



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2021-142

RESOLUTION

WHEREAS, the *Bowie-Mitchellville and Vicinity Master Plan* was initiated by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on January 23, 2020, and authorized by the Prince George's County Council, sitting as the District Council, pursuant to CR-5-2020 on February 18, 2020; and,

WHEREAS, the *Preliminary Bowie-Mitchellville and Vicinity Master Plan* was released for public review and comment by the Planning Board on July 29, 2021; and,

WHEREAS, the Planning Board, in conjunction with the County Council, pursuant to Section 27-644 of the Zoning Ordinance of Prince George's County, held a duly advertised joint public hearing on the *Preliminary Bowie-Mitchellville and Vicinity Master Plan* on October 4, 2021; and,

WHEREAS, the *Bowie-Mitchellville and Vicinity Master Plan* will amend the 2014 Prince George's 2035 Approved General Plan by defining the boundaries of the Bowie Local Town Center and Bowie State University MARC Campus Center, and expanding the Rural and Agricultural Area; and,

WHEREAS, the *Bowie-Mitchellville and Vicinity Master Plan* will replace the 2006 *Approved Master Plan for Bowie and Vicinity* and replace the 2010 *Approved Bowie State MARC Station Sector Plan* in their entirety; and,

WHEREAS, the *Bowie-Mitchellville and Vicinity Master Plan* will amend the 2009 *Approved Countywide Master Plan of Transportation and Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* for Planning Areas 71A, 71B, 74A, and 74B; and,

WHEREAS, this master plan will not include a concurrent sectional map amendment; accordingly, zoning for properties within the master plan area remains the same; and,

WHEREAS, the master plan area is located in the northeastern part of Prince George's County, adjacent to the Anne Arundel County and the Potomac River, centering largely around the confluence of MD 450 (Annapolis Road), MD 197 (Laurel Bowie Road), US 50 (John Hanson Highway) and US 301/MD 3 (Robert Crain Highway), and includes MD 214 (Central Avenue) and MD 564 (Lanham-Severn Road), two major thoroughfares through the plan area; and,

WHEREAS, the plan area is served by the Bowie State MARC Station and is comprised of the City of Bowie and portions of the unincorporated residential communities of Mitchellville and Collington, and vicinity; and,

WHEREAS, the plan area also includes Collington Local Employment Area, a key employment area in the County and the Washington, D.C. metropolitan region; and,

WHEREAS, the *Bowie-Mitchellville and Vicinity Master Plan* provides a new vision to guide future growth and redevelopment at Bowie Local Town Center, which includes the Bowie Corporate Center, Bowie Town Center, Bowie Gateway, and Melford; and the Bowie State University MARC Campus Center; and provides strategies to expand opportunity at critical commercial areas along MD 450 (Annapolis Road), the commercial properties along 9th Street in Old Town Bowie, and the Collington Local Employment Area; and,

WHEREAS, on December 9, 2021 the Planning Board held a public worksession on the *Preliminary Bowie-Mitchellville and Vicinity Master Plan* to examine the transcript analysis of the Joint Public Hearing and all the exhibits received that constitute the hearing record; and

WHEREAS, the Prince George's County Planning Board agrees to amend the *Preliminary Bowie-Mitchellville and Vicinity Master Plan* based on its review of the record of the joint public hearing, including the documentation accepted by the Board into the record from the Office of the County Executive, as considered by the Board on December 9, 2021 including deletions and additions from the staff errata provided at the Joint Public Hearing on October 4, 2021 as Exhibit 2, and updated December 1, 2021 (**See Attachment A: Preliminary Bowie-Mitchellville and Vicinity Master Plan Errata Sheet**) and incorporate the recommended staff changes as outlined;

NOW, THEREFORE, BE IT RESOLVED, that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the *Bowie-Mitchellville and Vicinity Master Plan*, incorporating therein amendments, deletions, and additions in response to the public hearing record; as follows:

Underline indicates language added to the preliminary plan.
[Brackets] indicate language deleted from the preliminary plan.

Section I: Blueprint for Tomorrow

1. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 1. Bowie-Mitchellville and Vicinity Boundary (p. 7) to show the updated boundaries of the Rural and Agricultural Area, based on Amendments 7(b) below. **See Attachment B: Replacement Map 1. Bowie-Mitchellville and Vicinity Boundary.**

Section V: Land Use

2. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the paragraph in the Sustainability and Climate Change text box (p. 31) to include the recommended text:
 - a. The Prince George's County Council established The Prince George's Climate Action Commission with Council Resolution CR-07-2020 to develop a Climate Action Plan for Prince George's County and to prepare for and build resilience to regional climate change impacts, and to set and achieve climate stabilization goals. The Bowie City Council approved a Climate Action Plan 2020-2025 to reduce greenhouse gas emissions and to enhance community resilience. Climate stabilization and community sustainability are impacted by all elements that define this master plan. Consequently, comprehensive planning is necessary to fully achieve the outcomes of this plan while also achieving climate action and sustainability goals.
3. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the paragraph in the Sustainability and Climate Change text box (p. 51) with suggested edits and corrections:
 - a. Land use, sustainability, and climate change are closely connected. Land use decisions [Deciding what land uses should go where] across the plan area have [is] a key role [component] in sustainable development, resource protection, and mitigating [protecting resources and developing in a sustainable manner that mitigates the possible] the impacts [on] of climate change. Directing development to specific locations [certain areas], such as the Plan 2035 centers and the plan-defined focus areas, can [help] preserve undeveloped land [open space] and protect sensitive environmental features such as streams, forested areas, habitat, and open space.

4. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy LU 3.1 (p. 53) as follows:
 - a. [Redevelop the former Freeway Airport property at 3600, 3702, and 3900 Church Road (Tax ID 0801290) into single-family housing appropriate for its Agricultural-Residential (AR) zoning except permitted by law as of the effective date of this Plan.] 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 single-family housing appropriate for its Agricultural-Residential (AR) zoning at densities not to exceed 0.5 dwelling units per acre. Uses other than aviation, single-family housing, or rural or agricultural uses do not conform with this master plan. Map 16. Future Land Use, designates this property in the Rural and Agricultural land use category.
 - b. Revise Table 35. Land Use Implementation Matrix (p. 182) with updated text for LU 3.1. **See Attachment C: Freeway Airport**
5. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new Strategy LU 3.2 (p. 53):
 - a. Support the development of single-family attached housing at 0 Mitchellville Road (Tax ID 0681619). Map 16. Future Land Use, designates this property in the Residential Medium-High land use category.
 - b. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding LU 3.2 to Table 35. Land Use Implementation Matrix (p. 182), Lead Entity: Property Owner(s), Anticipated Time Frame: Mid-term
6. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting LU 4 and LU 4.1 (p. 53).
 - a. [Policy LU 4 Support maximum commercial development potential at Six Flags America.]
 - b. [LU 4.1 Map 16. Future Land Use, recommends commercial land uses for Six Flags America (see Policy CZ 3).]

7. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy LU 2.3 (p. 53) as follows:
 - a. [Carry forward the recommendation of the 2006 Approved Master Plan for Bowie and Vicinity to a] Add the properties identified in Table 6. 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. ([s]See Table 6. 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).
 - b. Update Map 18. MD 3 and MD 450—Policy Area Amendment (p. 54) identifying the new properties identified above. **See Attachment D: Replacement Map 18. MD 3 and MD 450— Plan 2035 Growth Policy Area Amendment**
 - c. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the properties at 16200 Annapolis Road (Tax IDs 1594761 and 1594753) to the Rural and Agricultural Area as shown in Table 6. Rural and Agricultural Area Additions Policy Amendments–Jesuit Property (p. 56).
 - d. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the properties at 16200 Annapolis Road (Tax IDs 1594761 and 1594753) to the Rural and Agricultural Area on Map 25. Plan 2035 Growth Policy Map Amendments (p. 67). **See Attachment E: Replacement Map 25. Plan 2035 Growth Policy Map Amendments.**
 - e. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the properties at 16200 Annapolis Road (Tax IDs 1594761 and 1594753) to the Rural and Agricultural Area on Appendix B. Plan 2035 and Functional Master Plan Amendments, specifically Table 2: Rural and Agricultural Area Additions Policy Amendments–Jesuit Property (p. 232).
8. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a strategy under Policy LU 5 (p. 57):
 - a. LU 5.6 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.
 - b. Add LU 5.6 to Table 35. Land Use Implementation Matrix (p. 182), Lead Entity: M-NCPPC, Anticipated Time Frame: Long-term

9. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a strategy under Policy LU 8 (p. 60):
 - a. LU 8.5 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 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.
 - b. Add LU 8.5 to Table 35. Land Use Implementation Matrix (p. 182), Lead Entity: M-NCPPC, Anticipated Time Frame: Long-term
10. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the following strategy under Policy LU 9 (p. 61):
 - a. LU 9.4: 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.
 - b. Add LU 9.4 to Table 35. Land use Implementation Matrix (p. 183), Lead Entity: Property Owner(s), Anticipated Time Frame: Mid-term
11. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy LU 14.2 (p. 68) as follows:
 - a. Add limited retail, service, and eating and drinking establishments within Collington Local Employment Area [to supplement those proposed at South Lake] 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 [this area's] the Collington Local Employment Area's regional competitiveness. CZ 9.1 recommends reclassification of this property to the Industrial [Employment (IE)], Heavy (IH) Zone.

 - b. Revise Table 35. Land Use Implementation Matrix (p. 183) with updated text for LU 14.2.
12. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy LU 17.3 (p. 72) as follows:
 - a. LU 17.3 After completing a feasibility study, and as redevelopment along [redevelop] Superior Lane occurs, transform the thoroughfare into [as] 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).
 - b. Revise Table 35. Land Use Implementation Matrix (p. 185) with updated text for LU 17.3.

Section V: Land Use – Map 16. Future Land Use (p. 50)

Make the following changes to Map 16. Future Land Use:

13. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 8201 Laurel Bowie Road (Tax ID 1649292) as Parks and Open Space.
14. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 9351 Lemons Bridge Road (Tax ID 3079654) as Institutional.
15. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties located east of Adnell Woods (Parcels 220, 221, and 273, tax IDs 1577253, 1630656, 1617513) as Residential Low.
16. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties located south of 12th Street and east of Myrtle Avenue (Tax IDs 1678457, 1706399, 1626985, 5688375, and Unknown [Parcel D]) as Residential Low.
17. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties between Old Town Bowie, adjacent to the PEPCO property, north and south of MD 564 as Residential Low. **See Attachment H: East Old Town Bowie Tax IDs, which includes a full list of Tax IDs.**
18. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties located at 15222 and 15300 Old Chapel Road (1657014 and 1657022) as Commercial.
19. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties of Princeton Square Townhouse Community (Tax IDs 0710210, 0709675, 0691071, 0709667 0691089, 0690370, 0690362, 0819805, and 0819144) and the all the associated townhouse properties within as Residential Medium. **See Attachment I: Princeton Square Townhouse Community Tax IDs which includes full list of tax IDs.**
20. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 14201 Old Stage Road (Tax ID 5526056) as Institutional.
21. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 3635 Elder Oaks Boulevard (Tax ID 2921773) as Residential High.
22. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 15901 Fred Robinson Way (Tax ID 3065489) as Institutional.
23. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at Mitchellville Road (Parcel 40, Tax ID 0681619) as Residential Medium High.
24. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 3560 Mitchellville Road (Tax ID 0756387) as Institutional.

25. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the properties located at Covington 5 Townhouse Community (Tax IDs 3116571, 3117215, and 3118163) and the all the associated townhouse properties as Residential Medium High. **See Attachment J: Covington 5 Townhouse Community Tax IDs, which includes full list of tax IDs.**
26. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Map 16 to show the property located at 7 SE Robert Crain Highway (Tax ID 0731372) as Commercial.

See Attachment F: Replacement Map 16. Future Land Use and Attachment G: Property Identification Maps – Amendments 15-28.

Section VI: Comprehensive Zoning

27. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new Strategy CZ 2.2 (p. 78):
 - a. CZ 2.2 Reclassify the properties at 16200 Annapolis Road (Tax IDs 1594761 and 1594763) to the Agricultural Residential (AR) Zone to support rural, agricultural, and institutional uses within its existing woodland setting.
 - b. Add map to Appendix F. Zoning Recommendations (p. 253) that identifies the subject properties: **(See Attachment K: Added Map CZ 2.2)**
28. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting Policy CZ 3 and Strategy CZ 3.1 (p. 78) and deleting Table 11. CZ 3.1 Zoning Recommendations—North of MD 214, West of Church Road (p. 79).
 - a. [Policy CZ 3 Ensure the Six Flags properties are classified under the appropriate zoning to support an amusement park and ancillary commercial operations. Reclassify properties listed in Table 11.]
 - b. [CZ 3.1 Zoning Recommendations—North of MD 214, West of Church Road into the Commercial Service (CS) Zone (see Appendix F. Zoning Recommendations). The CS Zone permits Amusement Parks as a Special Exception use that allows for a range of uses an accessory uses customarily associated with an amusement park, including motorized and non-motorized rides, booths for the conduct of sporting events or games, constructed land features such as lakes, hills, or trails, office, and retail and other commercial uses.]
 - c. Delete Table 11. CZ 3.1 Zoning Recommendations—North of MD 214, West of Church Road (p. 79).

29. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by replacing Strategy CZ 3 and CZ 3.1, and adding CZ 3.2 (p. 78).
 - a. Policy CZ 3 Ensure that properties in the Established Communities are classified under the most appropriate zoning to support the recommended land uses.
 - b. CZ 3.1 Reclassify the property at 0 Mitchellville Road (Tax ID 0681619) to the Residential Single Family-Attached (RSF-A) Zone to support the recommended single-family attached residential development; Map 16. Future Land Use, designates this property in the Residential Medium-High land use category.
 - c. Add map to Appendix F. Zoning Recommendations (p. 253) that identifies the subject properties: **(See Attachment L: Added Map CZ 3.1)**
 - d. CZ 3.2 Reclassify the property at 7 SE Robert Crain Highway (Tax ID 0731372) as Commercial Service (CS) to support the recommended Commercial land use category.
 - e. Add map to Appendix F. Zoning Recommendations (p. 253) that identifies the subject properties: **(See Attachment M: Added Map CZ 3.2)**
30. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy CZ 7.1 (p. 81).
 - a. Revise recommendations to rezone the properties to Industrial, Heavy (IH) Zone rather than [Industrial, Employment (IE) Zone].
 - b. Update Table 18. CZ 7.1 Zoning Recommendations—Collington Local Employment Area Expansion (p. 82) to show the recommended zone as Industrial, Heavy (IH) Zone rather than [Industrial, Employment (IE) Zone].
31. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the last row, Tax ID column in Table 20. CZ 9.1 Zoning Recommendations—Leeland Road (p. 83), to 3466240, and delete [0713990] since it is duplicated from the row above.
 - a. Add map to Appendix F. Zoning Recommendations (p. 253) that identifies the subject properties: **(See Attachment N: Added Map CZ 9.1)**
32. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Table 21 CZ 10.1 Zoning Recommendations—Old Town Bowie Neighborhood Mixed-Use (p. 83) by removing the following properties from the list.
 - a. Tax IDs: [1587302, 1656982, 1684042, 1657865, 1657832, 1627496, 1627546 and 1652817], but retain 1667997, 1622547, 1652965, and 1658145.
 - b. Add map to Appendix F. Zoning Recommendations (p. 253) that identifies the subject properties: **(See Attachment O: Added Map CZ 10.1)**

Section VII: Economic Prosperity

33. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the following text box to Section VII: Economic Prosperity (p. 86).
 - a. RETAIL ATTRACTION The Prince George's County Retail Marketability and Competitiveness Study (2016) notes that: Two factors related to a retailer's initial location analysis from the first look business standpoint complicate the identification of the ideal County sites to attract high-quality retail.
 - Prince George's County has a disparity between where above-average household density is located and where median-household incomes are high.
 - The County's prime retail locations must compete with the Baltimore-Washington region's super prime locations with higher population densities and some of the highest incomes and education levels in the United States. (page 4).
34. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box (p. 88) as follows:
 - a. [Sea-level effects on coastal cities and storm damage to regional transportation and energy infrastructure could cause health and economic impacts to area residents. While the Washington, D.C. metropolitan area's economy continues to grow, greenhouse gas (GHG) emissions have remained relatively flat, signaling that the grid has become more efficient. The challenge of reducing GHG emissions while maintaining economic growth is an important objective in state and regional planning. Reducing commercial energy consumption and increasing the use of renewable energy sources in the commercial sector will be essential to combat climate change.] Economic prosperity is essential to the vitality of sustainable communities and to the quality of life of its citizens. Maintaining economic prosperity while converting to renewable energy sources and reducing greenhouse gas emissions is an important challenge for local and regional planning. Investments in a zero-carbon economy also can be investments in a future workforce, the wellbeing of future generations, and the resilience of our infrastructure and public spaces. Creative approaches to establishing new jobs and commercialization around renewable energy, housing energy efficiency, and carbon-free transportation technology will be essential to combat climate change while maintaining economic prosperity. Finding sustainable and equitable solutions in the face of increasing heat waves, storm damage, and flooding threats is imperative for ensuring healthy and economically viable communities.

35. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new Strategy under Policy EP 3 (p. 90):
- EP 3.4 Revitalize or redevelop the West Bowie Village Shopping Center located at 13611-13637, 13701, 13711, 13801 and 13811 Old Annapolis Road (Tax IDs 0657106, 0822510, 0821579, 0822528, 0822536, 0821587, 0821660, 0821595, 0821652, 0821603, 0821611, 0821645, 0821629, 0821637, 0821561, 0800375, 0821249, and 0816942) to support economically viable uses.
 - See Attachment P: West Bowie Village.**
 - Add EP 3.4 to Table 36. Economic Prosperity Implementation Matrix (p. 186), Lead Entity: Property Owner(s), Anticipated Time Frame: Long-term

Section VIII: Transportation and Mobility

36. Amend the Bowie-Mitchellville and Vicinity Master Plan by revising Map 27, Master Plan Transportation and Trail Recommendations (p. 97), Appendix D. Recommended Master Plan Transportation Facilities (p. 247), and Appendix G. Public Facilities Report by adding all recommendations of the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) not explicitly identified in Section VIII of the preliminary master plan, Map 27, Appendix D, or Appendix G. If there is a conflict between this master plan and the 2009 MPOT, this master plan is applicable. See Attachment A: Preliminary Bowie-Mitchellville and Vicinity Master Plan Errata Sheet for additional details.
37. Amend the Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box (p. 98) with following language:
- Gasoline-powered [A]automobile dependency increases carbon emissions that contribute to climate change [and] while the many miles of roadway and acres of parking space detrimentally impact stormwater management and increase runoff pollution and the heat island effect. Supporting alternative transportation options is paramount to a climate-conscious, resilient community. This plan prioritizes increased public transit, bicycling, walking, and micro-transit (ride- and bikeshares, electric scooters, and on-demand transit) options to mitigate carbon emissions and limit transportation's impact on their environment. This plan also encourages policies that accelerate adoption of electric vehicles and deployment of charging infrastructure.
38. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a new Strategy under Policy TM 7 (p. 108) as follows:
- TM 7.7 Connect the WB&A Trail to Anne Arundel County. (Anne Arundel County CIP Project #P393600)
 - Add TM 7.7 to Table 37. Transportation and Mobility Implementation Matrix (p. 191), Lead Entity: Anne Arundel County; Anticipated Timeframe: Short-Term

39. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan to add shared-use path T-208 to Appendix D. Recommended Master Plan Transportation Facilities (p. 247) and Appendix G. Public Facilities Report.
 - a. New/Existing: New
ID: T-208
Facility Name: TBD
From: Church Road
To: Northview Drive
Min. ROW: 20'
ROW Type: Shared-Use Path
Multimodal Elements: 12-foot-minimum Shared-Use Path.
Notes: Shared-Use Path connection between Church Road and Northview Drive on the former PT-1 (Public Transportation) Corridor
 - b. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a cost estimate for T-208 Facility to Appendix G. Public Facilities Report. Anticipated Timeframe, In Current County/CIP /State CTP Y/N N, Short-Term Cost Estimate \$1,181,600; With 20% contingency - \$1,417,920.
 - c. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding T-208 to Map 27. Master Plan Transportation and Trail Recommendation (p. 97). **See Attachment Q: Replacement Map 27. Master Plan Transportation and Trail Recommendations.**
40. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan to add the following strategy TM 6.13 (p. 106) and associated implementation action item as follows:
 - a. TM 6.13 Evaluate the potential for commuter bus service connecting Annapolis and Bowie via the Northview Park-and-Ride Lot.
 - b. Add TM 6.13 to Table 37. Transportation and Mobility Implementation Matrix, Lead Entity: MTA; Anticipated Timeframe: Mid-Term
41. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising TM 11.4 (p. 117) as follows:
 - a. TM 11.4 Evaluate the feasibility of parking districts as per Section 21A-306, and Parking Permit Areas as per Subtitle 26, Division 9, of the County Code in Bowie Local Town Center, BSU MARC Campus Center, and Old Town Bowie.
 - b. Revise Table 37. Transportation and Mobility Implementation Matrix (p. 197) with updated text for TM 11.4.
42. Amend Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising TM 15.4 (p. 119) as follows:
 - a. TM 15.4 If feasible, [C]create a 12-foot-wide shared-use path from Loganville Street to Old Church Road, crossing the utility corridor.
 - b. Revise Table 37. Transportation and Mobility Implementation Matrix (p. 198) with updated text for TM 15.4.
 - c. Revise Appendix G. Public Facilities Report with updated text for TM 15.4.

43. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding strategy TM 15.5 under policy TM 15 (p. 119) as follows.
 - a. TM 15.5 Direct driveway access away from Church Road or consolidate driveways, wherever possible.
 - b. Add TM 15.5 to Table 37. Transportation and Mobility Implementation Matrix (p. 198), Lead Entity: DPW&T, Property Owner(s); Anticipated Timeframe: Mid-Term
44. Amend the Preliminary Bowie-Mitchellville and Vicinity by revising the last paragraph (p. 119) as follows:
 - a. See the text box on the following page for more details about the future of Church Road. See Appendix D. Recommended Master Plan Transportation Facilities for complete details of Transportation and Mobility recommendations.
45. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting TM 22 and TM 22.1 (p. 123).
 - a. [Policy TM 22 Support a complete street network in Old Town Bowie.]
 - b. [TM 22.1 Construct New Road-F from 11th Street to Railroad Avenue as a shared street with a 20-foot right-of-way. See Appendix D. Recommended Master Plan Transportation Facilities for additional details.]
 - c. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting UC-315 from Map 27. Master Plan Transportation and Trail Recommendations (p. 97) and from Appendix D. Recommended Master Plan Transportation Facilities (p. 249).
 - d. Delete TM 22.1 from Table 37. Transportation and Mobility Implementation Matrix (p. 201) and the Appendix G. Public Facilities Report.
46. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising strategy TM 26.1 (p. 125) as follows.
 - a. TM 26.1 [Replace sidewalks with] Install 12-foot-wide shared-use paths along MD 197 (Collington Road) from US 50 to Old Annapolis Road.
 - b. Revise Table 37. Transportation and Mobility Implementation Matrix (p. 202) with updated text for TM 26.1.
47. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising strategy TM 29.4 (p. 127) as follows.
 - a. TM 29.4 Construct [Evaluate the potential for] partial access [points] at [Governor's Bridge Road, Mill Branch Crossing, and] Leeland Road.
 - b. Revise Table 37. Transportation and Mobility Implementation Matrix (p. 204) with updated text for TM 29.4.
 - c. Revise Appendix G. Public Facilities Report with updated text for TM 29.4.
48. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding the following new strategy TM 29.11 to Policy TM 29 (p. 127).
 - a. TM 29.11 Maintain the plan's recommended land use and regional traffic pattern by not constructing any interchanges on US 50 (John Hanson Highway) between MD 704 (Martin Luther King, Jr. Highway) and MD 197 (Collington Road).

Section IX: Natural Environment

49. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan to add a Sustainability and Climate Change text box (p. 131, approximately) with the following language:
 - a. **SUSTAINABILITY AND CLIMATE CHANGE** Preservation of streams, forested areas, wetlands and other habitats are imperative for protecting natural ecosystems. Protecting the natural environment not only requires protection of the water, soil, and air resources required for human survival, but also the ecosystem functions required to support the diversity of life on this planet. Preservation of native species is essential to supporting the complex food webs native to this region. Mature forest ecosystems also play an essential role in removing carbon from the atmosphere and reversing the effects of climate change.

Section X: Housing and Neighborhoods

50. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box (p. 143) with suggested edits:
 - a. Mixed-use, well-connected, and walkable neighborhoods can reduce carbon emissions while providing a greater range of services as well as affordable housing options for all income levels. In these neighborhoods, there is less incentive to drive and instead residents have active transportation alternatives such as biking, and walking. Policies and programs that support energy retrofits for housing in older neighborhoods and carbon-neutral standards for new housing developments can significantly reduce energy use and greenhouse gas emissions while increasing home values. [are resilient communities with minimal carbon emissions.]
51. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HN 6.3 (p. 146) as follows:
 - a. Work with property owners [the City of Bowie] 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
 - b. Delete the [City of Bowie] as the Lead Entity from Table 39 Housing and Neighborhoods Implementation Matrix (p. 208) for HN 6.3.
52. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising HN 7.1 (p. 146) as follows:
 - a. HN 7.1 In Old Town Bowie, construct new infill housing at several locations[, including on City-owned property.]
 - i. [The property owned by City of Bowie on 10th Street, adjacent to the railroad tracks (Tax ID: 5606455; 1587278; 2832251).]
 - ii. Retain the 8th Street properties and other properties stated.
 - b. Revise Table 39. Housing and Neighborhoods Implementation Matrix (p. 208) with updated text for HN 7.1.

Section XI: Community Heritage, Culture, and Design

53. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box (p. 149) with suggested additions and deletions:
 - a. The preservation, restoration, and adaptive reuse of historic properties can create vibrant communities that attract economic activity, provide a range of housing options, and reduce greenhouse gas emissions. Reuse and recycling of building materials preserves local cultural heritage while supporting sustainable construction practices. Minimal site disturbance during renovations leads to less environmental disruption and a lower [lead to a reduction in climate emissions with the recycling of building materials and minimal environmental impact through demolition. The minimal site development leads to less environmental disruption. Walkable communities have less of a]carbon footprint.
54. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HD 3.1 (p. 150) as follows:
 - a. The City of Bowie, in partnership with Prince George's Arts and Humanities Council, should consider installation of public art at [the following] strategic locations and sites, which could include, but are not limited to:
 - Murals on City of Bowie-owned buildings
 - Utility wrap on utility boxes owned by the City of Bowie
 - Social justice mural or sculpture in a City of Bowie park [(location to be determined)]
 - b. Revise Table 40. Community Heritage, Culture and Design Implementation Matrix (p. 210) with updated text for HD 3.1.
55. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HD 11.1 (p. 155) as follows:
 - a. 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.
 - b. Revise Table 40. Community Heritage, Culture and Design Implementation Matrix (p. 212) with updated text for HD 11.1.

Section XII: Healthy Communities

56. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box (p. 159) with suggested edits:
- 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. [Healthy Communities are indispensable in climate change-conscious communities. Not only do healthy communities support active, car-free lifestyles but they promote healthy food and access to greenspaces and the natural environment. The Preliminary Bowie-Mitchellville and Vicinity Master Plan recommends Healthy Communities with increased active transportation and multi-mobility options to facilitate residents' active lifestyles as well as the creation of a built environment conducive to active lifestyles. Active lifestyles are less carbon emission intensive because there is less car usage, and communities are well connected by active transportation alternatives such as bicycling and walking.]
57. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HC 1.4 (p. 159) as follows:
- HC 1.4 [Expand] Continue to [the operation] operate the local [City of Bowie's] food pantry to distribute fresh produce that meets the needs of the community. [more than three times per week during peak season.]
 - Revise Table 41. Healthy Communities Implementation Matrix (p. 214) with updated text for HC 1.4. Delete [City of Bowie] as the Lead Entity and replace with Nonprofit Organizations.
58. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Strategy HC 6.2 (p. 162) as follows:
- 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.
 - Revise Table 41. Healthy Communities Implementation Matrix (p. 215) with updated text for HC 6.2.

Section XIII: Public Facilities

59. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising the Sustainability and Climate Change text box (p. 168) with suggested additions and deletions:
 - a. 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 [and recommendations to] 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 [Public facilities designed to facilitate active transportation in mixed-use, connected neighborhoods are essential in a climate change conscious community.] Climate change resiliency can be further supported through retrofitting existing public facilities to be low-carbon buildings.
60. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding Strategy PF 4.2 (p. 169) of PF 4:
 - a. 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.
61. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting Strategy PF 7.2 (p. 171):
 - a. [PF 7.2 Construct a public recreation facility on the City of Bowie's property at 4151 Church Road (Tax ID 3665791).]
 - b. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by deleting PF 7.2 from Table 33. Recommended Parks, Recreation, and Open Space Improvements (p. 176).
 - c. Revise Table 42. Public Facilities Implementation Matrix (p. 218) by deleting PF 7.2.
62. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by updating Map 49. Recommended Public Facilities (p. 175) with the items missing on the map but listed in Table 33. Parks, Recreation, and Open Space Improvements (p. 176). Do not include PF 7.2, which has been deleted under amendment 61. **See Attachment R: Replacement Map 49. Recommended Public Facilities.**

Appendix F. Zoning Recommendations

63. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Appendix F. CZ 1.2 Zoning Recommendations (p. 254) to remove [16200 Whitmarsh Drive (Tax ID 0722157)] from the table.

64. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by adding a series of maps to show the boundary of each of the properties listed in the tables in Comprehensive Zoning section and Appendix F (p. 253-258). **See Attachment S: Added Maps CZ X.X - Appendix F. Zoning Recommendations.**

Table 42. Public Facilities Implementation Matrix

65. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Table 42. Public Facilities Implementation Matrix (p. 217), from [Short-Term] to Long-Term for strategy PF 6.1.

Appendix G. Public Facilities Report

66. Amend the Preliminary Bowie-Mitchellville and Vicinity Master Plan by revising Appendix G. Public Facilities Report to include cost estimates. **See Attachment T: Public Facilities Report – Cost Estimates.**

NOW, THEREFORE, BE IT FURTHER RESOLVED, that the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission does hereby adopt the *Bowie-Mitchellville and Vicinity Master Plan*, amending the 2014 Prince George's 2035 Approved General Plan by defining the boundaries of the Bowie Local Town Center and Bowie State University MARC Campus Center and expanding the boundary of the Rural and Agricultural Area, and will replace the 2006 *Approved Master Plan for Bowie and Vicinity* and replace the 2010 *Approved Bowie State MARC Station Sector Plan* in their entirety; and, will amend the 2009 *Approved Countywide Master Plan of Transportation and Formula 2040: Functional Master Plan for Parks, Recreation and Open Space* for the Planning Areas 71A, 71B, 74A, and 74B; and

BE IT FURTHER RESOLVED that the adopted master plan comprises the *Preliminary Bowie-Mitchellville and Vicinity Master Plan* document as amended by this resolution; and

BE IT FURTHER RESOLVED that in accordance with Section 27-645(c)(2) of the Zoning Ordinance of Prince George's County, the adopted plan, consisting of this resolution to be used in conjunction with the *Preliminary Bowie-Mitchellville and Vicinity Master Plan*, shall be transmitted to the County Executive and each municipality whose territorial boundaries are in and within one-half mile of the master plan area; and

BE IT FURTHER RESOLVED that an attested copy of the adopted plan, and all parts thereof, shall be transmitted to the District Council of Prince George's County for its approval pursuant to the Land Use Article, Annotated Code of Maryland; and


BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the plan recommendations, as heretofore described, are in conformance with the principles of orderly comprehensive land use planning and staged development, and with consideration having been given to the applicable County Laws, Plans, and Policies; and

BE IT FURTHER RESOLVED that Prince George's County Planning Board staff is authorized to make appropriate text and graphical revisions to the master plan to correct errors, reflect updated information and revisions, and incorporate the changes reflected in this Resolution.


This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 9, 2021, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 16th day of December 2021.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

APPROVED AS TO LEGAL SUFFICIENCY


David S. Warner
M-NCPPC Legal Department
Date: December 15, 2021

Attachment A: Preliminary Bowie-Mitchellville and Vicinity Master Plan Errata Sheet

Correction No.	Error	Correction	Page #
1	Foreword contains an inaccurate date and time for the joint public hearing.	Update the date and time of the Joint Public Hearing to October 4, 2021 at 5:00 p.m.	ix
2	The Table of Contents does not list the tables.	Add the table number, name and page number to the Table of Contents.	viii
3	In the introduction to US 301/MD 3 Corridor, the last sentence in the first paragraph can be clarified.	Reword the sentence to state "Planned upgrades to this corridor present challenges to local connectivity and opportunities to drive future <u>will provide opportunities to improve regional access to the area, especially access to Collington Local Employment Area.</u> "	44
4	The Growth Boundary line is incorrect in Map 16. Future Land Use because the boundary does not reflect the changes recommended under Strategy LU 2.4.	Redraw the Growth Boundary line on Map 16 to exclude the portion of parcel 117 of the Amtrak Northeast Corridor that is within the Bowie State MARC Campus Center pursuant to Strategy LU 2.4.	50
5	LU 14.2 incorrectly cross references CZ 9.1 It should cross reference CZ 7.1.	Revise the cross reference under LU 14.2 to "CZ 9 7.1." Strategy language must also be updated in the Implementation Matrix.	68, 183
6	LU 14.3 fails to cross reference the corresponding Comprehensive Zoning strategy.	Revise LU 14.3 to include a cross reference to CZ 9.1. "Recommend industrial/employment land use along the north side of Leeland Road between US 301 and CSX Railroad. <u>CZ 9.1 recommends reclassification of this property to the Industrial-Employment (IE) Zone.</u> "	68
7	The "Old Town Bowie" Heading is in the wrong location.	Move the heading "Old Town Bowie" above Policy LU 15.	69
8	There is a missing leading "0" for the tax ID in the last row of Table 10. CZ 1.5 Recommended Zoning-Sensitive Environmental Areas (AG Zone).	Add the leading "0" to the bottom row's tax ID 0798421.	78
9	In the legend for Map 27. Master Plan Transportation and Trail Recommendations, Urban Street is an incorrect reference.	The UC acronym stands for Urban Center, not Urban Street.	97

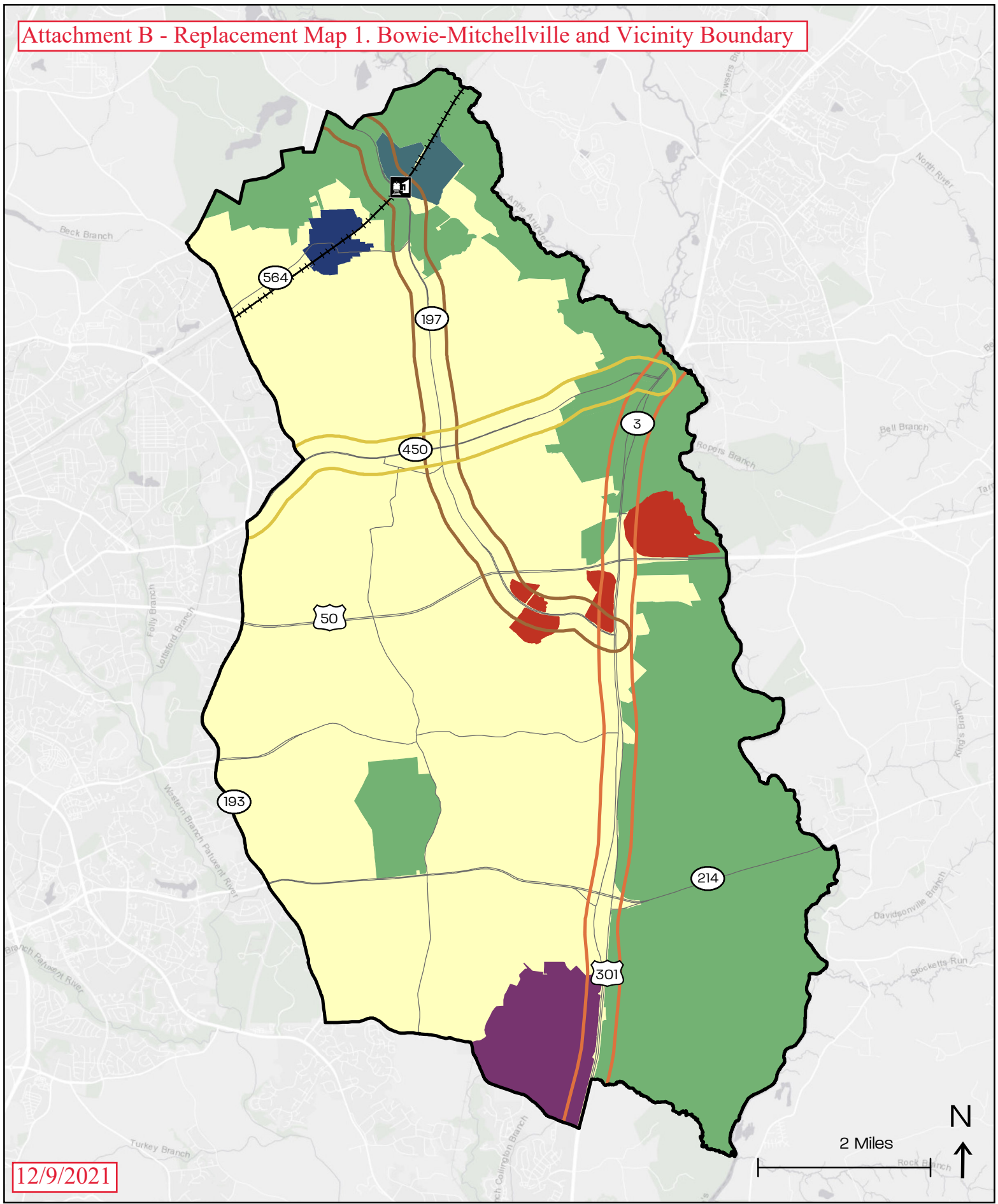
Correction No.	Error	Correction	Page #
10	The UC, T, and S acronyms for transportation classifications are not defined in the "What's in a Number?" text box and the acronym L is not used in the table or map and can be removed.	Update "What's in a Number?" text box to include " <u>UC Urban Center</u> ," " <u>T Shared-Use Path</u> ," and " <u>S Secondary</u> ." Delete the " L Local ."	102
11	The bus routes shown on Map 31. Bus Service Routes Serving the Master Plan Area, do not reflect WMATA's June 2021 service changes.	Replace a map with the updated data since WMATA halted the B29 or C28 lines and has rerouted C26, part of the Central Avenue Line, to serve stops along the old B29 and C28 routes; Route C26 now serves Addison Road and Largo Town Center stations (on the Blue and Silver lines). WMATA also restored Route C29 Saturday service to Bowie State University.	107
12	Strategy HD 11.1 is accidentally written as "HC 11.1" though it is a strategy in the Community Heritage Culture, and Design Section.	Revise the erroneously labeled HC 11.1 as <u>HD</u> 11.1.	155
13	The "Sustainable Communities Program" text box mistakenly identifies the Environmental Advisory Committee as the funder of energy audits.	Update the "Sustainable Communities Program" text box to state that the City of Bowie pays for the energy audits, not the Environmental Advisory Committee. Specifically, " <u>The City of Bowie Environmental Advisory Committee</u> 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."	159
14	The reference to Table 35 in strategy PF 6.1 is incorrect.	Correct the table reference in strategy PF 6.1 to read "(see Table 35 <u>33</u> . Recommended Parks, Recreation, and Open Space Improvements)." Not Table 35. Strategy language must also be updated in the Implementation Matrix and Public Facilities Report.	169
15	Strategy PF 6.1 fails to specify the name of the park being referred to.	Reword strategy PF 6.1, "Evaluate the potential of acquiring properties east of MD 3 (Robert Crain Highway) north of Forest Drive for the <u>establishment of Robert Crain Highway Resource Park and the</u> protection of the Patuxent River (see Table 35 <u>33</u> . Recommended Parks, Recreation, and Open Space Improvements)." Strategy language must also be updated in the Implementation Matrix and Public Facilities Report.	169, 217

Correction No.	Error	Correction	Page #
16	Strategy PF 7.6 fails to specify the tax ID and note that the property is located outside the plan boundary.	Add "...Randall Farm (Tax ID 1761394, outside plan boundary) to meet..." in parentheses to Strategy PF 7.6 to clearly identify subject property. Strategy language must also be updated in the Implementation Matrix and Public Facilities Report.	171, 218
17	Strategies PF 11.1 and 11.3 have bulleted lists as opposed to lower case letters which do not correspond with Table 33. Recommended Parks, Recreation, and Open Space Improvements.	Change strategies PF 11.1 and 11.3's bulleted lists to lower case letters to correspond with the Table 33. Recommended Parks, Recreation, and Open Space Improvements. Strategy language must also be updated in the Public Facilities Report.	172
18	Strategy PF 11.3 states the addition to the Adnell Neighborhood is an acquisition, but the property has already been acquired by the City of Bowie.	Reword Strategy PF 11.3 to state "Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions <u>and improvements</u> :...- Improvements Addition to Adnell Neighborhood Park (approximately 7 acres)." Strategy language must also be updated in the Implementation Matrix. Update language in Table 33. Recommended Parks, Recreation, and Open Space Improvements and Map 49. Recommended Public Facilities to say Adnell Neighborhood Park Improvements. Strategy language must also be updated in the Implementation Matrix and Public Facilities Report.	172, 175, 177, 220
19	Table 33. Recommended Parks, Recreation, and Open Space Improvements identifies Strategy PF 14.2 (Phase III Bowie Railroad Museum Grounds) identified, but there is no Strategy PF 14.2 on pages 173-174. Strategy PF 14.2 was erroneously combined with Strategy PF 14.1 in the Preliminary Master Plan.	Correct Strategy PF 14.2 by separating PF 14.1 into two different strategies. The two policies should be "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." and " <u>PF 14.2 and Complete</u> Phase III Bowie Railroad Museum grounds redevelopment at 8614 Chestnut Avenue (City of Bowie CIP # CR-46) (Tax IDs 1701341, 1651199, 1701341) (see Table 33. Recommended Parks, Recreation, and Open Space Improvements)." Strategy language must also be updated in the Implementation Matrix.	173-174, 220

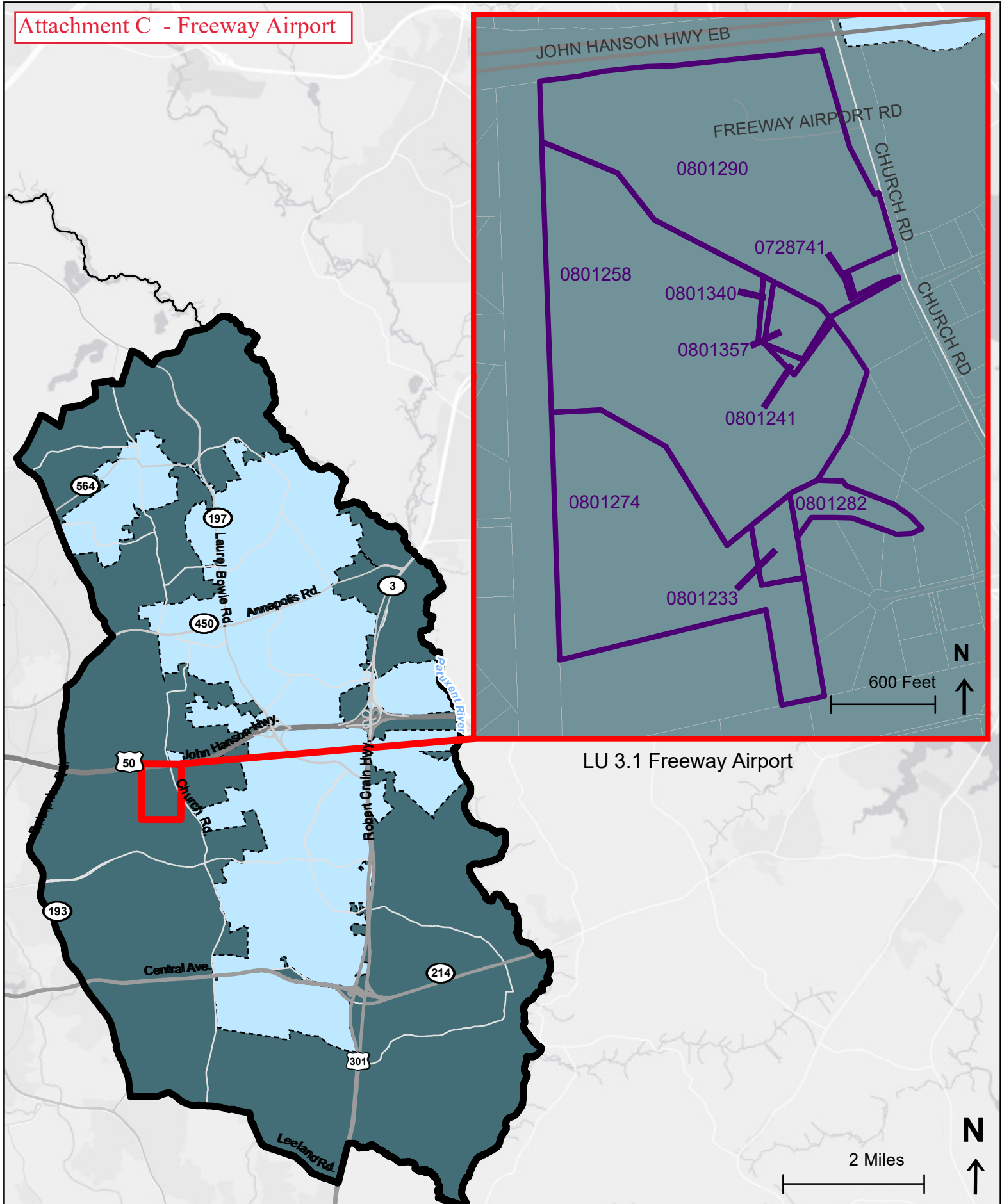
Correction No.	Error	Correction	Page #
21	The table in Appendix C: Historic Sites table is incomplete. The list accidentally did not include Historic Sites that are also on the National Register of Historic Places. The table also accidentally omitted two historic bridges that fall on the plan's eastern boundary.	Add the following Historic Sites to the Historic Sites table in Appendix C; D.S.S. Goodloe House (71A-030, 9300 Laurel Bowie Road); Bowie Railroad Buildings (71B-002-09, 8614 Chestnut Avenue); Williams Plains (71B-003, 16200 White Marsh Park Drive); Belair Mansion and Cemetery (71B-004, 12207 Tulip Grove Drive); Belair Stables (71B-005, 2835 Belair Drive); Melford, Outbuildings, and Cemetery (71B-016, 17107 Melford Boulevard); Pleasant Prospect, and Outbuildings (74A-006, 3300 Waterford Mill Road); Bowieville (74A-018, 601 Bowieville Manor Lane); Hamilton House (74B-007, 16810 Federal Hill Court); Hazelwood (74B-013, 18611 Queen Anne Road); Governor's Bridge (74B-001, Governors Bridge Road at Patuxent River); and Queen Anne Bridge (74B-012, Queen Anne Bridge Road at Patuxent River).	239
22	Some map citations are missing complete source information.	Ensure that all map citations meet current Planning Department standards.	Planwide
23	Some properties are only referenced by tax ID number or street address.	Ensure that all property references include both tax ID number and street address (where possible)	Planwide
24	Some transportation facilities, including Excalibur Road, Fletchertown Road, and Melford Boulevard, were erroneously identified as County roads. These are City of Bowie facilities.	Following approval of the master plan, update Section XIV: Implementation Framework and Appendix G: Public Facilities Cost Estimates to accurately reflect transportation facility ownership.	Planwide
25	Appendix G, the Public Facilities Cost Estimates report, excluded County CIP ID # 4.66.0040 (Pedestrian Safety Improvements).	Update Appendix G: Public Facilities Cost Estimates to include CIP ID # 4.66.0040 (Pedestrian Safety Improvements).	Appendix G

Correction No.	Error	Correction	Page #
26	<p>Map 27. Master Plan Transportation and Trail Recommendations (p. 97), Appendix D. Recommended Master Plan Transportation Facilities (p. 247), and Appendix G. Public Facilities Report only contain the recommendations created for this master plan. This map is also located in the existing conditions part of Section VIII, Transportation and Mobility, even though it contains plan recommendations. This could present confusion, as the master plan carries forward several road and shared-use path recommendations from the 2009 <i>Approved Countywide Master Plan of Transportation</i>, as amended by the 2010 <i>Approved Bowie State MARC Station Sector Plan</i>, but not all are shown on Map 27 or discussed in Appendix D or Appendix G.</p>	<ol style="list-style-type: none"> 1. For the final approved master plan, create a new Map 27 that shows all road recommendations of the 2009 <i>Approved Countywide Master Plan of Transportation</i>, as amended by this master plan. This map may require several pages and/or insets. 2. For the final approved master plan, create a new map that shows all bicycle and pedestrian facility recommendations of the 2009 <i>Approved Countywide Master Plan of Transportation</i>, as amended by this master plan. This map may require several pages and/or insets. 3. <u>Move these maps to the page prior to Policy TM 1 in the final publication.</u> 4. <u>Coordinate with the ongoing update to the Master Plan of Transportation to assign T- MPOT ID numbers to bicycle and pedestrian facilities as needed.</u> 	

Attachment B - Replacement Map 1. Bowie-Mitchellville and Vicinity Boundary



Attachment C - Freeway Airport

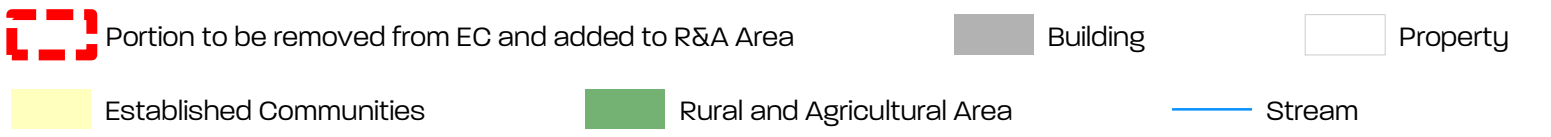
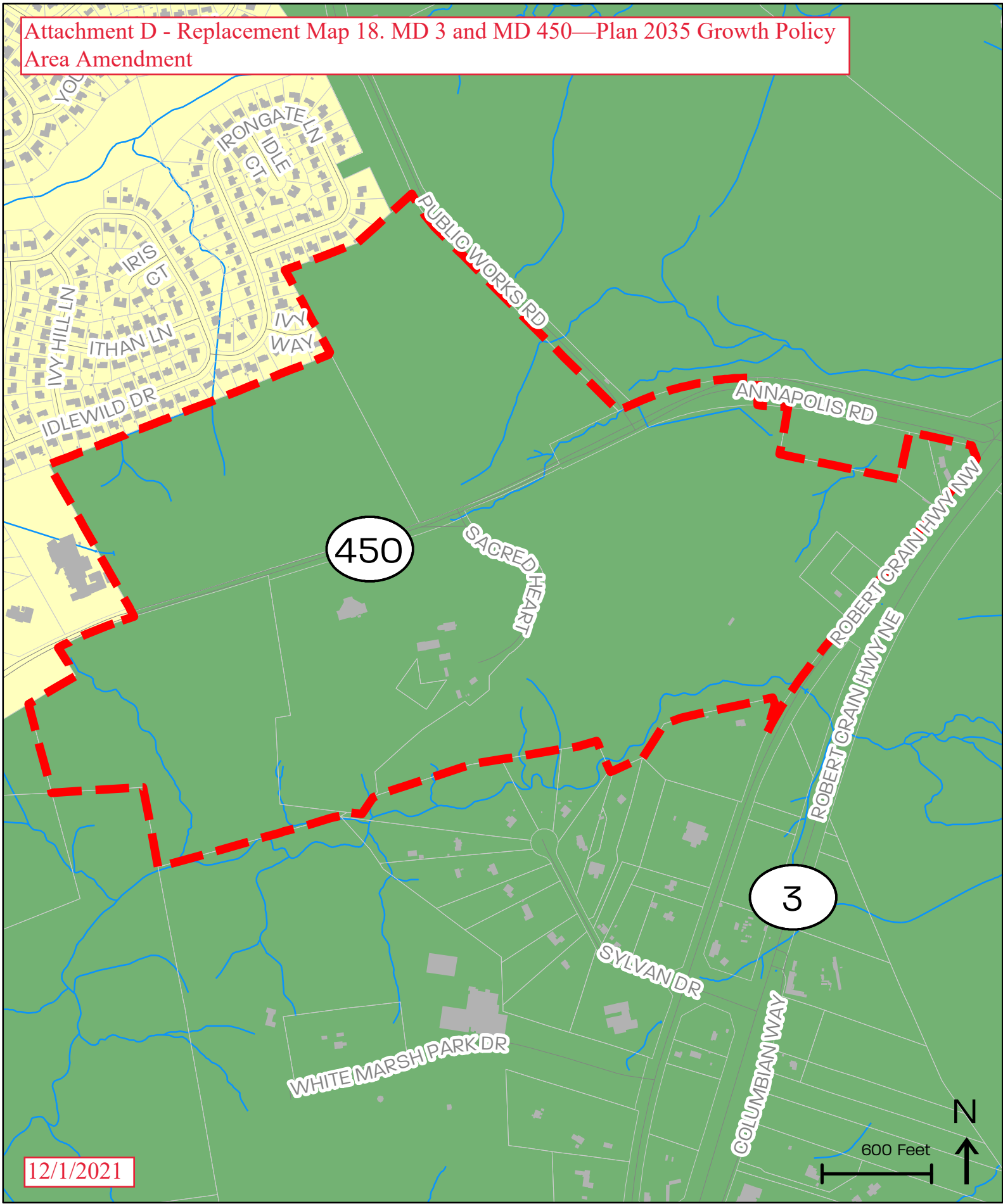


Master Plan Boundary

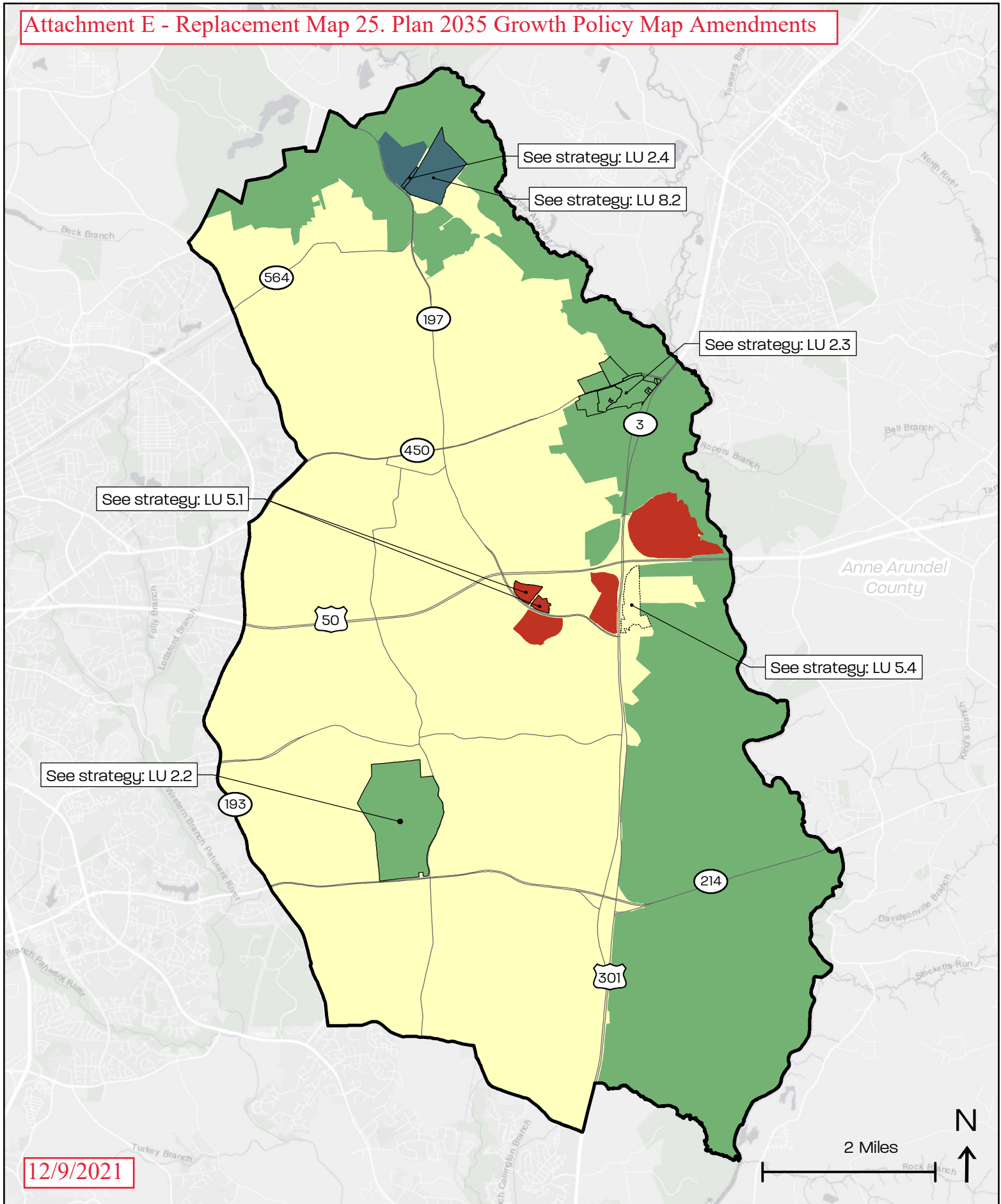
City of Bowie

Recommended Zoning

Attachment D - Replacement Map 18. MD 3 and MD 450—Plan 2035 Growth Policy
Area Amendment



Attachment E - Replacement Map 25. Plan 2035 Growth Policy Map Amendments



Master Plan Boundary

Established Communities

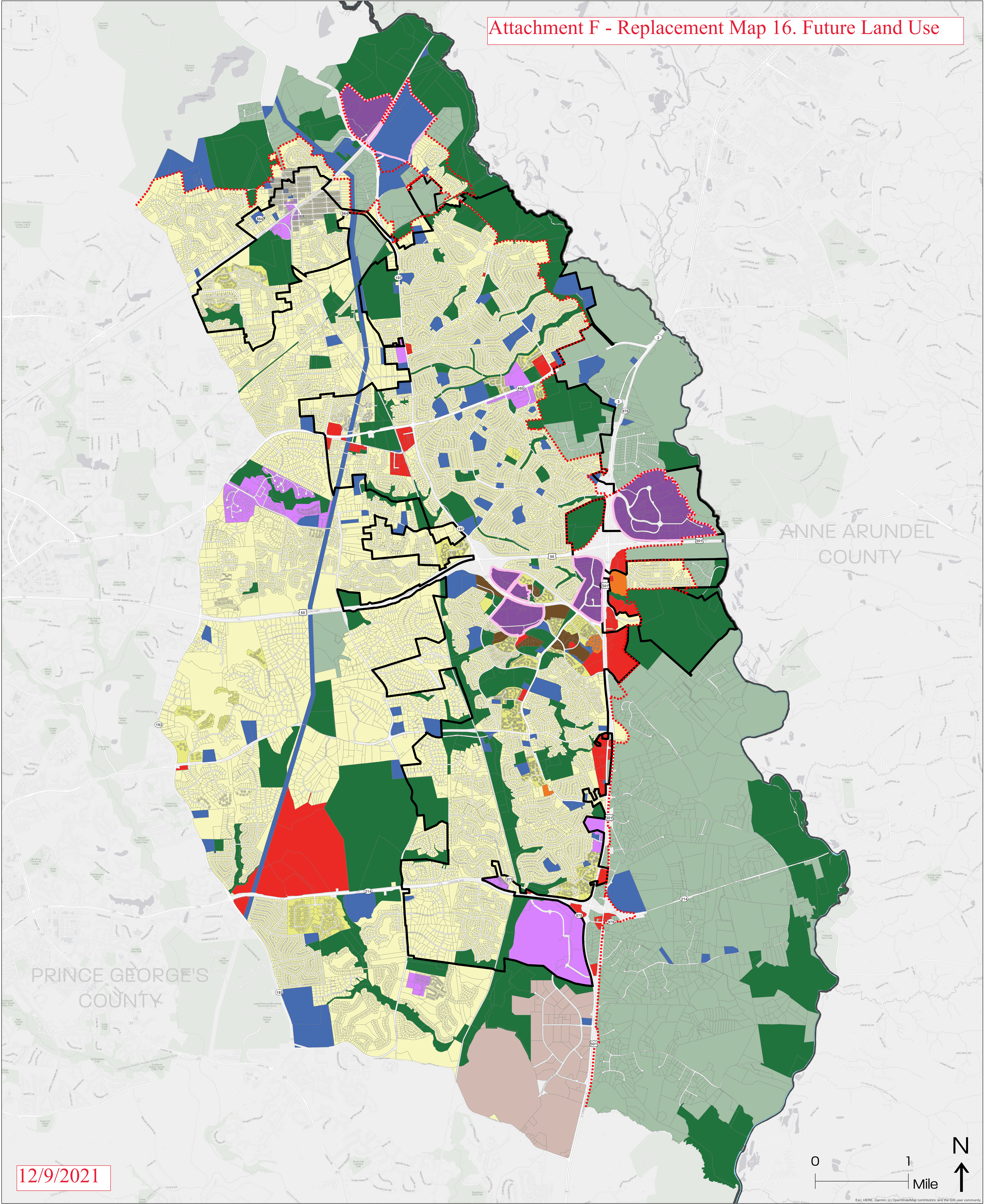
Bowie Local Town Center

Major Road

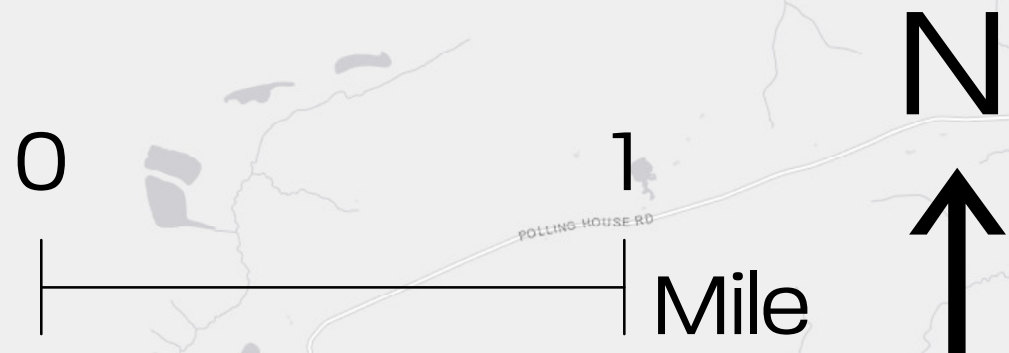
Rural and Agricultural Areas

BSU MARC Campus Center

Attachment F - Replacement Map 16. Future Land Use



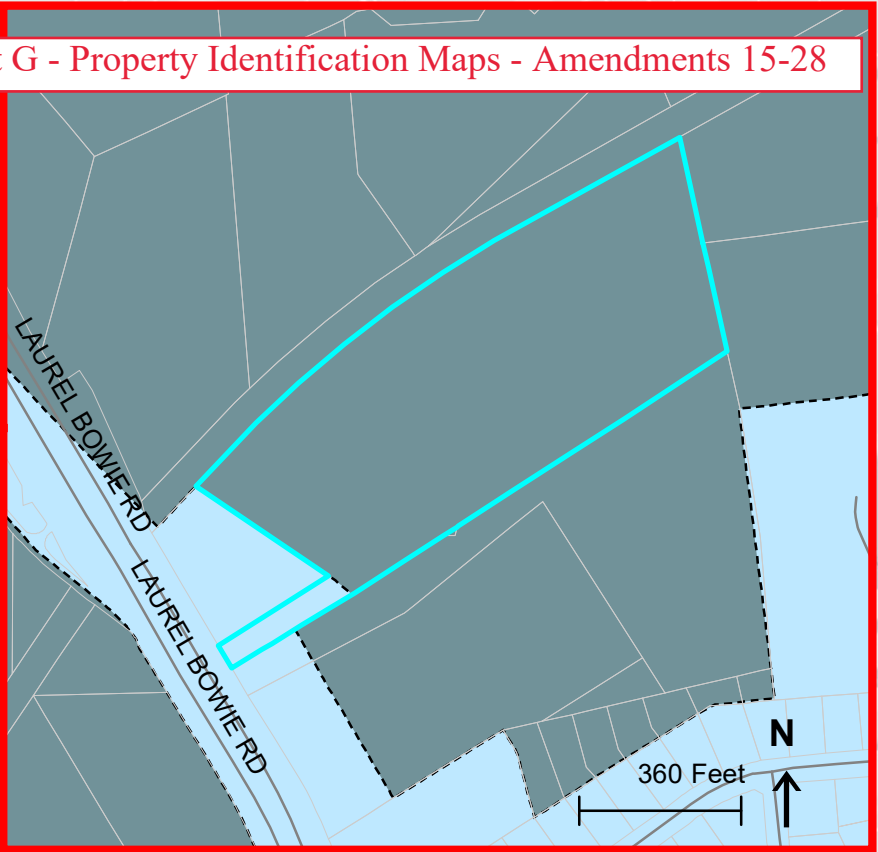
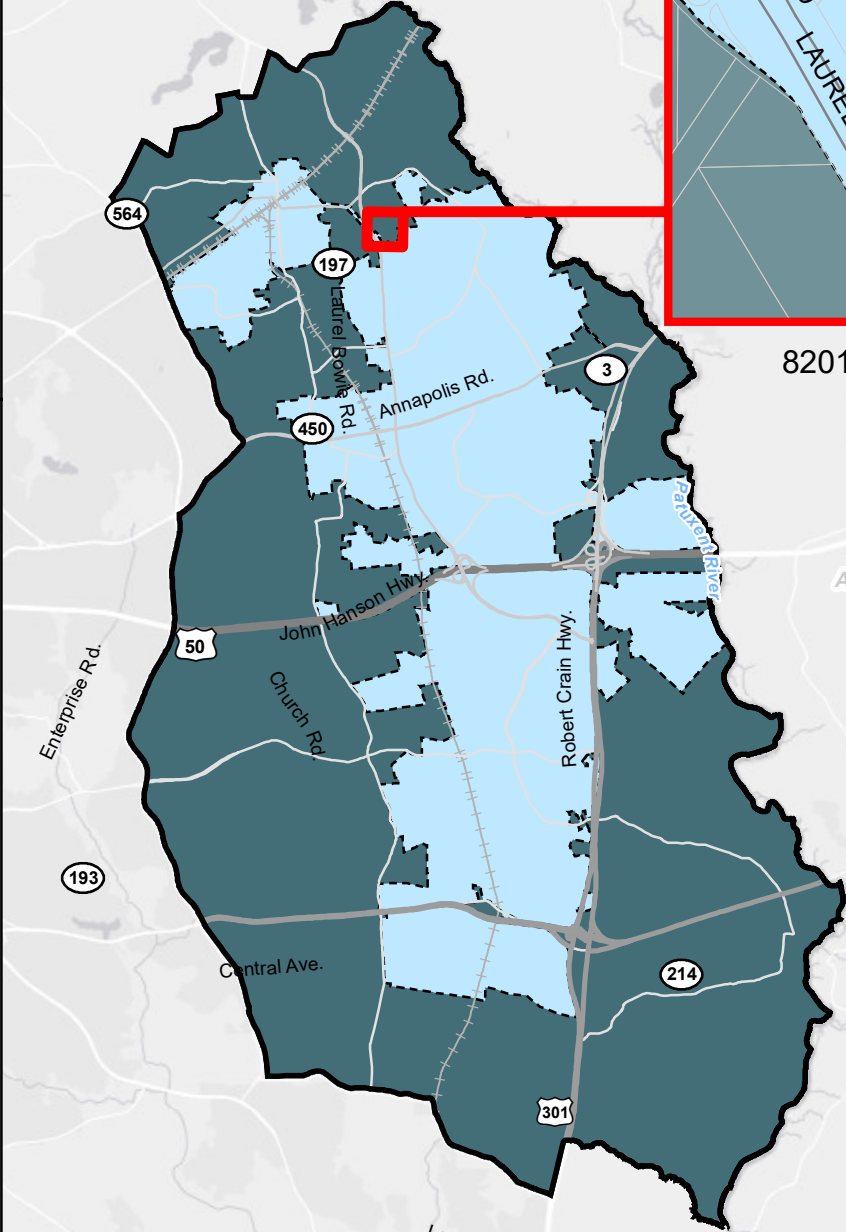
12/9/2021



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

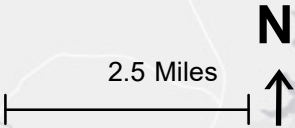
Amendment 13 Parks
and Open Space

Attachment G - Property Identification Maps - Amendments 15-28



8201 Laurel Bowie Road (Tax ID 1649292)

Anne Arundel
County

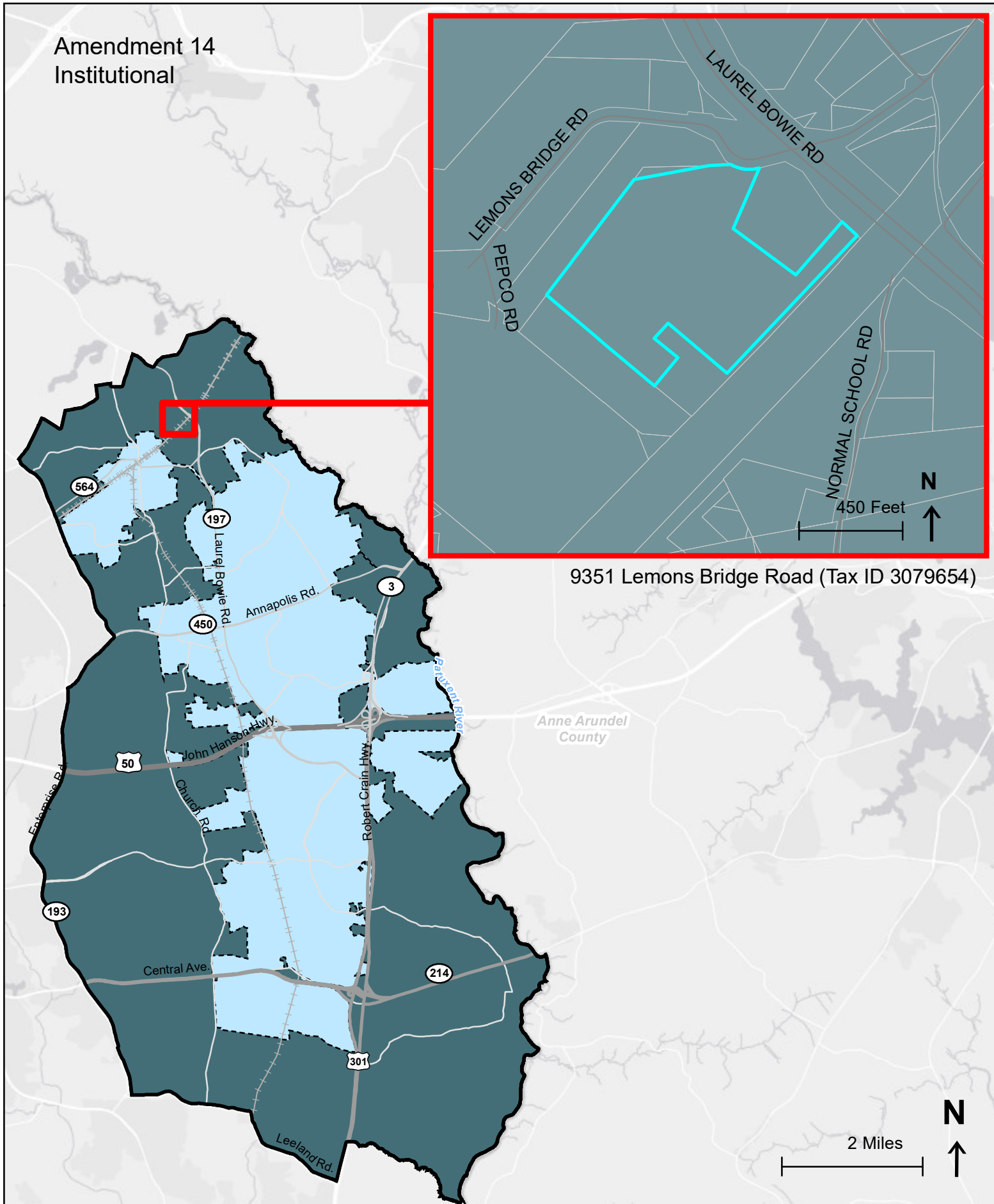


Master Plan Boundary

City of Bowie

Recommended Zoning

Amendment 14
Institutional



9351 Lemons Bridge Road (Tax ID 3079654)

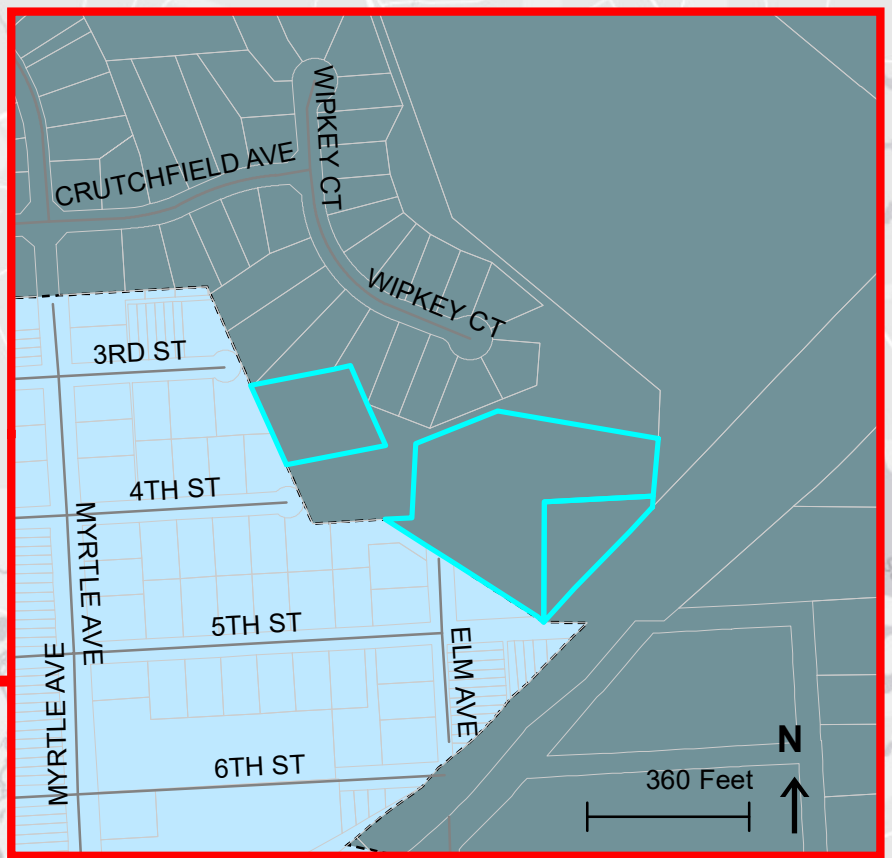
Anne Arundel
County

Master Plan Boundary

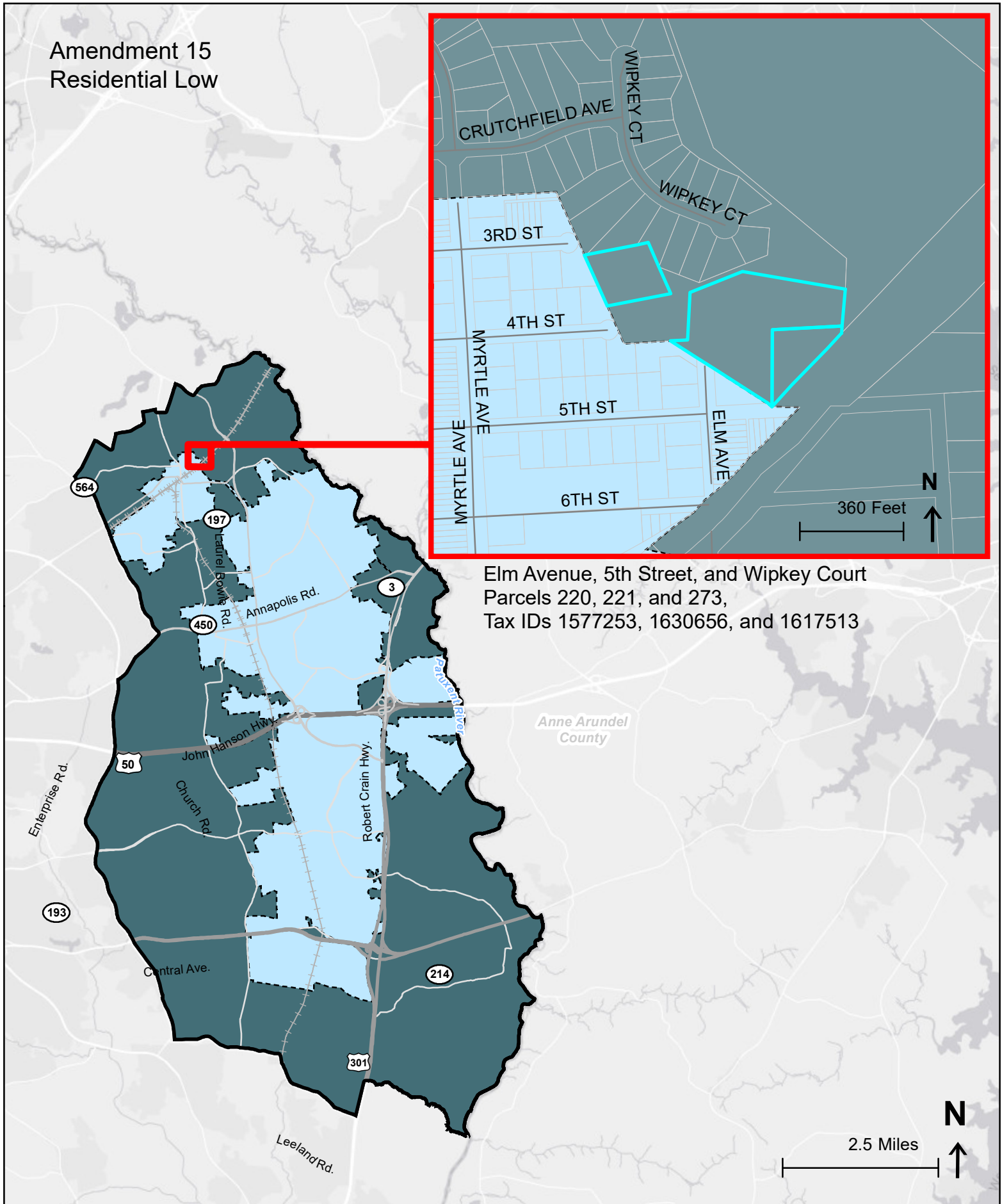
City of Bowie

Recommended Zoning

Amendment 15 Residential Low

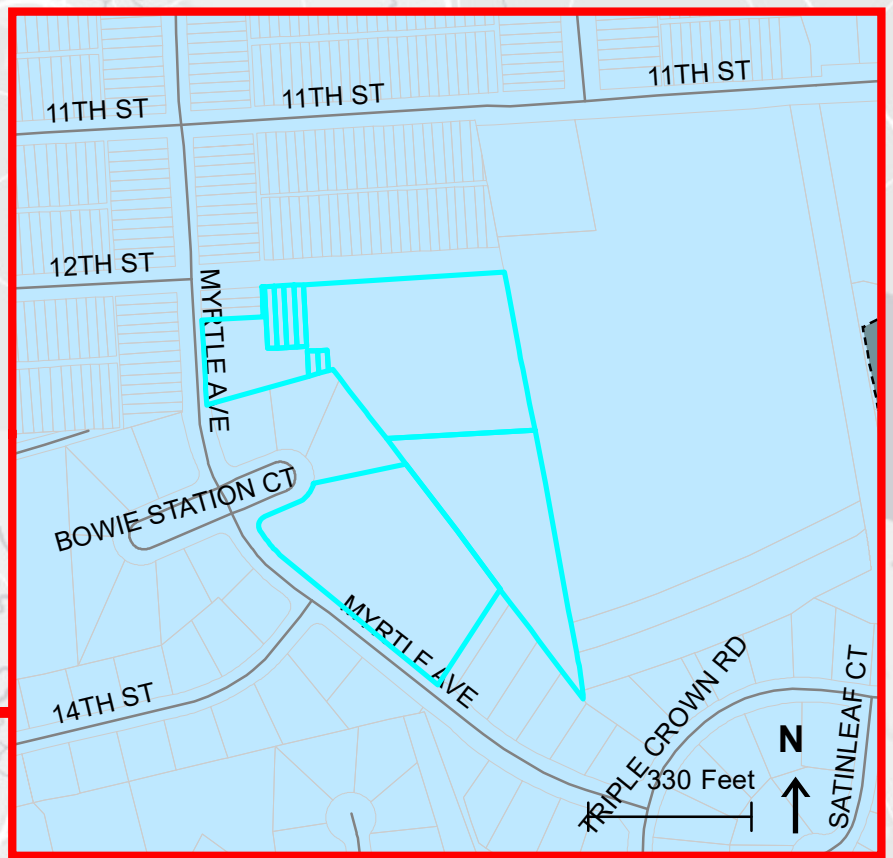


Elm Avenue, 5th Street, and Wipkey Court
Parcels 220, 221, and 273,
Tax IDs 1577253, 1630656, and 1617513

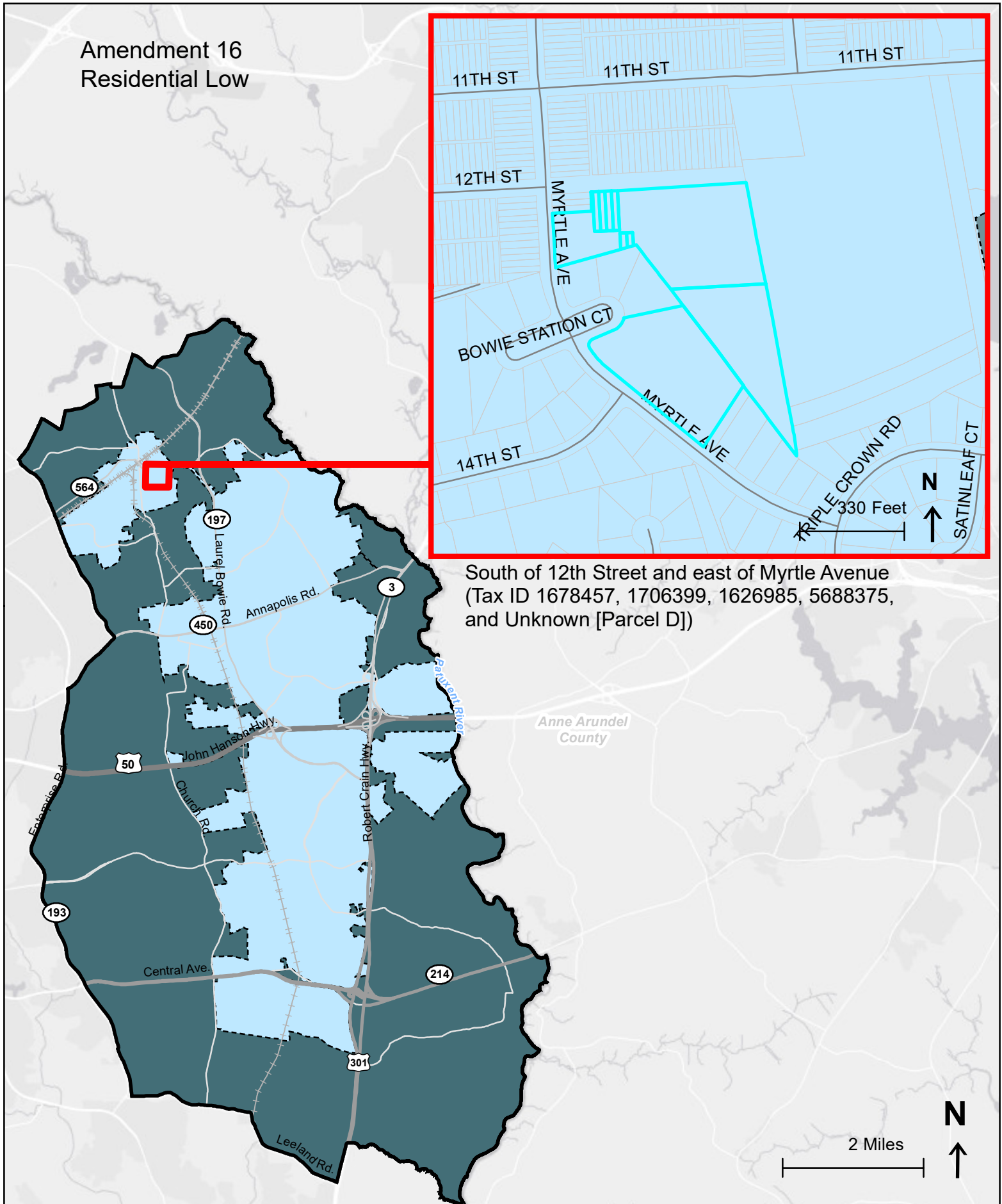


- Master Plan Boundary
- City of Bowie
- Recommended Zoning

Amendment 16 Residential Low

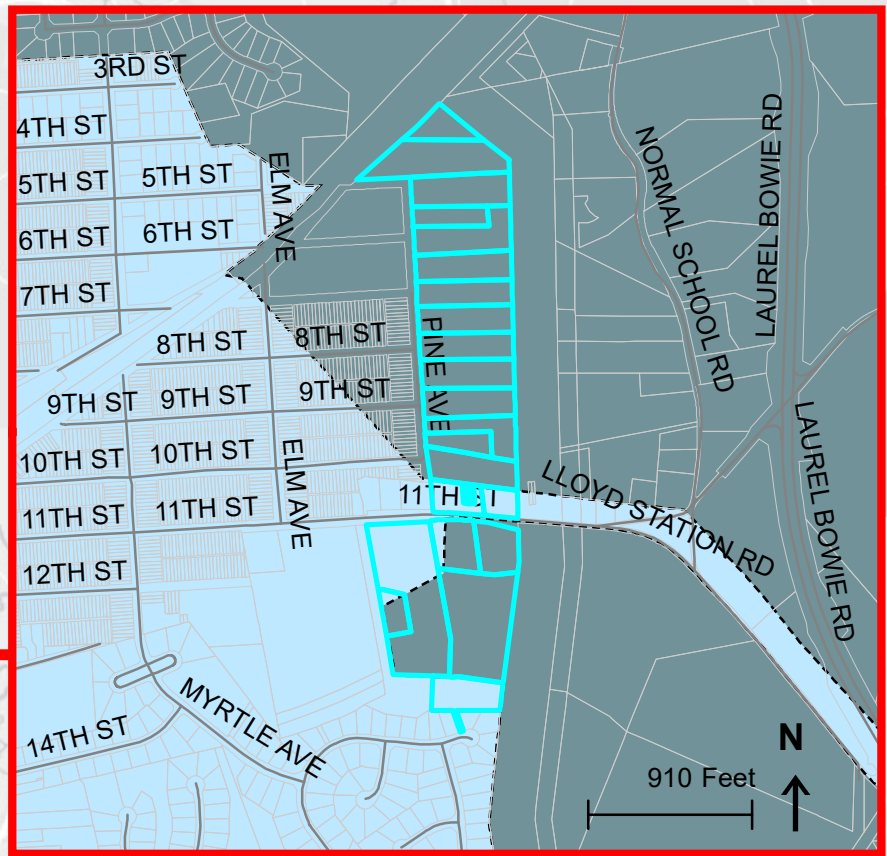


South of 12th Street and east of Myrtle Avenue
(Tax ID 1678457, 1706399, 1626985, 5688375,
and Unknown [Parcel D])

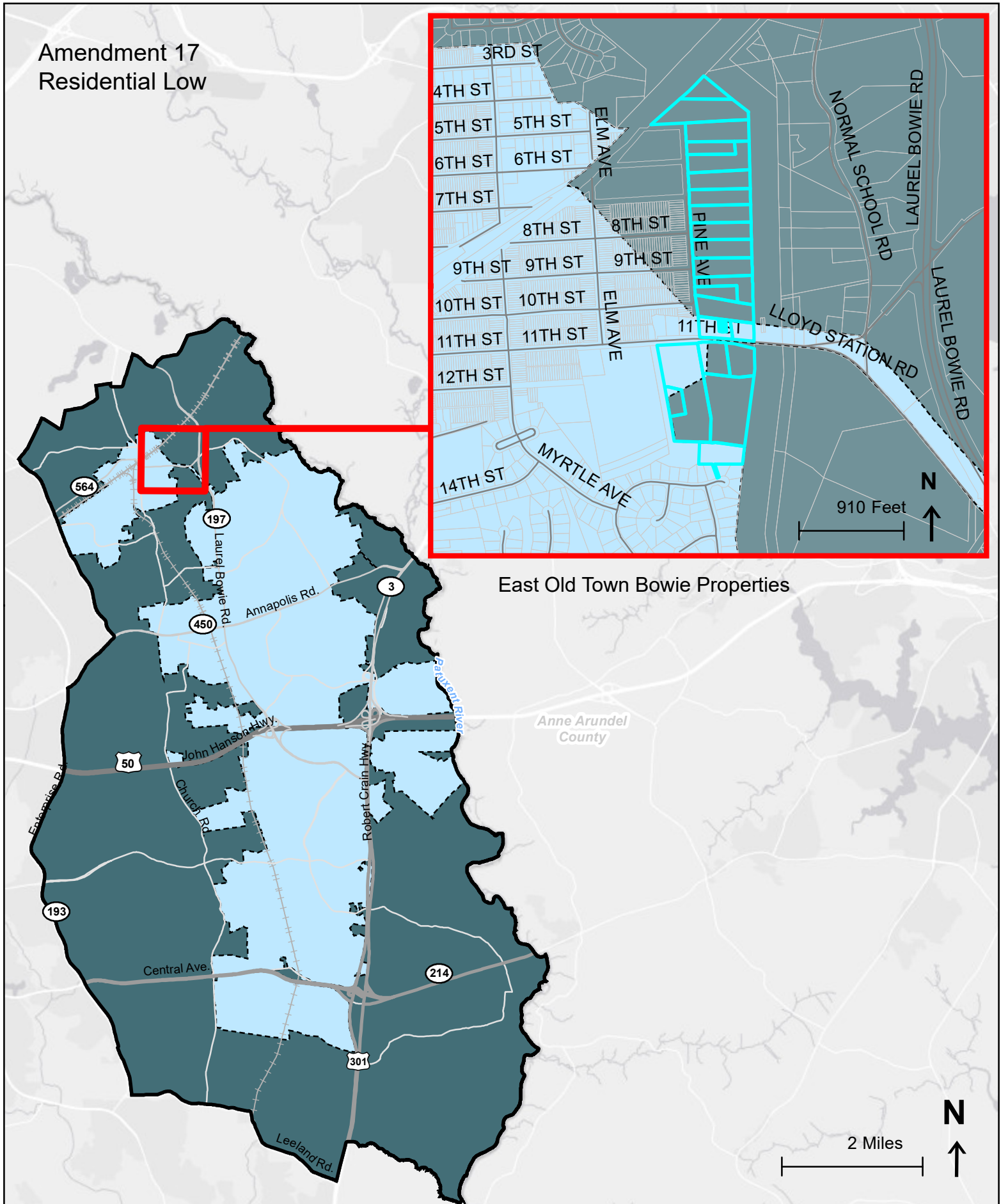


Master Plan Boundary City of Bowie Recommended Zoning

Amendment 17 Residential Low

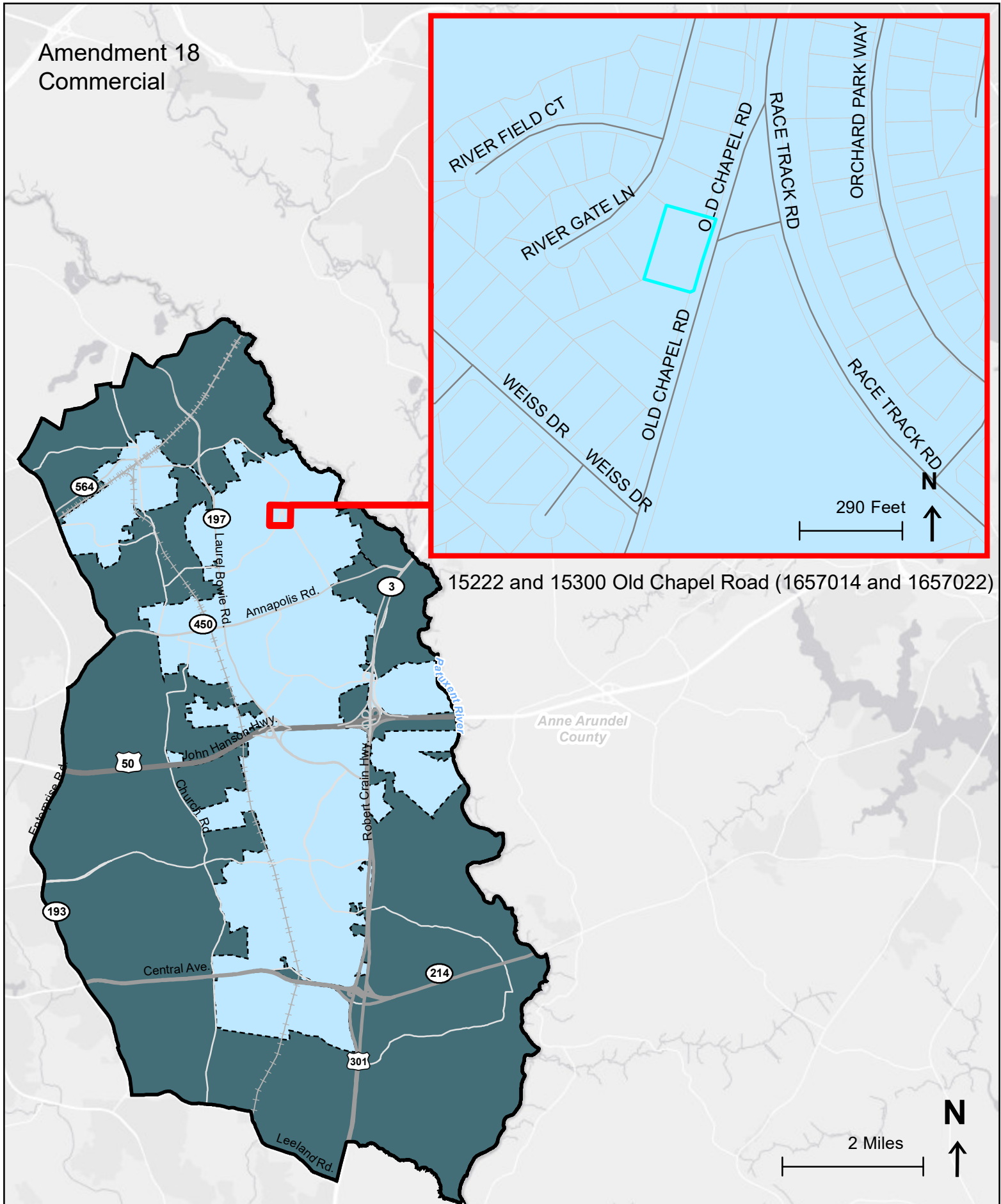


East Old Town Bowie Properties



- Master Plan Boundary
- City of Bowie
- Recommended Zoning

Amendment 18
Commercial

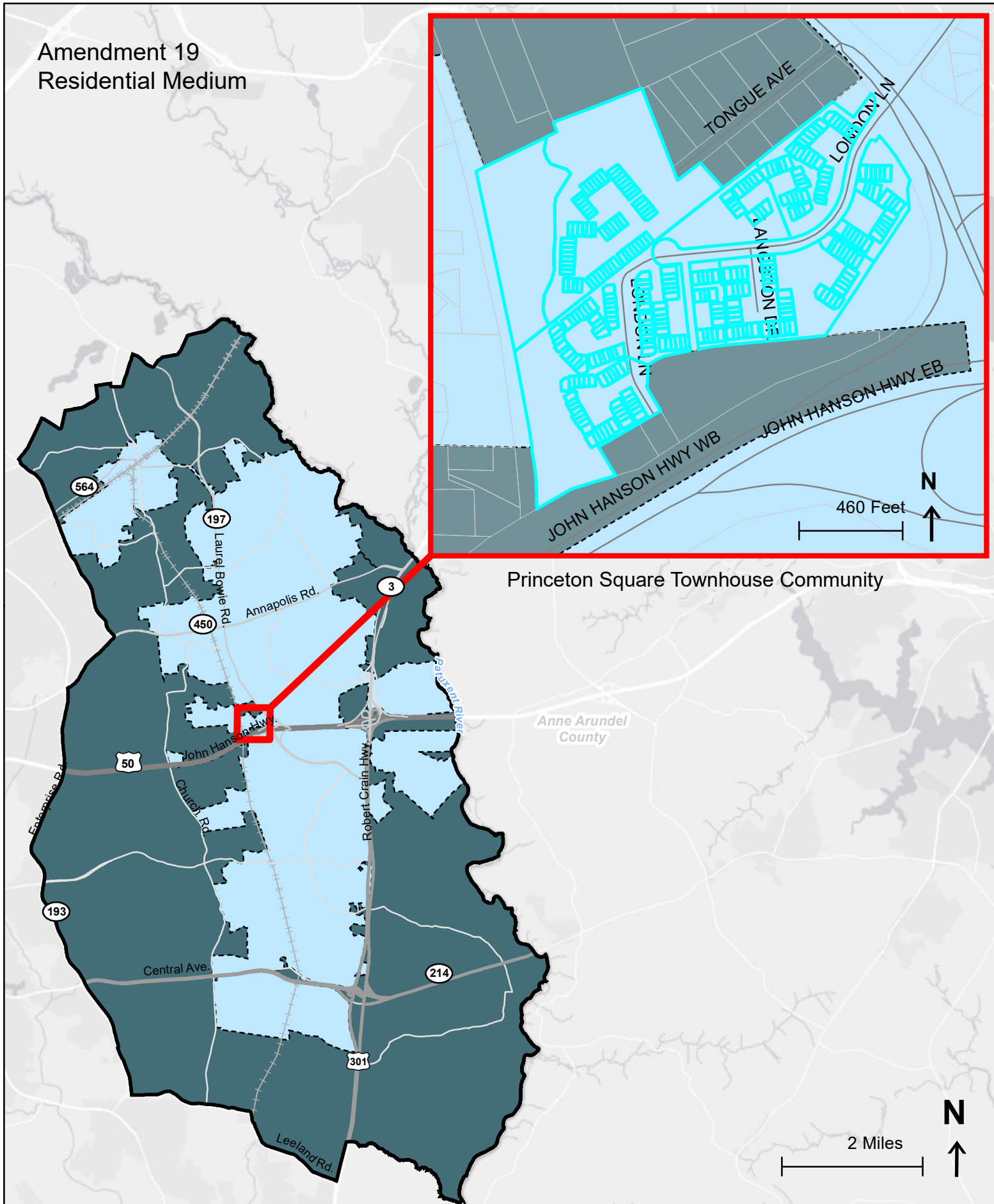


Master Plan Boundary

City of Bowie

Recommended Zoning

Amendment 19
Residential Medium

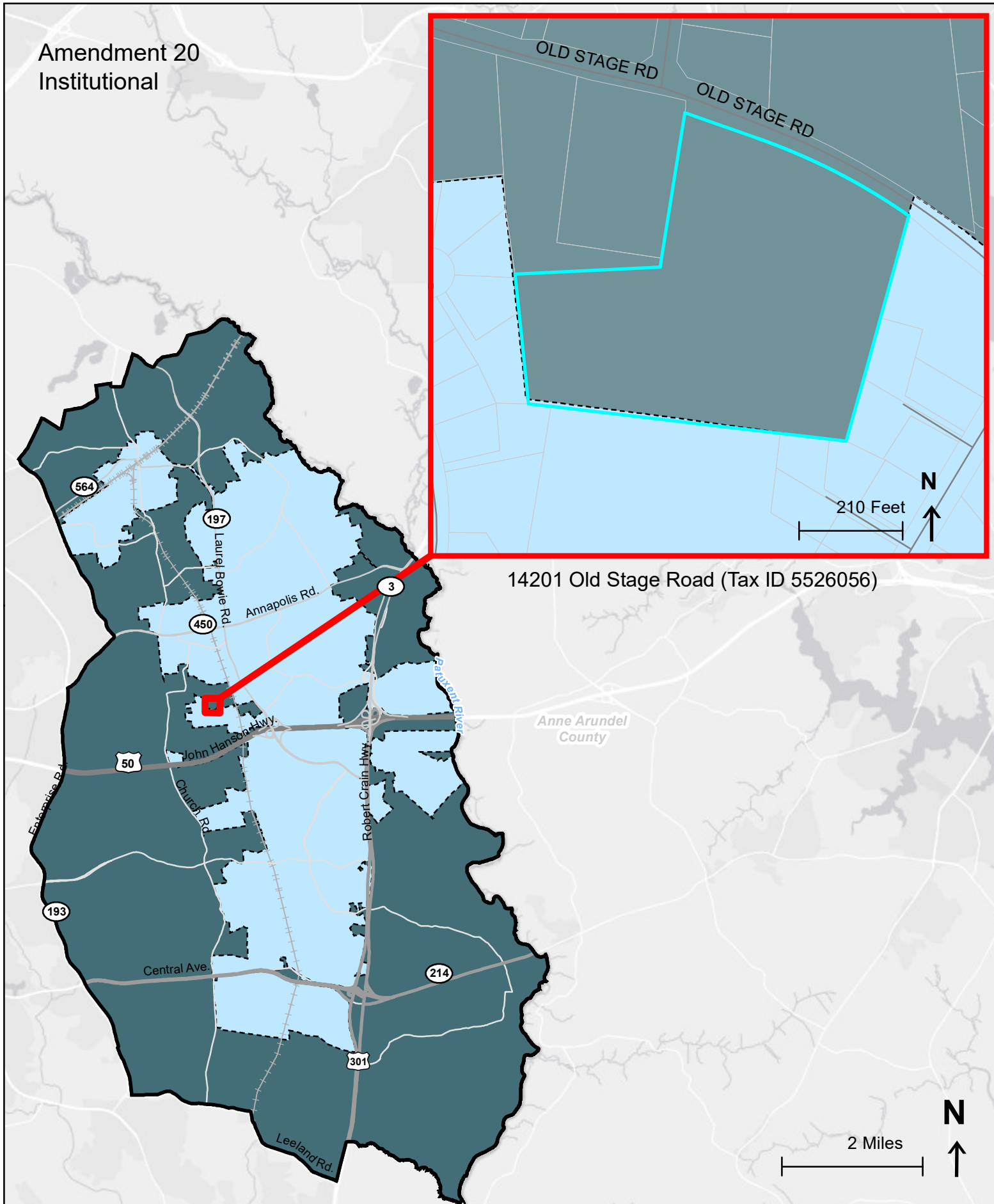


Master Plan Boundary

City of Bowie

Recommended Zoning

Amendment 20
Institutional

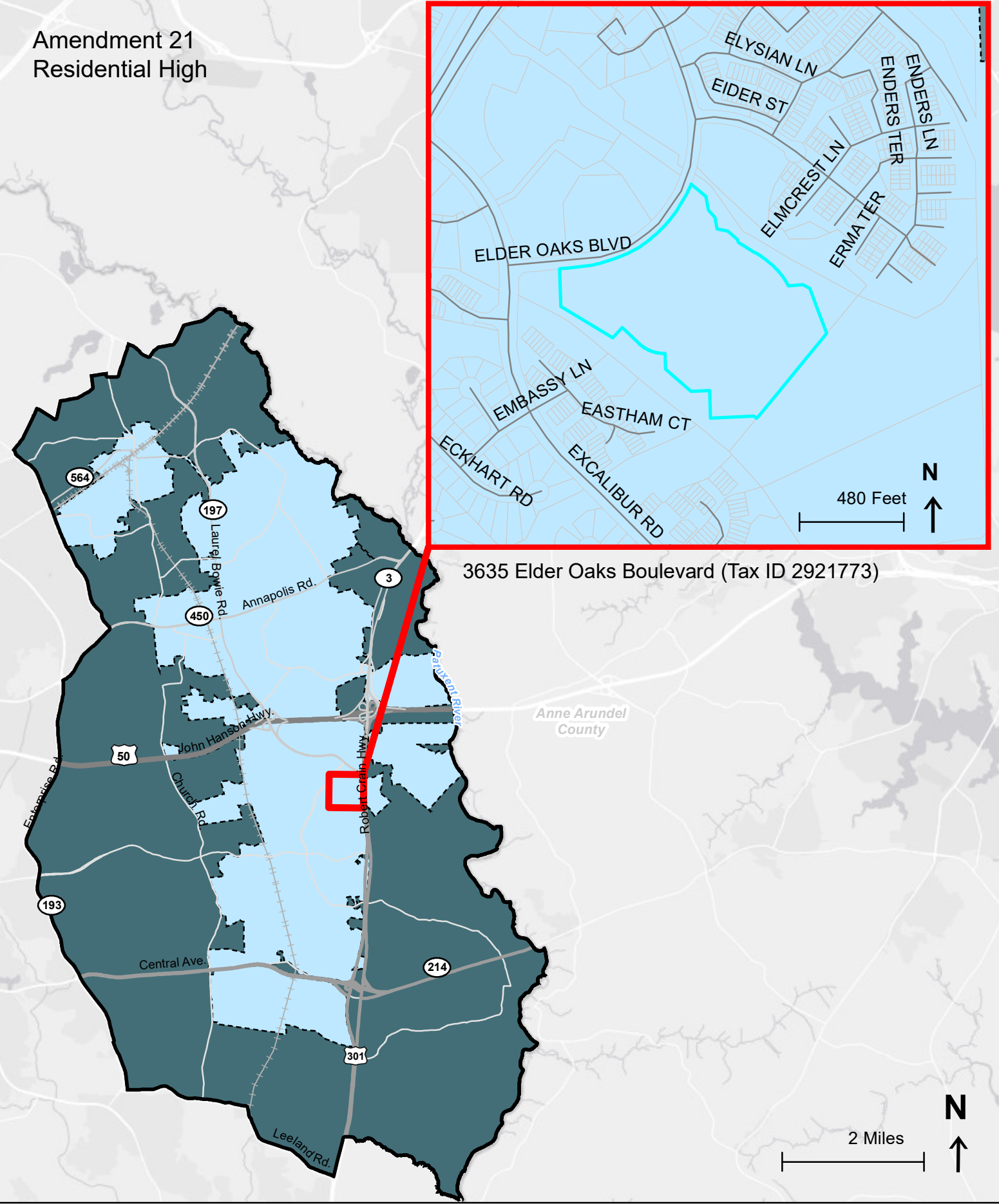


Master Plan Boundary

City of Bowie

Recommended Zoning

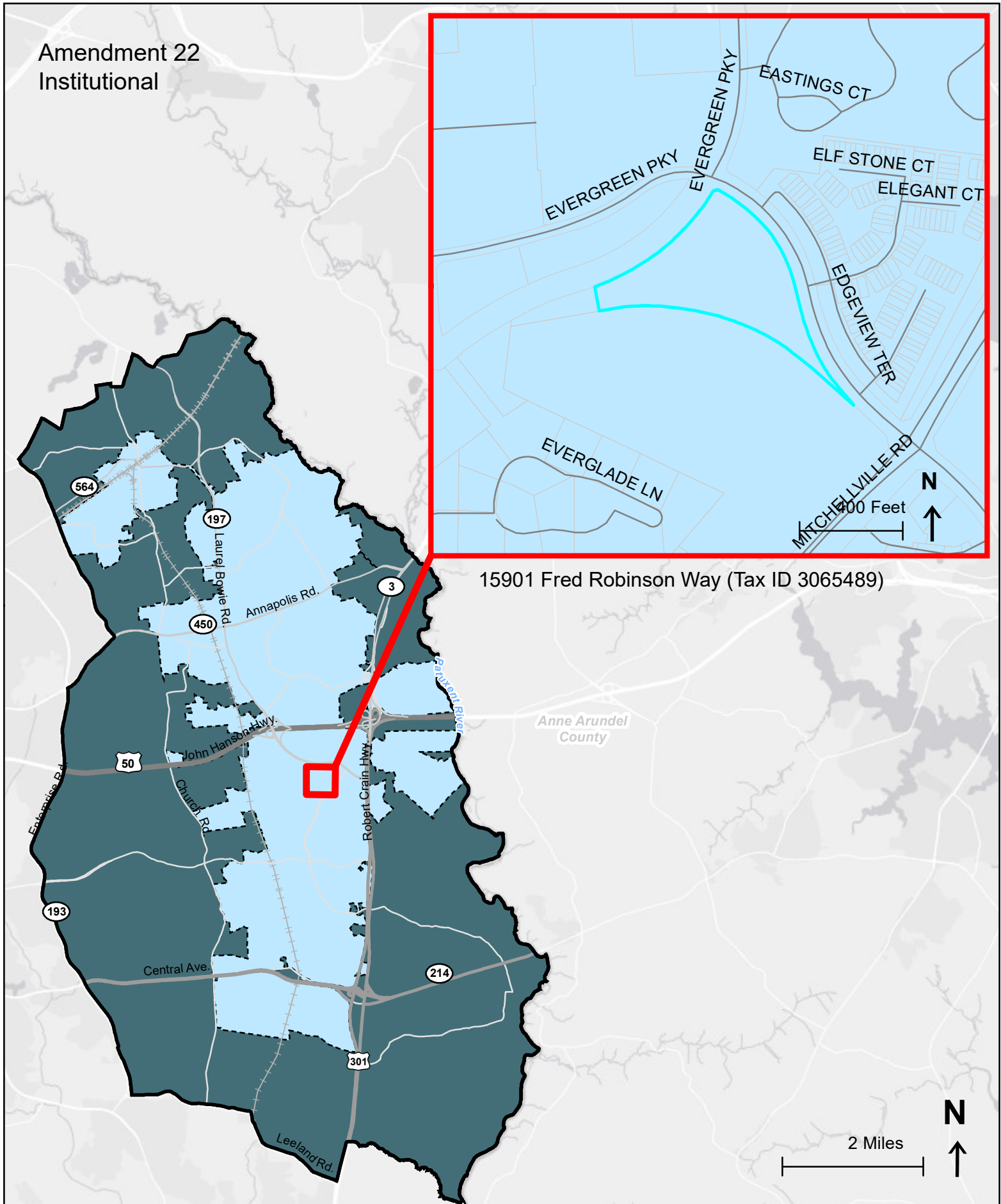
Amendment 21
Residential High



3635 Elder Oaks Boulevard (Tax ID 2921773)

Master Plan Boundary City of Bowie Recommended Zoning

Amendment 22
Institutional

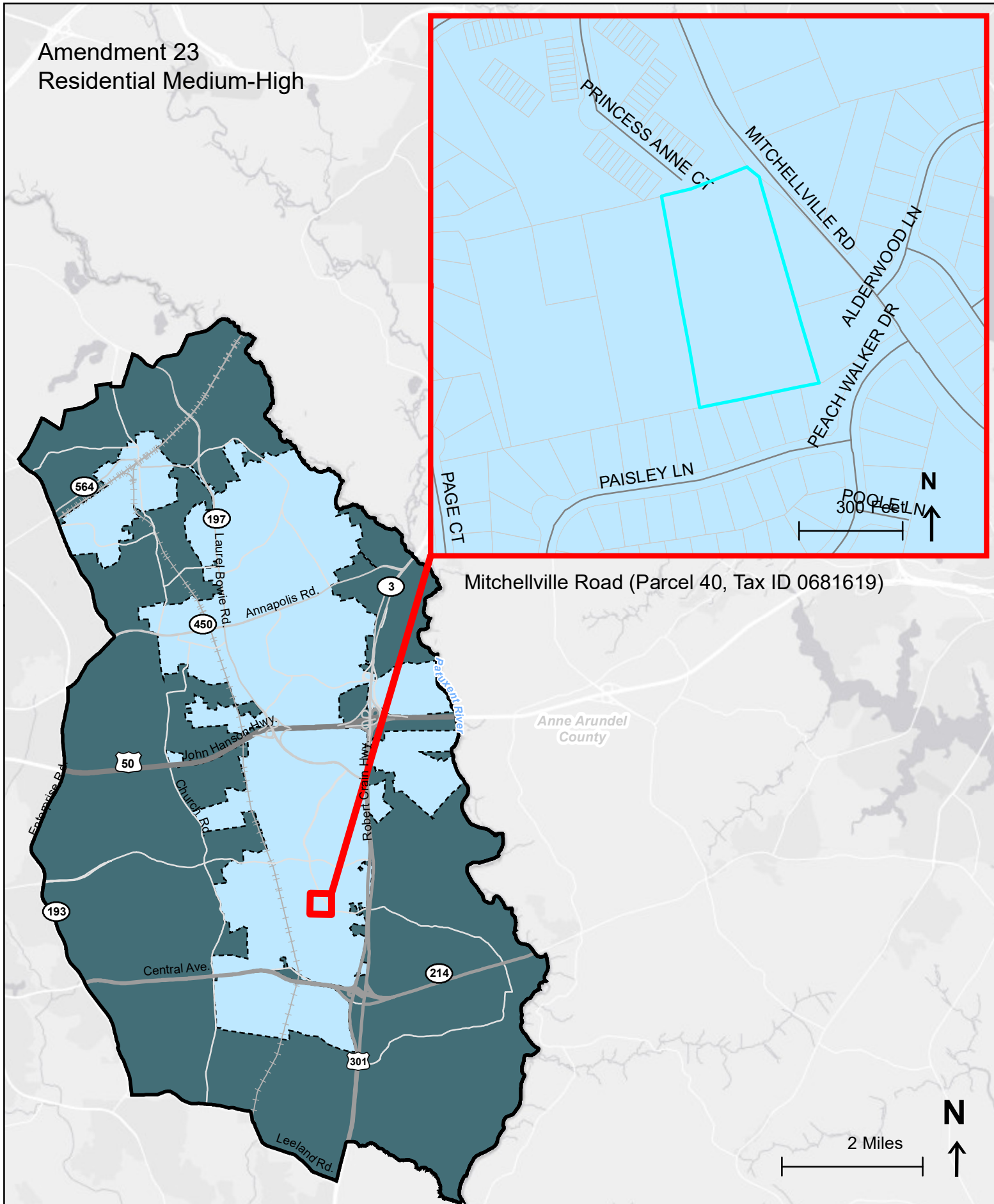


Master Plan Boundary

City of Bowie

Recommended Zoning

Amendment 23
Residential Medium-High



Mitchellville Road (Parcel 40, Tax ID 0681619)



Master Plan Boundary

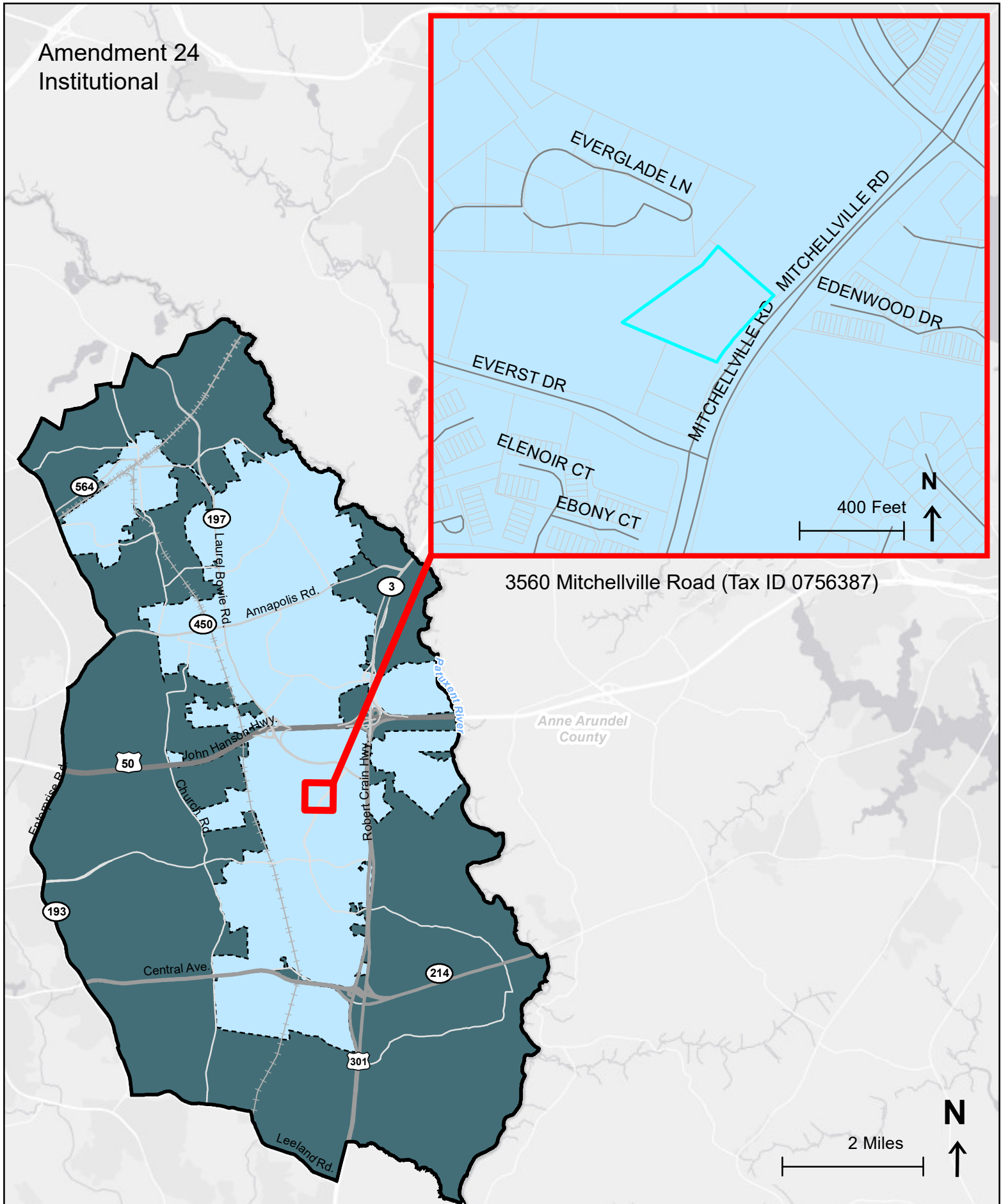


City of Bowie



Recommended Zoning

Amendment 24
Institutional

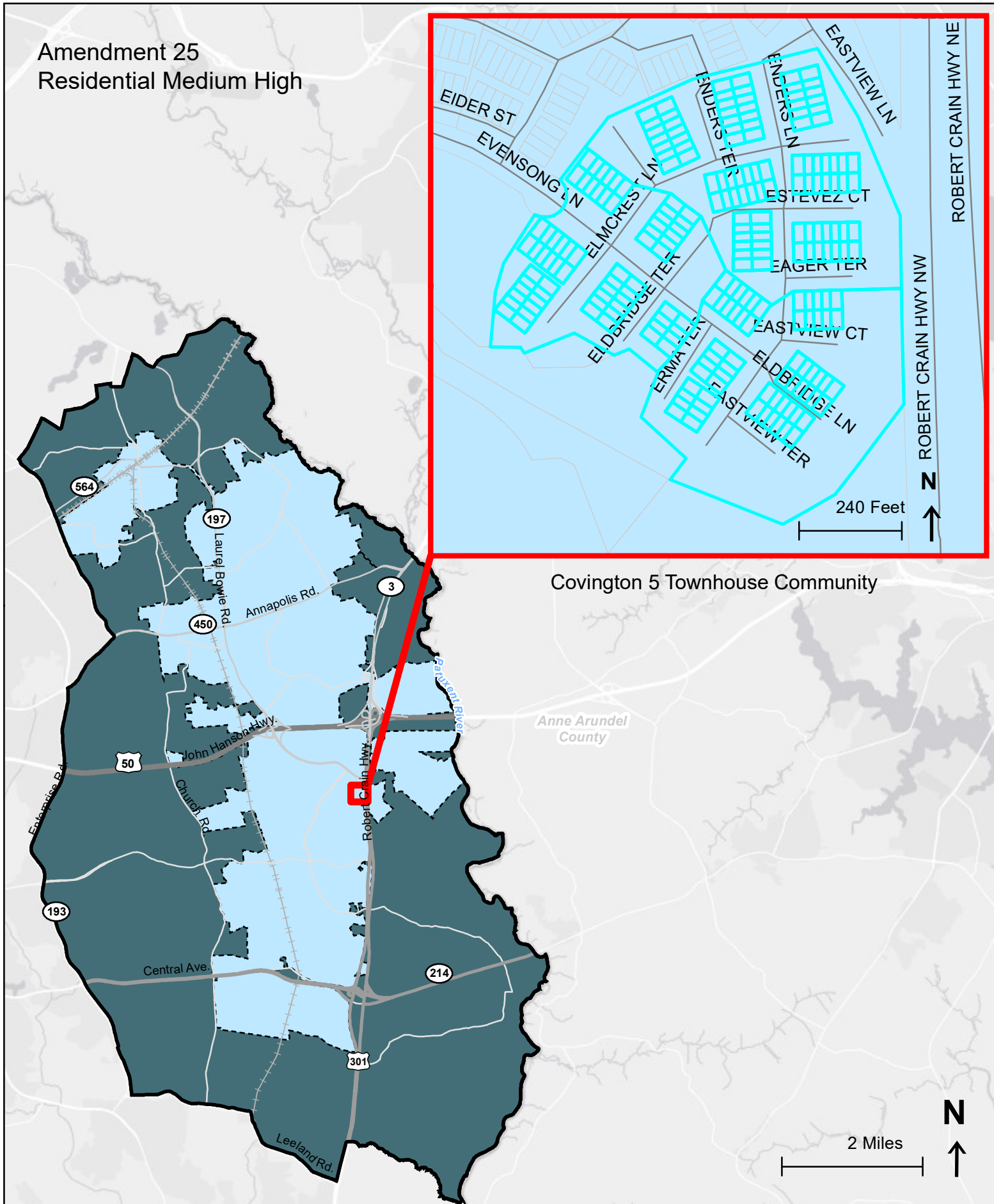


Master Plan Boundary

City of Bowie

Recommended Zoning

Amendment 25 Residential Medium High



Covington 5 Townhouse Community

Anne Arundel
County

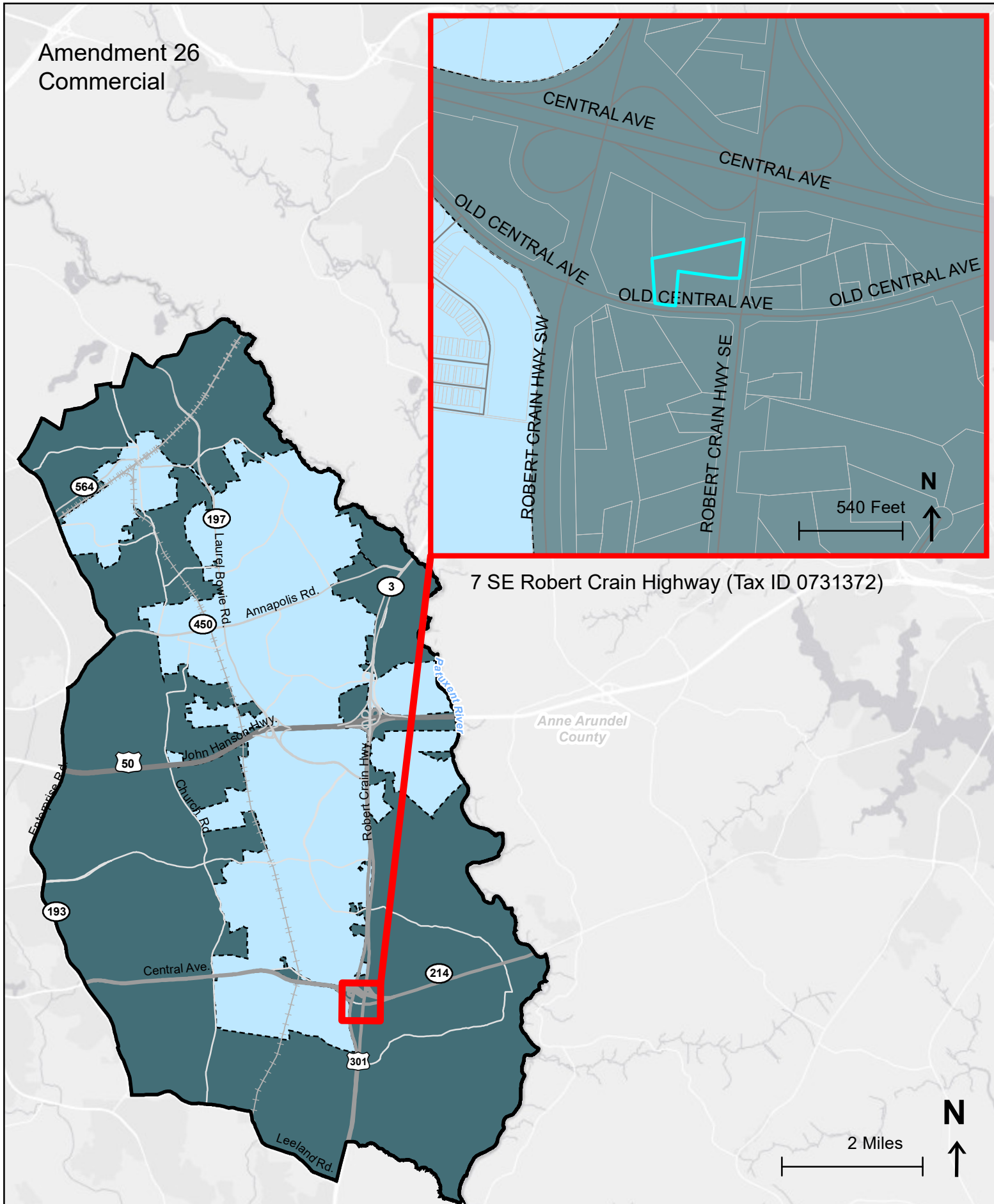
Master Plan Boundary

City of Bowie

Recommended Zoning

2 Miles
N
↑

Amendment 26
Commercial



7 SE Robert Crain Highway (Tax ID 0731372)

Anne Arundel
County

Master Plan Boundary

City of Bowie

Recommended Zoning

Attachment H: East Old Town Bowie Tax IDs

East Old Town Bowie	
Address	Tax ID
Account Unknown	9999999
Pine Avenue	1630458
Pine Avenue	1659408
Pine Avenue	1625177
Pine Avenue	1625185
Pine Avenue	1628874
Pine Avenue	1659010
Pine Avenue	1625359
Pine Avenue	1590454
Pine Avenue	1692730
Pine Avenue	1611821
Pine Avenue	1624972
Pine Avenue	1624980
8510 Triple Crown Road	1706803
Triple Crown Road	1706829
13325 11th Street	1701408
13410 11th Street	1640838
11th Street	1611474
11th Street	1611474
11th Street	1611474
13412 11th Street	1610054
13400 11th Street	1640820
13323 11th Street	1692821
13411 11th Street	1591353
13331 11th Street	1591387

Attachment I: Princeton Square Townhouse Community Tax IDs

Princeton Square Community	
Address	Tax ID
14962 London Lane	0689612
14960 London Lane	0689638
14958 London Lane	0689646
14956 London Lane	0689653
14954 London Lane	0689661
14952 London Lane	0689679
14950 London Lane	0689687
14948 London Lane	0689695
14946 London Lane	0689703
14944 London Lane	0689711
14942 London Lane	0689729
14940 London Lane	0689737
14938 London Lane	0689745
14936 London Lane	0689752
14934 London Lane	0689760
14932 London Lane	0689778
14930 London Lane	0689786
14928 London Lane	0689794
14926 London Lane	0689802
14924 London Lane	0689810
14922 London Lane	0689828
14920 London Lane	0689836
14918 London Lane	0689844
14916 London Lane	0689851
14914 London Lane	0689869
14912 London Lane	0689877
14910 London Lane	0689885
14908 London Lane	0689893
14906 London Lane	0689901
14904 London Lane	0689919
14902 London Lane	0689927
14900 London Lane	0689935
14858 London Lane	0689943
14856 London Lane	0689950
14854 London Lane	0689968
14852 London Lane	0689976
14850 London Lane	0689984
14848 London Lane	0689992
14846 London Lane	0690008
14844 London Lane	0690016
14842 London Lane	0690024
14840 London Lane	0690032
14838 London Lane	0690040
14836 London Lane	0690057
14834 London Lane	0690065

Princeton Square Community	
Address	Tax ID
14832 London Lane	0690073
14830 London Lane	0690081
14943 London Lane	0690099
14945 London Lane	0690107
14947 London Lane	0690115
14949 London Lane	0690123
14951 London Lane	0690131
14953 London Lane	0690149
14941 London Lane	0690156
14939 London Lane	0690164
14937 London Lane	0690172
14935 London Lane	0690180
14933 London Lane	0690198
14931 London Lane	0690206
14929 London Lane	0690214
14927 London Lane	0690222
14915 London Lane	0690230
14917 London Lane	0690248
14919 London Lane	0690255
14921 London Lane	0690263
14923 London Lane	0690271
14925 London Lane	0690289
14901 London Lane	0690297
14903 London Lane	0690305
14905 London Lane	0690313
14907 London Lane	0690321
14909 London Lane	0690339
14911 London Lane	0690347
14913 London Lane	0690354
14818 London Lane	0690388
14820 London Lane	0690396
14822 London Lane	0690404
14824 London Lane	0690412
14826 London Lane	0690420
14828 London Lane	0690438
14816 London Lane	0690446
14814 London Lane	0690453
14812 London Lane	0690461
14810 London Lane	0690479
14808 London Lane	0690487
14806 London Lane	0690495
14804 London Lane	0690503
14802 London Lane	0690511
14800 London Lane	0690529
14835 London Lane	0690537

Attachment I: Princeton Square Townhouse Community Tax IDs

Princeton Square Community	
Address	Tax ID
14833 London Lane	0690545
14831 London Lane	0690552
14829 London Lane	0690560
14827 London Lane	0690578
14825 London Lane	0690586
14823 London Lane	0690594
14821 London Lane	0690602
14811 London Lane	0690610
14813 London Lane	0690628
14815 London Lane	0690636
14817 London Lane	0690644
14819 London Lane	0690651
14801 London Lane	0690669
14803 London Lane	0690677
14805 London Lane	0690685
14807 London Lane	0690693
14809 London Lane	0690701
14769 London Lane	0690719
14771 London Lane	0690727
14773 London Lane	0690735
14775 London Lane	0690743
14777 London Lane	0690750
14779 London Lane	0690768
14781 London Lane	0690776
14759 London Lane	0690784
14761 London Lane	0690792
14763 London Lane	0690800
14765 London Lane	0690818
14767 London Lane	0690826
14747 London Lane	0690834
14749 London Lane	0690842
14751 London Lane	0690859
14753 London Lane	0690867
14755 London Lane	0690875
14757 London Lane	0690883
14735 London Lane	0690891
14737 London Lane	0690909
14739 London Lane	0690917
14741 London Lane	0690925
14743 London Lane	0690933
14745 London Lane	0690941
14727 London Lane	0690958
14729 London Lane	0690966
14731 London Lane	0690974

Princeton Square Community	
Address	Tax ID
14733 London Lane	0690982
14719 London Lane	0690990
14721 London Lane	0691006
14723 London Lane	0691014
14725 London Lane	0691022
14717 London Lane	0691030
14715 London Lane	0691048
14713 London Lane	0691055
14711 London Lane	0691063
14701 London Lane	0708974
14703 London Lane	0708982
14705 London Lane	0708990
14707 London Lane	0709006
14709 London Lane	0709014
4619 Langston Drive	0709022
4621 Langston Drive	0709030
4623 Langston Drive	0709048
4625 Langston Drive	0709055
4617 Langston Drive	0709063
4615 Langston Drive	0709071
4613 Langston Drive	0709089
4611 Langston Drive	0709097
4601 Langston Drive	0709105
4603 Langston Drive	0709113
4605 Langston Drive	0709121
4607 Langston Drive	0709139
4609 Langston Drive	0709147
4608 Langston Drive	0709154
4606 Langston Drive	0709162
4604 Langston Drive	0709170
4602 Langston Drive	0709188
4600 Langston Drive	0709196
4620 Langston Drive	0709204
4618 Langston Drive	0709212
4616 Langston Drive	0709220
4614 Langston Drive	0709238
4612 Langston Drive	0709246
4610 Langston Drive	0709253
4632 Langston Drive	0709261
4630 Langston Drive	0709279
4628 Langston Drive	0709287
4626 Langston Drive	0709295
4624 Langston Drive	0709303
4622 Langston Drive	0709311

Attachment I: Princeton Square Townhouse Community Tax IDs

Princeton Square Community	
Address	Tax ID
14587 London Lane	0709329
14589 London Lane	0709337
14591 London Lane	0709345
14593 London Lane	0709352
14595 London Lane	0709360
14597 London Lane	0709378
14599 London Lane	0709386
14571 London Lane	0709394
14573 London Lane	0709402
14575 London Lane	0709410
14577 London Lane	0709428
14579 London Lane	0709436
14581 London Lane	0709444
14583 London Lane	0709451
14585 London Lane	0709469
14537 London Lane	0709477
14535 London Lane	0709485
14533 London Lane	0709493
14531 London Lane	0709501
14529 London Lane	0709519
14527 London Lane	0709527
14525 London Lane	0709535
14517 London Lane	0709543
14519 London Lane	0709550
14521 London Lane	0709568
14523 London Lane	0709576
14501 London Lane	0709584
14503 London Lane	0709592
14505 London Lane	0709600
14507 London Lane	0709618
14509 London Lane	0709626
14511 London Lane	0709634
14513 London Lane	0709642
14515 London Lane	0709659
14673 London Lane	0709683
14671 London Lane	0709691
14669 London Lane	0709709
14667 London Lane	0709717
14665 London Lane	0709725
14663 London Lane	0709733
14661 London Lane	0709741
14659 London Lane	0709758
14657 London Lane	0709766
14655 London Lane	0709774

Princeton Square Community	
Address	Tax ID
14653 London Lane	0709782
14651 London Lane	0709790
14649 London Lane	0709808
14647 London Lane	0709816
14645 London Lane	0709824
14643 London Lane	0709832
14641 London Lane	0709840
14625 London Lane	0709857
14627 London Lane	0709865
14629 London Lane	0709873
14631 London Lane	0709881
14633 London Lane	0709899
14635 London Lane	0709907
14637 London Lane	0709915
14639 London Lane	0709923
14613 London Lane	0709931
14615 London Lane	0709949
14617 London Lane	0709956
14619 London Lane	0709964
14621 London Lane	0709972
14623 London Lane	0709980
14601 London Lane	0709998
14603 London Lane	0710004
14605 London Lane	0710012
14607 London Lane	0710020
14609 London Lane	0710038
14611 London Lane	0710046
14557 London Lane	0710053
14559 London Lane	0710061
14561 London Lane	0710079
14563 London Lane	0710087
14565 London Lane	0710095
14567 London Lane	0710103
14569 London Lane	0710111
14547 London Lane	0710129
14549 London Lane	0710137
14551 London Lane	0710145
14553 London Lane	0710152
14555 London Lane	0710160
14545 London Lane	0710178
14543 London Lane	0710186
14541 London Lane	0710194
14539 London Lane	0710202
14500 London Lane	0819151

Attachment I: Princeton Square Townhouse Community Tax IDs

Princeton Square Community	
Address	Tax ID
14502 London Lane	0819169
14504 London Lane	0819177
14506 London Lane	0819185
14508 London Lane	0819193
14510 London Lane	0819201
14512 London Lane	0819219
14514 London Lane	0819227
14516 London Lane	0819235
14518 London Lane	0819243
14520 London Lane	0819250
14522 London Lane	0819268
14524 London Lane	0819276
14526 London Lane	0819284
14528 London Lane	0819292
14530 London Lane	0819300
14532 London Lane	0819318
14534 London Lane	0819326
14536 London Lane	0819334
14538 London Lane	0819342
14540 London Lane	0819359
14542 London Lane	0819367
14544 London Lane	0819375
14546 London Lane	0819383
14548 London Lane	0819391
14550 London Lane	0819409
14552 London Lane	0819417
14554 London Lane	0819425
14556 London Lane	0819433
14558 London Lane	0819441
14560 London Lane	0819458
14562 London Lane	0819466
14564 London Lane	0819474
14566 London Lane	0819482
14568 London Lane	0819490
14570 London Lane	0819508
14572 London Lane	0819516
14574 London Lane	0819524
14576 London Lane	0819532
14578 London Lane	0819540
14600 London Lane	0819557
14602 London Lane	0819565
14604 London Lane	0819573
14606 London Lane	0819581
14608 London Lane	0819599

Princeton Square Community	
Address	Tax ID
14610 London Lane	0819607
14612 London Lane	0819615
14614 London Lane	0819623
14616 London Lane	0819631
14618 London Lane	0819649
14620 London Lane	0819656
14622 London Lane	0819664
14624 London Lane	0819672
14626 London Lane	0819680
14628 London Lane	0819698
14630 London Lane	0819706
14632 London Lane	0819714
14634 London Lane	0819722
14636 London Lane	0819730
14638 London Lane	0819748
14640 London Lane	0819755
14642 London Lane	0819763
14644 London Lane	0819771
14646 London Lane	0819789
14648 London Lane	0819797

Attachment J: Covington 5 Townhouse Community Tax IDs

Covington 5 Townhouse Community	
Address	Tax ID
4000 Eastview Court	3116647
4002 Eastview Court	3116654
4004 Eastview Court	3116662
4006 Eastview Court	3116670
4008 Eastview Court	3116688
4011 Eastview Court	3116696
4009 Eastview Court	3116704
4007 Eastview Court	3116712
4005 Eastview Court	3116720
4003 Eastview Court	3116738
4001 Eastview Court	3116746
4000 Estevez Court	3117694
4002 Estevez Court	3117702
4004 Estevez Court	3117710
4006 Estevez Court	3117728
4008 Estevez Court	3117736
4010 Estevez Court	3117744
4012 Estevez Court	3117751
4013 Estevez Court	3117769
4011 Estevez Court	3117777
4009 Estevez Court	3117785
4007 Estevez Court	3117793
4005 Estevez Court	3117801
4003 Estevez Court	3117819
4001 Estevez Court	3117827
16500 Eldbridge Lane	3115888
16502 Eldbridge Lane	3115896
16504 Eldbridge Lane	3115904
16506 Eldbridge Lane	3115912
16508 Eldbridge Lane	3115920
16510 Eldbridge Lane	3115938
3701 Elmcrest Lane	3116142
3703 Elmcrest Lane	3116159
3705 Elmcrest Lane	3116167
3707 Elmcrest Lane	3116175
3709 Elmcrest Lane	3116183
3711 Elmcrest Lane	3116191
3610 Elmcrest Lane	3116209
3608 Elmcrest Lane	3116217
3606 Elmcrest Lane	3116225
3604 Elmcrest Lane	3116233
3602 Elmcrest Lane	3116241
3600 Elmcrest Lane	3116258
3622 Elmcrest Lane	3116266

Covington 5 Townhouse Community	
Address	Tax ID
3620 Elmcrest Lane	3116274
3618 Elmcrest Lane	3116282
3616 Elmcrest Lane	3116290
3614 Elmcrest Lane	3116308
3612 Elmcrest Lane	3116316
3700 Elmcrest Lane	3116324
3702 Elmcrest Lane	3116332
3704 Elmcrest Lane	3116340
3706 Elmcrest Lane	3116357
3708 Elmcrest Lane	3116365
3710 Elmcrest Lane	3116373
16501 Eldbridge Lane	3116381
16503 Eldbridge Lane	3116399
16505 Eldbridge Lane	3116407
16507 Eldbridge Lane	3116415
16509 Eldbridge Lane	3116423
16511 Eldbridge Lane	3116431
3801 Elmcrest Lane	3116449
3803 Elmcrest Lane	3116456
3805 Elmcrest Lane	3116464
3807 Elmcrest Lane	3116472
3809 Elmcrest Lane	3116480
3811 Elmcrest Lane	3116498
16700 Eldbridge Lane	3116753
16702 Eldbridge Lane	3116761
16704 Eldbridge Lane	3116779
16706 Eldbridge Lane	3116787
16708 Eldbridge Lane	3116795
16710 Eldbridge Lane	3116803
16711 Eldbridge Lane	3116811
16709 Eldbridge Lane	3116829
16707 Eldbridge Lane	3116837
16705 Eldbridge Lane	3116845
16703 Eldbridge Lane	3116852
16701 Eldbridge Lane	3116860
3714 Enders Lane	3116936
3712 Enders Lane	3116944
3710 Enders Lane	3116951
3708 Enders Lane	3116969
3706 Enders Lane	3116977
3704 Enders Lane	3116985
3702 Enders Lane	3116993
3700 Enders Lane	3117009
3810 Enders Lane	3117090

Attachment J: Covington 5 Townhouse Community Tax IDs

Covington 5 Townhouse Community	
Address	Tax ID
3808 Enders Lane	3117108
3806 Enders Lane	3117116
3804 Enders Lane	3117124
3802 Enders Lane	3117132
3800 Enders Lane	3117140
16600 Eldbridge Lane	3117157
16602 Eldbridge Lane	3117165
16604 Eldbridge Lane	3117173
16606 Eldbridge Lane	3117181
16608 Eldbridge Lane	3117199
16610 Eldbridge Lane	3117207
4000 Enders Lane	3117439
4002 Enders Lane	3117447
4004 Enders Lane	3117454
4006 Enders Lane	3117462
4008 Enders Lane	3117470
4010 Enders Lane	3117488
4012 Enders Lane	3117496
4001 Enders Lane	3117504
4003 Enders Lane	3117512
4005 Enders Lane	3117520
4007 Enders Lane	3117538
4009 Enders Lane	3117546
4011 Enders Lane	3117553
16501 Eastview Lane	3117561
16503 Eastview Lane	3117579
16505 Eastview Lane	3117587
16507 Eastview Lane	3117595
16509 Eastview Lane	3117603
16511 Eastview Lane	3117611
4013 Elmcrest Lane	3117629
4011 Elmcrest Lane	3117637
4009 Elmcrest Lane	3117645
4007 Elmcrest Lane	3117652
4005 Elmcrest Lane	3117660
4003 Elmcrest Lane	3117678
4001 Elmcrest Lane	3117686
3901 Elmcrest Lane	3117900
3903 Elmcrest Lane	3117918
3905 Elmcrest Lane	3117926
3907 Elmcrest Lane	3117934
3909 Elmcrest Lane	3117942
3911 Elmcrest Lane	3117959
3913 Elmcrest Lane	3117967

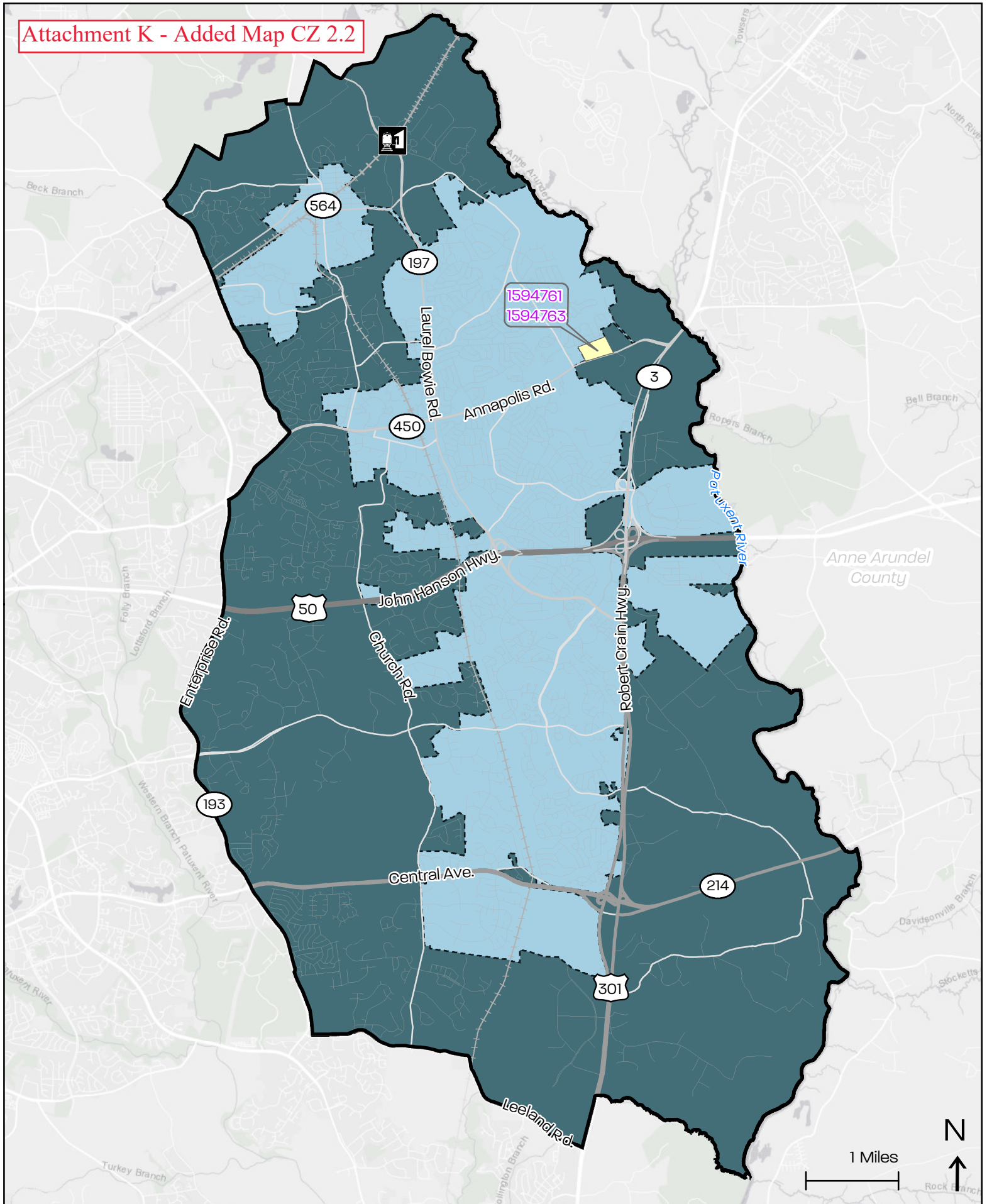
Covington 5 Townhouse Community	
Address	Tax ID
3910 Enders Lane	3118049
3908 Enders Lane	3118056
3906 Enders Lane	3118064
3904 Enders Lane	3118072
3902 Enders Lane	3118080
3900 Enders Lane	3118098
16511 Elmcrest Terrace	3115946
16509 Elmcrest Terrace	3115953
16507 Elmcrest Terrace	3115961
16505 Elmcrest Terrace	3115979
16503 Elmcrest Terrace	3115987
16501 Elmcrest Terrace	3115995
3706 Erma Terrace	3116001
3704 Erma Terrace	3116019
3702 Erma Terrace	3116027
3700 Erma Terrace	3116035
3703 Eldbridge Terrace	3116043
3705 Eldbridge Terrace	3116050
3707 Eldbridge Terrace	3116068
3709 Eldbridge Terrace	3116076
3710 Eldbridge Terrace	3116084
3708 Eldbridge Terrace	3116092
3706 Eldbridge Terrace	3116100
3704 Eldbridge Terrace	3116118
3702 Eldbridge Terrace	3116126
3700 Eldbridge Terrace	3116134
3800 Eldbridge Terrace	3116506
3802 Eldbridge Terrace	3116514
3804 Eldbridge Terrace	3116522
3806 Eldbridge Terrace	3116530
3808 Eldbridge Terrace	3116548
3810 Eldbridge Terrace	3116555
4009 Eager Terrace	3116597
4007 Eager Terrace	3116605
4005 Eager Terrace	3116613
4003 Eager Terrace	3116621
4001 Eager Terrace	3116639
16600 Eastview Terrace	3116878
16602 Eastview Terrace	3116886
16604 Eastview Terrace	3116894
16606 Eastview Terrace	3116902
16608 Eastview Terrace	3116910
16610 Eastview Terrace	3116928
3601 Erma Terrace	3117017

Attachment J: Covington 5 Townhouse Community Tax IDs

Covington 5 Townhouse Community	
Address	Tax ID
3603 Erma Terrace	3117025
3605 Erma Terrace	3117033
3607 Erma Terrace	3117041
3701 Erma Terrace	3117058
3703 Erma Terrace	3117066
3705 Erma Terrace	3117074
3707 Erma Terrace	3117082
16500 Elmcrest Terrace	3117223
16502 Elmcrest Terrace	3117231
16504 Elmcrest Terrace	3117249
16506 Elmcrest Terrace	3117256
16508 Elmcrest Terrace	3117264
16510 Elmcrest Terrace	3117272
16512 Elmcrest Terrace	3117280
16513 Enders Terrace	3117298
16511 Enders Terrace	3117306
16509 Enders Terrace	3117314
16507 Enders Terrace	3117322
16505 Enders Terrace	3117330
16503 Enders Terrace	3117348
16501 Enders Terrace	3117355
16500 Enders Terrace	3117363
16502 Enders Terrace	3117371
16504 Enders Terrace	3117389
16506 Enders Terrace	3117397
16508 Enders Terrace	3117405
16510 Enders Terrace	3117413
16512 Enders Terrace	3117421
4000 Eager Terrace	3117835
4002 Eager Terrace	3117843
4004 Eager Terrace	3117850
4006 Eager Terrace	3117868
4008 Eager Terrace	3117876
4010 Eager Terrace	3117884
4012 Eager Terrace	3117892
3910 Eldbridge Terrace	3117983
3908 Eldbridge Terrace	3117991
3906 Eldbridge Terrace	3118007
3904 Eldbridge Terrace	3118015
3902 Eldbridge Terrace	3118023
3900 Eldbridge Terrace	3118031
3811 Eldbridge Terrace	3118106
3809 Eldbridge Terrace	3118114
3807 Eldbridge Terrace	3118122

Covington 5 Townhouse Community	
Address	Tax ID
3805 Eldbridge Terrace	3118130
3803 Eldbridge Terrace	3118148
3801 Eldbridge Terrace	3118155
3912 Eldbridge Terrace	3117975

Attachment K - Added Map CZ 2.2



CZ 2.2 Zoning Recommendations

Master Plan Boundary

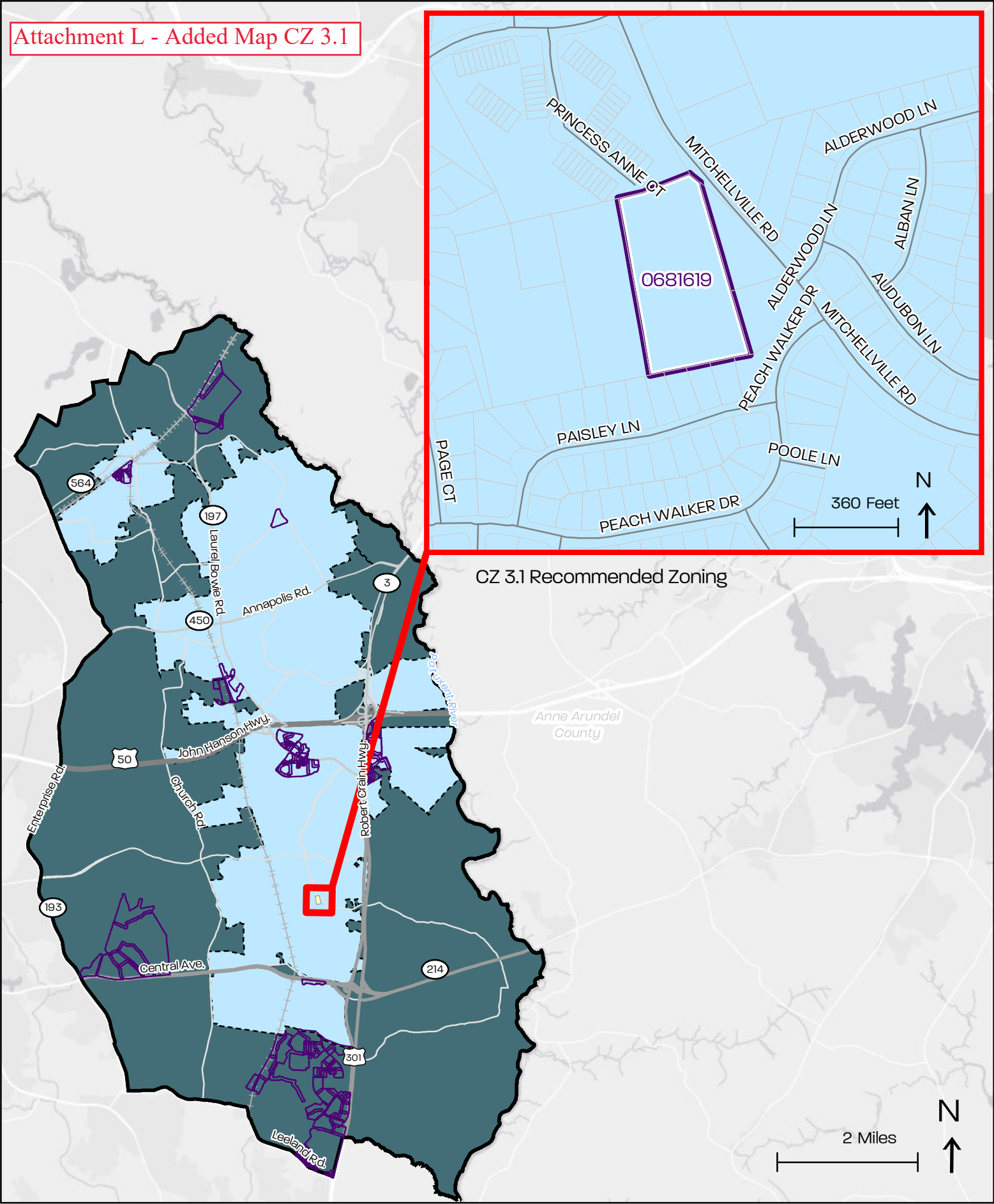
City of Bowie



Bowie State MARC Station

Railroad

Attachment L - Added Map CZ 3.1



Master Plan Boundary

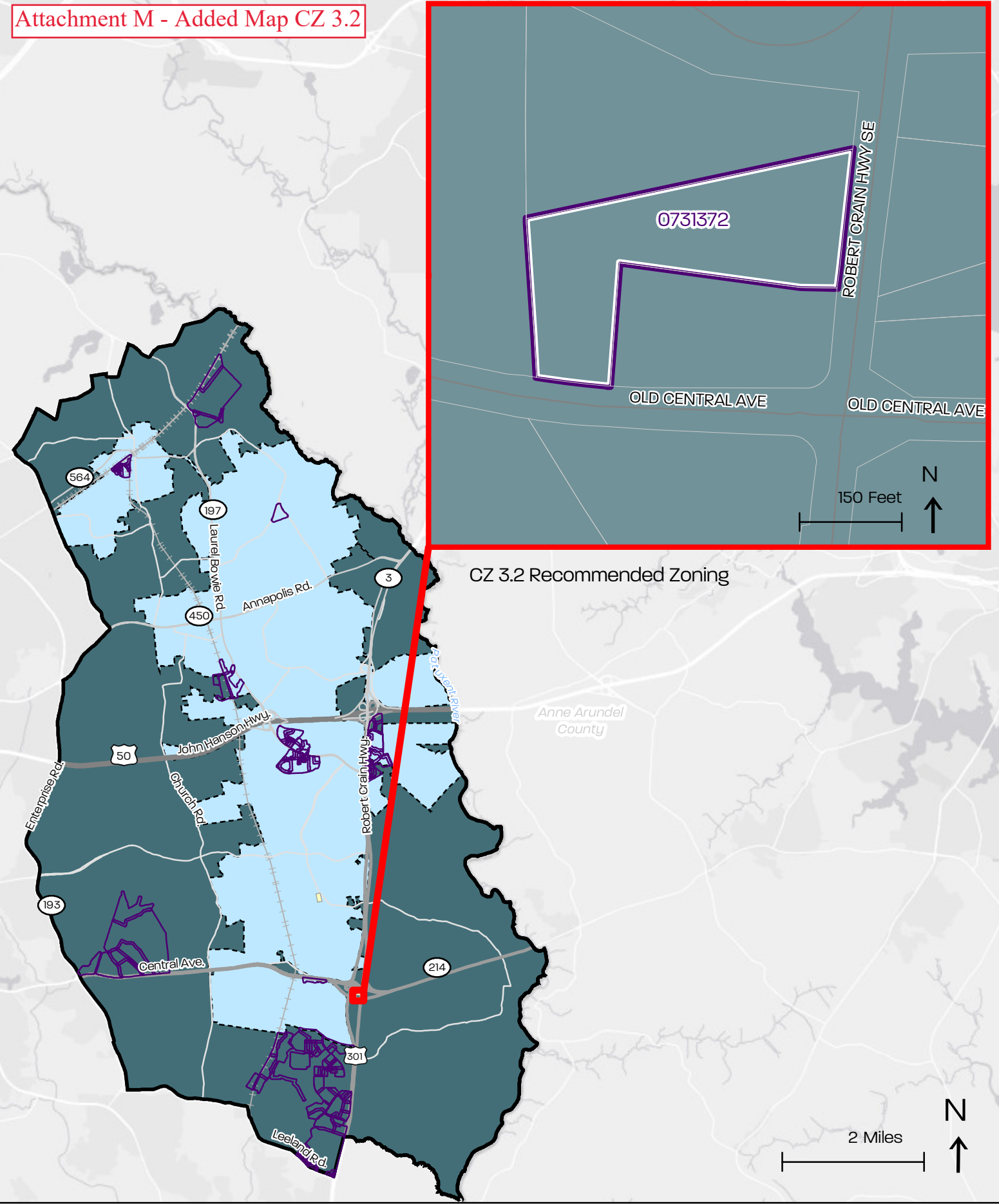


City of Bowie



Recommended Zoning

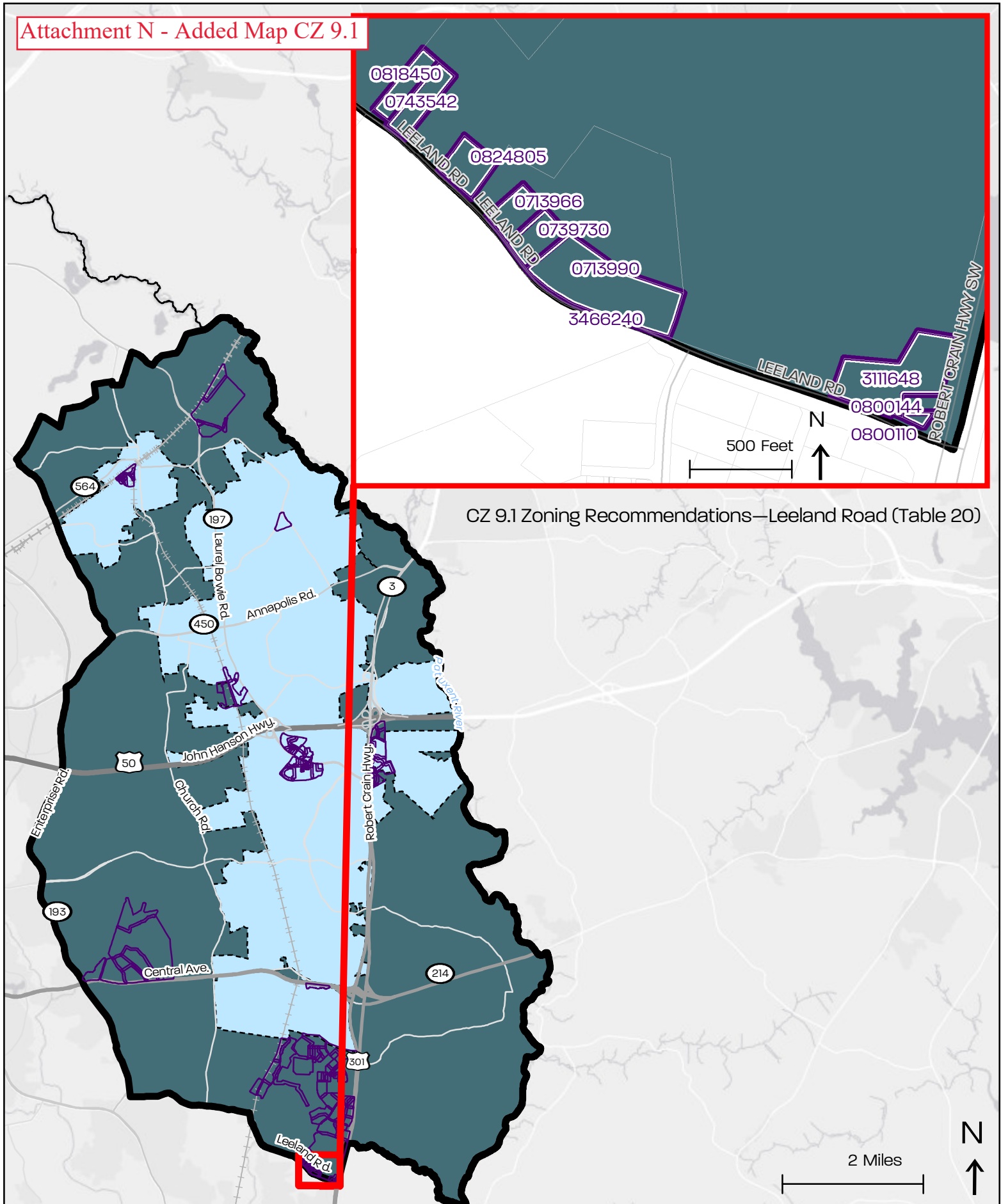
Attachment M - Added Map CZ 3.2



CZ 3.2 Recommended Zoning

Master Plan Boundary City of Bowie Recommended Zoning

Attachment N - Added Map CZ 9.1



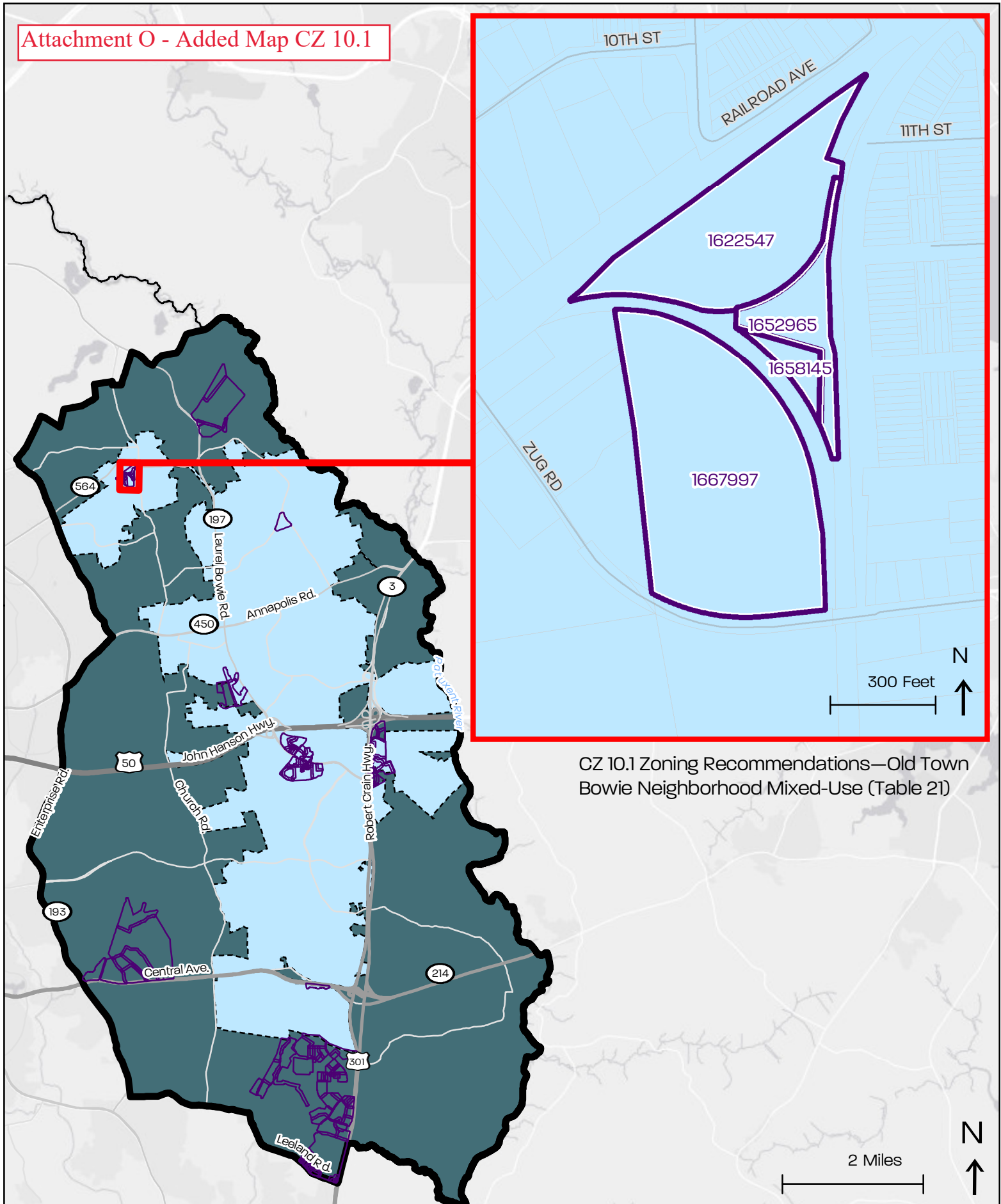
CZ 9.1 Zoning Recommendations—Leeland Road (Table 20)

Master Plan Boundary

City of Bowie

Recommended Zoning

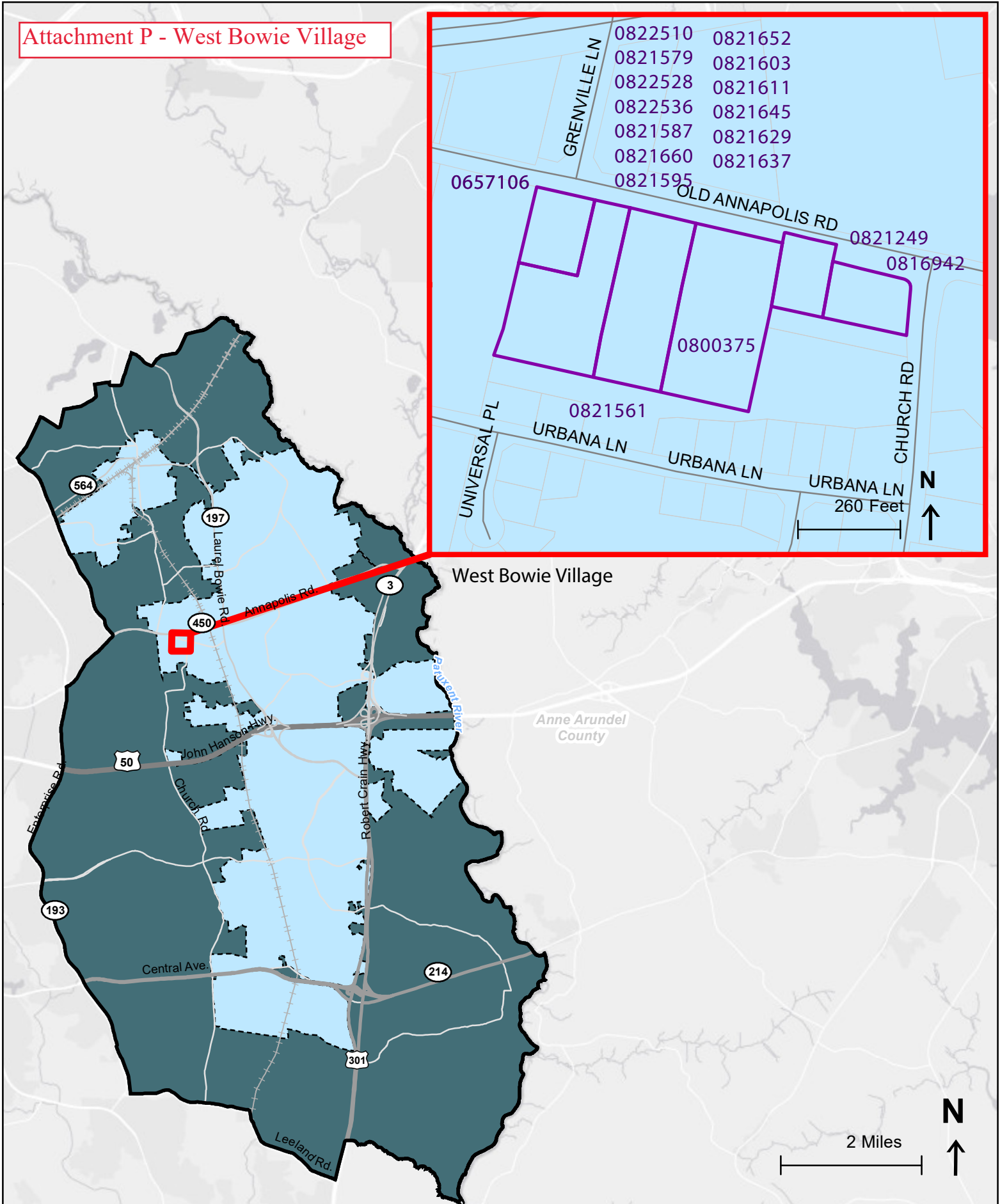
Attachment O - Added Map CZ 10.1



CZ 10.1 Zoning Recommendations—Old Town Bowie Neighborhood Mixed-Use (Table 21)

Master Plan Boundary City of Bowie Recommended Zoning

Attachment P - West Bowie Village

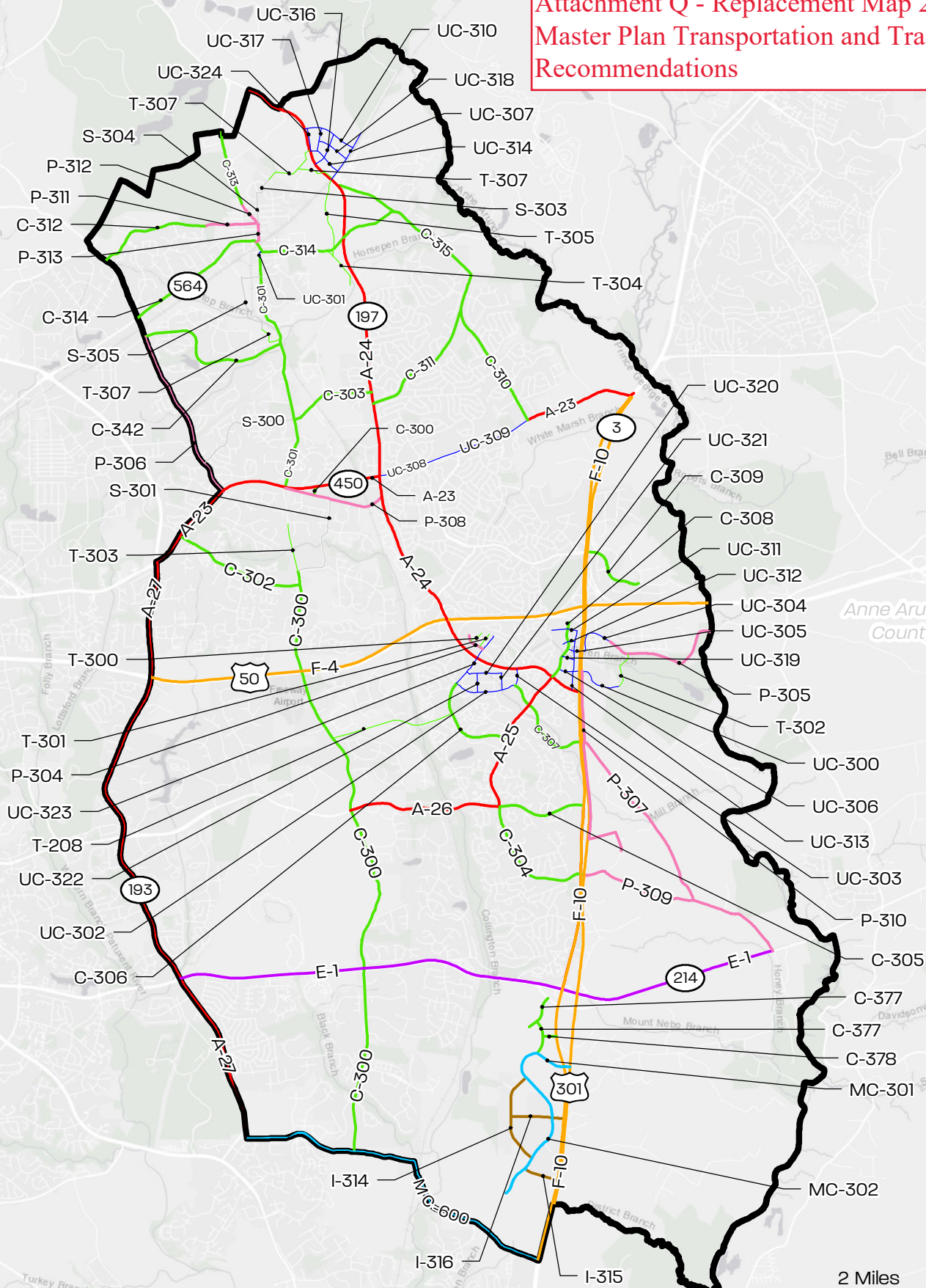


Master Plan Boundary


City of Bowie


Recommended Zoning

Attachment Q - Replacement Map 27. Master Plan Transportation and Trail Recommendations



12/1/2021

 Master Plan Boundary

 Recommended Street Types

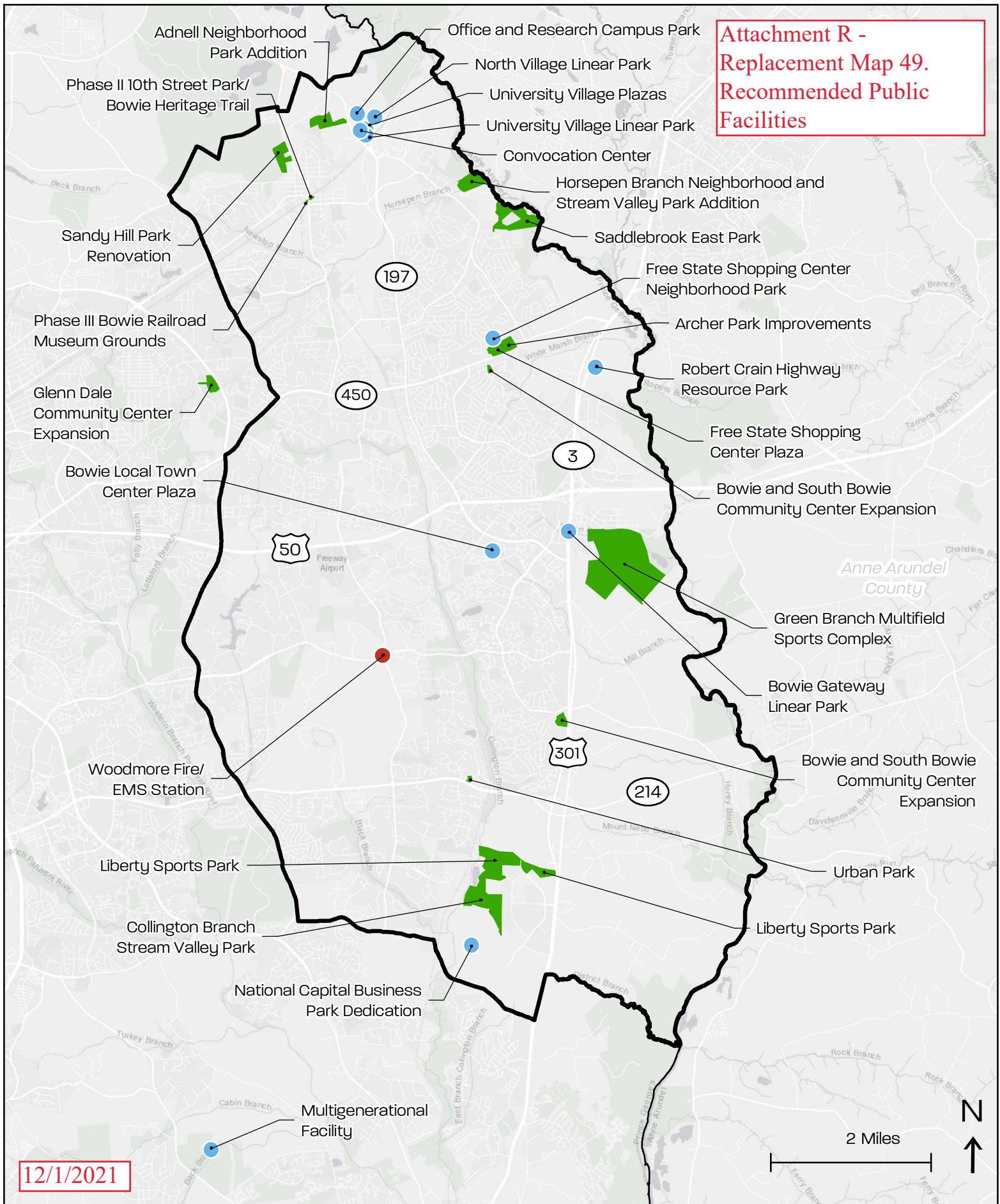
— Arterial
— Collector

— Expressway
— Freeway
— Industrial
— Major Collector

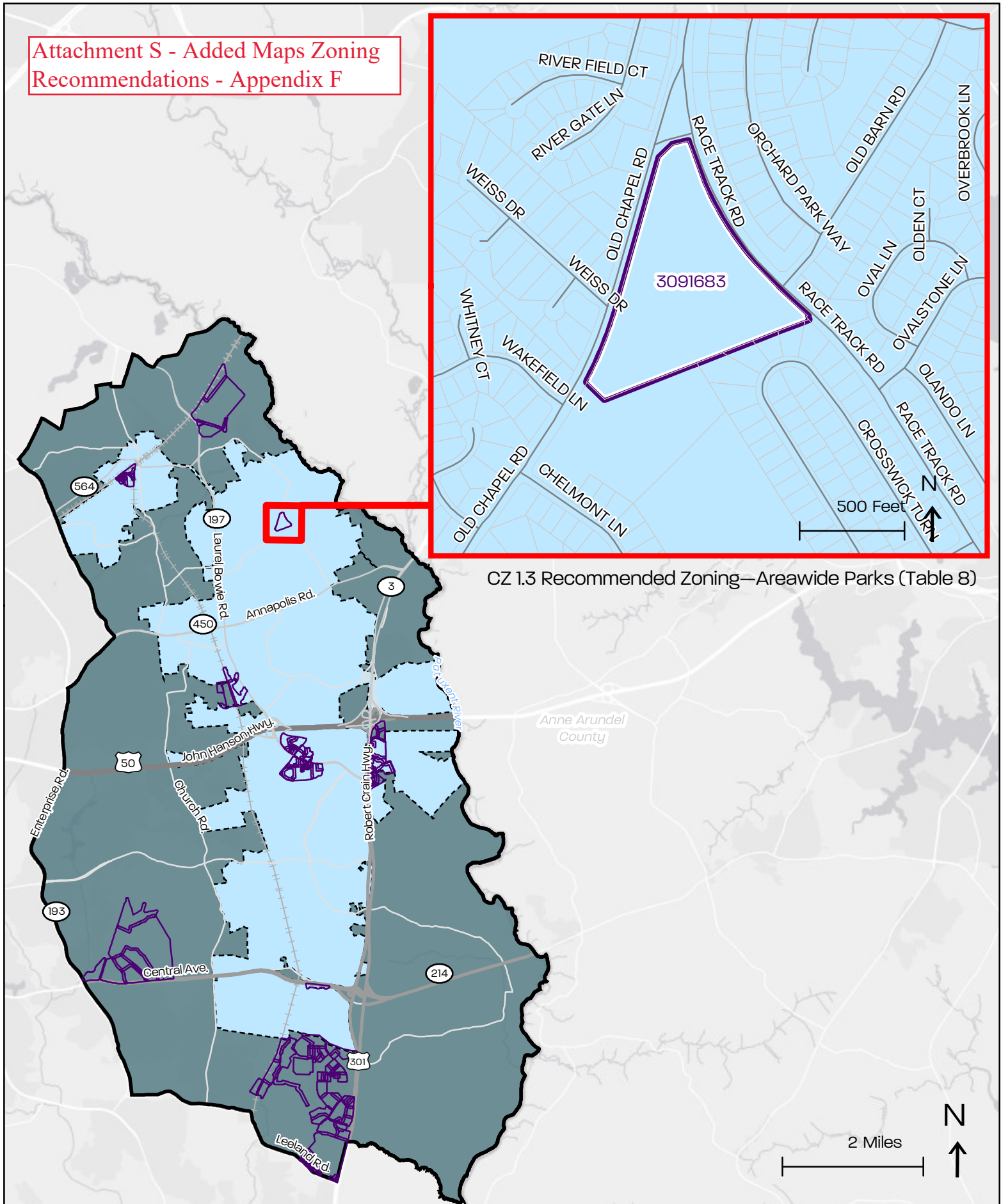
— Primary
— Secondary
— Urban Center
— Shared-Use Path

2 Miles

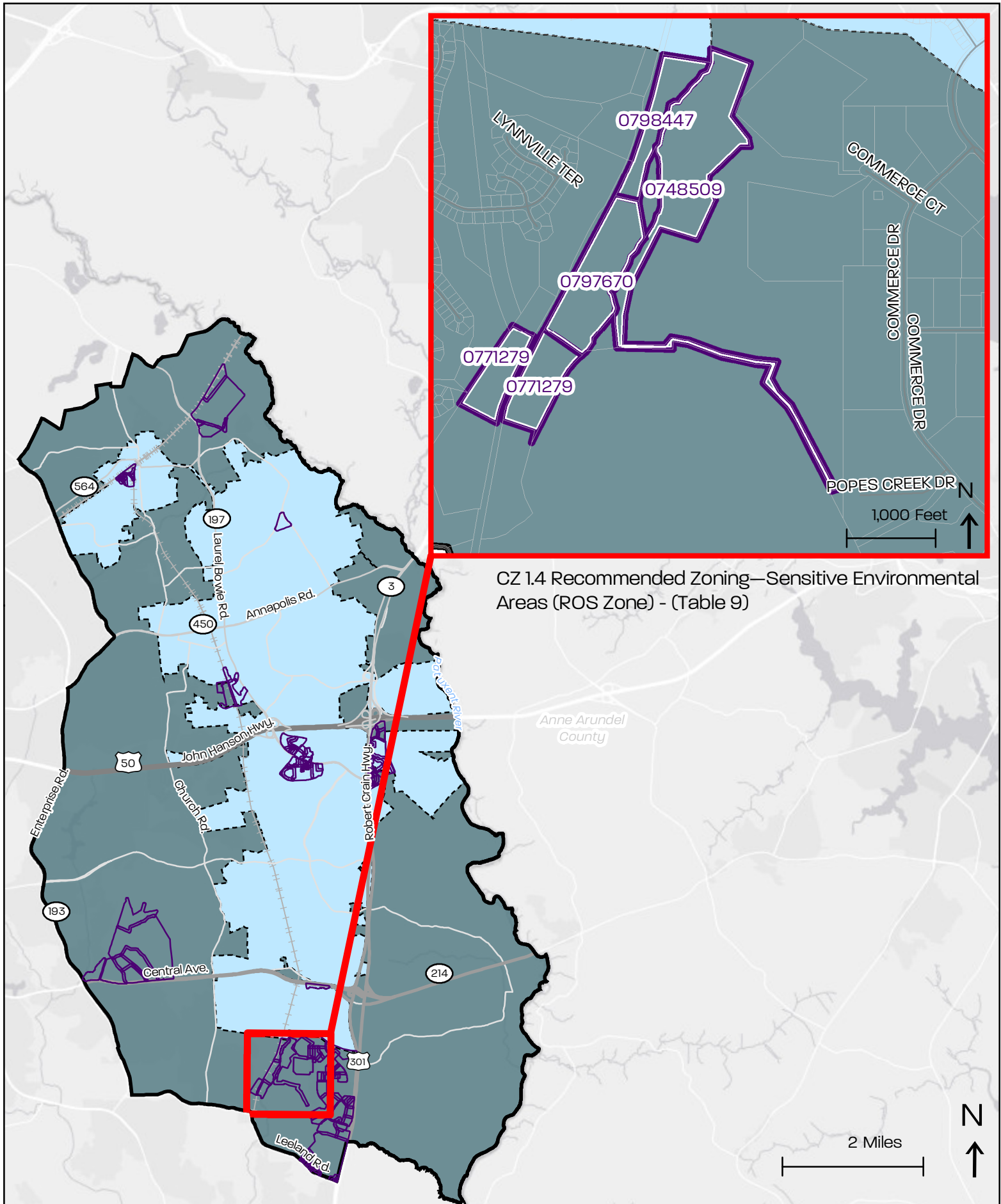
**Attachment R -
Replacement Map 49.
Recommended Public
Facilities**

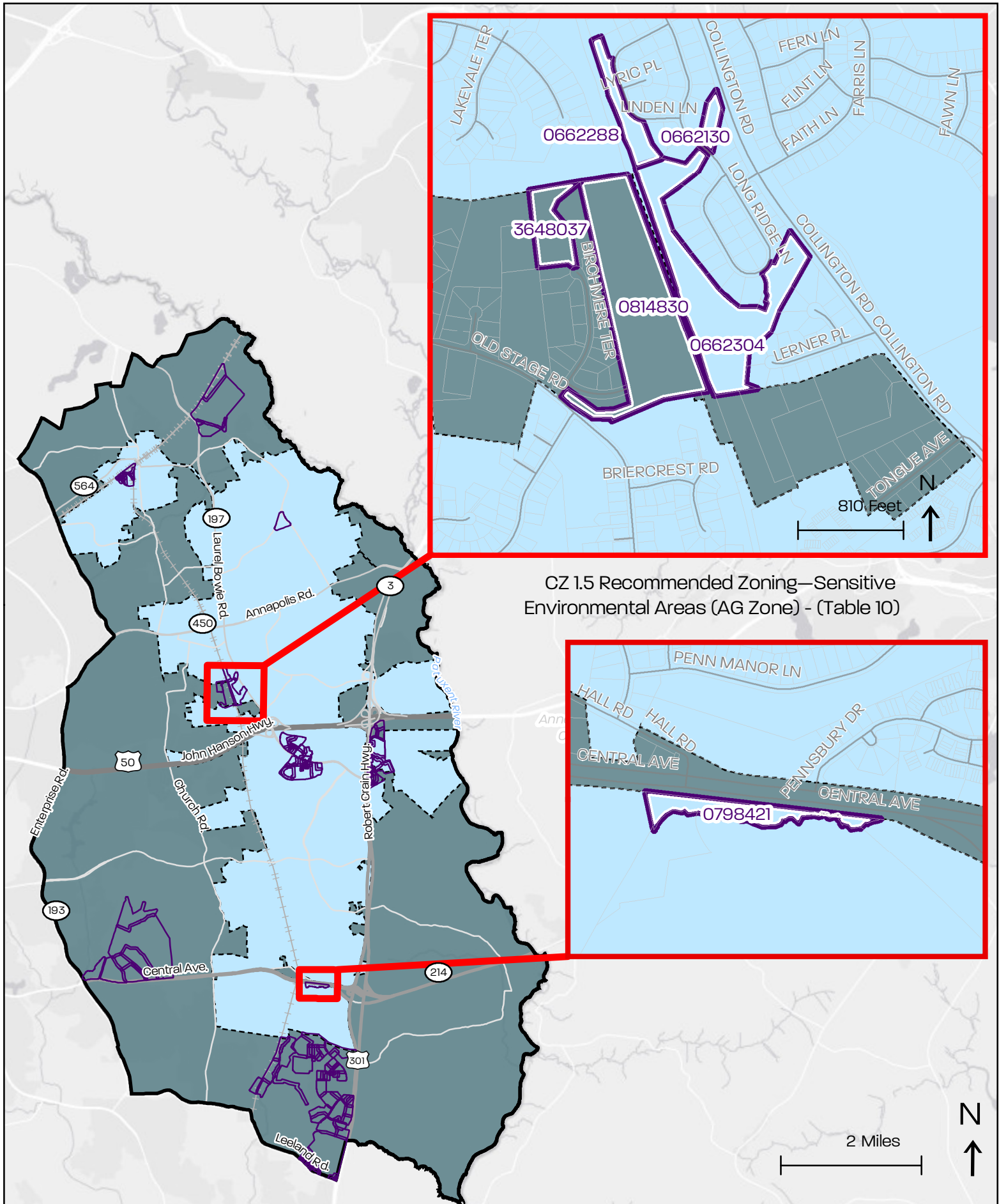


Attachment S - Added Maps Zoning
Recommendations - Appendix F

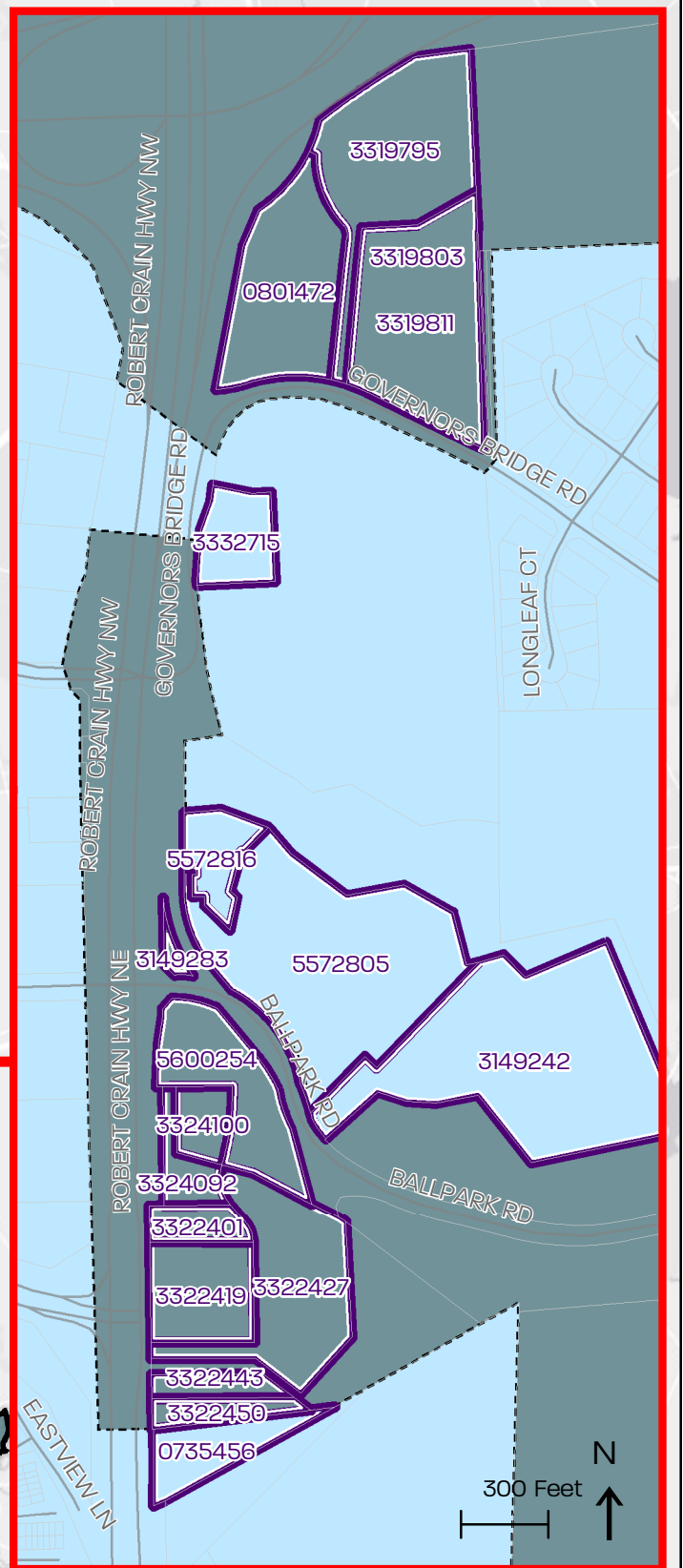
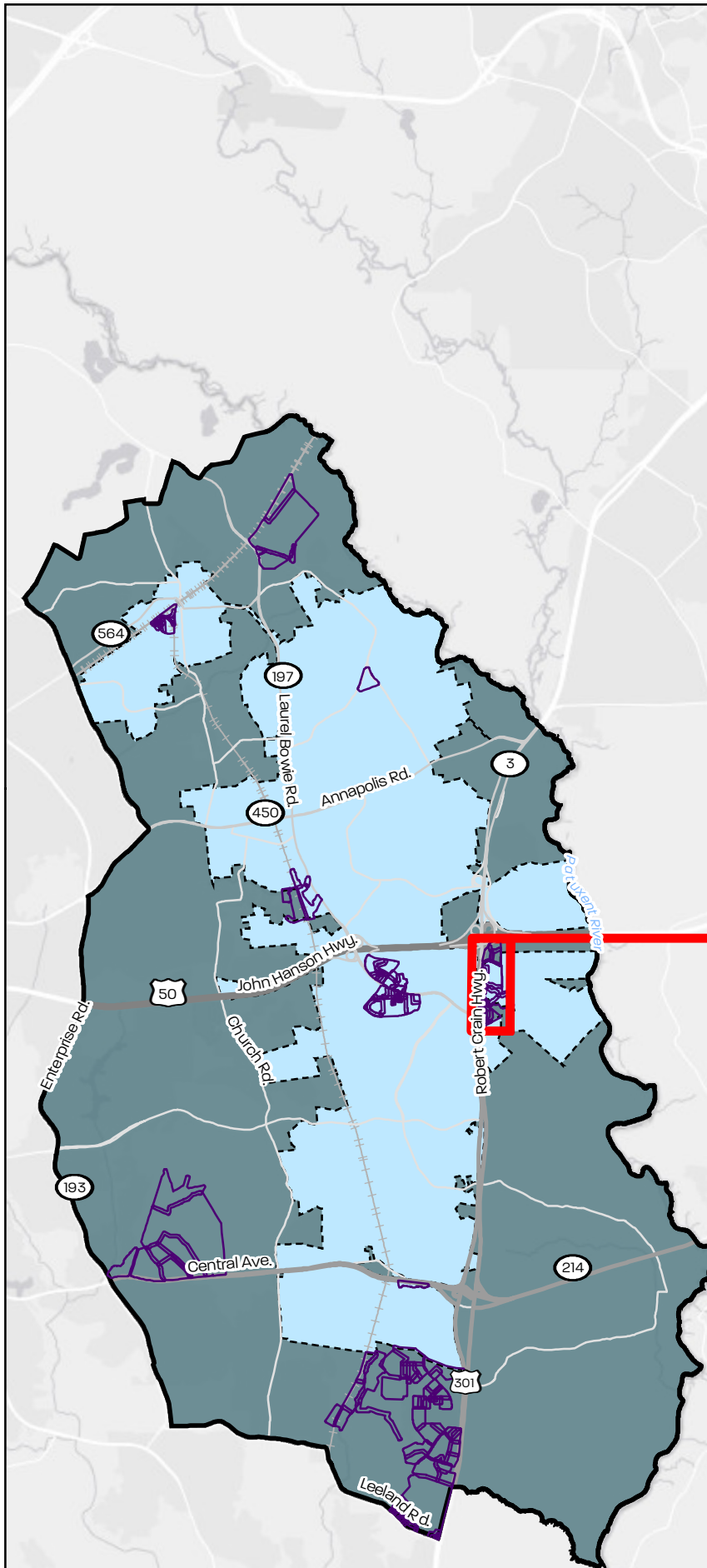


CZ 1.3 Recommended Zoning—Areawide Parks (Table 8)

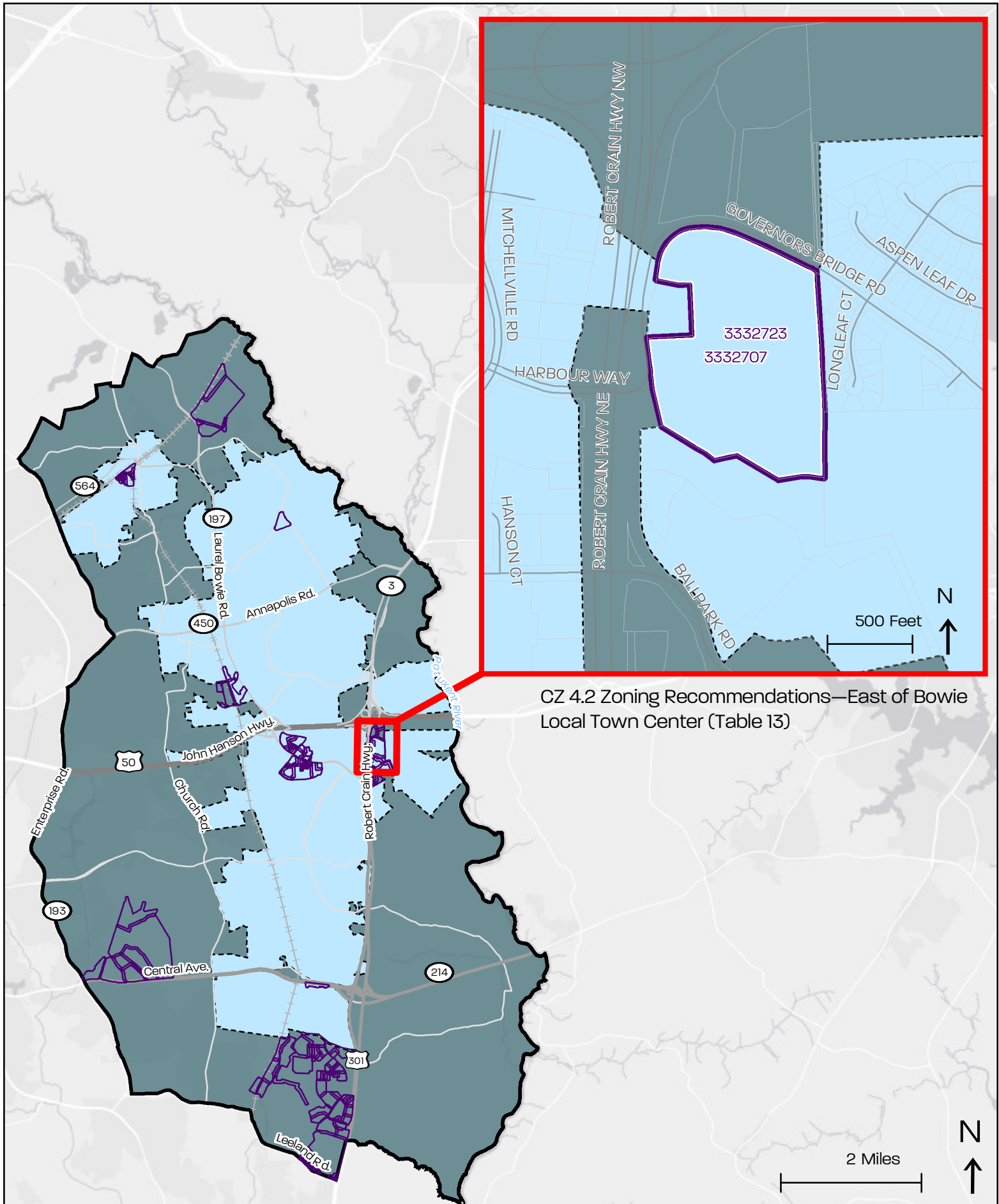




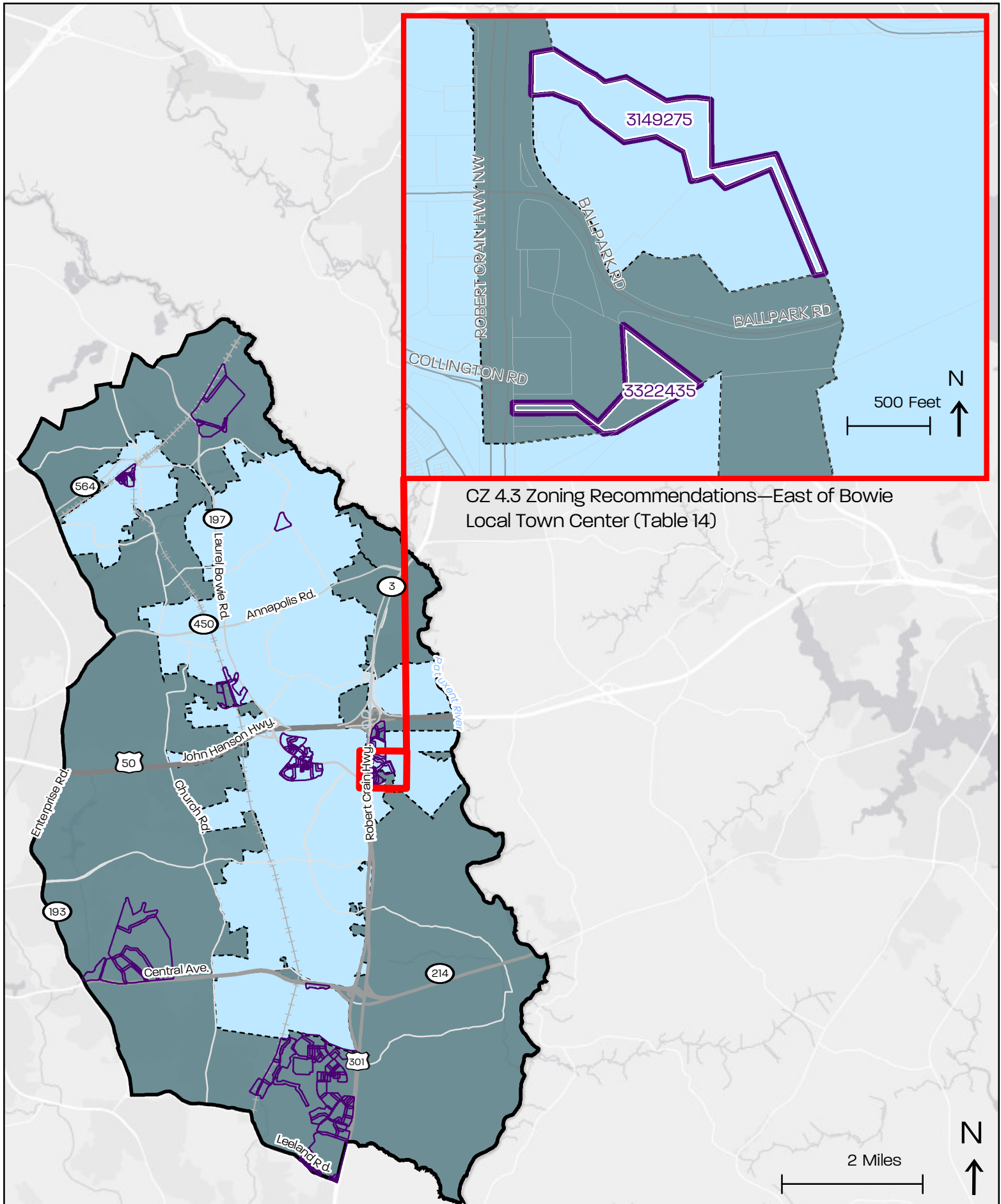
CZ 1.5 Recommended Zoning—Sensitive
Environmental Areas (AG Zone) - (Table 10)



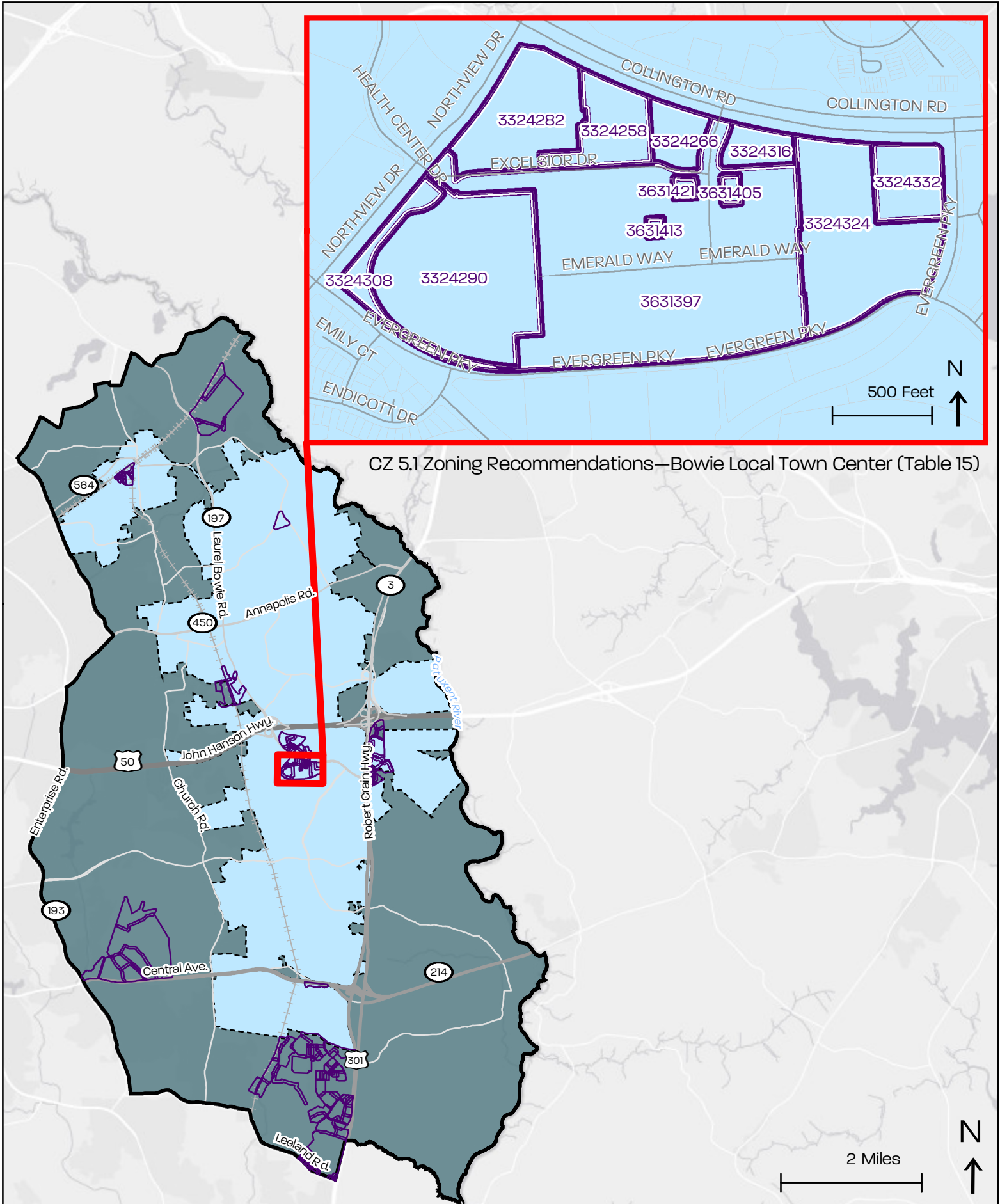
CZ 4.1 Zoning Recommendations—East of Bowie Local Town Center (Table 12)



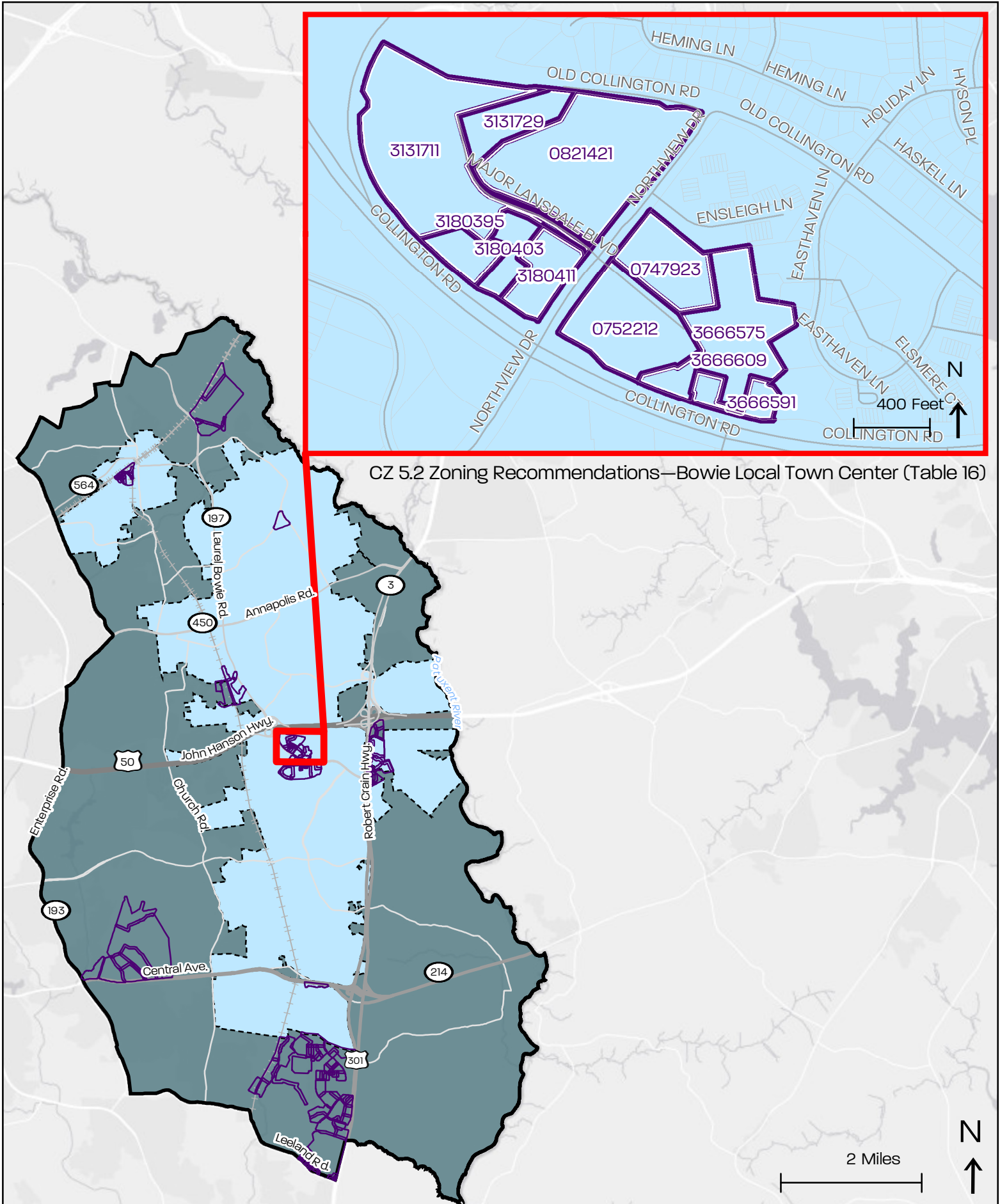
CZ 4.2 Zoning Recommendations—East of Bowie Local Town Center (Table 13)



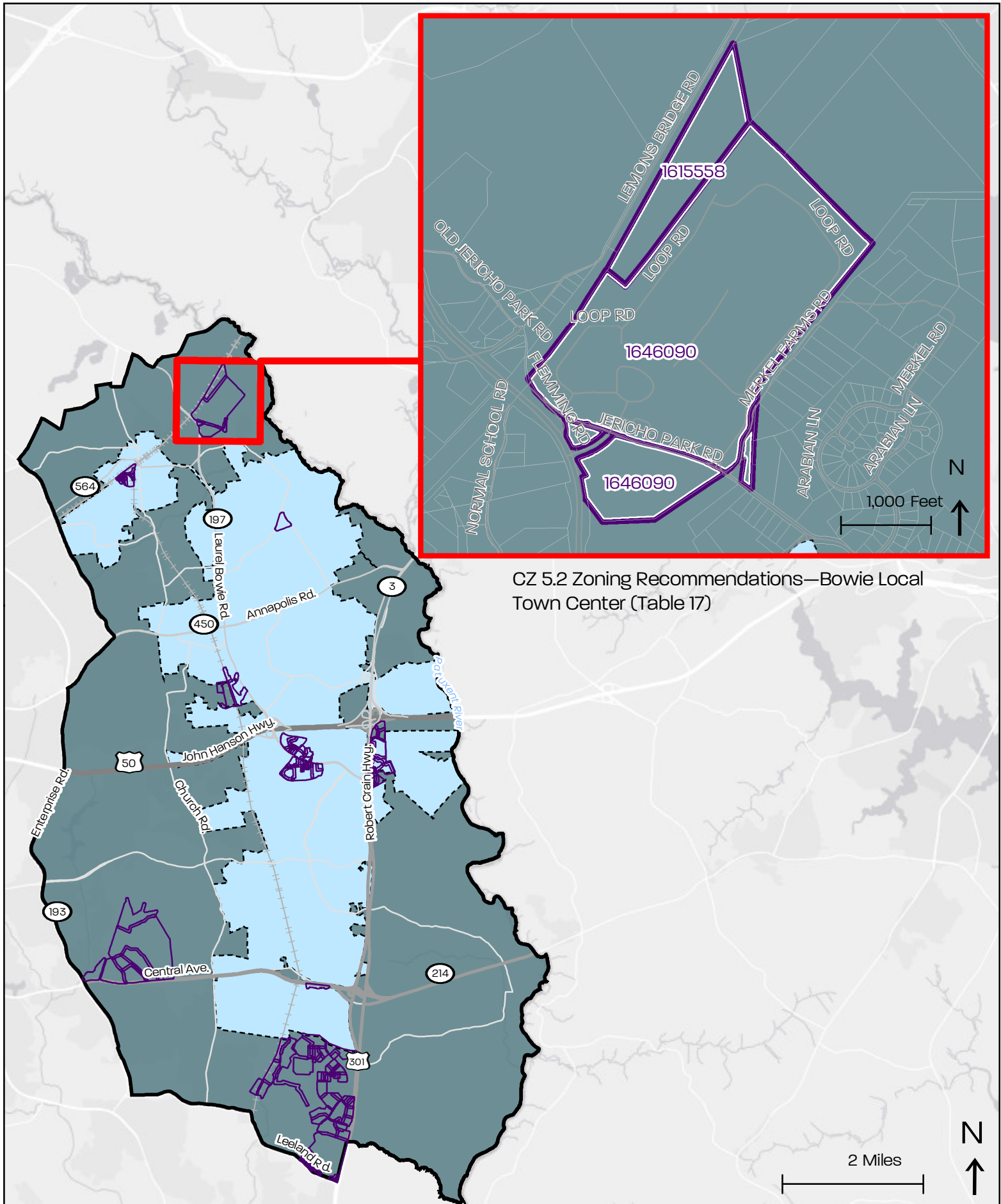
CZ 4.3 Zoning Recommendations—East of Bowie
Local Town Center (Table 14)



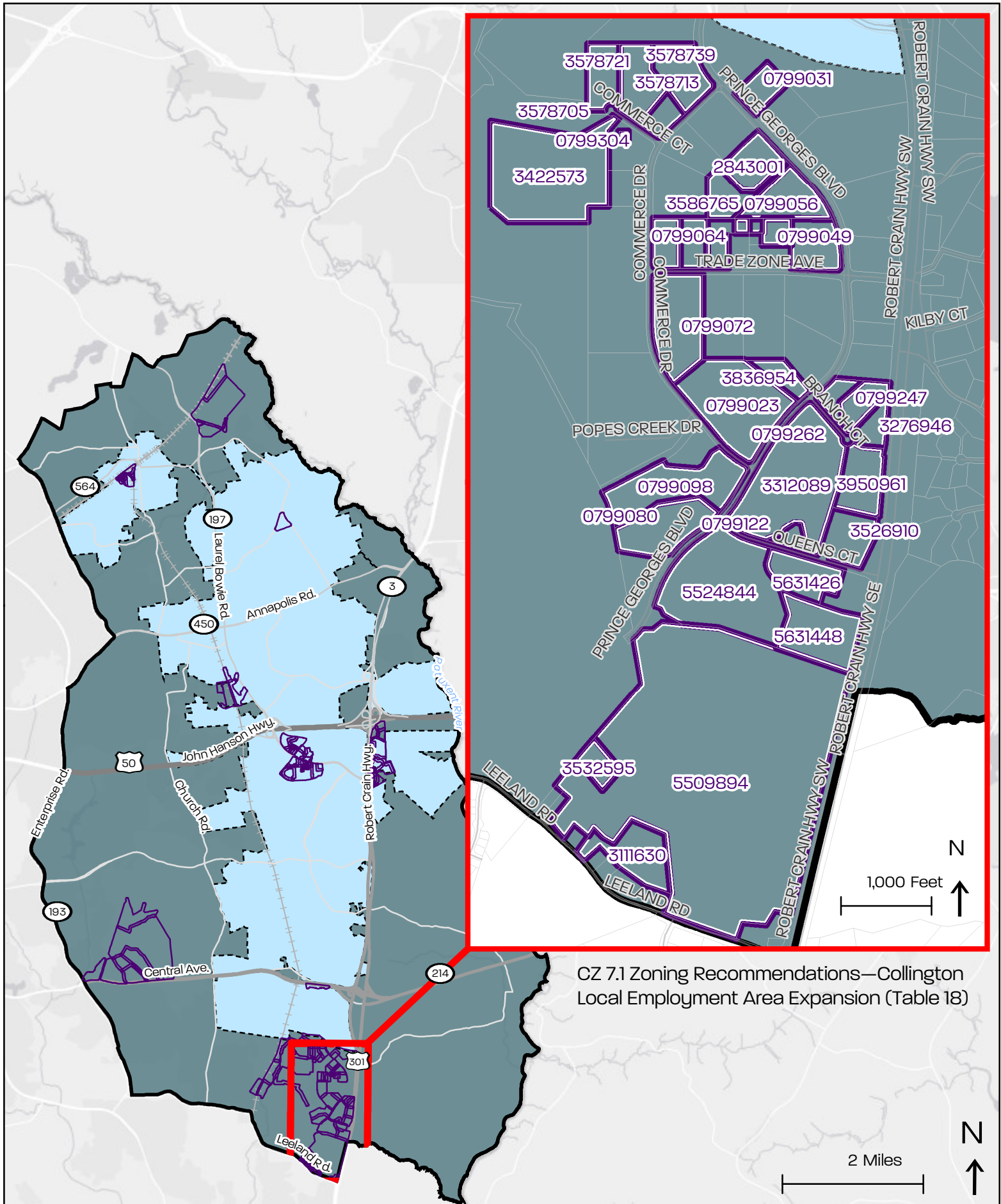
CZ 5.1 Zoning Recommendations—Bowie Local Town Center (Table 15)

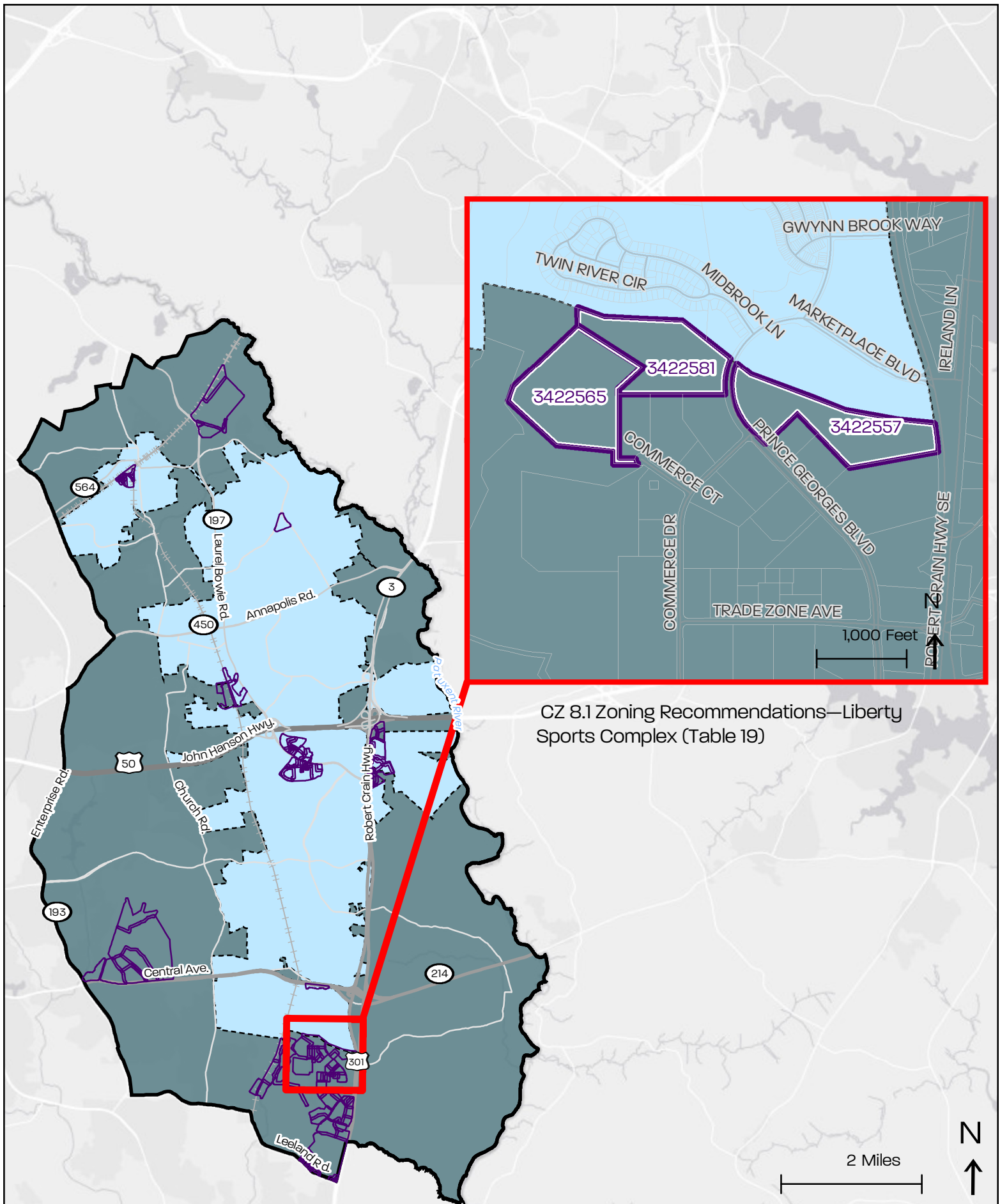


CZ 5.2 Zoning Recommendations—Bowie Local Town Center (Table 16)

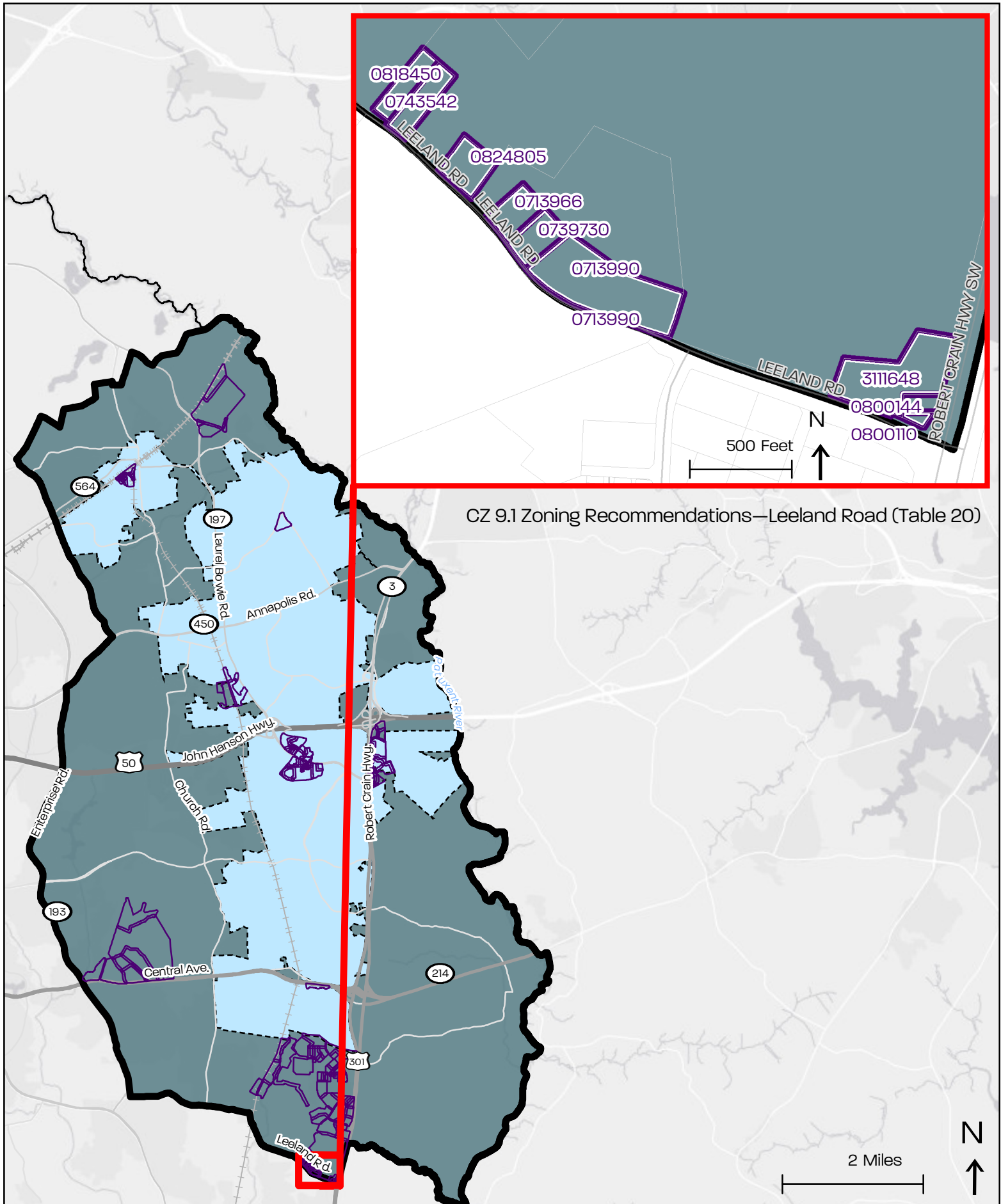


CZ 5.2 Zoning Recommendations—Bowie Local Town Center (Table 17)

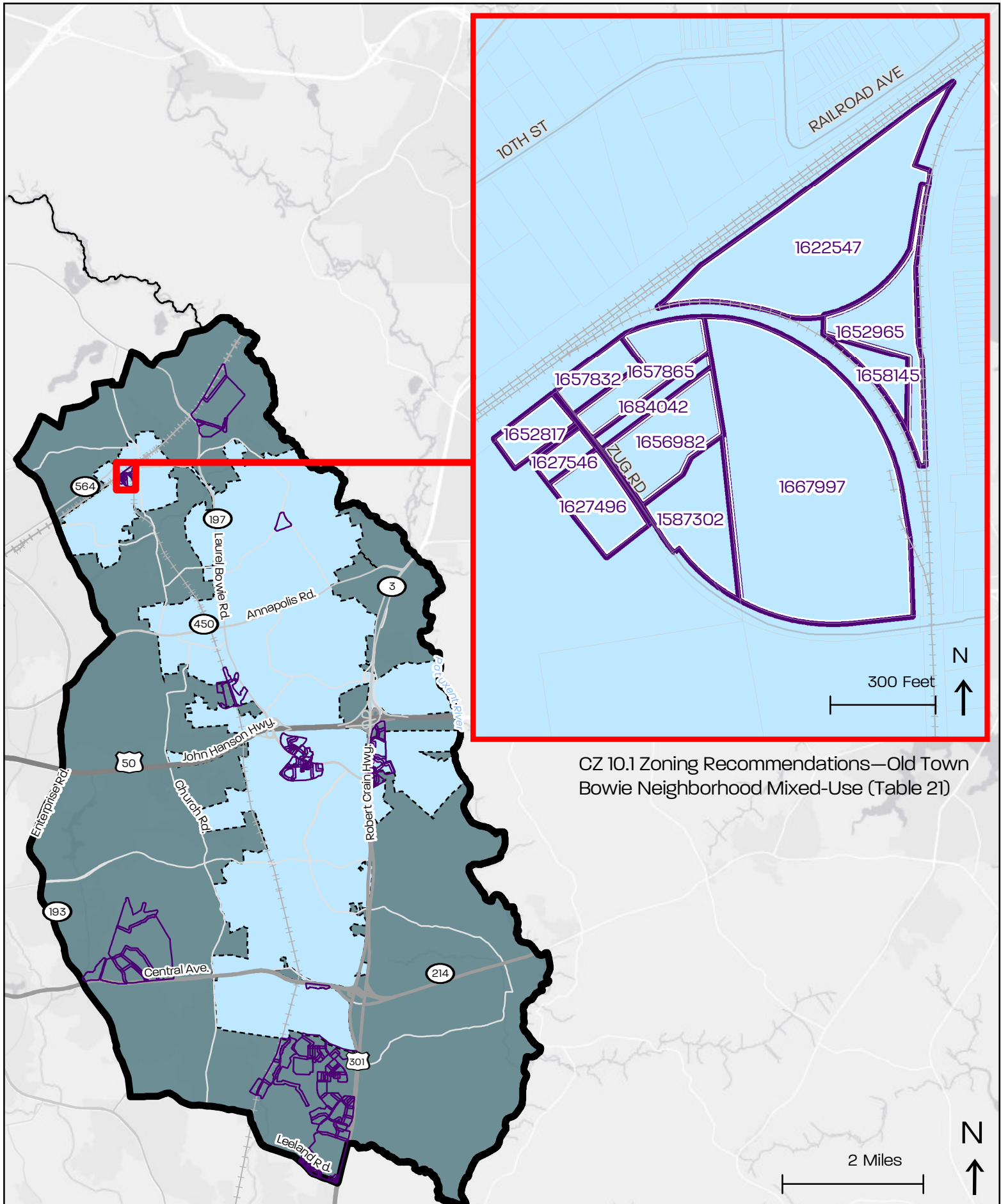




CZ 8.1 Zoning Recommendations—Liberty Sports Complex (Table 19)



CZ 9.1 Zoning Recommendations—Leeland Road (Table 20)



CZ 10.1 Zoning Recommendations—Old Town
Bowie Neighborhood Mixed-Use (Table 21)

Preliminary Bowie-Mitchellville and Vicinity Master Plan

Public Facilities Cost Estimates

Section 27-646(c)(4) of the Zoning Ordinance states: “all approved Master Plans shall contain an estimate of the cost of all public facilities which must be acquired and constructed in order to carry out the objectives and requirements of the Plan.” As an amendment to the Bowie-Mitchellville and Vicinity Master Plan, the Planning Board adds the August 19, 2021, Public Facilities Report with the cost estimates below:

Public Facilities Report

The public facilities report was submitted to the District Council and County Executive on August 19, 2021, pursuant to Section 27-645(b)(1) of the Prince George’s County Code, which requires that prior to adoption or amendment of any preliminary plan, the Planning Board shall submit its proposals for public facilities in the plan to the District Council and County Executive to review, provide written comments, and identify any inconsistencies between the public facilities proposed in the plan and any existing or proposed state or county facilities including roads, highways, and other public facilities. The tables below identify the proposed public facilities to implement the vision and goals of the master plan. Most of the proposed public facilities are not included in the county’s Capital Improvement Program (CIP) or state’s Consolidated Transportation Program (CTP) for funding.

This report includes a review of all recommended state and County facilities and whether they are included in the current six-year capital improvement program (CIP) for the County. There are a variety of CIP projects that are designated as "Countywide" projects. These projects include Countywide ADA right-of-way modifications, bridge repair and rehabilitation, access to bus and Metrorail transit, pedestrian safety improvements, traffic congestion improvements, and transportation enhancements, among others. These Countywide CIP projects could be components of, or contribute to, this plan's recommended transportation facilities, however, since the specific locations of these projects are not included in the CIP project descriptions, the recommended transportation facility is not considered to be in the CIP.

This also applies to state capital programs, such as the Maryland Consolidated Transportation Program (CTP) or the State Capital Improvement Program for Bowie State University, and to the Capital Improvement Programs for the Washington Suburban Sanitary Commission or the Maryland-National Capital Park and Planning Commission.

It is important to remember: a Capital Improvement Program is generally a six-year program; this master plan contains recommendations for new and improved public facilities over a 25-year period.

PGCPB No. 2021-142

ATTACHMENT T

Preliminary Bowie-Mitchellville and Vicinity Master Plan

Public Facilities Cost Estimates

December 6, 2021

The estimated costs, in 2021 dollars, of the proposed public facilities are included pursuant to Section 27-646(c)(4) of the Zoning Ordinance.

LEGEND:

M-NCPPC: The Maryland-National Capital Park and Planning Commission

TBD: Specific jurisdiction of a proposed project will be determined as they advance through a planning or development process. Section XIV: Implementation Framework, of the Preliminary Master Plan contains more information about potential lead and supporting implementation partners.

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 1: Parks and Recreation Facilities

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N	Estimated Cost Range (2021 Dollars)	
					Minimum	Maximum
New	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 3: BSU MARC Campus Center Proposed Concept Plan (Three-Dimensional View) and Map 49: 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	TBD	Long-Term	N	\$10,000	\$750,000
New	Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions and improvements: a. Addition to Horsepen Branch Neighborhood and Stream Valley Park (approximately 65 acres).	M-NCPPC	Mid-Term	N	TBD	TBD
New	Carry forward Bowie State MARC Station Sector Plan-recommended parkland acquisitions and improvements: b. Improvements to Adnell Neighborhood Park (approximately 7 acres).	TBD	Mid-Term	N	\$70,000	\$150,000
New	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.	M-NCPPC	Mid-Term	N	\$750,000	\$2,500,000+
New	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.	TBD	Mid-Term		\$750,000	\$1,500,000

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N	Estimated Cost Range (2021 Dollars)	
					Minimum	Maximum
New	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 33: Recommended Parks, Recreation, and Open Space Improvements.	M-NCPPC	Mid-Term	N	\$250,000	\$750,000
New	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.	M-NCPPC	Mid-Term	Y CIP # 4.99.0069	\$2,500,000	TBD
New	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).	M-NCPPC	Mid-Term	N	\$250,000	\$1,500,000

PGCPB No. 2021-142**ATTACHMENT T****Preliminary Bowie-Mitchellville and Vicinity Master Plan**

Public Facilities Cost Estimates

December 6, 2021

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N	Estimated Cost Range (2021 Dollars)	
					Minimum	Maximum
New	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.	Other	Ongoing	N	TBD	TBD
Existing	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.	M-NCPPC	Mid-Term	N	\$2,500,000	TBD
Existing	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).	M-NCPPC	Mid-Term	Y CIP # 4.99.0066	\$2,500,000	TBD
New	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).	M-NCPPC	Mid-Term	N	\$2,500,000	TBD

PGCPB No. 2021-142**ATTACHMENT T****Preliminary Bowie-Mitchellville and Vicinity Master Plan**

Public Facilities Cost Estimates

December 6, 2021

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N	Estimated Cost Range (2021 Dollars)	
					Minimum	Maximum
Existing	Complete park renovation of Sandy Hill Park.	M-NCPPC	Short-Term	Y CIP # 4.99.0151	\$1,500,000	\$2,500,000+
New	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 should include playgrounds, shared-use paths, exercise equipment, and other outdoor recreation uses, such as a climbing wall. This park would 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) and a privately-owned parcel east of US 301 (Tax ID 3149275). See Figure 2: Bowie Gateway Concept Plan and Table 33: Recommended Parks, Recreation, and Open Space Improvements.	TBD	Long-Term	N	TBD	TBD
New	Utilize mandatory park dedication process and Formula 2040 Urban Park Typology to develop a plaza at Bowie Town Center. See Map 49: Recommended Public Facilities.	TBD	Long-Term	N	\$250,000	\$750,000
New	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 33: Recommended Parks, Recreation, and Open Space Improvements.)	M-NCPPC	Long-Term	N	\$10,000	\$1,500,000

Table 2: Fire/Emergency Medical Services Facilities

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N	Estimated Cost Range (2021 Dollars)	
					Minimum	Maximum
New	Carry forward the recommendations of the 2008 <i>Approved Public Safety Facilities Master Plan</i> to construct a new Beechtree fire/EMS facility near the intersection of US 301 (Robert Crain Highway) and Leeland Road.	Prince George's County Fire/EMS Department	Mid-Term	Y CIP # 3.51.0003	\$9,295,000	TBD
New	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).	Prince George's County Fire/EMS Department	Ongoing	Y CIP # 3.51.0029	\$2,596,000	TBD
New	Carry forward the recommendations of the 2008 <i>Approved Public Safety Facilities Master Plan</i> to construct a new fire/EMS station near the intersection of Woodmore and Mount Oak Roads.	Prince George's County Fire/EMS Department	Mid-Term	Y CIP # 3.51.0026	\$8,600,000	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 3: Public Water and Sewer Facilities

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N	Estimated Cost Range (2021 Dollars)	
					Minimum	Maximum
New	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.	WSSC, Property Owner(s)	Short- Term	N	TBD	TBD

Table 4: Other Public Facilities

New/ Existing	Implementation Action	State/County/ M-NCPPC/ Other/TBD	Anticipated Timeframe	In Current County CIP/State CTP Y/N	Estimated Cost Range (2021 Dollars)	
					Minimum	Maximum
New	Construct a Convocation Center for BSU in the University Village area.	BSU	Mid-Term	N	TBD	TBD
Existing	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.	PGOCS	Ongoing	N	TBD	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	A-23	MD 450 (Annapolis Road)	Expand or contract roadway to four lanes	Entire Plan Area		120'	Arterial	4	State	Mid- to Long- Term	N	\$1,505,471	\$1,806,565
			Improve signage to discourage regional traffic from using MD 450 (Annapolis Road) to bypass US 50 (John Hanson Highway).							Short-Term	N	TBD	TBD
			Add Minimum 10-foot side Shared Use Paths on both sides of MD 450	Race Track Road	MD 3					Mid-Term	N	\$975,100	\$1,1170,120
			Add Minimum 10-foot side Shared Use Paths on both sides of MD 450	MD 193	Moylan Drive					Mid-Term	N	\$2,801,050	\$3,361,260
			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.	MD 197	Race Track Road					Short- to Mid- Term	N	\$415,554	\$498,664

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	A-23	MD 450 (Annapolis Road)	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.	Moylan Drive	Race Track Road	120'	Arterial	4	State	Short- to Mid- Term	N	TBD	TBD
Existing	A-23	MD 450 (Annapolis Road)	Install minimum eight-foot-wide sidewalks and separated bicycle lanes in both directions along MD 450 (Annapolis Road) from Moylan Drive to Racetrack Road.	Moylan Drive	Race Track Road	120'	Arterial	4	State	Short- to Mid- Term	N	\$552,811	\$663,373
Existing	A-23	MD 450 (Annapolis Road)	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.	Race Track Road	Church Road	120'	Arterial	4	State	Mid-Term	N	\$3,612,430	\$4,334,916

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	A-24	MD 197 (Collington Road)	<p>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:</p> <ol style="list-style-type: none"> 1. Leading Pedestrian Interval at all intersections. 2. 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. 3. Sufficient crossing times 4. Curb extensions <p>Reduce to four lanes, 8-foot-wide Sidewalks, Barrier-separated bicycle lanes</p>	US 301	Northvie w Drive	120'	Arterial - Plan Center	4	State	Long-Term	N	<p>TBD</p> <p>\$525,016</p> <p>(for 8-foot-wide Sidewalks, Barrier-separated bicycle lanes)</p>	<p>TBD</p> <p>\$630,019</p>

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	A-24	MD 197 (Collington Road)	Reduce to four lanes, Minimum 10-foot-wide Shared-Use Path on both sides	Northview Drive	US 50	120'	Arterial	4	State	Long-Term	N	TBD	TBD
			Add 12-foot minimum Shared-Use Path (both directions), Add Bicycle lanes (both directions)	US 50	Old Annapolis Road			2 to 4	State	Mid-Term	N	\$1,625,145	\$1,950,174
			Widen Sidewalks/Sidepath to 12-foot Shared-Use Path, Bicycle Lanes (Both directions)	Old Annapolis Road	MD 450			2 to 4	State	Mid-Term	N	\$379,061	\$454,873
Existing	A-24	MD 197 (Laurel Bowie Road)		Entire Plan Area		120'	Arterial	4	State	Long-Term	N	TBD	TBD
			Minimum 8-foot-wide Sidewalks	MD 450 (Annapolis Road)	Old Chapel Road					Mid-Term	N	\$252,032	\$302,438
			Construct separated bicycle lanes in both directions along MD 197 (Laurel Bowie Road) from MD 450 (Annapolis Road) to Old Chapel Road.	MD 450	Old Chapel Road					Mid-Term	N	\$240,450	\$288,540
			Minimum 10-foot-wide Shared-Use Paths in both directions	Old Chapel Road	Old Laurel Bowie Road					Mid-Term	N	\$3,582,250	\$4,298,700
			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.	BSU	Lemons Bridge Road					Long-Term	N	TBD	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	A-25	Mitchellville Road	Barrier-separated Bicycle Lanes, 10-foot-wide Shared-Use Path (north side), 6-foot-wide sidewalk (south side)	MD 197	Mount Oak Road	120'	Arterial	4	County	Long-Term	N	\$2,190,934	\$2,629,121
Existing	A-26	Mount Oak Road	Minimum 10-foot-wide Shared-Use Path (both directions)	Mitchellville Road	Church Road (C-300)	120'	Arterial	4	County	Mid-Term	N	\$1,395,100	\$1,674,120
Existing	A-27	MD 193 (Enterprise Road)	10-foot-wide minimum Shared-Use Paths (both directions)	Entire Plan Area		100'	Arterial	4	State	Mid-Term	N	\$8,433,250	\$10,119,900
			10-foot-wide minimum shared-use paths in both directions	MD 214	MD 450				State	Mid-Term	N	\$4,209,100	\$5,050,920
			10-foot-wide minimum Shared-Use Paths (both directions)	MD 450	US 50				State	Mid-Term	N	\$1,082,200	\$1,298,640
			10-foot-wide minimum Shared-Use Paths (both directions)	US 50	Woodmore Road				State	Mid-Term	N	\$1,675,275	\$2,010,330
			10-foot-wide minimum Shared-Use Paths (both directions)	Woodmore Road	MD 214				State	Mid-Term	N	\$1,466,675	\$1,760,010
		MD 193 (Watkins Park Drive)	10-foot-wide minimum Shared-Use Paths (both directions)	MD 214	Oak Grove Road	100'	Arterial	4	State	Mid-Term	N	\$1,634,675	\$1,961,610

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New	A-61		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).	Leeland Road	Mount Oak Road	120	Arterial	4	TBD	Long-Term	N	TBD	TBD
			Construct bicycle lanes with a landscaping buffer and eight-foot sidewalks on both sides of A-61							Long-Term	N	\$2,584,888	\$3,101,866

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	C-300	Church Road	Sidewalks, Bicycle lanes	MD 450	Church Road 90-degree turn	80'	Collector	2	County	Mid-Term	N	\$359,700	\$431,640
			Road diet from 4 to 2 lanes with turn lanes when necessary	Old Church Road	Mt Oak Road	90'				Short-Term	N	TBD	TBD
			Create 10-foot-wide minimum shared-use paths in both directions along Church Road from Oak Grove Road to Old Church Road.	Old Church Road	Oak Grove Road					Mid-Term	N	\$5,680,325	\$6,816,390
			10-foot-wide minimum Shared-Use Paths (both directions)	Mt Oak Road	MD 214	90'				Mid-Term	N	\$3,304,000	\$3,964,800
			10-foot-wide minimum Shared-Use Paths (both directions)	MD 214	Oak Grove Road	90'				Mid-Term	N	\$1,718,150	\$2,061,780
Existing	C-300	Old Church Road	Create sidewalks and a shared roadway (sharrows) along Old Church Road from Church Road to Old Annapolis Road.						County	Long -Term	N	\$221,397	\$265,676
New	C-300		If feasible, Create a 12-foot-wide shared-use path from Loganville Street to Old Church Road, crossing the utility corridor.	Loganville Street	Old Church Road	20'			County	Long-Term	N	\$467,425	\$560,910

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	S-301		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.	Old Annapolis Road	700 ft. N of Fairwood Pkwy.				County	Short-Term	N	\$1,800	\$2,160
Existing	C-301	Chestnut Avenue	Sidewalks, Buffered bicycle lanes	Steeplechase Road	12th Street	80'	Collector	2	County	Mid-Term	N	\$219,935	\$263,922
		Highbridge Road	10-foot-wide minimum Shared-Use Paths (both directions)	MD 450	Old Chapel Road					Mid-Term	N	\$656,600	\$787,920
		Highbridge Road/Chestnut Ave	10-foot-wide minimum Shared-Use Paths (both directions)	Old Chapel Road	Steeplechase Road					Mid-Term	N	\$1,168,475	\$1,402,170
Existing	C-302	Fairwood Parkway	8-foot-wide minimum Sidewalks, Bicycle lanes	MD 450	Church Road	80'	Collector	3	County	Mid-Term	N	\$697,892	\$837,470
Existing	C-303	Old Chapel Road	Sidewalks, Bicycle lanes	Highbridge Road	MD 197	80'	Collector	2	County	Mid-Term	N	\$313,951	\$376,741
Existing	C-304	Mitchellville Road	Buffered bicycle lanes, 10-foot-wide Shared-Use Path, 6-foot-wide sidewalk	Mount Oak Road	US 301	80'	Collector	4	County	Mid-Term	N	\$1,884,508	\$2,261,410
Existing	C-305	Mount Oak Road	Buffered bicycle lanes, Sidewalks	Mitchellville Road	US 301	90'	Collector	4	County	Mid-Term	N	\$434,830	\$521,976
Existing	C-306	Northview Drive	Minimum 10-foot-wide Shared-Use Paths on both sides	Mitchellville Road	New Haven Drive	90'	Collector	4	County	Mid-Term	N	\$964,425	\$1,157,310

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	C-307	Excalibur Road	Separated Bicycle Lanes, 10-foot-wide Shared-Use Path on north side, 6-foot-wide sidewalk on south side	Evergreen Parkway	US 301	80'	Collector	2	County	Mid-Term	N	\$1,207,099	\$1,448,519
Existing	C-308	Mitchellville Road	Separated bicycle lanes, 8-foot-wide minimum Sidewalks, on-street parking	US 50	MD 197 (Collington Road)	100'	Collector - Plan Center	2	County	Mid-Term	N	\$406,064	\$487,277
Existing	C-309	Melford Boulevard	Separated bicycle lanes, 8-foot-wide minimum Sidewalks, on-street parking	US 301	Curie Drive	100'	Collector - Plan Center	2	County	Mid-Term	N	\$362,445	\$434,934
Existing	C-310	Race Track Road	10-foot minimum Shared-Use Paths (both directions), Bicycle lanes	Idlewild Drive	Old Chapel Road	90'	Collector	2	County	Mid-Term	N	\$1,054,126	\$1,264,951
			10-foot minimum Shared-Use Paths (both directions)	MD 450	Idlewild Drive	90'	Collector	4	County	Mid-Term	N	\$257,075	\$308,490
Existing	C-311	Old Chapel Road	Sidewalks, Bicycle lanes	MD 197 (Laurel Bowie Road)	Race Track Road	80'	Collector	2	County	Mid-Term	N	\$541,000	\$649,200
Existing	C-312	6th Street/Duckettown Road	Minimum 10-foot-wide Shared-Use Path on north side	130 feet east of Horsepen Road	Springfield Road	80'	Collector	2	County	Mid-Term	N	\$1,104,075	\$1,324,890
Existing	C-313	Old Laurel Bowie Road	Minimum 10-foot-wide Shared-Use Paths	Maple Avenue	MD Route 197	90'	Collector	2	County	Mid-Term	N	\$1,185,100	\$1,422,120

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	C-314	Race Track Road	10-foot minimum Shared-Use Paths (both directions), Bicycle lanes	Jericho Park Road	MD 197 (Laurel Bowie Road)	90'	Collector	2	County	Mid-Term	N	\$678,430	\$814,116
Existing	C-314	MD 564 (11th Street/Race Track Road)	Minimum 10-foot-wide Shared-Use Path, Bicycle lanes	Elm Avenue		100'	Collector	2	State	Mid-Term	N	\$646,716	\$776,059
Existing	C-314	MD 564 (Chestnut Avenue/11th Street)	6-foot-wide Sidewalks, Bicycle Lanes	9th Street	Elm Avenue	90'	Collector	2	State	Mid-Term	N	\$388,532	\$466,238
			Provide marked crosswalks on all legs of the intersection of 11th Street and Chestnut Avenue						County, State, City of Bowie	Short-Term	N	\$1,800	\$2,160
			Work with State 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.						TBD	Short-Term	N	TBD	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
			Widen the Chestnut Avenue/11th Street bridge to facilitate a safer, more comfortable pedestrian and bicycle crossing, by providing a barrier-separated pedestrian and bicycle pathway connecting Old Town Bowie. See Figure 11: Bridge Addition and Existing Bridge.						State	Long-Term	N	TBD	TBD
Existing	C-314	MD 564 (9 th Street)	Minimum 10-foot-wide Shared-Use Path, Sidewalks, Bicycle Lanes, on-street parking	Chestnut Avenue	10 th Street	90'	Collector	2	State	Mid-Term	N	\$116,037	\$139,244
			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"> MD 564 (9th Street) and Chestnut Avenue MD 564 (9th Street) and Chapel Avenue 						County, State, City of Bowie	Short-Term	N	\$3,600	\$4,320
Existing	C-314	MD 564 (Lanham Severn Road)	Minimum 10-foot-wide Shared-Use Path, Sidewalks, Bicycle Lanes, on-street parking	MD 564 (9th Street)	Springfield Road	90'	Collector	2	State	Mid-Term	N	\$1,161,375	\$1,393,650

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	C-315	Jericho Park Road	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	MD 197 (Laurel Bowie Road)	Race Track Road	93'	Collector - Urban	2	County	Mid-Term	N	\$362,870	\$435,444
Existing	C-315	Race Track Road	10-foot minimum Shared-Use Paths (both directions), Bicycle lanes	Old Chapel Road	Jericho Park Road	90'	Collector	2	County	Mid-Term	N	\$1,549,784	\$1,859,741
Existing	C-342	Fletchertown Road	10-foot minimum Shared-Use Paths (both directions)	High-bridge Road	Hill-meade Road	80'	Collector	2	County	Mid-Term	N	\$1,486,450	\$1,783,740
Existing	C-377	Fairmont Drive	Sidewalks, Bicycle lanes	Summit Point Blvd.	Market Place	80'	Collector	2	County	Short-Term	N	\$125,055	\$150,066
Existing	C-377	Summit Point Boulevard	Sidewalks, Bicycle lanes	Old Central Avenue	Fairmont Drive	80'	Collector	2	County	Short-Term	N	\$97,020	\$116,424
Existing	C-378	Gwynn Brook Way	Sidewalks, Bicycle lanes	US 301	Fairmont Drive	80'	Collector	2	County	Short-Term	N	\$53,101	\$63,721
Existing	E-1	MD 214 (Central Avenue)	10-foot-wide minimum Shared-Use Paths (both directions)	US 301	Queen Anne Bridge Road	100'	Express way	2	State	Long-Term	N	\$1,948,625	\$2,338,350
Existing	E-1	MD 214 (Central Avenue)	10-foot-wide minimum Shared-Use Paths (both directions)	MD 193 (Watkins Park Drive) (A-27)	Church Road (C-300)	150'	Express way	4	State	Long-Term	N	\$1,729,525	\$2,075,430

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	E-1	MD 214 (Central Avenue)	10-foot-wide minimum Shared-Use Paths (both directions)	Church Road (C- 300)	US 301	150'	Express way	4	State	Long-Term	N	\$1,996,925	\$2,396,310
Existing	E-8	MD 3	Reclassify MD 3 north of Belair Drive as an Expressway	Belair Drive	Anne Arundel County	250'	Express way	4 to 6	State	Long-Term	N	TBD	TBD
Existing	F-10	US 301	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 Belair Drive 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.	Belair Drive	Leeland Road				State	Long-Term	N	\$6,641,600	\$7,969,920

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New	F-10	US 301/MD 3 (Robert Crain Highway)	Construct a limited-access freeway to replace US 301/MD 3 (Robert Crain Highway). This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301. Minimum 12-foot-wide Shared-Use Path (Both directions), Landscaping buffer (Both directions).	Belair Drive	Leeland Road	200'	Freeway		State	Long-Term	N	TBD	TBD
			This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301. Minimum 12-foot-wide Shared-Use Path (Both directions), Landscaping buffer (Both directions).	Mitchellville Road	Belair Drive			6 to 8		Long-Term	N	TBD	TBD
			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.	US 50	MD 197					Mid-Term	N	TBD	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
		US 301 (Robert Crain Highway)	This freeway should be constructed generally within and to the east of the current northbound right-of-way of US 301. Minimum 12-foot-wide Shared-Use Path (Both directions), Landscaping buffer (Both directions).	Mitchell- ville Road	Leeland Road			4 to 8		Long-Term	N	TBD	TBD
New	F-10	US 301/MD 3 (Robert Crain Highway)	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.	Entire Plan Area		200'	Freeway		State	Long-Term	N	TBD	TBD
			Construct shared-use paths along both sides of US 301 and A-61. Where US 301 (F-10) and A-61 abut, a single shared-use path can be provided between the roadways.						TBD	Long-Term	N	\$8,406,825	\$10,088,190
			Identify opportunities to consolidate access points to F-10 and A-61, including driveway consolidation and service roads.						TBD	Mid-Term	N	TBD	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
			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).						State	Long-Term	N	TBD	TBD
New	F-10	US 301/MD 3 (Robert Crain Highway)	Construct complete interchanges at -Trade Zone Avenue/Claggett Landing Road -MD 214 (Central Avenue) (including interchange with A-61) -Mitchellville/Queen Anne Bridge Roads -MD 197 (Collington Road) Evaluate the potential for innovative interchange designs that minimize the need to acquire significant rights-of-way. Construct partial access at Leeland Road.	Entire Plan Area		200'	Freeway		State	Long-Term	N	TBD	TBD
									State	Mid-Term	N	TBD	TBD
Existing	F-4	US 50 (John Hanson Highway)		Entire Plan Area		200'	Freeway	10	State		N	TBD	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	I-314	Commerce Drive	Sidewalks, Shared Roadway (Sharrows), on-street parking	Prince George's Boulevard	Prince George's Boulevard	80'	Industrial	2	County	Mid-Term	N	\$224,397	\$269,276
Existing	I-315	Queen's Court	Sidewalks, Shared Roadway (Sharrows)	US 301	Prince George's Boulevard	70'	Industrial	2	County	Mid-Term	N	\$78,913	\$94,696
Existing	I-316	Trade Zone Avenue	Sidewalks, Shared Roadway (Sharrows), on-street parking	US 301	Commerce Drive	80'	Industrial	2	County	Mid-Term	N	\$124,101	\$148,921
Existing	MC-301	Marketplace Boulevard	8-foot minimum Sidewalks, buffered bicycle lanes, on-street parking	US 301	Prince George's Boulevard	100'	Major Collector	4	County	Short-Term	N	\$193,980	\$232,776
Existing	MC-302	Prince George's Boulevard	Sidewalks, Bicycle lanes, on-street parking	Southern terminus	Marketplace Blvd.	100'	Major Collector	4	County	Mid-Term	N	\$1,212,228	\$1,454,674
Existing	MC-600	Leeland Road	10-foot-wide minimum Shared-Use Paths (both directions)	Oak Grove Road	US 301	90'	Major Collector	2	County	Short-Term	N	\$1,571,850	\$1,886,220
Existing	MC-600	Oak Grove Road	10-foot-wide minimum Shared-Use Paths (both directions)	MD 193 (Watkins Park Drive)	Church Road	90'	Major Collector	2	County	Mid-Term	N	\$1,142,050	\$1,370,460
Existing	MC-600	Oak Grove Road	10-foot-wide minimum Shared-Use Paths (both directions)	Church Road	Leeland Road	90'	Major Collector	2	County	Mid-Term	N	\$598,850	\$718,620

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	P-304	Major Lansdale Blvd	12-foot minimum Shared-use Path on north side, 6-foot minimum sidewalk on south side	Northview Drive	Western Terminus	70'	Primary	2	County	Mid-Term	N	\$186,874	\$224,249
Existing	P-305	Governors Bridge Road	Minimum 10-foot-wide Shared-Use Path (south side)	Long Leaf Court	Patuxent River	60'	Primary	2	County	Mid-Term	N	\$1,384,950	\$1,661,940
Existing	P-306	Hillmeade Road	Sidewalks, Bicycle lanes, on-street parking	MD 450 (Annapolis Road)	Fletcherstown Road/Prospect Road	70'	Primary	2	County	Mid-Term	N	\$802,616	\$963,139
Existing	P-307	Mill Branch Road	Bicycle Lanes on shoulder (rural cross-section)	US 301	Queen Anne Bridge Road	60'	Primary	2	County	Mid-Term	N	\$310,900	\$373,080
Existing	P-308	Old Annapolis Road	Shared-Use Path, Bicycle Lanes	MD 197 (Collington Road)	MD 450	60'	Primary	2	State	Mid-Term	N	\$988,133	\$1,185,760
Existing	P-309	Queen Anne Bridge Road Shared-Use Bikeway	Bicycle Lanes on shoulder (rural cross-section)	US 301	MD 214	60'	Primary	2	County	Short-Term	N	\$329,470	\$395,364

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New	P-310	New Road N	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. 5-foot-wide sidewalk, Buffered Bicycle Lanes	Ballpark Road	Hideout Lane	60'	Primary	2	TBD	Long Term	N	TBD	TBD
Existing	P-311	6th Street/ Duckettown Road	5-foot-wide Sidewalks, Sharrows	Chestnut Avenue	130 ft east of Horsepen Road	60'	Primary	2	County	Mid-Term	N	\$116,745	\$140,094
Existing	P-312	Old Laurel Bowie Road	5-foot-wide Sidewalks, Shared Roadway (Sharrows), on-street parking	6th Street/ Duckettown Road	Maple Avenue	60'	Primary	2	County	Mid-Term	N	\$61,415	\$73,698
Existing	P-313	Chestnut Avenue	5-foot-wide Sidewalks, Sharrows, on-street parking	MD 564 (Lanham Severn Road)	6th Street/ Duckettown Road	60'	Primary	2	County	Mid-Term	N	\$78,527	\$94,232
Existing	S-300	Old Chapel Road	Sidewalks, Shared Roadway (Sharrows), on-street parking	Hillmeade Road	High Bridge Road	50'	Secondary	2	County	Mid-Term	N	\$273,303	\$327,964

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	S-301	Old Church Road	Sidewalks, Shared Roadway (Sharrows)	Church Road	Old Annapolis Road	50'	Secondary	2	County	Long-Term	N	\$223,859	\$268,631
Existing	S-303	Bowie Heritage Trail / Crutchfield Avenue	Shared-Lane Markings, Bicycle Boulevards, on-street parking	Falling Water Court	Chestnut Avenue	50'	Secondary	2	County	Short-Term	Y	TBD	TBD
Existing	S-304	Bowie Heritage Trail / Chestnut Avenue	Shared-Lane Markings, Bicycle Boulevards, on-street parking	Crutchfield Avenue	6th Street	50'	Secondary	2	County	Short-Term	Y	TBD	TBD
Existing	S-305	Bowie Heritage Trail; Pheasant Ridge	Shared Lane Markings, on-street parking	Pheasant Ridge Court/ Fletcher-town Road	High Bridge Road	50'	Secondary	2	County	Short-Term	Y	TBD	TBD
New	T-208	TBD	12-foot-minimum Shared-Use Path	Church Road	Northview Drive	20'	Shared-Use Path		TBD	Short-Term	N	\$1,181,600	\$1,417,920
New	T-300	Park and Ride West Connection	12-foot minimum Shared-Use Path connection connecting the Major Lansdale Blvd, the western edge of the park and ride parking lot, the hotel parking lot, and the East Coast Greenway	Major Lansdale Blvd	East Coast Greenway	20'	Shared-Use Path		TBD	Long-Term	N	\$126,000	\$151,200

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New	T-301	Park and Ride Central Connection	12-foot minimum Shared-Use Path that runs through the center of the Park and Ride parking lot, connecting Major Lansdale Blvd at the restaurants, the bus loops at the center of the Park and Ride, and the East Coast Greenway	Major Lansdale Blvd	East Coast Greenway	20'	Shared-Use Path		TBD	Long-Term	N	\$138,075	\$165,690
New	T-302	Ballpark Road Shared-Use Path	12-foot minimum Shared-Use Path	Ball Park Road Eastern Terminus	Governor Bridge Road	20'	Shared-Use Path		M-NCPPC	Mid-Term	N	\$215,075	\$258,090
New	T-303	Church Road Shared-use Path Extension	12-foot-wide Shared-Use Path	Loganville St	Old Church Road	20'	Shared-Use Path		County	Long- Term	N	\$471,450	\$565,470
New	T-304	MD 564 (Old Laurel Bowie Road/Lloyd Station Road)	Build Planned 12-foot minimum Sidepath to Connect WB&A trail to Bowie Heritage Trail	MD 564 (11th Street)	WB&A Trail	20'	Shared-Use Path		State	Mid-Term	N	\$1,132,425	\$1,358,910
New	T-305	Normal School Road	12-foot-minimum Shared-Use Path	MD 197 (Laurel Bowie Road) at BSU MARC Campus Center	MD 564 (11th Street)	20'	Shared-Use Path		TBD	Mid-Term	N	\$61,950	\$74,340

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New	T-307	Bowie Heritage Trail	Shared-Use Path	Falling Water Court	Old Jericho Park Rd western terminus	20'	Shared- Use Path		TBD	Mid-Term	Y	Under construction	
New	T-307	Bowie Heritage Trail	Shared-Use Path	Jericho Park	Bowie MARC station	20'	Shared- Use Path		TBD	Long-Term	Y	TBD	TBD
New	T-307	Bowie Heritage Trail; Tanglewood Park	Shared-Use Path	High Bridge Road	Pheasant Ridge Court	20'	Shared- Use Path		TBD	Mid-Term	Y	TBD	TBD
Existing	UC-300	Ballpark Road	8-foot minimum Sidewalks, Buffered bicycle lanes, on-street parking	US 301	End of Ballpark Road	116'	Mixed Use Boulevard (B) 4 Travel Lanes	4	County	Mid-Term	N	\$543,884	\$652,661
Existing	UC-301	Chestnut Avenue/MD 564 (11th Street)	Sidewalks, Shared Roadway (Sharrows), on-street parking	12th St	9th Street	60'	Neighbo r-hood Resident ial	2	County	Mid-Term	N	\$7,763	\$9,316
Existing	UC-302	Evergreen Parkway	8-foot-wide minimum Sidewalks, Shared Roadway (Sharrows), on- street parking	Northvie w Drive	Excalibur Road	66'	Neighbo r-hood Connect or (B)	2	County	Mid-Term	N	232,757	\$279,308

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	UC-303	Evergreen Parkway	Separated bicycle lanes, 8-foot-wide minimum Sidewalks, on-street parking	Excalibur Road	MD 197	83'	Neighborhood Connector (A)	2	County	Mid-Term	N	\$353,306	\$423,967
Existing	UC-304	Governors Bridge Road	Minimum 8-foot-wide Sidewalks, Barrier-separated bicycle lanes in both directions, on-street parking	US 301	Long Leaf Court	83'	Neighborhood Connector (A)	2	County	Mid-Term	N	\$183,451	\$220,141
Existing	UC-305	Harbour Way	8-foot minimum Sidewalks, Buffered bicycle lanes, on-street parking	Mitchellville Road	US 301	116'	Mixed Use Boulevard (B) 4 Travel Lanes	4	County	Mid-Term	N	\$91,954	\$110,345
Existing	UC-306	Heritage Boulevard	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Mitchellville Road	US 301	119'	Mixed Use Boulevard (A) 4 Travel Lanes	4	County	Mid-Term	N	\$151,521	\$181,825
Existing	UC-307	Lemons Bridge Road	Construct eight-foot-wide minimum sidewalks and separated bicycle lanes along Lemons Bridge Road from MD 197 to BSU MARC Campus Center with on-street parking.	MD 197 (Laurel Bowie Road)	North End of BSU MARC Campus Center	93'	Mixed Use Boulevard (A) Center Turn Lane	2	County	Mid-Term	N	\$319,435	\$383,322

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
Existing	UC-308	MD 450 (Annapolis Road)	Minimum 10-foot-wide Shared-Use Paths	MD 197 (Laurel Bowie Road) (A-24)	Moylan Drive	120'	Mixed Use Boulevard (A) 4 Travel Lanes	4	County	Mid-Term	N	\$412,475	\$494,970
Existing	UC-309	MD 450 (Annapolis Road)	Minimum 8-foot-wide Sidewalks, Barrier-separated bicycle lanes in both directions	Moylan Drive	Race Track Road	120'	Mixed Use Boulevard (A) 4 Travel Lanes	4	County	Mid-Term	N	\$752,001	\$902,401
New	UC-310	New Road A - BSU (north side of BSU MARC Campus Center)	Construct a mixed-use boulevard New Road-A from the railroad tracks to the northwestern edge of the BSU MARC Campus Center with eight-foot-wide minimum sidewalks and separated bicycle lanes with on-street parking.	Railroad Tracks	Northwest Edge of BSU MARC Campus Center	99'	Mixed Use Boulevard (A) 2 Travel Lanes	2	County	Short-Term	N	TBD	TBD
New	UC-311	New Road B - BLTC	8-foot minimum Sidewalks, Barrier- separated bicycle lanes, on-street parking	West edge of 2035 Plan Center	New Road D	93'	Mixed Use Boulevard (A) Center Turn Lane	2	Property Owner(s)	Long-Term	N	\$178,556	\$214,267

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New	UC-312	New Road C - BLTC	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	West edge of 2035 Plan Center	New Road D	93'	Mixed Use Boulevard (A) Center Turn Lane	2	Property Owner(s)	Long-Term	N	\$103,993	\$124,792
New	UC-313	New Road D - BLTC	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.	New Road B - BLTC	MD 197	83'	Neighborhood Connector (A)	2	County	Long-Term	N	\$378,833	\$454,600
New	UC-314	Old Jericho Park Road	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Lemons Bridge Road	MD 197	99'	Mixed Use Boulevard (A) 2 Travel Lanes	2	County	Short-Term	N	\$208,671	\$250,405
New	UC-316	New Road G - BSU	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	MD 197 (Laurel Bowie Road)	Old Jericho Park Road	99'	Mixed Use Boulevard (A) 2 Travel Lanes	2	County	Short-Term	N	\$241,361	\$289,633

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New	UC-317	New Road H - BSU	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Old Jericho Road	Old Jericho Park Road	83'	Neighborhood Connector (A)	2	County	Short-Term	N	\$166,882	\$200,258
New	UC-318	New Road I - BSU	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Lemons Bridge Road	New Road H	83'	Neighborhood Connector (A)	2	County	Short-Term	N	\$224,032	\$268,838
New	UC-319	New Road J - BLTC	8-foot minimum Sidewalks, Barrier-separated bicycle lanes, on-street parking	Mitchellville Road	New Road D	83'	Neighborhood Connector (A)	2	County	Long-Term	N	\$103,853	\$124,624
New	UC-320	New Road K - BLTC	8-foot minimum Sidewalks, Buffered bicycle lanes, on-street parking	Northview Drive	New Road L	86'	Mixed Use Boulevard (B) Center Turn Lane	2	TBD	Long-Term	N	\$316,886	\$380,263
New	UC-321	New Road L - BLTC	8-foot minimum Sidewalks, Shared Roadway (Sharrows)	New Road K	Evergreen Parkway	66'	Neighborhood Connector (B)	2	County	Mid-Term	N	\$62,491	\$74,989
New	UC-322	New Road M - BLTC	8-foot minimum Sidewalks, Shared Roadway (Sharrows)	New Road K	Evergreen Parkway	66'	Neighborhood Connector (B)	2	County	Mid-Term	N	\$62,491	\$74,989

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 5: Transportation Facilities (Specific)

New/ Existing	ID	Name	Implementation Action	From	To	Min ROW	Right- of-Way Type	Lanes	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New	UC-323	Northview Drive	8-foot-wide Sidewalks, Barrier-separated bicycle lanes	New Haven Drive	Old Collington Road	130'	Mixed Use Boulevard (A) 4 Travel Lanes	4	County	Mid-Term	N	\$401,436	\$481,723
New	UC-324	Old Jericho Park Road (extension)	Extend Old Jericho Park Road to the northwest edge of the BSU MARC Campus Center.	Existing Terminals	Edge of BSU MARC Campus Center	TBD	TBD	TBD	County	Short-Term	N	\$480,800	\$600,000
			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.						County	Short-Term	N	\$306,553	\$367,864

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 6: Transportation Facilities (General)

New/ Existing	Implementation Action	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New/ Existing	Include on-street parking on all new and reconstructed streets at Bowie Local Town Center and BSU MARC Campus Center.	TBD	Mid- to Long-Term	N	TBD	TBD
New	Replace surface parking at the Bowie State MARC Station with structured parking.	State	Short-Term	N	TBD	TBD
New/ Existing	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.	All	Ongoing	N	TBD	TBD
Existing	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: <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) 	County, State, BSU, City of Bowie, Property Owner(s)	Mid- to Long-Term	N	TBD	TBD
Existing	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.	State, County	Short-Term	N	TBD	TBD
Existing	Install angled parking along Railroad Avenue.	County	Short-Term	N	\$3,591	\$4,310

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 6: Transportation Facilities (General)

New/ Existing	Implementation Action	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New/ Existing	<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 	TBD	Short-Term	N	TBD	TBD
New/ Existing	Provide marked crosswalks on all legs of all intersections.	All	Short-Term	N	TBD	TBD
New/ Existing	Provide leading pedestrian intervals at signalized intersections.	All	Short-Term	N	TBD	TBD
New/ Existing	Enhance the existing pedestrian tunnel with signage, lighting, accessibility, and routine maintenance and cleaning.	State	Short-Term	N	TBD	TBD
New/ Existing	Increase lighting along all sidewalks and pedestrian facilities.	All	Short-Term	N	TBD	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 6: Transportation Facilities (General)

New/ Existing	Implementation Action	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New/ Existing	Design pedestrian facilities that eliminate blind corners, unnecessary shadows, concealing vegetation, and other perceived unsafe conditions.	All	Short-Term	N	TBD	TBD
New/ Existing	Implement pedestrian safety measures throughout the campus, such as video surveillance and routine safety patrols, especially at night.	State	Short-Term	N	TBD	TBD
New	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.	TBD	Long-Term	N	\$227,249	\$272,699
New	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.	TBD	Short-Term	N	TBD	TBD
New/ Existing	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.	All	Short-Term	N	TBD	TBD
New/ Existing	Ensure all streets in Bowie-Mitchellville and Vicinity's Centers and Established Communities have sidewalks.	All	Mid-Term	N	TBD	TBD
New/ Existing	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.	All	Short-Term	N	TBD	TBD
New/ Existing	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.	All	Mid-Term	N	TBD	TBD
New/ Existing	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.	All	Mid-Term	N	TBD	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 6: Transportation Facilities (General)

New/ Existing	Implementation Action	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
New/ Existing	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.	All	Mid-Term	N	TBD	TBD
New	Construct all new streets in the following locations to the appropriate urban street design standard within the 2017 Prince George's County Urban Street Design Standards or most up-to-date County-approved urban street standards. Roadways constructed by the Maryland Department of Transportation State Highway Administration are to follow context driven design guidelines for urban areas: -Bowie Local Town Center -BSU MARC Campus Center -Old Town Bowie -Collington Local Employment Area -Free State Shopping Center -Bowie Marketplace Shopping Center -South Lake	All	Short-Term	N	TBD	TBD
New	Streets constructed to serve new commercial, multifamily, or mixed-use developments should contain, at a minimum: -Six-foot-wide sidewalks on both sides -Crosswalks on all legs of an intersection -Bicycle lanes or a separated facility -Street trees -Modern stormwater management best practices, such as bioswales	All	Short-Term	N	TBD	TBD
New/ Existing	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.	TBD	Ongoing	N	TBD No associated engineering costs	TBD
New/ Existing	Design all streets in the Established Communities of Bowie-Mitchellville and Vicinity to allow operation at LOS D.	All	Ongoing	N	TBD No associated	TBD

PGCPB No. 2021-142
ATTACHMENT T
Preliminary Bowie-Mitchellville and Vicinity Master Plan
Public Facilities Cost Estimates
December 6, 2021

Table 6: Transportation Facilities (General)

New/ Existing	Implementation Action	Juris- diction	Anticipated Timeframe	In Current County CIP/ State CTP Y/N	Estimated Costs (2021 Dollars)	Cost w/20% cost contingency
					engineering costs	
New/ Existing	Design all streets in the Rural and Agricultural Area of Bowie-Mitchellville and Vicinity to allow operation at LOS C.	All	Ongoing	N	TBD No associated engineering costs	TBD
New/ Existing	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 34: CSX Pope's Creek Railroad Trail Acquisition.	M- NCPPC	Long-Term	N	TBD	TBD
New/ Existing	Provide bus shelters at all bus stops on roadways classified collector or higher. Shelter amenities should include, but not be limited to, seating, trash receptable, and real-time passenger information.	TBD	Short-Term	N	TBD	TBD
New/ Existing	Provide bus shelters at all bus stops along streets that front on nonresidential property, including shopping centers, office buildings, and other businesses.	TBD	Mid-Term	N	TBD	TBD
New/ Existing	Provide a minimum six-foot-wide sidewalk along any street that has a bus stop.	TBD	Mid-Term	N	TBD	TBD
New/ Existing	Provide mid-block crosswalks at bus stops if the nearest intersection is 100 feet or more from the bus stop.	TBD	Mid-Term	N	TBD	TBD