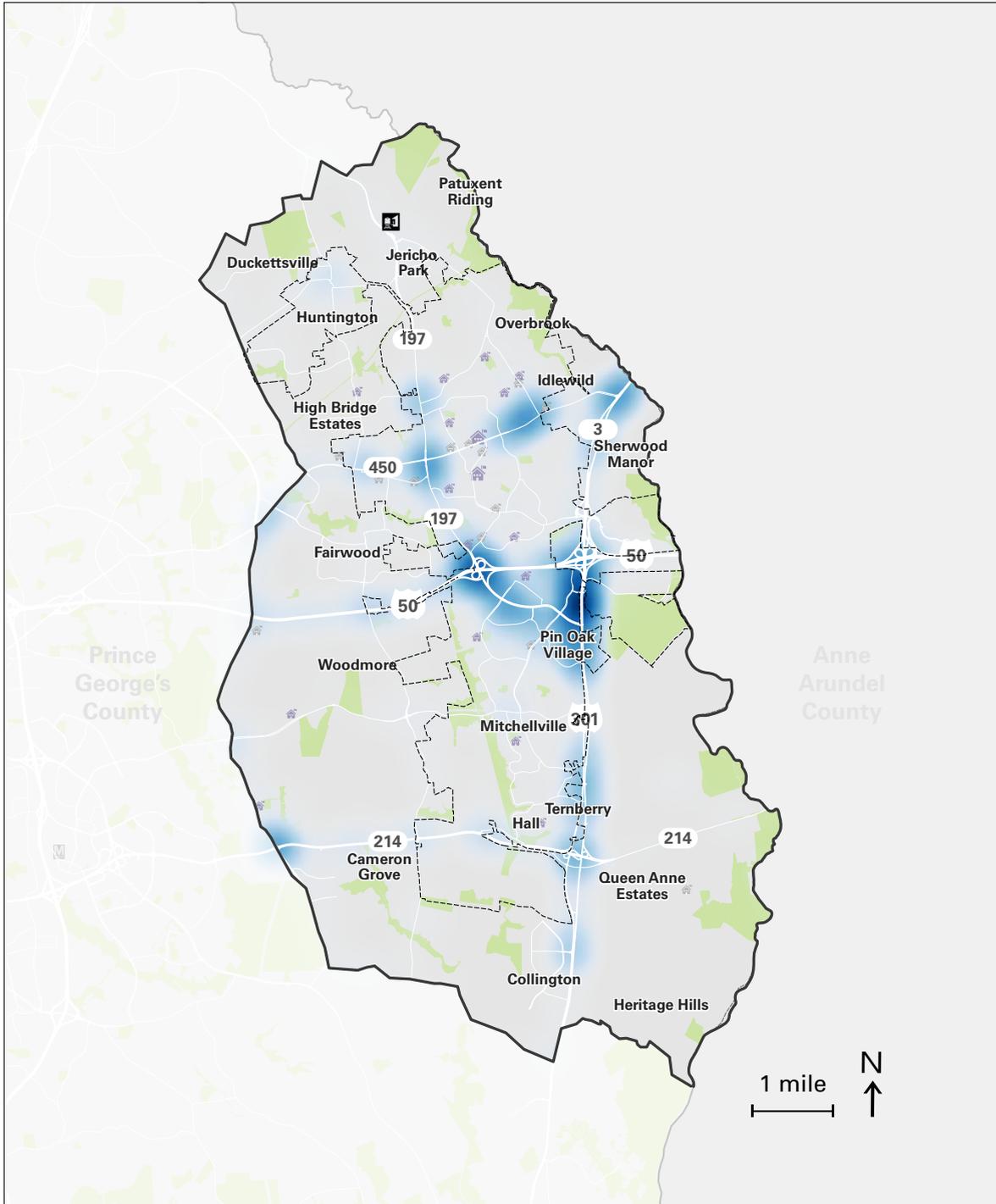
TM 8.3 When assessing the feasibility of traffic calming interventions to address observed safety deficiencies, the roadway operating and permitting agencies may permit traffic calming facilities, even if the expected level of service at an intersection or along a roadway segment may exceed the required level of service necessary to meet adequacy, or if the number of vehicles using a roadway near the potential traffic calming intervention does not exceed the traffic volume warrant.

Traffic Volume Warrant

A traffic volume warrant is the minimum threshold, in terms of the number of motor vehicles under normal conditions, necessary to justify implementation of a roadway improvement project. For example, if an intersection is studied for a potential stop sign, traffic engineers will count the number of vehicles that use the intersection in an eight-hour period, if enough vehicles travel through the intersection to exceed the minimum threshold or warrant, it may justify a stop sign. For stop signs and traffic lights, there are several different types of warrants which are related to traffic volumes, pedestrian volumes, traffic flow, proximity to schools, and crash history.



Map 36. Vehicle Crashes (2015–2019)



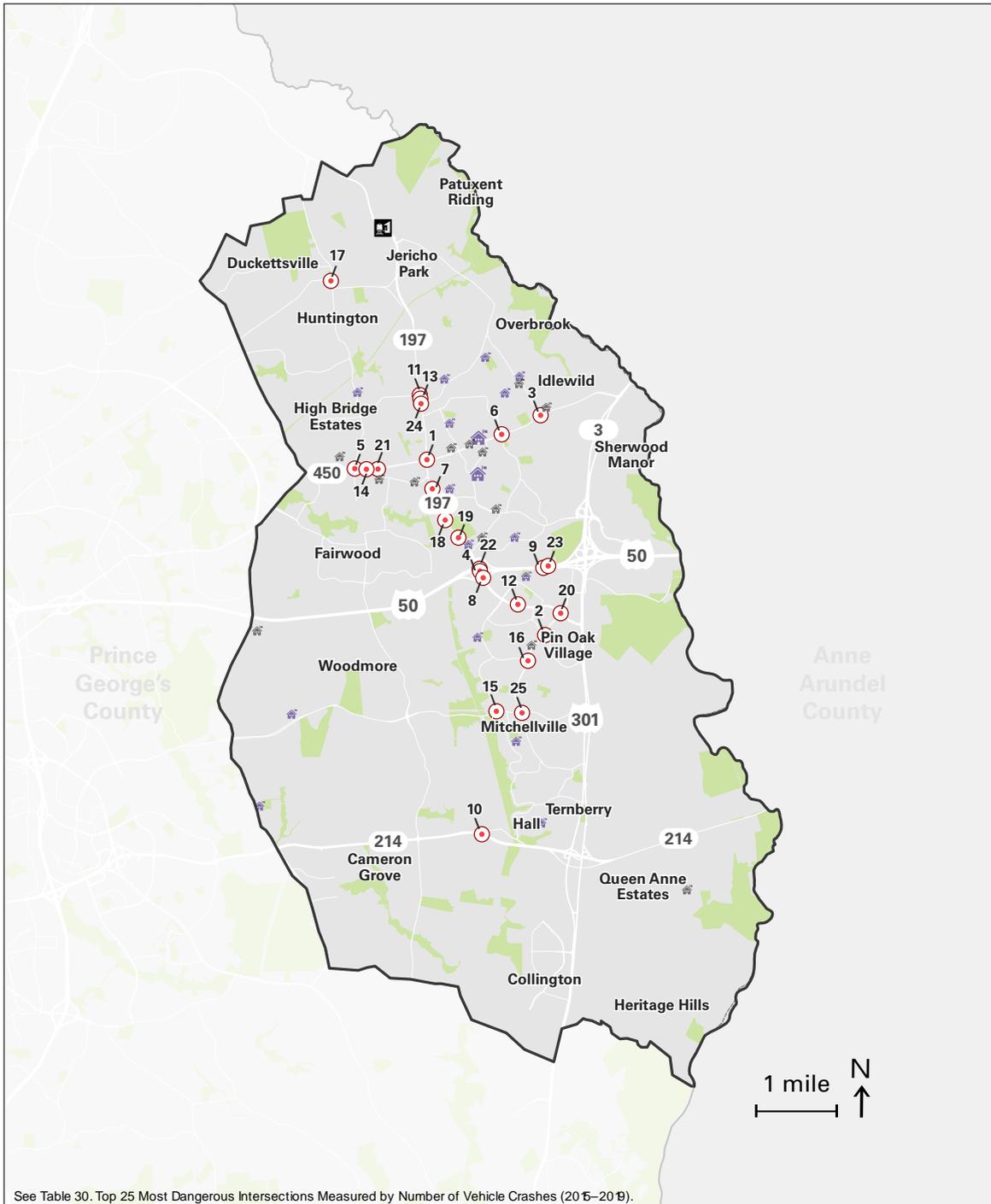
Source: State of Maryland

Public High School	Private School	Crash Density High Low	City of Bowie
Public School	MARC Station		



Transportation and Mobility

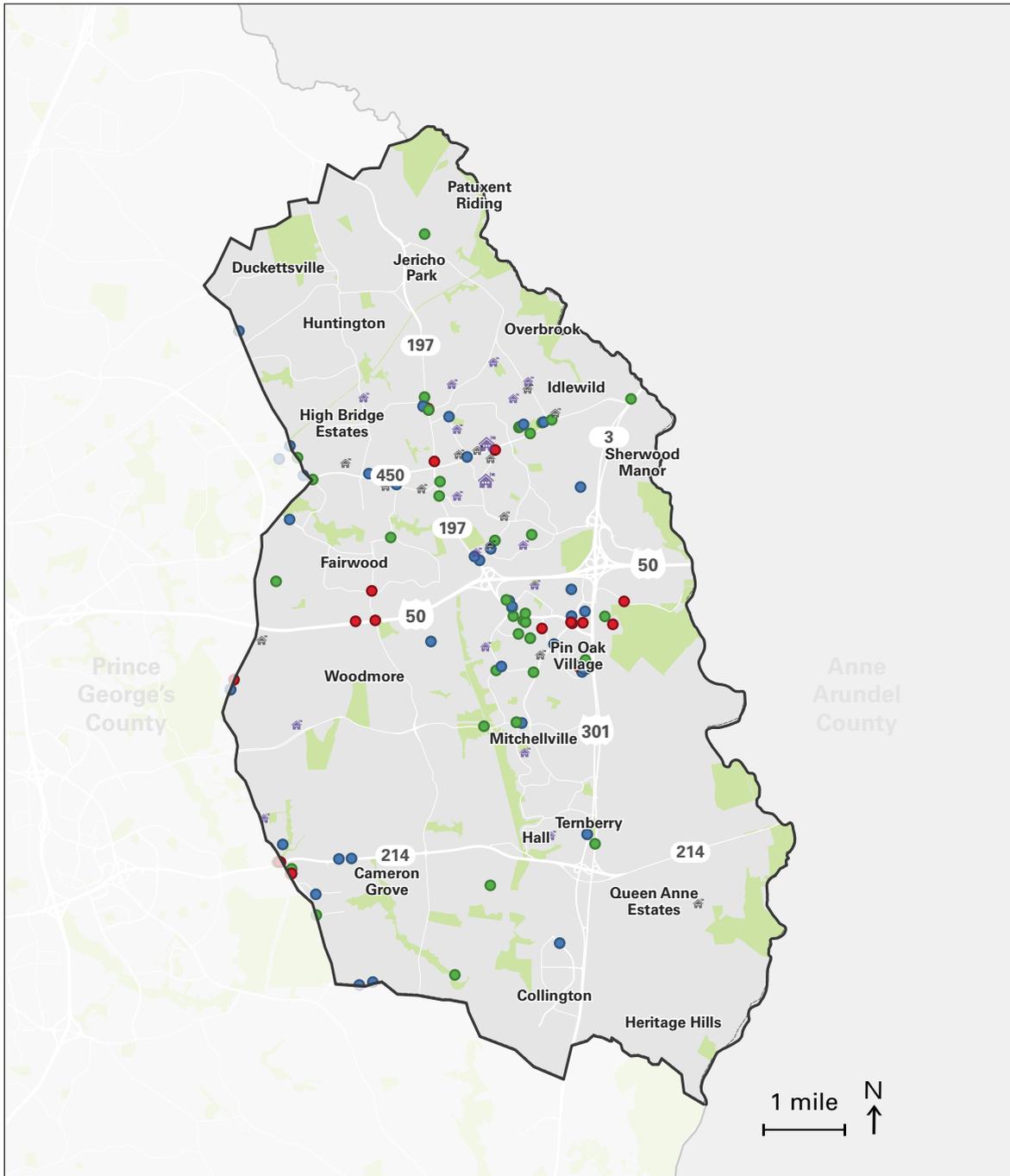
Map 37. Top 25 Most Dangerous Intersections Measured by Number of Vehicle Crashes (2015–2019)



-  Intersection
-  Public High School
-  Private School
-  City of Bowie
-  MARC Station
-  Public School



Map 38. Pedestrian Involved Crashes by Severity (2015–2019)



Source: State of Maryland

- Fatality or Serious Injury
- Minor or No Injury
- 🏫 Public School
- Possible Incapacitating Injury
- 🏫 Public High School
- 🏫 Private School
- ⬜ City of Bowie



Transportation and Mobility

Table 30. Top 25 Most Dangerous Intersections Measured by Number of Vehicle Crashes (2015–2019)

No.	Bicycle/ Pedestrian Crash	Vehicle Crashes	Focus Area	Street 1	Street 2
1	0	62	MD 450	Laurel Bowie Rd	Annapolis Rd
2	2	46	Bowie Town Center	Mitchellville Rd	Excalibur Rd
3	0	37	MD 450	Annapolis Rd	Race Track Rd
4	0	35	Bowie Town Center	Collington Rd	John Hanson Hwy
5	2	31	Established Communities	Annapolis Rd	Highbridge Rd
6	1	27	MD 450	Annapolis Rd	Stonybrook Dr
7	1	26	Established Communities	Collington Rd	Tulip Grove Dr
8	0	25	Bowie Town Center	Collington Rd	John Hanson Hwy Offramp
9	0	25	Bowie Town Center	John Hanson Hwy Interchange	
10	0	24	Established Communities	Central Ave	Devonwood Dr
11	5	22	Established Communities	Laurel Bowie Rd	Old Chapel Rd
12	1	20	Bowie Town Center	Collington Rd	Town Center Blvd
13	0	17	Established Communities	Laurel Bowie Rd	Old Chapel Rd
14	0	17	MD 450	Annapolis Rd	Old Annapolis Rd
15	0	17	Established Communities	Mount Oak Rd	Nottingham Dr
16	1	17	Bowie Town Center	Mitchellville Rd	Northview Dr
17	0	16	Old Town Bowie	9th Street	Chestnut Ave
18	1	16	Established Communities	Collington Rd	Faith Ln
19	0	16	Established Communities	Collington Rd	Lerner Pl
20	0	16	Bowie Town Center	Collington Rd	Mitchellville Rd
21	0	15	Established Communities	Annapolis Rd	Grenville Ln
22	0	15	Bowie Town Center	Collington Rd	John Hanson Hwy
23	0	15	Bowie Town Center	John Hanson Hwy Interchange	
24	0	14	Established Communities	Laurel Bowie Rd	Driveway
25	1	14	Bowie Town Center	Mitchellville Rd	Mount Oak Rd
Total	13	523	Most dangerous intersections measured by the number of vehicle crashes that occurred between 2015-2019 within 250 feet of the inter-section.		

Policy TM 9

Create a pedestrian-priority environment at locations with anticipated high-level pedestrian activity.

TM 9.1 Implement pedestrian-priority improvements, including, but not limited to, tactile pavers and other special materials, painted intersections, raised intersections, and countdown clocks, or diagonal crossings at the following intersections:

- All intersections on the BSU campus
- All intersections in the University Village
- The intersection of MD 450 (Annapolis Road) and Superior Lane
- All intersections along MD 564 from Maple Avenue to 11th Street
- Fairmont Drive and Summit Point Boulevard
- MD 197 (Collington Road) and Town Center Boulevard
- MD 197 (Collington Road) and Mitchellville Road
- Mitchellville Road and Heritage Boulevard
- Mitchellville Road and Harbour Way
- MD 197 (Collington Road) on/off ramps at its interchange with US 50 (John Hanson Highway)
- MD 197 and Old Chapel Road
- All new intersections constructed in the Bowie Local Town Center
- All new intersections within 1,000 feet of the Bowie State MARC Station



Policy TM 10

Support the County's efforts to achieve Vision Zero Prince George's, a Countywide interdisciplinary approach to eliminate all traffic-related fatalities and serious injuries.

- TM 10.1 Incorporate traffic-calming devices and facilities into roadway designs that enhance safety for all people and increase accessibility, especially in areas where people traveling by different modes are expected to interact.
- TM 10.2 Increase engagement and education with people driving, walking, bicycling, and riding transit regarding the importance of safety and best practices.
- TM 10.3 Provide roadway, transit, bicycle, and pedestrian facilities that equitably enhance safety across all communities as well as across each mode so that all people can achieve equal safety outcomes.

Parking

Policy TM 11

Diversify how parking is provided to create a vibrant and connected built environment.

- TM 11.1 Retrofit all surface parking lots to meet the requirements of Section 27-6300 of the Zoning Ordinance to reduce impervious surfaces, improve stormwater management, eliminate or repurpose unused parking areas, reduce the heat island effect, increase tree plantings and green area, and more safely facilitate pedestrian traffic (see NE 5.1).
- TM 11.2 Formalize, stripe, and/or barrier-separate pedestrian pathways in surface and structured parking lots. Strive to eliminate pedestrian activity in drive aisles through alternative pathways, signage, and education.
- TM 11.3 Require all multifamily and commercial developments to provide unbundled parking, wherein the cost of parking is not incorporated into the cost of rent but can be separately purchased.

- TM 11.4 Evaluate the feasibility of parking districts as per Section 21A-306, and Parking Permit Areas as per Subtitle 26, Division 9, of the County Code in Bowie Local Town Center, BSU MARC Campus Center, and Old Town Bowie.

- TM 11.5 Include on-street parking on all new and reconstructed streets at Bowie Local Town Center and BSU MARC Campus Center.

Conservation and Enhancement of Special Roadways

Policy TM 12

Conserve and enhance the scenic and historic values and assets along designated Special Roadways in Bowie-Mitchellville and Vicinity.

- TM 12.1 Strengthen the use of the *Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland* (DPW&T, 2006), as revised in the future, when evaluating applications within and adjacent to the rights-of-way of scenic and historic roadways.
- TM 12.2 Consider a variety of techniques to protect the scenic and historic qualities of the designated roads during the review of applications that involve work within the right-of-way of a designated roadway. These techniques include alternative ways to circulate traffic; the use of the historic road section as one leg of a needed dual highway; provision of bypass roads; and limiting certain types of development and signs in the viewshed.
- TM 12.3 Prepare Scenic Road Corridor Management Plans for Mill Branch Road, Queen Anne Bridge Road, Queen Anne Road, Church Road, and Woodmore Road, and significant designated roadways; and seek opportunities to implement the recommendations of established corridor management plans when development occurs.
- TM 12.4 Construct a replacement for the Governor's Bridge Road bridge (Historic Site PG: 74B-001) over the Patuxent River. Explore the feasibility of preservation and adaptive reuse of the existing historic bridge structure.



Transportation and Mobility

Historic and Scenic Roads

The preservation of designated historic and scenic roads is important to retaining the heritage, cultural landscapes, and community character of the County. Several reports have inventoried or designated the County's historic and scenic assets, including the 1984 *Scenic Roads Study* and the *Prince George's County Historic Sites and Districts Plan* (1992 and 2010), the 2009 *Countywide Master Plan of Transportation*, DPR's 1828 Levy Court Road Survey (completed by DPR in 2005), *Prince George's County: A Description of the Roads as They Currently Exist*, general plans, area master plans, and separate resolutions of the County Council.

Conservation and enhancement of these specially designated roadways are intended to provide safe and enjoyable travel, while preserving the resources within the rights-of-way and on adjacent land. All road designs and construction need to provide a consistently safe and visually varied environment that is pleasing to users and adjacent property owners.

During the land development process and the review of road improvement projects, the natural, cultural, and historical resources within the right-of-way and adjacent to a road are evaluated for preservation or enhancement.

Extensive efforts have been made to preserve and enhance the viewsheds of designated scenic and historic roads through the strategic placement of new development and the preservation or enhancement of vegetation. Scenic easements also provide permanent protections to viewsheds adjacent to scenic and historic roadways.

The 2018 *Prince George's County Landscape Manual*, requires, under 4.6 (Buffering Development from Streets), to "preserve and enhance the scenic and/or historic landscape qualities within the viewshed adjacent to Special Roadway." The goal is to conserve viewsheds, community character and other natural and cultural features of Special Roadways to the fullest extent possible when considering transportation improvements and when reviewing new land development proposals.



Source: M-NCPPC

What is a scenic road versus a historic road?

A **scenic road** is defined in Subtitle 23 of the Prince George's County Code as:

"A public or private road, as designated by the County Council, which provides scenic views along a substantial part of its length through natural or manmade features, such as forest or extensive woodland, cropland, pasturage, or meadows; distinctive topography including outcroppings, streambeds and wetlands; traditional building types; historic sites; or roadway features such as curving, rolling roadway alignment and leaf tunnels."

[Prince George's County Code, Section 23-102(b)(17)(H)]

A **historic road** is defined in Subtitle 23 as:

"A public or private road, as designated by the County Council, which has been documented by historic surveys or maps, and maintains its historic alignment and historic landscape context through views of natural features, historic landscape patterns, historic sites and structures, historic farmstead groupings, or rural villages."

[Prince George's County Code, Section 23-102(b)(17)(C)]



Policy TM 13

Conserve and enhance the viewsheds along designated roadways in Bowie-Mitchellville and Vicinity.

- TM 13.1 Use existing County Code provisions for scenic easement tax credits in establishing a voluntary easement program to protect viewsheds along designated roadways.
- TM 13.2 Require the maximum possible conservation and enhancement of the existing viewsheds of designated roads during the review of land development or permit applications, whichever comes first. Elements to be considered shall include views of structures from the roadway; design character and materials of constructed features; preservation of existing vegetation, slopes, and tree tunnels; use of scenic easements; and limited access points to special roadways.
- TM 13.3 Develop guidelines for the design of activities adjacent to designated roadways to include building setbacks, landscaping, scenic easements, and utility clearing.

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.

ESTABLISHED COMMUNITIES

*Active Transportation: Bicycle/Pedestrian/
Micro-Mobility*

Policy TM 14

Support active transportation infrastructure.

- TM 14.1 Create 10-foot-wide minimum shared-use paths in both directions along MD 193 (Enterprise Road) from MD 450 (Annapolis Road) to MD 214 (Central Avenue).

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.

Traffic Calming And Safety

Policy TM 15

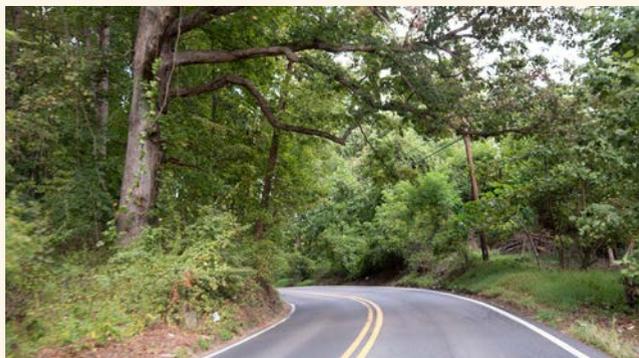
Create a safer and more inviting Church Road corridor in Bowie-Mitchellville and Vicinity.

- TM 15.1 Rename the section of Church Road between Old Annapolis Road to Church Road 90-degree turn, approximately 700 feet north of Fairwood Parkway, as Old Church Road.
- TM 15.2 Create 10-foot-wide minimum shared-use paths in both directions along Church Road from Oak Grove Road to Old Church Road.
- TM 15.3 Create sidewalks and a shared roadway (sharrows) along Old Church Road from Church Road to Old Annapolis Road.
- TM 15.4 If feasible, create a 12-foot-wide shared-use path from Loganville Street to Old Church Road, crossing the utility corridor.
- TM 15.5 Direct driveway access away from Church Road or consolidate driveways, wherever possible.

See the text box on the following page for more details about the future of Church Road. See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.



Transportation and Mobility



Source: M-NOPPC

Church Road

Church Road is a major north-south corridor in Bowie-Mitchellville and Vicinity. Community members have expressed concerns about the safety of the road and speeding drivers after a recent pedestrian fatality along Church Road. The number of motor vehicle lanes on Church Road will either remain at, or be reduced to, two. However, Church Road will maintain the same recommended right-of-way width. This space will be used to provide wide shared-use paths in both directions to improve walking and bicycling.

The current alignment of Church Road (C-300) runs from Oak Grove Road in the south to MD 450 (Annapolis Road) in the north. However, approximately 0.5 mile south of MD 450 (Annapolis Road) there is a Pepco utility corridor and environmentally sensitive land that separates the northernmost segment of Church Road from the rest of the roadway. In order to complete the connection to MD 450 (Annapolis Road), there is an old feeder road that connects into the endpoint of Church Road south of the utility corridor. This feeder street was the original alignment for Church road and intersects with Old Annapolis Road, which in turn connects to MD 450 (Annapolis Road). This plan recommends renaming the feeder street as Old Church Road.

Furthermore, this plan recommends classifying the Old Church Road right-of-way as a master plan primary right-of-way and eliminating the master plan classification, C-300, for the segment of Church Road north of the utility corridor. For the rest of Church Road, between Old Church Road and Oak Grove Road, it is recommended to maintain its master plan collector right-of-way classification, have two motor vehicle lanes, and shared-use paths for walking and bicycling on both sides. Lastly, it is recommended that a single shared-use path be constructed through the utility corridor and environmentally sensitive lands, connecting both sections of Church Road, until it is feasible to build motor vehicle lanes connecting the sections.

BOWIE LOCAL TOWN CENTER

*Active Transportation: Bicycle/Pedestrian/
Micro-Mobility*

Policy TM 16

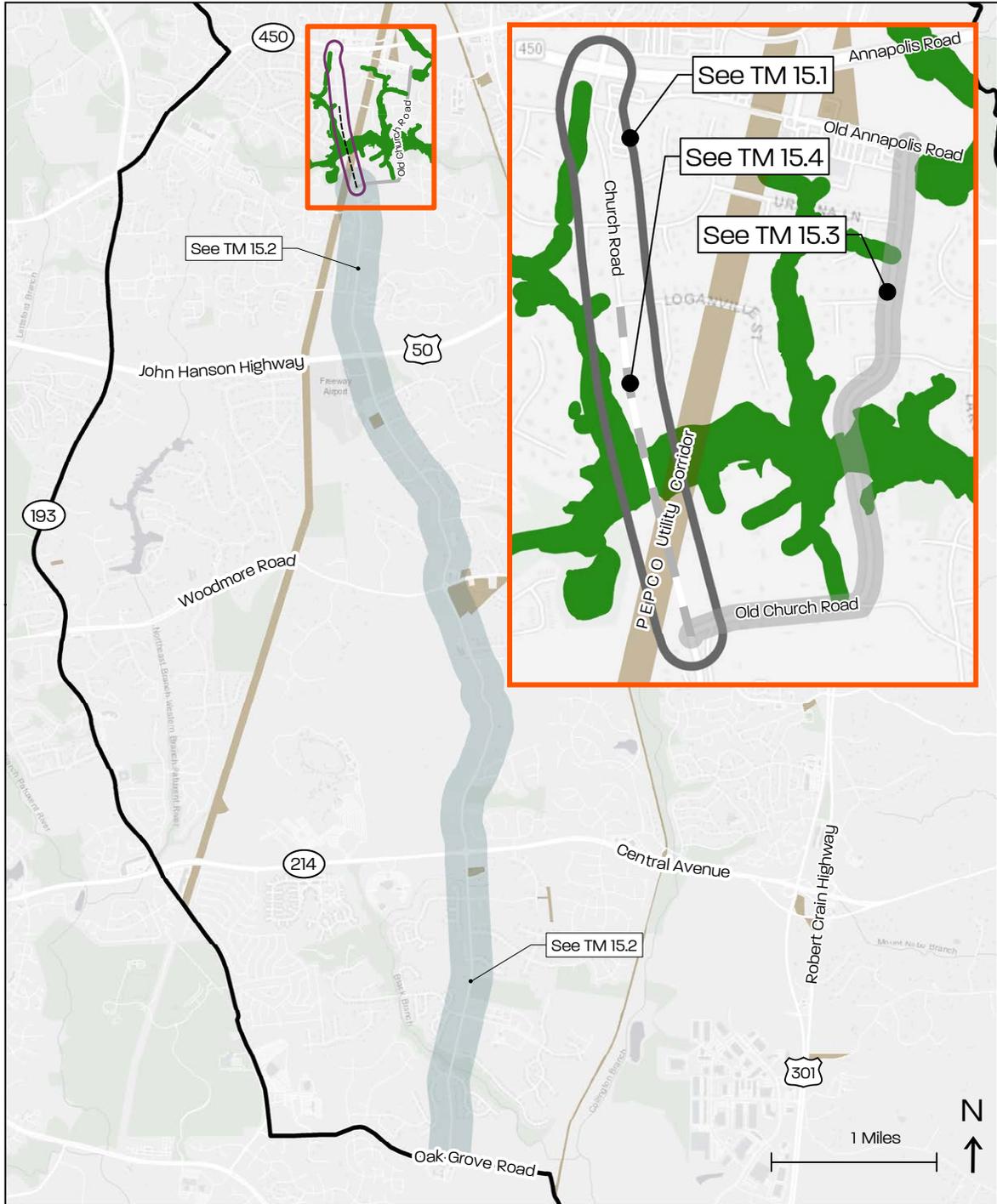
Support an active transportation network at Bowie Local Town Center.

- TM 16.1 To maximize connectivity and cohesion within Bowie Local Town Center, implement a variety of pedestrian enhancements to MD 197 (Collington Road) between US 50 (John Hanson Highway) and US 301 (Robert Crain Highway), including, but not limited to:
- Leading Pedestrian Interval at all intersections.
 - Median refuge areas consistent with Americans with Disabilities Act, AASHTO, and County standards to provide sufficient space for persons with disabilities and families with small children.
 - Sufficient crossing times.
 - Curb extensions.
- TM 16.2 If determined to be feasible at the time of redevelopment, construct a mixed-use boulevard New Road-B from the western edge of Bowie Local Town Center to New Road-D with eight-foot minimum sidewalks, separated bicycle lanes, and on-street parking.
- TM 16.3 If determined to be feasible at the time of redevelopment, construct a mixed-use boulevard New Road-D from New Road-B to MD 197 (Collington Road) with eight-foot-wide minimum sidewalks, separated bicycle lanes, and on-street parking.
- TM 16.4 If determined to be feasible at the time of redevelopment, construct a neighborhood connector, New Road-C from the western edge of the Bowie Local Town Center to New Road-D with eight-foot-wide minimum sidewalks, separated bicycle lanes, and on-street parking.

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.



Map 39. Church Road Improvements



Source: Prince George's County Planning Department

-  Master Plan Boundary
-  Regulated Area
-  Utility



Transportation and Mobility

BSU MARC CAMPUS CENTER

*Active Transportation: Bicycle/Pedestrian/
Micro-Mobility*

Policy TM 17

Construct a new street network in the BSU MARC Campus Center to create a desirable and connected mixed-used center and include active transportation infrastructure.

- TM 17.1 Construct eight-foot-wide minimum sidewalks and separated bicycle lanes along Old Jericho Park Road from MD 197 to Lemon Bridge Road with on-street parking.
- TM 17.2 Extend Old Jericho Park Road to the edge of the BSU MARC Campus Center.
- TM 17.3 Construct eight-foot-wide minimum sidewalks and separated bicycle lanes along the new section of Old Jericho Park Road to the edge of BSU MARC Campus Center with on-street parking.
- TM 17.4 Construct eight-foot-wide minimum sidewalks and separated bicycle lanes along Lemon Bridge Road from MD 197 to BSU MARC Campus Center with on-street parking.
- TM 17.5 Construct a mixed-use boulevard New Road-A from the railroad tracks to the western edge of the BSU MARC Campus Center with eight-foot-wide minimum sidewalks and separated bicycle lanes with on-street parking.

Policy TM 18

Create a safe, efficient, and redundant pedestrian system at the BSU MARC Campus Center that recognizes the unique needs of a transit-oriented, university community.

- TM 18.1 Provide marked crosswalks on all legs of all intersections.
- TM 18.2 Provide leading pedestrian intervals at signalized intersections.
- TM 18.3 Enhance the existing pedestrian tunnel with signage, lighting, accessibility, and routine maintenance and cleaning.
- TM 18.4 Increase lighting along all sidewalks and pedestrian facilities.
- TM 18.5 Design pedestrian facilities that eliminate blind corners, unnecessary shadows, concealing vegetation, and other perceived unsafe conditions.
- TM 18.6 Implement pedestrian safety measures throughout the campus, such as video surveillance and routine safety patrols, especially at night.
- TM 18.7 Construct pedestrian and bicycle facilities along each side of the MD 197 (Laurel Bowie Road) overpass and safe, barrier-separated pedestrian facilities on the bridge.
- TM 18.8 Construct a pedestrian overpass of the Northeast Corridor railroad at the Bowie State MARC Station. This overpass can be freestanding or can connect one or more buildings.
- TM 18.9 Construct a pedestrian overpass of the Northeast Corridor railroad at or near the location indicated in Figure 4. BSU MARC Campus Center Proposed Concept Plan (Three-Dimensional View). The overpass should be constructed in such a way to avoid interference with the Baltimore Gas and Electric Company (BGE) electric transmission lines as well as catenary and other electric transmission lines along the railroad.



Transit

Policy TM 19

Increase MARC ridership and other alternatives to car commuting, such as multimodal transit and bicycle, among BSU students, faculty, and staff to relieve automobile dependency.

- TM 19.1 Conduct a study to better understand BSU community commuting patterns.
- TM 19.2 Subsidize transit fares for BSU students and employees.
- TM 19.3 Develop a more inviting Bowie State MARC Station by expanding amenities to include additional seating, restrooms, retail, restaurants, grocery, wayfinding, and active transportation connections to the BSU campus and surrounding community.
- TM 19.4 Expand the Bulldog Shuttle Service to include additional stops within the future BSU MARC Campus Center and Free State Shopping Center/Bowie Marketplace.
- TM 19.5 Evaluate the feasibility of expanding the number of bus stops and first- and last-mile connections for bicycles and pedestrians to encourage increased transit use at the BSU MARC Campus Center. Map 28. Master Plan Transportation and Trail Recommendations.

Parking

Policy TM 20

Reduce the area of surface parking lots to maximize the use of land and reduce impervious surfaces.

- TM 20.1 Replace surface parking at the Bowie State MARC Station with structured parking.

See Appendix D. Recommended Master Plan Transportation Facilities for additional details.

COLLINGTON LOCAL EMPLOYMENT AREA

Active Transportation: Bicycle/Pedestrian/ Micro-Mobility

Policy TM 21

Improve bus, bicycle, and pedestrian access to better connect residents with employment and commercial destinations at the Collington Local Employment Area.

- TM 21.1 Improve public transit connections and service to Collington Local Employment Area, with particular attention to expanding service in off-peak hours to meet the needs of shift workers.
- TM 21.2 Construct active transportation infrastructure including sidewalks, crosswalks, bus shelters, bicycle facilities, and other amenities for pedestrians, bicyclists, and transit riders on all streets within and connecting to the Collington Local Employment Area.

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.

OLD TOWN BOWIE

Active Transportation: Bicycle/Pedestrian/ Micro-Mobility

Policy TM 22

Support the revitalization of Old Town Bowie by improving the active transportation infrastructure and calming vehicular traffic, thereby increasing foot and bicycle traffic.

- TM 22.1 Designate the sidewalks along MD 564 (9th Street/Chestnut Avenue) as a section of the Bowie Heritage Trail from Maple Avenue to the Bowie Heritage Trail Connection on the south side of the Chestnut Avenue/11th Street bridge.



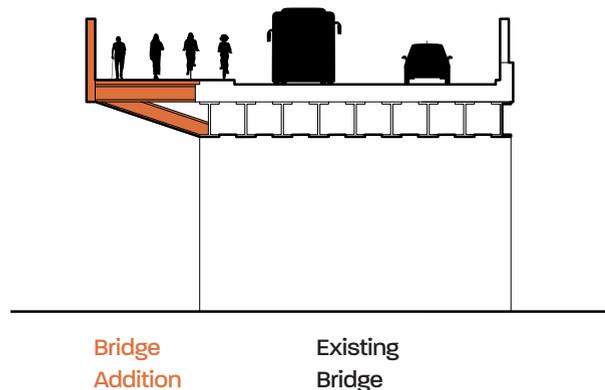
Transportation and Mobility

- TM 22.2 Install marked crosswalks on all legs of the intersections of Old Town Bowie along the MD 564 corridor at the intersections of:
- 11th Street and Chestnut Avenue
 - MD 564 (9th Street) and Chestnut Avenue
 - MD 564 (9th Street) and Chapel Avenue
 - MD 564 (9th Street) and Maple Avenue

TM 22.3 Work with SHA to make the Chestnut Avenue/11th Street bridge more welcoming with the addition of murals or use of translucent materials to create more pleasant active transportation experience.

TM 22.4 Widen the Chestnut Avenue/11th Street bridge to facilitate a safer, more comfortable barrier-separated pedestrian and bicycle pathway connecting Old Town Bowie (see Figure 11. Bridge Addition and Existing Bridge).

Figure 11. Bridge Addition and Existing Bridge



Conceptual section of the improved bridge design, encouraging more pedestrian and bicycle trips along the Chestnut Avenue/11th Street bridge. However, due to the presence of catenary support poles on the Northeast Corridor, an expansion of the bridge can only occur on the north side.

Parking

Policy TM 23

Create an environment where visitors/patrons/shoppers can park once and walk to multiple destinations.

TM 23.1 Implement on-street parking where sufficient right-of-way exists along MD 564 (9th Street), 8th Street, and 7th Street from Maple Avenue to Chestnut Avenue to calm traffic and add convenience for shoppers and visitors.

TM 23.2 Install angled parking along Railroad Avenue.

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.

MD 450

Complete and Green Streets

Policy TM 24

Transform the MD 450 (Annapolis Road) corridor between Moylan Drive and Race Track Road into a safe active transportation corridor designed to encourage and support pedestrian activity.

TM 24.1 Create signature gateway signage on MD 450 (Annapolis Road) at Race Track Road welcoming visitors to the City of Bowie.

TM 24.2 Create signature gateway signage on MD 450 (Annapolis Road) at Belair Road welcoming visitors to the Free State Shopping Center and Bowie Marketplace.

TM 24.3 Redesign the intersection of MD 450 (Annapolis Road) and Millstream Drive/Stonybrook Drive as a roundabout to slow traffic and enhance a sense of place for travelers entering Free State Shopping Center and Bowie Marketplace.

TM 24.4 Redesign the intersections of MD 450 (Annapolis Road) and Race Track Road; MD 450 and Superior Lane; MD 450 and Bel Air Drive; and MD 450 and Moylan Drive as fully protected intersections to reduce illegal



speeding, clarify routes for people driving, walking, and bicycling, and to enhance a sense of place for travelers.

- TM 24.5 Install minimum 10-foot-wide shared-use paths along both sides of MD 450 (Annapolis Road) from MD 197 (Laurel Bowie Road) to Moylan Drive.
- TM 24.6 Install minimum eight-foot-wide sidewalks and separated bicycle lanes in both directions along MD 450 (Annapolis Road) from Moylan Drive to Race Track Road.
- TM 24.7 Install minimum 10-foot-wide shared-use paths along both sides of MD 450 (Annapolis Road) from Racetrack Road to MD 3.
- TM 24.8 Provide shared-use paths, wide sidewalks, and designated bicycle lanes at appropriate locations along MD 450 (Annapolis Road) from Free State Shopping Center and Bowie Marketplace to West Bowie Village. This will provide safe and convenient pedestrian and bicycle access to Free State Shopping Center and Bowie Marketplace from the MD 197 corridor and West Bowie Village.

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.

Protected Intersections

A protected intersection is an intersection with corner refuge islands, stop bars for cyclists set ahead of those for motorists, bicycle-friendly signal phasing, and bike lane setbacks that give turning motorists a clear view of crossing cyclists. The combination of these elements creates an intersection where cyclists and pedestrians are more readily seen by motorists and the non-motorized travelers have shorter distances to travel to cross the street. (Source: NACTO)

MD 197

Active Transportation: Bicycle/Pedestrian/ Micro-Mobility

Policy TM 25

Increase transportation options by constructing new active transportation facilities in the MD 197 corridor.

- TM 25.1 Install 12-foot-wide shared-use paths along MD 197 (Collington Road) from US 50 to Old Annapolis Road.
- TM 25.2 Add bicycle lanes in both directions along MD 197 (Collington Road) from US 50 to Old Annapolis Road.
- TM 25.3 Add shared-use path and designated bicycle lanes along Old Annapolis Road from MD 197 (Collington Road) to MD 450 (Annapolis Road).
- TM 25.4 Create minimum eight-foot-wide sidewalks along MD 197 (Laurel Bowie Road) from MD 450 (Annapolis Road) to Old Chapel Road.
- TM 25.5 Construct separated bicycle lanes in both directions along MD 197 (Laurel Bowie Road) from MD 450 (Annapolis Road) to Old Chapel Road.

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.



Transportation and Mobility

MD 301

Complete and Green Streets

Policy TM 26

Ensure access to all properties in the US 301 corridor during and after its upgrade to a limited-access freeway (F-10). See also Policy TM 29. Amend the 2009 *Approved Countywide Master Plan of Transportation* to reflect the following strategies:

- TM 26.1 Construct a four-lane arterial road (A-61) west of, and parallel to F-10 from Mount Oak Road south toward Upper Marlboro to replace Robert Crain Highway and to provide access to properties that currently access or front the west side or median of US 301 (Robert Crain Highway).
- TM 26.2 Provide shared-use paths along A-61 as well as US 301 (F-10). Where US 301 (F-10) and A-61 abut, a single shared-use path can be provided between the roadways.
- TM 26.3 A-61 should be a north-south route parallel to US 301 (F-10) and provide access to adjacent communities and to US 301 (F-10).
- TM 26.4 Construct a master planned road to provide vehicular access to properties on the east side of US 301 (F-10) between the new interchanges at MD 197 (Collington Road) and Queen Anne Bridge Road. This can be a service road or can access properties directly from Hideout Lane or Mill Branch Road.
- TM 26.5 Identify opportunities to consolidate access points to F-10 and A-61, including driveway consolidation and service roads.

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of transportation recommendations.

Active Transportation: Bicycle/Pedestrian/ Micro-Mobility

Policy TM 27

Increase opportunities for safe walking and bicycling along the US 301/MD 3 corridor.

- TM 27.1 Construct minimum 12-foot-wide shared-use paths in both directions with wide landscaping buffers to separate the shared-use path from motor vehicle traffic by at least 15 feet along US 301 (Robert Crain Highway) from Melford Boulevard to Leeland Road. As US 301 transitions into a controlled-access freeway (F-10), this shared-use path should be a parallel and separate facility.
- TM 27.2 Construct bicycle lanes with a landscaping buffer and eight-foot sidewalks on both sides of A-61.
- TM 27.3 Until the freeway is constructed, improve existing crossings at Harbour Way and Ballpark Road to improve safety for pedestrians and cyclists. This includes wider, better defined walking and bicycle space as well as shorter crossing distances, improved waiting areas, and protected crossing times.
- TM 27.4 Construct all interchanges with, and crossings over and under, US 301/MD 3 (Robert Crain Highway) to include full pedestrian and bicycle amenities, including, but not limited to, barrier-separated shared-use paths and signalized crosswalks.
- TM 27.5 Construct shared-use paths along both sides of US 301 and A-61.

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of transportation recommendations.



Regional Mobility And Goods Movement

Policy TM 28

Support enhanced regional mobility and the movement of goods.

TM 28.1 Construct a limited-access freeway (F-10) to carry US 301/MD 3 traffic from Charles County to Anne Arundel County. This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301.

TM 28.2 The right-of-way for F-10 should lie east of the right-of-way for A-61; any property acquired as part of this freeway right-of-way should be generally to the east of the current US 301 northbound right-of-way and should minimize property impacts to the current median of US 301 (Robert Crain Highway).

TM 28.3 Construct complete interchanges at

- Trade Zone Avenue/Claggett Landing Road
- MD 214 (Central Avenue) (including interchange with A-61)
- Mitchellville/Queen Anne Bridge Roads
- MD 197 (Collington Road)

Evaluate the potential for innovative interchange designs that minimize the need to acquire significant rights-of-way.

TM 28.4 Construct partial access at Leeland Road.

TM 28.5 Do not approve any development project along the US 301 corridor without the dedication, reservation, or other acquisition of the rights-of-way necessary to construct A-61 and F-10. Any construction in the right-of-way of A-61 or F-10 will fail to preserve the integrity of this master plan and cannot be permitted, pursuant to Section 27-3617(c)(4) of the 2018 Zoning Ordinance.

TM 28.6 Reevaluate the intersection of MD 450 (Annapolis Road) and MD 3 (Robert Crain Highway) to determine a configuration and operational improvements that minimize environmental impacts while improving traffic flow.

TM 28.7 Improve signage to discourage regional traffic from using MD 450 (Annapolis Road) to bypass US 50 (John Hanson Highway).

TM 28.8 Explore the feasibility of adding a future roadway between MD 197 (Collington Road) and MD 424.

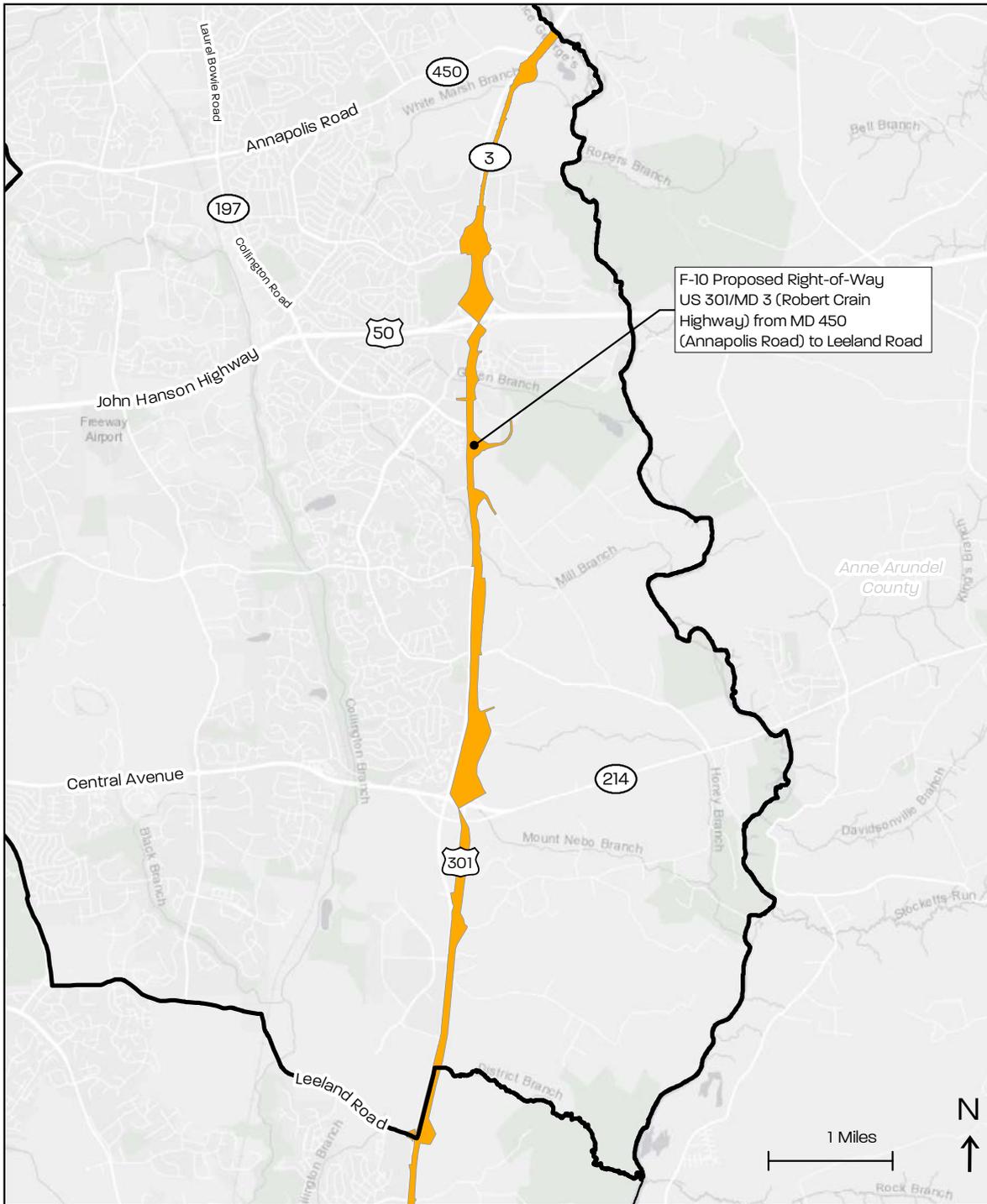
TM 28.9 Encourage the Maryland Department of Transportation (MDOT) to explore the feasibility of adding a future interchange along US 50 (John Hanson Highway) between MD 704 (Martin Luther King, Jr. Highway) and MD 197 (Collington Road).

See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.



Transportation and Mobility

Map 40. F-10 Proposed Right-of-Way



- Master Plan Boundary
- F-10 Proposed ROW (Freeway)