

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**  
**SITTING AS THE DISTRICT COUNCIL**  
**2023 Legislative Session**

Resolution No. CR-020-2023  
Proposed by (The Chair – by request Planning Board)  
Introduced by Council Members Watson, Ivey, Dernoga, Blegay, Burroughs, Oriadha, and Fisher  
Co-Sponsors \_\_\_\_\_  
Date of Introduction March 28, 2023

**RESOLUTION**

1 A RESOLUTION concerning

2        2006 *Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac*  
3        *Planning Area*—Minor Master Plan Amendment and Sectional Map Amendment—Initiation  
4 For the purpose of initiating, pursuant to the local zoning laws for that portion of the Maryland-  
5 Washington Regional District situated in Prince George’s County, Maryland, a minor  
6 amendment to the 2006 *Master Plan and Sectional Map Amendment for the Henson Creek-South*  
7 *Potomac Planning Area*—in particular, to remove and replace certain obsolete development  
8 pattern guidelines, policies, and strategies for the physical development of portions of the Master  
9 Plan areas known as “The Henson Creek Transit Village,” “The Broad Creek Transit Village &  
10 Medical Park,” “The Rosecroft Mixed-Use Area,” “Developing Tier,” and “Rural Tier” to reflect  
11 the County’s current development priorities—and initiating a concurrent Sectional Map  
12 Amendment for a portion of Planning Areas 76B and 80 of the Maryland-Washington Regional  
13 District.

14        WHEREAS, pursuant to its authority set forth in the Regional District Act within the Land  
15 Use Article, Annotated Code of Maryland, the County Council of Prince George’s County,  
16 sitting as the District Council for that portion of the Maryland-Washington Regional District in  
17 Prince George’s County (“District Council”), approved the 2006 *Master Plan and Sectional Map*  
18 *Amendment for the Henson Creek-South Potomac Planning Area* via adoption of CR-30-2006 on  
19 April 25, 2006; and

20        WHEREAS, in accordance with the procedures set forth in the Zoning Ordinance of Prince  
21 George’s County, Maryland, the District Council also approved certain guidelines, policies, and

1 strategies regarding development patterns for the “The Henson Creek Transit Village,” “The  
2 Broad Creek Transit Village & Medical Park,” “The Rosecroft Mixed-Use Area,” “Developing  
3 Tier,” and “Rural Tier”; and

4 WHEREAS, since the time of the 2006 Master Plan approval, several land use and  
5 development pattern recommendations for the Mixed-Use Activity Centers identified in the  
6 Master Plan as “The Henson Creek Transit Village,” “The Broad Creek Transit Village &  
7 Medical Park,” and “The Rosecroft Mixed-Use Area,” as well as the “Developing Tier” and the  
8 “Rural Tier” are outdated and/or no longer relevant as set forth in the Master Plan’s  
9 Development Pattern Element; and

10 WHEREAS, Section 27-3502(i) of the Zoning Ordinance provides a process by which the  
11 District Council may initiate a minor amendment to approved area master plans, subject to  
12 certain requirements; and

13 WHEREAS, the District Council finds that there is a need to amend the Development  
14 Pattern Element within the 2006 *Master Plan and Sectional Map Amendment for the Henson  
15 Creek-South Potomac Planning Area* to revise the Development Pattern Element for “The  
16 Henson Creek Transit Village,” “The Broad Creek Transit Village & Medical Park,” “The  
17 Rosecroft Mixed-Use Area,” “Developing Tier,” and “Rural Tier” to eliminate obsolete land use  
18 and development pattern guidelines, policies, and strategies for these areas; and

19 WHEREAS, the Master Plan’s comprehensive land use and development pattern should  
20 emphasize and reflect the County’s current legislative priorities related to mixed-use transit-  
21 oriented development, smart growth, revenue creation, and access to quality healthcare; and

22 WHEREAS, as it specifically relates to the “Henson Creek Transit Village,” the District  
23 Council finds that a minor amendment is appropriate to update the Master Plan to incorporate the  
24 2021 *Henson Creek Village Area Study* findings concerning current environmental and market  
25 constraints, as well as the Study’s recommendations for attracting and supporting new  
26 commercial and residential investment while minimizing flooding; and

27 WHEREAS, as it specifically relates to the “Rosecroft Mixed-Use Area,” the District  
28 Council finds that a minor amendment is appropriate to update the Master Plan to reflect that the  
29 designation of this area as mixed-use is no longer appropriate, given the County’s current  
30 legislative priorities and recent development activity; and

1           WHEREAS, the District Council also finds that the proposed minor amendments fall well  
2 within the parameters authorized by the provisions of Section 27-3502(i)(2), as the amendments  
3 proposed herein: (1) advance defined public objectives; (2) involve no more than 50% of the  
4 applicable plan area, but are not limited to a single parcel of land or landowner; and (3) are  
5 limited to specific issues regarding public planning objectives; and

6           WHEREAS, it is the finding of the District Council that the proposed minor amendments  
7 do not fall within the parameters of Section 27-3502(i)(3), as the amendments proposed herein  
8 do not: (1) rezone any land; (2) change a General Plan center designation; (3) require major  
9 transportation or public facilities analysis or revised water and sewer classification; or (4) amend  
10 the County's growth boundary; and

11           WHEREAS, it is the desire of the District Council to process a Sectional Map Amendment  
12 concurrently with this minor amendment to the 2006 *Master Plan and Sectional Map*  
13 *Amendment for the Henson Creek-South Potomac Planning Area* in accordance with Sections  
14 27-3502 and 3503 of the Zoning Ordinance, to provide a strong interrelationship between land  
15 use recommendations in approved plans and the zoning of land and to strategically eliminate the  
16 split zoning of land where possible; and

17           WHEREAS, the boundaries of the proposed Sectional Map Amendment shall be limited to  
18 an area north of and not including the Broad Creek Conservancy, east of Livingston Road, south  
19 of Old Fort Road, and west of MD 210; as well as the area designated as the Rosecroft Mixed-  
20 Use Area (Tax Accounts 1265594, 1226422, 1226430, 1288968, 1292119, 1292481, 1292499,  
21 1292507, 1292515, 1306018, 1329408, 1329416, 1335181, 1335199, 1339787, 1346022,  
22 1349497, 3511813, and 9999999); and

23           WHEREAS, upon approval of this Resolution, and in accordance with applicable law, the  
24 proposed minor amendment to the 2006 *Master Plan and Sectional Map Amendment for the*  
25 *Henson Creek-South Potomac Planning Area* and its concurrent proposed Sectional Map  
26 Amendment shall be subject to all applicable notice and public hearing requirements to seek  
27 public comment on the minor amendment and proposed Sectional Map Amendment.

28           NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's  
29 County, Maryland, sitting as the District Council for that part of the Maryland-Washington  
30 Regional District in Prince George's County, Maryland, that in accordance with Sections 27-  
31 3502 and 3503 of the Zoning Ordinance, the Prince George's County Planning Board of the

1 Maryland-National Capital Park and Planning Commission is hereby directed to initiate a minor  
 2 amendment to the 2006 *Master Plan and Sectional Map Amendment for the Henson Creek-South*  
 3 *Potomac Planning Area* and the Prince George’s County Planning Director is hereby directed to  
 4 prepare a concurrent Sectional Map Amendment for that portion of Planning Area 80 subject to  
 5 the proposed minor amendment, as follows:

6 **MINOR AMENDMENT NUMBER ONE**

7 Amend and/or refine “Development Pattern – Rural Tier” on pp. 3–5 to amend and/or  
 8 refine the land use development pattern for the areas of the master plan identified as the Rural  
 9 and Developing tiers and “Map 1: Plan Concept”:

10 [Recommends development within the Developing Tier adjoining  
 11 the historic district be consistent and compatible with the  
 12 prevailing Broad Creek historic character.]

13 Recommends residential and commercial development adjoining  
 14 the historic district be appropriately buffered from and compatible  
 15 with the Broad Creek Historic District.

16 Directs future growth to the proposed mixed-use areas such as the  
 17 National Harbor Center, the two activity centers along Indian Head  
 18 Highway (MD 210), and the Padgett’s Corner activity center on  
 19 Allentown Road[, and the large, undeveloped properties north of  
 20 Rosecroft Raceway].

21 Revise “Map 1: Plan Concept” to include the properties at 7707 Kaydot Road (Tax Accounts  
 22 0381556, 0374363) within the “Henson Creek Transit Village” and Mixed-Use Development  
 23 Area, change the “Rosecroft Mixed-Use Area” shading from Mixed-Use Development Area to  
 24 Low Density Residential, and remove the label “Residential-focused mixed-use” for the  
 25 “Rosecroft Mixed-Use Area.”

26 Add a note on page 4 as follows:

27 In 2014, Prince George’s County approved a new General Plan, *Plan Prince George’s 2035*  
 28 (Plan 2035). Plan 2035 amends this master plan by eliminating designated Corridors, renaming  
 29 the Rural Tier to the Rural and Agricultural Area, designating areas of the former Developing  
 30 Tier as Established Communities, and reclassifying Oxon Hill as a Neighborhood Center.

**MINOR AMENDMENT NUMBER TWO**

Amend and/or refine “Development Pattern – Rural Tier,” “Rural Tier | Background,” “Map 5: Rural Tier Conceptual Land Use Plan,” “Rural Tier | Policy 1,” “Rural Tier | Policy 3,” and “Rural Tier | Policy 4” on pp. 17–20:

Along the edge of the Rural [Tier] and Agricultural Area and Historic District, several large properties are available for further development. Each is developed with one or more homes, but there is significant potential for new residential and institutional development on these sites. [Although such development would be compatible with the policies and character of the Developing Tier such density may not be compatible with the semirural character of the historic district.] New construction adjacent to the historic district is not subject to Historic District Design Guidelines.

\* \* \* \* \*

During preparation of this master plan, the owners of a 21.35-acre tract at 7707 Kaydot Road became aware of the classification to the Rural Tier and also objected. This property is not in the historic district and is oriented away from the historic district toward the Livingston Square Shopping Center, across Old Fort Road, and the major intersection at Indian Head Highway. [It is ] At the time of the 2006 master plan process, the property was planned for suburban residential subdivision development that is more characteristic of the [Developing Tier] Established Communities, not the Rural [Tier] and Agricultural Area. For these reasons, the master plan [amends] amended the 2002 General Plan to reclassify the 21.35-acre tract from the Rural Tier to the Developing Tier. In accordance with the recommendations of the 2021 Henson Creek Village Area Study, the property is ideally situated for future development of institutional and healthcare uses to catalyze and support new commercial and residential development within the Henson Creek Transit Village. The District Council should

1 consider rezoning this property, and adjacent properties along  
2 Livingston Road, to commercial zones to accommodate future  
3 development of institutional healthcare uses on-site and to support  
4 future commercial development along Cady Drive and within the  
5 larger Henson Creek Transit Village.

6 Revise “Map 5: Rural Tier Conceptual Land Use Plan” as follows:

- 7 1. Recommend the properties at 7707 Kaydot Road (Tax Accounts 0381556, 0374363) as
- 8 Mixed-Use Areas
- 9 2. Recommend the following properties for Commercial/Institutional land uses: Tax
- 10 Accounts 0353656, 0353649, 0283960, 0370635

11 \* \* \* \* \*

12 Rural or scenic viewsheds along Livingston Road should be  
13 protected from adverse architectural or other development with  
14 existing woodland or appropriate screening and buffering  
15 techniques to [maintain open and continuous] preserve and  
16 enhance views of the natural and agricultural landscape.

17 \* \* \* \* \*

18 [Require District Council review of development proposals  
19 adjacent to the Broad Creek Historic District for compatibility with  
20 the historic character of the area.]

21 \* \* \* \* \*

22 Provide a visual buffer using landscape materials and concepts to  
23 create a distinct edge along Livingston Road south of Old Fort  
24 Road that preserves and enhances the historic streetscape, defines  
25 the boundary between the Henson Creek Transit Village and Rural  
26 [Tier] and Agricultural Area and provides a transition from the  
27 higher density Transit Village to the low-density Rural [Tier] and  
28 Agricultural Area.

29 **MINOR AMENDMENT NUMBER THREE**

30 Amend, repeal, and/or refine “Developing Tier | Background,” “Developing Tier | Policy 1,”  
31 “Developing Tier | Policy 2,” “Developing Tier | Policy 3,” and “Developing Tier | Policy 6,” on

pp. 21–24:

[The Fort Washington Hospital adjacent to the shopping center at Swan Creek Road is a thriving health care complex that should provide a focal point for existing and new businesses in this area.]

\* \* \* \* \*

The existing Fort Washington Hospital adjacent to the shopping center at Swan Creek Road is a health care complex that should be evaluated for future redevelopment that complements surrounding commercial and healthcare uses – including the Olde Forte Village Shopping Center. Redevelopment of the existing Fort Washington Hospital site and/or development of a new, contemporary health care facility within the Henson Creek Transit Village Mixed Use Activity Center is desired to serve communities along MD 210.

\* \* \* \* \*

Design institutional or special exception uses to reflect the scale and character of the surrounding neighborhood (except in the Henson Creek Transit Village Mixed Use Activity Center).

\* \* \* \* \*

Encourage institutionally based development proposals with a mix of uses that focus on the institutional mission that may include high-quality residential, limited commercial, or community-oriented uses to provide a public benefit, to enhance community character, and are designed for compatibility with the surrounding neighborhood. Institutionally based development proposed should adhere to the following guidelines:

Encourage future development of institutional healthcare uses within the Henson Creek Transit Village Mixed Use Activity Center.

\* \* \* \* \*

[Policy 2: Encourage the development of compact, pedestrian-oriented residential communities on sites large enough to

1 accommodate a mixture of housing types and sizes, recreation  
2 components, neighborhood-serving commercial amenities, and  
3 infrastructure.

#### 4 STRATEGY

5  Prepare a detailed small area plan or development application  
6 for the undeveloped 200-acre area north of Rosecroft Raceway that  
7 conforms to best practices for compact community design and  
8 includes the following elements:

- 9 • A traditional neighborhood character with appropriately scaled  
10 and located neighborhood services.
- 11 • A mix of housing choices.
- 12 • Density and levels of intensity based on the capacity of  
13 transportation facilities or transit options servicing the area and  
14 compatibility with adjacent uses.
- 15 • Site plan orientation that focuses development toward a potential  
16 transit stop envisioned for the north part of the property as a feeder  
17 bus service or a potential future Metro light rail transit connection.
- 18 • An interconnected network of pedestrian-friendly streets,  
19 sidewalks and bikeways with multiple connections between new  
20 development, adjacent neighborhoods, and areas of activity.
- 21 • Extension of Barrowfield Road for additional access to the site  
22 from the adjacent residential neighborhood.
- 23 • An open space trail and pathway system with multiple  
24 connections between new development and adjacent parks and  
25 open spaces.
- 26 • Additional public parkland needed to serve this area.
- 27 • Accommodating recommendations of the Green Infrastructure  
28 Plan for the evaluation area located along the west side of the tract.
- 29 • Defining the relationship to Rosecroft Raceway as an ongoing  
30 commercial entertainment venue or, alternatively, considering  
31 redevelopment of Rosecroft as an integral part of the proposal.]



\* \* \* \* \*

Allow a mix of commercial or residential uses to replace or supplement underutilized business areas. In addition to commercial and residential uses, healthcare uses should be prioritized to support underutilized business areas located within or adjacent to the Henson Creek Transit Village Mixed Use Activity Center.

**MINOR AMENDMENT NUMBER FOUR**

Revise “Map 6: Mixed-Use Activity Center” to include the Kaydot Property within the “Henson Creek Transit Village” boundary on p. 25.

**MINOR AMENDMENT NUMBER FIVE**

Amend, repeal, and/or refine “Henson Creek Transit Village,” “Henson Creek Transit Village | Guidelines,” “Map 7: Henson Creek Existing Land Use,” and “Map 8: Henson Creek Transit Village Proposed Land Use” on pp. 26–29:

The Henson Creek existing land use is shown on Map 7. The Henson Creek Transit Village is envisioned as a pedestrian-oriented village setting focused on a two- to three-block section of Livingston Road between Palmer Road and Old St. John’s Way [Fort Road]. The master plan proposes redevelopment of the existing commercial buildings to create a “main street” (see Map 9) setting that will orient the majority of pedestrian activity along Livingston Road. The addition of moderate-density residential development along a grid pattern of new streets is proposed along the edges of the village, as is a vertical mix of residential and commercial uses along the main street. Institutional/healthcare uses, specifically the addition of a modern healthcare facility, are envisioned at the southern edge of the village to catalyze future residential and commercial development along the main street. A transit station will be strategically located near MD 210 ( Indian Head Highway) to provide express bus or future bus rapid transit service for village residents and workers, as well as surrounding communities.

\* \* \* \* \*

[Consider the possibility of additional retail commercial development on property located at the southwest corner of MD 210 and Old Fort Road North (known as the Kaydot property) through the filing of a rezoning application that is sensitive to architectural techniques that are compatible with the adjoining historic district.]

Include new “Area C” in “Henson Creek Transit Village | Guidelines”:

Area C

- New, community-serving modern healthcare facilities should be located south of Old Fort Road, east of Livingston Road.
- A wooded buffer should be retained to the extent possible, with additional landscape plantings as appropriate, along Livingston Road south of Old Fort Road to visually buffer future institutional development from the Broad Creek Historic District and the historic Livingston Road streetscape.
- Vehicular access points serving future institutional/healthcare uses along Livingston Road should feature a combination of context-sensitive screening and buffering, as well as appropriate signage for a healthcare facility.
- Compatible gateway signage for the Broad Creek Historic District should be provided along Livingston Road, south of Old Fort Road.

Revise “Map 7: Henson Creek Existing Land Use” to include the Kaydot Property within the “Henson Creek Transit Village” boundary.

Revise “Map 8: Henson Creek Transit Village Proposed Land Use” to include the Kaydot Property and prospective institutional/healthcare uses within the “Henson Creek Transit Village” as “Area C.”

**MINOR AMENDMENT NUMBER SIX**

Revise “Map 11: Broad Creek Transit Village and Medical Park Land Use and Development Pattern” to reflect planned redevelopment of existing Fort Washington Hospital on “Area 8:

Hospital.”

**MINOR AMENDMENT NUMBER SEVEN**

Revise “Potential light rail transit alignment and station stop for the Henson Creek/South Potomac development corridor” figure to reflect removal of the Rosecroft Area station stop.

**MINOR AMENDMENT NUMBER EIGHT**

Amend or refine “Centers and Corridors | Policy 2: Promote development of mixed residential and nonresidential uses at moderate to high densities and intensities at the Oxon Hill Regional Center and in the Oxon Hill Transit Corridor with a strong emphasis on pedestrian- and transit-oriented development | Strategy” and “Centers and Corridors | Policy 4: Promote phased redevelopment of the area with appropriate infrastructure improvements | Strategies” on pp. 54–56:

Area E defines [two] a transition area[s] located [between] adjacent to the Oxon Hill Regional Center and the Indian Head Highway exit from I-495 to the west[ and the entrance to Rosecroft Raceway on Brinkley Road to the east]. Educational facilities are encouraged in Area E west of the center. Area E may be designated for future development at lower scale TOD densities and intensities than proposed for the core area in order to serve potential future LRT station stops.

\* \* \* \* \*

Develop a short- and long-range phasing plan—Given that future development located at National Harbor [and at the undeveloped property north of Rosecroft Raceway] will likely have a significant impact on the economic development of the Oxon Hill Regional Center, many phasing scenarios may be formulated (see Phasing Concept illustration). However, several key concepts may be introduced at this time to initiate discussions between the county and property owners regarding how the Oxon Hill Regional Center may ultimately be revitalized:

**MINOR AMENDMENT NUMBER NINE**

Amend or refine “Transportation Systems | Background | Roadway Issues,” “Transportation

1 Systems | Transit Element | Policy 1: Encourage a mass transit system of bus and rail service,  
2 including public parking facilities that provide efficient and user-friendly service to supplement  
3 and, within centers, supplant the private automobile,” on pp. 66–73 and “Map 28: Transit  
4 Options and Concepts”:

5 National Harbor/Oxon Hill[Rosecroft Area]: The transportation  
6 network required to effectively and efficiently serve the land use  
7 plans for these proposed mixed-use, transit-oriented areas.

8 \* \* \* \* \*

9 This plan recommends the extension of rail transit between  
10 Northern Virginia, National Harbor, Oxon Hill, and the Green  
11 Line. This is recommended as a means of enhancing the viability  
12 of both Oxon Hill and National Harbor as planned centers. The  
13 recommendation recognizes that this facility could be light rail  
14 transit (electrified either partially or fully at grade) or Metrorail  
15 transit (electrified with a third rail fully grade separated). The  
16 recommendation [could include a spur extension to Rosecroft,  
17 particularly if light rail transit technology were implemented; this  
18 rail transit extension] could include an extension to Andrews Air  
19 Force Base [as well]. The conceptual location of this transit line is  
20 shown in Map 28: Transit Options and Concepts.

21 \* \* \* \* \*

22 As the Oxon Hill Regional Center, National Harbor, and the node  
23 along Allentown Road develop, improved local bus transit linking  
24 these focal points along Brinkley Road will be needed. [In  
25 particular, enhanced services will be necessary when  
26 redevelopment occurs adjacent to Rosecroft Raceway.] This  
27 service is conceptually shown in Map 28: Transit Options and  
28 Concepts.

29 Revise “Map 28: Transit Options and Concepts” to remove spur to Rosecroft and Rosecroft  
30 station stop.

31 **MINOR AMENDMENT NUMBER TEN**

1 Amend, repeal, and/or refine “Economic Development | Policy: Target economic development  
2 efforts to existing commercial centers | Strategies” for “Broad Creek Transit Village” and  
3 “Henson Creek Transit Village” on pp. 88–89:

4 The Broad Creek Transit Village has a number of strengths  
5 including high visibility from Indian Head Highway, healthcare  
6 uses at the existing Fort Washington Hospital site, and the  
7 potential for commercial establishments to improve upon their  
8 capture of locally generated disposable income. Since Broad Creek  
9 cannot compete directly with the Oxon Hill [Regional]  
10 Neighborhood Center or National Harbor, it must establish its own  
11 identity or market niche. Retailers need to supply the goods  
12 demanded by area residents in a more acceptable setting.  
13 Considering the planned development of a new modern healthcare  
14 facility in the Henson Creek Transit Village, efforts should be  
15 made to accommodate potential redevelopment of the hospital site  
16 and the immediate area. Easier access to the existing residential  
17 areas will be accomplished by the proposed interchange  
18 improvements along Indian Head Highway. The provision of  
19 improved public transportation along the Indian Head Highway  
20 corridor, with a transit stop located at Broad Creek, should help  
21 boost local residents’ patronage of commercial establishments  
22 along Livingston Road and Swan Creek Road. Residential land use  
23 alternatives, such as a senior housing complex, on excess  
24 commercial or industrial land could strengthen the local market to  
25 support businesses.

26 \* \* \* \* \*

27 The Henson Creek Transit Village has a number of strengths,  
28 including high visibility and access from Indian Head Highway,  
29 planned development of a modern healthcare facility at the  
30 intersection of Indian Head Highway and Old Fort Road, and the  
31 potential for commercial establishments to improve upon their

1 capture of locally generated disposable income. Since Henson  
 2 Creek cannot compete directly with the Oxon Hill [Regional]  
 3 Neighborhood Center or National Harbor, it must establish its own  
 4 identity or market niche. Henson Creek should leverage the  
 5 planned development of a modern healthcare facility for purposes  
 6 of establishing an identity and market niche within the Plan Area.  
 7 The District Council should consider rezoning the Kaydot Property  
 8 to accommodate future development of institutional healthcare  
 9 uses. In addition to serving residents of the surrounding  
 10 community, workers, patrons, and visitors to the healthcare  
 11 facility, existing [Existing] retailers need to understand what is  
 12 currently not being provided since the area experiences a  
 13 significant outflow of disposable income. Improving connectivity  
 14 to existing residential areas by providing a link to the Henson  
 15 Creek Trail, incorporating a pedestrian-friendly street grid in the  
 16 area, capitalizing on the proposed interchange improvements along  
 17 Indian Head Highway, and providing for public transportation  
 18 along the Indian Head Highway corridor with a transit stop located  
 19 at Henson Creek should help boost local residents' patronage of  
 20 commercial establishments. Modest increases in residential density  
 21 can strengthen the local market by providing additional population  
 22 to support local business.

### **MINOR AMENDMENT NUMBER ELEVEN**

24 Amend, repeal, and/or refine "Housing | Policy: Provide opportunities to medium- to high-  
 25 density housing within centers, the Oxon Hill Transit Corridor and the Branch Avenue (MD  
 26 5)/Allentown Road Corridor Node, mixed-use activity centers, and other designated high-density  
 27 Areas | Strategies" on p. 92:

28 [Consider a suburban village including a variety of housing types  
 29 for the undeveloped properties north of (and perhaps including  
 30 Rosecroft Raceway. The density and intensity of development  
 31 should be determined at the time of rezoning application on the

1 basis of transportation accessibility and compatibility with  
2 adjoining neighborhoods.]

3 **MINOR AMENDMENT NUMBER TWELVE**

4 Revise “Map 33: Future Mixed-Use Rezoning Areas” to eliminate the “Rosecroft Mixed-Use  
5 Area.”

6 **MINOR AMENDMENT NUMBER THIRTEEN**

7 Amend or refine “Appendix C | Public Facility Cost Estimates | Public Facility Totals for  
8 Transportation (Transit and Roads)” on p. 92:

9 Establish rail transit service from Virginia through the National  
10 Harbor and Oxon Hill Center to connect to the existing Green  
11 Line. [A routing of this service could serve planned development  
12 north of the Rosecroft Raceway.]

13 **MINOR AMENDMENT NUMBER FOURTEEN**

14 Revise and amend the Land Use, Transportation, and Public Facilities comprehensive plan map  
15 insert to reflect the changes in Attachment 1 of this Resolution.

16 BE IT FURTHER RESOLVED that, pursuant to Sections 27-3200 and 27-3307(a)(1) of the  
17 County Zoning Ordinance, the Prince George’s County Historic Preservation Commission will  
18 review and make a recommendation on the foregoing proposed minor amendment to the 2006  
19 *Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning*  
20 *Area* and comment on the concurrent proposed Sectional Map Amendment.

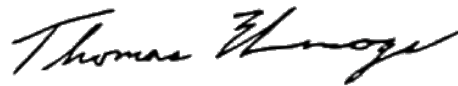
21 BE IT FURTHER RESOLVED that, pursuant to Section 27-3502 of the County Zoning  
22 Ordinance, the County Council of Prince George’s County, Maryland, sitting as the District  
23 Council, and the Prince George’s County Planning Board of the Maryland-National Capital Park  
24 and Planning Commission shall conduct a joint public hearing to receive testimony and public  
25 comments concerning the foregoing proposed minor amendment to the 2006 *Master Plan and*  
26 *Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* and concurrent  
27 proposed Sectional Map Amendment, and said joint public hearing will be held on Tuesday, June  
28 13, 2023, in accordance with prescriptions of the County’s Zoning Ordinance.

29 BE IT FURTHER RESOLVED that the Clerk of the Council shall transmit a copy of this  
30 Resolution to the Prince George’s County Planning Board of the Maryland-National Capital Park


1 and Planning Commission in accordance with the procedural requirements of Section 27-3502  
2 of the County Zoning Ordinance.

Adopted this 28<sup>th</sup> day of March, 2023.

COUNTY COUNCIL OF PRINCE GEORGE'S  
COUNTY, MARYLAND, SITTING AS THE  
DISTRICT COUNCIL FOR THAT PART OF  
THE MARYLAND-WASHINGTON REGIONAL  
DISTRICT IN PRINCE GEORGE'S COUNTY,  
MARYLAND

BY:   
\_\_\_\_\_  
Thomas E. Dernoga  
Chair

ATTEST:

  
\_\_\_\_\_  
Donna J. Brown  
Clerk of the Council



**ATTACHMENT 1**

## Recommended Revisions to Land Use, Transportation, and Public Facilities Map Insert

Address	Tax Account	2006 Future Land Use Category	Amended Future Land Use Category
7707 Kaydot Road	0381566	Residential, Low-Density	Mixed-Use Area
Old Fort Road	0374363	Residential, Low-Density	Mixed-Use Area
Livingston Road	0283960	Residential, Rural Character	Commercial/Institutional
Livingston Road	0370635	Residential, Rural Character	Commercial/Institutional
Livingston Road	0353649	Residential, Rural Character	Commercial/Institutional
9612 Livingston Road	0353656	Residential, Rural Character	Commercial/Institutional
2101 Brinkley Road	1265594	Mixed-Use Area	Residential Low
2102 Brinkley Road	1346022	Mixed-Use Area	Residential Low
6225 Rosecroft Drive	1226422	Mixed-Use Area	Residential Low
6330 Rosecroft Drive	1226430	Mixed-Use Area	Residential Low
6206 Rosecroft Drive	1288968	Mixed-Use Area	Residential Low
0 Brinkley Road	1292119	Mixed-Use Area	Residential Low
6209 Rosecroft Drive	1292481	Mixed-Use Area	Residential Low
6209 Rosecroft Drive	1292499	Mixed-Use Area	Residential Low
2505 Brinkley Road	1292507	Mixed-Use Area	Residential Low
2423 Brinkley Road	1292515	Mixed-Use Area	Residential Low
2317 Brinkley Road	1306018	Mixed-Use Area	Residential Low
6336 Rosecroft Drive	1329408	Mixed-Use Area	Residential Low
0 Calhoun Street	1329416	Mixed-Use Area	Residential Low
0 Brinkley Road	1335181	Mixed-Use Area	Residential Low
2401 Brinkley Road	1335199	Mixed-Use Area	Residential Low
6207 Rosecroft Drive	1339787	Mixed-Use Area	Residential Low
6211 Rosecroft Drive	1349497	Mixed-Use Area	Residential Low
2601 Brinkley Road	3511813	Mixed-Use Area	Residential Low
Unknown	9999999	Mixed-Use Area	Residential Low