

Section XII

Healthy Communities



Healthy Communities



Create safe, connected communities that promote active lifestyles and provide convenient access to healthy foods.

Healthy Communities Goals

1. All residents have improved access to healthy food, high-quality parks and open space, recreational facilities, and community centers.
2. 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.

Existing Conditions Summary

Access to healthy foods is uneven throughout Bowie-Mitchellville and Vicinity, and more than 12,000 residents live in Limited Supermarket Access (LSA) areas. Lack of access to fresh and healthy food options can contribute to a range of health issues such as obesity, diabetes, and heart disease. At the County level, more than two-thirds of the adult population is overweight or obese and this rate continues to rise each year. The plan area overall has relatively high supermarket access by car; 62 percent of residents live within a 10-minute drive from a supermarket.

However, the area does have limited access to fresh and healthy food by foot or bicycle; less than ten percent of residents live within a 10-minute walk of a supermarket.



The Bowie Farmer's Market

Source: M-NCPPC

This is particularly seen in the northern and eastern portions of the planning area. In addition to improving pedestrian and bicycle facilities, access can be improved by developing future mixed-use areas where residential and commercial uses are concentrated. This type of development creates active means of transportation to healthy foods while supporting the plan's larger objectives to encourage healthy lifestyles and lessen environmental impact.

There are 64 parks in the plan area, many with walking and biking trails or active recreation facilities such as playgrounds, sports complexes, or exercise equipment. With the number of parks dispersed across Bowie-Mitchellville and Vicinity, most residents can access a local or regional park within a 10-minute drive. However, just like access to healthy foods, the plan area has low accessibility by foot or bicycle, with only 22 percent of the plan area falling within a 10-minute walk, and 74 percent falling within a 10-minute bicycle ride.

Overall, Bowie-Mitchellville and Vicinity has good access to food by car and is rich in parks, recreational facilities, and trails, with most residents living within a short drive to these amenities. It is still important to improve connectivity and walkability to promote active transportation (walking or biking) and lessen the dependence on an automobile to reach these destinations. This gets people out of their vehicles and creates the opportunity to exercise by walking or biking.

Sustainability and Climate Change—Healthy Communities

The master plan supports healthy communities by increasing equitable access to healthy food and by developing infrastructure that promotes active lifestyles. Accessibility to fresh, locally grown food supports local agriculture producers, promotes a healthier diet for consumers, and reduces energy requirements for food distribution. An active lifestyle can increase quality of life and wellbeing while promoting active transportation modes that minimize vehicle emissions. Taking action to curtail climate change will ensure the health of future generations by reducing the life-threatening impacts of future temperature extremes, storm damage, flooding, fire, and other hazards.



Policies and Strategies

AREAWIDE

Policy HC 1

Improve access to community gardens, urban agriculture, and other food sources.

- HC 1.1 Prioritize implementation of future community gardens in neighborhoods farther away from existing community gardens, grocery stores, and farmers markets, where healthy food access is lowest. This includes the Cameron Grove, Woodmore, and High Bridge Estates communities (see Map 46. Agriculture and Farm Fresh Food in Bowie-Mitchellville and Vicinity and Map 47. Supermarket Access in the Master Plan Area (Walking and Driving).
- HC 1.2 Expand the community gardens at South Bowie Center and Kenhill Center with programming to educate and promote urban agriculture. Improve accessibility and Americans with Disabilities Act (ADA) compliance.

HC 1.3 Conduct outreach in collaboration with Prince George's County Soil Conservation District (PGCSCD) to increase awareness about zoning changes that have expanded urban agriculture as an allowable use.

HC 1.4 Continue to operate the local food pantry to distribute fresh produce that meets the needs of the community.

HC 1.5 Support food access partnerships between Prince George's County Memorial Library System and area foodbanks by providing placemaking strategies for mobile foodbanks and other strategies.

Policy HC 2

Improve pedestrian and bicycle access to parks and open space, libraries, and recreation/community centers that have available opportunities for physical activity and health-related programming.

HC 2.1 Identify and prioritize opportunities to extend pedestrian and bicycling infrastructure such as trails and sidewalks to connect residential areas to parks and open space, libraries, and recreation/community centers (see Transportation and Mobility Section and PF 2.3).

Health and Wellness Programs

The Bowie Senior Center promotes health and wellness by successfully implementing health-related programming and opportunities for its residents. This includes seminars about making healthy lifestyle choices, a well-equipped fitness room with weight training machines and cardio equipment, and several fitness classes.



Source: kate_sept2004; iStock

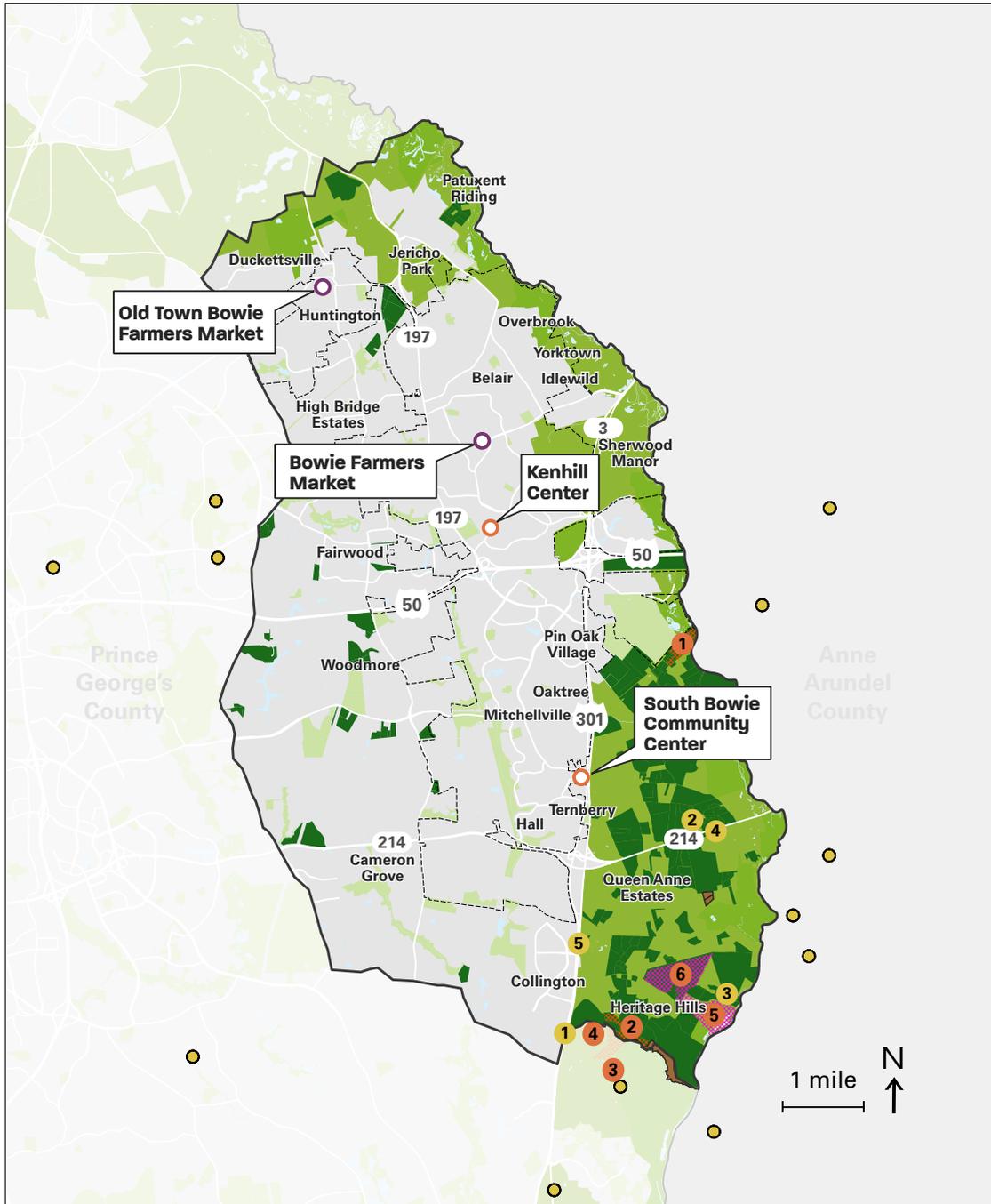
Sustainable Communities Program

The State of Maryland established the Sustainable Communities designation to strengthen reinvestment and revitalization in older communities such as City of Bowie. Having been designated as a Sustainable Community the city is eligible for several state incentive programs and benefits. These include the Community Legacy, Neighborhood Business Works, and Strategic Demolition and Smart Growth Impact Fund programs, for which Sustainability Community designation is a threshold requirement. Bowie is continuing to develop a blueprint to grow as an environmentally sustainable community. The City of Bowie practices better environmental health by offering rebate programs, such as a \$100 discount off the \$400 cost to conduct an energy audit in a private residence.



Healthy Communities

Map 46. Agriculture and Farm Fresh Food in Bowie-Mitchellville and Vicinity



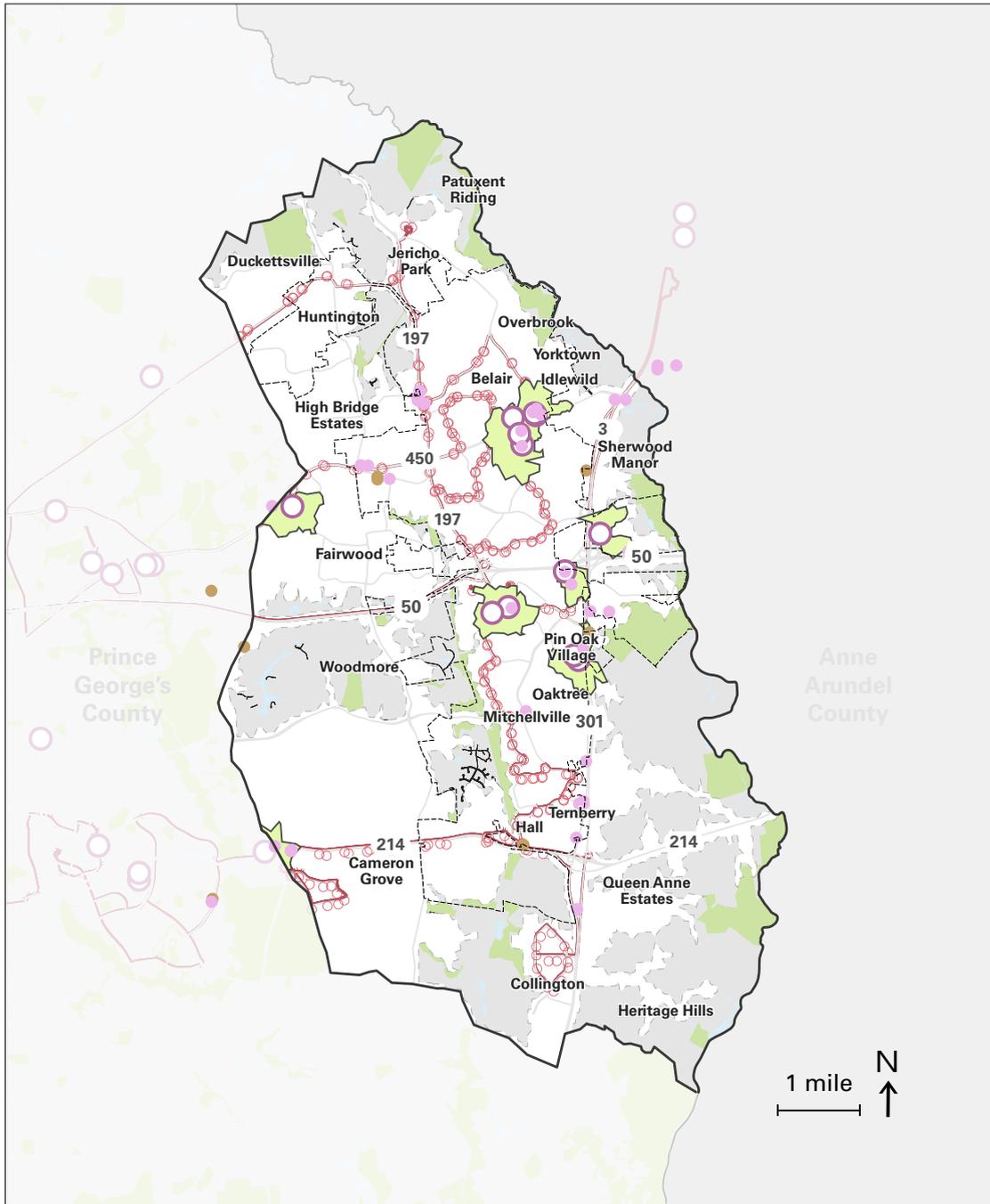
Source: U.S. Census Bureau, Johns Hopkins Center for a Livable Future.

*Farms (2018) data is based on land use data from the Prince George's County Planning Department, and represents parcels recorded as Agricultural-Natural Resources, with Farm as the detailed land use type.

- Community garden
- 1 Farm selling locally
- 1 Agricultural Easement
- HARPP Easement
- Farm (2018)*
- City of Bowie
- Farmer's market
- Farm selling locally (outside master plan area)
- Rural Legacy Area
- MALPF Easement
- Rural and Agricultural Reserve



Map 47. Supermarket Access in the Master Plan Area (Walking and Driving)



Source: GIS Data Catalogue, Prince George's County Planning Department; Mapbox Isochrones API.

- Supermarket 10-Minute Walkshed
- Supermarket
- Convenience Store
- Bus Stop
- Supermarket 10-Minute Driveshed
- Small Grocery
- Bus Route
- City of Bowie



Healthy Communities

Policy HC 3

Support the City of Bowie in their sustainability planning efforts.

- HC 3.1 Assist the City of Bowie to fully leverage their Sustainable Communities designation and apply for the programs available to them as a Sustainable Community.

ESTABLISHED COMMUNITIES

Policy HC 4

Create a linear active recreation corridor between Bowie Gateway and Prince George's Stadium.

- HC 4.1 Add active outdoor recreation infill uses from Bowie Gateway (in Bowie Local Town Center) to Prince George's Stadium (in the Established Communities) (see PF 9.1). The City of Bowie should evaluate the feasibility and desirability of recreation and wellness activities on City-owned property.

BOWIE LOCAL TOWN CENTER

Policy HC 5

Improve access to unprocessed, healthy foods such as fresh locally grown fruits, vegetables, legumes, whole grain breads, and greens as well as fish, low-fat dairy, and lean meats.

- HC 5.1 Establish a new farmers market in the underused parking lot at Bowie Town Center as well as one in the southern portion of the plan area.

Policy HC 6

Create a recreation destination at Bowie Local Town Center that includes programming and amenities that promote a healthy lifestyle for the entire family.

- HC 6.1 Create a partnership between Prince George's County and public and private stakeholders to envision a new model of health, wellness, and recreation that includes temporary and permanent infrastructure installments (playground, planters, exercise equipment, climbing wall) over time at Bowie Local Town Center.

- HC 6.2 Attract a public or private recreation and wellness anchor at Bowie Gateway near 4400 Mitchellville Road (Tax ID 2976868) as part of a larger wellness and recreation trail to provide amenities for residents and draw regional visitors. This anchor should complement, but not compete with, nearby city and Commission facilities (see PF 9.1).

BSU MARC CAMPUS CENTER

Policy HC 7

Improve access to community gardens, urban agriculture, and other food sources.

- HC 7.1 Locate a grocery at the BSU MARC Campus Center to serve the university community and future residents. Such a use should be integrated into the interior of the Center and should not front on MD 197 (Laurel Bowie Road) (see Figure 4. BSU MARC Campus Center Proposed Concept Plan [Three-Dimensional View]).



Policy HC 8

Improve access to recreation by creating new opportunities for physical activity.

- HC 8.1 Create a partnership between Prince George's County and public and private stakeholders to envision a new model of health, wellness, and recreation that includes temporary and permanent infrastructure installments (playground, planters, exercise equipment, rock wall) at BSU MARC Campus Center.

COLLINGTON LOCAL EMPLOYMENT AREA

Policy HC 9

Improve access to recreational centers by expanding existing and constructing new facilities that offer opportunities for physical activity.

- HC 9.1 Create a partnership between Prince George's County and public and private stakeholders to envision a new model of health, wellness and recreation that includes temporary and permanent infrastructure installments (playground, planters, exercise equipment, rock wall) over time at South Lake.

OLD TOWN BOWIE

Policy HC 10

Improve access to unprocessed, healthy foods such as fresh locally grown fruits, vegetables, legumes, whole grain breads, and greens as well as fish, low-fat dairy, and lean meats.

- HC 10.1 Revive the Bowie Farmers Market in Old Town Bowie (see EP 14.1).



SOUTH BOWIE
BRANCH LIBRARY

15301

Section XIII

Public Facilities



Public Facilities



PLAN 2035
GOAL

Enhance the quality of life and economic competitiveness of Prince George's County through the efficient, equitable, and strategic siting of education, public safety, water and sewer, solid waste, and parks and recreation facilities.

Public Facilities Goals

1. All students have quality educational instruction in modern facilities.
2. High-quality, well-maintained public facilities catalyze economic development and revitalization, stimulate employment growth, strengthen neighborhoods, and improve quality of life.
3. Fire and emergency medical services (EMS) respond areawide in established response times.

Existing Conditions Summary

Public facilities in the Bowie-Mitchellville and Vicinity master plan area are spaces for learning, social gathering, and public safety and wellness. Spaces for learning include schools and libraries, which may also serve social gathering functions; other social gathering spaces include community and recreation centers. Infrastructure that promotes health and safety include police and fire stations, hospitals, and health clinics.

Both M-NCPPC and the City of Bowie provide a robust park system in Bowie-Mitchellville and Vicinity. With parks comprising 10 percent of its land area, Bowie-Mitchellville and Vicinity offers 42 acres of parkland per 1,000 residents, exceeding Prince George's County's Level Of Service (LOS) standard of 35 acres per 1,000 residents. In 2021, Bowie-Mitchellville and Vicinity contained 64 parks, of which 66 percent have trails or other active recreation facilities. Residents in Bowie-Mitchellville and Vicinity have good access to parks by automobile, with 86 percent able to reach a park in 10 minutes or less. Access on foot, however, is considerably more limited, as only 22 percent of residents can walk to a park in 10 minutes or less.

All types of public facilities in Bowie-Mitchellville and Vicinity are concentrated in older existing communities, particularly within the City of Bowie. This poses a

challenge for recently built communities, which are largely of lower density, mostly along the Church Road corridor, and have relatively less access to community facilities than residents in older communities.

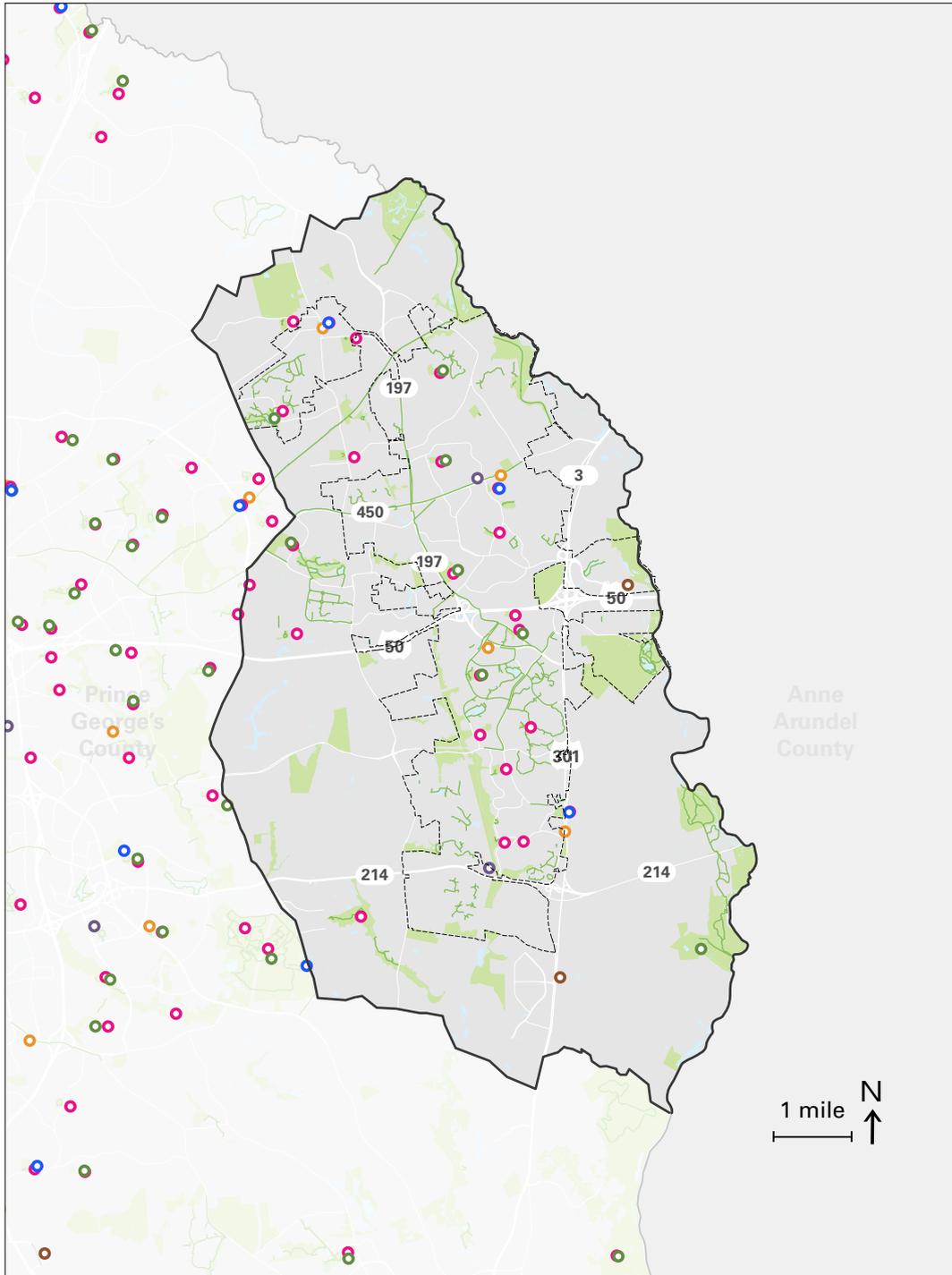
The plan area is home to two public libraries and three community centers. Many residents, especially within the City of Bowie, can reach libraries or community centers within a 10-minute bicycle trip, and nearly all can reach them within a 10-minute vehicle trip. Community centers are in areas where there is a critical mass of population, such as the City of Bowie, by design.

As with libraries and community centers, health and safety services including police, fire, and hospital services, provide better coverage for the City of Bowie than newer communities. Though there are no full-service hospitals in the plan area, the University of Maryland Bowie Health Center provides routine care and emergency room services, and nearly all residents are within a 21-minute national standard for suburban hospital access. Whereas most of the master plan area already can access emergent health care within a reasonable threshold, the Prince George's County Fire/EMS Department has identified sites for new stations to address locations underserved by first responders.

Since 2010, the number of schools throughout the County in excess of PGCPS' target 80-95 percent occupancy has grown significantly. In Bowie-Mitchellville and Vicinity, Bowie High School, three elementary schools and one middle school are within PGCPS's target utilization. Between 2010 and 2018, enrollment at Bowie High School declined by approximately 600 students. With a 2,772-student State Rated Capacity, Bowie High School's 2020 enrollment was 2,428 students. At 87 percent utilization, Bowie High School is within target occupancy. There are two middle schools within Bowie-Mitchellville and Vicinity: Samuel Ogle MS and Benjamin Tasker MS; at the most recent enrollment census (2019), Samuel Ogle MS was at 88 percent utilization and Benjamin Tasker MS was at 103 percent utilization, clearly is above its target utilization range. Finally, of the 11 elementary schools within the master plan area, three are within optimal utilization, six are underutilized, and two are overutilized. PGCPS is conducting a boundary study to balance enrollment within optimal capacity range.



Map 48. Existing Public Facilities



Source: GIS Data Catalogue, Prince George's County Planning Department.

Public Facilities

- Library
- Fire Station
- Picnic Areas
- Public Parks
- City of Bowie
- Community Center
- Police Station
- Playgrounds
- Trails



Public Facilities

In Bowie-Mitchellville and Vicinity, good access to quality public facilities is an asset that must be maintained and expanded to underserved communities. While residents in the master plan area's older, established communities enjoy generally good access to public facilities, communities outside the City of Bowie have comparatively less access to these amenities.

Sustainability and Climate Change—Public Facilities

Public facilities are the foundation of a sustainable community and are key to its resiliency. Climate change will lead to greater threats from heat waves, storm damage, and flooding potential in this area. Emergency planning and preparedness that addresses the populations most vulnerable to these threats are the hallmark of a resilient community. The plan supports a diverse array of public facilities that will strengthen neighborhood services, ensure public safety in emergencies, and provide for community needs. Upgrades to public works facilities for handling waste, water, sewage, and backup power availability can both ensure rapid response to emergency situations and reduce energy and emissions that impact climate change. Climate change resiliency can be further supported through retrofitting existing public facilities to be low-carbon buildings.

Public-Private Partnership (P3) Alternative Financing School Infrastructure Program

With the adoption of CR-100-2020 in October 2020, the Prince George's County Council approved a resolution to adopt a Public-Private Partnership (P3) Alternative Financing School Infrastructure Program for public school construction and replacement projects in the County. Through an alternative delivery model, PGCPs will pay a developer to design, build, and maintain six schools over a 30-year service period. The program is intended to supply 8,000 school seats that will include five new middle schools and one K-8 school. At the time of this Plan's publication, there were no P3 schools planned within Bowie-Mitchellville in Vicinity.

Policies and Strategies

AREAWIDE

Policy PF 1

Ensure public schools within Bowie-Mitchellville and Vicinity operate at 100 percent or less utilization.

- PF 1.1 Support PGCPs in securing future school sites in line with PGCPs¹ ongoing comprehensive boundary analysis findings and of PGCPs' Educational Facilities Master Plan.
- PF 1.2 Continue, in perpetuity, Board of Education ownership of school sites at:
 - Rockledge Elementary School (ES), 7701 Laurel Bowie Road (Tax ID 1593847)
 - High Bridge ES, 7011 High Bridge Road (Tax ID 1580521)
 - Whitehall ES, 3901 Woodhaven Lane (Tax ID 1593813)
 - Yorktown ES, 7301 Race Track Road (Tax ID 1593821)
 - Tulip Grove ES, 2909 Trainor Lane (Tax ID 0660902)
 - Heather Hills ES, 12605 Heming Lane (Tax ID 0660928)
 - Kenilworth ES, 12520 Kembridge Drive (Tax ID 0660886)
 - Northview ES, 3700 Northview Drive (Tax ID 0743682)
 - Woodmore ES, 12500 Woodmore Road (Tax ID 0680710)
 - Kingsford ES, 1401 Enterprise Road (Tax ID 0788422)
 - Pointer Ridge ES, 1110 Parkington Lane (Tax ID 0680744)
 - Fairwood ES Site, 13250 Fairwood Parkway (Tax ID 3507142)
 - Samuel Ogle Middle School (MS), 4111 Chelmont Lane (Tax ID 1707637)

¹ <https://www.pgcp.org/boundary>



- Benjamin Tasker MS, 4901 Collington Road (Tax ID 0660936)
- Bowie High School, 15200 Annapolis Road (Tax ID 1593896)
- Tall Oaks Vocational High School, 2112 Church Road (Tax ID 0680736)

Policy PF 2

Increase library services where necessary to meet the needs of residents based on County-adopted guidelines for access and location.

- PF 2.1 Facilitate partnerships between the Prince George's County Memorial Library System (PGCMLS) and local municipalities, including the City of Bowie, to expand digital outreach, promote workforce development, and host jurisdiction-sponsored events.
- PF 2.2 Provide site planning and placemaking support to PGCMLS to connect libraries with surrounding communities, center libraries as community gathering spaces, and promote dynamic and productive use of library properties.
- PF 2.3 Improve pedestrian access and safety at library facilities to implement the County's Vision Zero program recommendations (see Transportation and Mobility section and HC 2.1).

Policy PF 3

Provide community recreation amenities and services.

- PF 3.1 Evaluate and pursue opportunities for collocation of community recreation amenities and services in either single buildings or single properties of compatible and complementary facilities in future capital programming and planning efforts.

- PF 3.2 Acquire and adaptively reuse public facility buildings, wherever possible, including those that have been declared surplus by government agencies, for recreational purposes, as a means of redevelopment or economic revitalization, and to meet future public facility needs.

- PF 3.3 Complete park upgrades as local park facilities age and amenities reach the end of their lifecycles.

RURAL AND AGRICULTURAL AREA

Policy PF 4

Ensure adequate public water and sanitary sewer service to areas designated for such services, and only those areas so designated (see also Policy LU 2).

- PF 4.1 Do not extend water and sewer service into the Rural and Agricultural Area.
- PF 4.2 Amend the 2018 *Prince George's County Water and Sewer Plan* by reclassifying the properties at 16200 Annapolis Road (Tax IDs 1594761 and 1594753) into Water and Sewer Category 6.

Policy PF 5

Provide adequate water supply for fire suppression in the Rural and Agricultural Area.

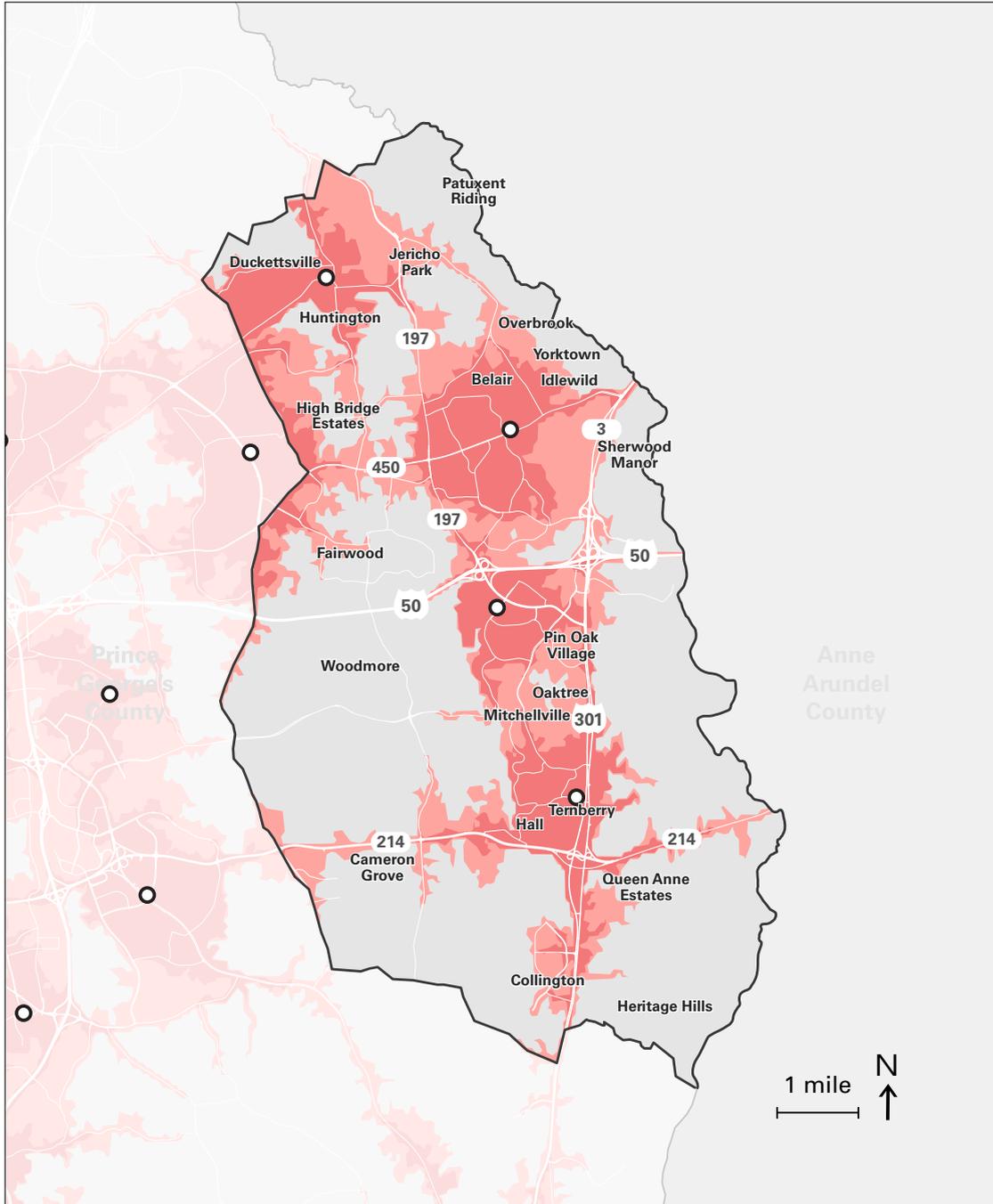
- PF 5.1 Inventory fire suppression water supply, such as ponds, water tanks, and fire hydrants in the or serving Rural and Agricultural Area to determine if additional infrastructure is necessary and where it should be located (Prince George's County CIP ID# 3.51.0029).²

² New water tanks have been in the Prince George's County Capital Improvement Program since 2002: <https://www.princegeorgescountymd.gov/DocumentCenter/View/34974/FireEMS-Department> page 287.



Public Facilities

Map 49. Fire Station Travelsheds in Prince George's County and Master Plan Area



Source: GIS Data Catalogue, Prince George's County Planning Department.

Fire Station Access

-  Fire Station
-  Fire Station 5-Minute Travelsheds (non-residential areas)
-  Fire Station 7-Minute Travelsheds (residential areas)



Policy PF 6

Ensure residents within the Rural and Agricultural Area are connected to parks, recreation, and open space.

- PF 6.1 Evaluate the potential of acquiring properties east of MD 3 (Robert Crain Highway) north of Forest Drive for the establishment of Robert Crain Highway Resource Park and the protection of the Patuxent River (see Table 40. Recommended Parks, Recreation, and Open Space Improvements).
- PF 6.2 Explore paved trail opportunities along the Patuxent River edge of the Bowie Race Track site to connect the WB&A Trail, and the M-NCPPC-owned Patuxent River Park facilities at Horsepen Branch Park (Tax ID 1700954) and Saddlebrook East Park (Tax ID 2928711).

ESTABLISHED COMMUNITIES

Policy PF 7

Ensure that Established Communities are connected to parks, recreation, and open space.

- PF 7.1 Support partnership between the State of Maryland, the City of Bowie, Bowie State University, and the owners of the Bowie Race Course and Training Center, approximately 180.844 acres consisting of all of the land located at:
- 8311 Race Track Road (Tax ID 1679893)
 - 8406 Race Track Road (Tax ID 1679851)
 - 8408 Race Track Road (Tax ID 1679844)
 - 8410 Race Track Road (Tax ID 1661099)

to facilitate adaptive reuse or redevelopment of the Bowie Race Track for public or university recreational purposes pursuant to a Joint Use Agreement between BSU and the City of Bowie. The Joint Use Agreement was approved by the Bowie City Council through Resolution R-87-20 on December 7, 2020.

- PF 7.2 Construct a public recreation facility on the City of Bowie's property at 4151 Church Road (Tax ID 3665791) upon appropriate review by the City of Bowie.

- PF 7.3 Create an urban park at Hall Station (15301 and 15231 Hall Road, Tax ID 4006565) as recommended by EP 3.2. This park would be privately-owned and maintained with a public use easement.

- PF 7.4 Add 20,000 nonaquatic square footage to the Bowie Community Center (3209 Stonybrook Drive, Tax ID 0662387) and 20,000 nonaquatic square footage to the South Bowie Community Center (1717 Pittsfield Lane, Tax ID 0748558) to meet Formula 2040 Level of Service needs for Park Service Areas 3 and 6. Specific property acquisition to be determined.

- PF 7.5 Expand Glenn Dale Community Center (11901 Glenn Dale Boulevard, Tax ID 1668128) into multigenerational facility to meet Formula 2040 LOS needs for Park Service Area 3 (outside plan area boundary).

- PF 7.6 Construct a new multigenerational facility on M-NCPPC property near Randall Farm (Tax ID 1761394, outside plan boundary) to meet Formula 2040 LOS needs for Park Service Area 6.

- PF 7.7 Complete park renovations of Sandy Hill Park (9452 Old Laurel Bowie Road, Tax ID 1618875).

Policy PF 8

Ensure the Established Communities are well-covered by fire and emergency medical services.

- PF 8.1 Carry forward the recommendations of the 2008 *Approved Public Safety Facilities Master Plan* to construct a new fire/EMS station near the intersection of Woodmore and Mount Oak Roads.



Public Facilities

BOWIE LOCAL TOWN CENTER

Policy PF 9

Ensure that Bowie Local Town Center residents are connected to parks, recreation, and open space.

- PF 9.1 Determine the feasibility of creating a linear active recreation park from Bowie Gateway (in Bowie Local Town Center) to Prince George’s Stadium (in the Established Communities), including a pedestrian crossing of the F-10 freeway. This park could include playgrounds, shared-use paths, exercise equipment, and other outdoor recreation uses, such as a climbing wall. This park could include city-owned parcels at 16401 Harbour Way (Tax ID 0818773), 4220 Robert Crain Highway (Tax ID 0818765), and 4400 Mitchellville Road (Tax ID 2976868), if so desired by the City of Bowie, and a privately-owned parcel east of US 301 (Tax ID 3149275). (See HC 4.1, HC 6.2, Figure 2. Bowie Gateway Concept Plan and Table 40. Recommended Parks, Recreation, and Open Space Improvements.)
- PF 9.2 Utilize mandatory park dedication process and Formula 2040 Urban Park Typology to develop a plaza at Bowie Town Center (see Map 50. Recommended Public Facilities).

Formula 2040 Functional Master Plan for Parks, Recreation and Open Space Service Area

Formula 2040 is a functional master plan used to guide the Department of Parks and Recreation’s approach to development, maintenance, and use of parks and open space in the county. Formula 2040 recommends policies and strategies based on three goals: Connectivity, Health and Wellness, and Economic Development. To meet the three goals, Formula 2040 divides the county into nine geographic service areas which are used to further determine the Level of Service (LOS) needs.

LOS is used measured in terms of size and quantity of a park facilities as related to the population and drive time to recreational activities within a service area. The Bowie-Mitchellville and Vicinity and Master Plan boundaries cross two park service areas, service area 3 and service area 6.

BSU MARC CAMPUS CENTER

Policy PF 10

Ensure adequate public water and sanitary sewer service to the BSU MARC Campus Center.

- PF 10.1 Extend public water and sanitary sewer service to serve new development at the BSU MARC Campus Center. Amend the 2018 Prince George’s County Water and Sewer Plan to clarify that the entire BSU MARC Campus Center is in Water and Sewer Category 5 or below. Public water and sanitary sewer service should only be provided to this area from the BSU campus, or along utility or road rights-of-way, and under no circumstances should properties in the Rural and Agricultural Areas along or abutting such water and sewer extensions have access to public water and sewer, nor should they be considered eligible for reclassification out of the Rural and Agricultural Area because of the presence of water and sewer transmission lines serving BSU or the BSU MARC Campus Center.

Policy PF 11

Ensure amenities including plazas, linear parks, event spaces, and other public open spaces are included in the development of BSU MARC Campus Center.

- PF 11.1 Utilize mandatory park dedication process and Formula 2040 Urban Park Typology to develop park facilities at BSU MARC Campus Center at the following locations (see Figure 4. BSU MARC Campus Center Proposed Concept Plan [Three-Dimensional View] and Map 50. Recommended Public Facilities):
 - a. Community plazas within University Village
 - b. Linear parks in University Village
 - c. Linear parks in North Village
 - d. Community park in the Office and Research Campus



Formula 2040 Urban Park Typology

Resource Park—Includes nature centers, wildlife viewing, gardens, and gazebos, large bodies of water, picnic areas, interpretative displays, or informational signage. They may be designed to provide habitat, protect waterways, or manage stormwater or used to educate on heritage and cultural resources of a preserved site.

Plaza—Includes benches, hardscapes, lighting, and access to transit.

Greenway and Linear Park—Includes trails for walking, jogging, hiking, bicycling, skating, and outdoor fitness stations.

Neighborhood Park—Includes playground equipment, court games, multipurpose paved areas, informal open space, and splash pads. Passive recreation uses include trails, picnic/sitting areas, community gardens, and planted areas.

Community Park—Includes play structures for varying age groups, game courts, ball fields, tennis courts, volleyball courts, swimming pools, and a community building or recreation center. Passive recreation facilities include trails, picnic areas, natural areas and ornamental gardens, performance spaces, and recreation centers.

Commons/Greens—A central lawn is often the main focus, with adjacent spaces providing complementary uses. Other features may include gardens, water features, play spaces, and shade structures.

Special Facility—Includes public spaces that are developed for an explicit, often singular purpose such as green roofs, adventure playgrounds, skate parks, memorials, and cultural facilities such as art centers, amphitheaters, large event venues and sports complexes, arcades, community gardens, and playgrounds on roofs.

Liberty Sports Park

Liberty Sports Park (Tax IDs 3422557, 3422581, 3422565) is a 76-acre multifield sports facility complex under construction near the intersection of MD 214 and US 301. Nonprofit Green Branch Management Group Corp will manage the facility with funding from the state of Maryland and the Washington Football Charitable Foundation.

Liberty Sports Park will feature a combination of 10 lighted synthetic and grass fields, and eventually a stadium field. Liberty Sports Park will focus on youth sports and dedicate after-school hours PGCPs students and reserve times for youth programs.

Source: <https://libertysportspark.com/>

PF 11.2 Construct a Convocation Center for BSU in the University Village area.

PF 11.3 Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions and improvements:

a. Addition to Horsepen Branch Neighborhood and Stream Valley Park (8611 Race Track Road, Tax ID 1700954; approximately 65 acres)(see PF 6.2).

b. Improvements to Adnell Neighborhood Park (Jericho Park Road, Tax ID 1580711; approximately 7 acres).

COLLINGTON LOCAL EMPLOYMENT AREA

Policy PF 12

Ensure that Bowie-Mitchellville and Vicinity residents are connected to parks, recreation, and open space.

PF 12.1 Secure 20-acre parkland dedication from National Capital Business Park development along Leeland Road, with trail connections north through the Collington Branch Stream Valley Park, and to the future South Lake and Liberty Sports Park Developments.

PF 12.2 Develop community park facilities at M-NCPPC-owned property (15811 Commerce Street, Tax ID 3422599) adjacent to Liberty Sports Complex to complement athletic facilities and connect with the Collington Local Employment Area.

Policy PF 13

Ensure Collington Local Employment Area is well-covered by fire and emergency medical services.

PF 13.1 Carry forward the recommendations of the 2008 *Approved Public Safety Facilities Master Plan* to construct a new Beechtree fire/EMS facility near the intersection of US 301 (Robert Crain Highway) and Leeland Road.



Public Facilities

OLD TOWN BOWIE

Policy PF 14

Ensure that Bowie-Mitchellville and Vicinity residents are connected to parks, recreation, and open space.

- PF 14.1 Complete Phase II plans to develop 10th Street Park and Bowie Heritage Trail (City of Bowie CIP# CR-44) (Tax IDs 1587278, 1618081, 2832251, 5606455) in Old Town Bowie.
- PF 14.2 Complete Phase III Railroad Museum grounds redevelopment at 8614 Chestnut Avenue (City of Bowie CIP # CR-46) (Tax IDs 1701341, 1651199, 1701341). (See Table 40. Recommended Parks, Recreation, and Open Space Improvements.)

MD 450 CORRIDOR

Policy PF 15

Ensure that residents of communities along the MD 450 Corridor are connected to parks, recreation, and open space.

- PF 15.1 Evaluate the feasibility of developing trail connections within Archer Tract Park (Annapolis Road, Tax IDs 1571819, 1658590) to connect Free State Shopping Center and Hilltop Plaza along MD 450 (see Table 40. Recommended Parks, Recreation, and Open Space Improvements).

- PF 15.2 Provide a neighborhood park located on the northern end of Free State Shopping Center within the proposed multifamily housing development. Explore potential stream crossing connections from Free State Shopping Center to the existing neighborhoods north of the shopping center (see Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan, and Table 40. Recommended Parks, Recreation, and Open Space Improvements).
- PF 15.3 Create a plaza at the northwest corner of the MD 450 and Superior Lane intersection of Free State Shopping Center to host outdoor markets and other temporary uses. (See Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan and Table 40. Recommended Parks, Recreation, and Open Space Improvements.)

Policy PF 16

Ensure adequate public water and sanitary sewer service to areas designated for such services, and only those areas so designated.

- PF 16.1 Amend the 2018 Prince George’s County Water and Sewer Plan to reclassify the parcels in LU 2.3 and Table 5. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property to Water and Sewer Category 6: Well and Septic Service.

US 301/MD 3 CORRIDOR

Policy PF 17

Ensure that residents of communities along the US 301/MD 3 corridor are connected to parks, recreation, and open space.

- PF 17.1 Construct the planned Green Branch Multifield Sports Complex adjacent to Prince George’s Stadium on M-NCPPC-owned land at 4101 Robert Crain Highway (Tax IDs 2827715, 0796979, and 0801191). DPR will produce a master park development plan that will feature additional athletic fields, youth sports programming, and tournament sports opportunities.

Plaza

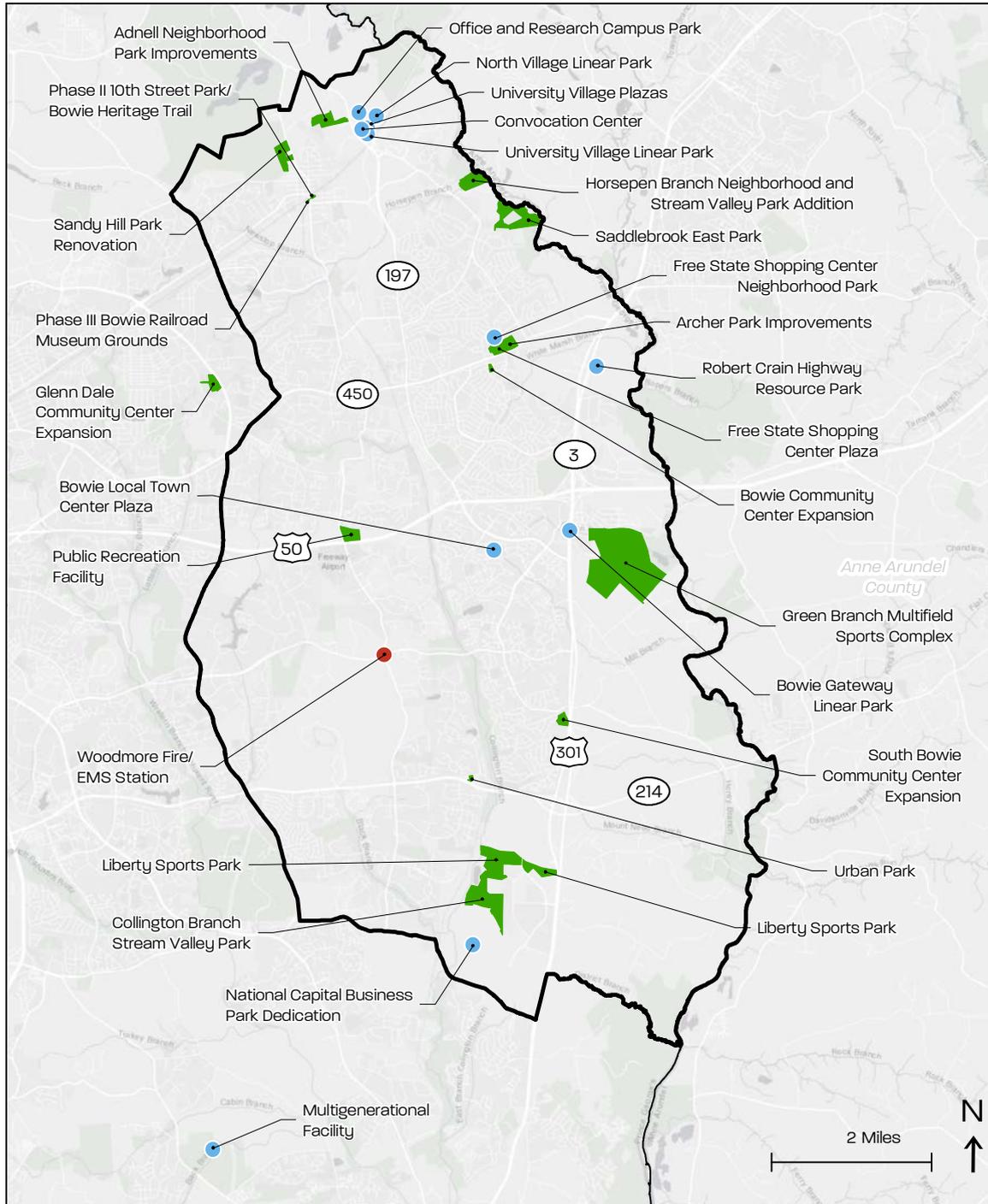
Depending on size, plazas may support activities including open air markets, concerts, festivals, and special events but are not often used for active recreational purposes. Plazas are often located at transit stops or other important nodes and serve as the focal point for community activities. Although a plaza may include landscaped areas, the emphasis is often on paved surfaces that can accommodate a large number of visitors.



Source: Formula 2040, p. 182.



Map 50. Recommended Public Facilities



Source: Prince George's County Planning Department

- Master Plan Boundary
- Proposed Park (fixed)

- Proposed Park (floating)
- Proposed Fire/EMS Station (floating)



Public Facilities

Table 40. Recommended Parks, Recreation, and Open Space Improvements

Strategy	Park Recommendation	Formula 2040 Park Type	Location	Focus Area/Corridor	Owner	Tax ID(s)
AREAWIDE						
PF 3.3	Park Refresh Projects	Various		Areawide	M-NCPPC	Various
RURAL AND AGRICULTURAL AREA						
PF 6.1	Robert Crain Highway Resource Park	Resource Park	6309 Robert Crain Highway (Floating)	Rural and Agricultural Area/ US 301 Corridor/	M-NCPPC	Near 0657304
PF 6.2	Horsepen Branch Neighborhood and Stream Valley Park Addition	Neighborhood Park/ Greenway	Race Track Road	Established Communities	M-NCPPC	1700954
PF 6.2	Saddlebrook East Park	Neighborhood Park/ Greenway	Race Track Road	Established Communities	M-NCPPC	2928711
ESTABLISHED COMMUNITIES						
PF 7.2	Public Recreation Facility	N/A	4151 Church Road	Established Communities	City of Bowie	3665791
PF 7.3	Urban Park	N/A	15301/152931 Hall Station	Established Communities	Private	4006565
PF 7.4	Bowie and South Bowie Community Center Expansion	N/A	3209 Stonybrook Drive, 1717 Pittsfield Lane	Established Communities	M-NCPPC	0662387, 0748558
PF 7.5	Glenn Dale Community Center Expansion	N/A	11901 Glenn Dale Blvd (outside plan area)	Established Communities	M-NCPPC	1668128
PF 7.6	Multigenerational Facility	N/A	Randall Farm (outside plan area)	Established Communities	M-NCPPC	1761394
PF 7.7	Sandy Hill Park Renovation	Neighborhoods Park	9452 Old Laurel Bowie Road	Established Communities	M-NCPPC	1618875
BOWIE LOCAL TOWN CENTER						
PF 9.1	Bowie Gateway Linear Park	Linear Park	Bowie Gateway (see Figure 2. Bowie Gateway Concept Plan)	Bowie Local Town Center	TBD	TBD
PF 9.2	Bowie Local Town Center Plaza	Plaza	Bowie Town Center (Floating)	Bowie Local Town Center	Dedication	TBD
BSU MARC CAMPUS CENTER						
PF 10.1 (a)	University Village Plazas	Plaza	University Village (Floating)	BSU MARC Campus Center	TBD	TBD
PF 10.1 (b)	University Village Linear Park	Linear Park	University Village (Floating)	BSU MARC Campus Center	TBD	TBD
PF 11.1 (c)	North Village Linear Park	Linear Park	North Village (Floating)	BSU MARC Campus Center	TBD	TBD
PF 11.1 (d)	Office and Research Campus Park	Neighborhood Park/ Greenway	Office and Research Campus (Floating)	BSU MARC Campus Center	TBD	TBD

Public Facilities



Table 40. Recommended Parks, Recreation, and Open Space Improvements

Strategy	Park Recommendation	Formula 2040 Park Type	Location	Focus Area/ Corridor	Owner	Tax ID(s)
PF 11.2	Convocation Center	Special Facility	University Village (Floating)	BSU MARC Campus Center	BSU	TBD
PF 11.3 (a) (see PF 6.2)	Horsepen Branch Neighborhood and Stream Valley Park Addition	Neighborhood Park/ Greenway	Race Track Road	Established Communities	M-NCPPC	1700954
PF 11.3 (b)	Adnell Neighborhood Park Improvements	Neighborhood Park	MD 197 (Laurel Bowie Road)	BSU MARC Campus Center	City of Bowie	1580711
COLLINGTON LOCAL EMPLOYMENT AREA						
PF 12.1	National Capital Business Park Dedication	Greenway	15800 Leeland Road	Collington Local Employment Area	M-NCPPC	0670737
PF 12.1	Liberty Sports Park	Special Facility	Prince George's Boulevard	Collington Local Employment Area	Private	3422557, 3422581, 3422565
PF 12.2	Collington Branch Stream Valley Park	Community Park	Collington Local Employment Area	Collington Local Employment Area	M-NCPPC	3422599
OLD TOWN BOWIE						
PF 14.1	Complete Phase II 10th Street Park/Bowie Heritage Trail	Neighborhood Park	10th Street, Old Town Bowie	Old Town Bowie	City of Bowie	1587278, 1618081, 2832251, 5606455
PF 14.2	Complete Phase III Bowie Railroad Museum Grounds	Commons/ Greens	8614 Chestnut Avenue	Old Town Bowie	City of Bowie	1701341, 1651199, 1701341
MD 450 CORRIDOR						
PF 15.1	Archer Park Improvements	Community Park	Annapolis Road	MD 450 Corridor	M-NCPPC	1571819, 1658590
PF 15.2	Free State Shopping Center Neighborhood Park	Neighborhood Park	Northern End of Free State Shopping Center (Floating)	MD 450 Corridor	Private	3742814
PF 15.3	Free State Shopping Center Plaza	Plaza	Northwest Corner of MD 450 and Superior Lane (Floating)	MD 450 Corridor	Private	3742806
US 301/MD 3 CORRIDOR						
PF 17.1	Green Branch Multifield Sports Complex	Special Facility	4101 Robert Crain Highway	US 301/MD 3 Corridor	M-NCPPC	2827715, 0796979, 0801191

WHAT DO YOU HAVE IN COMMON WITH YOUR NEIGHBORS?



Butterflies and people need food.



We all need places to live



Squirrels and people need places to play.



Frogs and people need clean water.



What else do you and your wildlife neighbors need to survive?



Birds and people need places to gather.

Find out more at www.cityofbowie.org/habitat



Section XIV

Implementation Framework

Introduction

The area master plan serves as a policy guide for elected officials, government agencies, property owners, the real estate and development industries, and preservation and environmental organizations. The area master plan offers many policies and strategies to address planning issues in the area. Its goals, policies, and strategies will be realized through a variety of implementation mechanisms. These approaches include recommended legislative changes to applicable ordinances, capital improvement program commitments, operating budget initiatives, the incorporation of policy guidance in future master and sector plans, and a strategic plan for implementation.

The strategic plan for implementation establishes a full set of priorities and benchmarks of progress. Successful implementation will take time and require the efforts of all stakeholders—government, the private sector, nonprofit organizations, property owners, and residents. The area master plan recommendations are intended to occur over a 20-year horizon, and implementation strategies have been categorized according to priority and projected time of completion. The assigned time frames are not fixed; rather, they are intended to be flexible and to allow for implementation to occur as opportunities and resources arise.

Time Frame

Short-Term (1-5 years)
Mid-Term (6-10 years)
Long-Term (10+ years)

Implementation time frames are as follows:

Short-term: Strategies intended to be implemented by 2027. These strategies may require fewer resources and may be easier to accomplish in the near-term. Alternately, they may be high-priority strategies that lay the foundation for the implementation of later strategies.

Mid-term: Strategies intended to be implemented between 2027 and 2032. These strategies may require interagency collaboration or additional resources prior to implementation.

Long-term: Strategies intended to be implemented beyond 2032. These strategies require complex interagency collaboration, analyses, or resources that may take many years before implementation can begin. They may also require that the regional real estate and employment markets shift favorably to support full implementation.

An implementation framework contains a series of programs and actions that work together because no one entity is solely responsible for implementing a master plan; it takes a dedicated, coordinated effort.

Implementation Matrices

The following implementation matrices identify agencies and partners that may have a role in implementing each strategy. The matrices may not be inclusive of all agencies and partners; rather, the list is intended to support interagency collaboration and spur timely implementation of area master plan recommendations. As strategies are implemented over time, additional partners may be identified to assist with implementation. Note that the matrix does not contain strategies that are statements of policy or guidance whose implementation is their inclusion in this master plan.

High-priority implementation measures are highlighted. These measures are considered essential to the realization of the master plan’s vision

Table 41. Table of Acronyms

Acronym	Definition
BSU	Bowie State University
DHCD	Prince George's County Department of Community Development
DNR	Maryland Department of Natural Resources
DOE	Prince George's County Department of Environment
DPIE	Prince George's County Department of Permitting, Inspection and Enforcement
DPW&T	Prince George's County Department of Public Works and Transportation
HAPGC	Housing Authority of Prince George's County
MDOT	Maryland Department of Transportation
MHAA	Maryland Heritage Areas Authority
MSAC	Maryland State Arts Council
MTA	Maryland Transit Administration
PEPCO	Potomac Electric Power Company
PGCAHC	Prince George's County Arts and Humanities Council
PGCEDC	Prince George's County Economic Development Corporation
PGCPS	Prince George's County Public Schools
PGCMLS	Prince George's County Memorial Library System
PGOCS	Prince George's County Office of Central Services
PGCSCD	Prince Georges' County Soil Conservation District
RAPGC	Revenue Authority of Prince George's County
RDA	Prince George's County Redevelopment Authority
SHA	State Highway Association
TBD	To Be Determined
WMATA	Washington Metropolitan Area Transit Authority
WSSC	Washington Suburban Sanitary Commission

Table 42. Land Use Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Land Use				
ESTABLISHED COMMUNITIES				
Should Freeway Airport be unable to redevelop pursuant to Preliminary Plan of Subdivision 4-20006, and should it cease operation as an airport, the properties located at 3600, 3702, and 3900 Church Road (Tax ID 0801258, 0801357, 0801290, 0801340, 0801241, 0801274, 0801233, 0801282, and 0728741) should be redeveloped with medium-density single-family, attached or detached housing. Uses other than aviation, single-family attached or detached housing, or rural or agricultural uses do not conform with this master plan. Map 16: Future Land Use, designates this property in the Residential Medium land use category. (See Strategy CZ 3.3 and Map F-11. CZ 3.3 Zoning Recommendations).	LU 3.1	Property Owner(s)		Mid-Term
Support the development of single-family attached housing on the properties owned by MBNA LLC along Mitchellville Road (Tax ID 0681619, 0733451, 0680231). Map 16. Future Land Use, designates this property in the Residential Medium-High land use category. (See Strategy CZ 3.1).	LU 3.2	Property Owner(s)		Mid-Term
As part of the Plan 2035 Five-Year Evaluation (see Section XV of this Plan at page 229), monitor and evaluate density and FAR of new development in the Bowie Local Town Center according to guidelines in the 2018 Zoning Ordinance and the recommendations set forth in Plan 2035 (see Plan 2035 Table 16, page 108); once those goals have been met on average for the Center, future expansion of the Bowie Local Town Center boundary may be considered.	LU 4.6	M-NCPPC		Long-term
Construct mid-rise (less than eight stories) multifamily housing at varying price points and number of bedrooms to provide additional housing options throughout Bowie Local Town Center and complement existing neighborhoods surrounding the center.	LU 5.1	Property Owner(s)		Long-Term
Construct infill residential and retail in the underused parking lots centrally located in the area immediately southwest of the US 50/US 301/MD 3 interchange known as the Bowie Gateway. Infill retail should include 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.	LU 5.3	Property Owner(s)		Long-Term
Melford should continue to develop pursuant to its approved Conceptual Site Plans.	LU 5.5	Property Owner(s)		Ongoing
Develop office uses within Bowie Local Town Center by with the support of Prince George’s County Economic Development Corporation (PGCEDC) and state programs.	LU 5.6	Property Owner(s), PGCEDC	City of Bowie, Maryland Department of Commerce	Ongoing
Redevelop 3811 Evergreen Parkway (Shoppes at Bowie Town Center) with multifamily residential uses. Development should front the sidewalk along Evergreen Parkway and decrease in height and visual impact southward from Evergreen Parkway, minimizing visual impact on adjacent neighborhoods.	LU 6.1	Property Owner(s)		Long-Term

Table 42. Land Use Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Redevelop 3811 Evergreen Parkway (Shoppes at Bowie Town Center) with multifamily residential uses. Development should front the sidewalk along Evergreen Parkway and decrease in height and visual impact southward from Evergreen Parkway, minimizing visual impact on adjacent neighborhoods.	LU 6.1	Property Owner		Long-Term
As part of the Plan 2035 Five-Year Evaluation (see Section XV of this Plan at page 229), monitor and evaluate density and FAR of new development in BSU MARC Campus Center according to guidelines in the 2018 Zoning Ordinance and the recommendations set forth in Plan 2035 (see Plan 2035 Table 16, page 108); once those goals have been met on average for the Center, future expansion of the BSU MARC Campus Center boundary may be considered.	LU 7.5	M-NCPPC		Long-Term
BSU MARC CAMPUS CENTER				
Construct multifamily housing, including student housing, in University Village and construct multifamily housing and townhouses in North Village to create the residential base necessary to support a vibrant, mixed-use, transit-oriented center at the BSU MARC Campus Center. See HN 6.	LU 8.1	Property Owner(s)	BSU	Short-Term
Implement the recommendations of the Bowie State University Facilities Master Plan 2020-2030 for the current BSU campus east of the Amtrak Northeast Corridor. Facilities recommended for west of the Northeast Corridor are incorporated in this area master plan but are envisioned in different locations given the recommended street network, stream buffers, and utility rights-of-way.	LU 8.2	BSU		Ongoing
Acquire, consolidate, and redevelop all developed parcels west of the Amtrak Northeast Corridor within the BSU MARC Campus Center.	LU 8.3	Property Owner(s)		Short- to Mid-Term
Ensure that development in the Bowie State University MARC Campus Center includes appropriate buffers and transitions to minimize impacts to the Fran Uhler Natural Area and other sensitive environmental features.	LU 8.4	Property Owner(s)		Mid-Term
Within the University Village, develop a transit-supportive mix of uses that includes university spaces, a hotel, student housing, a brewery, fast-casual dining, and a grocery store anchor to serve students, faculty, and nearby residents.	LU 9.1	Property Owner(s), BSU		Short- to Mid-Term
Focus office development at the Office and Research Campus.	LU 10.1	Property Owner(s)		Mid-Term
Construct university-related incubation center and makerspaces, environmental research facility, flex space, and continuing education center at University Village.	LU 10.2	BSU		Mid-Term
Develop telecommunication and internet-based uses, such as data centers, in the northern part of the BSU MARC Campus Center at the Office and Research Campus. See Strategy EP 10.2.	LU 11.1	Private Business, Property Owner(s)		Mid-Term

Table 42. Land Use Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
COLLINGTON LOCAL EMPLOYMENT AREA				
Construct office, transportation, warehousing, or logistics uses at 801 Prince George's Boulevard (Tax ID 0798561).	LU 12.1 (a)	Property Owner(s)		Short-Term
Construct office, transportation, warehousing, or logistics uses at 15900 Trade Zone Avenue (Tax ID 0799064).	LU 12.1 (b)	Property Owner(s)		Mid-Term
Construct office, transportation, warehousing, or logistics uses at 750 Prince George's Boulevard (Tax ID 0798538).	LU 12.1 (c)	Property Owner(s)		Mid-Term
Work with property owner(s) and leasing agents to relocate office and flex space tenants to other office/flex hubs in Prince George's County, including Melford and the BSU MARC Campus Center, creating opportunities to consolidate parcels and/or redevelop obsolete buildings into modern transportation, logistics, and warehousing centers.	LU 12.2	Property Owner(s)		Mid-Term
Construct the proposed retail, service, and eating and drinking establishments at South Lake.	LU 13.1	Property Owner(s)		Mid-Term
Add limited retail, service, and eating and drinking establishments within Collington Local Employment Area to serve employees within the employment center. This is intended to acknowledge the need for convenient retail and dining options within walking distance to jobs; such retail complement, and not replace, additional retail options at South Lake. The Legacy Comprehensive Design (LCD) Zone (the former Employment and Institutional Area Zone) applicable to the Collington Local Employment Area does not permit the range of eating and drinking and convenience service/retail establishments necessary to maximize the Collington Local Employment Area's regional competitiveness. CZ 7.1 recommends reclassification of this property to the Industrial, Heavy (IH) Zone.	LU 13.2	Property Owner(s)		Mid-Term
OLD TOWN BOWIE				
Construct infill retail and arts-related uses (galleries and nonprofits) on the properties along MD 564 (9th Street) in Old Town Bowie. Buildings with second-floor residential are encouraged.	LU 14.1	Property Owner(s)		Long-Term
Develop a food and beverage establishment (brewery) on the underused parcels on Washington Avenue (Tax IDs 1594043, 1592476, 1618545, and 1594423) lining the north side of the railroad in Old Town Bowie. See Strategy EP 12.5, and Figure 5: Old Town Bowie Concept Plan.	LU 14.2	Property Owner(s)		Long-Term
Transition, over time, the industrial properties at the interchange of the Amtrak Northeast Corridor and the CSX Pope's Creek Branch to a mix of arts-and-entertainment-related uses and makerspaces. (See Map 16. Future Land Use; and Appendix F. Zoning Recommendations. See also Policy CZ 10.	LU 15.1	Property Owner(s)		Long-Term

Table 42. Land Use Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Activate vacant and underused parcels such as the parking lots at 8611 Chapel Avenue (Tax ID 5644348) and at 8614 Chestnut Avenue (Tax ID 1701341) and streets by allowing temporary uses such as pop-up retail, if viable, farmers markets, outdoor performance venues, food trucks, and other temporary placemaking uses.	LU 15.2	City of Bowie	Retailers, artisans, farmers, nonprofits, food and beverage operators	Ongoing
Construct or convert existing structures into housing that supports artists along MD 564 (9th Street) and at other strategic locations in Old Town Bowie. In addition to conventional housing types, artists' residential studios and live-work dwelling units may be accommodated in properties within the Commercial-Neighborhood (CN) Zone. See Table 6. Artist Housing Locations. See Strategy HN 7.1.	LU 15.3	Property Owner(s)	Nonprofits, arts-centered organizations	Mid-Term
All new buildings along MD 564 (9th Street) should contain dwelling units or offices on upper floors. Where feasible, existing buildings should be retrofitted to support upper-level residential units as well.	LU 15.4	Property Owner(s)		Long-Term
MD 450 CORRIDOR				
Construct a pedestrian-oriented mix of commercial land uses along MD 450 between Free State Shopping Center and Bowie Marketplace such as retail, dining, and service uses such that over time it evolves from an arterial to a destination. See Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan.	LU 16.1	Property Owner(s)		Long-Term
Redevelop Free State Shopping Center and Bowie Marketplace into an integrated mixed-use destination that includes multifamily dwellings and townhouses. See Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan, and Strategy HN 8.	LU 16.2	Property Owner(s)		Long-Term
After completing a feasibility study, and as redevelopment along Superior Lane occurs, transform the thoroughfare into an active and lively tree-lined boulevard, with infill linear retail (restaurants and specialty shops in one- to two-story buildings) in the adjacent parking lots that stretches from Stonybrook Drive and extends northward toward Bowie Marketplace and crosses MD 450 into Free State Shopping Center (see Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan).	LU 16.3	Property Owner(s)		Mid-Term
Redevelop the former Frank's Nursery property at 12205 and 12105 Annapolis Road (Tax ID 0733741 and 0733782) and 5015 Enterprise Road (Tax ID 0817676) into commercial land use. Map 16. Future Land Use, designates this property in the Commercial future land use category.	LU 17.1	Property Owner(s)		Mid-Term
MD 197 CORRIDOR				
Redevelop Bowie Plaza (6806-6948 Laurel Bowie Road) to include mid-rise multifamily residential uses vertically or horizontally integrated with neighborhood-scale retail uses, including a grocery. If existing buildings are retained, façades should be upgraded to better attract shoppers and tenants.	LU 18.1	Property Owner(s)		Long-Term

Table 42. Land Use Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
US 301/MD 3 CORRIDOR				
Work with property owner(s), tenants, and economic development professionals on exterior improvements to Pointer Ridge Shopping Center to attract new tenants.	LU 19.1	Property Owner(s)		Short-Term
Redevelop Pointer Ridge Plaza (1334 NW Robert Crain Highway) to include multifamily residential uses to meet housing needs for new workers in the southern part of the plan area along the US 301 Corridor and to increase continued commercial viability.	LU 19.2	Property Owner(s)		Long-Term
As US 301 is upgraded to a limited-access freeway (F-10), concentrate retail and service commercial development on the west side of planned interchanges at Leeland Road and MD 214 to reduce the burden on existing infrastructure and conserve sensitive environments, such as woodland, wetlands, and farmland. Discourage commercial land use elsewhere along the corridor.	LU 20.1	Property Owner(s)		Long-Term

Table 43. Economic Prosperity Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
Economic Prosperity				
AREAWIDE				
Increase funding for, and promotion of, the PGCPs's and BSU's Education Innovation Initiative (EI ²).	EP 1.1	BSU	PGCPs, City of Bowie	Ongoing
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 1.2	City of Bowie, Employ Prince George's		Ongoing
Leverage the Bowie Business Innovation Center to accelerate businesses and create collaborative workspace for technology companies and government contractors.	EP 1.3	Bowie Business Innovation Center	PGCEDC	Ongoing
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.	EP 1.4	PGCEDC	Prince George's County Community College, vocational schools, BSU	Ongoing
RURAL AND AGRICULTURAL				
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 2.1	Maryland Department of Agriculture, PGCSCD		Ongoing
Establish a buy local program to encourage consumers to support local farmers and other merchants.	EP 2.2	City of Bowie; PGCEDC	Local Businesses, farmers	Ongoing
Encourage agricultural tourism opportunities such as wineries, distilleries, outdoor recreation, retreat venues, and agricultural education in the Rural and Agricultural Area.	EP 2.3	Experience Prince George's County	PGCEDC	Ongoing
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 2.4	PGCSCD		Long-Term
Construct a commercial-scale regional equine manure composting facility in the Rural and Agricultural Area.	EP 2.5	PGCSCD		Long-Term
ESTABLISHED COMMUNITIES				
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 3.1	Property Owner(s)	RDA	Mid-Term
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 3.2	Property Owner(s)		Mid-Term
At Watkins Park Plaza, widen the sidewalk along the storefronts to create gathering space and add additional landscaping to the parking lot.	EP 3.3	Property Owner(s)	RDA	Mid-Term
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 on page 98.)	EP 3.4	Property Owner(s)		Long-Term

Table 43. Economic Prosperity Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
BOWIE LOCAL TOWN CENTER				
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 4.1	City of Bowie	PGCEDC	Ongoing
Construct infill retail, service, and eating and drinking options as Bowie Local Town Center develops or redevelops.	EP 4.2	Property Owner(s)		Long-Term
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 4.3	Property Owner(s)	M-NCPPC, City of Bowie	Short-Term
In conjunction with the Prince George's County Arts and Humanities Council and other nonprofits, encourage commercial Property Owner(s) 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 Strategy HD 5.3.	EP 4.4	Commercial Property Owner(s)	PGCAHC; vendors, farmers, and other potential participants	Short-Term
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 4.5	Property Owner(s)	DPIE; Prince George's County Council	Short-Term
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.	EP 4.6 (a)	Property Owner(s)		Long-Term
Modernize Bowie Town Center (15401-15455 Emerald Way) to help create a civic core and community focal point. Recommended interventions include: Increase outdoor seating options at eating and dining establishments.	EP 4.6 (b)	Property Owner(s)		Short-Term
Modernize Bowie Town Center (15401-15455 Emerald Way) to help create a civic core and community focal point. Recommended interventions include: Install amenities such as a public art, plaza, and public open space (HD 5.1 and PF 9.2).	EP 4.6 (c)	Property Owner(s)	City of Bowie	Short-Term
Attract commercial recreation experiences to Bowie Gateway, as recommended by HC 6.1 and PF 9.1.	EP 4.7	Property Owner(s)	PGCEDC; City of Bowie	Ongoing
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.	EP 5.1	PGCEDC	City of Bowie	Ongoing
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.	EP 6.1	PGCEDC, BSU; employment anchor		Ongoing
Coordinate PGCEDC and the City of Bowie to recruit R&D and STEM-related jobs to Melford Town Center. See Strategy LU 7.5.	EP 7.1	PGCEDC, City of Bowie		Ongoing

Table 43. Economic Prosperity Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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.	EP 7.2	Property Owner(s)	PGCEDC, City of Bowie; University of Maryland Medical System	Mid-Term
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 also Policy LU 7, Figure 2. Bowie Gateway Concept Plan.	EP 8.1	Property Owner(s)	City of Bowie, M-NCPPC	Long-Term
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. These events can include food trucks, vendor fairs, farmers markets, family-gear events, and arts and cultural events. See Strategy HD 5.2 and 5.3	EP 8.2	Property Owner(s), M-NCPPC	City of Bowie, vendors, farmers, and other potential participants	Short-Term
Engage local farmers and increase participation in farmers markets at Bowie Local Town Center. See Strategy HC 5.1.	EP 9.1	City of Bowie; farmers		Ongoing
BSU MARC CAMPUS CENTER				
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 10.1	PGCEDC	City of Bowie	Ongoing
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 Strategy LU 13.1).	EP 10.2	PGCEDC, RAPGC	City of Bowie, BSU	Mid-Term
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.	EP 10.3	PGCEDC, Businesses, and BSU	City of Bowie	Mid-Term
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 10.4	Prince George's County Economic Development Corporation, Bowie State University	City of Bowie	Mid-Term
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 10.5	PGCEDC, BSU	City of Bowie	Short-Term
Implement the recommendations of the BSU's Facilities Master Plan 2020-2030 to construct an Innovation and Incubator Center.	EP 10.6	BSU		Mid-Term

Table 43. Economic Prosperity Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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 10.7	BSU, PGCEDC,	City of Bowie	Ongoing
Form partnerships between prospective research and corporate tenants, PGCEDC, and BSU to achieve workforce development and job creation.	EP 10.8	Research and Corporate Tenants, PGCEDC, BSU		Mid-Term
COLLINGTON LOCAL EMPLOYMENT AREA				
Promote the County's Economic Development Incentive Fund (EDI Fund) to attract and retain businesses at Collington Local Employment Area.	EP 11.1	PGCEDC		Ongoing
OLD TOWN BOWIE				
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 12.1	Property Owner(s), RDA, City of Bowie		Short-Term
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 12.2	City of Bowie	State of Maryland	Short-Term
Increase tourism-related programs and activities at Bowie Railroad Museum to attract people to Old Town Bowie (see HD 8.2).	EP 12.3	Bowie Railroad Museum	Experience Prince George's County, City of Bowie	Ongoing
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 12.4	City of Bowie		Short-Term
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 Tax IDs below) lining the railroad track in Old Town Bowie. See Strategy LU 16.2.	EP 12.5	Property Owner(s), private business, RDA	City of Bowie, PGCEDC	Short-Term
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.	EP 13.1	Business/ Property Owner(s)	DPIE	Short-Term
Engage local farmers and increase participation in farmers markets at Old Town Bowie (see Strategy HC 10.1).	EP 14.1	City of Bowie; local farmers		Short-Term
MD 197 CORRIDOR				
Revitalize Bowie Plaza to help create a civic core and community focal point (see Policies LU 20.1 and HD 12.1).	EP 15.1	Property Owner(s), City of Bowie		Long-Term

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
Transportation and Mobility AREAWIDE				
<p>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:</p> <ul style="list-style-type: none"> • 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) 	TM 1.1	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Mid- to Long-Term
<p>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:</p> <ul style="list-style-type: none"> • 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 	TM 1.2	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum: <ul style="list-style-type: none"> • 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 	TM 1.3	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
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 2.1	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
Design all streets in the Established Communities of Bowie-Mitchellville and Vicinity to allow operation at LOS D.	TM 2.2	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
Design all streets in the Rural and Agricultural Area of Bowie-Mitchellville and Vicinity to allow operation at LOS C.	TM 2.3	DPW&T, SHA, Property Owner(s)		Ongoing
Reconstruct or construct streets as recommended in Appendix D. Recommended Master Plan Transportation Facilities.	TM 2.4	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
Ensure all streets in Bowie-Mitchellville and Vicinity's Centers and Established Communities have sidewalks.	TM 3.1	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Short- to Mid-Term
Construct the pedestrian and bicycle facilities identified in Appendix D. Recommended Master Plan Transportation Facilities.	TM 3.2	DPW&T, SHA, BSU, City of Bowie, M-NCPPC, Property Owner(s)		Ongoing
Provide marked crosswalks on all legs of all intersections.	TM 3.3	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
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.	TM 3.4	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
Develop a marketing and branding plan for active transportation infrastructure and opportunities.	TM 3.5	M-NCPPC	SHA	Ongoing
Collect data to market and to continually enhance active transportation usership.	TM 3.6	M-NCPPC	SHA	Short-Term
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 3.7	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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 3.8	Property Owner(s)		Ongoing
Provide long-term bicycle parking facilities for residents, consistent with the AASHTO Guide for the Development of Bicycle Facilities.	TM 3.9	Property Owner(s)		Ongoing
Provide wayfinding, historic, interpretative, and other informational signage along all pedestrian and bicycle routes, especially within Centers directing people to key destinations.	TM 3.10	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
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 4.1	DPW&T, PGCPs, SHA, Property Owner(s)	M-NCPPC, City of Bowie	Ongoing
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 4.2	DPW&T, City of Bowie	M-NCPPC	Ongoing
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 4.3	DPW&T, SHA, PGCPs, Property Owner(s)	M-NCPPC, City of Bowie	Ongoing
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.	TM 4.4	DPW&T, SHA, Property Owner(s)	M-NCPPC (if M-NCPPC-owned), City of Bowie (if City-owned), DPIE	Ongoing
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.	TM 5.1	M-NCPPC, DPW&T, Property Owner(s), BSU, MTA	Local businesses, City of Bowie,	Mid-Term
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 6.1	DPW&T, Property Owner(s)	M-NCPPC, City of Bowie, WMATA	Short-Term
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 6.2	DPW&T, Property Owner(s), MTA	M-NCPPC, WMATA	Mid-Term
Evaluate the feasibility of operating one-stop transit between Bowie and Washington D.C.	TM 6.3	DPW&T, MTA	M-NCPPC, WMATA	Mid-Term
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 6.4	DPW&T	M-NCPPC, WMATA	Mid-Term

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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 6.5	DPW&T	M-NCPPC, WMATA	Mid-Term
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 6.6	DPW&T, Property Owner(s)	M-NCPPC, WMATA	Short-Term
Provide bus shelters at all bus stops along streets that front on nonresidential property, including shopping centers, office buildings, and other businesses.	TM 6.7	DPW&T, Property Owner(s)	M-NCPPC, WMATA	Short-Term
Provide a minimum six-foot-wide sidewalk along any street that has a bus stop.	TM 6.8	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Short-Term
Provide mid-block crosswalks at bus stops if the nearest intersection is 100 feet or more from the bus stop.	TM 6.9	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Short-Term
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 6.11	DPW&T	M-NCPPC, WMATA	Short-Term
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 6.12	DPW&T, Property Owner(s)	M-NCPPC, WMATA	Short-Term
Evaluate the potential for commuter bus service connecting Annapolis and Bowie via the Northview Park-and-Ride Lot.	TM 6.13	MTA		Mid-Term
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.	TM 7.1	DPW&T, SHA, BSU, City of Bowie, M-NCPPC, Property Owner(s)		Ongoing
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 7.2	M-NCPPC	SHA, DPW&T, City of Bowie	Short-Term
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 7.3	City of Bowie, M-NCPPC	DPW&T	Ongoing

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
Support the second north-south route that will form the Greater Bowie Loop proposed in the <i>City of Bowie Trails Master Plan Update</i> as the long-term network.	TM 7.4	M-NCPPC	City of Bowie, DPW&T	Ongoing
Should the federal Surface Transportation Board permit abandonment of the CSX Pope's Creek Railroad, the right-of-way should be acquired for a shared-use path along the former rail 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 7.6	M-NCPPC	CSX, Surface Transportation Board	Long-Term
Connect the WB&A Trail to Anne Arundel County. (Anne Arundel County CIP Project #P393600)	TM 7.7	Anne Arundel County		Short-Term
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: <ul style="list-style-type: none"> • 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) 	TM 8.1	M-NCPPC, DPW&T	SHA, DPIE	Ongoing
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: <ul style="list-style-type: none"> • 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 8.2	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
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.	TM 8.3	DPW&T, SHA, BSU, City of Bowie, DPIE, M-NCPPC		Ongoing

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
<p>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:</p> <ul style="list-style-type: none"> • 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 	TM 9.1	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
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 10.1	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
Increase engagement and education with people driving, walking, bicycling, and riding transit regarding the importance of safety and best practices.	TM 10.2	DPW&T, City of Bowie, SHA		Ongoing
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.	TM 10.3	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
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 Strategy NE 5.1.	TM 11.1	Property Owner(s)		Ongoing
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 11.2	Property Owner(s)		Ongoing
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 11.3	Property Owner(s)	M-NCPPC	Ongoing

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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 11.4	Property Owner(s)	M-NCPPC, City of Bowie, RAPGC	Ongoing
Include on-street parking on all new and reconstructed streets at Bowie Local Town Center and BSU MARC Campus Center.	TM 11.5	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Short- to Mid-Term
Strengthen the use of the <i>Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland</i> (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 12.1	DPW&T	M-NCPPC	Mid-Term
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 12.2	DPW&T, Property Owner(s)	M-NCPPC	Short-Term
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 12.3	DPW&T	M-NCPPC	Mid- to Long-Term
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.	TM 12.4	DPW&T	AA County, M-NCPPC	Mid-Term
Use existing County Code provisions for scenic easement tax credits in establishing a voluntary easement program to protect viewsheds along designated roadways.	TM 13.1	DPW&T	M-NCPPC	Mid-Term and Long-Term
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 13.2	DPW&T, Property Owner(s)	M-NCPPC	Ongoing
Develop guidelines for the design of activities adjacent to designated roadways to include building setbacks, landscaping, scenic easements, and utility clearing.	TM 13.3	DPW&T	M-NCPPC	Ongoing
ESTABLISHED COMMUNITIES				
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).	TM 14.1	SHA, Property Owner(s)		Mid-Term

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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 15.1	DPW&T	M-NCPPC	Short-Term
Create 10-foot-wide minimum shared-use paths in both directions along Church Road from Oak Grove Road to Old Church Road.	TM 15.2	DPW&T, Property Owner(s)		Mid-Term
Create sidewalks and a shared roadway (sharrows) along Old Church Road from Church Road to Old Annapolis Road.	TM 15.3	DPW&T, Property Owner(s)		Mid -Term
If feasible, create a 12-foot-wide shared-use path from Loganville Street to Old Church Road, crossing the utility corridor.	TM 15.4	DPW&T, Property Owner(s)		Mid-Term
Direct driveway access away from Church Road or consolidate driveways, wherever possible.	TM 15.5	DPW&T, Property Owner(s)		Mid-Term
BOWIE LOCAL TOWN CENTER				
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: i. Leading Pedestrian Interval at all intersections ii. 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. iii. Sufficient crossing times iv. Curb extensions	TM 16.1	SHA, Property Owner(s)		Mid-Term
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 16.2	Property Owner(s)	DPW&T, City of Bowie	Mid- to Long-Term
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 16.3	Property Owner(s)	DPW&T, City of Bowie	Mid- to Long-Term
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.	TM 16.4	Property Owner(s)	DPW&T, City of Bowie	Mid-Term to Long-Term
BSU MARC CAMPUS CENTER				
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 17.1	DPW&T, Property Owner(s)		Mid-Term
Extend Old Jericho Park Road to the edge of the BSU MARC Campus Center.	TM 17.2	DPW&T, Property Owner(s)		Mid- to Long-Term

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Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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 17.3	DPW&T, Property Owner(s)	BSU	Mid-Term
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 17.4	DPW&T, Property Owner(s)	BSU	Mid-Term
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.	TM 17.5	DPW&T, RAPGC, Property Owner(s)	BSU	Short-Term
Provide marked crosswalks on all legs of all intersections.	TM 18.1	DPW&T, SHA, BSU, RAPGC, Property Owner(s)		Short-Term
Provide leading pedestrian intervals at signalized intersections.	TM 18.2	DPW&T, SHA, BSU, RAPGC, Property Owner(s)		Short-Term
Enhance the existing pedestrian tunnel with signage, lighting, accessibility, and routine maintenance and cleaning.	TM 18.3	MTA	BSU	Short-Term
Increase lighting along all sidewalks and pedestrian facilities.	TM 18.4	DPW&T, SHA, BSU, RAPGC, Property Owner(s)		Short-Term
Design pedestrian facilities that eliminate blind corners, unnecessary shadows, concealing vegetation, and other perceived unsafe conditions.	TM 18.5	DPW&T, SHA, BSU, RAPGC, Property Owner(s)		Short-Term
Implement pedestrian safety measures throughout the campus, such as video surveillance and routine safety patrols, especially at night.	TM 18.6	BSU		Short-Term
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 18.7	SHA, Property Owner(s)	M-NCPPC	Mid-Term
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 18.8	TBD	BSU, MTA, Property Owner(s), Amtrak	Mid- to Long-Term
Construct a pedestrian overpass of the Northeast Corridor railroad at or near the location indicated in Figure 2: 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.	TM 18.9	TBD	BSU, MTA, Property Owner(s), Amtrak, Utilities	Mid- to Long-Term
Conduct a study to better understand BSU community commuting patterns.	TM 19.1	BSU	M-NCPPC, DPW&T	Short-Term
Subsidize transit fares for BSU students and employees.	TM 19.2	BSU	DPW&T, MTA	Short-Term

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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 19.3	BSU, MTA		Short- to Mid-Term
Expand the <i>Bulldog Shuttle Service</i> to include additional stops within the future BSU MARC Campus Center and Free State Shopping Center/ Bowie Marketplace.	TM 19.4	BSU		Short-Term
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. See Map 27: Master Plan Transportation and Trail Recommendations.	TM 19.5	DPW&T, Property Owner(s), RAPGC	MTA	Short-Term
Replace surface parking at the Bowie State MARC Station with structured parking.	TM 20.1	MTA	BSU, RAPGC, Property Owner(s)	Mid-Term
COLLINGTON LOCAL EMPLOYMENT AREA				
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 21.1	DPW&T	WMATA	Short-Term
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.	TM 21.2	DPW&T, Property Owner(s), SHA		Short-Term
OLD TOWN BOWIE				
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.	TM 22.1	M-NCPPC	DPW&T, SHA, City of Bowie	Short-Term
Provide marked crosswalks on all legs of the intersections of Old Town Bowie along the MD 564 corridor at the intersections of: <ul style="list-style-type: none"> • 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 22.2	DPW&T, SHA, City of Bowie		Short-Term
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 22.3	TBD	SHA	Short-Term
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.	TM 22.4	SHA		Mid-Term
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 23.1	SHA, DPW&T		Short-Term

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
Install angled parking along Railroad Avenue.	TM 23.2	DPW&T	City of Bowie	Short-Term
MD 450 CORRIDOR				
Create signature gateway signage on MD 450 (Annapolis Road) at Race Track Road welcoming visitors to the City of Bowie.	TM 24.1	TBD	SHA	Short-Term
Create signature gateway signage on MD 450 (Annapolis Road) at Belair Road welcoming visitors to the Free State Shopping Center and Bowie Marketplace.	TM 24.2	TBD	SHA	Short-Term
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 24.3	SHA		Short- to Mid-Term
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 24.4	SHA		Short- to Mid-Term
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 24.5	SHA	Property Owner(s)	Mid-Term
Install minimum eight-foot-wide sidewalks and separated bicycle lanes in both directions along MD 450 (Annapolis Road) from Moylan Drive to Racetrack Road.	TM 24.6	SHA	Property Owner(s)	Short- to Mid-Term
Install minimum 10-foot-wide shared-use paths along both sides of MD 450 (Annapolis Road) from Racetrack Road to MD 3.	TM 24.7	SHA	Property Owner(s)	Mid-Term
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.	TM 24.8	SHA	Property Owner(s)	Mid-Term
MD 197 CORRIDOR				
Install 12-foot-wide shared-use paths along MD 197 (Collington Road) from US 50 to Old Annapolis Road.	TM 25.1	SHA	Property Owner(s)	Mid-Term
Add bicycle lanes in both directions along MD 197 (Laurel Bowie Road) from US 50 to Old Annapolis Road.	TM 25.2	SHA		Mid-Term
Add shared-use path and designated bicycle lanes along Old Annapolis Road from MD 197 (Collington Road) to MD 450 (Annapolis Road).	TM 25.3	SHA	Property Owner(s)	Mid-Term
Create minimum eight-foot-wide sidewalks along MD 197 (Laurel Bowie Road) from MD 450 (Annapolis Road) to Old Chapel Road.	TM 25.4	SHA	Property Owner(s)	Mid-Term

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
Construct separated bicycle lanes in both directions along MD 197 (Laurel Bowie Road) from MD 450 (Annapolis Road) to Old Chapel Road.	TM 25.5	SHA		Mid-Term
MD 301 CORRIDOR				
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 26.1	TBD	DPW&T, SHA	Mid- to Long-Term
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 26.2	TBD	DPW&T, SHA	Mid-Term
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 26.3	TBD	DPW&T, SHA	Mid- to Long-Term
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 26.4	TBD	DPW&T, SHA	Mid- to Long-Term
Identify opportunities to consolidate access points to F-10 and A-61, including driveway consolidation and service roads.	TM 26.5	TBD	DPW&T, SHA	Short- to Mid-Term
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 27.1	SHA	M-NCPPC	Mid- to Long-Term
Construct bicycle lanes with a landscaping buffer and eight-foot sidewalks on both sides of A-61.	TM 27.2	TBD	DPW&T, SHA	Mid- to Long-Term
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 27.3	SHA		Short- to Mid-Term
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 27.4	SHA		Long-Term
Construct shared-use paths along both sides of US 301 and A-61.	TM 27.5	TBD	DPW&T, SHA	Mid- to Long-Term

Table 44. Transportation Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1- 5 years) Mid (6 -10 years) Long (10+ years) Ongoing As Needed
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 28.1	SHA		Mid- to Long-Term
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 28.2	SHA		Ongoing
Construct complete interchanges at <ul style="list-style-type: none"> • 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 28.3	SHA		Long-Term
Construct partial access at Leeland Road.	TM 28.4	SHA		Mid-Term
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 28.5	M-NCPPC, DPIE, Prince George's County Council		Ongoing
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 28.6	SHA		Short-Term
Improve signage to discourage regional traffic from using MD 450 (Annapolis Road) to bypass US 50 (John Hanson Highway).	TM 28.7	SHA	DPW&T	Short-Term
Explore the feasibility of adding a future roadway between MD 197 (Collington Road) and MD 424.	TM 28.8	SHA, MDOT, Property Owner(s)		Long-Term
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).	TM 28.9	SHA, MDOT, Property Owner(s)		Long-Term

Table 45. Natural Environment Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Natural Environment				
AREAWIDE				
Continue to complete Prince George's County DoE's Programmatic Practices, which includes stormwater-specific programs, tree planting and landscape revitalization programs, public education programs, and mass transit and alternative transportation programs.	NE 1.2	DoE	Property Owner(s), M-NCPPC	Ongoing
Continue to protect the NTWSSC and associated hydrologic drainage area located within the following areas: -The Belt Woods Special Conservation Area <ul style="list-style-type: none"> Near the Huntington Crest subdivision south of MD 197, within the Horsepen Branch Watershed. In the northern portion of Bowie-Mitchellville and Vicinity adjacent to the Patuxent Research Refuge and along the Patuxent River north of Lemon Bridge Road. 	NE 2.1	DoE	Property Owner(s), M-NCPPC	Ongoing
Identify strategic opportunities to acquire flood-prone and flood-susceptible properties to protect life and property, preserve the subwatersheds, and buffer existing public and private development.	NE 3.1	DoE	M-NCPPC	Ongoing
Evaluate Bowie-Mitchellville and Vicinity's stormwater management facilities for additional volume capacity to support and encourage redevelopment.	NE 3.2	DoE	M-NCPPC	Ongoing
Complete the Prince George's County's Department of the Environment's current stormwater management studies within the master plan area (See the Department of the Environment's Clean Water Map for a comprehensive map of current and future projects). Create a catalog of additional sites where stormwater mitigation or intervention is warranted for further evaluation and remediation.	NE 3.3	DoE	M-NCPPC	Ongoing
Identify opportunities to retrofit portions of properties to enhance stormwater infiltration.	NE 3.4	DoE	M-NCPPC, DPW&T, Property Owner(s), City of Bowie	Ongoing
Use funding from the Prince George's County Woodland Conservation Fund to reverse the decrease in tree canopy coverage in Folly Branch, Horsepen Branch, and Upper Patuxent River watersheds through reforestation programs.	NE 4.1	DoE, Property Owner(s)	M-NCPPC	Mid Term
Plant street trees to the maximum extent permitted along all roads and trail rights-of-way. (See Transportation and Mobility).	NE 4.2	DPW&T, SHA, City of Bowie, M-NCPPC, BSU		Ongoing
Retrofit all surface parking lots using ESD and best stormwater management practices when redevelopment occurs. Plant trees wherever possible to increase tree canopy coverage to shade impervious surfaces, to reduce urban heat island effect, limit thermal heat impacts on receiving streams, and slow stormwater runoff. See Strategy TM 11.1.	NE 5.1	Property Owner(s),	DoE	Ongoing

Table 45. Natural Environment Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Retrofit streets pursuant to the 2017 DPW&T Urban Streets Design Standards as recommended in the Transportation and Mobility Element, which include increased tree canopy cover for active transportation comfort and modern stormwater management practices.	NE 5.2	DPW&T, SHA, BSU, City of Bowie, Property Owner(s)		Ongoing
Support implementation of the City of Bowie Climate Action Plan 2020-2025 and the Metropolitan Washington 2030 Climate and Energy Action Plan.	NE 6.1	M-NCPPC, DoE	City of Bowie, Property Owner(s)	Ongoing
Develop at least one electric vehicle charging station for every eight fuel pumps at existing and new gas stations. Provide a least one electric vehicle charging station for every 100 parking spaces in commercial surface parking lots and one charging station for every 250 parking spaces in parking structures.	NE 7.1	Property Owner(s)		Mid-Term
BSU MARC CAMPUS CENTER				
Protect the forest and woodlands surrounding the BSU MARC Campus Center by limiting development to the Center as defined by this plan.	NE 8.1	Property Owner(s)	M-NCPPC, BSU, City of Bowie	Mid-Term
Support efforts by BSU students and faculty to engage in tree planting, forestry, and landscaping using the campus and surrounding areas as a living laboratory. Green infrastructure retrofit should be explored as both an academic and volunteerism opportunity.	NE 8.2	BSU	DoE, M-NCPPC	Mid- to-Long-Term
Conduct a comprehensive stormwater management study in the portion of the BSU MARC Campus Center west of the Northeast Corridor to identify opportunities for a public shared stormwater management system that reduces private development costs.	NE 9.1	DoE	M-NCPPC, BSU, Property Owner(s)	Short-Term
Expand and enhance stream buffers as community assets, including nature trails with interpretative signage along stream buffers and minimal crossings.	NE 10.1	DoE, M-NCPPC	Property Owner(s), City of Bowie	Short-Term

Table 46. Housing and Neighborhoods Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Housing and Neighborhoods				
AREAWIDE				
Conduct an areawide study to see if a mixed-income development would be financially feasible.	HN 1.1	DHCD		Mid-Term
Preserve existing senior affordable multifamily housing in Bowie-Mitchellville and Vicinity by forming a partnership with the Prince George's County Housing Authority, DHCD, and the City of Bowie.	HN 2.1	Property Owner(s), HAPGC, DHCD, City of Bowie		Ongoing
Expand universal design housing choices, including "visitable" units, which allow for barrier-free access into the first floor and to a first-floor restroom.	HN 2.2	Property Owner(s)		Ongoing
Identify strategic locations to promote and use the City of Bowie's Single-Family Housing Rehabilitation Program or similar program.	HN 3.1	City of Bowie, DHCD, Property Owner(s)		Ongoing
Support coordination between the City of Bowie, County and state agencies, and utility companies to improve outreach and access to funding that supports home improvement and maintenance, including energy efficiency audits, upgrades and retrofits, weatherization assistance, solar panel installation, and age-in-place maintenance and construction.	HN 3.2	City of Bowie, DHCD	State agencies, utilities	Ongoing
Implement Crime Prevention Through Environmental Design (CPTED) strategies with new and redeveloped projects that include unobstructed pedestrian-friendly sidewalks, well-lit parking areas, building entrances and yards, and well-maintained landscaping and common areas.	HN 3.3	Property Owner(s)		Ongoing
Work with the City of Bowie to use the Senior Citizen Green Housing Rehabilitation Program or similar program to renovate existing homes for seniors for energy efficiency.	HN 4.1	Property Owner(s), City of Bowie		Ongoing
Incentivize the design and construction of green buildings by identifying and implementing incentive programs, including financial and regulatory incentives, for new construction to obtain a minimum rating of Silver in the LEED Building Design and Construction (BD+C), Neighborhood Development (ND), or HOME systems or equivalent certification under other comparable green building rating systems.	HN 4.2	Prince George's County Council	City of Bowie	Short-Term
BOWIE LOCAL TOWN CENTER				
Construct new market-rate, mixed-income, workforce and affordable multifamily housing, including affordable senior housing at Bowie Local Town Center, preferably near the Bowie park-and-ride lot on Northview Drive where residents have greater access to transit.	HN 5.1	Property Owner(s)	DHCD, HAPGC	Mid-Term

Table 46. Housing and Neighborhoods Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Work with the City of Bowie and Prince George's County Housing Authority to leverage the Bond Finance Program to assist with constructing or retrofitting buildings into affordable multifamily housing. Such housing should be integrated into mixed-income areas, walkable to transit, retail, and other amenities, and should not be isolated or otherwise hidden from the public realm.	HN 5.2	City of Bowie, HAPGC	Property Owner(s)	Mid-Term
New housing should be constructed in the southern and western portions of the Center to minimize noise and air impacts from US 50 (John Hanson Highway) and US 301.	HN 5.3	Property Owner(s)		Mid-Term
BSU MARC CAMPUS CENTER				
Construct a range of housing types and price points at the BSU MARC Campus Center, including market-rate townhouses catering to BSU faculty, staff, and rail commuters, senior housing, student dormitories, and multifamily housing catering to BSU students, faculty, staff, and rail commuters.	HN 6.1	Property Owner(s)		Mid-Term
Incentivize student housing construction by waiving the School Facilities Surcharge for student housing projects in the BSU MARC Campus Center.	HN 6.2	Prince George's County Council		Mid-Term
Work with property owners and the Prince George's County Housing Authority to leverage the Bond Finance Program to assist with constructing affordable multifamily housing at the BSU MARC Campus Center.	HN 6.3	HAPGC	Property Owner(s)	Mid-Term
OLD TOWN BOWIE				
In Old Town Bowie, construct new infill housing at several locations: <ul style="list-style-type: none"> The parcel owned by Prince George's County Housing Authority at 13001 4th Street (Tax ID: 1646512) The parcels owned by City of Bowie along 8th Street In the upper floors of any new multi-story building. 	HN 7.1	City of Bowie, Property Owner(s)		Mid-Term
Work with the City of Bowie and the County to establish a program that incentivizes repurposing housing units into rehabilitated housing for artist residential studios and live-work dwelling units in Old Town Bowie.	HN 7.2	City of Bowie, DHCD		Short-Term
Work with the City of Bowie and local artist community to develop, advertise, and incentivize available co-working spaces.	HN 7.3	City of Bowie		Mid-Term
MD 450 CORRIDOR				
At the northern part of Free State Shopping Center, construct new market-rate multifamily housing and townhouses.	HN 8.1	Property Owner(s)		Mid-Term
At the southern portion of Bowie Marketplace, construct new market-rate multifamily housing, including affordable senior housing.	HN 8.2	Property Owner(s)		Mid-Term

Table 46. Housing and Neighborhoods Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
US 301/MD 3 CORRIDOR				
Redevelop the Pointer Ridge Shopping Center with housing permitted by the CGO zone. See Policy LU 21.	HN 9.1	Property Owner		Mid-Term
Complete development of South Lake as approved by CSP-02004.	HN 9.2	Property Owner		Short-Term

Table 47. Community Heritage, Culture, and Design Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Community Heritage, Culture, and Design				
AREAWIDE				
Assist the property owner(s) to apply for state and County tax credits for the preservation and restoration of Goodwood (Historic Site 74B-014) located at 17200 Claggett Landing Road (Tax ID 0732768). The property is listed on the Historic Preservation Commission's Properties of Concern and is threatened with demolition by neglect.	HD 1.1	Property Owner(s)	M-NCPPC	Short-Term
Strengthen community character through adaptive reuse of the Duvall-Hopkins Store (Historic Site PG:74B-030), located at 15512 Hall Road (Tax ID 4010120).	HD 1.2	Property Owner(s)		Long-Term
Strengthen community identity by recognizing Bowie's railroad, African-American, and horse racing history through interpretative signage for the listed Historic Sites (See Table) as well as Fletchertown and Duckettsville to enhance and expand heritage tourism and stimulate the local economy.	HD 2.1	City of Bowie	Prince George's County Historical Society	Long-Term
Assist qualified organizations to apply for grants, loan, and tax credit programs offered by the Maryland Heritage Area Authority to install interpretative and wayfinding signage at locations within the Anacostia Trails Heritage Area (ATHA) that are within Bowie-Mitchellville and Vicinity.	HD 2.2	M-NCPPC	MHAA, ATHA	Ongoing
The City of Bowie, in partnership with Prince George's Arts and Humanities Council, should consider installation of public art at strategic locations and sites, which could include, but are not limited to: <ul style="list-style-type: none">• Murals on City of Bowie-owned buildings	HD 3.1	City of Bowie, PGCAHC		Long-Term
The City of Bowie, in partnership with Prince George's Arts and Humanities Council, should consider installation of public art at strategic locations and sites, which could include, but are not limited to: <ul style="list-style-type: none">• Utility wrap on utility boxes owned by the City of Bowie	HD 3.1	City of Bowie, PGCAHC		Mid-Term
The City of Bowie, in partnership with Prince George's Arts and Humanities Council, should consider installation of public art at strategic locations and sites, which could include, but are not limited to: <ul style="list-style-type: none">• Social justice mural or sculpture in a City of Bowie park	HD 3.1	City of Bowie, PGCAHC		Long-Term
Create gateway signage incorporating public art at the following entrances to Prince George's County: <ul style="list-style-type: none">• US 50 (John Hanson Highway) Westbound	HD 3.2	TBD	SHA	Short-Term
Create gateway signage incorporating public art at the following entrances to Prince George's County: <ul style="list-style-type: none">• MD 3 (Robert Crain Highway) Southbound	HD 3.2	TBD	SHA	Short-Term
Create gateway signage incorporating public art at the following entrances to Prince George's County: <ul style="list-style-type: none">• MD 214 (Central Avenue) Westbound	HD 3.2	TBD	SHA	Short-Term

Table 47. Community Heritage, Culture, and Design Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
RURAL AND AGRICULTURAL AREA				
Preserve and enhance the character in the Rural and Agricultural Area by strengthening partnerships with the Soil Conservation District to include cultural landscapes as part of open space preservation.	HD 4.1	Property Owner(s)	PGCSCD	Ongoing
Maintain existing vegetation and install new landscaping using native plant life to buffer views of houses, roads, and other structures in the Rural and Agricultural Area.	HD 4.2	Property Owner(s)		Ongoing
Preserve historic fencerows, tree lines, and barns along roads adjacent to agricultural land in the Rural and Agricultural Area.	HD 4.3	Property Owner(s)		Ongoing
Increase regular tree maintenance activities along state and local roadways in the Rural and Agricultural Areas as needed to enhance tree canopy cover and improve forest health and vigor, including the removal of invasive plants.	HD 4.4	Property Owner(s)	SHA, DPW&T	Ongoing
BOWIE LOCAL TOWN CENTER				
In partnership with the Prince George's Arts and Humanities Council and the City of Bowie, install public art at the intersection of MD 197 (Collington Road) and Kenhill Drive.	HD 5.1	City of Bowie, PGCAHC		Short-Term
Hold a variety of festivities in Bowie Local Town Center to celebrate its history and culture.	HD 5.2	City of Bowie, Property Owner(s), Community Organizations		Ongoing
Incorporate performance/events spaces to hold concerts, performance art activities, arts and cultural events, and other public events at Bowie Local Town Center. See Strategy EP 4.4.	HD 5.3	City of Bowie, Property Owner(s), Community Organizations		Ongoing
Locate utility lines underground, whenever feasible.	HD 5.4	Property Owner(s), Utilities		Ongoing
Locate utility lines underground, whenever feasible.	HD 5.4	Property Owner/ Developer	PEPCO	Ongoing
OLD TOWN BOWIE				
Improve wayfinding signage in Old Town Bowie to guide visitors to and from historic resources and cultural sites as well as public parking facilities, parks, and trail facilities, including along WB&A Trail between Old Town Bowie and Bowie State University.	HD 7.1	City of Bowie	SHA, DPW&T, M-NCPPC	Short-Term
Use the two city-owned parks in Old Town Bowie, the 10th Street Park (Railroad Avenue, Tax ID 5606455) and the Town Green (13050 9th Street, Tax IDs 1627538, and 1627553), to host outdoor community events and gatherings in partnership with the City of Bowie, County, and other entities such as the museum to celebrate Bowie' history and local culture.	HD 8.1	City of Bowie		Ongoing
Expand the type and frequency of events using funds from the Historic Preservation Commission's Non-Capital Grant awards at the Bowie Railroad Museum (8614 Chestnut Avenue, Tax ID 1701341) and Old Town Bowie Welcome Center (8606 Chestnut Ave Tax ID 1615178) to increase visitation and tourism in Old Town Bowie. See Strategy EP 12.3.	HD 8.2	Bowie Railroad Museum, Old Town Bowie Welcome Center	City of Bowie, M-NCPPC	Ongoing

Table 47. Community Heritage, Culture, and Design Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Incorporate performance/events spaces to hold concerts, performance art activities, and other public events at Old Town Bowie.	HD 8.3	City of Bowie	Property Owner(s)	Ongoing
Identify and engage potential arts-related anchor institutions to headquarter in Old Town Bowie to catalyze an art movement.	HD 9.1	Arts related institutions	Property Owner(s)	Mid-Term
Incorporate local public art on municipal and County land within Old Town Bowie	HD 9.2	City of Bowie, Prince George's County		Mid-Term
Explore the potential of a Business Improvement District or Main Street organization to manage Old Town Bowie community-building activities, including, but not limited to: <ul style="list-style-type: none"> • Creating a strategic revitalization plan • Marketing and branding • Signage and wayfinding • Business recruitment and attraction • Event planning • Coordination with local and state agencies on infrastructure • Landscaping and cleanup 	HD 9.3	TBD	MSAC, City of Bowie, Bowie Connect, City of Bowie Arts Committee, local artists	Long-Term
Pursue Maryland Arts and Entertainment District designation for Old Town Bowie to increase economic development opportunities. Engage the Maryland State Arts Council, the City of Bowie, the Citizen Advisory Council (Bowie Connect), local artists, and the Bowie Arts Committee to apply for designation for Old Town Bowie, once other strategies have been implemented and the eligibility criteria has been met. Work with the City of Bowie to pursue other grants to incentivize local business growth.	HD 9.4	TBD	MSAC, City of Bowie, Bowie Connect, local artists, Bowie Arts Committee	Long-Term
MD 450 CORRIDOR				
Install arches, banners, lighting, and tree plantings.	HD 10.1	City of Bowie	Property Owner(s)	Short-Term
Locate utility lines underground.	HD 10.2	Property Owner(s), Utilities		Long-Term
MD 197 CORRIDOR				
In partnership with the Prince George's Arts and Humanities Council and the City of Bowie, Arts Committee install public art at the bus stop located on MD 197 and Kenhill Drive.	HD 11.1	City of Bowie, PGCAHC		Mid-Term
Work with the City of Bowie to apply for state-funded grants and the Prince George's County Redevelopment Authority's Commercial Property Improvement Program (CPIP) and for Community Impact Grants.	HD 12.1	City of Bowie	RDA	Ongoing
Improve the aging façade of Whitehall Shopping Center (7408-7418 Laurel Bowie Road).	HD 12.2	Property Owner(s)		Short-Term

Table 48. Healthy Communities Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Healthy Communities				
AREAWIDE				
Prioritize implementation of future community gardens in neighborhoods farther away from existing community gardens, grocery stores, and farmers markets, where healthy food access is lowest. This includes the Cameron Grove, Woodmore, and High Bridge Estates communities. See Map 45: Agriculture and Farm Fresh Food in Bowie-Mitchellville and Vicinity and Map 46: Supermarket Access in the Master Plan Area (Walking and Driving).	HC 1.1	Property Owner(s)	M-NCPPC	Ongoing
Expand the community gardens at South Bowie Center and Kenhill Center with programming to educate and promote urban agriculture. Improve accessibility and Americans with Disabilities Act (ADA) compliance.	HC 1.2	City of Bowie		Ongoing
Conduct outreach in collaboration with Prince George's County Soil Conservation District (PGCSCD) to increase awareness about zoning changes that have expanded urban agriculture as an allowable use.	HC 1.3	M-NCPPC	PGCSCD	Ongoing
Continue to operate the local food pantry to distribute fresh produce that meets the needs of the community.	HC 1.4	Nonprofit Organizations		Ongoing
Identify and prioritize opportunities to extend pedestrian and bicycling infrastructure such as trails and sidewalks to connect residential areas to parks and open space, libraries, and recreation/community centers. See Transportation and Mobility Section and Strategy PF 2.3.	HC 2.1	DPW&T	M-NCPPC	Ongoing
Assist the City of Bowie to fully leverage their Sustainable Communities designation and apply for the programs available to them as a Sustainable Community.	HC 3.1	TBD	City of Bowie	Ongoing
ESTABLISHED COMMUNITIES				
Add active outdoor recreation infill uses from Bowie Gateway (in Bowie Local Town Center) to Prince George's Stadium (in the Established Communities). See Strategy PF 9.1. The City of Bowie should evaluate the feasibility and desirability of recreation and wellness activities on City-owned property.	HC 4.1	Property Owner(s), M-NCPPC, City of Bowie		Ongoing
BOWIE LOCAL TOWN CENTER				
Establish a new farmers market in the underused parking lot at Bowie Town Center as well as one in the southern portion of the plan area.	HC 5.1	Property Owner(s)	City of Bowie	Short-Term
Create a partnership between Prince George's County and public and private stakeholders to envision a new model of health, wellness, and recreation that includes temporary and permanent infrastructure installations (playground, planters, exercise equipment, climbing wall) over time at Bowie Local Town Center.	HC 6.1	Property Owner(s), Prince George's County	M-NCPPC	Ongoing
Attract a public or private recreation and wellness anchor at Bowie Gateway near 4400 Mitchellville Road (Tax ID 2976868) as part of a larger wellness and recreation trail to provide amenities for residents and draw regional visitors. This anchor should complement, but not compete with, nearby city and Commission facilities. See Strategy PF 9.1.	HC 6.2	City of Bowie, Property Owner(s)	PGCEDC	Short-Term

Table 48. Healthy Communities Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
BSU MARC CAMPUS CENTER				
Locate a grocery at the BSU MARC Campus Center to serve the university community and future residents. Such a use should be integrated into the interior of the Center and should not front on MD 197 (Laurel Bowie Road). See Figure 2: BSU MARC Campus Center Proposed Concept Plan (Three-Dimensional View).	HC 7.1	Property Owner(s)		Short-Term
Create a partnership between Prince George's County and public and private stakeholders to envision a new model of health, wellness, and recreation that includes temporary and permanent infrastructure installments (playground, planters, exercise equipment, rock wall) at BSU MARC Campus Center.	HC 8.1	Prince George's County, Property Owner(s)	M-NCPPC	Ongoing
COLLINGTON LOCAL EMPLOYMENT AREA				
Create a partnership between Prince George's County and public and private stakeholders to envision a new model of health, wellness and recreation that includes temporary and permanent infrastructure installments (playground, planters, exercise equipment, rock wall) over time at South Lake.	HC 9.1	Property Owner(s), Prince George's County	M-NCPPC	Ongoing
OLD TOWN BOWIE				
Revive the Bowie Farmers Market in Old Town Bowie. See Strategy EP 14.1.	HC 10.1	City of Bowie		Short-Term

Table 49. Public Facilities Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Public Facilities				
AREAWIDE				
Support PGCPs in securing future school sites in line with PGCPs ongoing comprehensive boundary analysis findings and of PGCPs' Educational Facilities Master Plan.	PF 1.1	PGCPs		Long-Term
Continue, in perpetuity, Board of Education ownership of school sites at <ul style="list-style-type: none"> • Rockledge Elementary School (ES), 7701 Laurel Bowie Road (Tax ID1593847) • High Bridge ES, 7011 High Bridge Road (Tax ID 1580521) • Whitehall ES, 3901 Woodhaven Lane (Tax ID 1593813) • Yorktown ES, 7301 Race Track Road (Tax ID 1593821) • Tulip Grove ES, 2909 Trainor Lane (Tax ID 0660902) • Heather Hills ES, 12605 Heming Lane (Tax ID 0660928) • Kenilworth ES, 12520 Kembridge Drive (Tax ID 0660886) • Northview ES, 3700 Northview Drive (Tax ID 0743682) • Woodmore ES, 12500 Woodmore Road (Tax ID 0680710) • Kingsford ES, 1401 Enterprise Road (Tax ID 0788422) • Pointer Ridge ES, 1110 Parkington Lane (Tax ID 0680744) • Fairwood ES Site, 13250 Fairwood Parkway (Tax ID 3507142) • Samuel Ogle Middle School (MS), 4111 Chelmont Lane (Tax ID 1707637) • Benjamin Tasker MS, 4901 Collington Road (Tax ID 0660936) • Bowie High School, 15200 Annapolis Road (Tax ID 1593896) • Tall Oaks Vocational High School, 2112 Church Road (Tax ID 0680736) 	PF 1.2	PGCPs	PGOCS	Ongoing
Facilitate partnerships between the Prince George's County Memorial Library System (PGCMLS) and local municipalities, including the City of Bowie, to expand digital outreach, promote workforce development, and host jurisdiction-sponsored events.	PF 2.1:	PGCMLS	City of Bowie	Ongoing
Provide site planning and placemaking support to PGCMLS to connect libraries with surrounding communities, center libraries as community gathering spaces, and promote dynamic and productive use of library properties.	PF 2.2	PGCMLS	City of Bowie, Property Owner(s)	Ongoing
Improve pedestrian access and safety at library facilities to implement the County's Vision Zero program recommendations. See Transportation and Mobility Section and Strategy HC 2.1.	PF 2.3	PGCMLS	DPW&T	Ongoing
Evaluate and pursue opportunities for collocation of community recreation amenities and services in either single buildings or single properties of compatible and complementary facilities in future capital programming and planning efforts.	PF 3.1	M-NCPPC, PGCMLS, PGCPs, Property Owner(s), City of Bowie		Mid-Term

Table 49. Public Facilities Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Acquire and adaptively reuse public facility buildings, wherever possible, including those that have been declared surplus by government agencies, for recreational purposes, as a means of redevelopment or economic revitalization, and to meet future public facility needs.	PF 3.2	PGOCS	Maryland Clearing House, M-NCPPC, RDA	Ongoing
Complete park upgrades as local park facilities age and amenities reach the end of their lifecycles.	PF 3.3	M-NCPPC, City of Bowie		Ongoing
RURAL AND AGRICULTURAL AREA				
Do not extend water and sewer service into the Rural and Agricultural Area.	PF 4.1	WSSC	DoE, Prince George's County Council, Property Owner(s)	Ongoing
Inventory fire suppression water supply, such as ponds, water tanks, and fire hydrants in the or serving Rural and Agricultural Area to determine if additional infrastructure is necessary and where it should be located (Prince George's County CIP ID# 3.51.0029).	PF 5.1	Prince George's County Fire/EMS Department		Ongoing
Evaluate the potential of acquiring properties east of MD 3 (Robert Crain Highway) north of Forest Drive for the establishment of Robert Crain Highway Resource Park and the protection of the Patuxent River (see Table 40. Recommended Parks, Recreation, and Open Space Improvements).	PF 6.1	M-NCPPC	DNR	Long-Term
Explore paved trail opportunities along the Patuxent River edge of the Bowie Race Track site to connect the WB&A Trail, and the M-NCPPC-owned Patuxent River Park facilities at Horsepen Branch Park (Tax ID 1700954) and Saddlebrook East Park (Tax ID 2928711).	PF 6.2	Property Owner(s), M-NCPPC		Mid-Term
ESTABLISHED COMMUNITIES				
Support partnership between the State of Maryland, the City of Bowie, Bowie State University, and the owners of the Bowie Race Course and Training Center, approximately 180.844 acres consisting of all of the land located at: <ul style="list-style-type: none"> • 8311 Race Track Road (Tax ID 1679893) • 8406 Race Track Road (Tax ID 1679851) • 8408 Race Track Road (Tax ID 1679844) • 8410 Race Track Road (Tax ID 1661099) to facilitate adaptive reuse or redevelopment of the Bowie Race Track for public or university recreational purposes pursuant to a Joint Use Agreement between BSU and the City of Bowie. The Joint Use Agreement was approved by the Bowie City Council through Resolution R-87-20 on December 7, 2020.	PF 7.1	State of Maryland, the City of Bowie, BSU, Property Owner(s)		Ongoing
Construct a public recreation facility on the City of Bowie's property at 4151 Church Road (Tax ID 3665791) upon appropriate review by the City of Bowie.	PF 7.2	City of Bowie		Mid-Term
Create an urban park at Hall Station (15301 and 15231 Hall Road, Tax ID 4006565) as recommended by Strategy EP 3.2. This park would be privately-owned and maintained with a public use easement.	PF 7.3	Property Owner(s)	M-NCPPC	Mid-Term

Table 49. Public Facilities Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Add 20,000 nonaquatic square footage to the Bowie Community Center (3209 Stonybrook Drive) and 20,000 nonaquatic square footage to the South Bowie Community Center (1717 Pittsfield Lane) to meet Formula 2040 Level of Service needs for Park Service Areas 3 and 6. Specific property acquisition to be determined.	PF 7.4	M-NCPPC		Mid-Term
Expand Glenn Dale Community Center (11901 Glenn Dale Blvd) into multigenerational facility to meet Formula 2040 LOS needs for Park Service Area 3 (outside plan area boundary).	PF 7.5	M-NCPPC		Mid-Term
Construct a new multigenerational facility on M-NCPPC property near Randall Farm (Tax ID 1761394, outside plan boundary) to meet Formula 2040 LOS needs for Park Service Area 6 (outside plan boundary).	PF 7.6	M-NCPPC		Mid-Term
Complete park renovation of Sandy Hill Park.	PF 7.7	M-NCPPC		Short-Term
Carry forward the recommendations of the 2008 Approved Public Safety Facilities Master Plan to construct a new fire/EMS station near the intersection of Woodmore and Mount Oak Roads.	PF 8.1	Prince George's County Fire/EMS Department	PGOCS	Mid-Term
BOWIE LOCAL TOWN CENTER				
Determine the feasibility of creating a linear active recreation park from Bowie Gateway (in Bowie Local Town Center) to Prince George's Stadium (in the Established Communities), including a pedestrian crossing of the F-10 freeway. This park could include playgrounds, shared-use paths, exercise equipment, and other outdoor recreation uses, such as a climbing wall. This park could include city-owned parcels at 16401 Harbour Way (Tax ID 0818773), 4220 Robert Crain Highway (Tax ID 0818765), and 4400 Mitchellville Road (Tax ID 2976868), if so desired by the City of Bowie, and a privately-owned parcel east of US 301 (Tax ID 3149275). (See Figure 2. Bowie Gateway Concept Plan and Table 40. Recommended Parks, Recreation, and Open Space Improvements.)	PF 9.1	M-NCPPC, City of Bowie, SHA, Property Owner(s)		Long-Term
Utilize mandatory park dedication process and Formula 2040 Urban Park Typology to develop a plaza at Bowie Town Center. See Map 50. Recommended Public Facilities.	PF 9.2	M-NCPPC, Property Owner(s)		Long-Term
BSU MARC CAMPUS CENTER				
Extend public water and sanitary sewer service to serve new development at the BSU MARC Campus Center. Amend the 2018 Prince George's County Water and Sewer Plan to clarify that the entire BSU MARC Campus Center is in Water and Sewer Category 5 or below. Public water and sanitary sewer service should only be provided to this area from the BSU campus, or along utility or road rights-of-way, and under no circumstances should properties in the Rural and Agricultural Areas along or abutting such water and sewer extensions have access to public water and sewer, nor should they be considered eligible for reclassification out of the Rural and Agricultural Area because of the presence of water and sewer transmission lines serving BSU or the BSU MARC Campus Center.	PF 10.1	WSSC, Property Owner(s)	BSU	Mid-Term

Table 49. Public Facilities Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame
				Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Utilize mandatory park dedication process and Formula 2040 Urban Park Typology to develop park facilities at BSU MARC Campus Center at the following locations. See Figure 2: BSU MARC Campus Center Proposed Concept Plan (Three-Dimensional View) and Map 50. Recommended Public Facilities: a. Community plazas within University Village b. Linear parks in University Village c. Linear parks in North Village d. Community park in the Office and Research Campus	PF 11.1	Property Owner(s), RAPGC, BSU	M-NCPPC	Long-Term
Construct a Convocation Center for BSU in the University Village area.	PF 11.2	BSU		Mid-Term
Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions and improvements: Addition to Horsepen Branch Neighborhood and Stream Valley Park (approximately 65 acres) (see PF 6.2).	PF 11.3 (a)	Property Owner(s), M-NCPPC		Mid-Term
Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions and improvements: Improvements to Adnell Neighborhood Park (approximately 7 acres).	PF 11.3 (b)	Property Owner(s), M-NCPPC		Mid-Term
COLLINGTON LOCAL EMPLOYMENT AREA				
Secure 20-acre parkland dedication from National Capital Business Park development along Leeland Road, with trail connections north through the Collington Branch Stream Valley Park, and to the future South Lake and Liberty Sports Park Developments.	PF 12.1	Property Owner(s), M-NCPPC		Mid-Term
Develop community park facilities at M-NCPPC-owned property (Tax ID 3422599) adjacent to Liberty Sports Complex to complement athletic facilities and connect with the Collington Local Employment Area.	PF 12.2	Prince George's County, M-NCPPC		Mid-Term
Carry forward the recommendations of the 2008 Approved Public Safety Facilities Master Plan to construct a new Beechtree fire/EMS facility near the intersection of US 301 (Robert Crain Highway) and Leeland Road.	PF 13.1	Prince George's County Fire/EMS Department		Mid-Term
OLD TOWN BOWIE				
Complete Phase II plans to develop 10th Street Park and Bowie Heritage Trail (City of Bowie CIP# CR-44) (Tax IDs 1587278, 1618081, 2832251, 5606455) in Old Town Bowie.	PF 14.1	City of Bowie	Property Owner(s)	Mid-Term
Complete Phase III Railroad Museum grounds redevelopment at 8614 Chestnut Avenue (City of Bowie CIP # CR-46) (Tax IDs 1701341, 1651199, 1701341) (see Table 40. Recommended Parks, Recreation, and Open Space Improvements).	PF 14.2	City of Bowie	Property Owner(s)	Mid-Term
MD 450 CORRIDOR				
Evaluate the feasibility of developing trail connections within Archer Tract Park (Tax IDs 1571819, 1658590) to connect Free State Shopping Center and Hilltop Plaza along MD 450. See Table 40. Recommended Parks, Recreation, and Open Space Improvements.	PF 15.1	M-NCPPC	Property Owner(s)	Mid-Term

Table 49. Public Facilities Implementation Matrix

Implementation Action	Strategies Implemented	Lead Entity	Partner Entities	Anticipated Time Frame Short (1-5 years) Mid (6-10 years) Long (10+ years) Ongoing As Needed
Provide a neighborhood park located on the northern end of Free State Shopping Center within the proposed multifamily housing development. Explore potential stream crossing connections from Free State Shopping Center to the existing neighborhoods north of the shopping center. See Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan, and Table 40. Recommended Parks, Recreation, and Open Space Improvements.	PF 15.2	Property Owner(s)	M-NCPPC	Mid-Term
Create a plaza at the northwest corner of the MD 450 and Superior Lane intersection of Free State Shopping Center to host outdoor markets and other temporary uses. See Figure 6: Free State Shopping Center and Bowie Marketplace Concept Plan, and Table 40. Recommended Parks, Recreation, and Open Space Improvements.	PF 15.3	Property Owner(s)		Mid-Term
Amend the 2018 Prince George's County Water and Sewer Plan to reclassify the parcels in see LU 2.3, Table 5. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property, to Water and Sewer Category 6: Well and Septic Service.	PF 16.1	DoE		Ongoing
US 301/MD 3 CORRIDOR				
Construct the planned Green Branch Multifield Sports Complex adjacent to Prince George's Stadium on M-NCPPC-owned land at 4101 Robert Crain Highway (Tax IDs 2827715, 0796979, and 0801191). DPR will produce a master park development plan that will feature additional athletic fields, youth sports programming, and tournament sports opportunities.	PF 17.1	M-NCPPC		Mid-Term

Section XV

Monitoring and Evaluation

Plan 2035 Five-Year Evaluation

The Plan 2035 Five-Year Evaluation analyzes the County’s progress toward the Plan 2035 vision and goals in five-year intervals. The evaluation provided insight into the implementation of the general plan’s longer-range policies and strategies and gauged their alignment with local, regional, and national demographic, socioeconomic, and environmental trends. As well, the evaluation identified completed strategies, programs, and projects. Findings from the evaluation help inform possible minor plan amendments and modifications. The primary methodology to evaluate the success of the plan was the monitoring of specific indicators at one- and five-year intervals such as an increase of higher educational attainment or a decrease in poverty rates. The list of Plan 2035 indicators can be found in Plan 2035, Table 26: Indicators of Success (see page 268).

Evaluating Bowie-Mitchellville and Vicinity

To evaluate, in part, the success of this master plan, the indicators shown in Table 50. Bowie-Mitchellville and Vicinity Indicators of Success have been identified as those that can demonstrate progress toward achieving of the plan’s vision. Data will be collected to measure these metrics from March 2022 on and reported as part of the Master Plan Evaluation Program.

Table 50. Bowie-Mitchellville and Vicinity Indicators of Success

Indicator	Target	Why is this important in BMVMP?	Data Source/ Interval	Plan 2035 Element	Relevant Policies	Notes
Retail Sales by Shopping Center	Increase	Increased retail sales can demonstrate increased purchasing power, increased incomes, less leakage to surrounding areas, and the presence of the higher-end retail that residents demand.	CoStar	Land Use, Economic Prosperity, and Community Heritage, Culture, and Design	LU 3.3, LU 3.4, LU 6.1, LU 9.1, LU 13.1, LU 13.2, LU 14.1, LU 14.2, LU 16.1, LU 17.1, LU 19.1, EP 3.1, EP 3.2, EP 3.3, EP 3.4, EP 4.1, EP 4.2, EP 4.3, EP 4.5, EP 4.6, EP 12.1, EP 12.2, EP 12.4, EP 12.5, EP 15.1, and HD 12.2	Focus on Bowie Local Town Center, Bowie Plaza, Pointer Ridge, Free State, Bowie Marketplace, Melford, Old Town Bowie
Percent of multifamily and townhouses of overall housing stock	Increase	An increase in the percentage of the plan area’s multifamily and townhouses demonstrates an increase in diversity in housing options that position the plan area to attract more residents, allow current residents to age-in-place, and make the plan area more attractive to businesses.	CoStar	Land Use and Housing and Neighborhoods	LU 5.1, LU 5.3, LU 6.1, LU 8.1, LU 16.2, LU 18.1, LU 19.2, CZ 3.3, CZ 4.2, HN 2.1, HN 5.1, HN 5.2, HN 6.1, HN 6.2, HN 6.3, HN 8.1, HN 8.2	Townhouses are generally included in SFD count; however, they represent a shift in housing preference and affordability and add diversity to the current housing stock.

Table 50. Bowie-Mitchellville and Vicinity Indicators of Success

Indicator	Target	Why is this important in BMVMP?	Data Source/ Interval	Plan 2035 Element	Relevant Policies	Notes
Number of Dwelling Units in the BSU MARC Campus Center	Increase	BSU MARC Campus Center is positioned by its proximity to campus to have some of the largest shares of pedestrian and bicycle commuting in the County. The more dwelling units in this area, the more people are able to walk and bike to campus or take MARC to jobs throughout the region.	CoStar, DAMS	Land Use, Comprehensive Zoning, and Housing and Neighborhoods;	LU 8.1, CZ 6.1, HN 6.1, HN 6.2, HN 6.3	Includes counting the number of student housing units.
Single-Occupant Vehicle (SOV) Mode Share	Decrease	A decrease in SOV mode share means that fewer people are driving, which is good for air quality, carbon emissions, congestion, mental and physical health, economic competitiveness, and quality of life.	Five-year ACS	Transportation and Mobility; Natural Environment; Healthy Communities	TM 3, TM 5, TM 6, TM 7, TM 14, TM 16, TM 19, TM 21, TM 22, TM 24, TM 25, TM 26, TM 27	
Number of Jobs	Increase	Bowie-Mitchellville and Vicinity has always been a classic bedroom community. The evolution of the Collington Local Employment Area and the expansion of BSU presents an opportunity to increase the plan area's employment base and create opportunities for workers to live close to their jobs.	Longitudinal Employment-Household Dynamics (U.S. Census, yearly)	Economic Prosperity	EP 1.1, EP 1.2, EP 1.4, EP 5.1, EP 6.1, EP 7.1, EP 7.2, EP 10.1, EP 10.3, EP 10.4, EP 10.5, EP 10.7, EP 10.8, EP 11.1	Data has two-year delay. Current data available is for 2018.
Number of Workers Leaving the Plan Area	Decrease	Bowie-Mitchellville and Vicinity has a large number of workers that leave the plan area for work, decreasing this number will allow for a greater live/work balance by decreasing commute times, ensuring people have more time for other activities, while also lowering their carbon footprint.	Longitudinal Employment-Household Dynamics (U.S. Census, yearly)	Economic Prosperity	EP 1.4, EP 5.1, EP 6.1, EP 7.1, EP 7.2, EP 10.1, EP 10.3, EP 10.4, EP 10.7, EP 10.8, EP 11.1	
Market Value of Agricultural Products Sold	Increase	Bowie-Mitchellville and Vicinity holds most of the agricultural land in the County with the most potential for growth. Increasing the market value of agricultural products will demonstrate growth in the market and the demand for locally grown products.	Census of Agriculture (every 5 years)	Land Use, Comprehensive Zoning, Economic Prosperity, and Healthy Communities	LU 2.1, LU 15.2, CZ 2.1, EP 2.1, EP 2.2, EP 2.3, EP 2.4, EP 2.5, EP 4.4, EP 9.1, EP 14.1, HC 1.1, HC 1.2, HC 1.3, HC 5.1, HC 10.1	

