

Section III

Plan 2035 Centers

Bowie Local Town Center

This center includes Melford and the adjacent retail and service areas west of US 301 (Robert Crain Highway) with Bowie Gateway, Bowie Town Center, and the commercial properties just north of MD 197. Plan 2035 encourages growth in Bowie-Mitchellville and Vicinity to concentrate at these sites by designating them, collectively, as a Local Center. Bowie Local Town Center is the primary location within this plan area with potential for economic growth because of its location near MD 3, MD 197, US 301, and US 50 and opportunity to grow into a more walkable environment that includes a mix of complementary uses.

To increase economic competitiveness and meet future residential demand, visible and regionally accessible parcels, such as those at the interchange of US 301, MD 3, and US 50, can be repositioned to draw more visitors to the center through the addition of residential, recreational, and entertainment uses, including a diverse range of housing options, such as age-restricted senior housing. As the center densifies, it will be important to ensure that the urban form of new developments, especially at Bowie Town Center, blend with the surrounding residential developments.

Map 7. Amended Bowie Local Town Center Boundaries*



Source: Prince George's County Planning Department

*The boundaries for Bowie Local Town Center have been amended by this plan under strategies LU 4.1, and LU 4.4. Map 7. Amended Bowie Local Town Center Boundaries show the boundaries as they have been approved under this master plan.

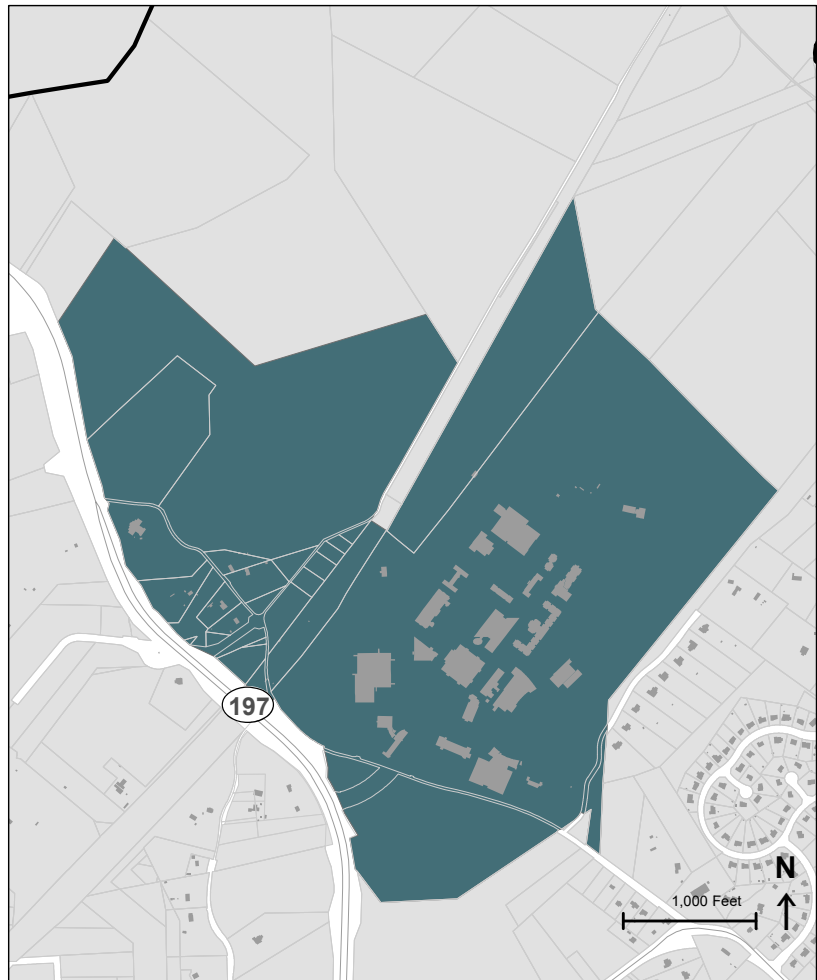
Bowie State University MARC Campus Center

Bowie State University (BSU) is one of the nation's oldest Historically Black Colleges and Universities (HBCU), with enrollment today of more than 6,000 students. BSU is adjacent to the Bowie State MARC Station, from which residents can connect to other regional destinations via the MARC commuter train. The undeveloped County-owned land northwest of the station and the station parking lots can be leveraged to better serve the needs of the BSU campus community and offer additional amenities and expanded transit access through transit-oriented development (TOD).

Although the BSU MARC Campus Center is connected to regional destinations by rail, it has low connectivity by foot, bicycle, and public transit to the broader plan area. Due to perceptions among faculty, staff, and students of limited transit in the area, most students and faculty commute to campus by car, with only 29 percent of students and 16 percent of staff living within five miles of the university.¹ Automobile-oriented transportation in the area influences internal campus circulation at BSU, which is dominated by cars and parking lots. Increasing MARC train ridership and other alternatives to car commuting, as well as adding additional off- and on-campus residency options for BSU students and faculty, presents an opportunity to alleviate traffic congestion around campus.

While the BSU MARC Campus Center faces connectivity and isolation challenges today, transit-oriented development near the center can improve connectivity and meet the needs of students and residents who commute to Baltimore or Washington, D.C. With 81 percent of students living off campus and many commuting from as far as Washington, D.C., the BSU campus community presents a promising base for new residential development around this focus area. This increased residential base, improved pedestrian connectivity, and a mix of uses supporting 18-hour activity is vital for the development of a lively and vibrant community.

Map 8. Amended BSU MARC Campus Center Boundaries*



Master Plan Boundary
 Bowie State University MARC
 Building
 Property

Source: Prince George's County Planning Department

*The boundaries for BSU MARC Campus Center have been amended by this plan under strategies LU 2.4. and LU 7.2. Map 8. Amended BSU MARC Campus Center Boundaries show the boundaries as they have been approved under this master plan.

¹ *Bowie State University Anchor Scan* (Margrave Strategies, 2018).

OLD TOWN BOWIE WELCOME CENTER



NO SMOKING
PROHIBITED
ON ALL CITY PROPERTY

PETITBON
ALARM CO.
1-800-284-CRIME
301-958-0820

OPEN
DURING HOURS

Section IV

Master Plan

Focus Areas & Corridors

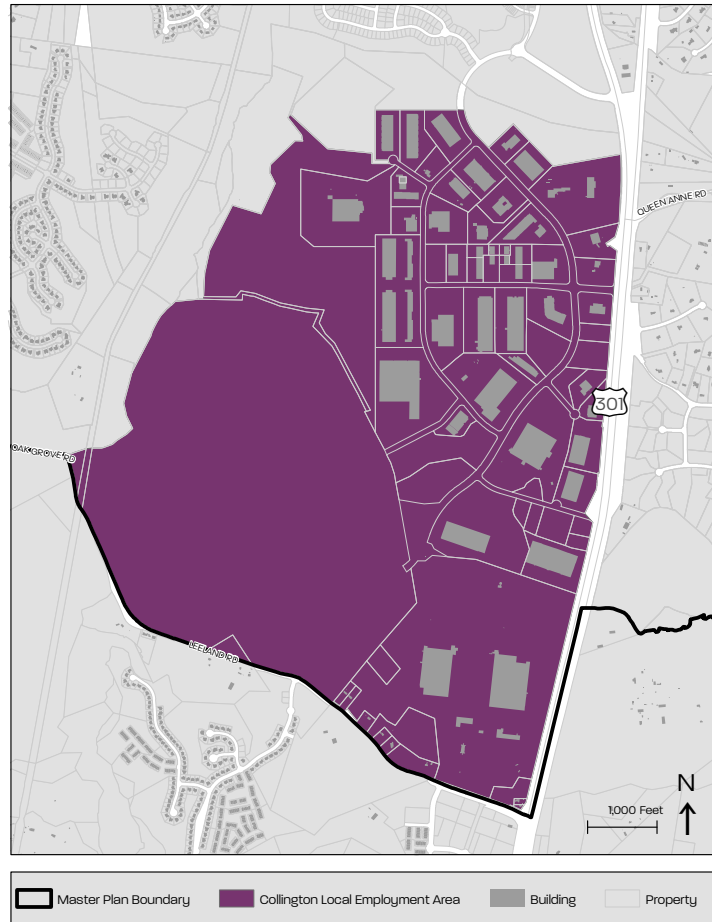
Collington Local Employment Area

The Collington Local Employment Area is an industrial and flex commercial center located west of US 301 and north of Leeland Road at the southern end of the plan area. It is currently the industrial core of Bowie-Mitchellville and Vicinity, featuring more than 460 acres of primarily light-industrial land use, comprised mainly of warehouses and distribution centers, and not heavier industrial uses typically associated with increased community impacts. Just north of the trade zone, South Lake, a mixed-use development on more than 380 acres annexed by the City of Bowie in 2019, presents an opportunity to expand retail services and housing options for both nearby residents and employers in the area.

This focus area should continue to serve as an important industrial center. Since current industrial uses emit low levels of pollution, proposed development at South Lake can potentially allow for the expansion of non-industrial uses in and surrounding the center.

With only two roads in and out and no current options for walking or biking, the Collington Local Employment Area is relatively isolated from the rest of Bowie-Mitchellville and Vicinity. The South Lake development, however, presents an opportunity to better connect new residents with employment and nonretail commercial destinations at the Collington Local Employment Area through its pedestrian-oriented street grid. In addition, US 301 is proposed to become a limited-access highway, which holds the potential for increased regional access by automobile. As in other parts of the plan area, limited bus service leads most travelers in this area to choose driving as a preferred mode of transportation.

Map 9. Collington Local Employment Area Boundaries



Source: Prince George's County Planning Department



Collington Business Center within the Collington Local Employment Center

Source: M-NCPPC

Old Town Bowie

Old Town Bowie is a small residential community with few retail operations that represents the historic core of the plan area. The community is located along MD 564 and is bisected by the Amtrak Northeast Corridor, within a 15-minute drive of Bowie State University and Bowie Local Town Center.

The historic Bowie Railroad Station stands as the focus area's primary tourist attraction and was the primary driver of Bowie's early development. Today, Old Town Bowie is comprised mostly of single-family dwelling units, antique shops, automobile repair stores, a fire station, post office, and community center. With its historic importance and neighborhood character, Old Town Bowie presents the opportunity to improve its vibrancy and accessibility for nearby residents and surrounding communities.

Old Town Bowie is a center of local history, with various historic properties including the historic Railroad Museum. Many of the sites near Old Town Bowie also hold particular significance for African-American history. Although many historic structures in Old Town Bowie have lost character over time, the presence of these sites, paired with the Anacostia Trails Heritage Area, present an asset to preservation efforts and to attracting new infill residential and retail development.

Map 10. Old Town Bowie Boundaries



Source: Prince George's County Planning Department

Old Town Bowie is part of a Limited Supermarket Access (LSA) area. Old Town Bowie's location relative to major thoroughfares (MD 197 and MD 450) and current lack of connecting pedestrian or bicycle infrastructure creates the perception among many residents that it is isolated from the rest of the community. The Amtrak Northeast Corridor rail line, which divides Old Town Bowie, additionally hampers pedestrian travel within the community. The Chestnut Avenue/11th Street bridge provides the only pedestrian and vehicular crossing of the rail line through Old Town Bowie and creates an opportunity to better unify the two halves of Old Town Bowie and foster an important connection to the larger plan area.

Limited Supermarket Access (LSA) Areas

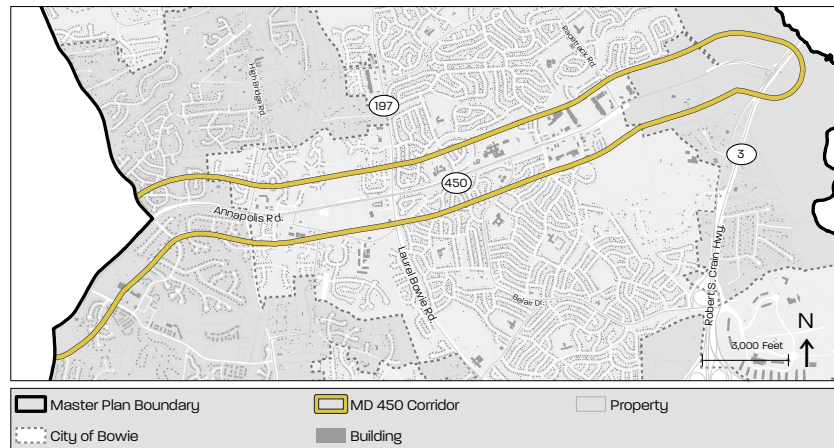
A national analysis conducted by The Reinvestment Fund (TRF) identifies areas with relatively limited access to supermarkets as Limited Supermarket Access (LSA) areas. This analysis uses supermarkets as a proxy for healthy food access, given that these stores tend to provide a wider variety of healthier foods, at lower prices.

LSA areas are contiguous sets of limited access block groups with a population of 5,000 people or more, in which there may be enough market demand to support expanded supermarket offerings. In Prince George's County, 229,480 residents (as of 2018) live within LSA areas—which constitutes about 25 percent of the population. Approximately 12,367 of these residents—or about 5 percent of the total—reside within Bowie-Mitchellville and Vicinity.

MD 450 Corridor

The MD 450 (Annapolis Road) corridor, which includes Free State Shopping Center/Bowie Marketplace, is an important arterial running east to west through the plan area. The 2006 *Approved Master Plan for Bowie and Vicinity* first defined the stretch of MD 450 (Annapolis Road) between Bowie High School and Race Track Road as Bowie Main Street and that area as an “active, lively place with pedestrian-friendly streetscapes designed for residents, workers, and shoppers, set amid high-quality, attractive commercial, residential, civic, institutional, and recreational uses.” The corridor features a mix of commercial, residential, and institutional land uses within the City of Bowie, including Bowie High School, the Bowie Community Center, and several well-trafficked retail centers. Most of the area directly surrounding the MD 450 (Annapolis Road) corridor is zoned for low- and very-low residential uses.

Map 11. MD 450 Corridor Boundaries



Source: Prince George's County Planning Department

MD 450 (Annapolis Road) is a busy four-lane divided highway and important transit corridor—served by two Metrobus lines—with average daily vehicle counts of 20,000 and 25,000 for much of its length. There are bus stops along the length of the corridor west of Race Track Road, several of which have shelters and seating; this existing infrastructure offers potential for improved public transit access along the corridor. The high amount of traffic and difficult pedestrian conditions along MD 450 (Annapolis Road) creates a hot spot for vehicular crashes, particularly at its intersection with Superior Lane, which recorded a cluster of crashes in the past five years, and at its intersection with Belair Drive where there was a fatal crash in 2016.

Although there is a side path for the length of the corridor west of Race Track Road, there is limited bicycle access to shops and other services. To support the creation of a vibrant and active corridor along MD 450, traffic calming strategies present an opportunity to improve both real and perceived safety issues and facilitate active uses, including walking and biking, and make them more readily accessible to the residents of the neighborhoods that line the corridor.

With most retail located east of MD 197, shopping destinations along the MD 450 corridor include The Shoppes at Highbridge, Fairwood Green, Lidl, West Bowie Village, and Bowie Marketplace. In 2016, Bowie Marketplace's successful revitalization contrasts with West Bowie Village, an aging 85,000-square-foot shopping center that suffers low visibility from MD 450. Although West Bowie Village is nearly fully leased in 2020, its aging buildings and low visibility may present future challenges to its viability. To address these challenges and maintain high-quality retail in the area, the City of Bowie has been instrumental in assisting with demolition costs and providing other financial incentives to encourage redevelopment.

WB&A Railway Bridge

The Washington, Baltimore & Annapolis Electric Railway Bridge, also known as the Concrete Railroad Bridge, is located to the west of Laurel Bowie Road (MD 197). The bridge was constructed in 1908 and is located under a pedestrian bridge that spans Laurel Bowie Road as part of the Washington, Baltimore & Annapolis Recreation Trail. The pedestrian bridge is located just north of Rustic Hill Drive. The Washington, Baltimore, & Annapolis Electric Railway Bridge spans the Horsepen Branch of the Patuxent River. (Source: Maryland Historical Trust).



Source: M-NCPPC

MD 197 Corridor

MD 197 (Laurel Bowie/Collington Road) serves as an important local connector for residents of the plan area, with Bowie State University and the Bowie State MARC Station on the north end, and Bowie Local Town Center to the south. The corridor's residential and scenic character, paired with existing and planned trails and side paths, present an opportunity to increase safety and connectivity, while the retail spending gap and certain aging properties present an opportunity to expand its commercial market.

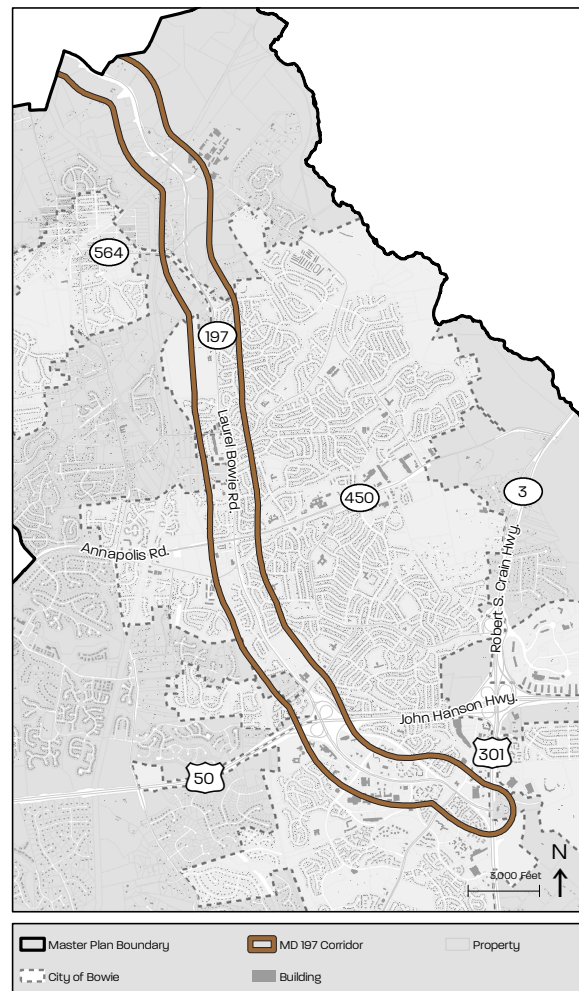
North of Bowie Local Town Center, the MD 197 corridor is occupied primarily by single-family housing; it has few vacant parcels and is mostly built out.

Designated as a scenic/historic road for its entire length within the plan area, MD 197 provides scenic views, features the WB&A Railway Bridge, and runs through the heart of established communities. In addition, the nearby BSU MARC Campus Center is planned as a new activity center with mixed-use, transit-oriented development.

The MD 197 corridor has traffic volumes ranging from 10,000 vehicles a day at its northern end (near BSU) to more than 30,000 vehicles a day near the intersection with MD 450 (Annapolis Road). MD 197 has four travel lanes near BSU, so the level-of-service (LOS) for the roadway is estimated at LOS A and is considered free-flow or even light traffic. Conversely, at Old Annapolis Road, MD 197 has four through travel lanes northbound and two through travel lanes heading south. North of the intersection is estimated at LOS C, which while is still within the roadway's capacity is considered moderately heavy traffic. South of MD 450 (Annapolis Road) the estimated LOS exceeds LOS E and should be considered heavy traffic. Regardless of the LOS, roadways without facilities to accommodate all modes creates challenges for both vehicular and pedestrian safety, which crash data in the area reflects; of the top 25 intersections with the most frequent crashes in the plan area, more than half are located along MD 197. Roadways lacking pedestrian and bicycle infrastructure, while providing motor vehicle facilities designed to permit traveling at speeds higher than the posted limits create unsafe conditions for walkers and bicyclists. The interchange of MD 197 (Collington Road) and US 50 (John Hanson Highway) has the only signalized intersection along the corridor with controlled pedestrian crossings at all corners, while numerous other intersections have no pedestrian crossing facilities. Poor pedestrian infrastructure, combined with infrequent transit schedules, makes automobile travel the most efficient mode of transportation along this corridor. Existing trail networks in the area, however, present an opportunity to expand and improve connectivity.

The MD 197 corridor—especially the section to the north of US 50 (John Hanson Highway)—has fewer retail and commercial uses when compared to the US 301 (Robert Crain Highway) and MD 450 (Annapolis Road) corridors. Primary market opportunities along this corridor include redeveloping the underperforming Bowie Plaza shopping center and developing new retail and residential options at and near the BSU MARC Campus Center. With few retail options available at the northern end of the corridor, there is potential for retail development near Bowie State University, while university-related uses may also support office development near campus. Located near MD 450 (Annapolis Road) and Free State Shopping Center/Bowie Marketplace, potential redevelopment at Bowie Plaza can achieve right-sized retail for this location and may prevent long-term vacancies.

Map 12. MD 197 Corridor Boundaries



Source: Prince George's County Planning Department

US 301/MD 3 Corridor

Running north to south, the US 301/MD 3 (Robert Crain Highway) Corridor consists of an existing four-to-six lane high-speed highway; the existing highway will be replaced with a planned limited-access freeway (F-10) and adjacent arterial (A-61) that connects the plan area's commercial core (Bowie Local Town Center) and industrial core (the proposed Collington Local Employment Area) to regional markets such as Baltimore and Richmond, Virginia. This corridor acts as a boundary between the County Rural and Agricultural Area and its Established Communities; it serves as the growth boundary for most of the plan area, demarcating the eastern limits of public water and sewer service. US 301 has significant zoning differences on each side: east of US 301 is characterized by very low-density housing, agriculture, and open space, while west of the roadway has a greater mix of uses with a wider range of densities. Planned upgrades to this corridor will provide opportunities to improve regional access to the area, especially access to Collington Local Employment Area.

The corridor spans from the Anne Arundel County border in the north to the Collington Local Employment Area in the south. Along its route are a combination of food and beverage establishments, strip retail, and big-box stores with large surface parking lots.

This plan aligns with the County's Plan 2035 growth policy by limiting development east of US 301 to conserve sensitive environments along the corridor, including woodland, wetlands, and farmland. US 301 intersects with scenic and historic byways such as Mitchellville Road, Mill Branch Road, and Excalibur Road.

The section of US 301 running south from its interchange with US 50 (John Hanson Highway) and MD 3 is a high-volume, high-speed arterial route with two to three through lanes in each direction. More than 75,000 vehicles a day use the corridor; this total is expected to increase with the opening of a widened Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge, which carries US 301 over the Potomac River in Charles County. US 301 and MD 3 have been planned for an upgrade to a limited-access highway since the 1970s. There are sections without pedestrian or bicycle infrastructure—there are no sidewalks and only one marked and signalized crosswalk in the corridor, on the south side of Heritage Boulevard/Ballpark Road, which will be eliminated when the freeway is constructed. The total crossing distance is 170 feet and pedestrians must cross in two stages.

Though bus routes service the Bowie Gateway Shopping Center and the Collington Local Employment Area, there are no bus stops located along the corridor.

The corridor is a commercial center within Bowie-Mitchellville and Vicinity. Most planned development along this area is at Melford Town Center, Mill Branch Crossing, and South Lake. There is an opportunity to leverage the planned mixed-use developments of Melford and South Lake by redeveloping aging retail along the southern end of the corridor. Pointer Ridge Plaza, the only cluster of retail at the corridor's southern end, is an aging, underperforming shopping center near a large planned mixed-use community—a redevelopment opportunity.

Map 13. US 301/MD 3 Corridor Boundaries



Source: Prince George's County Planning Department

Section V

Land Use



Land Use



Direct future growth toward transit-oriented, mixed-use centers in order to expand our commercial tax base, capitalize on existing and planned infrastructure investments, and preserve agricultural and environmental resources.

Land Use Goals

1. Growth is directed away from the Rural and Agricultural Areas and Established Communities to the Plan 2035 centers.
2. The Rural and Agricultural Areas are preserved and protected from development.
3. A majority of residential and commercial growth in Bowie-Mitchellville and Vicinity occurs within BSU MARC Campus Center and the Bowie Local Town Center.
4. Flex space and telecommunication land uses are strategically expanded at the BSU MARC Campus Center.
5. The Collington Local Employment Area attracts light industrial and office land uses.
6. Integrate land use and transportation to encourage multimodal transportation options including transit, bicycling, and walking along MD 450.
7. Attract commercial uses and retail options to serve neighborhoods along the MD 197 corridor.

Existing Conditions Summary

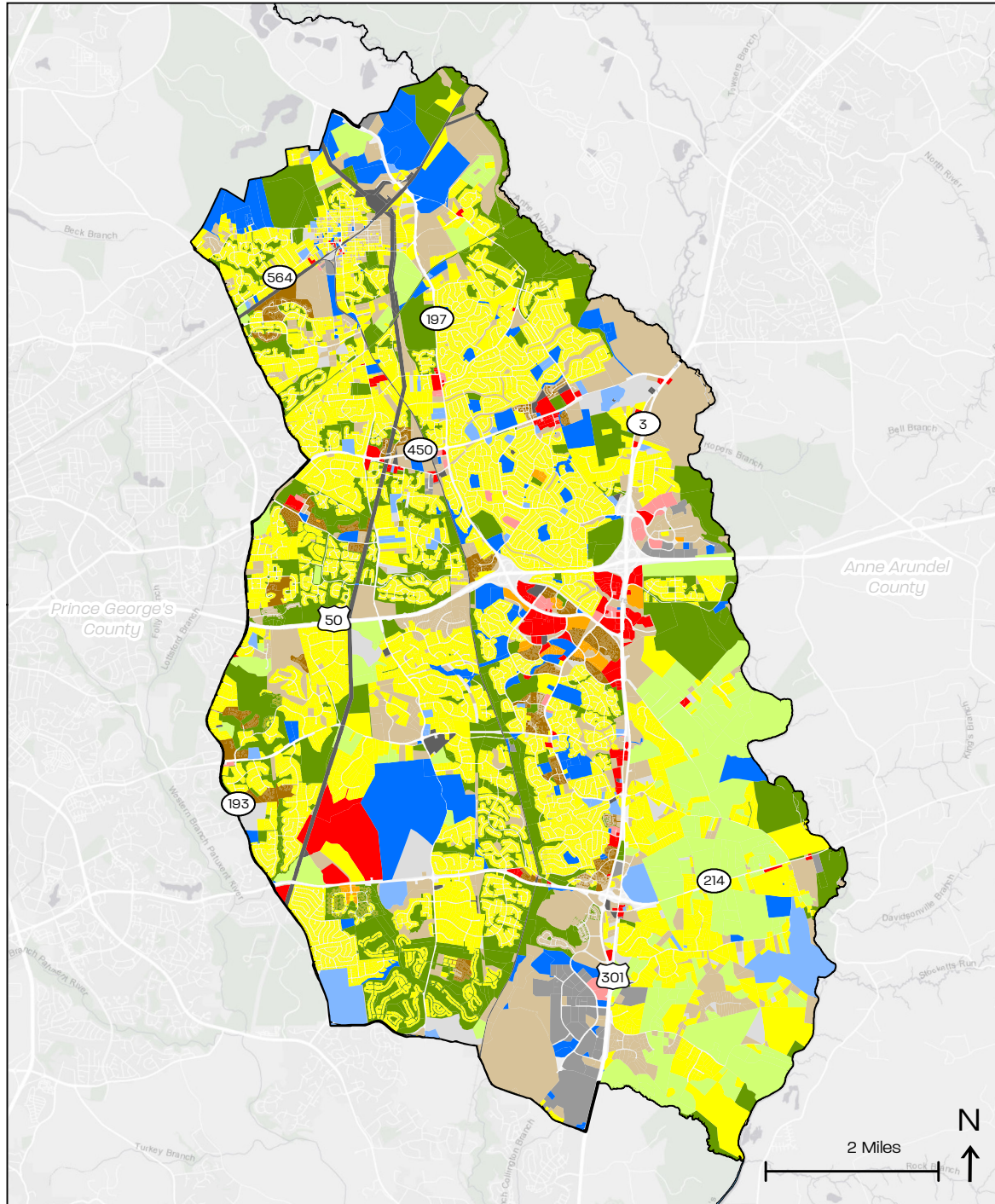
The Bowie-Mitchellville and Vicinity master plan area is primarily occupied by rural and agricultural areas and parks and other open spaces in addition to low-density, single-family detached housing. There is a considerable supply of parkland and open spaces, while rural and agricultural land uses are concentrated outside the County's growth boundary, mostly east of US 301/MD 3 (Robert Crain Highway). Higher-density residential land uses, including townhouses, apartments, and condominiums, are concentrated around existing commercial nodes like Bowie Local Town Center and along key corridors such as MD 450 (Annapolis Road) and MD 214 (Central Avenue).

Institutional uses, such as places of worship and public schools, are spread throughout the plan area and tend to occupy large parcels. Commercial land uses also tend to be located on large parcels that line the corridors and cluster around intersections. Most of the commercial nodes are primarily single use; however, this is changing with proposed projects at Bowie Town Center (shopping center) and approved projects like Bowie Marketplace, Melford, and South Lake. Map 14. Master Plan Existing Land Use, shows additional detail of the use of land.

Most of the land in Bowie-Mitchellville and Vicinity is privately owned (71 percent); with the majority already developed. The remaining 29 percent is publicly owned, mostly by M-NCPPC and the State of Maryland (see Map 15. Public Land). Areas owned by M-NCPPC are primarily used for parks and open space, whereas the State owns several large, undeveloped parcels; the City of Bowie also owns many small undeveloped parcels scattered throughout the city. Prince George's County owns approximately 291 acres, with approximately 94 acres of developable land adjacent to the Bowie State MARC Station.



Map 14. Master Plan Existing Land Use

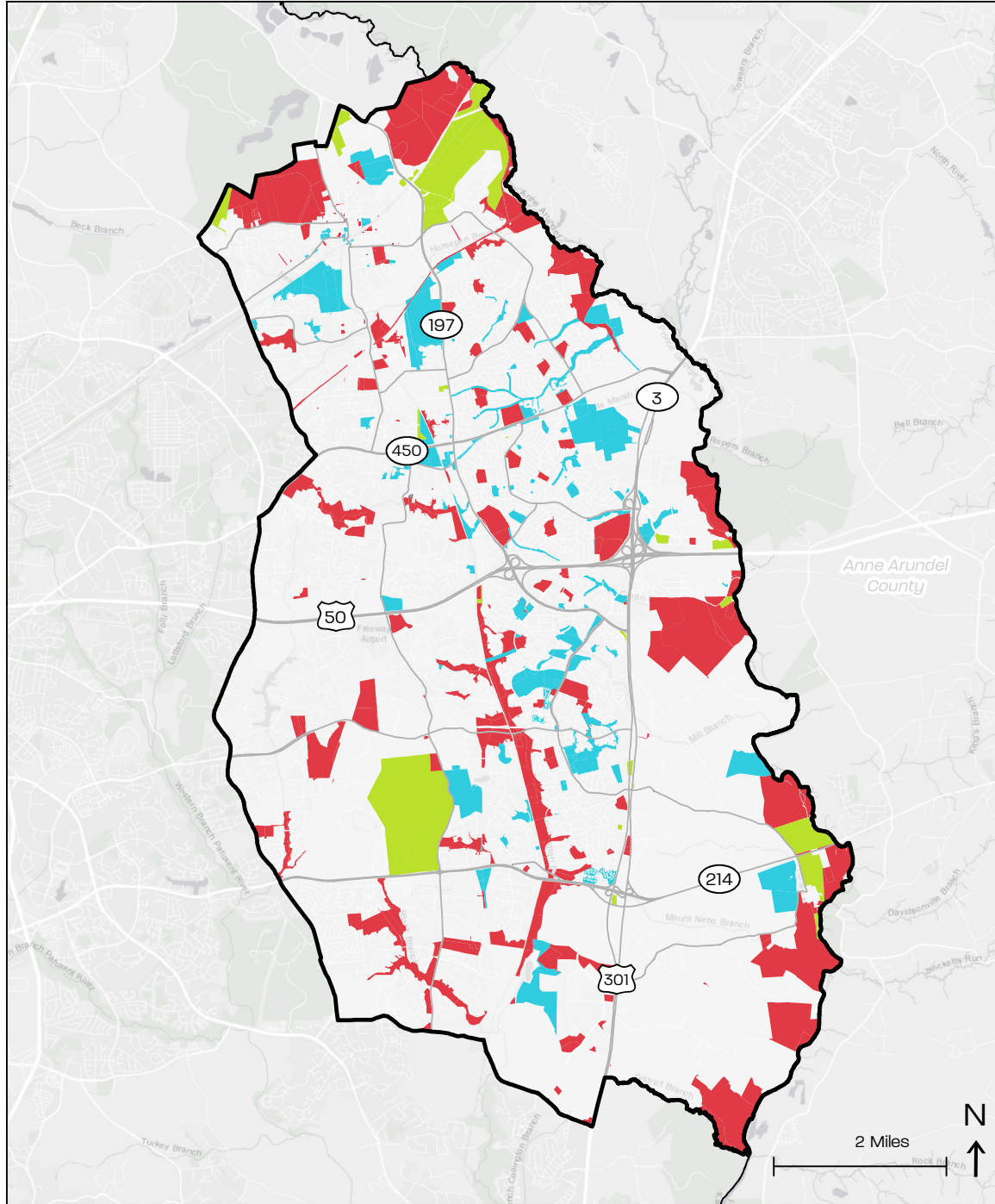


Existing Land Use	Parks and Open Space	Residential - Attached	Office	Industrial
Agricultural - Natural Resources	Residential - Townhouse	Mixed Use	Transportation and Utilities	Vacant
Residential - Single Family	Residential - Multi-family	Institutional	Not Classified	
	Commercial	Institutional - Church		



Land Use

Map 15. Public Land



Source: Prince George's County Planning Department

Master Plan Boundary

Public Land

County

Municipal

Other (State or Federal)



Table 3. Future Land Use Categories

Color	Designation	Description	Density (dwelling units per acre)
	Mixed-Use	Areas of various residential, commercial, employment, and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e., commercial uses may dominate in one mixed-use area, whereas residential uses may dominate in another. Large-scale mixed-use development should be limited to designated Centers and other areas where it currently exists.	Based on Center
	Neighborhood Mixed-Use	Traditional retail/shopping areas that are transitioning to a mix of residential, shopping, eating and drinking, and other neighborhood-serving amenities. Neighborhood Mixed-Use areas are located outside of designated Centers, often along arterial roadways and at key intersections and interchanges.	(< /=48)
	Commercial	Retail and business areas, including employment uses, such as office and services. A range of services are provided at the neighborhood to regional level. New commercial areas have access to multimodal transportation options. These areas are intended to remain predominantly or entirely commercial.	N/A
	Industrial/Employment	Manufacturing and industrial parks, warehouses, and distribution. May include other employment, such as office and services.	N/A
	Institutional	Uses such as military installations, hospitals, sewage treatment plants, and schools.	N/A
	Residential High	Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments	(>20)
	Residential Medium-High	Residential areas between eight and 20 dwelling units per acre. Mix of dwelling unit types, including apartments.	(> 8 and < /= 20)
	Residential Medium	Residential areas between 3.5 and 8 dwelling units per acre. Primarily single-family dwellings (detached and attached).	(> 3.5 and < /= 8)
	Residential Low	Residential areas up to 3.5 dwelling units per acre. Primarily single-family detached dwellings.	(> 0.5 and < /= 3.5)
	Rural and Agricultural	Low-density residential uses with areas of agricultural and forestry production. Agricultural land (cropland, pasture, farm fields), forest, and very low-density residential.	(< /= 0.5)
	Parks and Open Space	Parks and recreation areas, publicly owned open space (federal, state, county, municipal, and M-NCPPC), and privately owned open space.	N/A

Future Land Use Map

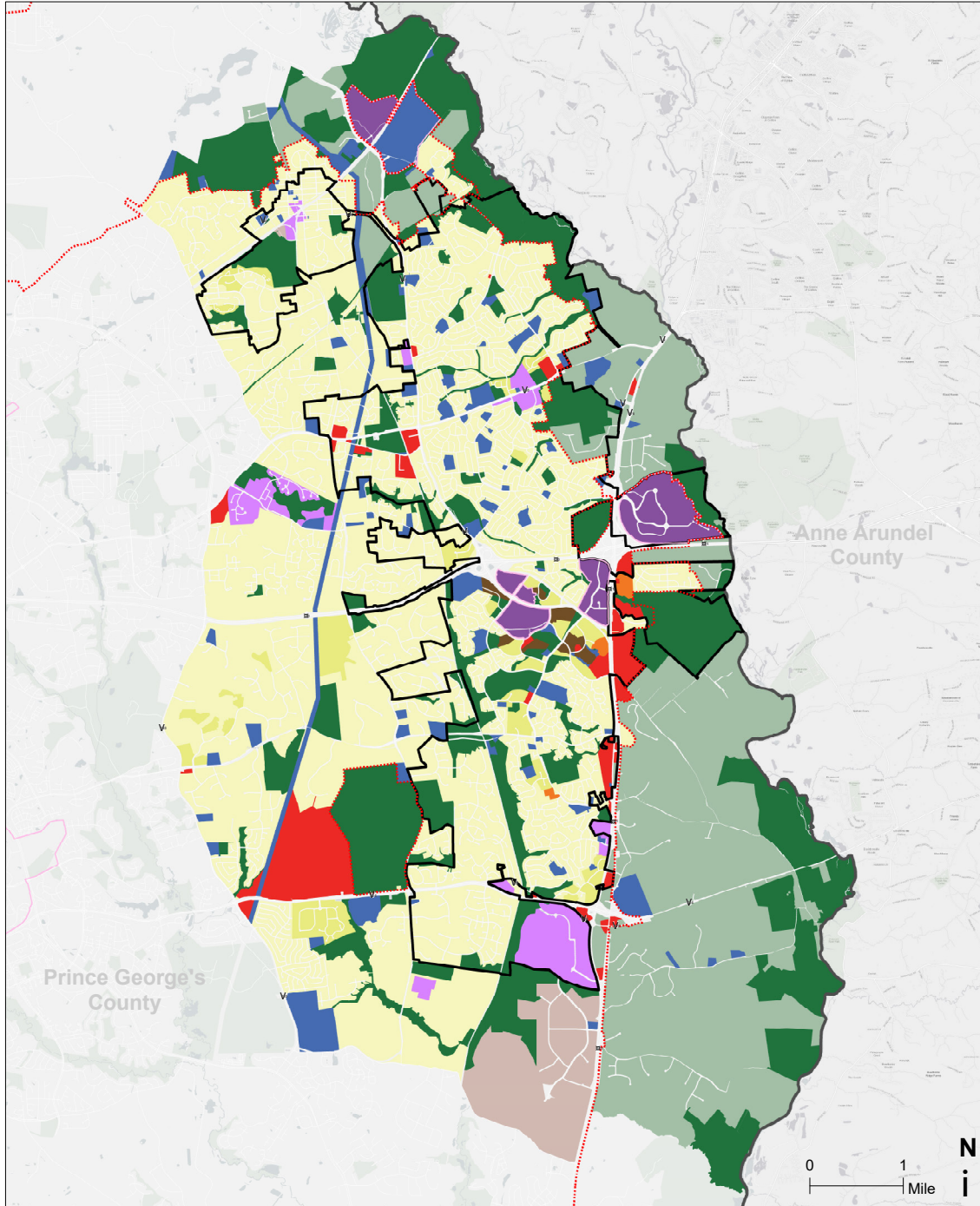
Map 16. Future Land Use contains specific land use recommendations for each parcel in Bowie-Mitchellville and Vicinity. This land use map carries forward many of the land use recommendations of the 2006 *Approved Master Plan for Bowie and Vicinity* and the 2010 *Approved Bowie State MARC Station Sector Plan*, reflecting existing development patterns and development that has occurred since the approval of those plans. This map applies to the entire plan area; should any conflict arise between the future land use designation on this map and the text of a strategy within this plan, the strategy will hold.

This map applies to the entire plan area; if an actual conflict exists between the text of a strategy and a future land-use designation, the strategy will take precedence.



Land Use

Map 16. Future Land Use



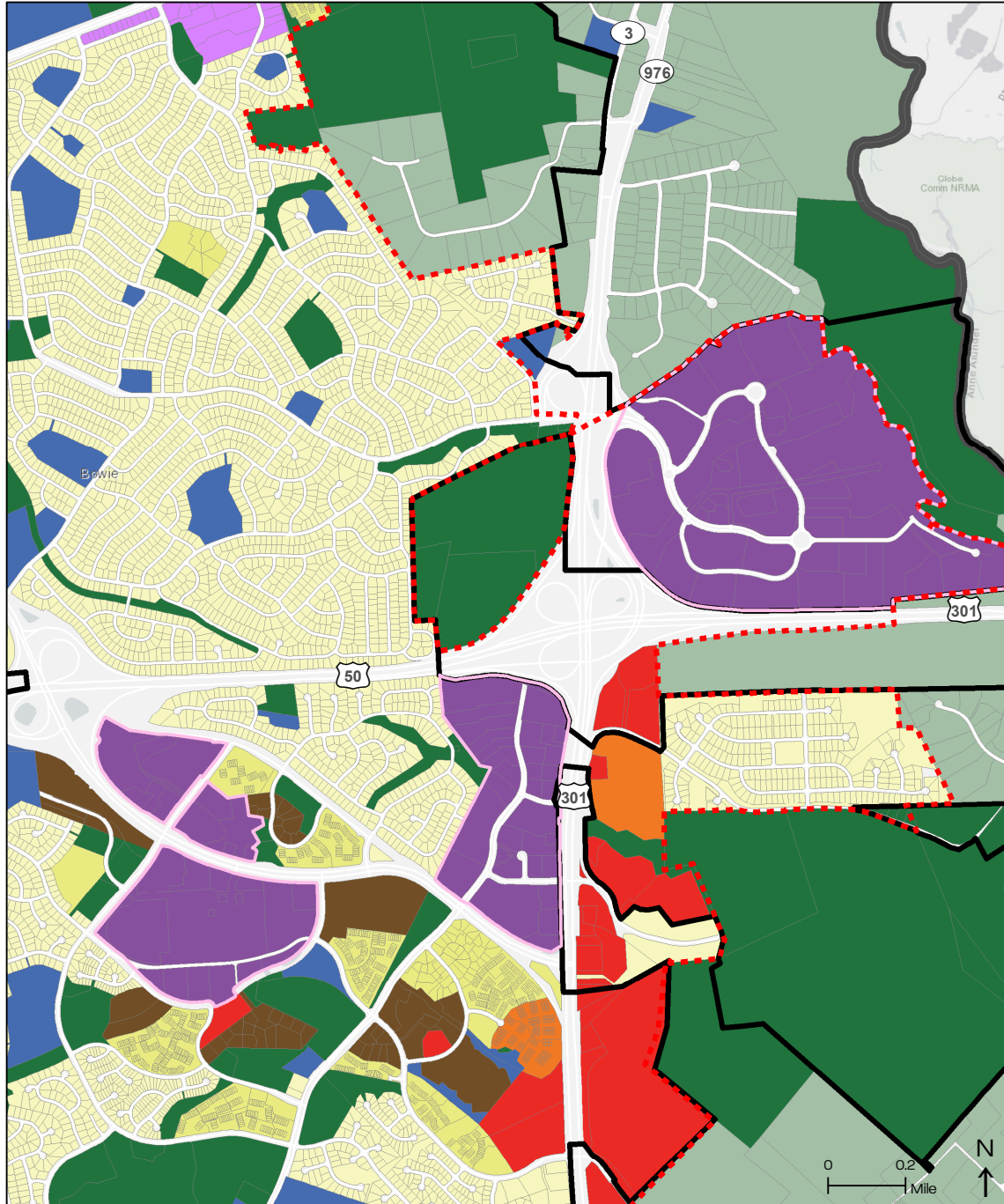
- | | | | | |
|---------------------------|------------------------|-------------------------|------------------------|----------------------|
| Plan 2035 Growth Boundary | Mixed-Use | Commercial | Residential Medium | Institutional |
| Plan 2035 Center | Neighborhood Mixed-Use | Residential High | Residential Low | Parks and Open Space |
| City of Bowie | Industrial/Employment | Residential Medium-High | Rural and Agricultural | |

Source: Prince George's County Planning Department

Note: The future land use map is 34x44 and is too large to be fully visible in this document. It can be viewed online at <https://bit.ly/BMVMPMap>.



Map 16A. Bowie Local Town Center Inset



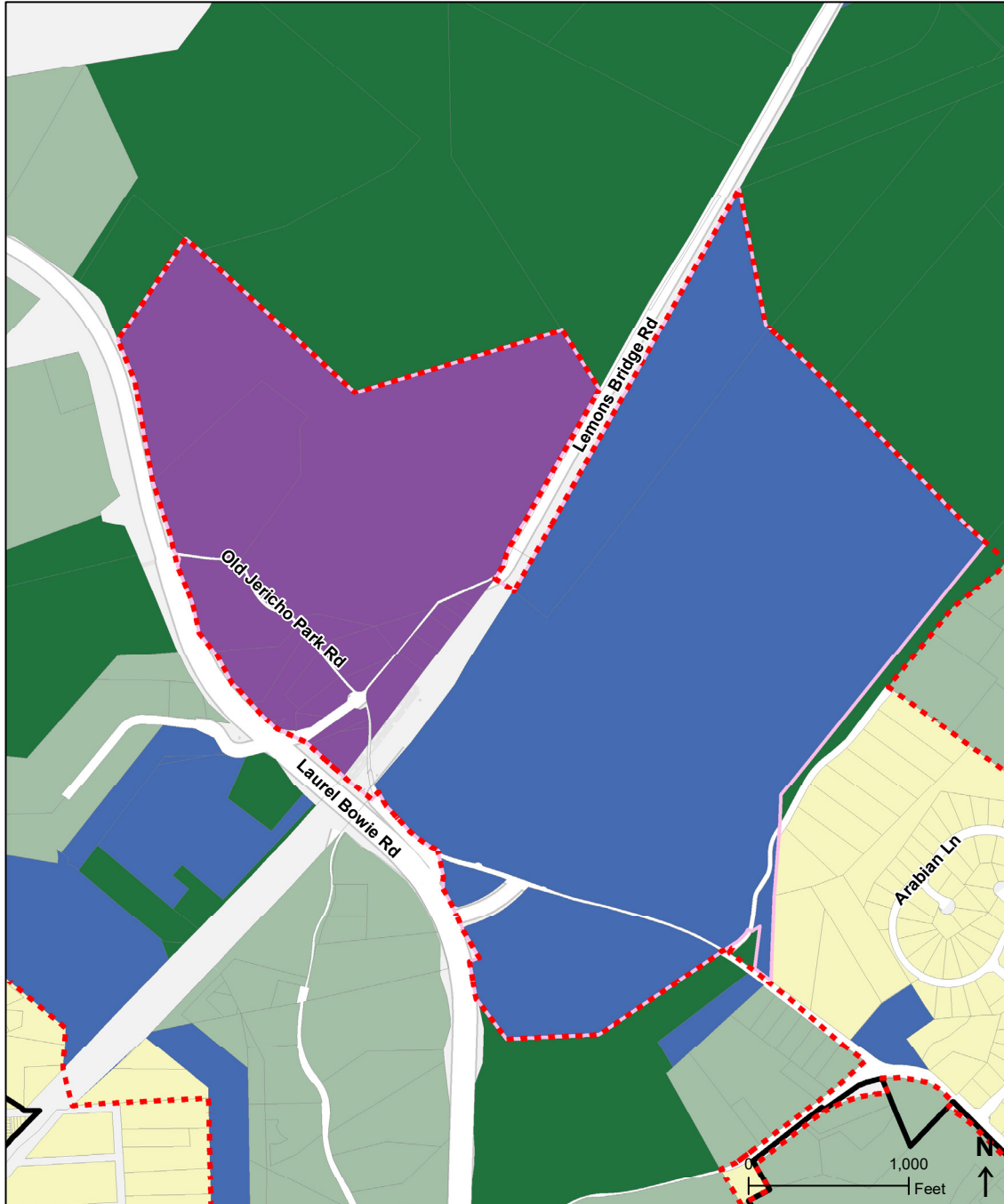
- Plan 2035 Growth Boundary
- Mixed-Use
- Industrial/Employment
- Residential High
- Residential Medium
- Rural and Agricultural
- Plan 2035 Center
- Neighborhood Mixed-Use
- Commercial
- Residential Medium-High
- Residential Low
- Institutional
- City of Bowie
- Parks and Open Space

Source: Prince George's County Planning Department



Land Use

Map 16B. Bowie State University MARC Campus Center (BSUMCC) Inset



- Plan 2035 Growth Boundary
- Mixed-Use
- Commercial
- Residential Medium
- Institutional
- General Plan 2035 Center
- Neighborhood Mixed-Use
- Residential High
- Residential Low
- Parks and Open Space
- City of Bowie
- Industrial/Employment
- Residential Medium-High
- Rural and Agricultural

Source: Prince George's County Planning Department



Policies and Strategies

AREAWIDE

Policy LU 1

Preserve community parks, sensitive environmental areas, and open spaces.

- LU 1.1 In Map 16. Future Land Use, designate community parks, sensitive environmental areas, and open spaces for Parks and Open Space land uses (see also Policy CZ 1, Table F-1. CZ 1.1 Zoning Recommendations, and Map F-1. CZ 1.1 Zoning Recommendations).

Sustainability and Climate Change

Land use, sustainability, and climate change are closely connected. Land use decisions across the plan area have a key role in sustainable development, resource protection, and mitigating the impacts of climate change. Directing development to specific locations, such as the Plan 2035 centers and the plan-defined focus areas, can preserve undeveloped land and protect sensitive environmental features such as streams, forested areas, habitat, and open space.

RURAL AND AGRICULTURAL AREA

Policy LU 2

Preserve the Rural and Agricultural Areas for open space, agriculture, environmental preservation, and very low-density housing exclusively served by individual well and septic systems (see Policy PF 4).

- LU 2.1 With the exception of the properties at 6513 and 6517 NE Robert Crain Highway (Tax IDs 0822239, 5635696, and 5635708) and all institutional land uses in existence on March 8, 2022, recommend rural and agricultural land uses for all properties in the Rural and Agricultural Area. (See Strategy CZ 2.3)
- LU 2.2 Add the Belt Woods Natural Environment Area to the Rural and Agricultural Area. Designate this area as Parks and Open Space in Map 16. Future Land Use (see Map 17. Belt Woods Natural Environment Area–Plan 2035 Policy Area Amendment, Table 4. Rural and Agricultural Area Additions–Belt Woods Natural Environment Area, Map 25. Plan 2035 Growth Policy Map Amendments, and Appendix B. Plan 2035 and Functional Master Plan Amendments).

Table 4. Rural and Agricultural Area Additions–Belt Woods Natural Environment Area

Address	Tax ID	Current Water Category	Current Sewer Category	Current Plan 2035 Policy Area	Recommended Plan 2035 Policy Area
13900 Central Avenue	0670711	W-6	S-6	Established Communities	Rural and Agricultural Area
1506 Church Road	0670729	W-6	S-6	Established Communities	Rural and Agricultural Area
Central Avenue	0818989	W-6	S-6	Established Communities	Rural and Agricultural Area



- LU 2.3 Add the properties identified in Table 5. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property, north and south of MD 450 (Annapolis Road) and west of MD 3 (Robert Crain Highway) to the Rural and Agricultural Area. Designate these properties for Rural and Agricultural land uses, except for the properties that are Institutional land use (Tax IDs 0801563, 0692756, 0796425, 0712588, 0710434, and 0663195), commensurate with the property’s Agricultural-Residential (AR) Zoning, its existing historic and institutional uses, and its critical areas of preserved environmental resources. (See Table 5. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property, Strategy PF 16.1, Map 25. Plan 2035 Growth Policy Map Amendments, and Appendix B. Plan 2035 and Functional Master Plan Amendments).
- LU 2.4 Remove the portion of Parcel 117 of the Amtrak Northeast Corridor (Tax ID 1658186) east of the MD 197 (Laurel Bowie Road) overpass from the Rural and Agricultural Area and add it to the BSU MARC Campus Center (see Map 19. Northeast Corridor Parcel—Plan 2035 Policy Area Amendment, Map 25. Plan 2035 Growth Policy Map Amendments, and Appendix B. Plan 2035 and Functional Master Plan Amendments).

ESTABLISHED COMMUNITIES

Policy LU 3

Map 16. Future Land Use recommends creating strategic opportunities for infill housing and commercial land uses within Established Communities, served by existing infrastructure.

- LU 3.1 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 3.2 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).

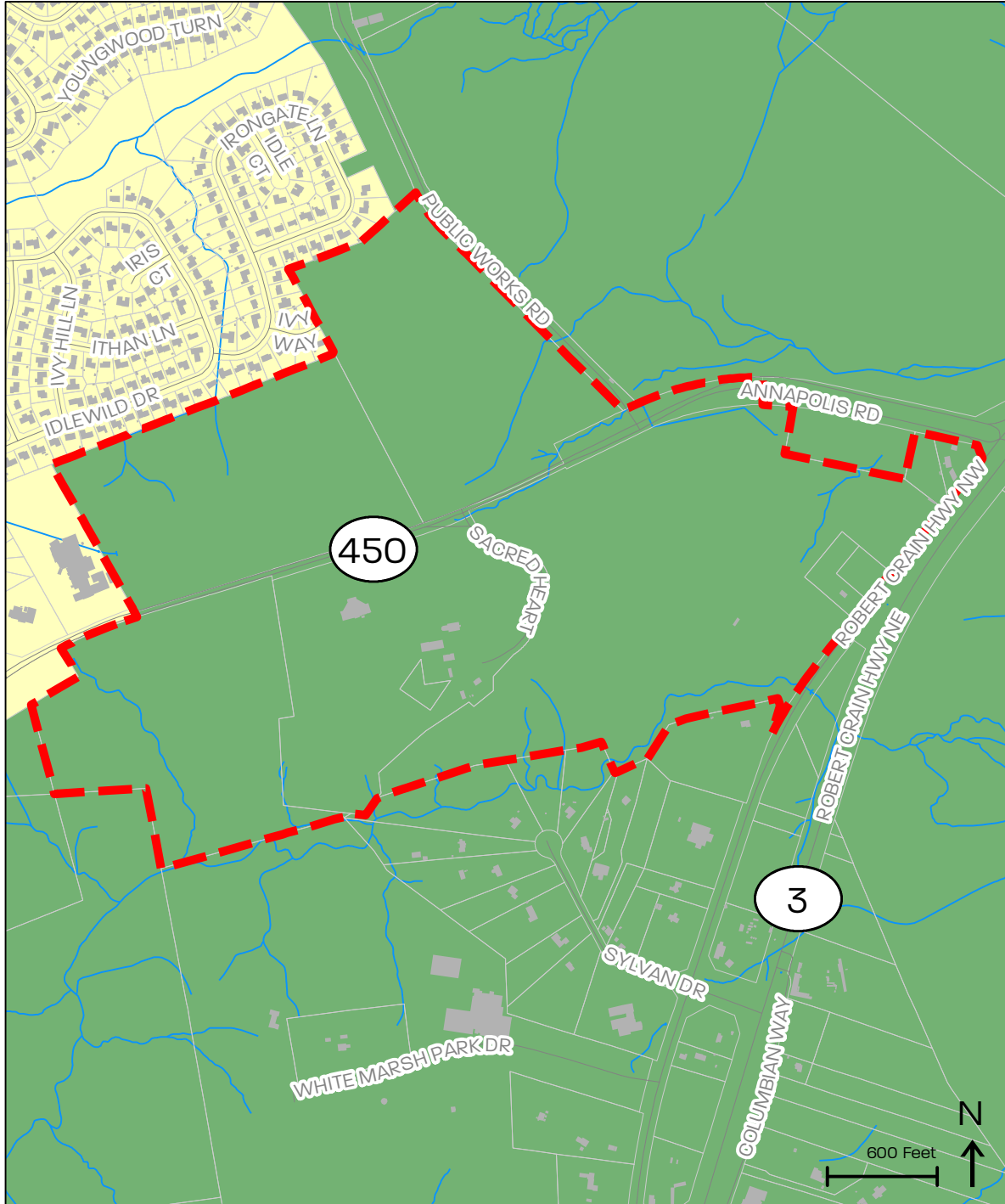
Table 5. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property

Address	Tax ID	Current Water Category	Current Sewer Category	Current Plan 2035 Policy Area	Recommended Plan 2035 Policy Area
7096 NW Robert Crain Highway Annapolis Road	0712570 0801563, 0712588	W-5 W-5	S-5 S-5	Established Communities Established Communities	Rural and Agricultural Area Rural and Agricultural Area
7100 NW Robert Crain Highway	0710434	W-5	S-5	Established Communities	Rural and Agricultural Area
7098 NW Robert Crain Highway	0663195	W-5	S-5	Established Communities	Rural and Agricultural Area
7112 NW Robert Crain Highway Annapolis Road	0712612 0712604	W-5 W-5	S-5 S-5	Established Communities Established Communities	Rural and Agricultural Area Rural and Agricultural Area
Annopolis Road	0692756	W-5	S-5	Established Communities	Rural and Agricultural Area
16501 Annapolis Road	0796425	W-5	S-5	Established Communities	Rural and Agricultural Area
7112 NW Robert Crain Highway	0712612	W-5	S-5	Established Communities	Rural and Agricultural Area
7110 NW Robert Crain Highway	0712596	W-5	S-5	Established Communities	Rural and Agricultural Area
16200 Annapolis Road	1594761, 1594753	W-5	S-5	Established Communities	Rural and Agricultural Area



Land Use

Map 18. MD 3 and MD 450—Growth Policy Area Amendment

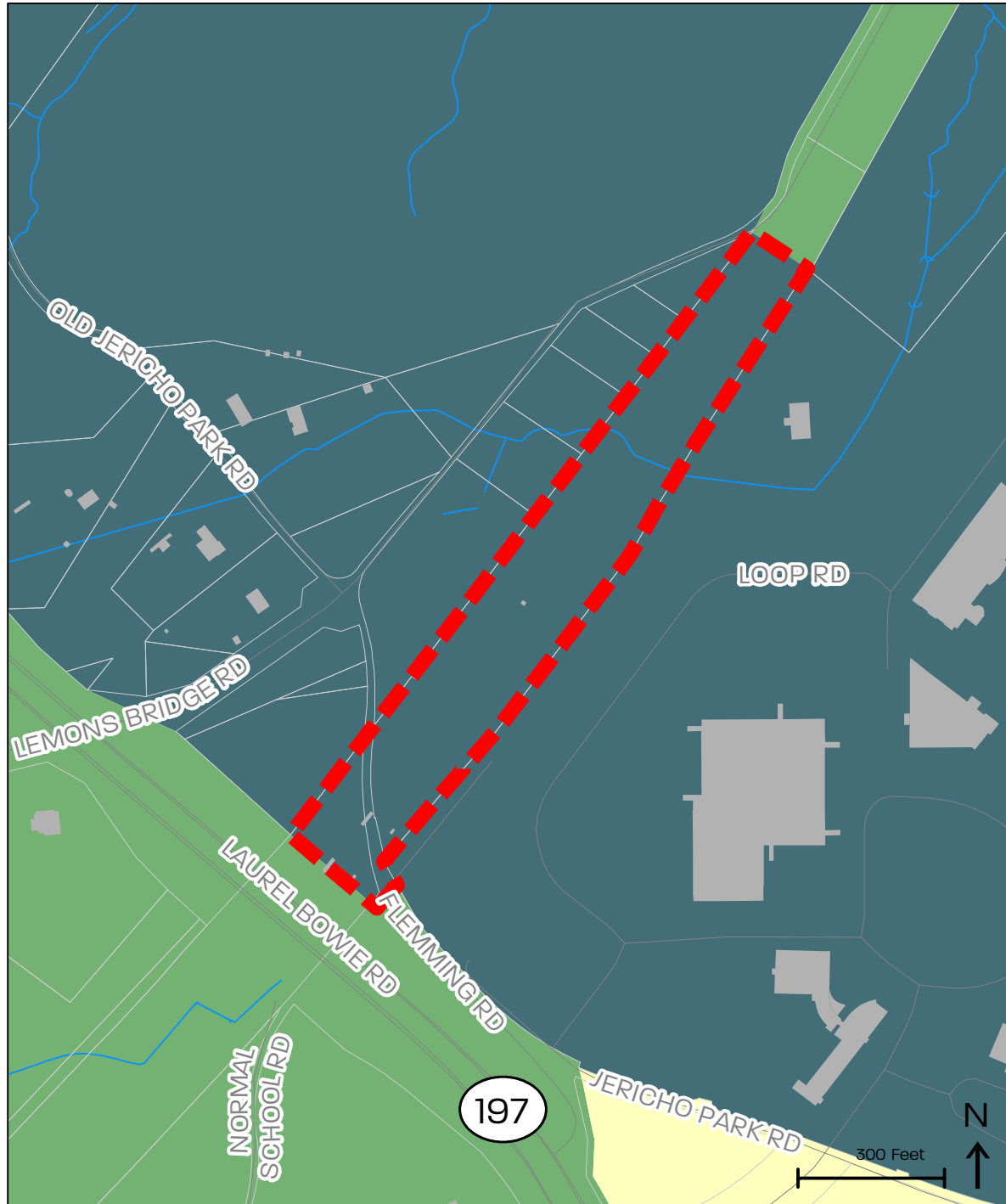


Source: Prince George's County Planning Department

- Portion to be removed from EC and added to R&A Area
- Established Communities
- Rural and Agricultural Area
- Building
- Property
- Stream



Map 19. Northeast Corridor Parcel—Plan 2035 Policy Area Amendment



Source: Prince George's County Planning Department

- Portion to be removed from Rural and Agricultural Area and added to BSU MARC Campus Center
- BSU MARC Campus Center
- Property
- Building
- Established Communities
- Rural and Agricultural Area
- Stream



Land Use

- LU 3.3 In Map 16. Future Land Use, designate the properties located at 1800 Mitchellville Road/1808 NE Robert Crain Highway (Tax IDs 0679738 and 0679746) as Commercial land use. (See Strategy CZ 3.4).
- LU 3.4 In Map 16. Future Land Use, designate the properties located at 3412 Robert Crain Highway/Mill Branch Road (Tax IDs 0817718 and 0817734) as Commercial land use. (See Strategy CZ 3.5).

BOWIE LOCAL TOWN CENTER

Policy LU 4

Define the boundaries of Bowie Local Town Center as well as the Core, and Edge to concentrate mixed-use development pursuant to Plan 2035, with the most intense development at the center and less-intense development on the periphery.

- LU 4.1 Expand the boundaries of Bowie Local Town Center to include the commercial properties north of MD 197 (see Map 20. Bowie Local Town Center—Plan 2035 Policy Map Amendment, Center Boundary Expansion, Map 25. Plan 2035 Growth Policy Map Amendments, and Appendix B. Plan 2035 and Functional Master Plan Amendments for a list of affected properties and CZ 5.2).
- LU 4.2 Define the Core of the Bowie Local Town Center as the Bowie Town Center shopping center (see Map 21. Bowie Local Town Center—Core and Edge and Appendix B. Plan 2035 and Functional Master Plan Amendments for a list of affected properties and CZ 5.1).

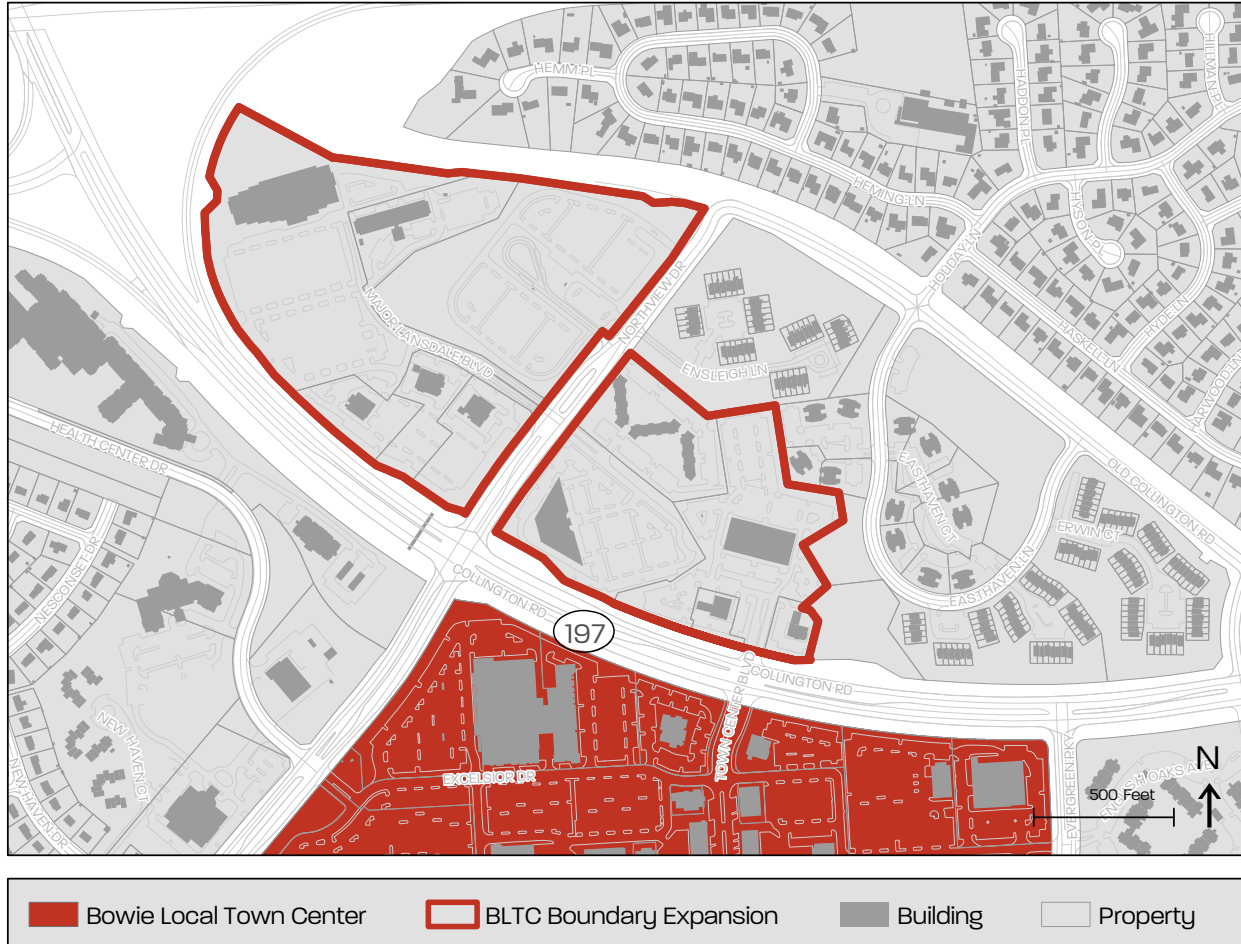
- LU 4.3 Define the Edge of the Bowie Local Town Center as all parcels outside of the Core (see Map 21. Bowie Local Town Center—Core and Edge and Appendix B. Plan 2035 and Functional Master Plan Amendments for a list of affected properties and CZ 5.2).
- LU 4.4 Remove certain properties east of US 301 (Robert Crain Highway) south of US 50/ US 301 (John Hanson Highway) from the Bowie Local Town Center and put into the Established Communities policy area, so that limited mixed-use redevelopment, and automobile-oriented and service uses can be located east of the freeway (see CZ 4.1, 4.2, and 4.3; Map 22. Bowie Local Town Center—Center Boundary Amendment; Map 25. Plan 2035 Growth Policy Map Amendments; and Appendix B. Plan 2035 and Functional Master Plan Amendments).
- LU 4.5 In Map 16. Future Land Use, recommend Commercial, Residential Medium-High, or Residential Low Land Uses east of US 301 (Robert Crain Highway) south of US 50/301 (John Hanson Highway) on the properties removed from Bowie Local Town Center to limit mixed-use development outside of the Bowie Local Town Center.
- LU 4.6 As part of the Plan 2035 Five-Year Evaluation (see Section XV of this Plan at page 224), 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.

Mixed-Use Centers

Walkable, mixed-use areas, including transit-oriented developments, are often roughly one-half mile in diameter and organized around a **core** and **edge**. An entry to a Metro station or another transit stop is often located at the center of the core, with the most dense and intense development growing out from this point. Best practices dictate employment and retail uses be concentrated in the core and that the edge include more of a residential mix with less of an emphasis on commercial uses.



Map 20. Bowie Local Town Center—Plan 2035 Policy Map Amendment, Center Boundary Expansion



Source: Prince George's County Planning Department



Land Use

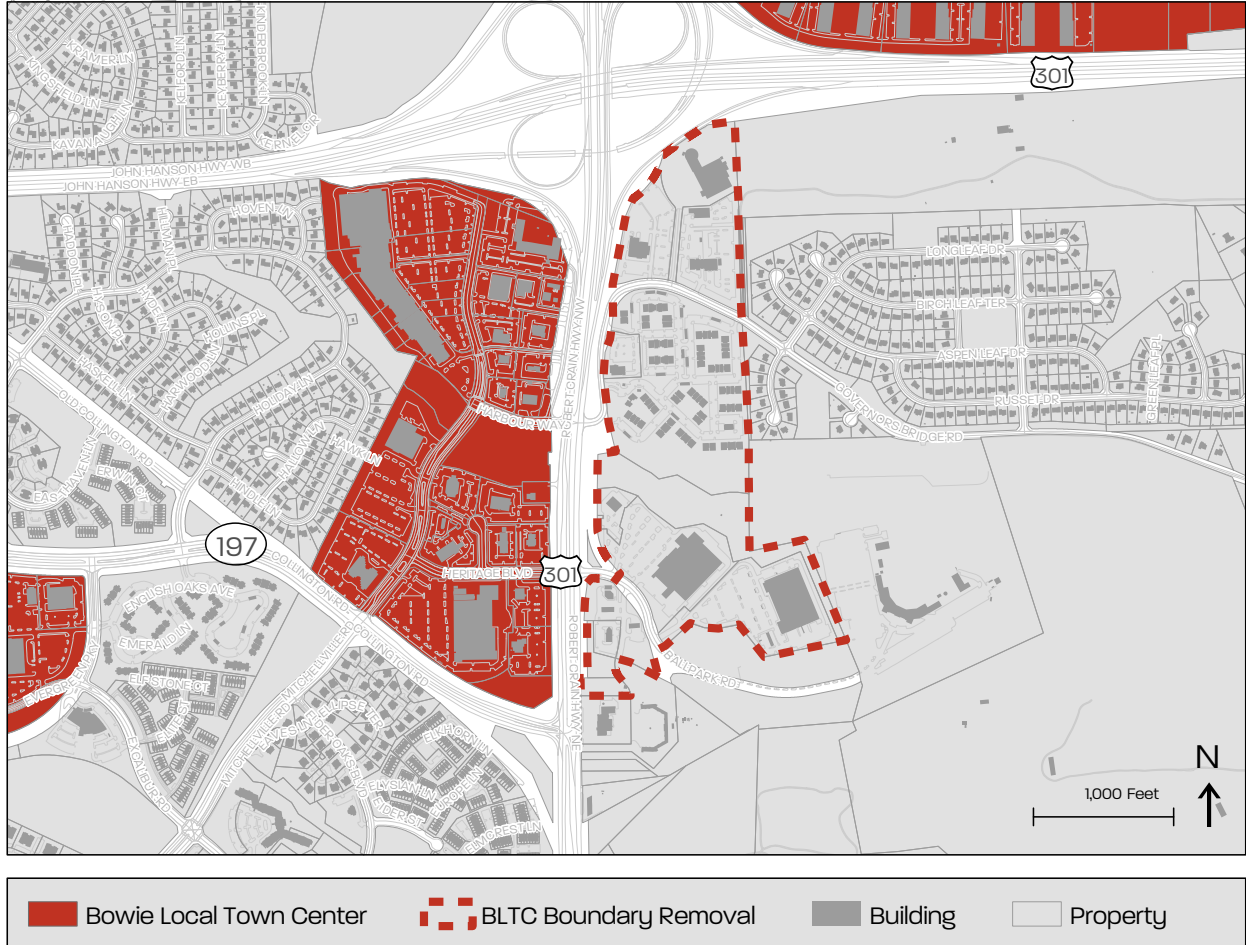
Map 21. Bowie Local Town Center—Core and Edge



Source: Prince George's County Planning Department



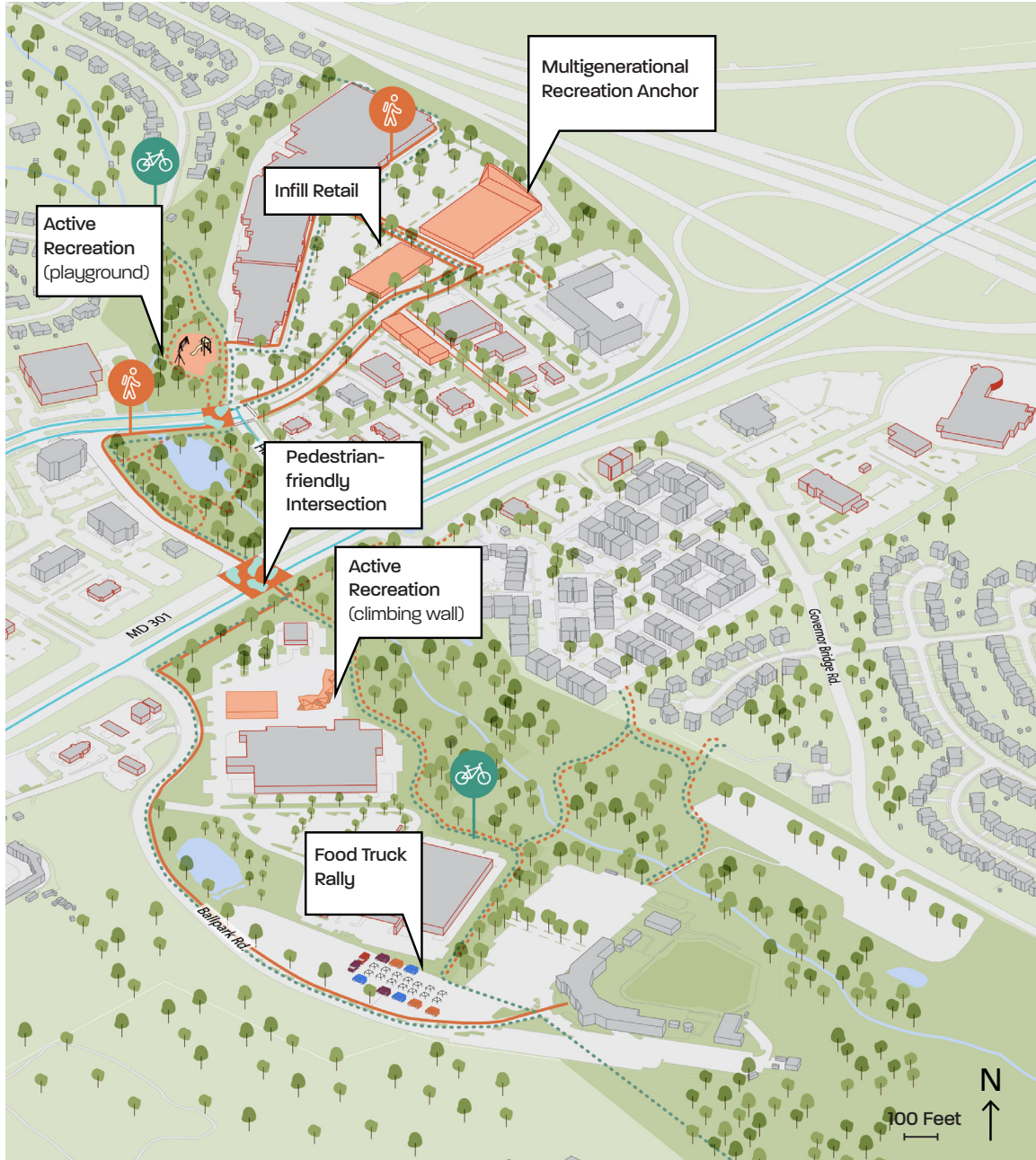
Map 22. Bowie Local Town Center–Center Boundary Amendment



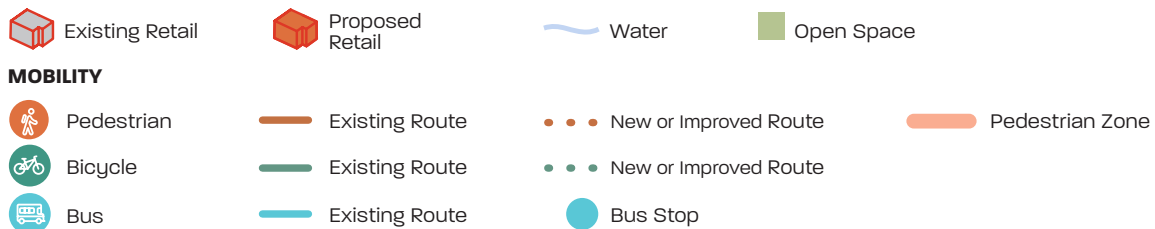
Source: Prince George's County Planning Department



Figure 2. Bowie Gateway Concept Plan



Source: Prince George's County Planning Department





Policy LU 5

Reinforce Bowie Local Town Center as the focal point of Bowie-Mitchellville and Vicinity by concentrating new development with a mix of uses.

- LU 5.1 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 5.2 Concentrate the highest densities in the Core of Bowie Local Town Center.
- LU 5.3 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 5.4 To maximize redevelopment potential, parcel assembly is encouraged for all properties within the Bowie Local Town Center along Mitchellville Road, Heritage Boulevard, Harbour Way, and North Hanson Court. Parcel assembly is essential to achieve this plan's recommendations for residential infill development and retail redevelopment at Bowie Gateway.
- LU 5.5 Melford should continue to develop pursuant to its approved Conceptual Site Plans.
- LU 5.6 Develop office uses within Bowie Local Town Center with the support of Prince George's County Economic Development Corporation (PGCEDC) and state programs.

Policy LU 6

To preserve commercial viability and the continued presence of neighborhood-serving retail and services, construct infill housing at challenged existing shopping center locations.

- LU 6.1 Redevelop Shoppes at Bowie Town Center (3811, 3851, and 3901 Evergreen Parkway, tax IDs 3415163, 3586344, and 3507290) 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.

BOWIE STATE UNIVERSITY MARC CAMPUS CENTER

Policy LU 7

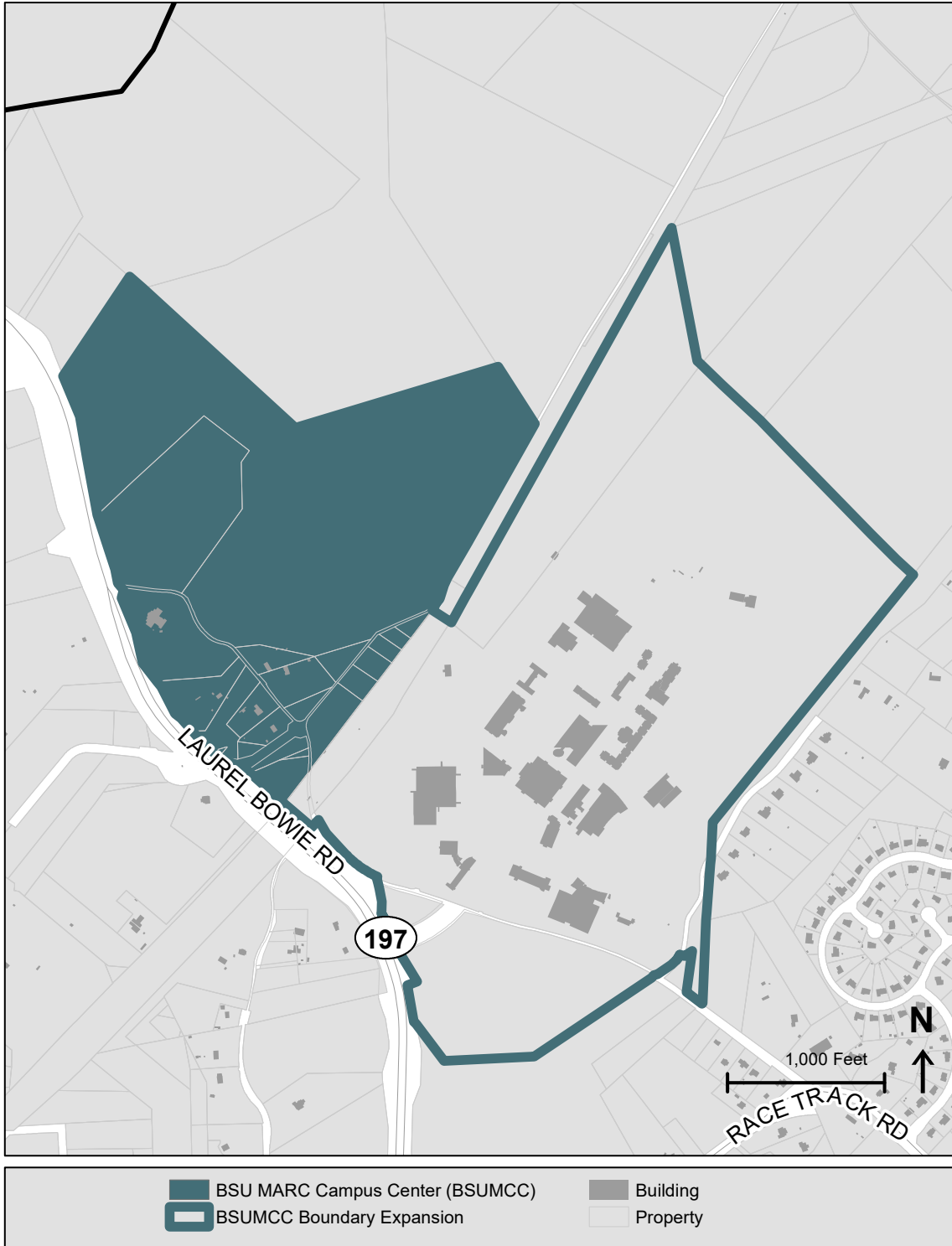
Define the boundaries, Core, and Edge of BSU MARC Center to concentrate mixed-use development pursuant to Plan 2035, with the most intense development at the Bowie State MARC Station and less-intense development to the north and west.

- LU 7.1 Rename this Plan 2035-designated Campus Center as the Bowie State University MARC Campus Center, abbreviated as the BSU MARC Campus Center.
- LU 7.2 Expand the boundaries of BSU MARC Campus Center to include the portions of the BSU campus (14000 Jericho Park Road, tax IDs 1646090, and 1615558) within the Established Communities and the portion of Parcel 117 of the Amtrak Northeast Corridor (Tax ID 1658186) east of the MD 197 (Laurel Bowie Road) identified in LU 2.4 and shown in Map 19. Northeast Corridor Parcel—Plan 2035 Policy Area Amendment (see Map 23. BSU MARC Campus Center (BSUMCC)—Plan 2035 Growth Policy Map Amendment; Map 25. Plan 2035 Growth Policy Map Amendments; and Appendix B. Plan 2035 and Functional Master Plan Amendments).



Land Use

Map 23. BSU MARC Campus Center (BSUMCC)–Plan 2035 Growth Policy Map Amendment



Source: Prince George's County Planning Department



Neighborhood and Locally Serving Retail

“Neighborhood and locally serving retail is broadly defined as retail establishments serving their immediate neighborhood. Municipalities across the country uniquely define neighborhood-serving retail to fit their local context, but common themes include retail that serves a specific geographic radius, caters to a certain portion of the community’s population, and is locally owned and/or has a small footprint. Many communities codify neighborhood or locally serving zoning in their zoning, such as the City of San Diego, which defines locally serving zones as “having 100,000 square feet gross floor area or less and demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less.”*

Neighborhood-serving retail at the Bowie State University MARC Campus Center will ideally be locally owned, occupy less space relative to big-box stores or regional chains, and serve local students, staff, and employees who work and reside near Bowie State University.

Source: City of San Diego, Transportation Study Manual. https://www.sandiego.gov/sites/default/files/draft_city_of_san_diego_tsm_with_app_062020.pdf

- LU 7.3 Define the Core of the BSU MARC Campus Center as the University Village neighborhood and the BSU campus as it exists on March 8, 2022 (see Map 24. BSU MARC Campus Center–Core and Edge, and Appendix B. Plan 2035 and Functional Master Plan Amendments and Figure 3. Bowie MARC Station TOD Plan: Neighborhoods).
- LU 7.4 Define the Edge of the BSU MARC Campus Center as the North Village and Office and Research Campus neighborhoods (see Map 24. BSU MARC Campus Center–Core and Edge, and Appendix B. Plan 2035 and Functional Master Plan Amendments).

- LU 7.5 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.

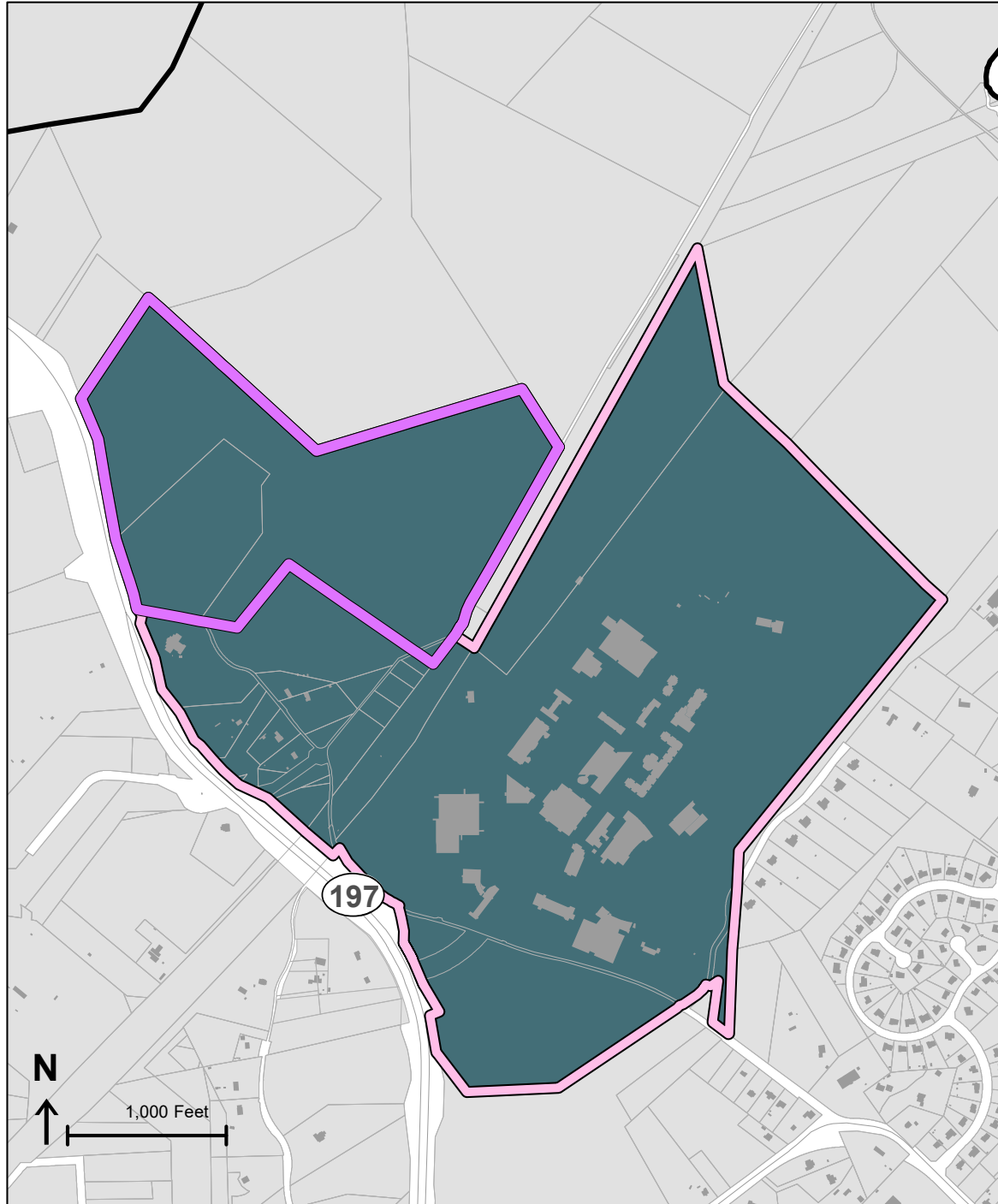
Policy LU 8

Create a new mixed-use center at the BSU MARC Campus Center that includes multifamily student housing, and townhouses at commuter rail-supportive densities commensurate with the Neighborhood Activity Center zone, in the newly established University Village and North Village (see Figure 3. Bowie MARC Station TOD Plan: Neighborhoods and Figure 4. BSU MARC Campus Center Proposed Concept Plan [Three-Dimensional View]).

- LU 8.1 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 8.2 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 8.3 Acquire, consolidate, and redevelop all developed parcels west of the Amtrak Northeast Corridor within the BSU MARC Campus Center.



Map 24. BSU MARC Campus Center–Core and Edge



BSU MARC Campus Center (BSUMCC) BSUMCC Core BSUMCC Edge Building Property

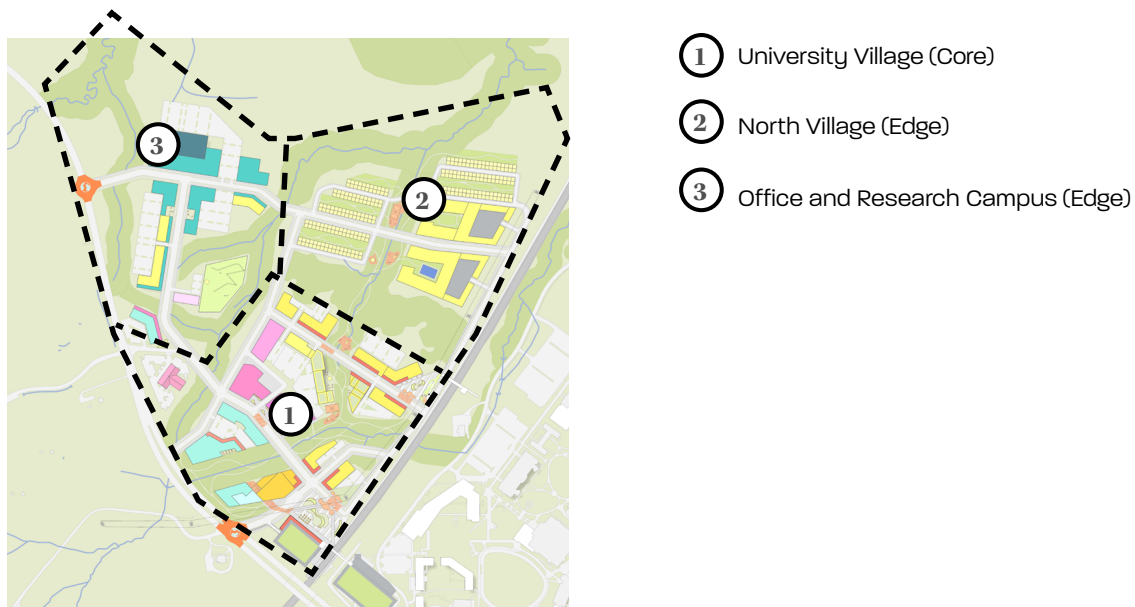
Source: Prince George's County Planning Department



Neighborhoods, Core, and Edge

BSU MARC Campus Center contains a set of three vibrant subareas, University Village, North Village, and an Office and Research Campus, with active, pedestrian- and bicycle-oriented streets and trails. The center provides different retail options, housing alternatives, office space, and inviting public spaces within walking distance of BSU and the Bowie State MARC Station. The area is a prime opportunity for the university to expand its campus with new offices and classrooms, and to explore possible public-private initiatives. The center serves as a model for sustainable cost-effective development that protects sensitive ecological habitat, open space, and natural systems with low-impact construction methods to treat stormwater and wastewater and using alternative sources of power.

Figure 3. Bowie MARC Station TOD Plan: Neighborhoods



Source: Prince George's County Planning Department

Neighborhood 1

University Village, which includes the MARC Station and public transit-oriented plaza, features university spaces, a hotel, student housing, a grocery store, and a brewery. University Village and the BSU campus as it exists on March 8, 2022 comprise the Core of the BSU MARC Campus Center.

Neighborhood 2

North Village includes a mix of multifamily and single-family attached (townhouses) residential, as well as community amenities and access to trails.

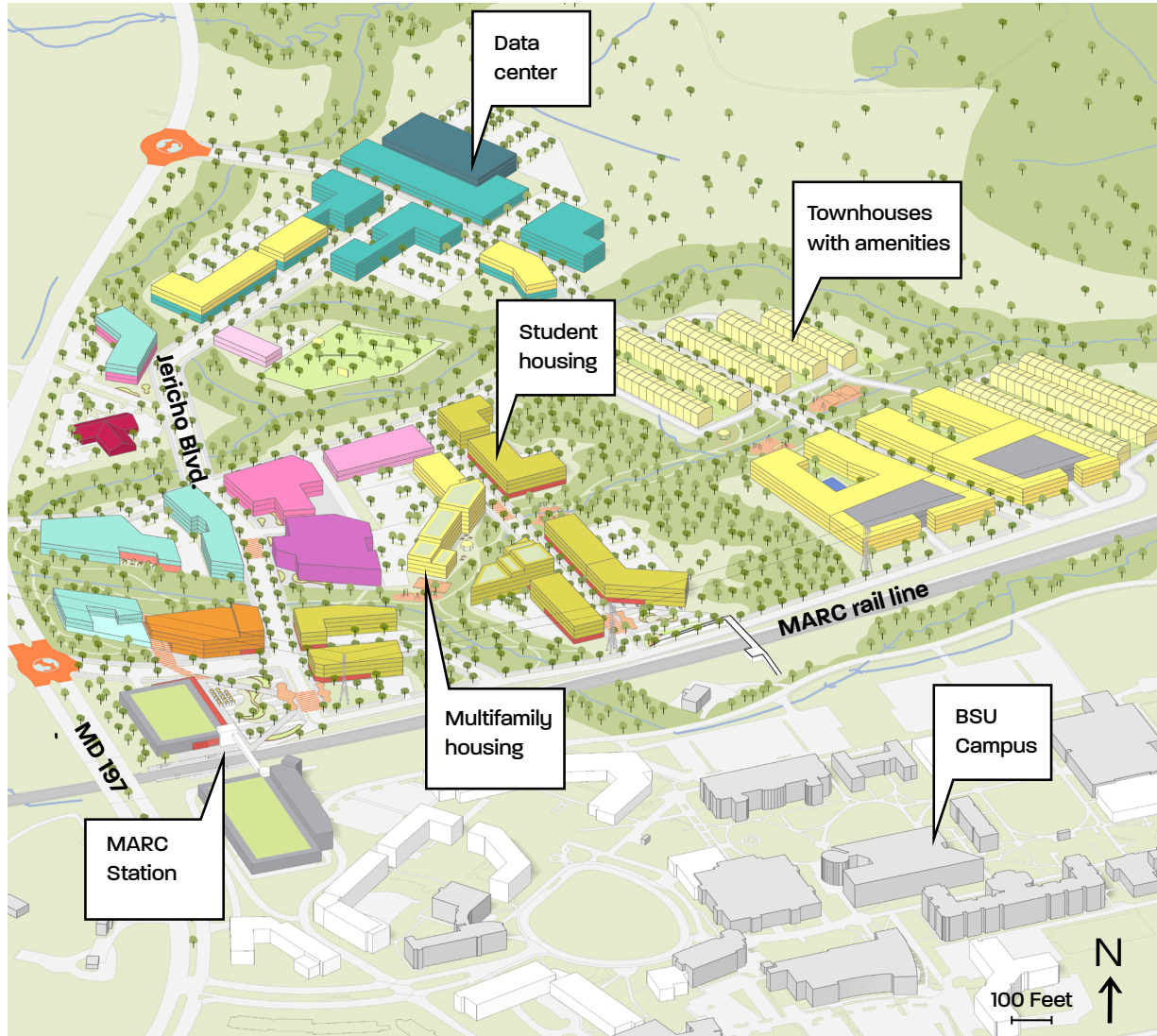
Neighborhood 3

Office and Research Campus includes telecommunications uses, satellite office spaces, and outdoor recreation. North Village and the Office and Research Campus comprise the Edge of the BSU MARC Campus Center.



Land Use

Figure 4. BSU MARC Campus Center Proposed Concept Plan (Three-Dimensional View)



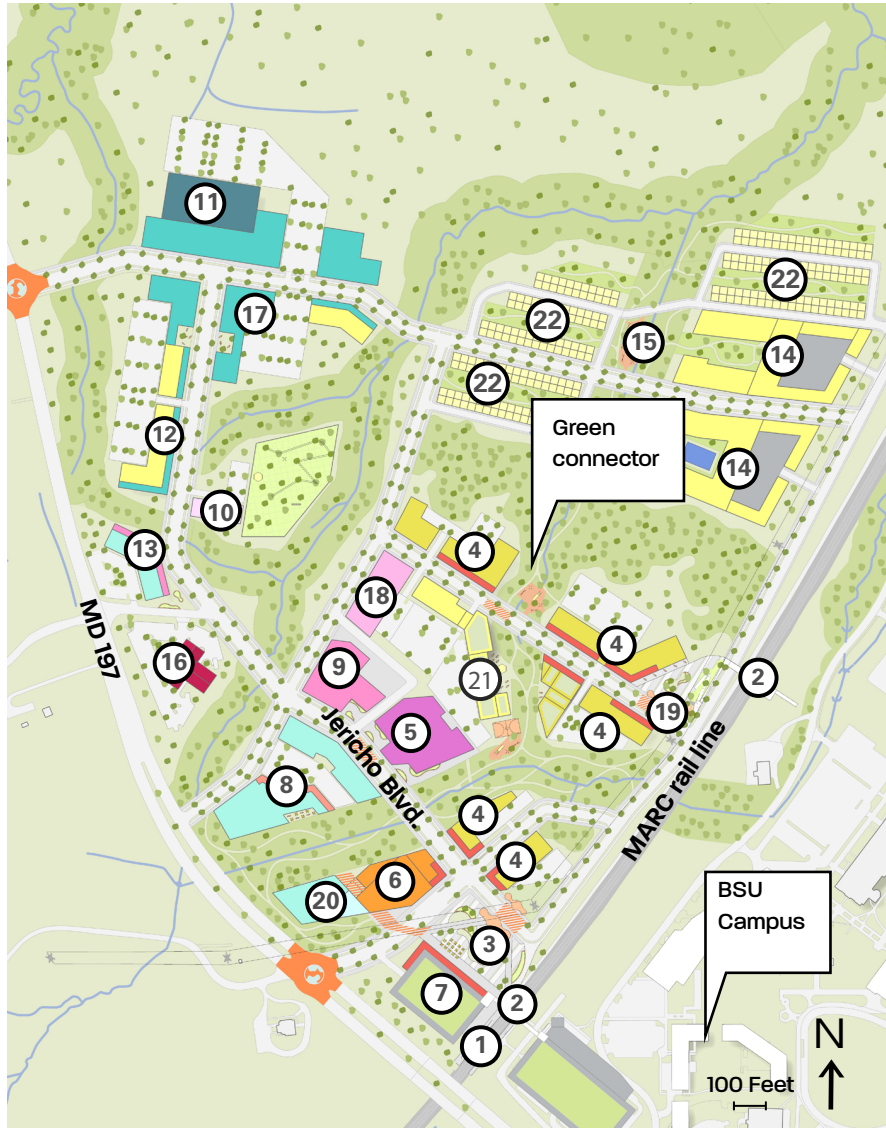
Source: Prince George's County Planning Department

LEGEND

Retail	Office	Brewery	Student housing	Parking lot
Hotel	Data center	Maker space	Multifamily housing	Open Space
Coworking space	Fitness center	Entertainment	Townhouses (single-family attached)	Streams
Flex/tech	Outdoor recreation	Convocation center	Parking garage	BSU building (existing)
				BSU building (planned)



Figure 5. BSU MARC Campus Center—Detailed Concept Plan



Source: Prince George's County Planning Department

LEGEND

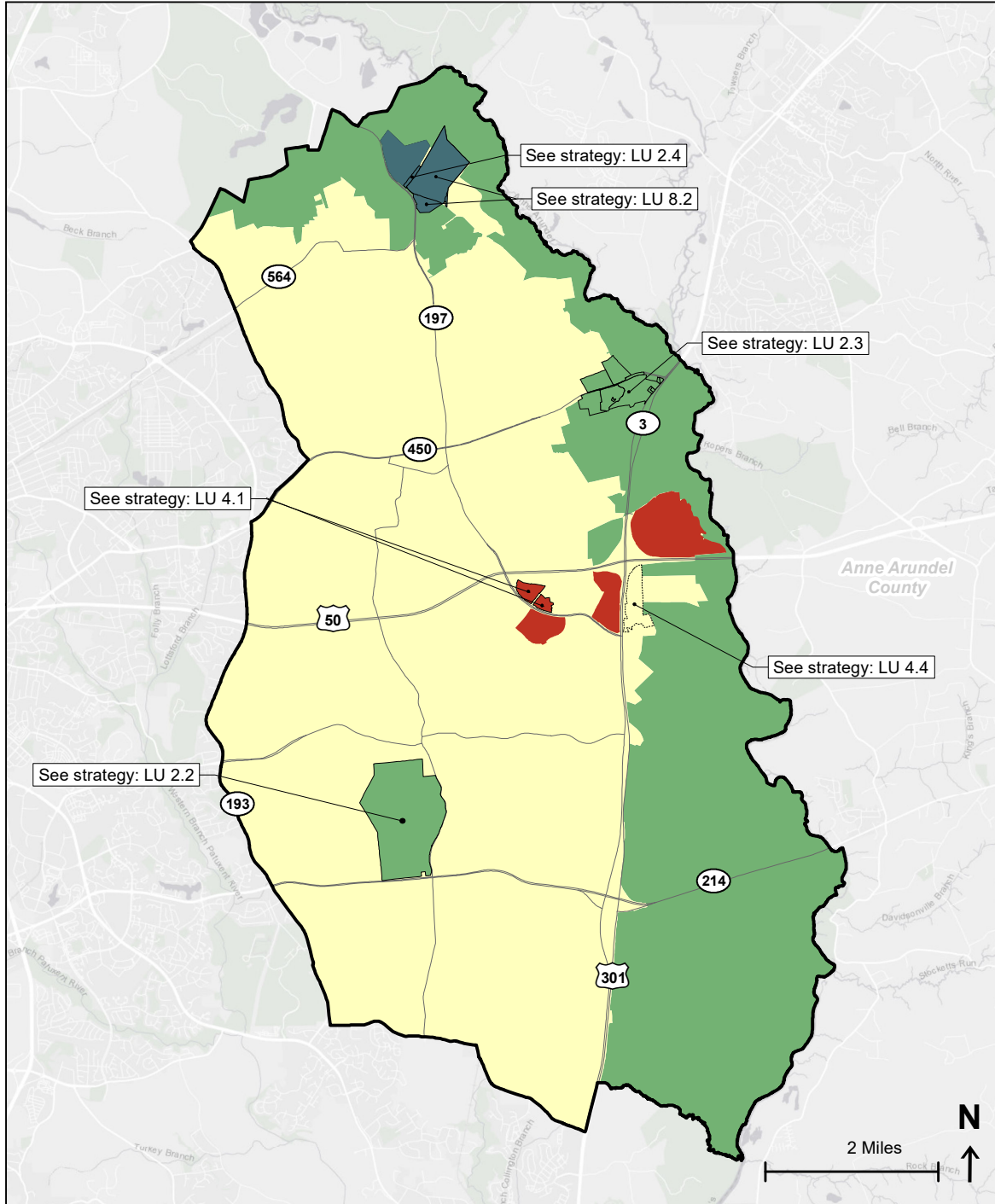
■ Retail	■ Fitness center	■ Student housing
■ Hotel	■ Outdoor recreation	■ Multifamily housing
■ Coworking space	■ Brewery	■ Townhouses (single-family attached)
■ Flex/tech	■ Maker space	■ Parking garage
■ Office	■ Entertainment	■ Parking lot
■ Data center	■ Convocation center	

- ① MARC Station
- ② Pedestrian bridge
- ③ Transit-oriented plaza
- ④ Student housing with ground floor retail
- ⑤ Convocation center
- ⑥ Hotel with ground floor retail
- ⑦ Grocery store with garage parking
- ⑧ Brewery with outdoor seating and flex/tech space above
- ⑨ Maker space
- ⑩ Outdoor recreation facility
- ⑪ Data center
- ⑫ Office space with multifamily housing above
- ⑬ Maker space with flex/tech above
- ⑭ Multifamily housing with parking garage and community amenities
- ⑮ Neighborhood-scale outdoor amenities (i.e. playground, sports facilities)
- ⑯ Entertainment venue
- ⑰ Office
- ⑱ Fitness center
- ⑲ Public plaza
- ⑳ Coworking space with flex/tech above
- ㉑ Multifamily housing and community amenities
- ㉒ Townhouses with shared amenities



Land Use

Map 25. Plan 2035 Growth Policy Map Amendments



Source: Prince George's County Planning Department

- | | | |
|----------------------|-----------------------------|-------------------------|
| Master Plan Boundary | Established Communities | Bowie Local Town Center |
| Major Road | Rural and Agricultural Area | BSU MARC Campus Center |



- LU 8.4 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.



Source: M-NCPPC

Bowie State University Facilities Master Plan 2020-2030

Approved in June 2021, the plan establishes a set of strategies for the anticipated growth at BSU over a 10-year period (2020-2030). The plan projects the university's enrollment and faculty needs and creates a concept that identifies where buildings and other structures could be built on, and just beyond, campus.

Policy LU 9

Increase retail and other conveniences and services for BSU students, faculty, employees, and Campus Center residents.

- LU 9.1 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 9.2 Standalone retail establishments, or pad site retail development, characterized by parking areas on the sides and front of buildings, is strongly discouraged at the BSU MARC Campus Center.

Policy LU 10

Support university-related office and flex development.

- LU 10.1 Focus office development at the Office and Research Campus.
- LU 10.2 Construct university-related incubation center and makerspaces, environmental research facility, flex space, and continuing education center at University Village.

Policy LU 11

Include telecommunication land uses as part of the growth of BSU MARC Campus Center.

- LU 11.1 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 EP 10.2).

Makerspaces

Places where individuals or groups can practice innovation and invention. They are places that foster creativity and education. Some of the main components of a makerspace includes design software, craft/art supplies, 3D printers, mechanical tools, electronics, and other supplies.



COLLINGTON LOCAL EMPLOYMENT AREA

Policy LU 12

Transform Collington Local Employment Area into a regional transportation, logistics, and warehousing hub.

- LU 12.1 Construct office, transportation, warehousing, or logistics uses at 801 Prince George's Boulevard (Tax ID 0798561), 15900 Trade Zone Avenue (Tax ID 0799064), and 750 Prince George's Boulevard (Tax ID 0798538).
- LU 12.2 Work with property owners 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.

Policy LU 13

Integrate the Collington Local Employment Area with surrounding neighborhoods to increase convenient housing, shopping, dining, and services for employees.

- LU 13.1 Construct the proposed retail, service, and eating and drinking establishments at South Lake.

- LU 13.2 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 13.3 Recommend industrial/employment land uses along the north side of Leeland Road between US 301 and the CSX Railroad. CZ 9.1 recommends reclassification of this property to the Industrial-Employment (IE) Zone.

OLD TOWN BOWIE

Policy LU 14

Increase retail offerings in Old Town Bowie by developing small-scale shops and food and beverage establishments, such as a brewery.

- LU 14.1 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 14.2 Develop a food and beverage establishment (brewery) on the underused parcels on Railroad Avenue (Tax IDs 1594043, 1592476, 1618545, and 1594423) lining the north side of the railroad in Old Town Bowie (see EP 12.5 and Figure 6. Old Town Bowie Concept Plan).



Policy LU 15

Encourage a mix of new uses into Old Town Bowie's industrial area to further opportunities for arts-and-entertainment-based revitalization.

- LU 15.1 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, Appendix F. Zoning Recommendations, and Policy CZ 10).
- LU 15.2 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 15.3 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 and HN 7.1).
- LU 15.4 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.

Table 6. Artist Housing Locations

Address	Tax ID
13001 4th Street	1646512
8th Street	1583442; 1583566; 1583574; 1583582; 1583459; 1583590; 1583608; 1583608; 1583467

Pop-Up Retail

Pop-up retail is a temporary retail store or space that sells goods for short periods before closing again. It generally includes a variety of vendors and range of products that can include jewelry, fresh produce, clothing, books, and seasonal items among many others.

MD 450 CORRIDOR

Policy LU 16

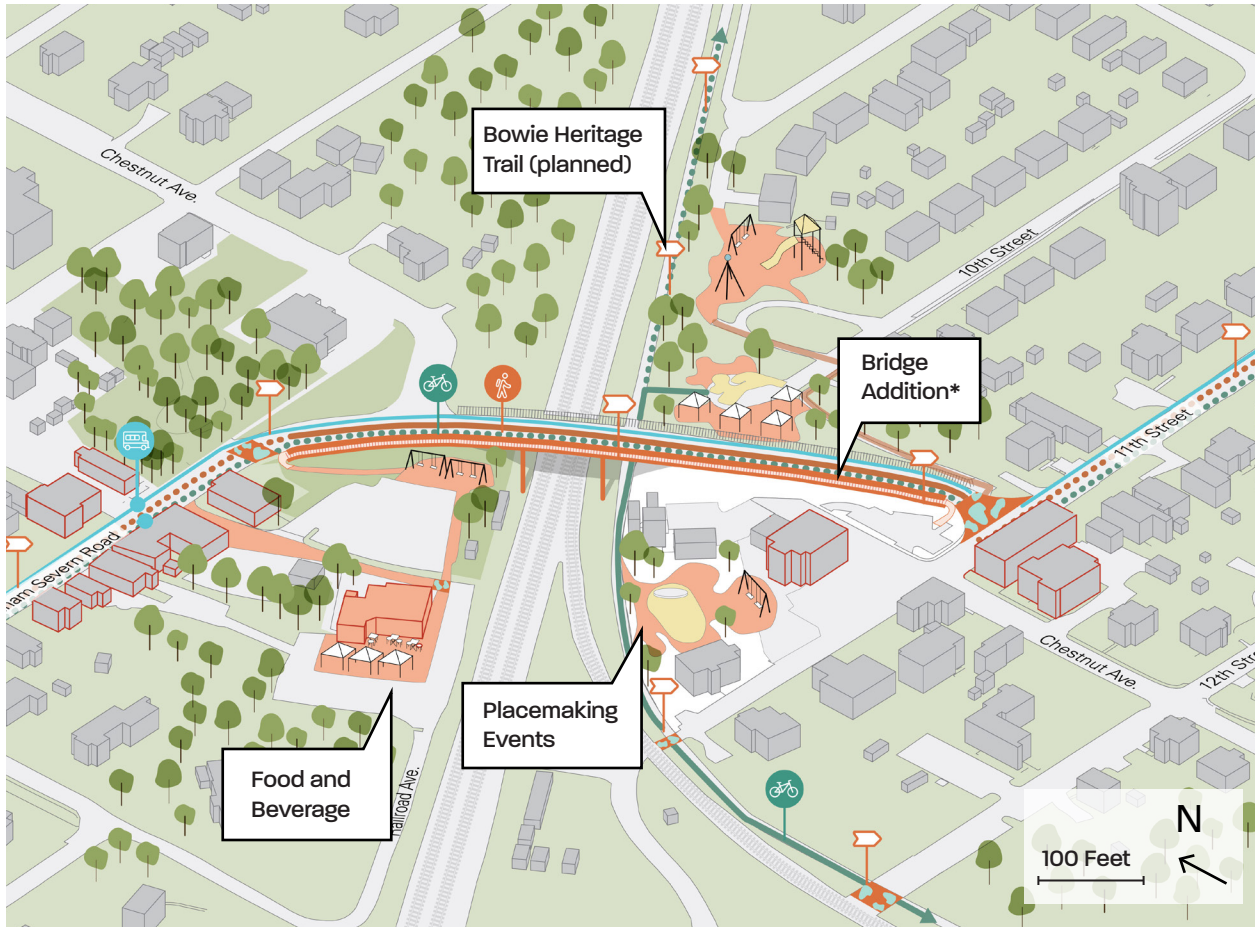
Create an active and lively neighborhood destination along MD 450 (Annapolis Road) between Belair Drive and Race Track Road.

- LU 16.1 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 16.2 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 HN 8).
- LU 16.3 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).

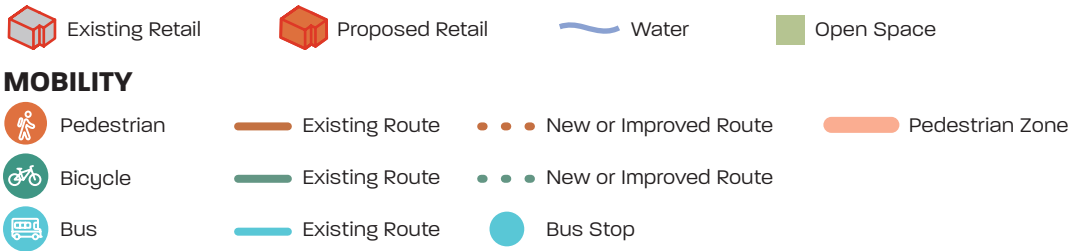


Land Use

Figure 6. Old Town Bowie Concept Plan



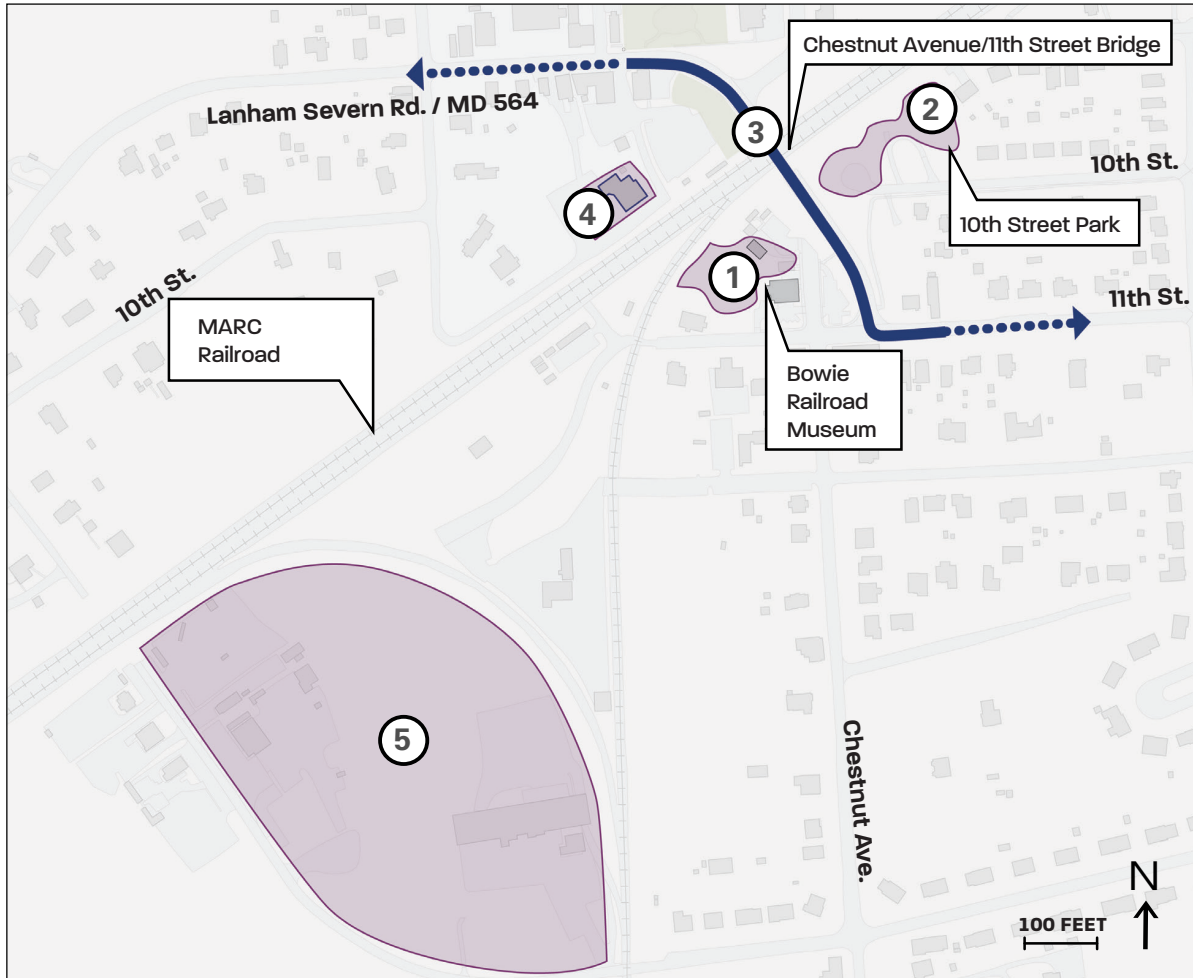
Source: Prince George's County Planning Department



*Note: This addition has been moved to the northeast side of the bridge.



Map 26. Old Town Bowie Recommendations



Source: Prince George's County Planning Department

STRATEGY ELEMENTS

- ① Placemaking Programs
 - ② Expanded Public Realm (10th Street Park Site)
 - ③ Chestnut Avenue/11th Street Bridge
 - ④ Future Food, Beverage, and Entertainment Anchor
 - ⑤ Repurposed Industrial Arts and Entertainment/Makerspace District
- Strategy Area (Zone)
 Strategy Area (Connection)



MD 450 Corridor Concept

The concept along MD 450 between Free State Shopping Center and Bowie Marketplace includes a narrower street, lined with two- to three-story buildings that feature retail, restaurants, and service uses and complete bicycle and pedestrian facilities. They have a sense of place and offer opportunities to socialize and shop.

Superior Lane Boulevard Concept

The Superior Lane boulevard concept is envisioned to be a north-south connector between Free State Shopping Center and Bowie Marketplace. The implemented concept would create an opportunity to draw foot traffic from one retail center to the other. The boulevard will be complete with a tree-lined path and landscaping, and small retail shops lining the way, making this area an inviting pedestrian environment.

Policy LU 17

Create strategic opportunities for infill commercial land use along MD 450, served by existing infrastructure.

- LU 17.1 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.

MD 197 CORRIDOR

Policy LU 18

To preserve the commercial viability and the continued presence of neighborhood-serving retail and services, construct infill housing at designated existing shopping center locations (see Policy EP 15).

- LU 18.1 Redevelop Bowie Plaza (6806-6948 Laurel Bowie Road, tax ID 1640762) 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.

US 301/MD 3 CORRIDOR

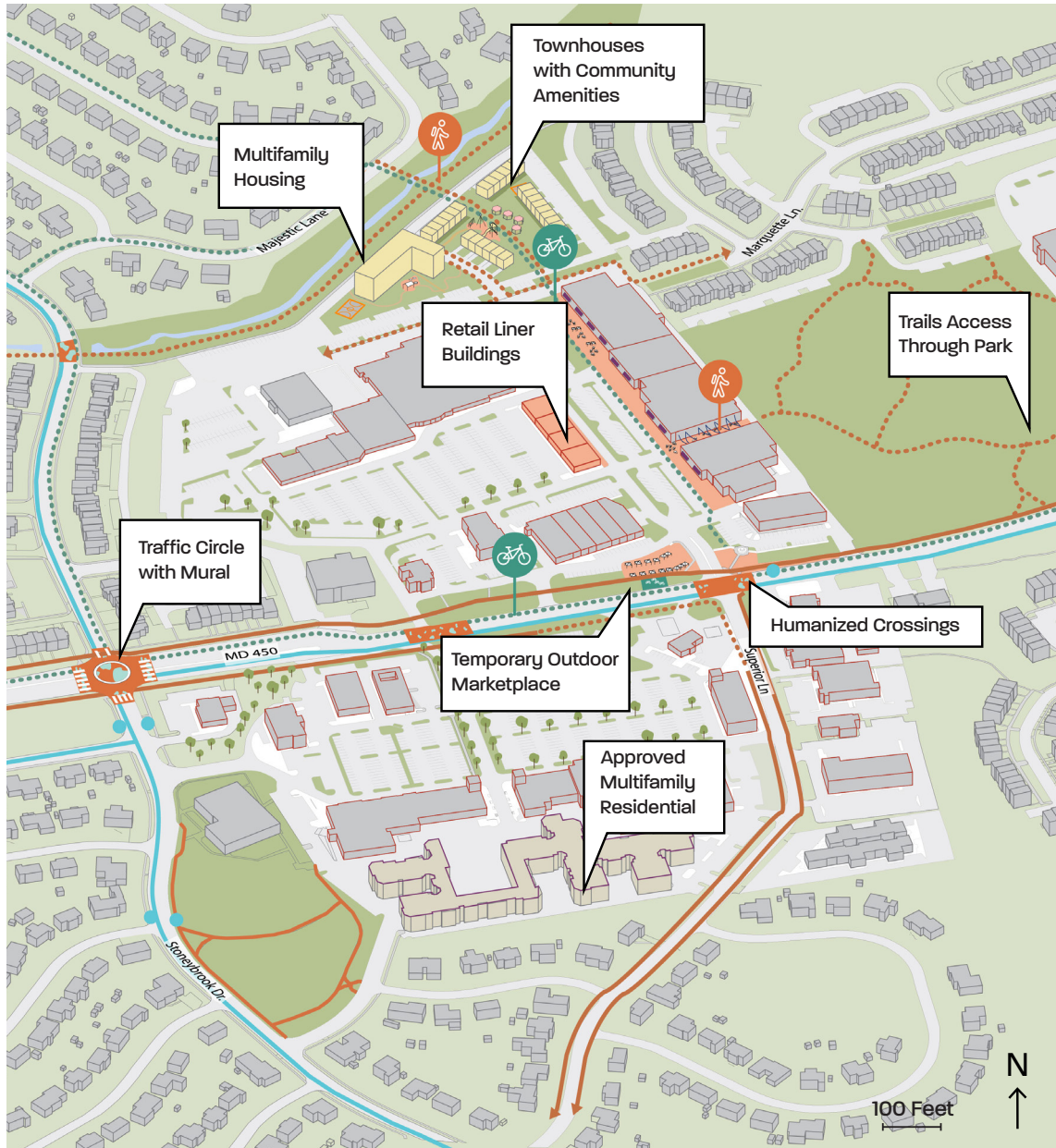
Policy LU 19

Work with the owners of Pointer Ridge Shopping Center on a redevelopment strategy that increases commercial activity and the range of housing types and price points proximate to the Collington Local Employment Area to ensure employees can live near their workplaces.

- LU 19.1 Work with property owners, tenants, and economic development professionals on exterior improvements to Pointer Ridge Shopping Center to attract new tenants.
- LU 19.2 Redevelop Pointer Ridge Plaza (1334 NW Robert Crain Highway, tax ID 0797563) 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.



Figure 7. Free State Shopping Center and Bowie Marketplace Concept Plan



Source: Prince George's County Planning Department

- Existing Retail
- Proposed retail
- Water
- Open Space

MOBILITY

- Pedestrian
- Existing route
- New or improved route
- Pedestrian zone
- Bicycle
- Existing route
- New or improved route
- Bus stop
- Existing route



Land Use

Policy LU 20

Concentrate commercial uses along the US 301 corridor at certain planned interchanges (see Map 16. Future Land Use).

LU 20.1 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.