

PGCPB No. 2023-93

RESOLUTION

WHEREAS, the Prince George's County Zoning Ordinance provides procedures for minor amendments of an Area Master Plan or Sector Plan, or Functional Master Plan, pursuant to Sections 27-3502(i); and

WHEREAS, on March 28, 2023, the Prince George's County Council, sitting as the District Council, pursuant to Sections 27-3502 and 3503 of the Zoning Ordinance, adopted CR-020-2023, initiating a Minor Plan Amendment concurrent with a Sectional Map Amendment to the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*; and

WHEREAS, CR-020-2023 proposes to remove and replace certain obsolete development pattern guidelines, policies, and strategies for the physical development of portions of the Master Plan areas known as "The Henson Creek Transit Village," "The Broad Creek Transit Village & Medical Park," "The Rosecroft Mixed-Use Area," "Developing Tier," and "Rural Tier" to reflect the County's current development priorities; and

WHEREAS, a sectional map amendment was prepared concurrently with this minor plan amendment to implement its zoning recommendations for the plan area; and

WHEREAS, the Prince George's County Planning Board, in conjunction with the District Council, pursuant to Sections 27-3502 and 27-3307(a)(1) of the Zoning Ordinance, held a properly noticed joint public hearing on the proposed Minor Plan Amendment to the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* on June 13, 2023; and

WHEREAS, a technical staff report has been prepared that analyzes the proposed Minor Plan Amendment to the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*;

WHEREAS, on September 7, 2023, the Planning Board held a public work session on the proposed Minor Plan Amendment to examine the staff report and the analysis of testimony, transcripts of oral testimony provided at the Joint Public Hearing, and written testimony (exhibits) contained within the hearing record for the Joint Public Hearing held on June 13, 2023, and

WHEREAS, the Prince George's County Planning Board agrees to amend the proposed Minor Plan Amendment ([See Attachment 1: CR-020-2023 Proposed Minor Plan Amendment](#)) based on its review of the record of the Joint Public Hearing, including deletions and additions from the staff errata provided at the Joint Public Hearing on June 13, 2023 and updated September 7, 2023 ([See Attachment 2: 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 WITH AMENDMENTS the Minor Plan Amendment to the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* by this resolution, incorporating therein amendments, deletions, and additions in response to the public hearing record as follows:

Underline indicates language added to the minor plan amendment.

Brackets indicate language deleted from the minor plan amendment.

1. Amend Minor Amendment Number Two to delete reference to “adjacent properties along Livingston Road”, as follows:

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

2. Amend Minor Amendment Number Two to revise “Map 5: Rural Tier Conceptual Land Use Plan” as follows:
 1. Recommend the properties at 7707 Kaydot Road (Tax Accounts [0381556]**0381566**, 0374363) as Mixed-Use Areas
 2. Recommend the following properties for Commercial/Institutional land uses: Tax Accounts 0353656, 0353649, 0283960, 0370635]
3. Amend Minor Amendment Number Five to refine the language in “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 for the properties identified by Tax Accounts 0381566 and 0283960 at the southern edge of the village to catalyze future residential and commercial development along the main street. A future healthcare facility and its primary vehicular access are envisioned for the property identified by Tax Account 0381566, the 21.35-acre tract at 7707 Kaydot Road, while the property identified by Tax Account 0283960, the adjoining Livingston Road parcel, is envisioned only as a secondary access point to a future healthcare facility. 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.

4. Amend Minor Amendment Number Five to refine the language in the newly included “Area C” in “Henson Creek Transit Village | Guidelines” as follows:

Area C

- A new, community-serving modern healthcare [facilities]**facility** 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 a future healthcare facility from the Broad Creek Historic District and the historic Livingston Road streetscape.
- Vehicular and pedestrian access points along Livingston Road serving a future [institutional/]healthcare [uses]**facility** [along Livingston Road]should feature a combination of context-sensitive screening and buffering, as well as appropriate signage for a healthcare facility.
- The properties identified by Tax Accounts 0381566 and 0283960, at Kaydot Road and Livingston Road, respectively, have shared ownership and should be

incorporated through the subdivision process into a single development site for the future development of the site with an institutional/healthcare use. Development of any parcel along Livingston Road associated with or as an accessory to a future healthcare facility on the Kaydot Property should be limited to context-sensitive vehicular and pedestrian accessways only.

- Compatible gateway signage for the Broad Creek Historic District should be provided along Livingston Road, south of Old Fort Road.
5. Amend Attachment 1 to Minor Amendment Number Fourteen to delete the following properties from the map revision:

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

BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the Minor Plan Amendment has been prepared in accordance with the requirements of Sections 27-3502 of the Zoning Ordinance; and

BE IT FURTHER RESOLVED that, in accordance with Section 27-3502 and Section 27-3503 of the Prince George's County Zoning Ordinance, the adopted minor plan amendment, and a Technical Staff Report analyzing the minor plan amendment, shall be transmitted concurrently with the endorsed sectional map amendment to the District Council for approval; and

BE IT FURTHER RESOLVED that, in accordance with Section 27-3502 and Section 27-3503 of the Prince George's County Zoning Ordinance, a copy of this adopted minor plan amendment and its concurrent Sectional Map Amendment will be transmitted to the County Executive and to each municipality within one mile of the area of the Sectional Map Amendment; and


BE IT FURTHER RESOLVED that the Prince George's County Planning Board finds that the Minor Plan Amendment, as heretofore described, is in conformance with the principles of orderly comprehensive land use planning and staged development, being consistent with the 2014 *Plan Prince Georges 2035 General Plan (Plan 2035)*, 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 minor plan amendment and related 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 a resolution, as revised, approved 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 Doerner, with Commissioners Doerner, Shapiro, and Washington voting in favor of the motion and Commissioners Bailey and Geraldo absent at its regular meeting held on Thursday, September 7, 2023.

Adopted by the Prince George's County Planning Board this 14th day of September, 2023.

Peter A. Shapiro
Planning Board Chair

By 
Jessica Jones
Planning Board Administrator

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: September 18, 2023

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

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

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

WHEREAS, in accordance with the procedures set forth in the Zoning Ordinance of Prince 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

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

MINOR AMENDMENT NUMBER ONE

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

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

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

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

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

Add a note on page 4 as follows:

In 2014, Prince George’s County approved a new General Plan, *Plan Prince George’s 2035* (Plan 2035). Plan 2035 amends this master plan by eliminating designated Corridors, renaming the Rural Tier to the Rural and Agricultural Area, designating areas of the former Developing 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

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

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

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

* * * * *

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

* * * * *

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

* * * * *

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

MINOR AMENDMENT NUMBER THREE

Amend, repeal, and/or refine “Developing Tier | Background,” “Developing Tier | Policy 1,”
 “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

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

MINOR AMENDMENT NUMBER ELEVEN

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

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

basis of transportation accessibility and compatibility with adjoining neighborhoods.]

MINOR AMENDMENT NUMBER TWELVE

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

MINOR AMENDMENT NUMBER THIRTEEN

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

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

MINOR AMENDMENT NUMBER FOURTEEN

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

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

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

BE IT FURTHER RESOLVED that the Clerk of the Council shall transmit a copy of this 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 28th 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

Errata Sheet for the Proposed Henson Creek-South Potomac Minor Master Plan Amendment (as of August 30, 2023)

Correction No.	Error	Correction	Page #
1	In Minor Amendment One, the property at 2112 Brinkley Road (Tax Account 1346022) was erroneously excluded from the revisions to “Map 1: Plan Concept”.	Clarify text for revisions to “Map 1: Plan Concept” to include 2112 Brinkley Road and change map shading from “Medium to High Intensity Residential Area” to “Low Density Residential” and move label so it no longer points to this property.	4
2	In Minor Amendment One, an incorrect label is used.	Clarify text in first sentence by removing “Rural Tier” and instead including, “Amend and/or refine “Development Pattern” on pp. 3-5...”	4
3	In Minor Amendment One, there is a typo in a Tax Account number.	Clarify text by revising Tax Account 0381556 to 0381566.	4
4	In Minor Amendment Two, the incorrect tax account number was indicated for one of the impacted properties at 7707 Kaydot Road in the revisions to “Map 5: Rural Tier Conceptual Land Use Plan.”	Clarify text by revising Tax Account 0381556 to 0381566 for recommended revisions to “Map 5: Rural Tier Conceptual Land Use Plan.”	6
5	Introduction to Minor Amendment Three indicates edits are required to “Developing Tier Policy 6” while no such edits are needed.	Revise introduction to Minor Amendment 3 to remove “Developing Tier Policy 6” and instead say, “Amend, repeal, and/or refine ‘Developing Tier Background,’ ‘Developing Tier Policy 1,’ ‘Developing Tier Policy 2,’ and ‘Developing Tier Policy 3’ on pp. 21-24...”	6-7
6	Changes proposed in Minor Amendment Three related to the existing Fort Washington Hospital site were erroneously left out of revisions under Minor Amendment Six related to the same site.	Clarify Minor Amendment Six by including additional language consistent with Minor Amendment Three: <u>Amend and/or refine “Developing Tier,” “Broad Creek Transit Village and Medical Park—Guidelines” on p. 30:</u> □ Consider potential[expansion]future redevelopment of the Fort Washington Hospital <u>that complements surrounding commercial and healthcare uses,</u> or creation	10-11

		of a related medical park for outpatient services and support.	
7	Minor Amendment Seven omits edits to “Map 19: Oxon Hill Regional Center Existing Land Use” in which the westernmost portions of the Rosecroft Mixed-Use Area indicated as a center should have been omitted.	<p>Update text to Minor Amendment Seven to be consistent with other amendments, as follows:</p> <p><u>“Revise ‘Centers and Corridors’ maps and graphics and Graphics on pp. 48-49:</u></p> <ul style="list-style-type: none"> • <u>Revise “Map 19: Oxon Hill Regional Center Existing Land Use” to eliminate the westernmost portions of the Rosecroft Mixed-Use Area indicated as a center</u> • <u>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</u> 	11
8	Minor Amendment Eight omits edits to the map (“Map 22: Oxon Hill Land Use”) for the corresponding text edit.	<p>Add the following text to clarify Minor Amendment Eight:</p> <p><u>Revise “Map 22: Oxon Hill Land Use” to eliminate the westernmost portions of the Rosecroft Mixed-Use Area indicated as a transition area/future development, and eliminate the potential transit stop location at this point.</u></p>	11
9	In Minor Amendment Twelve, revisions to “Map 33: Future Mixed-Use Rezoning Areas” erroneously exclude the Kaydot Property.	Revise “Map 33: Future Mixed-Use Rezoning Areas” to include the Kaydot Property to be consistent with proposed amendments related to this property.	15
10	Minor Amendment Thirteen erroneously misquotes the label and page number for the proposed amendment.	Revise Minor Amendment Number Thirteen to reference page 141 instead of page 92, and to reference “Public Facility Proposals for Transportation” instead of “Public Facility Totals...”	
11	Attachment 1 incorrectly lists the address of Tax Account 1346022 as 2102 Brinkley Road.	Correct the address in the attachment list and ensure Future Land Use category is updated for 2112 Brinkley Road.	Attachment 1

12	An additional reference to the Rosecroft Mixed-Use area in the Master Plan was erroneously omitted for deletion in the proposed minor plan amendment	<p>Revise language under ‘Developing Tier Background’ on p. 21 as follows:</p> <p>The major portion of this master plan is located in the Developing Tier, which contains approximately 16,676 acres or 26 square miles. Much of this tier still features a semirural character established by a mixture of small- and large-lot subdivisions, small farms, garden plots, and woodlands. Multifamily projects are generally concentrated along Brinkley Road and MD 210. Nearly all of the multifamily projects in this tier were built in the 1960s and 1970s. More recently, multifamily development is taking place in the form of elderly housing projects. Many of the undeveloped properties in this tier have been approved for subdivision development that should occur in the foreseeable future. Nearly all are low-density, single-family subdivisions. The notable exception is National Harbor, which has been approved for approximately seven million square feet of commercial and entertainment development along the banks of the Potomac River at the Capital Beltway. <u>The remaining tracts that have not been subdivided are generally small sites contained within established single-family residential neighborhoods.</u></p> <p>[The remaining tracts that have not been subdivided are generally small sites contained within established single-family residential neighborhoods. However, one large site located south of Brinkley Road is bordered by multifamily, commercial and institutional development as well as single-family neighborhoods. This 200-acre site presents a unique opportunity to develop a compact, high-quality, mixed-use planned neighborhood. It could also incorporate redevelopment of the adjoining racetrack property at some point in the future.]</p>	6-7
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Errata Sheet for the Proposed Henson Creek-South Potomac Minor Master Plan Amendment (as of August 30, 2023)

Page 4

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Note: Additional corrections may be added to this errata sheet based on testimony received at the Joint Public Hearing for inclusion in the Planning Board's Resolution of Adoption.

Underline indicates language added.

[Brackets] indicate language deleted.